



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 1, CW Report No. 8 – Page 2

- 2011 Public Works Project of the Year Award (Environmental Category – Projects Less than \$2 Million) for Clarence Street Slope Stabilization and Sidewalk Replacement.
- 2011 Information Technology Award for the Improvements to the Utility Management System in the City of Vaughan.

#### 2011 Public Works Project of the Year Award (Environmental Category – Projects Less than \$2 Million)

The OPWA Public Works Project of the Year Awards were established to promote excellence in the management and administration of public works projects by recognizing the alliance between the managing agency, the consultant/architect/engineer, and the contractor who, working together, complete public works projects. The City of Vaughan project, Clarence Street Slope Stabilization and Sidewalk Replacement was recognized as the 2011 Public Works Project of the Year Award (Environmental Category – Projects Less than \$2 Million).

This project commenced following the failure of the existing gabion retaining wall structure along Clarence Street (approximately 400m south of Wycliffe Ave). The failure occurred as a result of the meandering creek undermining the retaining wall structure, and also resulted in the collapse of the adjacent sidewalk. In order to carry out a repair that would not only merely reinstate the retaining wall and the sidewalk, Engineering Services staff undertook the challenge to relocate the channel away from the existing roadway embankment and to recreate a channel/floodplain condition. This would allow the channel to be self sustaining and provide long term protection for both the roadway and sidewalk.

A process was developed whereby all stakeholders (including but not limited to the Ministry of Natural Resources and the Toronto Region Conservation Authority) were engaged and worked collaboratively with the project team. The end result was that the project was delivered on time, with an accelerated construction schedule, while employing corporate strategic initiatives to meet stakeholder expectations. The proper planning of this project allowed Engineering Services to produce a product that is financially and environmentally sustainable for the City, reducing the impact to local area residents while enhancing and ensuring community safety, health and wellness.

The following Engineering Services Staff participated on the project team:

- John Zanchettin, Senior Engineering Assistant
- Gino Martino, Engineering Technologist – Capital

The project team comprised of City staff, URS Canada Inc. as the consulting engineering firm, and Dynex Construction as the general contractor.

#### 2011 Information Technology Award

The OPWA Information Technology Award recognizes an individual, team or organization of the development, management and implementation of a creative idea, device, process or system that enhances the goals of Public Works in serving the public and protecting the environment. The City's Utility Management System was recognized for this award.

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With a single staff person allocated to oversee approximately 4,000 permit applications submitted annually in the City of Vaughan, there was a need to review existing utility co-ordination business processes. As increasing the staff complement was not an alternative, a technology oriented solution was considered that would move away from the paper based format currently being used. Business processes were revised and an electronic Utility Management System (UMS) was developed in-house that utilized existing software to receive, process and retrieve permits. Engineering Services' staff contributions on this initiative were previously recognized in receiving the 2010 Ontario Good Roads Association – John Niedra Award for Innovative Management Practices.

Given the success of the new system and in the continuous improvement environment fostered by the City, further technological enhancements have been incorporated into the Utility Management System. These enhancements leverage the GIS data managed by the City, for the ongoing maintenance and inspection of the approved permit. This application has increased productivity while decreasing processing time. It has also helped reduce operating expenses for the utility companies and improved the level of service to the residents of Vaughan.

The following Engineering Services Staff made up the project team for the development of the UMS:

- Majid Chaoudhry, Infrastructure Coordinator
- Jimmy Yovanovski, GIS Technician/Information Processor
- Jennifer Simpson, Utility Coordinator

#### Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the OPWA awards received by the City demonstrates excellence in service delivery; priorities previously set by Council.

#### Regional Implications

Not Applicable.

#### Conclusion

Staff recommend that this report and the accompanying presentation be received.

#### Attachments

None.

#### Report prepared by:

Vince Musacchio, P. Eng., PMP, Manager of Capital Planning and Infrastructure, ext. 8311  
Jack Graziosi, P. Eng., Director of Engineering Services, ext. 8201

VM:mc

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 2, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

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**PROCLAMATION REQUEST  
NATIONAL VOLUNTEER WEEK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated February 28, 2012:

**Recommendation**

The City Clerk recommends:

- 1) That April 15 – 21, 2012 be proclaimed as “National Volunteer Week”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page Online.

**Contribution to Sustainability**

N/A

**Economic Impact**

N/A

**Communications Plan**

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations” and on the City Page Online.

**Purpose**

To respond to the request received from the General Manager, Volunteer Development, YMCA of Greater Toronto, dated February 6, 2012.

**Background - Analysis and Options**

The correspondence received from the General Manager, Volunteer Development, YMCA of Greater Toronto is attached. (Attachment 1)

The proclamation request meets the City’s Proclamation Policy, as follows:

“That upon request, the City of Vaughan issue Proclamations for events, campaigns or other similar matters:

- (i) Which are promoted by any organization that is a registered charity pursuant to Section 248 of the Income Tax Act”

YMCA of Greater Toronto is a registered charity seeking Council’s support by proclaiming “National Volunteer Week”, in an effort to raise awareness of the crucial role played by Volunteers, in ways such as feeding the homeless, comforting the sick, fundraising and many more acts of selfless kindness. The collective result of their work makes our community a more desirable place to live. Council has previously granted this proclamation.

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**Relationship to Vaughan Vision 2020/Strategic Plan**

This report supports the strategic priorities established by Vaughan Vision 2020, in particular “Enhance and Ensure Community Safety, Health and Wellness”.

**Regional Implications**

N/A

**Conclusion**

Staff is recommending that April 15 – 21, 2012 be proclaimed “National Volunteer Week” and that the proclamation be posted on the City’s website and published on the City Page Online.

**Attachment**

Attachment 1 – Correspondence from the General Manager, Volunteer Development, YMCA of Greater Toronto dated February 6, 2012

**Report prepared by:**

Connie Bonsignore, Administrative Assistant to the City Clerk

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 3, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

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**ANNUAL FINANCIAL REPORT  
ONTARIO BUILDING CODE ACT  
BUILDING STANDARDS DEPARTMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning and the Director of Building Standards, dated February 28, 2012:

**Recommendation**

The Commissioner of Planning and the Director of Building Standards in consultation with the Budgeting and Financial Planning Department recommends that the Building Standards Department Annual Financial Report be received for information.

**Contribution to Sustainability**

N/A

**Economic Impact**

None

**Communications Plan**

The Building Standards Department will make copies of the report available to the public and every person(s) and/or organization(s) that has requested a copy as required by the Building Code Act and Building Code. To date, staff have not received any requests for information.

**Purpose**

To provide Council information respecting the Building Standards Department Annual Financial Report.

**Background - Analysis and Options**

As part of the recent amendments to the Ontario Building Code Act and Building Code (Bill 124), the City shall prepare an annual financial report and provide information on the following matters:

- i) Total Fees Collected (12 month period)
- ii) Direct Costs of Administering the Act (Plans Review and Inspections)
- iii) Indirect Costs (Support and Overhead Costs)
- iv) The account balance for the Building Permit Reserve Fund that has been established by Council.

Attached as Attachment 1 is a copy of the Annual Report that has been prepared for 2011 and is based on unaudited information.

This report has been prepared in consultation with Finance Department Staff and is based on Council's previous approvals respecting the C.N. Watson Activity Based Costing Methodology For User Fees Report, and the establishment of the Building Standards Service Continuity Reserve fund.

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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**

None.

**Conclusion**

This report should be received for information.

**Attachments**

Attachment 1 - A copy of the 2011 Annual Report.

**Report prepared by:**

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

(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 20, 2012**

Item 4, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

***By approving the recommendation contained in the report of the Commissioner of Engineering and Public Works, dated February 28, 2012.***

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**4                      STORM POND SEDIMENT REMOVAL – PONDS 15 AND 105**

**The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of March 20, 2012.**

**Recommendation**

The Commissioner of Engineering and Public Works, in consultation with the Commissioner of Finance and City Treasurer, recommend that the following report be received for information.

**Contribution to Sustainability**

The cleaning and removal of sediments from storm water management ponds improves storm water quality, restores storm water storage volumes, and contributes to environmental sustainability.

**Economic Impact**

There is no economic impact on any other capital project as a result of the recommendations contained in this report, or the actions previously undertaken to fund the sediment removal from storm ponds 15 and 105.

**Communications Plan**

N/A

**Purpose**

To inform Council of a previously unspecified capital account utilized to partially fund the sediment removal and disposal from storm ponds 15 and 105.

**Background - Analysis and Options**

On May 24, 2011, Council awarded Tender T11-027 for the sediment removal from storm ponds 15 and 105. The estimated cost for the removal of sediment from these two ponds was \$160,000, with a contingency of \$16,000.

In the tender award report to Council, staff identified in the Economic Impact section that "*Capital funds to cover the cost of the removal of sediments & improvements of storm water management pond #15 is allocated from Project PW-2002-07 and for Pond #105 is allocated from Project PW-2008-07.*" Staff failed to identify Capital Project PW-2028-09 as another funding source for this work.

The sediment removal from the two ponds was put out under one tender. Once the work started, two change orders in the amount of \$26,504 were required to fund repairs to broken inlet blocks discovered once one of the ponds was de-watered, and to fund a change in material type for one of the access roads.



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Once the ponds were de-watered, it was also discovered that the quantity of sediment requiring removal had increased substantially from when the original design work had been completed. The original estimated volume of sediment to be removed from the two ponds was 3,692 cubic meters. An additional 2,758 cubic meters of sediment had to be removed and disposed of at an additional cost of \$85,626. The two change orders and the additional sediment removal added \$112,130. (plus non-rebatable HST and 3% admin.) to the original estimated cost.

The accounts identified in the May 24, 2011 Council report (PW-2002-07 and PW-2008-07), did not contain sufficient funds to pay for the additional work identified above. The Council award report had neglected to specify that in 2009, PW-2028-09, also a gas tax funded capital account, had been specifically created to address the removal of additional sediments from storm ponds, recognizing that design surveys conducted without de-watering were subject to systemic under-estimation of the sediment material from ponds 15 and 105.

Although PW-2028-09 was not identified as a funding source in the original report to Council, it has been used to fund the sediment removal from these two ponds. This constituted an appropriate use of this account and there was no impact on any other capital projects. Staff is bringing this information to the attention of Council for the sake of transparency and accountability.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the priorities previously set by Council and ties into the following Vaughan Vision 20/20 Goals and Objectives:

Goal: Service Excellence  
Objective: Pursue Excellence in Service Delivery

Goal: Organizational Excellence  
Objective: Manage Corporate assets

#### **Regional Implications**

The storm ponds are City-owned assets and therefore there are no regional implications.

#### **Conclusion**

Although PW-2028-09 was not identified as a funding source in the original report to Council, it has been used to fund the sediment removal from these two ponds. PW-2028-09, a gas tax funded capital account, had been specifically created to address the removal of additional sediments from storm ponds, recognizing that design surveys conducted without de-watering were subject to systemic under-estimation of the sediment material from ponds. This constituted an appropriate use of this account and there was no impact on any other capital projects. Staff is bringing this information to the attention of Council for the sake of transparency and accountability.

#### **Attachments**

N/A

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

Robert Meek, CET, Manager of Environmental & Technical Services



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#### Communications Plan

York Region will be apprised of any resolution passed by Council relating to this item.

#### Purpose

The purpose of this report is to provide Council with an overview of the conclusions and recommendations of the Region of York's Environmental Assessment Study for road improvements to Keele Street from Steeles Avenue West to Rutherford Road.

#### Background - Analysis and Options

York Region initiated the Keele Street Class EA in 2006 to develop, assess and provide transportation improvements on Keele Street from Steeles Avenue West to Rutherford Road to support existing and proposed developments.

The specific study area is bounded by Steeles Avenue West to the south, Rutherford Road to the north, and extends approximately 300 m each side of Keele Street as shown on Attachment No.1. Current land uses in the area are mainly industrial with some commercial and limited office. There are two residential areas adjacent to Keele Street located in the southeast corner of the Keele Street / Highway 7 intersection, and the southwest corner of Keele Street / Rutherford Road intersection. The subject area is undergoing a transformation with respect to land use and transportation. With significant development proposed in the Vaughan Metropolitan Centre (VMC), Official Plan Amendment (OPA) 620 Lands, and York Region, transportation demand in this corridor is expected to increase.

The Region's Keele Street EA Study builds on the recommendations of previous studies and the Region's Transportation Master Plan (TMP) Update. Also, various Provincial planning studies and policies were utilized to establish the framework to identify solutions to address the anticipated traffic demand, traffic congestion and traffic issues along Keele Street within the study area. Recent and ongoing studies that would have an impact on the road and transit issues in the study area include the following:

- York Region Transportation Master Plan
- Highway 7 Corridor and Vaughan N-S Link Transit Improvements EA
- York Region Rapid Transit Plan
- Spadina Subway Extension EA
- City of Vaughan OPA 620
- City of Vaughan Draft Class EA for East-West Road in OPA 620
- Transitway Corridor Protection Study
- Highway 407 / Parkway Belt West Corridor
- York University Secondary Plan

#### Public Consultation Process

York Region held two Public Consultation Centres (PCCs) during the study with the first PCC being held on June 18, 2007 and the second PCC held on May 4, 2011.

In addition to formal public meetings, various meetings were held throughout the study process with a variety of stakeholders, including City of Vaughan, City of Toronto, Toronto and Region Conservation Authority, and CN Rail. Several meetings and discussions were also held with various property owners and representatives from rate payers associations, including the Concord West Association. A Technical Advisory Committee was formed at the beginning of the EA study, and meetings were held at key points throughout the study to review findings, discuss the preliminary proposed recommendations and receive input.

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##### Keele Street Class EA– Environmental Assessment Process

The Class EA process requires that all reasonable and feasible solutions be examined to resolve the problems of the project. The following alternative solutions were investigated:

- **Do Nothing** – No improvements to address the project specific problems or opportunities on Keele Street.
- **Implement Travel Demand Management Measures** – Issues typically include trying to spread out the peak period of travel by encouraging people to travel at off peak hours, encouraging car pooling, work at home, and telecommuting.
- **Transportation System Management Measures** – Improvements are usually of an operational nature such as traffic signal phasing / timing improvements.
- **Improvements to Public Transit** – Initiatives normally include adding more buses to reduce the wait time between buses, providing traffic signal priority for buses, queue jump lanes, providing more opportunity to increase capacity and obtain seats on the bus and provide better waiting facilities, such as more shelters.
- **Operational / Intersection Improvements** – Improvements normally include addition of exclusive turning lanes at intersections and / or adding separate traffic signal phases for high left-turning traffic movements, etc.
- **Widen Other Parallel Roads** – Improvement is to divert traffic that is currently using Keele Street to other parallel roads such as Jane Street and / or Dufferin Street.
- **Widen to Six Lanes to Provide Transit / HOV / Bike Lanes** – Improvements include widening from 4 to 6 lanes for transit / HOV lanes to meet the increasing travel demands, adding bicycle lanes, and improving operations and safety.

##### Preliminary Preferred Solution

Comments received from the public and agencies were incorporated into the evaluation process. The alternative solutions were re-evaluated based on the assessment criteria. It was confirmed that the preliminary preferred solution is to **widen Keele Street to add transit/HOV lanes and bike lanes**, in accordance with the Region of York Transportation Master Plan.

##### Generation of Alternative Design Concept

Several constraints were taken into account when developing the alternatives that were evaluated as follows:

- Four watercourse crossings of the Don River Watershed
- Cemetery area and church on the east side of Keele Street, north of Langstaff Road
- Major Enbridge Gas facility located in the southwest corner of the Keele Street / CN Rail Corridor
- Existing bridge over Highway 407
- Concord West residential area located in the southeast corner of the Keele Street / Highway 7 intersection
- Coordination with the VIVA design and construction for installing Bus Rapid lanes along Highway 7
- No improvements to Steeles Avenue or any roads within the City of Toronto are to be widened as part of this project
- Minimize property impacts and acquisitions
- Minimize impacts to the natural and social environment
- Lane widths and median widths as per the Design Guidelines outlined in the Towards Greater Regional Streets report approved by Council
- CN Rail structure condition and location
- Maintenance of driveway accesses

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##### Alternative Road Widening

The design alternatives that were considered and evaluated include:

- Alternative 1 – Symmetrical widening of the roadway
- Alternative 2 – Widen only on the west side of the existing roadway
- Alternative 3 – Widen only on the east side of the existing roadway

After evaluating against each criterion, symmetrical widening of the roadway was recommended.

In addition to the basic road widening to accommodate HOV / transit and bike lanes, each of the major intersections within the study area were analyzed to develop concepts to provide additional capacity and reduce delays. The key recommended improvements are as follows:

##### Keele Street / Steeles Avenue West

Keele Street southbound at Steeles Avenue currently has two southbound through traffic lanes, and exclusive left-turn lane and exclusive right-turn lane. This configuration is proposed to be maintained in the future as the City of Toronto has a policy of not widening roads within the City. Widening is proposed on the north side of the intersection to add a third northbound traffic lane to improve traffic and transit.

##### Keele Street / Highway 7 Intersection

The recommended design maintains the eastbound dual left-turn lanes at the Keele Street / Highway 7 intersection. In addition, exclusive right-turn lanes at the Keele Street / Highway 7 intersection will be provided to increase the intersection capacity and reduce delays, where warranted. The VivaNext Bus Rapid transit lane requirements are incorporated in the recommended intersection design.

##### Keele Street / Rutherford Road Intersection

The Region has commenced a Class Environmental Study for improvements to Rutherford Road from Jane Street to Yonge Street. This study will identify the improvements to Rutherford Road to improve capacity and reduce delays.

##### Recommended Design Concept

Key elements of the Region's recommended design including the following:

- 6 lane cross-section to provide for transit / HOV lanes as well as on-street bike lanes in each direction
- Minimum 36 metre right-of-way
- Sidewalks on both sides of the roadway
- 2.0 to 4.2 metre landscaped raised centre median
- Streetscaping in the boulevard areas where possible
- Culvert replacements where required
- Access at properties adjacent to intersections revised to right-in, right-out only. Where a property has more than one access, then the second access is revised to right-in, right-out only
- U-turns at intersections
- CN Rail structure replacement
- Storm water quality facilities

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The Region's typical cross-section proposed for the project is illustrated on Appendix 2A and 2B. The roadway section consists of four 3.3 metre traffic lanes, two 3.5 metre HOV lanes + 2 lanes and two 1.5 metre bike lanes. The Region will confirm the exact lane configuration details and design of the median landscaping during detail design. In addition, the recommended design concept identifies the need to restrict existing access to some properties along Keele Street to right-in, right-out movements only due to the proposed raised centre medians.

The Region's general landscaping requirements are identified in the Toward Greater Regional Street guidelines and are incorporated into this project. The City is undertaking a Streetscape Plan along Keele Street from Highway 7 to Highway 407, and along Highway 7 from Keele Street to Centre Street in the area of the Concord West Community. The recommendations of the approved Concord West Streetscape Plan could be incorporated into the detailed design and construction of the Region's Keele Street capital project. The initial recommendations of the City's Concord West Streetscape Plan proposes the use of concrete pavers within the public road allowance at gateway locations into the Concord West community, as well as pedestrian lighting. The details of these streetscape measures will be finalized during the Concord West Study.

#### Implementation

The Region's Class EA is recommending that the Keele Street improvements be implemented in phases. The first phase will extend from Steeles Avenue to the south side of Highway 7. In May 2011, Regional Council approved the consulting assignment for the detailed design of this segment of Keele Street.

Phase 2 of the project will include the intersection improvements at Highway 7 as part of VivaNext bus rapid transit project along Highway 7. The phase 2 works are currently programmed between 2015 and 2020.

The remaining section of Keele Street from north of Highway 7 northerly to Rutherford Road is scheduled for later construction to be determined by monitoring the condition of the pavement structure and the increase in traffic volumes. The anticipated timing for any work within this portion of the corridor is currently 2017, at the earliest.

#### Staff Comments

Staff from various City departments attended the TAC meetings and provided input that guided the study in developing recommended alternative. In addition, a number of focused meetings were held between Regional and City staff to discuss certain aspects of the study including the provisions of sidewalks and streetlighting, the existing municipal services located within the Keele Street road allowance and the proposed road network in the OPA 620 Lands. Accordingly, staff is generally satisfied with the findings and recommendations of the Keele Street Environmental Assessment Study Report (ESR).

#### Public Review Period

The planning and design process has been documented in an Environmental Assessment Study Report (ESR) and was submitted to the Ministry of Environment in January 2012. The ESR is available for public review for 30 days, beginning January 23, 2012.

#### Regional Implications

York Region is the proponent of the Class Environmental Assessment Study for road improvements to Keele Street from Steeles Avenue West to Rutherford Road.

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**Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the priorities previously set by Council Vaughan Vision 2020 strategic initiatives:

- To enhance and ensure community safety, health and wellness;
- To pursue excellence in service delivery;
- To lead and promote environmental sustainability; and
- To plan and manage growth and economic vitality.

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

**Conclusion**

York Region has completed the Class Environmental Assessment Study for road improvements to Keele Street from Steeles Avenue West to Rutherford Road. The Street Class EA was initiated in 2006 to develop, assess and provide transportation improvements on Keele Street from Steeles Avenue West to Rutherford Road to support existing and proposed developments. The planning and design process has been documented in an Environmental Assessment Study Report (ESR), which was submitted to the Ministry of Environment in January 2012.

Staff has reviewed the technical aspects of the Keele Street EA and is generally satisfied with its recommendations.

**Attachments**

1. Study Area
2. Proposed Keele Street Cross Section (Option 1 and 2)

**Report prepared by:**

Mehrak Hakimi, P.Eng., Transportation Analyst-Ext.8295  
Selma Hubjer, P.Eng., Transportation Engineer-Ext.8674

(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 20, 2012**

Item 6, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**6** **TEMPORARY ROAD CLOSURE**  
**HUNTINGTON ROAD BETWEEN RUTHERFORD ROAD AND TRADE VALLEY DRIVE**  
**TRUNK SANITARY SEWER AND WATERMAIN CONSTRUCTION**  
**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 February 28, 2012:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends that the necessary by-law be enacted authorizing the temporary closure of Huntington Road between Rutherford Road and Trade Valley Drive from approximately March 12, 2012 to December 28, 2012 to facilitate the construction of a trunk sanitary sewer and watermain.

**Economic Impact**

There is no economic impact resulting from the adoption of this report. All costs associated with the proposed sanitary sewer works and the related road closure will be borne by Huntington Landowners Trustee Inc. The construction of the watermain on Huntington Road will be the responsibility of the developer of the Hunters Glen Subdivision.

**Communications Plan**

If the recommendation of this report is approved, a comprehensive communication plan will be implemented to inform all stakeholders of the proposed temporary closure of Huntington Road and related detour routes. This communication plan will include written notification of the road closure to the area property owners and stakeholders including emergency service providers (police, fire and ambulance), public school boards, and transit agencies. In addition, the proposed temporary road closure will be coordinated with both the Region of York and Region of Peel.

Access Vaughan will be provided with information regarding the closure and associated contact information in order to effectively respond to enquiries from the general public. The developer's contractor will be responsible for the installation and maintenance of all barricades and construction signage in order to provide pedestrian safety and local access around the construction area. The appropriately worded road side signage will be installed a minimum of two weeks prior to the road closure as a means of informing motorists of the pending road closure in accordance with the Ontario Traffic Manual, Book 7.

Access to three properties along this section of Huntington Road will be directly affected by the road closure. The owners of these properties will be contacted and arrangements made to ensure that local access is maintained at all times during the road closure period.

**Purpose**

The purpose of this report is to seek Council's approval to the temporary closure of Huntington Road between Rutherford Road and Trade Valley Drive to facilitate the construction of a deep trunk sanitary sewer and a local watermain.



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

The western part of the West Vaughan Employment Area and a portion of the development in the Kleinburg/Nashville Community are proposed to be serviced by the northerly extension of the existing 750 mm diameter trunk sanitary sewer located on Huntington Road at Trade Valley Road as shown on Attachment No.1. This trunk sewer extension is being constructed in two phases. The first phase, which extends from Rutherford Road to Major Mackenzie Drive, was constructed by Huntington Landowners Trustee Inc. in 2010. The Huntington Landowners group is now seeking approval to construct the second phase of the sewer project between Rutherford and Trade Valley Drive. The construction of this last segment of the sewer will complete the system and will initially provide an outlet for the planned development in Block 61 and the second phase of the Hunters Glen Industrial Subdivision in Block 64.

#### **Construction Methodology and Schedule**

Construction of the trunk sanitary sewer on Huntington Road is expected to begin on March 12, 2012 and take until the end of the year to complete, weather permitting. The trunk sewer extension will generally be located approximately 1.5 metres east of the existing center line of Huntington Road and have a depth ranging between 10 and 12 metres deep. Given the location and depth of the proposed trunk sanitary sewer, the size of the open cut excavation will, in many locations, extend the full width of the traveled roadway. Accordingly, it will be necessary to close the road to general traffic during the period of construction. The closure of the road will establish a safe work environment for the construction workers and will significantly shorten the construction time frame for the project. A shorter construction period will minimize the disruption to the immediate property owners and motorists. The watermain will be constructed immediately after the sanitary sewer has been installed.

Given the sewer will be constructed by way of open cut, the Huntington Landowners group will be required to provide full-time geotechnical inspection/testing to ensure suitability and compaction of the back-fill material. In addition, a more rigorous construction inspection program will be required on this project to ensure a high level of quality assurance and control. The new sewer commissioning standards, which are being recommended by the joint Regional and Municipal Water and Wastewater Task Force, will be applicable to this sewer work.

Following the sewer installation, Huntington Road will be restored to its existing rural road condition and will continue to operate on half road restriction. Ultimately, Huntington Road will be reconstructed to an urban standard to support the development of the surrounding industrial lands. The necessary Class Environmental Assessment will be undertaken by the City in the near term to establish the width and preferred design of the Huntington Road improvements.

#### **Traffic Implications from the Closure of Huntington Road**

Huntington Road between Rutherford and Trade Valley Drive is a two lane paved rural roadway. The existing traffic on the roadway ranges between 550 and 850 vehicles during peak travel periods. There are three private driveways along this section of Huntington Road which serve residential dwellings and a farm operation.

At the request of the City, the Huntington Landowners group retained the transportation engineering firm of Poulos and Chung to assess the impact on traffic as a result of the proposed temporary closure of Huntington Road. Poulos and Chung Limited submitted a traffic impact study on February 15, 2012 that concludes the following:

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- The existing adjacent primary road network and existing traffic controls can satisfactorily accommodate all re-orientated Huntington Road traffic flows without any significant change to existing levels of service and operating conditions.
- The operation of the major intersections in the area will not be adversely impacted from the temporary closure of Huntington Road.
- Some motorists within the corridor will experience an increase in travel time due to the short term closure of Huntington Road.
- The proposed connection of Trade Valley Drive to Huntington Road will provide a convenient and direct detour route for some of the re-orientated traffic flows.

Accordingly, the short term closure of Huntington Road between Rutherford Road and Trade Valley Drive is not expected to negatively impact the area transportation system.

Road closure signage and barricades will be installed by the contractor at the intersections of Rutherford Road and Huntington Road and Huntington Road north of Trade Valley Drive along with the appropriate detour route information signage to the satisfaction of the City and the Region. During the road closure, emergency access will be maintained to the area at all times. Access to the existing properties along Huntington Road will be maintained during the construction period and every effort will be made to inform all affected residents as the work progresses to lessen and mitigate any construction related impacts.

Access to the existing Longos office/warehouse at the south-west corner of Huntington Road and Trade Valley Drive will be impacted by the road closure. Accordingly, to mitigate this situation, staff is requiring that Trade Valley Drive be extended to intersect with Huntington Road prior to commencing the sewer works. This extension of Trade Valley Drive will also function as an alternative route for local traffic between Highway 50 and Huntington and improve local access to the existing businesses in Block 64.

#### Servicing Agreement

Prior to the commencement of construction, the Huntington Landowners group (Huntington Landowners Trustee Inc.) will be required to amend their existing servicing agreement with the City to address matters related to the proposed sewer construction such as securities, insurance, fees, construction specifications, sewer commissioning standards and staging. In addition, all necessary permits and approvals must be in place before the contractor can proceed with the construction of the sanitary trunk sewer and watermain, including a permit from York Region to cross Rutherford Road and a permit from TRCA to cross the existing tributary of the Robinson Creek which is located just north of Trade Valley Drive.

#### Relationship to Vaughan Vision 2020

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

- Enhancing and ensuring Community Safety; and
- Planning and managing growth, and economic vitality.

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

#### Regional Implications

The temporary closure of Huntington Road is being coordinated with the York Region Roads Branch.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 6, CW Report No. 8 – Page 4

**Conclusion**

To facilitate the timely construction of the proposed trunk sanitary sewer and watermain on Huntington Road, it is recommended that Huntington Road between Rutherford Road and Trade Valley Drive be temporarily closed to through traffic from approximately March 12, 2012 to December 28, 2012. A comprehensive communication and traffic management plan will be implemented to inform all stakeholders of this temporary road closure.

**Attachments**

1. Attachment No. 1 – Location Plan

**Report prepared by:**

Andrew Pearce, Director of Development & Transportation Engineering – Ext. 8255  
Htay Aung, Senior Engineering Assistant, ext. 8264

(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 20, 2012**

Item 7, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**7** **ASSUMPTION – RAINBOW CREEK HEIGHTS**  
**19T-02V06 / 65M-3870**  
**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 February 28, 2012:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3870, and that the Municipal Services Letter of Credit be released.

**Contribution to Sustainability**

The municipal services recommended for assumption in this report have been designed and constructed in accordance with City standards which include consideration for sustainability.

**Economic Impact**

Upon assumption of this development, approximately 0.223 kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure is valued at \$380,790 and will incur the normal expense associated with annual operation and maintenance activities of approximately \$21,927 as shown on the following chart:

Item Description	As Constructed Costs	Approximate Annual Operating Costs (*)
Watermain	\$ 70,801	\$8,806
Storm sewers	\$150,581	\$ 399
Sanitary Sewers	\$ 58,969	\$8,441
Road	\$ 88,938	\$3,441
Street lights	\$ 11,501	\$ 840
Totals	\$ 380,790	\$21,927

*(\*) Annual Operating Costs derived from the 2009 Municipal Performance Measures Summary.*

The life cycle costs associated with this additional infrastructure will be accounted for in the City's Long Range Financial Plan.

**Communications Plan**

The pertinent City departments will be notified of the assumption of this subdivision.

**Purpose**

The purpose of this report is to inform Council that the municipal services in the Rainbow Creek Heights Subdivision are completed and can now be considered for assumption by the City.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

Item 7, CW Report No. 8 – Page 2

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

The Rainbow Creek Heights subdivision is comprised of 44 residential lots and a landscaping buffer block along Langstaff Road. The subdivision is located east of Highway 27, and north of Langstaff Road as illustrated on Attachment No. 1.

The Subdivision Agreement with R.J.D. Realty Management Limited was executed on November 3, 2005, and the Plan of Subdivision 65M-3870 was subsequently registered on December 12, 2005. The construction of the roads and municipal services was completed in October 2007.

The Developer has maintained the municipal services in the subdivision during the required minimum thirteen month maintenance period and rectified all deficiencies. In addition, the grading of all lots in the subdivision was certified by the Developer's Engineering Consultant. Accordingly, the Developer has requested that the roads and municipal services in the subdivision be assumed by the City, and that the development securities held by the City be released.

All documentation required by the Subdivision Agreement for assumption has been submitted. Development/Transportation 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 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.

#### **Conclusion**

The construction of the roads and municipal services associated with the Rainbow Creek Heights Subdivision, Plan of Subdivision 65M-3870, has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3870 be assumed and the Municipal Services Letter of Credit be released.

#### **Attachments**

1. Location Map

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 7, CW Report No. 8 – Page 3

**Report prepared by:**

Odette McIntyre, C.Tech. – Engineering Technologist - Development, ext. 8461  
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

FS/om

(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 20, 2012**

Item 8, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**8 INTERIM IMPROVEMENTS FOR PEDESTRIANS ON RUTHERFORD ROAD  
THOMAS COOK AVENUE/THORNHILL WOODS DRIVE TO ILAN RAMON BOULEVARD  
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 February 28, 2012:

**Recommendation**

The Commissioner of Engineering and Public Works in consultation with the Director of Budgeting and Financial Planning recommends:

1. That this report be received;
2. That the Mayor and City Clerk be authorized to execute the Memorandum of Understanding between the City of Vaughan and the Regional Municipality of York and sign all appropriate documents; and
3. That staff be authorized to reimburse the Regional Municipality of York for costs, up to the amount identified in this report, upon completion of the works.

**Contribution to Sustainability**

The interim improvements for this section of roadway on Rutherford Road, between Thomas Cook Avenue/Thornhill Woods Drive and Ilan Ramon Boulevard, is identified in the Region's Transportation Master Plan as an integral part of the Transit Priority Network. The proposed improvements take into consideration all modes of travel, including pedestrian facilities.

The implementation of this interim initiative is in keeping with the sustainability objectives identified in Green Directions Vaughan, in particular Goal 3: To ensure that Vaughan is a City that is easy to get around with a low environmental impact.

*"Objective 3.1 "To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation".*

**Economic Impact**

The costs associated with the design and construction for the temporary pedestrian facilities is estimated to be \$400,000. These costs will be shared equally between the City of Vaughan and the Regional Municipality of York, with the City's apportionment being \$200,000. The total cost of construction for this project is estimated at \$227,000 and falls within the approved 2011 Capital Budget amount for Project No. EN-1859-11.

Operations and maintenance costs for this pedestrian facility have been estimated to be approximately \$55,000 per year, or \$330,000 total over the interim period from 2012 to 2017. These costs will be absorbed within the 2012 and future Operating Budgets.

Therefore, the City's total project cost responsibility is estimated to be \$557,000.00 until such time that sidewalks are constructed by the Region as part of the Rutherford Road/Carrville Road improvements project, tentatively scheduled for 2017.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

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#### Communications Plan

Once the construction contract has been awarded by the Regional Municipality of York, Engineering Services staff will advise the Mayor and Members of Council.

#### Purpose

To seek authorization to execute the Memorandum of Understanding agreement (refer to Attachment 3) between the City of Vaughan and the Regional Municipality of York needed, to commence the interim improvements on Rutherford Road, between Thomas Cook Avenue/Thornhill Woods Drive and Ilan Ramon Boulevard, and reimburse the Region for the City's share of costs upon completion of the works.

#### Background - Analysis and Options

In the summer of 2010, City of Vaughan staff received a number of community requests to construct sidewalk facilities along Rutherford Road, between Thomas Cook Avenue/Thornhill Woods Drive and Ilan Ramon Boulevard, (refer to Attachment No. 1), to improve pedestrian safety. The majority of the requests were related to pedestrian access to the Maon Noam synagogue on the north side of Rutherford Road, approximately 200 metres west of Ilan Ramon Boulevard. There are currently no dedicated pedestrian facilities within this section of Rutherford Road.

The installation, operation, maintenance and ownership of sidewalks within the Regional right-of-way is the City's responsibility. The existing topography and physical characteristics within this section of Rutherford Road present significant challenges to implement a standard pedestrian facility without significant reconstruction of the roadway.

Rutherford Road is identified in the Region's Transportation Master Plan as an integral part of the Transit Priority Network. An Environmental Assessment (EA) study is currently underway for the section of Rutherford Road from Jane Street to Bathurst Street, as well as Carville Road from Bathurst Street to Yonge Street. It is anticipated that the study will be completed in late 2012. The preferred improvements will be programmed for construction in 2017, as noted in the Region's 2012 10-Year Roads Construction Program.

In light of the time frame and significant costs required to construct a standard pedestrian facility along this section of Rutherford Road, Regional staff have agreed to build an interim pedestrian facility. As contained in Report No. 6 of the Transportation Services Committee approved at the Regional Council meeting held on June 23, 2001, (refer to Attachment No. 2), it was recommended that a cost sharing agreement between the Region and the City be undertaken to implement the interim pedestrian.

Both Regional and City staff, explored a range of alternative solutions for an interim pedestrian facility, to provide a safer environment than what exists today. The design has since been completed and it is anticipated the construction can commence as early as Spring 2012.

The estimated cost for this project, including contract administration, a contingency allowance, treasury administration and all applicable taxes is \$227,000.00 and is calculated as follows:



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Sidewalk Construction (Estimate)	\$ 200,000.00
Contingency Amount (approx. 10%)	\$ 20,000.00
Total	\$ 220,000.00
Treasury Administration (3%)	\$ 6,600.00
Total Project Cost	\$ 226,600.00

**ROUNDED \$ 227,000.00**

<b>PROJECT FUNDING POSITION SUMMARY</b>	
<b>CAPITAL PROJECT</b>	<b>EN-1859-11</b>
Original Budget	\$2,163,000.00
Less: Total Project Cost	\$226,600.00
<b>Balance Remaining</b>	<b>\$1,936,400.00</b>

Staff have reviewed the cost estimates provided by Regional staff for this project, and are in agreement with the costs identified, however, a 10% contingency allowance has been incorporated into the project to address any unforeseen costs that may arise during construction.

**Relationship to Vaughan Vision 2020/Strategic Plan**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in enhancing and ensuring community safety, health and wellness; priorities previously set by Council. The implementation of this pedestrian facility will ensure that an appropriate level of service is maintained for pedestrian and vehicular traffic along Rutherford Road.

**Regional Implications**

The Regional Municipality of York will be responsible for the design and construction of the temporary sidewalk. The costs associated with the construction for the temporary pedestrian facilities is estimated to be \$400,000 and will be shared equally between the City of Vaughan and the Regional Municipality of York. As a result, the Region will provide approximately \$200,000 of funding towards this project.

**Conclusion**

Staff recommend that Memorandum of Understanding between the City of Vaughan and the Regional Municipality of York be executed, authorizing staff to commence the interim improvements on Rutherford Road between Thomas Cook Avenue/Thornhill Woods Drive and Ilan Ramon Boulevard, and reimburse the Region for the City's share of costs upon completion of the works.

**Attachments**

1. Location Map
2. The Regional Municipality of York, Transportation Services Committee Report, June 23, 2012

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 8, CW Report No. 8 – Page 4

**Report prepared by:**

Paolo Masaro, Design Engineer, ext. 8446

Vince Musacchio, P. Eng., PMP, Manager of Capital Planning and Infrastructure, ext. 8311

PUM: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 20, 2012**

Item 9, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

**By approving:**

***That the recommendation contained in the report of the Commissioner of Planning, dated February 28, 2012, be approved; and***

***That Communication C8 memorandum from the Commissioner of Planning, dated March 13, 2012, be received.***

**9 ZONING BY-LAW AMENDMENT FILE Z.11.020  
SITE DEVELOPMENT FILE DA.11.068  
SHELL CANADA LIMITED ET AL.  
WARD 1**

**The Committee of the Whole recommends:**

- 1) That consideration of this matter be deferred to the Council meeting of March 20, 2012; and**
- 2) That the coloured elevation drawing submitted by the applicant be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.11.020 (Shell Canada Limited et al.) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the easterly portion of the subject lands shown on Attachments #1 and #2 from A Agricultural Zone to C6 Highway Commercial Zone in the manner shown on Attachment #3, and to permit the site-specific exceptions to the C6 Zone (applicable to the entire subject lands) identified in Table 1 of this report, to facilitate the development of an automobile gas bar shown on Attachments #4 to #8.
2. THAT Site Development File DA.11.068 (Shell Canada Limited et al) BE APPROVED, to facilitate the development of an automobile gas bar shown on Attachments #4 to #8 inclusive, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i. the implementing Zoning By-law be in full force and effect; and,
    - ii) the final site servicing and grading plan shall be approved by the Vaughan Development/Transportation Engineering Department; and,
  - b) that the Site Plan Letter of Undertaking include the following provision:
    - i) the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

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#### **Contribution to Sustainability**

The Owner has advised that the following sustainable features will be included within the site and building design:

- i) external lighting linked to daylight sensors;
- ii) floodlights and canopy lighting equipped with LED fittings;
- iii) programmable thermostat;
- iv) occupancy sensor on back rooms;
- v) high efficiency refrigeration units;
- vi) bike racks to promote cycling as an alternative to motor vehicles; and,
- vii) drought tolerant and native plant species to promote water efficiency.

#### **Economic Impact**

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

#### **Communications Plan**

On August 19, 2011, a Notice of Public Hearing was circulated to all property owners within 150 m of the subject lands. Through the notice circulation, no written comments were received by the Vaughan Development Planning Department.

On September 13, 2011, a Public Hearing was held for Zoning By-law Amendment File Z.11.020. At the meeting, the Committee of the Whole members encouraged the applicant to enhance the proposed elevations and landscaping as the property is located at a prominent corner. The applicant has since revised the proposed elevations and landscape plan, which is discussed further in the Site Plan Review section of this report.

The recommendation of the Committee of the Whole to receive the Public Hearing report of September 13, 2011, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on September 27, 2011.

#### **Purpose**

The Owner has submitted the following applications on the subject lands shown on Attachments #1 to #2:

1. Zoning By-law Amendment File Z.11.020, to amend Zoning By-law 1-88, specifically to rezone the easterly portion of the subject lands from A Agricultural Zone to C6 Highway Commercial Zone in the manner shown on Attachment #3, and to permit the site-specific exceptions to the C6 Zone (applicable to the entire subject lands) identified in Table 1 of this report, to facilitate the development of an automobile gas bar shown on Attachments #4 to #8; and,
2. Site Development File DA.11.068 to facilitate the development of an automobile gas bar as shown on Attachments #4 to #8.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

Item 9, CW Report No. 8 – Page 3

#### Background - Analysis and Options

##### Location

The subject lands shown on Attachments #1 and #2 are located at the northeast corner of Major Mackenzie Drive and Jane Street, City of Vaughan, and is comprised of two properties. The westerly property (3000 Major Mackenzie Drive) is owned by Shell Canada Limited and is currently developed with an automobile gas bar and drive-through, which are no longer in operation, and will be demolished. The easterly property is owned by 937533 Ontario Inc. and is vacant. The Owners have consented to a comprehensive development over the two properties (Attachment #4). The surrounding land uses are shown on Attachment #2.

##### Official Plan

The subject lands are designated "Community Commercial Centre" with a Service Centre overlay by OPA #350 (Maple Community Plan), which permits an automobile gas bar use. The proposed development conforms to the current in-effect Official Plan.

The subject lands are designated "Mid-Rise Mixed-Use" by the new City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011) and is pending approval from the Region of York. An automobile gas bar use is permitted under this designation, provided that the use is located on an arterial street, is limited to one gas station per intersection, and that no gas stations shall be permitted at the intersection of two arterial streets. The proposal does not conform to the locational criteria for gas stations identified in VOP 2010. However, the westerly parcel (Shell Canada) has an as-of-right C6 Highway Commercial zoning on the property that permits an automobile gas bar use, and when combined with the easterly parcel, creates a larger parcel that provides opportunities for improved site design.

##### Zoning

The westerly property (Shell Canada) is zoned C6 Highway Commercial Zone by Zoning By-law 1-88, which permits the automobile gas bar use. The easterly property (937533 Ontario Limited) are zoned A Agricultural Zone by Zoning By-law 1-88. An amendment to Zoning By-law 1-88 is required to rezone the easterly property from A Agricultural Zone to C6 Highway Commercial Zone together with the proposed site-specific zoning exceptions to the C6 Zone (applicable over the entire subject lands) identified in Table 1 of this report, to implement the proposed development of an automobile gas bar.

The 0.17 ha westerly property is developed with an automobile gas bar and drive-through, which are no longer in operation, and the 0.18 ha easterly property is vacant. The Owners have proposed to develop both properties together (0.35 ha) as shown on Attachment #3, to accommodate a more comprehensive development for a new automobile gas bar. The westerly property will be developed with the gas bar canopy, parking stalls and a right-in/right-out access onto Jane Street, as shown on Attachment #4. The easterly property will be developed with the convenience retail store, additional parking, a landscaped area, and a right-in/right-out access onto Major Mackenzie Drive as shown on Attachment #4.

Given that the zoning for the westerly property permits an automobile gas bar, the proposal to rezone the easterly adjacent property from A Agricultural Zone to C6 Highway Commercial Zone will create a consistent zone category (C6 Highway Commercial Zone) over the entire subject lands and will accommodate an improved site design and a more efficient development for the proposed automobile gas bar. The Development Planning Department is of the opinion that the proposed rezoning is appropriate and compatible with the surrounding development.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

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The applicant is proposing the following site-specific zoning exceptions to the C6 Highway Commercial Zone standards of Zoning By-law 1-88 to implement the proposed automobile gas bar development:

Table 1 – Proposed Zoning Exceptions to the C6 Highway Commercial Zone

	<b>By-law Standard</b>	<b>By-law 1-88 Requirements – C6 Highway Commercial Zone</b>	<b>Proposed Exceptions to C6 Highway Commercial Zone</b>
a.	Definition of a Lot	Means a parcel of land fronting onto a street separate from any abutting land.	For the purpose of zoning conformity, the subject lands shown on Attachments #1 and #2 shall be deemed to be one lot.
b.	Minimum Lot Frontage (Jane Street)	60 m	15 m (Existing Situation)
c.	Maximum Driveway Width (Major Mackenzie Drive)	9 m	12 m
d.	Minimum Parking Requirement	6 spaces/100 m <sup>2</sup> or 13 spaces	3.5 spaces/100 m <sup>2</sup> or 8 spaces
e.	Minimum Exterior Side Yard Setback (Major Mackenzie Drive)	15 m	1.2 m
f.	Minimum Interior Side Yard Setback (north)	10 m	1.5 m
g.	Minimum Landscape Strip Width Abutting a Street Line (Major Mackenzie Drive)	6 m	1 m
h.	Minimum Landscape Strip Abutting Lands Zoned Open Space (north lot line)	2.4 m	0.8 m

The proposed zoning exception to amend the definition of a lot is required to allow both properties to be developed as one development parcel. This will permit the Zoning By-law to be applied over the entire subject lands, instead of treating the subject lands as two separate parcels. The exception is considered appropriate and will allow for a comprehensive review of the overall development.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 9, CW Report No. 8 – Page 5

The reduction in the required lot frontage addresses the existing irregular configuration of the two lots. The required lot frontage for the C6 Highway Commercial Zone is 60 m, whereas the existing situation is 15 m. Zoning By-law 1-88 defines a Front Lot Line for a corner lot to be the shorter of the street lines, which in this case is the street line abutting Jane Street.

The proposed zoning exceptions for an increased driveway width, reduced parking ratio, exterior and interior side yards, and landscape strip width, are necessary to implement the siting of the proposed automobile gas bar over the entire subject lands, given the narrow configuration of the property, which is further compromised by a 4.2 m road widening along Major Mackenzie Drive, to be conveyed to the Region of York.

The Development Planning Department can support the approval of Zoning By-law Amendment File Z.11.020. The proposed rezoning and site-specific zoning exceptions would implement a consistent zone category over the entire property, facilitate a development that is appropriate and result in a building form that is compatible with the surrounding commercial area, in conformity with the in-effect Official Plan.

#### Site Plan Review

The proposal includes a 211.9 m<sup>2</sup> convenience retail store and gas bar facing Jane Street (Attachment #4). The easterly portion of the property behind the convenience retail store is topographically depressed and will be landscaped with coniferous and deciduous trees as shown on Attachment #5. The applicant has also provided landscaping around the entire perimeter of the property. The site will be developed with two right-in/right-out access driveways onto Jane Street and Major Mackenzie Drive. A total of 8 parking spaces are proposed on the site, including a barrier free parking space for the convenience retail store. The gas bar will be developed with 5 gas pumps sheltered by an overhead canopy to serve 10 vehicles.

In accordance with comments made by members of the Committee of the Whole at the September 13, 2011 Public Hearing, the Applicant has enhanced the building elevations. The elevation plans shown on Attachments #6 and #7 include brown brick, dormers on the west, east and south elevations of the convenience retail store, shutters for the proposed windows on the east and south elevations, and pearl white masonry quoining on all corners of the retail building. The automobile gas bar will be branded as a Shell Canada Gas Bar. Corporate Shell Select signage will be included on the west façade of the convenience retail store, with a red and yellow sign band as shown on Attachment #6. The proposed gas bar canopy will include the Shell corporate logo with a sign band on the east and south façades as shown on Attachment #7. A pylon sign shown on Attachment #8 will be located east of the Major Mackenzie access. The pylon sign is 7.5 m in height and will be fixed to a masonry stone base.

The Vaughan Development Planning Department is satisfied with the proposed site plan, landscape plan and elevation plan as shown on Attachments #4 to #8 inclusive.

#### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department is working with the applicant to finalize the grading and servicing plans for the proposed development. The final plans and report must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department. A condition of approval to this effect is included in the recommendation of this report.

#### Relationship to Vaughan Vision 2020/Strategic Plan

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

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

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#### Regional Implications

The subject lands are located at the northeast corner of two Regional Roads, being Jane Street and Major Mackenzie Drive. The Region of York is presently protecting for a 45 m right-of-way for this section of Major Mackenzie Drive and a 36 m right-of-way for this section of Jane Street. As such, the municipal setbacks must be referenced from a point 22.5 m from the centre line of Major Mackenzie Drive and 18 m from the centre line of Jane Street. The Owner is required to convey a 4.2 m wide strip of land along the entire frontage of the site adjacent to Major Mackenzie Drive to the Region of York for a road widening. Access to Jane Street and Major Mackenzie Drive will be restricted to right-in/right-out movements only. The Owner will be required to fulfill all requirements of the Region of York Transportation Services Department, including the execution of a Regional Site Plan Agreement.

#### Conclusion

The Vaughan Development Planning Department has reviewed Zoning By-law Amendment File Z.11.020 and Site Development File DA.11.068 (Shell Canada Limited et al.) in accordance with OPA #350, the new City of Vaughan Official Plan 2010, Zoning By-law 1-88, comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed rezoning of the easterly property from A Agricultural Zone to C6 Highway Commercial Zone, together with the site-specific zoning exceptions to the C6 Zone (over the entire subject lands) identified in Table 1 of this report, to facilitate the development of an automobile gas bar is appropriate and will facilitate development that is compatible with the existing and permitted uses in the surrounding area, in conformity with the Official Plan. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development Applications, subject to the conditions contained in this report.

#### Attachments

1. Context Location Map
2. Location Map
3. Proposed Zoning
4. Site Plan
5. Landscape Plan
6. Elevations (Convenience Store)
7. Elevations (Gas Pumps and Canopy)
8. Elevation (Pylon Sign)

#### Report prepared by:

Mary Caputo, Planner, ext. 8215  
Christina Napoli, Senior Planner, ext. 8483  
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 20, 2012**

Item 10, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

10

**SITE DEVELOPMENT FILE DA.11.108  
COUNTRYWIDE HOMES AT VAUGHAN INC.  
WARD 3**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 28, 2012, be approved; and
- 2) That the coloured elevation drawing submitted by the applicant be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.11.108 (CountryWide Homes at Vaughan Inc.) BE APPROVED, to permit the development of 15 street townhouse dwelling units within 3 townhouse blocks, as shown on Attachments #3 to #5.

**Contribution to Sustainability**

The Owner has advised the following sustainable features will be provided within the building design:

- i) low-E vinyl casement windows with argon gas filled cavity;
- ii) programmable EnergyStar thermostat;
- iii) high efficiency natural gas furnace with energy saving motor;
- iv) conventional air circulating Heat Recovery Ventilator;
- v) main heating and cooling ducts to be taped at all joints;
- vi) R-31 spray foam insulated garage ceilings; and,
- vii) R-12 full height basement insulation.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Owner has submitted Site Development File DA.11.108 on the subject lands shown on Attachments #1 and #2, to facilitate the development of 15, two-storey street townhouse dwelling units within 3 townhouse blocks, as shown on Attachments #3 to #5.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

Item 10, CW Report No. 8 – Page 2

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

##### Location

The subject lands shown on Attachments #1 and #2 are located on Isherwood Crescent located north of Major MacKenzie Drive and west of Weston Road, being part of Blocks 71, 72 and 73 on Registered Plan 65M-4250, and part of Blocks 56, 57 and 58 on Registered Plan 65M-4275, in Planning Block 40 South, City of Vaughan.

##### Official Plan and Zoning

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600 (Vellore Urban Village), and "Low-Rise Mixed-Use" by the new City of Vaughan Official Plan 2010 (as modified September 27, 2011), which is pending final approval from the Region of York. The proposed street townhouse development conforms to the Official Plans. The proposed townhouse development also conforms to the approved Block 40 South Plan, which identifies the subject lands for Medium Density Residential uses (townhouses).

The subject lands are zoned RT1 Residential Townhouse Zone by Zoning By-law 1-88, subject to site-specific Exceptions 9(1333) and 9(1334). The proposed street townhouse development complies with Zoning By-law 1-88.

##### Site History

On April 14, 2009, Vaughan Council approved Plan of Subdivision File 19T-07V04 (Cal-Wood Developments Inc.) to permit the development of 73 lots for detached dwellings units; 3 part blocks for detached dwellings units; and, 3 part blocks for street townhouse units. This Plan of Subdivision was registered as Plan 65M-4250 on March 24, 2011, and facilitated the subject part Blocks (71, 72, and 73) for street townhouse dwelling units, which were combined with part Blocks 56, 57 and 58 on Registered Plan 65M-4275, to form full blocks as shown on Attachment #3.

On April 14, 2009, Vaughan Council also approved Plan of Subdivision File 19T-07V06 (1711479 Ontario Inc., formerly known as Majormack Investments Inc., M3DC Capitol Corp., 4074 MM Inc.) to permit the development of 57 lots for detached dwelling units; 32 part blocks for detached dwelling units; 14 blocks for 67 street townhouse units; and, 3 part blocks for street townhouse units. This Plan of Subdivision was registered as Plan 65M-4275 on August 9, 2011, and facilitated the subject part Blocks (56, 57, 58) for street townhouse dwelling units, which were combined with part Blocks 71, 72, and 73 on Registered Plan 65M-4250 to form full blocks as shown on Attachment #3.

Servicing for the proposed townhouse development has been allocated by Vaughan Council.

##### Site Plan Review

The Vaughan Development Planning Department is satisfied with the proposed site plan, building elevations and landscape plan, as shown on Attachments #3 to #5. The subject lands are located within Planning Block 40 South and are subject to Architectural Control. The building elevations were reviewed by John G. Williams, the Control Architect, and are in conformity with the Architectural Design Guidelines for Block 40 South.

##### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department is satisfied with the site servicing and grading drawings for the townhouse development.

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**Relationship to Vaughan Vision 2020/Strategic Plan**

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

**Regional Implications**

The townhouse blocks are located internal to the subdivision, and therefore, there are no Regional implications.

**Conclusion**

The Vaughan Development Planning Department has reviewed Site Development File DA.11.108 in accordance with OPA #600, City of Vaughan Official Plan 2010, the Block 40 South Plan, Zoning By-law 1-88, comments from City Departments, and the area context. The Development Planning Department is satisfied that the proposed development for 15 street townhouse units within 3 townhouse blocks is appropriate and compatible with the existing and permitted uses in the surrounding area, and with the lotting in the approved Plans of Subdivision, and conforms to the Official Plan. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

**Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Typical Building Elevations

**Report prepared by:**

Mark Johnson, Planner, ext. 8353  
Carmela Marrelli, Senior Planner, ext. 8791  
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.)



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 11, CW Report No. 8 – Page 2

**Background - Analysis and Options**

Sign By-law Requirements (By-Law 203-92, as amended):

BY-LAW SECTION

- 5.15 Prohibited Signs: Signs not related to any business premises located on the lot except as provided in Section 15 - Poster Panels (Billboards).
- 6.5 (d) No ground sign shall exceed a maximum height of 7.5 m from the finished grade level at the base of the supporting structure of the said sign.
- 8.1 Except as otherwise permitted, no ground sign shall be larger than 10 sq.m. in area on a single sign face, or 20 sq.m. of sign 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 is required for the proposed sign.

**Conclusion**

The applicant has applied to the City to install a central double sided ground sign on the Toyota Dealership's lands located at the northwest corner of Jane Street and Auto Vaughan Drive. The proposed sign is to operate like a direction sign and to advertise all car dealerships within the Maple Auto Mall area. The proposed sign is in addition to other ground and wall signs that are installed at the individual dealership locations.

The proposed sign has an approximate sign area of 45 sqm. (480 sqft) per side with an overall sign height of approx. 10.6 meters (35 feet), whereas the City's Sign By-law would permit 10 sqm. (107 sqft) and 7.5 meters (25 feet)

Members of the Sign Variance Committee do not support the application as proposed. In Committee's opinion the application is not minor as the proposed sign far exceeds the maximums contained with the Sign By-law. The proposed sign is approximately (4) four times larger and 3 meters (10 feet) higher than permitted under the Sign By-law.

In the opinion the Sign Variance Committee there should be a more comprehensive approach to the directional signage for the Auto Mall Area and particular for the dealerships without exposure to Jane Street.

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

**Attachments**

1. Site Plan
2. Sketch of Proposed Sign

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 11, CW Report No. 8 – Page 3

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services, Ext 8232

/as

(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 20, 2012**

Item 12, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

12

**SIGN VARIANCE APPLICATION  
FILE NO: SV.12-002  
OWNER: GANZ REALTY LTD.  
LOCATION: 51 VINYL COURT  
BLOCK 53, PLAN M-2009  
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 28, 2012:

**Recommendation**

The Sign Variance Committee recommends:

That Sign Variance Application SV.12-002, Ganz Realty Ltd., be APPROVED, subject to the sign design to be amended only to include only the blue oval graphics at 6 ft. by 21 ft.

**Contribution to Sustainability**

N/A

**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**

The applicant is requesting to install one (1) 11.7 sqm. wall sign at the rear of the property, as shown on the attached drawings..

**Background - Analysis and Options**

Sign By-law Requirements (By-Law 203-92, as amended):

8.2 (a) The area of a wall sign shall not exceed 0.75 sq.m. per linear horizontal meter of the exterior wall of a building upon which such sign is located. In multiple occupancy buildings or shopping centres, the sign area for each business premises shall be proportional to the length of the exterior wall forming part of the premises. Notwithstanding the foregoing, the total area of a wall sign per business premises shall not exceed 20.0 sq.m or be limited to less than 2.0 sq.m.

**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.

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**Regional Implications**

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

**Conclusion**

The applicant is proposing one (1) additional wall sign at the rear of the property totaling 11.7 sq.m. whereas a maximum of 6.24 sq.m is permitted.

Members of the Sign Variance Committee have reviewed the application and have no objections to the application subject to the sign area being redesigned to include only the blue oval portion of the proposed sign. There are no other sign being proposed for the rear building elevation.

Members of the Sign Variance Committee are of the opinion that the intent and purpose of the Sign By-law is being maintained.

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

**Attachments**

1. Site Plan and Proposed Sign Location
2. Sketch of Sign – South Elevation

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services, Ext 8232

/as

(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 20, 2012**

Item 13, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

13

**RFP11-524 CONTRACT AWARD  
VAUGHAN MILLS CENTRE SECONDARY PLAN STUDY  
FILE 26.1  
WARDS 3 & 4**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 28, 2012:**

**Recommendation**

The Commissioner of Planning, in consultation with the Director of Purchasing Services, the Director of Policy Planning and Director of Budgeting and Financial Planning recommends:

1. THAT contract RFP11-524 for the retention of Consulting Services to prepare the Vaughan Mills Centre Secondary Plan Study be awarded to Dialogue Ontario Inc., as lead Consultant with a bid of \$193,833.28;
2. THAT a contingency allowance of 15% or \$29,100 plus applicable taxes and charges be approved within which the Commissioner of Planning or his designate is authorized to approve amendments to the contract;
3. THAT the total cost of the study, including all fees and expenses not exceed \$233,700; and
4. THAT the Mayor and Clerk be authorized to sign the necessary documents.

**Contribution to Sustainability**

Sustainability will be addressed through subsequent reports.

**Economic Impact**

The total cost of the Vaughan Mills Secondary Plan Study of \$233,700 including consulting services, a contingency allowance, applicable taxes (HST) and treasury administration, falls within the approved 2011 capital budget amount of \$278,000 and is summarized in Table 1 below. Given the complex planning issues associated with this project and based on past experience with similar studies, it is recommended that a contingency of 15% be carried to cover unexpected costs which may arise during the project.

**Communications Plan**

As part of the study, a comprehensive communication and public consultation plan will be developed and implemented.

**Purpose**

The purpose of this report is to secure Council's approval to award a contract to a consulting team to carry out the Vaughan Mills Centre Secondary Plan Study.

**Background - Analysis and Options**

Council approved the Terms of Reference and Budget for the Vaughan Mills Centre Secondary Plan on September 27, 2011.

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Item 13, CW Report No. 8 – Page 2

A Request for Proposals (RFP) to undertake the Study was advertised on the following websites: Biddingo, OPBA, and the City Webpage on December 20, 2011, with a closing date of January 25, 2012.

Twenty-two (22) firms picked up the RFP documents. Six (6) proposals were received by the deadline all of which were found to be compliant. A committee comprising staff from the Policy Planning, Development Planning/Urban Design, Engineering and Economic Development Departments and chaired by the Purchasing Services Department, carried out this evaluation process.

The consultant selection process is now complete. Based on its proposal to carry out the approved Terms of Reference and an interview process, staff recommends that the team led by Dialog Ontario Inc. be retained to complete the Vaughan Mills Centre Secondary Plan Study.

The RFP package provided details of the contract, including the evaluation criteria used in the assessment of competing proposal bids. The criteria dealt with land use planning, urban design and sustainable development, transportation planning, land economics/retail planning, servicing infrastructure, public consultation and facilitation. Each team was evaluated based on its capability, experience, expertise, and skills in each discipline, and its suitability with respect to team organization, project management, public consultation, and quality of the oral and written presentations.

From the six proposals received by the Purchasing Services Department, two firms best satisfied the RFP evaluation criteria. Both of the two short-listed teams were interviewed on February 9 – 10, 2012.

Through this evaluation, Dialog Ontario Inc. and its sub-consultants were identified as the team best qualified to carry out the contract, based on staff's evaluation scores of their proposals and interviews. Staff are satisfied that this team is capable of fulfilling the requirements of the Council-approved Terms of Reference.

**Table 1  
Project Funding Summary**

RFP11-524	193,833.23
Contingency 15%	29,074.98
HST (1.76%)	3,923.18
3% administration fees	6,804.94
<b>Total Cost</b>	<b>233,636.34</b>
<b>Rounded</b>	<b>233,700.00</b>
<b>PL-9026-11 Budget</b>	<b>278,000.00</b>
<b>Less:</b> Commitments/Expenses to Date	
3% administration fees	-
Total Cost RFP11-524	233,700.00
<b>Remaining Budget</b>	<b>44,300.00</b>

**Relationship to Vaughan Vision 2020/Strategic Plan**

The preparation of the Vaughan Mills Centre Secondary Plan is consistent with the City's objectives for planning and managing economic growth and vitality by responding to the following:

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 13, CW Report No. 8 – Page 3

- Plan and Manage Growth and Economic Vitality;
- Complete and implement the Growth Management Strategy;

**Regional Implications:**

There are no Regional implications resulting from the adoption of this report. The Region will be consulted during the preparation of the Study in matters relevant to its jurisdiction.

**Conclusion**

Therefore, it is recommended that Dialog Ontario Inc. be retained by the City to undertake the Vaughan Mills Centre Secondary Plan Study.

**Attachments**

None

**Report prepared by:**

Melissa Rossi, Senior Policy Planner, ext: 8320

/lm

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 14, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

***By receiving the following Communications:***

- C4 Mr. Jeffrey Streisfield, LandLaw, 310 Hillhurst Boulevard, Toronto, M6B 1N1, dated March 5, 2012; and***
- C5 Mr. Philip J. Levine, IBI Group, 5<sup>th</sup> Floor-230 Richmond Street West, Toronto, M5V 1V6, dated March 6, 2012.***

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**14 MODIFICATIONS TO THE VAUGHAN OFFICIAL PLAN – 2010 (VOLUME 2)  
RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS  
FILE 25.1**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 28, 2012, be approved;**
- 2) That Communication C29, from Ms. Rosemarie Humphries, Humphries Planning Group Inc., 216 Chrislea Road, Suite 103, Vaughan, L4L 8S5, dated February 23, 2012, be received and referred to staff for review;**
- 3) That the deputation of Mr. Alan Young, Weston Consulting Group Inc., 201 Millway Avenue, Vaughan, L4K 5K8, be received;**
- 4) That the following Communications be received:**
  - C4. Mr. Yurij M. Pelech, EMC Group Limited, 7577 Keele Street, Suite 200, Vaughan, L4K 4X3, dated February 23, 2012;**
  - C5. Mr. T. W. Bermingham, Blake, Cassels & Graydon LLP, Barristers & Solicitors, 199 Bay Street, Suite 4000, Commerce Court West, Toronto, M5L 1A9, dated February 27, 2012;**
  - C6. Ms. Rosemarie Humphries, Humphries Planning Group Inc., 216 Chrislea Road, Suite 103, Vaughan, L4L 8S5, dated February 23, 2012; and**
  - C7. Mr. Barry Horosko, Bratty and Partners, 7501 Keele Street, Suite 200, Vaughan, L4K 1Y2, dated February 27, 2012.**

**Recommendation**

The Commissioner of Planning recommends that:

- 1. The City of Vaughan Official Plan, Volume 2 (VOP 2010), adopted September 7, 2010 be modified in accordance with the recommendations set out in Attachment No. 1 to this report.**
- 2. This report be forwarded to the Region of York as the City of Vaughan's recommended modifications to VOP 2010, Volume 2 for its consideration as part of the ongoing review process leading to an Ontario Municipal Board Hearing on VOP 2010.**

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

Item 14, CW Report No. 8 – Page 2

#### **Contribution to Sustainability**

Goal 2 of *Green Directions Vaughan*, the City's Community Sustainability and Environmental Master Plan, focuses on the new Official Plan to "ensure sustainable development and redevelopment". The description of Goal 2 explains the transformative vision for the new Official Plan.

Vaughan is committed to sustainable land use. Vaughan Tomorrow, our consolidated Growth Management Strategy – 2031, has a central focus on creating a cutting-edge Official Plan that will provide for increased land use densities, efficient public transit, considerations for employment lands and open space systems, as well as walkable, human scale neighbourhoods that include services, retail and an attractive public realm. The plan will guide the creation of the physical form that will reflect a "complete" community.

#### **Economic Impact**

The Vaughan Official Plan 2010 establishes the planning framework for development throughout the City to 2031. The Plan, when approved, will have a positive impact on the City of Vaughan in terms of managing growth and fostering retail and residential intensification and employment opportunities while fulfilling the City's obligations to conform with Provincial policies and meet Regionally imposed targets for residential and employment growth.

#### **Communications Plan**

Notice of this meeting has been communicated to the public by the following means:

- Posted on the [www.vaughan.ca](http://www.vaughan.ca) online calendar, Vaughan Tomorrow website [www.vaughantomorrow.ca](http://www.vaughantomorrow.ca), City Page Online and City Update (corporate monthly e-newsletter);
- Posted to the City's social media sites: Facebook and Twitter;
- By Canada Post to almost 1500 addresses on the Vaughan Tomorrow/Official Plan Review mailing list, updated to include the parties identified in the letters directed to the Region of York; and
- By email to nearly 1300 email addresses on the Official Plan Review e-mail list.

#### **Purpose**

To report on and obtain direction on requested modifications to VOP 2010, Volume 2 that have been identified since its adoption on September 7, 2010. The Council ratified report and recommended modifications will be forwarded to the Regional Municipality of York with the request that the modifications be incorporated into Volume 2 of VOP 2010 as part of the official plan approval process.

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

##### Location

The new Official Plan applies to all lands within the City. VOP 2010 is composed of two volumes. Volume 1 contains city-wide policies; and Volume 2 contains the secondary plans resulting from a number of focused area studies, existing area specific secondary plans that require recognition and site specific policies applicable to a number of sites or areas, which require more detailed planning policies. This report deals with Volume 2 of VOP 2010.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 14, CW Report No. 8 – Page 3

##### Vaughan Official Plan 2010

The Official Plan introduces a set of land use designations applicable to lands throughout Vaughan. It includes an enlarged series of land use maps for each part of the City, enabling the reader to more clearly understand the detailed land use information presented thereon, including the maximum permitted heights and densities. Volume 2 of VOP 2010 includes Secondary Plan policies, area specific policies and site specific policies for lands identified on Schedule 14-A (Areas Subject to Secondary Plans), 14-B (Areas Subject to Area Specific Plans) and 14-C (Areas Subject to Site Specific Plans), respectively. These areas have been identified as areas needing more specific guidance than is provided for in Volume 1.

In addition, the five focus area Secondary Plans are part of Volume 2. These Secondary Plans were also adopted on September 7, 2010. They are the:

- North Kleinburg-Nashville Secondary Plan
- Vaughan Metropolitan Centre Secondary Plan
- West Vaughan Employment Area Secondary Plan
- Woodbridge Centre Secondary Plan
- Yonge Steeles Corridor Secondary Plan

The Secondary Plans will be subject to separate reports on further modifications in the near future. There are also eight Required Secondary Plan Areas identified on Schedule 14-A that are not addressed in this report, and will be subject to separate reports in the future. They are:

- Vaughan Mills Centre
- Weston Road and Highway 7
- Concord Centre
- New Community Areas (Block 41 & 27)
- Jane Street and Major Mackenzie Drive
- Dufferin Street and Centre Street
- Promenade Mall
- Maple GO Station

In addition, this report does not address the issues raised pertaining to Centre Street and Dorian Place in Thornhill. These areas are subject to separate studies and will be addressed through those processes.

##### Status of Volume 1

###### *Previous Council Action*

In the Fall of 2010, the Region of York conducted its circulation of the Council adopted VOP 2010 to the prescribed authorities and public bodies to identify potential objections or modification requests. In addition, the Region accepted requests for both modifications and Notices of Decision from the public and landowner interests, and provided the City with the originating correspondence. In order for the Region to make a decision on the approval of VOP 2010, it requested the City of Vaughan's input on the disposition of the modification requests prior to finalizing its decision.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 14, CW Report No. 8 – Page 4

On September 12, 2011, a report was submitted to a Special Committee of the Whole meeting containing analyses and recommendations on approximately 120 written modification requests/submissions from landowners, public agencies and government bodies, the development industry and citizen and interest groups. Staff was directed to further address the planning merits of a number of issues raised by Committee and brought forward a second report to the Council meeting on September 27, 2011. At this meeting, Council adopted a series of modifications in response to the written submissions and staff recommendations. Council direction has been incorporated into VOP 2010 Volume 1 and this has been conveyed to the Region of York for further circulation and review.

#### *Appeals*

The Regional Municipality of York is the approval authority for the City's Official Plan. As approval authority, the Region would normally issue a Notice of Decision on VOP 2010. However, VOP 2010 has been appealed to the Ontario Municipal Board. The Region is in receipt of a total of six appeals to date and has forwarded the file to the Ontario Municipal Board. The Board has confirmed its assumption of the matter by letter, dated January 4, 2012. Therefore, the Board is now the approval authority for VOP 2010.

Staff will continue to report on modifications to VOP 2010 and the other parts of the Plan. The modifications to Volume 2 resulting from this report will be forwarded to the Region of York for its consideration in the approval process.

Once the Region's follow-up circulation is completed, Regional staff will report to Regional Council on the City's recommended modifications and changes resulting from its circulation process. It is expected that the Region's modifications would be incorporated into VOP 2010 and form the basis for a consolidated version that would represent a public sector (City, Region, agencies, Provincial Ministries) consensus version of the Plan.

#### *Future Reporting on Volume 1*

Staff is planning to provide a further report on Volume 1 matters. The intention is to report to Committee of the Whole in advance of the Region's report on VOP 2010 - Volume 1. This will allow Regional Council to have the benefit of Vaughan Council's position on a number of matters prior to its consideration of Volume 1 and the Council approved modifications of September 27, 2011. The following matters will be addressed in this report:

- Further modifications to VOP 2010 emerging from continuing staff evaluation of the policies of the adopted VOP 2010-Volume 1, as modified by Council on September 27, 2012, as a result of discussions with affected respondents;
- Proposed modifications originating from the Province of Ontario as a result of the Region of York's original circulation of VOP 2010-Volume 1;
- Proposed Region of York and other agency modifications resulting from the Region's recirculation of VOP 2010-Volume 1, as modified by Council on September 27, 2011;
- Other modifications identified by staff for the purposes of clarification or consistency, including mapping changes.

This report is anticipated for April of 2012.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 14, CW Report No. 8 – Page 5

##### Approval Process for VOP 2010 Volume 2

As is the case with Volume 1 of VOP 2010, the Regional Municipality of York is no longer the approval authority for Volume 2 of the City's Official Plan. This report outlines the City's responses to the originating correspondence for Volume 2 that were derived from the Region's circulation process from 2010. In addition to addressing modification requests emerging from the Region's process, this report will also address changes to policy that have been identified by staff, which will serve to clarify the plan. Similarly, staff will also make recommendations on additional changes to the mapping schedules that have been identified by both the public and staff that will serve to improve their accuracy and usability.

Upon receiving Council direction on the modifications, this report and the Council minutes will be forwarded to the Region as the City's position. This will include the rewriting of the sections of Volume 2 dealing with a number of Secondary Plan areas to incorporate changes resulting from Regional and OMB Appeals. This will allow Regional staff to complete their analysis of Volume 2.

##### Analysis of Submissions

Staff reviewed approximately 120 written submissions emerging from the original circulation of VOP 2010. Of these, some pertained specifically to Volume 2 which were deferred by Council on September 27, 2011, to the Volume 2 report.

In analyzing the Volume 2 submissions and preparing recommendations, a number of objectives were taken into consideration. These included maintaining the principles of the new Official Plan, ensuring continuing conformity with senior level policy direction (e.g., the Regional OP and the *Places to Grow* plan) and ensuring adherence to sound planning principles.

Each modification request was considered on its merits and where necessary, recommendations have been provided on appropriate responses and actions. In addition, staff has identified areas where changes should be made to the plan. Such City initiated changes will also need to be considered and incorporated.

To ensure an efficient and thorough analysis, staff established a template for the evaluation of each written submission. The template forms the basis for Attachment No. 1, which sets out the recommended responses. Also attached, forming Attachment No. 2, is the originating correspondence. Each piece of correspondence in Attachment No. 2 is referenced by an item number to correspond with the response in Attachment No. 1 to allow for a detailed review of the source material. This has been posted on the City's website and is available for review in the City of Vaughan Clerk's Department.

##### The Review Template

The responses in Attachment No. 1 are presented in matrix form in the following manner:

**Part A: Index of Correspondence for Part B** identifying each respondent by way of :

- An **Item** number;
- The Submission **Date** of the originating correspondence;
- The **Name** of the respondent;
- The **Subject/Location**.



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

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#### **Part B: Vaughan Official Plan 2010 (Volume 2) - Summary of Respondents Requests/Staff Comments and Recommendations** setting out:

- The **Item** number corresponding to the number in the Index of Correspondence in Part A;
- The **Submission** date and proponent identification;
- The **Issue** raised in the response to the OP as summarized by staff;
- The staff **Comment** on the submission;
- The staff **Recommendation** to Council on further action.

#### Previous Council Consideration of Volume 2 Modifications

It is noted that Council directed a number of modifications to Volume 2 on September 27, 2011. For the purposes of creating a comprehensive and consolidated record of City-action, the previous Council modifications have been included in Attachment No. 1.

#### Relationship to Vaughan Vision 2020/Strategic Plan

The new Official Plan is addressed under the objective “Plan and Manage Growth & Economic Vitality”, including the following specific initiatives:

- Complete and implement the Growth Management Strategy (Vaughan Tomorrow);
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;
- Support and coordinate land use planning for high capacity transit at strategic locations in the City;
- Review the Vaughan Corporate Centre Vision; and
- Prepare an employment area plan for the Vaughan Enterprise Zone and employment lands.

#### Regional Implications

The new City of Vaughan Official Plan was prepared in consultation with Region of York staff. The Regional Official Plan was adopted in December 2009 and was approved by the Province on September 7, 2010. However, the Regional Official Plan has been appealed to the Ontario Municipal Board. Mediation is now underway and City staff is monitoring the process. It is anticipated that a hearing may commence in the Fall, 2012. The City’s Official Plan has been designed to conform to the Regional Official Plan as approved by the Ministry of Municipal Affairs and Housing. Any changes resulting from the Ontario Municipal Board’s decision on the Regional Official Plan will have to be reflected in the City’s Plan.

#### Next Steps

Upon ratification by Council, this report along with the pertinent Council minute will be forwarded to the Region of York as the City’s response to the requested modifications to Volume 2. This will allow the Region to continue its review of VOP 2010. As VOP 2010 has been appealed to the OMB, the Region is no longer the approval authority. Receipt of this report will allow the Region to review the City’s response and establish its position on these recommended modifications and on others originating from any subsequent recirculation undertaken by the Region.

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#### **Conclusion**

Volume 2 of VOP 2010 contains the area and site specific policies that address the unique or special circumstances that apply to these lands. The lands subject to Volume 2 policies are shown on Schedule 14-A, 14-B and 14-C to Volume 1 of VOP 2010. This report does not address the five focused area secondary plans that were adopted by Council on September 7, 2011 or the eight Required Secondary Plan Areas identified on Schedule 14-A, which will be reported on individually in the future. Similarly, the lands subject to the Centre Street and Dorian Place planning studies will be addressed as part of their respective processes, and are not included as part of this report.

The issues identified in this report originate with the submissions that were received by the Region of York as a result of its review and circulation process for VOP 2010 as adopted on September 7, 2010. Approximately 120 submissions were received from private citizens/landowners, development interests, interest groups, government bodies and public agencies. The Volume 1 issues were addressed by Council on September 27, 2011. At that time a number of Volume 2 issues were also addressed. In order to ensure a consolidated record of the Volume 2 modifications, those approved on September 27, 2011 have also been included in Attachment 1 to this report.

The submissions have been analyzed and where appropriate, recommendations have been made to respond to the identified issues. Each was considered on its merits taking into consideration the principles of the new plan, adherence to senior level policy direction and the unique circumstances surrounding each site. The recommended modifications are set out in Attachment No. 1.

It is noted that VOP 2010 has been appealed to the Ontario Municipal Board and the Region of York is no longer the approval authority. Therefore, it is recommended that Volume 2, as adopted on September 7, 2010 be modified as recommended in this report and that the report and Council minutes be forwarded to the Region of York for its consideration in the approval process. Once the Region concludes its review process of Volume 2 it is expected that the Region's endorsed modifications will be incorporated and provide the basis for a consolidated version that will represent the public sector (City, Region, agencies, Provincial Ministries) consensus version of the Plan.

#### **Attachments**

- 1a. Index of Correspondence for Part B
- 1b. Vaughan Official Plan 2010 (Volume 2) - Summary of Respondents Requests/Staff Comments and Recommendations
2. Originating Correspondence for Volume 2 (Posted on the City's website and available for review in the City of Vaughan Clerk's Department)

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

Steven Dixon, Planner 1, ext. 8410  
Roy McQuillin, Manager of Policy Planning, 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.)



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 15, CW Report No. 8 – Page 2

In response to those concerns, the Owner's agent indicated that a 6 storey building with one shared driveway access is currently permitted on the subject lands by site-specific OPA #682 and Zoning By-law 241-2008, and that the number of apartment units and the permitted density on the site will not change as a result of these applications. The applicant proposes a 7<sup>th</sup> storey to the north side of the building as shown on Attachments #3 and #5, to facilitate 2-storey units on the 6<sup>th</sup> and 7<sup>th</sup> floors.

The recommendation of the Committee of the Whole to receive the Public Hearing report of October 25, 2011, was ratified by Vaughan Council on November 8, 2011.

#### **Purpose**

The Owner has submitted the following applications on the subject lands shown on Attachments #1 and #2:

1. Official Plan Amendment File OP.11.008, specifically to amend OPA #661 as amended by site-specific OPA #682 to increase the maximum permitted building height on the subject lands from 6 storeys to 7 storeys (for the 6-storey portion of the building only) to facilitate 2-storey apartment units on the 6<sup>th</sup> and 7<sup>th</sup> floors of the proposed building, as shown on Attachments #3 and #5.
2. Zoning By-law Amendment File Z.11.033 to:
  - i) amend Zoning By-law 1-88, specifically the RA2(H) Apartment Residential Zone subject to Exception 9(1131), to increase the maximum permitted building height on the subject lands from 6 storeys to 7 storeys (for the 6 storey portion of the building only) together with the site-specific zoning exceptions identified in Table 1 of this report; and,
  - ii) remove the Holding Symbol "(H)" from the subject lands to facilitate the proposed development shown on Attachments #3 to #5.

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

The subject lands shown on Attachments #1 and #2 represent Phase 2 of a two phase development, which includes the lands to the east at 4620 Regional Road 7. The Phase 1 site (shown on Attachment #2) is currently developed with a 4-storey, 81 unit apartment building. The Phase 2 proposal originally consisted of a 4 storey apartment building with 34 units in accordance with site-specific OPA #542. Phases 1 and 2 were originally approved under the same Official Plan and Zoning By-law Amendment Applications and respective site-specific OPA #542 and Zoning By-law Exception 9(1131), which implemented overall density and development standards for both phases.

In 2008, Vaughan Council approved Official Plan and Zoning By-law Amendment Files OP.06.013 and Z.06.035 (1643750 Ontario Limited, C/O Rice Developments) to amend site-specific OPA #542 to increase the maximum permitted density for the overall site from 85 units/ha to 150 units/ha thereby increasing the maximum number of permitted units for Phase 2 from 34 units to 122 units and the maximum building height from 4 storeys to 6 storeys.

The subject lands are zoned RA2(H) Residential Apartment Zone with the Holding Symbol "(H)", as shown on Attachment #2. The Holding Symbol can be removed from the property when Vaughan Council approves a Site Development Application and allocates water and sanitary sewage capacity to facilitate the development.

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The 0.71 ha site is located on the north side of Regional Road 7, between Wigwoss Drive and Pine Valley Drive, as shown on Attachments #1 and #2, and is physically separated from Phase 1 by Jersey Creek. The site has 122 m of frontage on Regional Road 7 with an irregular lot depth ranging from 41 m to 104 m and is currently vacant. The surrounding land uses are shown on Attachment #2.

Land Use Policies/Planning Considerations

The Vaughan Development Planning Department has reviewed the Official Plan and Zoning By-law Amendment Applications in consideration of the following land use policies:

a) Provincial and Regional Policies

Site-specific OPA #682 permits a maximum 6-storey (24 m) apartment building with a maximum building height of 24 m and a maximum of 122 units as-of-right on the property. An amendment to the Official Plan is required to increase the maximum number of permitted storeys from 6 to 7 storeys in order to accommodate 2-storey units on the 6<sup>th</sup> and 7<sup>th</sup> floors as shown on Attachments #3 and #5. This proposal does not change the density or maximum building height permission granted through site-specific OPA #682 as the maximum unit count remains at 122 units, and the maximum building height is maintained at 24m. The proposed amendment to site-specific OPA #682 is consistent with Provincial and Regional policies that encourage intensification within planned intensification corridors such as on Regional Road #7.

b) City of Vaughan Official Plan

The subject lands are designated “Prestige Area-Centres Avenue Seven Corridor” by OPA #661, as amended by site-specific OPA #682, which was adopted by Vaughan Council on September 11, 2008. OPA #682 permits a maximum density of 150 units/ha on the subject lands and limits the maximum building height to 6-storeys and 24 m, for the portion of the building located beyond 30m from the “Low Density Residential” designation to the immediate west.

An Official Plan Amendment is required to increase the number of permitted storeys from 6 to 7-storeys. The maximum permitted building height (24 metres), density (150 units/ha), and unit count (122 units) will be maintained in accordance with OPA #682. The proposed 2-storey apartment units will occupy the 6<sup>th</sup> and 7<sup>th</sup> floors, and provide an alternative housing choice to potential future residents. The proposed amendment to increase the maximum number of storeys maintains the general intent and purpose of the Official Plan, and therefore, Development Planning Department supports the proposed Official Plan Amendment.

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c) The City Of Vaughan Official Plan 2010 (VOP 2010)

On September 7, 2010, Vaughan Council adopted the new City of Vaughan Official Plan 2010 (VOP 2010), as modified on September 27, 2011, and is pending approval from the Region of York. VOP 2010 has regard for Provincial, Regional and municipal policy objectives. VOP 2010 designates the subject lands “Mid-Rise Mixed-Use” and a portion as “Natural Area” (east limit of the site). The “Mid-Rise Mixed-Use” designation permits residential uses with ground floor commercial, a maximum building height of 6 storeys and a Floor Space Index of 2.0 on the subject lands. The proposed development yields an FSI of 1.51. The proposed development does not conform to VOP 2010 as no ground floor commercial uses are proposed, the maximum building height is exceeded, and development is not permitted in the ‘Natural Areas’ designation. However, the applications are proposed under the current in-effect site-specific Official Plan policies, and the developable limits and residential only development scenario was reviewed and approved by Council through previous Official Plan and Zoning By-law Amendment Applications (Files OP.06.013 and Z.06.035) in 2008, as discussed earlier in this report. The proposed increase in height is being reviewed through the current Official Plan and Zoning By-law Amendment Applications.

Zoning

The subject lands are zoned RA2(H) Apartment Residential Zone with the Holding Symbol “(H)” by Zoning By-law 1-88, subject to Exception 9(1131) as shown on Attachments #2 and #6. The Owner is proposing the following amendments to the RA2(H) Apartment Residential Zone, subject to Exception 9(1131) of By-law 1-88:

Table 1

	<b>By-law Standard</b>	<b>By-law 1-88 Exception 9(1131) Requirements (Phase 2)</b>	<b>Proposed Exceptions to Exception 9(1131) Requirements (Phase 2)</b>
a.	Maximum Building Height	6-storeys and 24m	7-storeys and 24 m
b.	Minimum Parking Required	183 Parking Spaces (1.25 parking spaces/unit and 0.25 visitor spaces/unit)	168 Parking Spaces (1.18 parking spaces/unit and 0.20 visitor spaces/unit)
c.	Minimum Parking Space Size	2.7 x 6.0 m	2.6 x 6.0 m

The proposed 7<sup>th</sup> storey will occur within the maximum 24 m building height that is already permitted under the current zoning for the subject lands and is only proposed over the 6-storey portion of the building as shown on Attachment #3. There are no additional apartment units proposed as a result of this application, as the 6<sup>th</sup> and 7<sup>th</sup> floor units will be combined to form 2-storey apartment units. Accordingly, the general intent and purpose of OPA #682 and the current zoning for the subject lands is being maintained with respect to the massing and building form on the subject lands.

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The surrounding land uses are shown on Attachment #2 and includes the Cosmetic Surgery Hospital to the north of the site and an open space conservation area and an existing 4 storey residential apartment building (Phase 1) to the east. To the immediate west, the site abuts lots developed with existing detached residential dwellings that front onto Wigwoss Drive. Regional Road 7 and a mix of existing commercial, residential and open space uses are located south of the subject lands. A Zoning By-law Amendment and Site Development Application have been submitted for the lands located at the northwest corner of Regional Road 7 and Wigwoss Drive (Vaughanwood Mall) proposing a 10 storey building. Given that the proposed 7<sup>th</sup> storey will occur within the maximum building height already permitted on the subject lands and over the approved 6-storey portion of the building only (Attachment #3), the proposed zoning amendment will not impact on the surrounding land uses.

The applicant has submitted a Parking Study prepared by Cole Engineering Group in support of the proposed parking reduction. The Development/Transportation Engineering Department has reviewed the parking study and can support its' conclusions, which identifies that the proposed parking standard is consistent with the standard proposed by the City's parking review undertaken by the IBI Group and comparable to other constructed developments in the City of Vaughan. In addition, the reduced parking space width from 2.7 m to 2.6 m is considered minor. In summary, the proposed zoning exceptions are considered to be appropriate, and can be supported by the Development Planning Department.

The Owner has also requested that the Holding Symbol "(H)" be removed from the subject lands. The removal of the Holding Symbol "(H)" from the subject lands is contingent on a Site Development Application being approved and servicing being allocated by Vaughan Council. At this time, neither has occurred, and therefore, the Development Planning Department does not support the removal of the Holding Symbol from the subject lands. Both the applicant's site plan application and the City's Annual Servicing Capacity Allocation Protocol should be forthcoming in Spring 2012, and the discussion on the appropriateness of the removal of the Holding provision for the subject development will be addressed at that time.

#### Site Development Application

The Owner has submitted Site Development File DA.11.069 for the subject lands to facilitate the proposed development shown on Attachments #3 to #5. The proposed site plan includes a tiered 4 and 7-storey apartment building situated along the Regional Road 7 frontage. The majority of the site is relatively flat, and slopes gradually downward to the east. As a result of the natural eastward slope, the east and northeast portions of the proposed building would have a partially exposed basement level. However, the building will still comply with the maximum 24 m building height permitted on the subject lands. Detailed site plan issues including building design, servicing, allocation, landscaping, and Regional requirements will be reviewed at the Site Plan stage.

#### Cash-in-Lieu of Parkland Dedication

The Vaughan Real Estate Division has indicated 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, or a fixed rate per unit, whichever is higher, in accordance with the Planning Act and the City's Cash-in-Lieu Policy. This will be identified as a recommendation in the future Site Plan report.

#### Relationship to Vaughan Vision 2020

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

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#### **Regional Implications**

The Region of York Planning Department has indicated that the Official Plan Amendment Application was considered by the Regional Development Review Committee and was found to be of a routine matter of local significance and does not adversely impact Regional Interest. Pursuant to Regional Council authorization, the Application has been exempted from approval by the Regional Planning Committee and Council. This allows the Amendment to come into effect following the adoption by the City of Vaughan and the expiration of the required appeal period.

#### **Conclusion**

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment Files OP.11 008 and Z.11.033 (Vista Parc Limited) in consideration of the applicable Provincial policies, and Regional and City Official Plan policies, the requirements of Zoning By-law 1-88, and the surrounding land use context. The Official Plan Amendment Application proposes to amend the maximum building height permitted on the subject lands from 6-storeys to 7-storeys over the approved 6 storey portion of the building only. This Amendment is considered appropriate since it will result in a development that is consistent with the current development permissions for the subject lands and will provide an alternative housing choice to potential future residents. Similarly, the proposed site-specific amendments to Zoning By-law 1-88 are considered to be appropriate for the development of the subject lands. The Vaughan Development Planning Department is satisfied that the proposed development will be compatible with the surrounding lands from both a land use and built form perspective.

On this basis, the Vaughan Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment Applications, subject to the recommendations in this report.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. South and West Building Elevations
5. North and East Building Elevations
6. Approved Zoning By-law 1-88, Exception 9(1131)

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

Eugene Fera, Planner, ext. 8064  
Carmela Marrelli, Senior Planner, ext. 8791  
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.)



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 16, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

16

**ADMINISTRATIVE AMENDING  
BY-LAW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services, dated February 28, 2012:

**Recommendation**

The Commissioner of Legal and Administrative Services in consultation with the Commissioner of Finance, recommends that a by-law be enacted to amend By-laws 75-2011, 113-2010 and 153-2011 to reflect the administrative corrections set out in this report.

**Contribution to Sustainability**

Not applicable

**Economic Impact**

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

**Communications Plan**

Not applicable

**Purpose**

The purpose of this report is to seek Council authorization to make administrative amendments to by-laws authorizing the acquisition of lands to reflect all amounts in the capital budgets for the projects for debenturing purposes.

**Background - Analysis and Options**

On May 10, 2010, Council enacted By-law 113-2010 authorizing the acquisition of land for the Block 11 community centre and library. On May 24, 2011, Council enacted By-law 75-2011 to authorize the acquisition of land being the Macmillan Farm property. On July 6, 2011, Council enacted By-law 153-2011 authorizing the acquisition of a parcel of land to add to Agostino Park, and all three transactions have been completed. The authorizing by-laws have typically not included the amounts for the Land Transfer Tax payable on the transactions, the City's 3% administration fee, and source of funding, however for debenturing purposes, York Region has advised it requires these amounts to be specifically included in the bylaws. It is also in order to add a provision to the amending By-law that the inclusion of the matters on the committee agenda for the funding requests is deemed sufficient notice pursuant to Section 2(1)(d) of By-law 394-2002 to reflect all the amounts in the capital budgets for these projects.

As the transactions are completed, these amendments are administrative to clarify the records.

**Relationship to Vaughan Vision 2020/Strategic Plan**

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

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**Regional Implications**

None

**Conclusion**

It is appropriate to enact a by-law to make the amendments for debenturing purposes and to specifically set out the amounts included in the capital budgets for the transactions.

**Attachments**

None

**Report prepared by:**

Heather Wilson  
Director of Legal Services

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 17, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

**By approving:**

***That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor, and the Director of Legal Services, dated February 28, 2012, be approved; and***

***That the firm of Aird & Berlis be deleted from the list of firms to be retained in respect of Planning Law matters, and from the Rizmi/Milani file; and***

**By receiving Communication C12 confidential memorandum from Legal Counsel, dated March 15, 2012.**

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17 **REQUEST FOR PROPOSALS – LEGAL SERVICES**

The Committee of the Whole recommends:

- 1) That consideration of this matter be deferred to the Council meeting of March 20, 2012; and
- 2) That the deputation of Mr. Antony Niro, 333 Laurentian Blvd., Maple, L6A 2V3, and Communication C8, dated February 25, 2012, be received.

**Recommendation**

The Commissioner of Legal and Administrative Services and City Solicitor, and the Director of Legal Services, in consultation with the Director of Purchasing Services, recommend:

1. That the Counsel List shown on Attachment 1 of this report be approved; and,
2. That the City Solicitor be authorized to execute Retainer Agreements and related documents necessary to implement agreements as indicated herein.

**Contribution to Sustainability**

Not applicable.

**Economic Impact**

The City will achieve cost savings for external legal services as a result of the discounted rates proposed by law firms selected through the RFP process.

**Communications Plan**

All proponents will be notified of the City's acceptance or non-acceptance of their respective Proposals through the Purchasing Services Department, in accordance with standard procedure.

**Purpose**

The purpose of this report is to update Council about the outcome of the Request for Proposal process for the provision of legal services in certain areas of practice, and to seek authorization for the execution of retainer agreements where applicable.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

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#### Background - Analysis and Options

##### Background:

The City of Vaughan's Legal Services Department is comprised of a team of lawyers with expertise in a wide variety of areas, including municipal law, litigation, real estate, construction law, and labour and employment law. The Legal Services Department, under the direction of the City Solicitor, advises and represents Council and City departments, as well as the Vaughan Public Libraries, on all aspects of the City of Vaughan's mandate, including these areas of law.

The City of Vaughan also utilizes external legal counsel to advise on the foregoing and other areas of law, due to the need for particular expertise or occasionally due to resource constraints (hereinafter "the required legal services").

In 2008, legal staff issued a Request for Proposals ("RFP08-240") inviting law firms to submit proposals for the provision of a range of legal services in accordance with Terms of Reference approved by Council. RFP08-240 sought proposals in respect of the following practice areas:

- i) general municipal law;
- ii) municipal finance, tax and assessment;
- iii) planning law;
- iv) general civil litigation;
- v) environmental law;
- vi) information and technology law;
- vii) labour and employment law; and
- viii) expropriations law.

On April 14, 2009, Council approved a Council List for each of the nine practice areas listed above, and authorized the City Solicitor to execute related Retainer Agreements. All of the law firms selected for the Council List (2009) proposed discounted rates, volume discounts and/or complementary training, and the City has enjoyed cost savings for the legal work performed. The City's in-house legal staff and staff from the Human Resources Department, have also been able to attend free education and training seminars provided by the firms.

##### RFP11-420:

In October, 2011, legal staff issued a further Request for Proposals ("RFP11-420") inviting law firms to submit proposals for the provision of required legal services, in the same nine practice areas listed above.

RFP11-420 was advertised on the OPBA and Bidding websites and in the Ontario Reports, and had a closing date of November 21, 2011. Seventy-two (72) Proponents picked up the RFP documents from the Purchasing Services Department. One addendum was issued on November 11, 2011 to clarify queries and questions. Forty-five (45) law firms responded to the RFP in respect of one or more of the practice areas indicated.

Responses to RFP11-420 were evaluated by an evaluation team based on criteria established in the RFP document. Each practice area was separately evaluated. In total, 100 points were available, as follows:

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*Technical and Management Evaluation*

*(80 points)*

- Qualifications and Experience (65 points)
  - > The Proponent firm has extensive experience in the portfolios of required legal work. (Years of practise, nature of matters, success rates).
  - > The proposed team from the Proponent firm has a sufficient number of associates and paralegal and other resources.
  - > The proposed team has provided the Curriculum Vitae's and references that are required by the RFP, and these are assessed in determining the appropriate score under this section.
- Case and Workflow Management (5 points)
  - > Description of systems and protocols to manage timeliness of service and communication with City staff.
  - > Description of systems to oversee and coordinate workflow, including appropriate delegation to and supervision of associates and paralegals and suggested "managing partner" (if applicable).
  - > Description of methodology of case and workflow management.
- Quality Assurance and Client Service Programs (5 points)
  - > Description of conflict of interest protocols and identification of known or potential conflicts of interest.
  - > Description of systems or protocols for managing quality assurance and client satisfaction, confidentiality of information and technological systems.
- Suggestions for enhancing the working relationship with The City of Vaughan (5 points)

*Financial Evaluation*

*(20 points)*

The lowest priced or most cost-effective financial proposal was awarded 10 points and other financial proposals were scored proportionately comparing it to the lowest priced proposal. An additional 10 points was available for allocation, awarded based on innovative and/or value-added billing proposals.

Only those Proponents meeting all of the mandatory requirements of the RFP document, and obtaining a minimum threshold score of 60 points of the available 80 allocated to the Technical and Management Section, were considered for the second stage of the evaluation.

As indicated in the RFP document, no more than five law firms could be selected to be part of the "roster" of qualified legal counsel for each practice area, on an as-needed basis ("Counsel List"). In respect of certain practice groups, more than five law firms met the threshold requirements of the first stage of the evaluation. For those categories, the five highest scoring firms were considered for the Counsel List.

Selection for the Counsel List does not guarantee any work to the law firms listed. Firms will be retained on an as-needed basis, but the fees to be charged will be based on the proposal submitted, valid for the agreed-upon term (two years). The RFP document also provides for a renewal period of up to two years, at the sole option of the City.

All of the highest-scoring firms proposed some or all of the following: discounted rates, complimentary education or training, establishment of extranet services, flat fees and/or 2-year fee guarantees and volume discounts.

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Accordingly, it is anticipated that the City will experience cost savings for external legal services over the next two year (or longer) period, as well as savings resulting from complimentary education and training.

Attached as Attachment 1 is a list of the successful proponents in each practice area. Subject to Council direction, these firms will be invited to enter into Retainer Agreements with the City for a set term, based on the City's Terms of Reference, and the Proponent's respective Proposal documents.

**Relationship to Vaughan Vision 2020**

This report seeks to ensure the most cost effective procurement of quality external legal services, in support of the City's strategic objective of pursuing excellence in service delivery, as well as in support of strategic initiatives to enhance productivity, cost effectiveness and innovation, and to ensure financial stability.

**Regional Implications**

Not Applicable.

**Conclusion**

A roster of qualified law firms will be created for each of the nine practice areas listed above, and Retainer Agreements will be entered into with successful proponents, ensuring that legal services will continue to be delivered in a cost-effective and efficient manner.

**Attachments**

Attachment 1: List of Successful Proponents for the Provision of Legal Services

**Report prepared by:**

Nancy Salerno  
Legal Counsel

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

*Councillor DeFrancesca declared an interest with respect to the foregoing matter due to the submission from Mr. Antony Niro regarding the Rizmi/Milani Lands, as the proponents from Milani are seeking a compliance audit on her 2010 election finances, and did not take part in the discussion or vote on the matter.*

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 18, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

***By approving:***

***That the recommendation contained in the report of the Commissioner of Engineering and Public Works, dated February 28, 2012, be approved; and***

***That staff identify appropriate opportunities for prosecution in order to discourage proliferation.***

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**18      REDUCING “PLACARD SIGN” PROLIFERATION ON CITY ROAD ALLOWANCES**

The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of March 20, 2012.

**Recommendation**

The Commissioner of Engineering and Public Works, in consultation with the Commissioner of Legal & Administrative Services, recommends that this report be received for information.

**Contribution to Sustainability**

Achieving a reduction in the volume of placard signs placed, or eliminating the issue altogether, contributes to sustainability by lessening the environmental impact associated with the removal of this illegal advertising in the future and reducing the litter and debris the signs generate.

**Economic Impact**

There is no economic impact arising from the recommendations contained within this report.

**Communications Plan**

N/A

**Purpose**

To update Council on staff efforts to reduce or eliminate the proliferation of placard signs throughout the City.

**Background - Analysis and Options**

In May of 2010, staff was directed to prepare a report addressing sign proliferation in residential areas.

In 2011, two Equipment Operator I positions were added to the staff complement in the Public Works Department to increase the department's ability to manage road sign installations and repairs throughout the City. As part of the justification for these two new positions, the removal of placard signs was made part of the Roads Division's duties.

This report outlines actions taken to date and staff's proposed plan for managing nuisance placard signs in the City.

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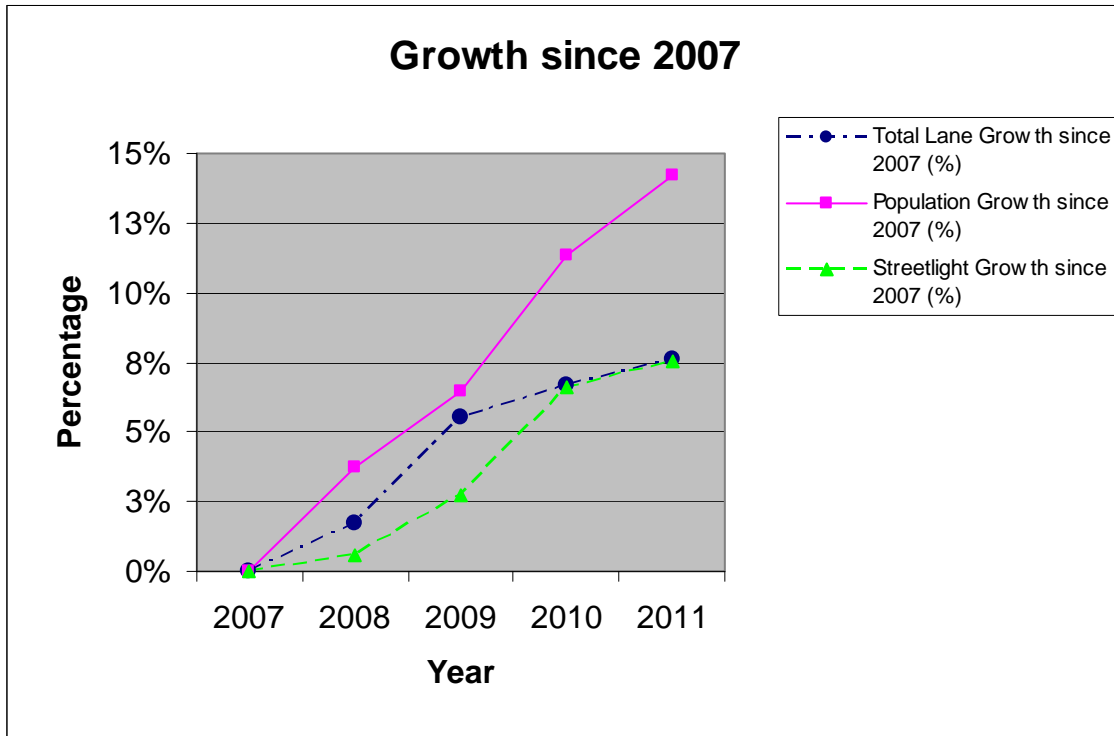
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Opportunities for Illegal Placard Signs are Increasing

The proliferation of placard signs continues to be a major challenge for the City of Vaughan, the Region of York and other Greater Toronto Area (GTA), municipalities. These signs negatively impact the urban environment aesthetically and the nuisance signs undermine streetscape efforts by municipalities.

Placard signs are a quick, easy and inexpensive form of advertising. They are easy to attach and difficult to remove. The increase in placard signs appears related to growth, in the City of Vaughan, and in York Region. As the roadway network has increased, so has the number of 'opportunities' at streetlight poles, traffic signal poles and municipal/regional signs. Staff estimate that for each new kilometre of roadway constructed, the City gains approximately twenty streetlight poles, 10 street signs and poles, and additional traffic signal poles. These structures provide surfaces to affix advertising. Parties wishing to promote a product or service are taking advantage of the simplest and cheapest method to target potential customers.

The following graph shows the continued growth of the road network, streetlight poles and population since 2007.



The rate at which nuisance signs are placed far exceeds the City's current ability to remove the advertising.

Enforcement Services

Past efforts by Enforcement Services staff have had limited short term impacts. Enforcement Services' priorities do not allow for anything more than occasional 'blitzes' to remove placard signs, and they reappear just as quickly. Charging and prosecuting offenders presents challenges because often the sign contains little information to identify the offender, other than a cell phone number.



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In July 2006, Enforcement Services launched the “Sign Off Initiative”. Staff undertook a pilot program focused on cleaning placard and sticker signage off the backs of traffic signs and metal street poles. Illegal signs were scraped off, and an oily substance was applied, whose residue prevented new signs from sticking to the pole. Approximately 1600 intersections were targeted, with approximately 4,000 placard signs being removed and at least that many stickers scraped from traffic signs. York Region participated in the program, contributing 32 staff hours.

The pilot project’s success was limited, as the oily substance needs to be re-applied every 5 months. Also, stickers started to be placed beyond the reach of Enforcement Officers, making their removal more difficult and dangerous.

The following data from Enforcement Services provides an insight into the extent of the problem:

A 3 day effort resulted in the following:

1,071 – Stickers removed  
17 – Bag signs removed  
40 – Placards removed  
257 - Poles cleared and applied with sticker inhibitor  
168 - Sign backings cleared and applied with sticker inhibitor  
54 - Intersections cleared

Other sign removal “blitzes” were carried out with the following results:

Jul 2009 - Nov 2009  
326 stickers removed from Ward 4  
87 stickers removed from Ward 5  
Bag signs removed – 8,493 (Citywide)  
Placard signs removed – 6,588 (Citywide)

Jan 2010 - Sep 2010  
72 stickers removed from Ward 1  
455 stickers removed from Ward 2  
686 stickers removed from Ward 3  
456 stickers removed from Ward 4  
202 stickers removed from Ward 5  
Bag signs removed – 5,507 (Citywide)  
Placard signs removed – 3,308 (Citywide)

2011 Jan - Dec (City wide)  
Bag signs removed - 5995  
Placard signs removed - 1958

#### York Region’s Experience

The Region of York recently completed an analysis of the placard sign issue that looked at several alternatives to reduce or eliminate the problem. The alternatives the Region considered included:

1. Maintaining current staff levels and targeting only the most problematic locations
2. Retaining external contracted services to assist with nuisance sign removal
3. Cost-sharing with local municipalities to provide additional By-law enforcement staff
4. Hiring two additional internal staff to provide the resources necessary to address the nuisance sign issue

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The Region adopted the fourth alternative because it provided the most benefit at the least cost. Region staff indicated that approximately 18,000 signs have been removed from Regional infrastructure to date.

#### Short Term Solutions

Until 2011, nuisance signs were largely dealt with by roads maintenance crews during non-winter months. The following shows the approximate proportion of staff time spent on road maintenance activities during the non-winter period:

- (5%) Ditching including culvert maintenance/replacement and sod replacement
- (2.5%) Rural roadside grass cutting and vegetation maintenance
- (2.5%) Guide rail repairs
- (10%) Contract inspection (curb & sidewalk, mill & pave, interlock, crack sealing, etc.)
- (25%) Road platform maintenance (large and small asphalt repairs, pothole patching, rural road maintenance, grading, shoulder repair, etc.)
- (30%) Street sweeping, debris and litter clean-up
- (5%) Sidewalk maintenance, repair and grinding
- (15%) Sign installation and repair
- (5%) Road patrol and inspection

In 2010, 210 hours of roads maintenance staff time was dedicated to nuisance sign removal.

In 2011, it was decided to supplement the time allocated by roads maintenance staff, through the addition of sign maintenance crew time to the task of nuisance sign removal. Sign maintenance crews now erect and maintain City signing, and assist in nuisance sign removal. Two additional sign maintenance crew members were approved in the 2011 Roads operating budget. These new additional staff were hired in 2011.

In 2011, roads maintenance staff spent 145 hours, and sign maintenance staff spent 825 hours removing nuisance signs, for a total of 970 hours dedicated to this activity.

It is estimated that 1750 hours of sign crew and roads maintenance staff time will be dedicated to nuisance sign removal in mid 2012.

#### Longer Term Strategy

The Public Works Department is reviewing other routine maintenance programs for 2012 to determine if any of the existing complement of summer students could be assigned to nuisance sign removal for an extended period over the summer to increase the time allotted for nuisance sign removal. Public Works typically hires five to six summer students each year during the summer break to assist with various maintenance activities. These activities include grass trimming around guide rails in the rural areas, litter and debris pick up, assisting with asphalt repairs, culvert repairs, and performing other general labouring duties. Depending on the results of the 2012 summer student reassignment, Public Works may request additional funding in the 2013 Operating Budget to hire 2 additional Summer Students, whose duties would be dedicated solely to removal of placard signs. This would be a matter for budget consideration in 2013 and beyond.

Staff are currently preparing the new tender document for the provision of regulatory and non-regulatory road signs. Included in the tender is a provisional cost for these signs to come with an anti-graffiti coating. On a go forward basis, and depending on the additional cost, all new regulatory signs may be ordered with this coating. It is anticipated that such a coating will assist crews in removing both the placard signs and spray painted graffiti from such signs.

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Roads staff will continue to report back to Enforcement Services with respect to the names of companies, where these are identified on the face of the signs, whose signs have been found and removed. By working together, both departments contribute to the overall success of this initiative.

#### Relationship to Vaughan Vision 2020/Strategic Plan

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

Reducing or eliminating illegal signs on City road allowances, prioritizing work assignments, and introducing efficiencies and process improvements, conforms with the following Vaughan Vision 20/20 Goals and Objectives:

Goal: Service Excellence  
Objective: Demonstrate Excellence in Service Delivery  
Objective: Promote Community Safety, Health & Wellness  
Objective: Lead and Promote Environmental Sustainability

Goal: Organizational Excellence  
Objective: Manage Corporate Assets  
Objective: Ensure a High Performing Organization

#### Regional Implications

The management of illegal placard and sticker signs on Regional roads is the responsibility of the Region of York. As discussed in an earlier section, the Region recently hired additional staff to deal strictly with the removal of nuisance signs.

The recommendations contained in this report support a co-operative and co-ordinated approach to reduce or eliminate the nuisance sign issue on all road allowances throughout the City.

#### Conclusion

The proliferation of placard and sticker signs throughout the Greater Toronto Area continues to present challenges for municipalities attempting to curb or eliminate the issue. Both Enforcement Services and Public Works continue to attack the problem.

#### Attachments

None

#### Report prepared by:

Jeff Johnston, Manager of Road Maintenance Services  
Brian T. Anthony, Director of Public Works

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 19, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**19 INTEGRITY COMMISSIONER'S OFFICE ANNUAL REPORT 2011**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Integrity Commissioner, dated February 28, 2012, be approved; and
- 2) That the following Communications be received:

C23. Mr. Richard Lorello, dated February 28, 2012; and  
C28. Ms. Carrie Liddy, dated February 28, 2012.

**Recommendation**

Integrity Commissioner Recommendations: That the attached report be received by Council for information.

**Contribution to Sustainability**

N/A

**Economic Impact**

N/A

**Communications Plan**

Members of Council have received copies of the attached report. In addition, this report will be placed on the public agenda of the Committee of the Whole meeting scheduled for February 28, 2012.

**Purpose**

To report to City Council the activities of the Integrity Commissioner's Office for the period January 1, 2011 – December 31, 2011.

**Background**

As part of the role of the Integrity Commissioner and to ensure transparency, an annual report shall be submitted to City Council to outline the activities of the office each year.

**Relationship to Vaughan Vision 2020/Strategic Plan**

This report conforms with the Vaughan Vision 2020/Strategic Plan in relation to accountability and transparency in municipal government.

**Regional Implications**

There are no Regional implications to the recommendations contained in this report.

CITY OF VAUGHAN

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**Conclusion**

This Annual Report does not contain any substantive recommendations to City Council.

**Attachments**

Appendix A - Integrity Commissioner Annual Report

**Report prepared by:**

Suzanne Craig  
Integrity Commissioner

(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 20, 2012**

Item 20, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

***By approving the recommendation contained in the report of the Commissioner of Planning, dated February 28, 2012.***

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**20                    ZONING BY-LAW AMENDMENT FILES Z.03.008, Z.08.035 AND Z.08.036  
                         1321362 ONTARIO INC., 11336 HIGHWAY 27 LIMITED PARTNERSHIP,  
                         AND KLEINVIT ESTATES INC.  
                         WARD 1**

The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of March 20, 2012.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT a minimum interior side yard of 1.2 m be approved, whereas 1.5 m is required in an R1 Residential Zone, for the 110 single detached dwelling units within the Plans of Subdivision shown on Attachment #3.

**Contribution to Sustainability**

N/A

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

To approve a minimum interior side yard of 1.2 m, whereas 1.5 m is required in an R1 Residential Zone, for the 110 single detached dwelling units within the Plans of Subdivision shown on Attachment #3.

**Background**

The subject lands shown on Attachments #1 and #2 are located on the west side of Regional Road 27, south of Kirby Road, City of Vaughan.

On September 27, 2011, Vaughan Council approved the above-noted Zoning By-law Amendment files and related Draft Plan of Subdivision files to facilitate the development of 110 residential single detached dwelling units in three Plans of Subdivision as shown on Attachment #3. The zoning to be applied to these lots is R1 Residential Zone, which would require minimum interior side yards of 1.5 m on either side of the dwelling unit. The implementing zoning by-law to rezone the approved residential lots to R1 Zone (minimum 18 m lot frontage) has not yet been enacted.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 20, CW Report No. 8 – Page 2

The Owners have recently requested that the interior side yard setback for the proposed dwellings in the R1 Zone be reduced from 1.5 m to 1.2 m, which was not originally considered by Council. The Owners have submitted a Typical Streetscape drawing shown on Attachment #4. The Owners advise that the reduction to the interior side yard is necessary to provide for greater flexibility in the floor plan designs for the dwelling units. The Vaughan Development Planning has reviewed the proposal and has determined that the reduction of 0.3 m to the interior side yard requirement on an 18 m wide lot will continue to provide for a positive streetscape. The proposed exception to the Zoning By-law requirement is considered minor and appropriate, and meets the intent of the Official Plan.

It is noted that the Zoning Section of the Planning Act (Section 34(17)) allows Council to deem a revision as minor and not requiring a further Public Hearing. The Development Planning Department is satisfied that the proposed zoning exception is minor and that a further Public Hearing is not required.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

#### **Regional Implications**

N/A

#### **Conclusion**

The Vaughan Development Planning Department is satisfied that the proposal to reduce the minimum interior side yard requirement for the R1 Residential Zone for the residential single detached lots shown on Attachment #3 from 1.5 m to 1.2 m as shown on Attachment #4, is minor and in keeping with the Official Plan. The proposal will result in development that is appropriate and provide for a positive streetscape. Should the Committee concur, a recommendation is provided to facilitate the proposed amendment.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Approved Draft Plan of Subdivision Files: 19T-08V05, 19T-08V04 and 19T-03V02
4. Typical Streetscape

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

Judy Jeffers, Planner, ext. 8645  
Carmela Marrelli, Senior Planner, ext. 8791  
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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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 21, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**21 LETTER OF ECONOMIC INTENT, ZIBO, SHANDONG, PEOPLE'S REPUBLIC OF CHINA**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Economic Development, dated February 28, 2012:

**Recommendation**

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

That the City explore the development of an Economic Partnership with Zibo, Shandong, People's Republic of China through the signing of the attached Letter of Economic Intent.

**Contribution to Sustainability**

Green Directions Vaughan embraces a *Sustainability First* principle and states that sustainability means we make decisions and take actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations. Under this definition, activities related to attracting and retaining business investments contributes to the economic vitality of the City. Global competition in the form of trade and business investment, forces even the smallest of enterprises to operate on the world stage. With the assistance of the City, access to government officials and business contacts can be made more readily available.

**Economic Impact**

The recommendation above will not have any impact on the 2012 operating budget. However, any future activity associated with the signing of a Letter of Economic Intent, such as; any future business mission(s) to Zibo, Shandong that involves the City would be established through a future report that identifies objectives and costs for Council approval.

**Communications Plan**

Should Council approve the signing of a Letter of Economic Intent with Zibo, Shandong, the partnership will be highlighted in communications to the business community through the Economic Development Department's newsletter Business Link and Vaughan e-BusinessLink. In addition, staff of the Economic Development Department will work with Corporate Communications to issue a News Release on the day of the signing that highlights the partnership.

**Purpose**

To obtain Council approval to explore the creation of a business partnership with Zibo, Shandong, People's Republic of China by signing a Letter of Economic Intent with Zibo.

**Background – Analysis and Options**

**Profile**

Zibo, Shandong, People's Republic of China is a prefecture-level city in central Shandong province. With a population of 4.21 million, Zibo covers a total area of 5,965 square kilometers made up of five districts and three counties.



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### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 21, CW Report No. 8 – Page 2

Manufacturing is seen as the base of Zibo's Economic Development, in which the local and medical industries play important roles. The local chemical industry spans activities in petro-chemical organic and inorganic material processing, pesticide, fertilizer and rubber. The medical industry is also a major force in Zibo. It is the largest production and export base in Asia, of domestic pharmaceutical glass production, and ranks top in China's medical equipment disinfection technologies market. Other important industries include machinery, compost and advanced materials, textile production, and the electronics sector.

#### Perspective

In 2008, the Economic Development Department organized a Business Mission to China. The Mission was led by former Regional Councillor Joyce Frustaglio, Councillor Sandra Yeung Racco, Chair of the Economic Development Committee, and Michael DeAngelis, the former City Manager. The delegation met with Mr. Zhang Hongde, Vice Bureau Chief of the Zibo Municipal Sports Bureau.

Subsequently, on November 9 and 10, 2009, Zibo sent a delegation to Vaughan led by Mr. Wang Jianzhong, Deputy Director of the Foreign Affairs Office in Zibo. The purpose of their visit was to continue discussion about opportunities in sporting events and economic development exchanges. The delegation received a presentation on the Active Together Masterplan and toured North Thornhill Community Centre while in the construction phase. The delegation also toured sports and recreation venues in Vaughan (Ontario Soccer Centre, AC Milan Sports Centre, Hot Yoga Wellness Centre, Sports Village), as well as York University Rexall Centre.

On June 8, 2010, the City received a second delegation from Zibo, led by Mr. Chen Jiajin, Vice Mayor of Zibo Municipal People's Government. The purpose of their visit was to continue discussions about opportunities for co-operation in economic development exchanges. The delegation participated in a tour Vaughan, greetings at Council and business meetings with the electricity sector, transformers and automotive parts industries in Vaughan.

The third visit to Vaughan by Zibo occurred on September 23, 2010. This delegation was led by Mr. Yue Changzhi, Chairman of Zibo Municipal Committee of the Chinese People's Political Consultative Conference. The purpose of their visit was to continue discussion about opportunities for co-operation in economic development exchanges. The delegation participated in a City Tour which included the Vaughan Metropolitan Centre.

The most recent visit from Zibo comprised of a Delegation from Shandong Province and their visit to Sungrow Canada, Vaughan on June 22, 2011. A group of 33 delegates visited Vaughan as part of a Mission to Canada and the United States to promote trade and investment cooperation. This delegation was led by Ms. Zhou Ling, Section Chief, Zibo Bureau of Commerce.

Based on the communication and delegations received with Zibo, an option to build and maintain the business relationship with Zibo is through the opportunity of signing a Letter of Economic Intent. The Letter of Economic Intent is considered a key component of doing business in China, in that the relationships with government bodies are nurtured over a period of time which then creates business activity and options for business investors and partners.

#### Conclusion

As articulated in our 10-year Economic Development Strategy: "Building a Gateway to Tomorrow's Economy, Goal 1/Action 2.3 "Create an 'Asia-Pacific Gateway' association with a series of like-minded communities to develop and enhance trade connections, investment opportunities and collaborative approaches to economic development."

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

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The Letter of Economic Intent is based on creating a framework of initiatives and outcomes for both municipalities that focus on business. In addition, the Letter of Economic Intent is created with a defined timeframe to pursue a more formal economic development partnership if both municipalities agree that it would be beneficial.

The process for entering the Chinese market begins with developing relationships. China is a vast and complex country, which makes doing business more complex than other regions. The economy is diverse and has many distinct economic regions. A challenge in maximizing business opportunities is forging the right connections to advance one's commercial interests and without these connections, municipal and provincial government efforts to enter the Chinese market may be significantly hampered.

A formal visit to Zibo City, China will be coordinated to take place while city staff participate in the Greater Toronto Chinese Business Association's China Trade Mission scheduled for November 24 – December 3, 2012.

**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. Specifically, this report fulfills Vaughan Vision 2020 Goal: Plan and Manage Growth and Economic Vitality.

**Regional Implications**

Not applicable

**Attachment**

1. Letter of Economic Intent for Business Partnership with Zibo, Shandong, People's Republic of China
2. KPMG Economic Profile – Zibo City, China

**Report prepared by:**

Tim Simmonds, Director of Economic Development

(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 20, 2012**

Item 22, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**22 OFFICIAL PLAN AMENDMENT FILE OP.06.002  
ZONING BY-LAW AMENDMENT FILE Z.06.005  
1668872 ONTARIO INC.  
WARD 3**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 28, 2012, be approved, subject to replacing the word "High" in recommendation 1. a) with the word "Medium";
- 2) That the legal advice from the Committee of the Whole (Closed Session) meeting of February 28, 2012, be received;
- 3) That the following deputations and Communications be received:
  1. Mr. David Brand, Kleinburg and Area Ratepayers Association, 232 Camlaren Crescent, Kleinburg, L0J 1C0, and Communication C32, dated February 28, 2012;
  2. Mr. Jamie Maynard, 75 William Street, Woodbridge, L4L 2R9;
  3. Mr. Steven Roberts, 95 Bentoak Crescent, Vaughan, L4J 8S8, and Communication C33, dated February 28, 2012;
  4. Ms. Gila Martow, Beverley Glen Ratepayers Association, 70 Coldwater Court, Thornhill, L4J 7S4;
  5. Mr. Ehab Rofaiel, 226 Via Teodoro, Woodbridge, L4H 0X6, and Communication C19, dated February 26, 2012;
  6. Mr. Richard Lorello, 235 Treelawn Drive, P.O. Box 927, Kleinburg, L0J 1C0;
  7. Mr. Robert Klein, 8 Daleview Court, Kleinburg, L0J 1C0;
  8. Ms. Alexandra Hatfield, 232 Camlaren Crescent, Kleinburg, L0J 1C0;
  9. Mr. Richard Rodaro, 50 Woodend Place, RR2, Woodbridge, L4L 1A6, and Communications C34 and C35, dated February 28, 2012;
  10. Ms. Lily Luan, 80 Woodend Place, Woodbridge, L4L 1A6;
  11. Ms. Elaine Rodaro, 50 Woodend Place, RR2, Woodbridge, L4L 1A6; and
  12. Ms. Esperanza Roldan, 225 Millwood Pkwy, Woodbridge, L4L 1A6;
- 4) That the following Communications be received:
  - C10. Leo and Carmela Virrilli, 240 Via Teodoro, Woodbridge, L4H 0X6 dated February 26, 2012;
  - C11. Leo and Carmela Virrilli, 240 Via Teodoro, Woodbridge, L4H 0X6, dated February 26, 2012;
  - C12. Adam and Monica Caschera, 235 Via Teodoro, Woodbridge, L4H 0X6, dated February 27, 2012;
  - C13. Anthony and Stephanie Bellomo, 225 Via Teodoro, Woodbridge, L4H 0X6, dated February 27, 2012;
  - C14. Mark and Daniella Fazari, 239 Via Teodoro, Woodbridge, L4H 0X6, dated February 26, 2012;
  - C15. Stefanie and Anthony Agozzino, 243 Via Teodoro, Woodbridge, L4H 0X6, dated February 26, 2012;
  - C16. Romino and Tanya Costanzo, 247 Via Teodoro, Woodbridge, L4H 0X6, dated February 26, 2012;

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- C17. Fabio and Karina Grosso, 232 Via Teodoro, Woodbridge, L4H 0X6, dated February 26, 2012;
- C18. John and Melissa Russo, 236 Via Teodoro, Woodbridge, L4H 0X6, dated February 26, 2012;
- C20. Marco and Anna Corrente, 244 Via Teodoro, Woodbridge, L4H 0X6, dated February 26, 2012;
- C21. Mrs. Norma Arnone, 40 Millwood Parkway, Woodbridge, L4L 1A6, dated February 27, 2012;
- C22. Mr. Vincent Soares, 250 Via Teodoro, Woodbridge, L4H 0X6, dated February 27, 2012;
- C25. Ms. A. Darker, 10820 Pine Valley Drive, Woodbridge, L4L 1A6, dated February 28, 2012;
- C26. Mr. Richard Lorello, dated February 28, 2012;
- C27. Ms. Martha Bell, 63 Riverside Drive, Woodbridge, L4L 2L2, dated February 28, 2012; and
- C31. Mr. Ken Schwenger, Kleinburg and Area Ratepayers' Association, P.O. Box 202, Kleinburg, L0J 1C0, dated February 28, 2012; and

5) That the coloured elevations submitted by the applicant be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.002 (1668872 Ontario Inc.) BE APPROVED, to amend Official Plan Amendment #600 for the subject lands shown on Attachments #1 and #2, specifically to redesignate the subject lands to permit a residential apartment building as shown on Attachments #3 to #5 inclusive, as follows:
  - a) redesignate Parts 1 and 2 (Attachment #6) of the subject lands from "Estate Residential" and "Valley and Stream Corridor" to "High Density Residential-Commercial" to permit a maximum 6-storey (maximum height of 19 m) residential apartment building with a maximum of 98 apartment dwelling units, a maximum density of 115.3 units per hectare (98 units/0.85 ha) and a maximum Floor Space Index of 2.0 (16,823.99 m<sup>2</sup> GFA/8,500 m<sup>2</sup> Lot Area); and,
  - b) redesignate Part 3 (Attachment #6) from "Estate Residential" to "Valley and Stream Corridor" to maintain the open space/valley and stream corridor.
2. THAT the implementing Official Plan Amendment include the following but not limited to site-specific policies:
  - a) require enhanced building elevations and architectural features including the integration of the rooftop mechanical equipment into the roof building form;
  - b) require minimum landscaped areas along Pine Valley Drive and on the property, with the minimum requirements to be established in the implementing Zoning By-law;
  - c) require sustainable community objectives to be implemented through the site plan process that support cycling and walking, neighbourhood connectivity to the broader community, transit opportunities, water and energy efficiencies and alternatives, green building design including addressing light pollution, and sustainable site development, including developing a LEED Certified apartment building;

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

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- d) require an ecological buffer ranging from 6m to 10m as shown on Attachment #10, outside of the development limits adjoining a valley and stream corridor to be established and dedicated to a public agency to form part of the public open space system;
  - e) the valley and stream corridor shall be dedicated to either the Toronto and Region Conservation Authority (TRCA) or City of Vaughan, free of all charges and encumbrances;
  - f) the tableland woodlot shall be dedicated to the City of Vaughan, free of all charges and encumbrances;
  - g) loading and unloading shall not be permitted between a building and a street, and all surface parking areas and ramps shall be screened from the street with landscaping; and,
  - h) require a maximum height and building (footprint) envelopes to be established in the Zoning By-law.
3. THAT Zoning By-law Amendment File Z.06.005 (1668872 Ontario Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #1 and #2, from RR Rural Residential Zone and A Agricultural Zone to the following zone categories in the manner shown on Attachments #9 and #10, together with the site-specific zoning exceptions to Zoning By-law 1-88 identified in Tables 1 and 2 of this report, and that the implementing zoning by-law be in the form of a very specific by-law that fully reflects the conceptual site plan and elevation drawings shown on Attachments #3, #4 and #5:
- a) rezone Part 1 (Attachment #9) of the subject lands to RA2(H) Apartment Residential Zone with the addition of the Holding Symbol "(H)" to facilitate the development of a 6-storey (19 m) apartment building, with a maximum of 98 apartment dwelling units;
  - b) rezone Part 2 (Attachment #9) of the subject lands to OS1 Open Space Conservation Zone to provide and maintain the open space, and valley and stream corridor lands on 1.5 ha;
  - c) rezone Part 3 (Attachment #9) of the subject lands to OS4 Open Space Woodlot Zone to maintain the tableland woodlot on 2.69 ha;
  - d) one residential apartment building shall be permitted with a maximum of 98 residential apartment dwelling units;
  - e) permit any other zoning exceptions necessary to implement the Site Plan Concept (Attachment #3);
  - f) that the Holding Symbol "(H)" shall not be removed from the subject lands until the following conditions are addressed to the satisfaction of the City:
    - i) the water supply and sewage servicing capacity has been identified and allocated to the subject lands by the City of Vaughan;
    - ii) the approval of a Site Development Application by Vaughan Council for the subject lands, which shall include the following:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 22, CW Report No. 8 – Page 4

- 1) the transfer of the tableland woodlot, free of all charges and encumbrances, to the City; and,
  - 2) the details pertaining to the monitoring program and Letter of Credit or other financial security for the proposed realigned channel has been submitted and approved, to the satisfaction of the City and the Toronto and Region Conservation Authority (TRCA);
  - g) the City is provided with written clearance from the Trustee for the Block 39 Plan that the Owner of the subject lands has entered into and signed the Block 39 Cost Sharing Agreement; and,
  - h) the Owner shall submit to the City, a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment.
4. THAT the Owner shall contribute their proportionate share towards the provision of major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and stormwater management facilities. The Owner will be required to enter into one or more agreements as a condition of development approval, providing for the equitable distribution of the costs of the land and community facilities. The Trustee for Block 39 shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 39 Developers' Group Agreement.
5. THAT should the implementing Official Plan Amendment File OP.06.002 (1668872 Ontario Inc.) be approved by the Region of York (approval authority), that the Region of York be requested to endorse a modification to the City of Vaughan Official Plan 2010, adopted by Vaughan Council on September 7, 2010, as modified on September 27, 2011, specifically Schedules 1, 2, 3, 13, 13-M and 14C to redesignate the subject lands from "Low-Rise Residential" and "Natural Areas" to "Mid-Rise Residential" and "Natural Areas" to accurately reflect the development limits of the subject lands and with the same site-specific policies identified in Recommendations 1 a) and b) above to be included in Volume 2, Section 13 (Land Subject to Site Specific Policies) of the City of Vaughan Official Plan 2010, as amended. As the VOP 2010 has been appealed, the final approval authority rests with the Ontario Municipal Board (OMB).

#### **Contribution to Sustainability**

The sustainable features for the proposed development of the subject lands will be determined at the Site Development stage.

#### **Economic Impact**

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

#### **Communications Plan**

On May 20, 2011, a Notice of Public Hearing was circulated to all property Owners within 150 m of the subject lands and to the Millwood Woodend Ratepayers' Association. A Public Hearing was held on June 14, 2011, and the recommendation to receive the Public Hearing was ratified by Vaughan Council on June 28, 2011.

As of January 27, 2011, the following correspondence was received opposing the proposal:

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- Dan Botham, 209 Via Teodoro, resident, correspondence dated June 3, 2011;
- Frank Alaimo, Rimwood Estates Homeowners Association, correspondence dated June 13, 2011;
- Ken Schwenger, Kleinburg and Area Ratepayers' Association, correspondence dated June 13, 2011;
- Tim Sorochinsky, Millwood-Woodend Ratepayers Association, correspondence, including the submission of a petition from residents, dated June 14, 2011;
- John Harvey, Vellore Woods Ratepayers Association, correspondence submitted June 14, 2011;
- Leo Verrilli, 240 Via Teodoro, resident, correspondence dated June 3, 2011;
- Frances and Michael Calderone, 217 Via Teodoro, residents, correspondence dated June 14, 2011;
- Ehab and Shereen Rofaiel, 226 Via Teodoro, residents, correspondence dated June 14, 2011;
- Mark Fazari, 239 Via Teodoro, resident, correspondence dated June 15, 2011;
- Joe Puntillo, resident, correspondence dated May 25, 2011 and June 6, 2011; and,
- John Martino, resident, correspondence dated May 25, 2011.

The following are the concerns raised, which are consistent among the above-noted correspondence:

- i) the mid to high rise residential development is not appropriate for the surrounding existing community (low density and estate residential uses) and natural areas (valleylands and woodlots), with respect to scale and massing, visual impact to nearby homes, traffic impact, contamination of ground water for wells;
- ii) the Official Plan (OPA #600/City of Vaughan Official Plan 2010) designates other lands in the City that may be better suited to accommodate high density residential-commercial development;
- iii) the approval of the proposal would encourage additional intensive residential and commercial development in the community;
- iv) there will be negative impacts on the environmental features (woodlots and creek) and the Kortright Conservation Centre;
- v) there is not sufficient transportation (capacity of the road system - Pine Valley Drive), transit, and water and sanitary servicing infrastructure to accommodate the proposed development; and,
- vi) concerns with visual impact and visual impact study methodology.

As of January 25, 2011, the following correspondence was received supporting the proposal:

- Kurt Franklin, Weston Consulting Group (representing residents Mr. and Mrs. Presutto, 11 Woodend Place and Mr. and Mrs. F. Abballe, 51 Woodend Place), correspondence dated June 13, 2011 and June 14, 2011; and,
- Carlo DeFrancesco, East Woodbridge Community Association, correspondence dated June 13, 2011.

The following are the comments raised by those supporting the proposal, which are consistent among the above-noted correspondence:

- i) the height and density are appropriate given the location of the proposal;

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- ii) the proposal can be supported by the planned transit infrastructure on the Regional road (Major Mackenzie Drive); and,
- iii) the existing open space/valleylands provides a buffer for the development from the existing neighbourhood.

#### Purpose

The Owner has submitted the following applications on the subject lands (9909 and 9939 Pine Valley Drive) shown on Attachments #1 and #2:

1. Official Plan Amendment File OP.06.002, to amend OPA #600, specifically in the manner shown on Attachment #6 as follows:
  - i) redesignate the tableland portion (Parts 1 and 2) of the subject lands from “Valley and Stream Corridor” and “Estate Residential” to “High Density Residential-Commercial” to facilitate the development of a 6-storey apartment building, with a maximum of 98 apartment dwelling units, to be marketed as an adult lifestyle development; and,
  - ii) redesignate Part 3 of the subject lands from “Estate Residential” to “Valley and Stream Corridor” to maintain the valleylands.
2. Zoning By-law Amendment File Z.06.005, to amend Zoning By-law 1-88, specifically in the manner shown on Attachments #9 and #10 as follows:
  - i) rezone the subject lands from A Agricultural Zone and RR Rural Residential Zone to RA2(H) Apartment Residential Zone with the addition of the Holding Symbol “(H)” (Tableland - Limit of Development), OS1 Open Space Conservation Zone (Valleylands) and OS4 Open Space Woodlot Zone (Tableland Woodlot) in the manner shown on Attachment #10, together with the site-specific zoning exceptions shown on Tables 1 and 2 of this report:

#### Background – Analysis and Options

##### Site Statistics

The site statistics for the proposed development shown on Attachment #3, are as follows:

Lot Area:	5.03 ha (Gross) - 0.85 ha Proposed Residential - 2.68 ha Tableland Woodlot - 1.5 ha Valleylands
Lot Frontage:	171 m (Pine Valley Drive)
Lot Depth:	155 m (North Lot Line) 400 m (South Lot Line)
Lot Coverage:	35.1% (2,987.32 m <sup>2</sup> GFA/8,500 m <sup>2</sup> Lot Area)
Floor Space Index:	2.0 FSI (16,823.99 m <sup>2</sup> GFA/8,500 m <sup>2</sup> Lot Area)
Building Height:	6 storeys



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<u>Residential Building:</u>	<u>Gross Floor Area</u>
Ground Floor to 6 <sup>th</sup> Floor	15,435.01 m <sup>2</sup>
Lower Level Residential Area	<u>1388.98 m<sup>2</sup></u>
Total Area	16,823.99 m <sup>2</sup>
Apartment Dwelling Units	98
Lower Level Parking Area	5,399.05 m <sup>2</sup>

<u>Parking Spaces</u>	<u>Required</u>	<u>Provided</u>
1.5 Parking Spaces / Apartment Dwelling Unit	147	147
0.25 Visitor Parking Spaces / Dwelling Unit	<u>25</u>	<u>25</u>
Total Parking	172	172

Supporting Documents

The following supporting reports were submitted for the applications:

- i) *Planning Justification Report - Official Plan Amendment*, dated October 2008 by KLM Planning Partners Inc.;
- ii) *Visual Impact Analysis Report*, dated November 2011 and revised December 2011 by KLM Planning Partners Inc.;
- iii) *Environmental Site Assessment, Phase I with Chemical Testing - Proposed Residential Development, 9939 Pine Valley Drive, City of Vaughan*, dated October 12, 2006 by Soil Engineers Ltd.;
- iv) *Phase I and II Environmental Site Assessment - Proposed Residential Development, 9909 Pine Valley Drive, City of Vaughan*, dated January 2006 by Soil Engineers Ltd.;
- v) A Soil Investigation for the proposed Residential Development, Block 39 - 9939 Pine Valley Drive, City of Vaughan, dated August 2006 by Soil Engineers Ltd.;
- vi) A Soil Investigation for the proposed Residential Development, Block 39 - 9909 Pine Valley Drive, City of Vaughan, dated January 2006 by Soil Engineers Ltd.;
- vii) *Vegetation Assessment, Edge Management and Preservation Plan Report - Royal Pine Homes, Capo Di Monte Lands, Pine Valley Drive, City of Vaughan*, dated September 23, 2008 by Kuntz Forestry Consulting Inc.;
- viii) *Marigold Creek, Humber River Tributary - Geomorphic Assessment*, dated August 2008 by Parish Geomorphic;
- ix) *Hydrogeological and Water Balance Assessment - Capo Di Monte Development Project*, dated October 2008 by Groundwater Environmental Management Services Inc.;
- x) *Functional Servicing Report - Capo Di Monte, City of Vaughan*, dated August 2008 by Schaeffers Consulting Engineers;
- xi) *Stormwater Management Brief - Capo Di Monte, City of Vaughan*, dated October 2008 by Schaeffers Consulting Engineers;

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- xii) *Updated Proposed Grading and Regional Floodline Modeling Brief - Royal Pine Homes, Capo Di Monte, Major Mackenzie Drive and Pine Valley Drive, Block 39, City of Vaughan*, dated September 2008 by Schaeffers Consulting Engineers;
- xiii) *Report on Part of the 2006 Stage 1-2 Archaeological Assessment (9909 Pine Valley Drive), Part of Lot 20, Concession 6, City of Vaughan*, dated April 2006 by AMICK Consultants Limited;
- ivx) *Report on Part of the 2006 Stage 1-2 Archaeological Assessment (9939 Pine Valley Drive), Part of Lot 20, Concession 6, City of Vaughan*, dated August 2006 by AMICK Consultants Limited; and,
- xv) *Traffic Impact Study - Proposed Adult Living Condominium (Capo Di Monte)*, dated July 18, 2006 and revised March 31, 2008 by Sernas Transtech Associates.

#### Previous Proposals

On April 3, 2006, a Public Hearing was held for Files OP.06.002 and Z.06.005 (1668872 Ontario Inc.) to amend the Official Plan (OPA #600) and Zoning By-law 1-88, to redesignate and rezone the southerly portion of the subject lands (9909 Pine Valley Drive) for the development of a 5-storey apartment building on the tableland portion of the property, with a maximum of 60 apartment dwelling units, to be marketed as an adult lifestyle development on 0.56 ha. The recommendation of the Committee of the Whole to receive the Public Hearing report of April 3, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on April 10, 2006.

The Owner acquired the northerly portion of the subject lands (9939 Pine Valley Drive) shown on Attachment #2, and subsequently modified the applications thereby requiring a new Public Hearing. On March 25, 2008, a Public Hearing was held for Files OP.06.002 and Z.06.005 (1668872 Ontario Inc.) to amend the Official Plan (OPA #600) and Zoning By-law 1-88, to redesignate and rezone the subject lands (9909 and 9939 Pine Valley Drive) from "Valley and Stream Corridor" and "Estate Residential" to "High Density Residential-Commercial" (Limit of Development) and to amend Zoning By-law 1-88 on the subject lands for the development of a 9-storey apartment building on the tableland portion of the property, with a maximum of 132 apartment dwelling units, to be marketed as an adult lifestyle development on 1.1 ha. The recommendation of the Committee of the Whole to receive the Public Hearing report on March 25, 2008, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on March 31, 2008.

Previously, on February 25, 2002, Council approved Site Development File DA.01.069 (Rodriguez Holding Corp. [Woodbridge Private School]) to facilitate the development of the southerly portion of the subject lands (9909 Pine Valley Drive) with a 1-storey private school having a gross floor area of 2,208.62 m<sup>2</sup>, 21 parking spaces and a septic field. A condition of approval required the applicant to enter into a separate agreement with the City concerning the City's acquisition of a designated 2.685 ha tableland woodlot located on the Owner's overall land holdings as required by OPA #600. On September 27, 2002, the Site Development Agreement was forwarded to the applicant, however, it was never executed or registered and the separate agreement for the City's acquisition of the woodlot did not occur.

Through the current development applications, the Owner will be conveying the 2.685 ha tableland woodlot shown on Attachment #2 to the City as part of the Owner's obligations under the Block 39 Developer's Group Agreement.

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Land Use Policies/Planning Considerations

The Vaughan Development Planning Department has reviewed the Official Plan and Zoning By-law Amendment Applications to redesignate and rezone the subject lands in consideration of the following policies:

a) Provincial Policy Statement (2005) and Places To Grow Act, 2005

The *Provincial Policy Statement* (PPS) came into effect on March 1, 2005, and stipulates the land use planning and development matters that are of Provincial interest, including but not limited to, providing for the efficient development of land, resources (e.g., natural heritage, water, cultural, and archaeological), and infrastructure/facilities (e.g., transportation and transit systems, and sewage and water systems).

The Development Planning Department has determined that the proposal will meet and also allow the City to meet the objectives of providing for a range of land uses in a manner that promotes efficient land use and development patterns to support a livable and healthy community within the built-up area in accordance with the policies of the PPS as discussed below.

The PPS identifies the subject lands as being within a Settlement Area. The PPS defines a "Settlement Area" as follows (in part):

"Urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) that are:

- a) built up areas where development is concentrated and which have a mix of land uses;"

The "Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns" Policy 1.1 of the PPS supports the efficient development of land and land uses as follows (in part):

"1.1.1 Healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet the long-term needs;

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
1. efficiently use land and resources;
  2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion...;
- b) a range of uses and opportunities for *intensification and redevelopment* in accordance with the criteria in Policy 1.1.3.3.

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- 1.1.3.3 Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

The “Housing” Policy 1.4 of the PPS further supports the proposal with respect to the City providing a range of housing types and densities, as follows (in part):

- “1.4.3. Planning authorities shall provide for a range of housing types and densities to meet projected requirements of current and future residents of the regional market *area* by:
- b) permitting and facilitating:
    - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and,
    - 2. all forms of residential intensification and redevelopment in accordance with Policy 1.1.3.3.
  - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;”

The PPS defines “intensification” and “redevelopment”, respectively, as follows:

“Intensification means the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and,
- d) the expansion or conversion of existing buildings.”

“Redevelopment means the creation of new units, uses or lots on previously developed lands in existing communities, including brownfield sites.”

The “Natural Heritage” Policy 2.1 of the PPS provides the policy framework to support the proposal with respect to restoring and enhancing the natural features, as follows (in part):

- “2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

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In conjunction with the PPS, the Province's *Growth Plan for the Greater Golden Horseshoe* (Places to Grow), in effect as of June 16, 2006, which was prepared under the *Places to Grow Act, 2005*, which received Royal Assent on June 13, 2005, also includes policies to support the development proposal, as indicated in the "Managing Growth" Policy 2.2.2 in accordance with the following (in part):

"2.2.2.1 Population and employment growth will be accommodated by:

- a) directing a significant portion of new growth to the *built-up areas* of the community through intensification; and,
- h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services."

Places to Grow defines "intensification" and "complete communities", respectively, as follows:

"Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided."

Places to Grow defines "Intensification" the same as the PPS, as indicated earlier in this report.

The subject lands are located within the City's urban boundary as defined by OPA #600, which provides for a range of existing and planned land uses to support the residential proposal such as commercial and institutional uses located along Major Mackenzie Drive and Rutherford Road. The proposal, in accordance with the PPS and Places to Grow policies respecting access to efficient use of public transit, will be supported by the availability of transit in the community. The Region of York's Transportation Master Plan Update, dated November 2009, indicates that the Transit Priority road improvements proposed to support transit improvements on Major Mackenzie Drive between Weston Road and Highway 50 are anticipated to be completed by 2031. Transit Priority road improvements which will include road widenings from 2 lanes to 4 lanes and eventually 6 lanes to support high occupancy vehicle (HOV) lanes, transit signal priority and queue jump lanes, will be gradually implemented as development intensifies and the population increases in this area. Further, Rapid Transit on Major Mackenzie Drive between Weston Road to Ninth Line in Markham is planned to be in place by 2013. Rapid Transit may include buses on a dedicated right-of-way lane or trains/streetcars on a dedicated right-of-way path. In July 2011, the Region submitted the individual Environmental Assessment (IEA) for Western Vaughan, which included the plans for the road improvements for Major Mackenzie Drive between Weston Road and Pine Valley Drive to the Ministry of the Environment for approval. Should the IEA be approved, the road improvements respecting the widening of Major Mackenzie Drive from 2 lanes to 4 lanes can be undertaken in 2013 to enable the road to support increased transit. Planned road widenings along the Regional roads will result in 45 m wide road rights-of-way, both east and west of Weston Road, along Major Mackenzie Drive, and a 43 m wide road right-of-way along Weston Road to support more intense development.

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The subject lands are located on the east side of Pine Valley Drive and south of Major Mackenzie Drive, within the Block 39 Planning Area. The community surrounding the subject lands primarily consists of existing low rise development (i.e., detached, semi-detached and townhouse dwelling units) no greater than three (3) stories in height. Development Applications have been approved for more intense uses and higher densities than permitted by the Official Plan and Zoning By-law including:

- at the northwest corner of Major Mackenzie Drive and Weston Road (Cicchino Holdings Ltd.) for two, 12-storey apartment buildings with 430 apartment dwelling units, 70 block townhouse dwelling units and a 3-storey, 2,473m<sup>2</sup> commercial building, with a floor space index of 1.57 (approved by the Ontario Municipal Board (OMB) on November 23, 2011); and,
- at the southwest corner of Major Mackenzie Drive and Highway #400 for Official Plan and Zoning By-law Amendment Files OP.08.016 and File Z.08.062 (1678573 Ontario Inc.) for one, 12-storey and one, 10-storey apartment building with a total of 864 apartment dwelling units and 54 block townhouse dwelling units, with a floor space index of 2.32 (approved by the OMB on January 6, 2012).

The subject lands are comprised of vacant agricultural lands at 9909 Pine Valley Drive, and contained a detached dwelling unit until 2001 when a Permit was issued to demolish the building and the unoccupied residential unit at 9939 Pine Valley Drive. The lands provide an opportunity for redevelopment in accordance with the PPS and Places To Grow intensification policies. The proposal to develop a 6-storey apartment building on the subject lands contributes to the opportunity to provide a range of housing types and densities.

The subject lands include valley and stream corridor lands as part of the Humber River Watershed, specifically Marigold Creek, a tributary of the Humber River. The Owner, as part of the development of the subject lands, will undertake a natural channel rehabilitation, which the TRCA had required during the processing of the previous Site Development File DA.01.069 (Rodriguez Holding Corp. [Woodbridge Private School]). The rehabilitation work will also include fish habitat enhancements and riparian plantings. In addition, the subject lands also contain a tableland woodlot which is part of the Kleinburg Woodlot system. The valley and stream corridor and buffers will be dedicated to the TRCA and tableland woodlot will be dedicated to the City to form part of the public open space system.

In consideration of the above, the proposal to redesignate the subject lands from “Valley and Stream Corridor” and “Estate Residential” to “High Density Residential-Commercial” to facilitate a proposed 6-storey apartment building, and from “Estate Residential” to “Valley and Stream Corridor” to maintain the open space valley and stream corridor is in accordance with the policies of the PPS and Places to Grow.

#### b) Region of York

The Region of York has identified that the applications are consistent with the Regional Official Plan. Regional comments are discussed in the Regional Implications section of this report.

#### c) Vaughan Official Plan (OPA #600)

The subject lands are designated “Estate Residential” (single detached dwellings on large lots of a minimum of 6,000 m<sup>2</sup>, with the average lot size to be not less than 8,000 m<sup>2</sup>), “Valley and Stream Corridor” and “Tableland Woodlots” by OPA #600, as shown on Attachment #6, which does not permit the proposed apartment development, and therefore an Official Plan Amendment is required.

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The policies of the “High Density Residential/Commercial Areas” designation in OPA #600 permits apartment buildings to a maximum of 12-storeys in height, and a density ranging between 60 to 150 units per hectare. The proposed 6-storey apartment building includes 98 apartment dwelling units thereby yielding a density of 115.3 units per hectare, which is in keeping with OPA #600.

Floor Space Index or FSI is the ratio of gross floor area to the net developable area of the site, and does not include any lands to be conveyed for public purposes such as a public street, street widenings, valleylands, parks and schools. The proposed FSI is 2.0, which for the purpose of this amendment is based on a net lot area of 8,500 m<sup>2</sup> and a residential gross floor area of 16,823.99m<sup>2</sup>.

OPA #600 includes the following urban design policy for high density residential-commercial areas (in part):

“...to the careful integration of transit and a high quality public realm comprised of public streets and open space. Such areas will be carefully integrated with the surrounding development so that streets are continuous and linked with surrounding High Density Residential-Commercial, Medium Density Residential-Commercial and Low Density Residential-Commercial areas so that pedestrian access between areas shall be convenient, direct and safe. Specific development schemes shall demonstrate a careful transition in building scale toward lower density housing forms.”

The subject lands are located within an enclave surrounded by natural features including:

- the Kleinburg woodlots and stream corridor to the south, which provides for approximately 100 m separation distance from the closest lots to the south (i.e. Via Teodoro);
- proposed valley lands to the east, and approximately 50 m of vegetated separation distance to the lots on Woodend Place; and,
- buffers ranging from 6 m to 15 m along Pine Valley Drive and 4.5 m along the north lot line.

These areas provide a distance separation between the subject lands and surrounding development and include existing vegetation in certain areas, and additional landscaping placed within the valley and elsewhere on the subject lands to further screen the proposed building and provide a transition to the surrounding land uses.

The woodlots, landscaping and distance separation from existing land uses will minimize the impact of the proposed development on the surrounding community as supported by the *Visual Impact Analysis Report*, dated November 2011 and revised on December 2011 by KLM Planning Partners Inc. The woodlots and valley and stream corridor establish a buffer and transitional area between the subject lands and the low-rise residential areas.

The Official Plan includes the following policy respecting the building height and massing for the High Density areas (in part):

“...buildings are encouraged not to exceed twelve stories in height and shall be sited close to the street right-of-ways to create an attractive and interesting public realm.”

A 6-storey building, shown on Attachments #4 and #5, is proposed on the subject lands. Due to the lands sloping to the east, the lower level of the proposed building will accommodate apartment dwelling units and the lower level parking area as shown on Attachment #4. The front of the building which faces Pine Valley Drive contains the main entrance and is 6-storeys in height. The following definition for “Building Height” is included in Zoning By-law 1-88 (in part):

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“...the vertical distance between the average elevation of the finished grade at the front of the building (for the purpose of this definition, the front of the building shall be the wall containing the main entrance)...”

The proposed building is setback 16 m instead of 7.5 m from Pine Valley Drive (the latter as required in the RA2 Apartment Residential Zone, the proposed Zone for the subject lands) in order to accommodate a substantial amount of landscaping to minimize the impact of the building from the street and maintain the character of Pine Valley Drive. Enhanced elevations and architectural features will be required for the building, and if approved, will be addressed at the Site Plan stage. The following policies will be included in the implementing Official Plan to ensure that the development contributes to an attractive streetscape:

- i) require enhanced building elevations and architectural features for the building and have the rooftop mechanical equipment integrated into the roof building form;
- ii) prohibit loading/unloading areas to be located between a building and a street;
- iii) require that surface parking areas and parking garage ramps be screened from the street with landscaping; and,
- iv) require the following minimum landscaped areas to be established in the implementing Zoning By-law:
  - a) between 6 m to 15 m, and inclusive of ventilation shafts, exit stairwells from below, and driveways; and,
  - b) 4.5 m in depth along the north and south lot lines.

The proposed apartment building would contribute to the range of housing types available to the local community and within the urban area, and is in accordance with the policies of the PPS and Places To Grow. In addition, the proposal provides community benefits which includes the dedication of the tableland woodlot and valley and stream corridor lands (which are to be restored) into public ownership (TRCA or City) to enhance the public open space system. The Development Planning Department is satisfied that the proposal and requested modifications to the Official Plan are appropriate for the development of the subject lands in the context of the surrounding community.

It is also noted that should the applications be approved that the Owner will be required to pay as a condition of Site Plan approval, a woodlot development charge at a rate of \$1,000.00 per unit, in accordance with the Special Area Woodlot Development Charge By-law and the City’s Woodlot Acquisition Front-end Agreement.

d) City of Vaughan Official Plan 2010 (VOP 2010)

The new City of Vaughan Official Plan 2010 (VOP 2010) designates the subject lands “Low-Rise Residential” and “Natural Areas”, as shown on Attachment #8, which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011). As the new VOP 2010 has been appealed, final approval of the Plan rests with the OMB. The “Low-Rise Residential” designation permits detached, semi-detached and townhouse dwelling units, and public and private institutional buildings, in a low-rise form no greater than 3 storeys. The “Low-Rise Residential” designation does not specify a maximum FSI on the lands. The current apartment building proposal does not conform to the new Official Plan.



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The applications to amend the Official Plan and Zoning By-law to permit the proposal shown on Attachment #3 were submitted on January 23, 2006, and are therefore subject to OPA #600, the in-effect Official Plan. As the new Official Plan has been appealed, final approval of the Plan rests with the Ontario Municipal Board (OMB).

Should Council approve the current apartment building proposal, the implementing Official Plan Amendment for the subject lands is to be adopted by Vaughan Council and subsequently approved by the Region of York (approval authority). The Region will be requested to modify the new City of Vaughan Official Plan 2010, specifically to redesignate the subject lands from “Low-Rise Residential” and “Natural Areas” to “Mid-Rise Residential” on Schedules 1, 2, 3, 13, 13-M and 14-C, and to include the amendment into Volume 2, Section 13.1 (Lands Subject to Site Specific Policies). A condition to this effect is included in the recommendation to this report.

Zoning

The subject lands are currently zoned A Agricultural Zone and RR Rural Residential Zone by Zoning By-law 1-88, as shown on Attachment #2. An amendment to Zoning By-law 1-88 is required to facilitate the proposed development with the following site-specific zoning exceptions:

Residential Lands

Rezone Part 1 of the subject lands shown on Attachment #9 from A Agricultural Zone and RR Rural Residential Zone to RA2(H) Apartment Residential Zone with the addition of the Holding Symbol “(H)” as shown on Attachments #9 and #10. Table 1 identifies the site-specific exceptions to the RA2 Apartment Residential Zone to implement the proposal:

Table 1: Proposed Zoning Exceptions - Residential Use

	<b>By-law Standard</b>	<b>By-law 1-88 Requirements for the RA2(H) Apartment Residential Zone</b>	<b>Proposed Exceptions to the RA2(H) Apartment Residential Zone</b>
a)	Definition for a Lot	“Lot” - means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 49 of the Planning Act, R.S.O. 1983 would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of the lot.	“Lot” - means to deem the two existing lots to be one lot regardless of the number of buildings or structures erected and regardless of any conveyances, easements, or condominiums, and whether the building or structure has or does not have a common basement or are or are not connected below or above finished grade.
b)	Setback to Portions of a Building Below Grade (Front Lot Line – Pine Valley Drive)	1.8 m	0 m

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c)	Minimum Front Yard (Pine Valley Drive)	7.5 m	16 m
d)	Minimum Rear Yard (East)	7.5 m	5 m
e)	Minimum Interior Yard (South)	9.5 m	5 m
f)	Maximum Floor Space Index (FSI)	Does not exist	2.0 FSI (Net)
g)	Maximum Gross Floor Area	Not Applicable	16,824 m <sup>2</sup> (includes residential GFA in the lower level of the building)
h)	Maximum Building Height	44 m	6 storeys, not to exceed 19 m
i)	Minimum Landscape Strip Width Abutting the Street Line	6 m	Between 6 m to 15 m, and inclusive of ventilation shafts, exit stairwells from below, and driveways (Attachment #10)
j)	Minimum Structural Setback from the Top-of-the-Bank	10 m	5 m (Established through TRCA Review)
k)	Storage Requirements for All Refuse and Recycling Containers	Does not exist	All refuse and recycling containers shall be stored internal within a building
l)	Minimum Number of Loading Spaces	Not Applicable to Residential	1 space
m)	Location of Loading Areas	Does not exist	No loading and/or unloading between a building and a street. All loading shall be screened by a wall and/or landscaping.
n)	Minimum Landscaping Around a Parking Area for Multiple Family Dwellings	An outdoor parking area shall be screened from the street and any adjacent premises	An outdoor parking area, including underground ramps shall be screened from the street and any adjacent premises

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The proposed exception to the definition of a “lot” is required to ensure that for zoning purposes, the subject lands consisting of two (2) lots are deemed to be one lot. Given the nature of the proposed development which includes one building located over two lots, this exception is appropriate. Exceptions to the portions of the parking garage below grade are required to provide underground parking which from an urban design perspective is preferred since it avoids large surface parking areas and provides opportunity for increased landscaping. In order to provide an attractive streetscape, in keeping with the urban design policies of the Official Plan, zoning exceptions are required for the height, building setbacks, gross floor area, and location of the refuse and recycling containers and loading areas.

The width of the landscaping buffers adjacent to Pine Valley Drive range between 6 m to 15 m as shown on Attachment #10. The Region of York has identified a site distance concern with the southerly driveway access onto Pine Valley Drive as discussed later in this report in the Regional Implications section, which has the effect of changing the landscaping configuration along the Pine Valley Drive frontage. The Region indicates that this matter can be addressed by the applicant at the Site Plan stage, and therefore, the implementing zoning by-law will include a 6 m to 15 m range for the front landscape strip.

The Owner requested a maximum building height of 24.1 m. The Development Planning Department’s review has determined that a 19 m building height, excluding the mechanical room (which is not counted in the calculation of building height in accordance with Zoning By-law 1-88), is more appropriate from an urban design perspective and limiting the building height given the surrounding land use context for the subject lands. The Owner also requested that the area of the OS1 Open Space Conservation Zone lands be included in the calculation of lot frontage, lot area, and lot coverage and yard setbacks for the proposed RA2 Apartment Residential Zone. The inclusion of the open space lands as part of the developable lands is not consistent with the Official Plan, and therefore will not be applied to the subject lands. Exceptions to the Zoning By-law 1-88 requirements, where necessary, will be provided, to facilitate the development.

On September 26, 2011, the Owner erected a crane, which was extended to a height of 9-storeys (33.6 m) to approximate the height of a 9-storey building on the subject lands (as per the 2008 application). As the proposal is now for a 6-storey building, the building’s mass and height will have less impact than a 9-storey building. Photographs were taken from the extended crane at 9-storeys. Photographs were also taken from the street on September 26, 2011 with the foliage on the deciduous trees and on December 5, 2011 with the lost foliage on the deciduous trees. Photographs were taken from the following locations:

- i) Pine Valley Drive looking east towards Woodend Place;
- ii) 80 Woodend Place looking west toward Pine Valley Drive;
- iii) 247 Via Teodoro looking north towards the subject lands (9909 and 9939 Pine Valley Drive);
- iv) South-west side of 250 Via Teodoro looking north towards the subject lands;
- v) 679 Davos Road looking north towards the subject lands;
- vi) Subject lands looking south towards 559 to 683 Davos Road;
- vii) Subject lands looking south-east towards the intersection of Davos Road and Via Campanile;
- viii) Subject lands looking north-east towards the intersection of Major Mackenzie Drive and Woodend Place; and,
- ix) Subject lands looking north past the north-east intersection of Major Mackenzie Drive and Pine Valley Drive towards the Millwood Subdivision.

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The crane demonstration, as indicated in the *Visual Impact Analysis Report*, concluded that the crane substituting for a 9 storey high building on the subject lands would result in a significant portion of the building’s mass and height being screened from the surrounding community with the mix of coniferous and deciduous trees. The separation distance of approximately 100 m from the south property line to the rear property lines of the Via Teodoro residences, and to the east approximately 50 m from the valley and stream corridor lands to the rear property line of the Woodend Place residence would also screen the subject lands from the surrounding community. A portion of the building’s mass and height would be visible especially with the lost deciduous tree foliage during the fall and winter months. The impact of the visibility of the building’s mass and height would be minimized with the surrounding trees and proposed landscape screening of the proposal, as well as, the separation distance consisting of woodlots and valley and stream corridor lands separating the subject lands from the low-rise residential area, especially during the spring and summer months when people tend to be outdoors more often.

Upon review of the Visual Impact Assessment and after a site visit, Planning Staff is of the opinion that the building would be less visible from amenity areas of the Humber Valley including Kortright Centre and the surrounding community at a height of six storeys due to screening from vegetation including coniferous and deciduous trees.

Concerns have been raised by the public that the proposed development is too intensive for the subject lands and only low-rise residential uses should be permitted. However, the current A Agricultural and RR Rural Residential Zoning permits the following uses as-of-right on the subject lands that may have similar or greater impacts on the community, with respect to building mass and traffic:

<b>Zoning By-law 1-88</b>	<b>A Agricultural Zone</b>	<b>RR Rural Residential Zone</b>
	<p>Institutional:</p> <ul style="list-style-type: none"> <li>i) Place of Worship</li> <li>ii) Community Centre</li> <li>iii) Day Nursery</li> <li>iv) Public Library</li> <li>v) Public or Private Hospital</li> <li>vi) School</li> <li>vii) An institution owned by a religious, educational or charitable institution supported in whole or in part by public funds</li> </ul>	<p>Institutional:</p> <ul style="list-style-type: none"> <li>i) Place of Worship</li> </ul>
	<p>Recreational:</p> <ul style="list-style-type: none"> <li>i) Bowling Green</li> <li>ii) Curling Rink</li> <li>iii) Swimming or Wading Pool</li> <li>iv) Skating Rink</li> <li>v) Tennis Court</li> </ul>	<p>Recreational (includes but not limited to):</p> <ul style="list-style-type: none"> <li>i) Community Centre</li> <li>ii) Park</li> <li>iii) Athletic Field</li> <li>iv) Swimming Pool</li> </ul>

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The Development Planning Department is satisfied that the requested rezoning from A Agricultural Zone and RR Rural Residential Zone to RA2(H) Apartment Residential Zone, with the addition of the Holding Symbol “(H)” to facilitate the proposal shown on Attachment #3, and the requested exceptions discussed above are appropriate for the development of the subject lands as discussed in this report. The implementing zoning by-law will be prepared in the form of a very specific by-law that fully reflects the conceptual site plan and elevation drawings shown on Attachments #3, #4 and #5.

b) Non-Residential

The non-residential portions of the subject lands are proposed to be rezoned in the manner shown on Attachments #9 and #10, as follows:

- i) rezone Part 2 from A Agricultural Zone and RR Rural Residential Zone to OS1 Open Space Conservation Zone to provide and maintain the open space, and valley and stream corridor lands on 1.5 ha; and,
- ii) rezone Part 3 from A Agricultural Zone to OS4 Open Space Woodlot Zone to maintain the tableland woodlot on 2.685 ha.

Table 2 identifies the proposed zone categories and the permitted land uses and zoning exceptions to implement the development shown on Attachments #9 and #10:

Table 2: Proposed Zoning Exceptions - Non-Residential Uses

	<b>By-law Standard</b>	<b>By-law 1-88 Requirements OS1 Open Space Conservation Zone</b>	<b>Proposed Exceptions to the OS1 Open Space Conservation Zone</b>
a)	Minimum Ecological Buffer	10 m	6 m, 7 m and 10 m (See Attachment #10)

The TRCA has accepted a reduction to the 10 m ecological buffer in consideration of the restoration and enhancement of the valleylands that will occur.

c) Holding Symbol Provision

The implementing Zoning By-law for the residential portion of the subject lands will be zoned RA2(H) Apartment Residential Zone, with the addition of the Holding Symbol “(H)” provision, as shown on Attachments #9 and #10, to ensure that the following are addressed:

- i) the water supply and sewage servicing capacity shall be identified and allocated by the Council of the City of Vaughan;
- ii) the approval of a Site Development Application for the subject lands, which shall include the following:
  - 1) the dedication of the tableland woodlot, free of all charges and encumbrances, to the City; and,
  - 2) the details pertaining to the monitoring program and Letter of Credit for the proposed realigned channel has been submitted and approved, to the satisfaction of the Toronto and Region Conservation Authority.

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##### Block 39 Plan-Trustee

The subject lands are located within the Block 39 Plan. The Block 39 Developers Group was responsible for front-end financing and providing, among other things, the infrastructure for services and roads. The Owner is required to enter into an agreement with the Block 39 Developers Group respecting cost sharing. Therefore, the City will be provided with written clearance from the Trustee for Block 39 that the Owner of the subject lands has entered into and signed the Block 39 Cost Sharing Agreement.

##### Urban Design/Landscaping

The Vaughan Development Planning Department has reviewed the proposal, and will require enhanced architectural design treatments for the proposed building. In addition, landscaping will be required to enhance the streetscape and maintain the rural character along Pine Valley Drive. A recommendation to this effect is included in this report to be incorporated into the implementing Official Plan and Zoning By-law amendments.

##### Site Plan Approval

Should Council approve the Official Plan and Zoning By-law Amendment Applications, the subject lands will be developed through the Site Development Application process, which is subject to approval by Vaughan Council. At the Site Plan stage, details such as sustainability, enhanced architectural design treatments, landscaping, building elevations, stormwater management and servicing will be reviewed. The process for the acquisition of the tableland woodlot from the Owner to the City will be dealt with at the Site Plan stage. Further, the TRCA will also require that the details pertaining to the monitoring program and Letter of Credit or other financial security for the proposed realigned channel will be addressed at the Site Plan stage. The Site Plan process will require approvals from the Toronto and Region Conservation Authority, Region of York, and the City. The final plans through the Site Plan process must be approved to the satisfaction of the Development Planning Department.

##### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has provided the following comments:

##### a) Environmental Site Assessment (ESA)

As part of the future Site Plan process and prior to the approval of any Site Plan Application on the subject lands, the City will require documented proof of the registration of the Record of Site Condition (RSC) with the Environmental Site Registry of the Ministry of the Environment (MOE), which includes the acknowledgement from the MOE and a signed RSC by a qualified person.

##### b) Water Supply

The subject site is located within the Pressure District 6 water system. As part of the servicing of the north-west corner of Block 39, a 300mm diameter watermain was installed on Pine Valley from Via Teodoro northerly to the subject site. This watermain has been sized to service the proposed development on this property which was contemplated under the approved Block 39 Block Plan. A detailed water supply analysis will be required at the site plan stage to confirm the existing water system can provide the necessary water supply and pressure to the proposed development.

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c) Sanitary

The subject site is located in the Woodbridge wastewater service area. As part of the servicing of the north-west corner of Block 39, a 250 mm diameter sanitary sewer was installed on Pine Valley from Via Teodoro northerly to the subject site. This sanitary sewer has been sized to service the proposed development on this property.

d) Storm Drainage

The main tributary of the Marigold Creek traverses the subject site. The applicant is proposing to use this creek as the outlet for the storm drainage system on the site. Based on the preliminary site plan for this development, the applicant is proposing to undertake in-stream improvements along the Marigold Creek in conjunction with the site development. The applicant will be required to submit a detailed storm water management report at the site plan stage which identifies what measures are required to be implemented to control the quality and quantity of storm water from the site to the satisfaction of the City and TRCA. The storm water management for the site shall have regard for the approved Block 39 Master Environmental & Servicing Plans.

e) Pine Valley Drive

The preliminary site plan for this development identifies two driveways from Pine Valley Drive. Pine Valley Drive is a Regional road with a planned right-of-way width of 36 metres. Currently, Pine Valley Drive is a two lane rural roadway; accordingly, there is a need to upgrade/improve the road to accommodate typical urban services such as sidewalk, streetlighting, streetscaping, etc. The extent of these road improvements will need to be addressed at the site plan stage in consultation with the Region of York.

#### Vaughan Cultural Services Division

The Vaughan Cultural Services Division has received the Ministry of Citizenship, Culture and Recreation's clearance of archaeological concerns respecting the subject lands. As such, the Cultural Services Division has no objection to the approval of the proposal subject to the following:

- i) Should archaeological resources be found on the property during construction activities, all work must cease and the Ministry of Tourism and Culture and the City of Vaughan Recreation and Culture (Cultural Services Division), Policy Planning and Development Planning Departments must be contacted immediately.
- ii) In the event human remains are encountered during grading or construction activities, the proponent must cease all grading or construction activities. The proponent shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.

#### Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that for residential high-density development, the Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, which ever is greater, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". A condition of approval in this respect will be included in a recommendation in the future site plan report to the Committee of the Whole.

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##### School Boards

The York Region District (Public) School Board, the York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have reviewed the applications and advise that they have no objections to the proposal.

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

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposal, which included establishing the development limits and the ecological buffer widths. The TRCA advises that the proposal is subject to TRCA's Valley and Stream Corridor Management Program (VSCMP), which are guidelines:

“to prevent new development from occurring within areas that may introduce risk to life and property associated with flooding, erosion and slope stability, or that is not compatible with the protection of these areas in their natural state.”

The subject lands are also located within a Regulated Area of the Humber River Watershed and partially within the Regional Storm Floodplain adjacent to Rainbow Creek. In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations), a Permit is required from the TRCA, prior to any of the following works taking place:

- “i) straightening, changing, diverting or interfering in any way the existing channel of a river, creek, stream or watercourse or for changing or interfering in any way with a wetland; and,
- ii) development, if in the opinion of the Authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.”

The TRCA, through the review process, has accepted a reduction to the 10 m ecological buffer (Attachment #10) in consideration of the restoration and enhancement of the valleylands that will occur. The TRCA is satisfied that the ecological matters respecting the buffers to protect the natural features and the portion of Marigold Creek on the subject lands have been addressed, including confirming that this creek is not a habitat for the endangered Red Side Dace fish species. In July 2010, the TRCA approved a Permit under Ontario Regulation 166/06 to facilitate grading and alterations to Marigold Creek for the purposes of restoration work respecting stream realignment, fish habitat enhancements and riparian plantings, as the development limits and natural channel rehabilitation proposed were to the satisfaction of the TRCA.

The TRCA has no objections to the proposal subject to the following:

- i) that the valley corridor and woodlot, which includes the buffers be designated and zoned into an appropriate open space designation and zoning category, which has the effect of prohibiting development;
- ii) that a copy of the draft implementing Official Plan and Zoning By-law Amendments be submitted to the TRCA to confirm the limits of the open space/environmental lands;
- iii) that the valley and stream corridor and woodlot lands, which includes the buffers, be set aside for dedication to the TRCA, free of all charges and encumbrances; and,
- iv) that the tableland woodlot, be set aside for dedication to the City, free of all charges and encumbrances.



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The TRCA has advised that other matters pertaining to the subject lands are to be addressed at the Site Plan stage, and include, but are not limited to the following, and are subject to modification:

- i) the building be a LEED Certified Building;
- ii) the establishment of a monitoring program for the natural channel rehabilitation work;
- iii) a Letter of Credit be posted for the cost of 50% of the construction of the natural channel rehabilitation work; and,
- iv) the Owner enter into an agreement with TRCA to provide water services to the Kortright Centre for Conservation.

#### Canada Post

Canada Post has no objections to the proposal subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post.

#### 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 and has no objections to the proposed development provided that Regional concerns are addressed. The Region has reviewed the proposal and advises the following:

“The subject lands are designated “Urban Area” and “Regional Greenlands System” by the York Region Official Plan currently in effect (1994, as amended). The “Urban Area” permits a wide range of residential, commercial, industrial and institutional land uses. Major Mackenzie Drive is identified as a Local Corridor in the York Region Official Plan (1994, as amended). Local Corridors are intended to support an urban structure that facilitates intensification and promotes opportunities for residential and employment growth servicing the local communities, as determined through local municipal planning exercises. The appropriate level of development density depends on site-specific circumstances and the nature of development along and adjacent to the Corridor.”

The Region further states:

“The proposed OPA (Official Plan Amendment) is consistent with the in-force Regional Official Plan policies that:

- direct development to existing built-up portions of urban areas; and,
- provides a mix and range of different types, forms and sizes of housing.”

The Region advises that the subject lands are in keeping with the Region’s adopted December 2009 Official Plan (ROP 2010), and approved by the Ministry of Municipal Affairs and Housing in September 2010, where:

“Policy 3.5.14 encourages seniors’ housing be located in proximity to rapid transit and other human services. Major Mackenzie Drive is identified as a “Regional Transit Priority Network.”

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The ROP 2010 also states in Policy 5.3 that:

“Intensification will occur in strategic locations in the built-up area to maximize efficiencies in infrastructure delivery, human services provision and transit ridership. These strategic locations are based on an intensification framework that recognizes that the highest density and scale of development will occur in the Regional Centres followed by the Regional Corridors.”

The Region reviewed the Owner's *Traffic Impact Study - Proposed Adult Living Condominium (Capo Di Monte)*, dated July 18, 2006 and March 31, 2008 by Sernas Transtech Associates, and advised there are “no comments or objections with respect to the proposed amendment applications.” The Region advised that there are development matters that will need to be dealt with at the Site Plan stage and include, but not limited to, “the *Traffic Impact Study* prepared for the development identifying a site distance concern with the proposed southerly access (onto Pine Valley Drive). The Transportation Services Department has reviewed the proposed southerly access point and cannot support an access at this location due to insufficient site distances.” The Owner will need to demonstrate to the Region and City that the southerly driveway access can be provided or relocated in order to address the site distance concerns. York Region Transportation will provide comments at the Site Plan application stage and work with the City to address this matter.

The Region advises that the proposal will be served by full municipal services for water and wastewater. The lands are located within Pressure District 6 of the York Water System and the Humber Service Area of the York Durham Sewage System.

The Region advises that the valley and stream corridor lands form part of the Regional Greenlands System, and the Regional Official Plan Policies 2.1.6 and 2.2.2 state:

“That development applications within or on lands in close proximity to the Greenlands System or Environmental Policy Area shall be accompanied by an environmental evaluation of the impact the development will have or is expected to have on the environmental functions, attributes or linkages of the Greenlands System and shall provide details of any mitigative measures that will ensure that the Greenlands Units will not be adversely impacted.”

The Region further advises that the Region will defer to the comments of the TRCA in respect of the preservation and protection of the features, functions, attributes and linkages of the Valleylands.

The Region will be the approval authority for the amendment to Official Plan #600. The Region will provide detailed comments at the Site Plan stage respecting road requirements, transit and vehicular access, and requires that the site plan, grading, servicing, stormwater management, lighting, noise, environmental/sustainability, and traffic/transportation plans and reports be submitted for approval to the satisfaction of the Region. The Owner will be required to enter into a Regional Site Plan Agreement.

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#### Conclusion

The Owner has submitted an Official Plan Amendment application (File OP.06.002) to redesignate the tableland portion of the subject lands shown as Parts 1 and 2 on Attachment #6 from “Valley and Stream Corridor” and “Estate Residential” to “High Density Residential-Commercial” to facilitate the development of a 6-storey (19 m) apartment building, with a maximum of 98 apartment dwelling units and a Floor Space Index of 2.0, to be marketed as an adult lifestyle development. Furthermore, the Owner has proposed to redesignate Part 3 (Attachment #6) of the subject lands from “Estate Residential” to “Valley and Stream Corridor” to maintain the valleylands and stream corridor. The Owner has also submitted a Zoning By-law Amendment application (File Z.06.005) to amend Zoning By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone and RR Rural Residential Zone to RA2(H) Apartment Residential Zone with the addition of the Holding Symbol “(H)” (Tableland - Limit of Development), OS1 Open Space Conservation Zone (Valleylands) and OS4 Open Space Woodlot Zone (Tableland Woodlot) as shown on Attachments #9 and 10, together with site-specific zoning exceptions as noted in Tables 1 and 2 of this report to facilitate the development.

The Official Plan and Zoning By-law Amendment applications propose to implement a residential development which meets the objectives of the *Provincial Policy Statement* (PPS) and *Growth Plan for the Greater Golden Horseshoe* (Places to Grow) by providing the opportunity for a range of housing types and densities to be developed, and adding lands to the public open space system with the rehabilitation work for the valley and corridor lands, including fish habitat enhancements and riparian plantings and buffers for dedication to the TRCA, and the acquisition of the tableland woodlot by the City. The Official Plan and Zoning By-law will be amended to include policies and requirements to facilitate a building with enhanced elevations and a high level of landscaped open spaces to create a pleasing street presence, including increased setbacks and landscaping to enhance the streetscape in this area.

The Development Planning Department is satisfied that the proposed residential development as shown on Attachment #3 is appropriate and compatible with the existing and permitted uses in the surrounding area and can be developed in a manner that is appropriate and compatible with the existing community. The Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment applications, subject to the recommendations in this report.

#### Attachments

1. Context Location Map
2. Location Map
3. Conceptual Site Plan
4. West & East Elevations
5. North & South Elevations
6. Proposed Land Uses
7. OPA 600 - Schedule “B” Vellore Urban Village 1
8. City of Vaughan Official Plan 2010 Schedule 13 - Land Use
9. Proposed Zoning (Subject Lands)
10. Proposed Zoning (Development Lands)

#### Report prepared by:

Judy Jeffers, Planner, ext. 8645  
Carmela Marrelli, Senior Planner, ext. 8791  
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 20, 2012**

Item 23, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

**By approving:**

***That the recommendation contained in the resolution from Councillor Shefman, dated February 28, 2012, be approved.***

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**EMERALD ASH BORER**

The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of March 20, 2012.

**Member's Resolution**

Submitted by Councillor Alan Shefman

**WHEREAS** over 80% of Canadians now live in urban areas and have come to rely on the environmental, ecological and economic benefits of urban forests;

**AND WHEREAS** the health of Canadians is sustained by their urban forests which provide services through improving air quality, cooling city streets and buildings, acting as a windbreak, shading from harmful UV rays, and filtering storm water, as well as beautifying our communities;

**AND WHEREAS** neither the federal nor provincial governments currently include urban forestry in their mandates except in a limited role with respect to exotic, invasive pests;

**AND WHEREAS** the Canadian Food Inspection Agency has not been able to stop the spread of the Emerald Ash Borer throughout Ontario and Quebec

**AND WHEREAS** the Emerald Ash Borer is expected to cost Canadians over \$2 Billion dollars in treatment and replanting;

**AND WHEREAS** Canadian forestry programs and research are solely focused on industrial forests and do not at present include urban tree planting, appropriate species research, and insect control and management; and

**AND WHEREAS** other jurisdictions such as the United States Forest Service and the European Urban Forestry Research and Information Centre include urban forestry as a program and research area;

**AND WHEREAS** Canada engages municipalities in a number of substantial infrastructure programs;

**THEREFORE BE IT RESOLVED** that the Municipality of Vaughan calls on the Federal and Provincial governments to take leadership roles in recognizing the need to support urban forestry, by establishing urban forestry mandates and programs which includes funding assistance to municipalities for the control and management of the Emerald Ash Borer- and any future significant imported diseases and insects -as well as the creation and funding of programs designed to support the on-going sustainable management of urban forests.

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**BE IT FURTHER RESOLVED** That all municipalities across Ontario be encouraged to endorse this proclamation and that this resolution be distributed to The Honourable Gerry Ritz, Minister of Agriculture and Agri-Food; The Honourable Joe Oliver, Minister of Natural Resources; The Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities; The Honorable Jim Flaherty, Minister of Finance; Local Federal Members of Parliament Peter Kent and Julian Fantino; Honourable Michael Gravelle, Minister of Natural Resources; Honourable Kathleen Wynne, Minister of Municipal Affairs and Housing; Honourable Dwight Duncan, Minister of Finance; Local Provincial Members of the Ontario Legislature Peter Shurman and Greg Sorbara, Tim Hudak, MPP, Leader of Progressive Conservative Party of Ontario and the Opposition Party; Andrea Horwath, MPP, Leader of the New Democratic Party of Ontario; Association of Municipalities of Ontario; Federation of Canadian Municipalities;

**Attachments**

Letter: Toni Ellis, Ontario Urban Forest Council

(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 20, 2012**

Item 24, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**24      2012- VAUGHAN 20-MINUTE MAKEOVER & PITCH-IN CANADA WEEK CAMPAIGN**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and the Manager of Environmental Sustainability, dated February 28, 2012:**

**Recommendation**

The Commissioner of Community Services and the Manager of Environmental Sustainability recommend that:

1. This report be received;
2. The 20-Minute Makeover event be held to signal the initiation of Vaughan's participation in the Pitch In Canada week campaign;
3. Kleinburg Public School be confirmed as the location of the launch event; and
4. Corporate Communications provide support in promoting the launch event.

**Contribution to Sustainability**

Vaughan's participation in and promotion of the Pitch-In Canada campaign including the 20-Minute Makeover program supports Green Directions, Goal 5: To be leaders in advocacy and education on sustainability issues. The Pitch-In Canada campaign is part of the City's ongoing environmental outreach program with Vaughan businesses and the community.

**Economic Impact**

There are no additional economic impacts resulting from this report as this program has been budgeted within the 2012 Environmental Sustainability business unit budget.

**Communications Plan**

The Corporate Communications Department will provide local marketing and communication support, including media advisory, press release and updates on the City website. A picture of the 20 Minute Makeover event will be provided to the media. Vaughan's participation will also be highlighted in a broader marketing and communications strategy that will be coordinated by Pitch-In Canada.

**Purpose**

The purpose of this report is to get Committee approval for the support of Vaughan's participation in and promotion of the Pitch-In Canada week campaign and 20-Minute Makeover..

This report also seeks Committee approval for a Council attended event to signal the initiation of Vaughan's participation in Pitch-In Canada week long campaign, April 23-30.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

Item 24, CW Report No. 8 – Page 2

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

For the past seven years, Vaughan has participated in the 20-Minute Makeover program, a partnership between GTA municipalities to raise awareness of litter and promote community stewardship. In 2011, nearly 12,500 people participated in the event, including 37 schools, 10 businesses and 12 departments at the City of Vaughan. The City of Toronto is not leading the 2012 -20-Minute Makeover program this year.

The Pitch-In Canada campaign is a suitable replacement to the City of Toronto lead clean-up campaign. A component of the Pitch-In Canada week long program involves participation in a 20-Minute Makeover event. Hosting a 20-Minute makeover event on April 20<sup>th</sup> would signal the initiation of Vaughan's participation in the Pitch-In Canada week campaign, Canada's largest litter clean-up campaign

The City of Vaughan would participate in the Pitch-In Canada campaign as an alternative litter-awareness program. Pitch-In Canada is a national non-profit organization founded in 1967 by several volunteers concerned about the proliferation of packaging and its effects on the land and marine environments. The 2012 campaign, which runs April 23-30, marks the 48<sup>th</sup> annual event. Pitch-In Canada provides educational materials, bags, and promotional materials as part of the week long campaign. The annual Pitch-In Canada Week Campaign results are incorporated in the world-wide *Clean-Up the World* statistics which is supported by the United Nations Environment Program.

The Environmental Sustainability Office staff will notify schools, community groups and business of the Pitch-In Canada weekly campaign as well as track campaign participation. Following registration, Pitch-In Canada will provide and deliver supplies directly to participants. Parks Operations will collect waste materials that are collected from the 20-Minute Makeover and Pitch-In Canada campaign as they have in previous years. All City departments will be encouraged to participate in Pitch-In Canada campaign depending on their availability.

In 2011, the Council-attended event took place at St. Catherine of Siena School, Woodbridge within the York Region Catholic School Board.

This year's event will be held at Kleinburg Public School which is part of the York Region District School Board. This 'eco-certified' school had expressed an interest in school yard greening projects. Hosting the 2012 20 Minute Makeover launch event at the school will address their interest being a local school leader in environmental stewardship.

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

This report is consistent with the priorities previously set by Council and supports the City's objective of leading and promoting environmental sustainability.

#### **Regional Implications**

N/A

#### **Conclusion**

The Pitch-In Canada week campaign and its associated 20-Minute Makeover program are initiatives that encourage residents, students and businesses to take action against litter in their community. The City's ongoing participation demonstrates environmental leadership and provides an effective vehicle for public education.

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**Attachments**

N/A

**Report prepared by:**

Elizabeth Koster, Sustainability Coordinator, ext. 8426  
Chris Wolnik, Manager of Environmental Sustainability ext. 8633



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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 25, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

**By approving:**

***That Zoning By-law Amendment File Z.10.002 and Site Development File DA 11.086 (2109179 Ontario Inc.), be refused; and***

***That the report of the Commissioner of Planning, dated February 7, 2012, be received; and***

**By receiving the following Communications:**

***C7 Mr. Domenic Rotundo, Rotundo Di Iorio Quaglietta, LLP, BDC Building, 3901 Highway #7, Suite 400, Vaughan, L4L 8L5, dated March 12, 2012; and***

***C10 Memorandum from the Commissioner of Planning, dated March 14, 2012.***

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**ZONING BY-LAW AMENDMENT FILE Z.10.002  
SITE DEVELOPMENT FILE DA.11.086  
2109179 ONTARIO INC.  
WARD 1  
(Deferred)**

The Committee of the Whole recommends:

- 1) That this matter be deferred to the Council meeting of March 20, 2012, to allow further consultation by the applicant and staff;
- 2) That Communication C24, memorandum from the Commissioner of Planning, dated February 28, 2012, be received; and
- 3) That the following deputations and Communication be received:
  1. Mr. Antony Niro, 333 Laurentian Blvd., Maple, L6A 2V3, and Communication C9, dated February 25, 2012; and
  2. Mr. Harold Alexander, 2720 King Vaughan Road, Vaughan, L6A 2A9.

Council, at its meeting of February 21, 2011, adopted the following (Item 11, Report No. 4):

That consideration of this matter be deferred to the February 28, 2012 Committee of the Whole meeting; and

That Communication C1 from Ms. Rosemarie L. Humphries, dated February 7, 2012, be received.

Committee of the Whole recommendation of February 7, 2012:

- 1) That consideration of this matter be deferred to the April 3, 2012 Committee of the Whole meeting;
- 2) That the coloured elevation drawings submitted by the applicant, be received;

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

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- 3) That the following deputations and communications be received:
  1. Mr. Antony Niro, 333 Laurentian Boulevard, Maple, L6A 2V3 and Communication C6, dated February 6, 2012; and
  2. Ms. Rosemarie Humphries, Humphries Planning Group, 216 Chrislea Road, Suite 103, Vaughan, L4L 8S5 and Communication C8, dated February 7, 2012, on behalf of the applicant; and
- 4) That Communication C7 from The Neys, dated February 6, 2012, be received.

Report of the Commissioner of Planning, dated February 7, 2012.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.10.002 (2109179 Ontario Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically the A Agricultural Zone, and Section 3.24 “Prohibited Use”, on the subject lands shown on Attachments #1 and #2, to maintain a portable dry batch concrete production plant (mixing plant) use for a temporary maximum period of 3 years (maximum permitted by the Planning Act) with accessory office, truck repair and outdoor storage of materials, equipment and machinery in the manner shown on Attachment #3, together with the zoning exceptions identified in Table1 of this report.
2. THAT the implementing Zoning By-law include the following:
  - i) site-specific definition for a “Mixing Plant”

“Mixing Plant – for the purpose of this paragraph, means an existing building(s) or structure(s) or part of a building(s) or structure(s), where only concrete is mixed or batched, weighed and measured for mixing off-site. The following accessory uses shall be permitted, provided such uses are operated accessory to the mixing plant located on the subject lands only:

    - i) truck repair located in the existing concrete block building only (Attachments #3 and #5);
    - ii) office use;
    - iii) outside storage of sand, gravel and equipment, and machinery accessory to the mixing plant use only (Attachment #3). The outside storage of all other materials shall not be permitted.”
3. THAT Site Development File DA.11.086 (2109179 Ontario Inc.) BE APPROVED, to recognize the existing temporary portable dry batch concrete production plant, with accessory office, truck repair and outdoor storage of materials, equipment and machinery, in the manner shown on Attachment #3, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking, the final site plan and building elevations shall be approved by the Vaughan Development Planning Department;
  - b) that the applicant provide a Letter of Credit to the City of Vaughan in the amount of \$10,000 to cover the cost of any road surface repairs to King-Vaughan Road in proximity to the site entrance which are necessary due to damage from trucks entering and leaving the site. The Letter of Credit shall be released after King-Vaughan Road is reconstructed by the City; and,

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 25, CW Report No. 8 – Page 3

- c) that the site plan drawings be revised to require that the driveway be paved a minimum of 30 m back from King Vaughan Road, to the satisfaction of the Vaughan Development/Transportation Engineering Development.
4. THAT Vaughan Council enact the necessary by-law to amend the Comprehensive Traffic By-law 284-94 to remove the half load restriction on King-Vaughan Road from Weston Road to Jane Street during the period between May 1<sup>st</sup> and November 30<sup>th</sup>.

#### **Contribution to Sustainability**

The Zoning By-law Amendment and Site Development Applications seek permission to maintain an existing concrete batching plant use within existing structures on the site, and therefore, there are no sustainable features proposed.

#### **Economic Impact**

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

#### **Communications Plan**

On April 16, 2010, a Notice of Public Hearing was circulated to all property owners within 1000m of the subject lands. In accordance with the City of Vaughan "Notice Signs Procedures and Protocols", the Owner installed two (2) notice signs on the property, one (1) along King-Vaughan Road and one (1) along Highway #400.

Letters from 8 residents, as well as, a petition with 14 signatures were received by the Vaughan Development Planning Department, which are discussed later in this report. The recommendation to receive the Public Hearing report of May 11, 2010, was ratified by Council on May 18, 2010.

On January 4, 2012, a notice of this Committee of the Whole meeting was sent to all individuals who appeared at the Public Hearing and to those individuals requesting notification.

#### **Purpose**

The Owner has submitted the following applications on the subject lands shown on Attachments #1 and #2, to maintain the existing portable dry batch concrete production plant (mixing plant) and accessory outside storage of materials and equipment as shown on Attachment #3:

1. Zoning By-law Amendment File Z.10.002 to amend Zoning By-law 1-88, specifically the A Agricultural Zone and Section 3.24 "Prohibited Use", to maintain a portable dry batch concrete production plant (mixing plant) and accessory office, truck repair and outdoor storage of materials, equipment and machinery use for a temporary maximum period of 3 years (maximum permitted by the Planning Act ) in the manner shown on Attachment #3.
2. Site Development File DA.11.086 to recognize the existing temporary portable dry batch concrete production plant (mixing plant), with accessory office, truck repair and outdoor storage of materials, equipment and machinery in the manner shown on Attachment #3.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

#### Item 25, CW Report No. 8 – Page 4

The applicant originally submitted Official Plan Amendment File OP.10.01 to amend the “Agricultural” policies of OPA #600, as amended by the “Prestige Area – Office/Business” policies in OPA #637 (not in effect at the time in 2010) to maintain the existing dry batch concrete plant on the subject lands, as shown on Attachment #3. Official Plan Amendment 637 (OPA #637) - Highway 400 North Employment Lands) was approved by the Ontario Municipal Board on November 21, 2011, and includes temporary use policies that permit the proposed dry batch concrete use. Therefore, an Official Plan Amendment application is no longer required and the file was closed by the applicant.

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

##### Location

The subject lands shown on Attachments #1 and #2, are located at 3501 King-Vaughan Road, being on the south side of King-Vaughan Road and west side of Highway #400. The overall property is 17.91 ha in size. The existing portable dry batch concrete production plant, and accessory uses as shown on Attachments #2 and #3, are located on the developable portion of the subject lands. The site is also being used to store materials such as storage tanks, machinery, vehicles and other materials not related to the mixing plant use, which is discussed later in this report.

##### Description of Use, Operation Details and Site Plan

The concrete production plant consists of an aggregate batcher, a conveyor belt and a cement silo with a cement batcher, as shown on Attachment #6. A front-end loader places stone and sand in the aggregate batcher. Portland cement from the portable silo is placed in the cement batcher and then with the addition of water, these ingredients are poured into the concrete truck. The actual mixing takes place inside the concrete truck while in transit to the requested location.

The materials to be stored on site (stone, sand, Portland cement and equipment) are used to facilitate the operation of the batching plant. The applicant has agreed that any additional outside storage on the site, such as metal scraps, old machinery and vehicles not associated with the concrete batching use shall be removed. The property is developed with one existing barn (Attachment #4), a one-storey concrete block building (Attachment #5), a portable silo (Attachment #6) that stores Portland cement, an office trailer (Attachment #7), and a one-storey abandoned house. Sand and gravel are stored in piles on the site, which are not visible from Highway #400. The existing buildings and vehicles utilized in the operations are visible from Highway #400. The surrounding land uses are shown on Attachment #2.

According to the Planning Justification report prepared by Humphries Planning Group Inc., dated May 2010, the portable dry batch concrete production utilizes 5 ready-mix concrete trucks and 1 wheel loader. The operation produces between 20 and 100 cubic metres of concrete daily. Each truck can carry up to 10 cubic metres of concrete. The production of 100 cubic metres of product requires 2 loads of gravel and 2 loads of sand. A load of portland cement is also delivered to the site every 3 days. Sand and stone are stored west of the existing barn, as shown on Attachment #3 and are not visible from Highway #400. Portland cement is stored in a portable silo, located south of the barn. The silo is visible to the north and south from Highway #400, given its height and the higher elevation of the site in relation to Highway #400. The facility operates on a seasonal basis from May to October/November of each year.

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The Owner has also requested that an accessory truck repair use be maintained on the property, which is currently being operated in the block building located at the south end of the property. Six (6) trucks related to the operation are parked in front of the barn and block building (Attachment #3), unless being repaired, in which case they are located inside the block building. All trucks leaving the facility travel eastbound on King-Vaughan Road toward Jane Street, and all incoming trucks utilize Jane Street.

#### Access/ Driveway

Vehicular access to the subject lands is from a 7.5 m wide easement for a right-of-way over the lands to the immediate north providing access to King-Vaughan Road, which was approved through the Committee of Adjustment (Minor Variance File A45/99, and Consent Application B11/99) in favour of the subject lands.

#### Support Documents

The following documents were submitted in support of the applications:

- i) Justification Report, dated May 2011, prepared by Humphries Planning Group Inc.;
- ii) Greenbelt Conformity Report, dated December 22, 2010, prepared by RiverStone Environmental Solutions Inc.;
- iii) Traffic Impact Study, dated October 2010, prepared by Sernas Transtech; and,
- iv) Particulate & Noise Report, dated July 26, 2011 and August 10, 2010, by Church & Trought Inc. Environmental and Engineering Solutions.

#### Comments Received Through the Public Hearing Process

Letters from residents were received by the Development Planning Department prior to and at the Public Hearing. To date, 8 letters and a petition with 14 signatures were received, with the following comments provided:

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<b>Issue</b>	<b>Public Comments</b>	<b>Response</b>
Noise/Traffic	<ul style="list-style-type: none"> <li>▪ Noise pollution from the volume of industrial trucks transporting materials such as gravel or other components for cement production.</li> <li>▪ Truck routes cannot be controlled for deliveries. Truck traffic can be heard starting at 4:30 A.M.</li> </ul>	<ul style="list-style-type: none"> <li>▪ A Noise Report was submitted and reviewed by the City of Vaughan and the Ministry of the Environment (MOE). The Vaughan Development/Transportation Engineering Department had no concerns with the report; the MOE concluded that a noise report is not required based on Ministry criteria and existing separation distances.</li> <li>▪ There are other industrial operations in the area including a large construction company.</li> <li>▪ A Traffic Impact Study was submitted in support of the applications and reviewed by the Vaughan Development/Transportation Engineering Department and found to be acceptable. The Region of York did not provide any comments on the traffic study, as this part of King-Vaughan Road is a City operated road.</li> </ul>
Loss of Agricultural Land	<ul style="list-style-type: none"> <li>▪ The operation is a heavy industrial use, including outside storage of materials located in an area zoned for agricultural uses with existing farms and residents in the vicinity.</li> </ul>	<ul style="list-style-type: none"> <li>▪ OPA #637 was approved by the Ontario Municipal Board (OMB) on November 21, 2011, designating the developable portion of the property "Prestige Area-Office Business Campus" and the lands bounded by Weston Road, Jane Street, Teston Road and north of King-Vaughan Road as an Employment Area, save and except for lands located northeast of Weston Road and Teston Road, which will be for residential purposes. The temporary portable concrete batching plant and accessory uses conforms to the temporary use policies of OPA #637 as discussed later in this report.</li> </ul>
Compliance	<ul style="list-style-type: none"> <li>▪ The batching plant has been operating for over 3 years without a building permit or compliance with Provincial regulations; complaints to the company could not be made as there is no company signage on the site or on trucks.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Vaughan Enforcement Services Department issued an Order to Comply to the Owner, who subsequently submitted the appropriate planning applications to obtain approval to maintain the use for a temporary period.</li> </ul>
Environment	<ul style="list-style-type: none"> <li>▪ Dumping or discharge practices are adjacent to a tributary of the Humber River and adjacent to the Greenbelt; concern with vegetation and ground water contamination during the cement preparation process and truck cleaning.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The applications and all supporting documentation were circulated to the Ministry of Environment, Ministry of Municipal Affairs and Housing, Ministry of Natural Resources, Ministry of Transportation, and the Toronto &amp; Region Conservation Authority, and found to be in compliance with their standards.</li> </ul>
King-Vaughan Road	<ul style="list-style-type: none"> <li>▪ The existing road is not safe for the weight of trucks. The width of the road is narrow, and trucks take up more than one lane. Trucks gearing up and down create noise, exhaust and dust. Concern for using King-Vaughan Road as a haul road where there is a restricted load sign.</li> </ul>	<ul style="list-style-type: none"> <li>▪ All trucks leaving the facility travel eastbound on King-Vaughan Road toward Jane Street, and all trucks arriving at the site utilize Jane Street. The Vaughan Development/Transportation Engineering Department has provided a condition of approval requiring the Owner to post a Letter of Credit for the amount of \$20,000 to cover the cost of any road surface repairs to King-Vaughan Road in proximity to the site entrance resulting from trucks entering and leaving the site. It is also recommended that the driveway be paved a minimum of 3.0 m back from the King Vaughan Road to reduce mud tracking onto road from the site. Additional information is provided further in this report, as well as, a recommendation, with respect to King-Vaughan Road and truck loads.</li> </ul>

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Land Use Policies/Planning Considerations

The Vaughan Development Planning Department has reviewed the Zoning By-law Amendment and Site Development Applications and supporting documentation, in consideration of the following land use policies:

a) Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. The PPS includes policies that direct new growth to urban areas, which contribute to long term economic growth.

Section 1.3 “Employment Areas”, of the PPS states that within Employment Areas, Planning authorities shall promote economic development and competitiveness by (in part):

- “i) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs; and,
- ii) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future business”.

The applications meet the intent of these policies as they provide for employment uses on lands located in an area intended in the long term for employment uses (OPA #637 employment lands). The subject lands have existing structures that have been adapted for the temporary use, and the existing uses do not require the construction of new structures on the site. Furthermore, the use does not require the extension or construction of new municipal services, and therefore, makes efficient use of existing infrastructure.

Section 1.6.6 “Transportation and Infrastructure Corridors 2” of the PPS also provides for the following:

“1.6.6.1 Planning authorities shall plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs.

1.6.6.2 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

1.6.6.3 The preservation and reuse of abandoned corridors for purposes that maintain the corridor’s integrity and continuous linear characteristics should be encouraged, wherever feasible.

1.6.6.4 When planning for corridors and rights-of-way for significant transportation and infrastructure facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources.”

The applications meet the intent of the above policies as the temporary use does not require additional infrastructure and can be relocated without impact to the future long term use of the lands. The proposal does not impact upon the Province’s GTA West Corridor plan, as discussed later in this report.

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b) Region of York Official Plan

The subject lands are designated “Urban Area” (development area) and “Greenbelt” (driveway as discussed in the report) by the York Region Official Plan, as amended by Regional Official Plan Amendment #52 (ROPA #52), which permits a range of employment uses within the ROPA #52 amendment area. The lands are also identified as “Strategic Employment Lands” by the Regional Official Plan, adopted by Regional Council on November 20, 2008.

On January 13, 2009, the Ministry of Municipal Affairs and Housing (MMAH) appealed ROPA #52 to the Ontario Municipal Board (OMB), citing the plan was inconsistent with the Provincial Policy Statement and the Growth Plan, which provides for transportation corridor protection. The matter was before the OMB and was settled. Partial approval of the York Region Official Plan – 2010 for the Highway 400 North Secondary Plan (OPA #637) area was issued on November 8, 2011. The proposed temporary use conforms to the Regional Official Plan.

c) City of Vaughan Official Plan

The subject lands are designated “Prestige Area - Office/Business Campus” (developable portion) and Greenbelt Natural System Area (balance of lands) by OPA #600, as amended by OPA #637 (Highway 400 North Employment Lands) as shown on Attachment #9. OPA #637 was adopted by Vaughan Council on September 11, 2006, and was approved by the Ontario Municipal Board on November 21, 2011. OPA #637 includes policies for temporary land uses to which the proposed temporary portable concrete batching plant use conforms, as discussed below.

On November 20, 2008, the Region of York approved ROPA #52, which adds the OPA #637 planning area to the “Urban Area” in the Region of York Official Plan and redesignates the subject lands from “Agricultural Policy Area” to “Urban Area” and “Regional Greenlands System”. On January 13, 2009, the Ministry of Municipal Affairs and Housing appealed the Region’s ROPA #52.

Following mediation and negotiations between the parties, which included the City of Vaughan, Ministry of Municipal Affairs and Housing (MMAH), the Region of York and various developers/landowners in the Amendment area, a settlement was reached. On July 20, 2011, the OMB revised OPA #637 and provided an oral decision approving the Minutes of Settlement. On November 21, 2011, the formal decision approving OPA #637 was issued by the OMB.

OPA #637 includes policies to protect lands that may be required for the GTA West Corridor and potential interchange connections. The subject lands are located within the protection and study area, as shown on Attachment #10, however, the MMAH has provided clearance for the application based on the proposed use being temporary and that it will cease upon expiry of the temporary use by-law.

Notwithstanding the GTA West Corridor protection policies, OPA #637 permits temporary land uses provided they meet the following conditions:

- a) the use is consistent with the general intent of the Plan;
- b) the use is compatible with adjacent land uses;
- c) the use is temporary in nature and can be easily terminated when temporary land zoning by-law expires;
- d) the use does not require new buildings or significant structures;
- e) the use does not require significant grading of land;
- f) sufficient servicing and transportation capacity exists for the temporary use;
- g) the long-term viability of the lands for the uses permitted in the Plan are maintained; and,
- h) the duration of use and proposed interim use are to the satisfaction of the Province.



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### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

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The applications to amend Zoning By-law 1-88 and for Site Plan approval conform to the above policies as the proposed temporary dry concrete mixing plant utilizes the lands for employment uses, are compatible with surrounding land uses, are temporary in nature, do not require the extension or construction of any municipal services, can effectively utilize the existing transportation network, and maintain the long-term viability of the lands for uses permitted in OPA #637. The proposal is consistent with the temporary use policies of OPA #637.

#### e) The City of Vaughan Official Plan 2010 (VOP 2010)

On September 7, 2010, City of Vaughan Council adopted the new City of Vaughan Official Plan (as modified September 27, 2011), which is pending final approval from the Region of York. VOP 2010 will incorporate OPA #637 as a Secondary Plan within Volume 2, therefore the proposed temporary use will conform to the new Official Plan.

#### Greenbelt Plan

A portion of the overall site is located within the boundary of the Greenbelt Plan, depicted as “Protected Countryside (Greenbelt) Boundary” on Attachment #2. The area proposed for the temporary concrete batching plant use is located outside of the boundary of the Plan, except for the new access road onto the lands, which traverses the Greenbelt lands. The Toronto and Region Conservation Authority (TRCA) has advised that they are satisfied with the location of the driveway.

The restoration plans together with the Greenbelt conformity letter prepared by RiverStone Environmental Solutions Inc. (December 22, 2010), constitute a natural heritage evaluation as required by the Greenbelt Plan for any proposed development or site alteration within 120 metres of a key natural heritage feature or key hydrologic feature. Given that the natural feature of interest in the Greenbelt Plan area is a stream channel, TRCA approval is required. The TRCA had no objection with the findings of the conformity report.

#### Impact to Surrounding Land Uses

According to Vaughan Enforcement Services, several properties dating back to 2002 and zoned for agricultural uses in the area have been used for outside storage, predominantly dump trucks, containers, machinery, scrap, and unplated vehicles. The majority of the trucks pertained either to a contractors yard or a business on site or located elsewhere, and the trucks were being stored at that location. These trucks would be considered a commercial use. At least 3 property Owners in the area were taken to court, plead guilty, and were fined. For the majority, the City of Vaughan achieved compliance after sending out notices. Currently, there are no files open on King-Vaughan Road with regards to illegal uses.

The subject lands are located in the vicinity of a number of commercial and industrial operations, including a highway-access service centre, located opposite the subject lands, on the east side of Highway #400 and the Beamish Construction Facility, located on the north side of King-Vaughan Road, east of Highway #400. Given the recent approval of OPA #637 for employment uses in this area, as well as, the existing industrial uses in the area, and the studies submitted in support of the applications that have been reviewed and approved by the required Provincial Ministries and City Departments, it is not anticipated that recognizing the existing concrete batching plant on a temporary basis will impact the surrounding existing and planned land uses.

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Ministry of Municipal Affairs and Housing (MMAH)

The subject lands are located within the study area of the proposed GTA West Corridor. This corridor is shown in the Growth Plan for the Greater Golden Horseshoe and is the subject of an ongoing environmental assessment. The Growth Plan and other Provincial policies direct municipalities to protect future transportation corridors.

The Province has required specific wording in ROPA #52 and OPA #637 that protects the lands that may be required for the future transportation corridor. The wording emphasizes that decisions made under the Planning Act, such as decisions respecting Official Plan Amendments, shall not predetermine the outcome of the environmental assessment process. It is imperative to plan for and protect this transportation corridor and the eventual right-of-way to meet projected transportation needs. Development must not preclude or negatively affect the use of the corridor.

Based on the temporary nature of the applications, and in the context of the corridor protection goals discussed above, the Province has no objection to the temporary zoning application for a temporary use.

The application seeks to authorize the mixing plant use for a temporary maximum period of 3 years (maximum permitted by the Planning Act), with opportunities for renewal. Renewal of the temporary use by-law will depend on future land use decisions. The Ministry of Transportation will revisit the impact of this operation as the environmental assessment progresses.

Ministry of Environment (MOE)

A Certificate of Approval (Air) was issued by the Ministry of Environment on August 17, 2011 and contains a number of conditions that place ongoing requirements to take actions, submit annual reports to the Ministry and maintain documentation. The certificate will expire five (5) years from the date of issuance.

Ministry of Transportation (MTO)

The subject lands are located outside of the Ministry of Transportation's Permit Control Area, and therefore, they have no comments.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) issued a violation to the landowner for the unauthorized placement of fill and site grading and an unauthorized culvert at the driveway access, in contravention with the Conservation Authorities Act. The applicant has submitted Permit Applications under Ontario Regulation 166/06 in order to address the outstanding violations on the subject site. Efforts to remove the fill material and restore the site were approved as part of O. Reg. 166/06 Permit No. C-10806 on September 13, 2010. A subsequent Permit was issued by the TRCA on June 15, 2011 (Permit No. C-110414) for the construction of a new culvert crossing.

The subject property is located within the Regulated Area of the Humber River. However, given that no new development is proposed at this time, a Permit under Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) is not required. The TRCA notes that O. Reg. 166/06 Permits (Permit Nos. C-110414 & C-10806) were previously issued for the development of a new driveway crossing and access road and the implementation of restoration works at the existing driveway crossing.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

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The subject property is partially within the Greenbelt Plan Area with a portion of the property within the Natural Heritage System designation. However, given that no new development is proposed on the site, the TRCA is satisfied that the integrity of the Plan Area is maintained.

In consideration of the above, the TRCA has no further concerns relating to the planning applications, and has no objections to the approval of the proposal.

Zoning

The subject lands are zoned A Agricultural Zone by Zoning By-law 1-88, which does not permit a mixing plant use. In addition, a mixing plant is a prohibited use as per Section 3.24 (Prohibited Uses) of Zoning By-law 1-88, and therefore, an exception to the Zoning By-law 1-88 is required to permit the proposed concrete batching plant use on the subject lands, as a temporary use.

If the Zoning Amendment Application is approved, a temporary use by-law must be enacted by Vaughan Council to permit the existing concrete batching plant and accessory uses for a period of up to 3-years (maximum permitted by the Planning Act) after which, should the applicant wish to continue the use, a future Zoning By-law Amendment Application must be filed with the City and Vaughan Council will reconsider the uses, relative to the existing and planned development for surrounding area. The Owner of the subject lands proposes to renew the temporary use by-law every three years, up to a maximum period of 9 years, subject to Council approval.

The proposed use conforms to the temporary use policies of OPA #637 and with the Regional Official Plan. The application and supporting studies have been reviewed by the appropriate Provincial Ministries and City Departments. Subject to the comments in this report, the Development Planning Department can support the temporary application.

The proposed use is defined as a “mixing plant” by Zoning By-law 1-88. The following site-specific definition is recommended to implement the proposed concrete mixing plant to ensure all the details of the operation are captured and that the subject lands are used solely for the intended temporary use:

“Mixing Plant – for the purpose of this paragraph, means an existing building(s) or structure(s) or part of a building(s) or structure(s) where only concrete is mixed or batched, weighed and measured for mixing off-site. The following accessory uses shall be permitted, provided such uses are operated accessory to the mixing plant located on the subject lands only:

- i) truck repair located in the existing concrete block building only (Attachment #5)
- ii) office use; and
- iii) outside storage of sand, gravel and equipment and machinery accessory to the mixing plant use only (Attachment #3). The outside storage of all other materials shall not be permitted.”

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The following site-specific zoning exceptions are required to maintain the existing uses:

<b>Table 1: Zoning Exceptions</b>			
	<b>By-law Standard</b>	<b>By-law 1-88, A Agricultural Zone Requirements</b>	<b>Proposed Exceptions to the A Agricultural Zone</b>
a.	Use	<ul style="list-style-type: none"> <li>▪ A Mixing Plant is not permitted in an Agricultural Zone and is a Prohibited Use in Zoning By-law 1-88 (under Section 3.24).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Permit a Mixing Plant (defined above) for a temporary maximum period of 3 years (maximum under Planning Act).</li> </ul>
b.	Driveways	<ul style="list-style-type: none"> <li>▪ Constructed of hard surface, asphalt or concrete.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Driveway constructed with gravel.</li> </ul>
c.	Outside storage of materials	<ul style="list-style-type: none"> <li>▪ Outside storage of materials is not permitted.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Permit the outside storage of gravel, sand, and machinery and equipment accessory to a mixing plant as shown on Attachment #3. No outdoor storage of other materials shall be permitted on the subject lands.</li> </ul>

The Development Planning Department considers the above exceptions appropriate given the use is temporary in nature and will cease to exist in the future. After 3 years, the Owner will be required to submit a Zoning By-law Amendment application, if the Owner wishes to continue the use for an additional 3-year period. At that time, the application will be reviewed on its' merits. In addition, the applications were circulated to the relevant Provincial Ministries and the Toronto Region and Conservation Authority, all of which had no objection to the applications.

Development Planning Department Staff conducted a site visit on two separate occasions (February 16, 2011, and October 28, 2011) where it identified that there was outside storage of materials such as scrap metal, stones and boulders, PVC pipes, fuel tanks, pallets/skids, and vehicles that were not related to the concrete batching use. The Development Planning Department does not support this outside storage, which the applicant has agreed to remove. The definition of the permitted uses on the lands specifically permits only the outside storage of materials associated with the use. All other materials will be prohibited. A condition of approval is included in this respect.

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Vaughan Enforcement Services Department

The Vaughan Enforcement Services Department are aware of cement trucks being stored on the property since 2004, however, there was no evidence of a batching operation at that time. In 2009, an Enforcement Officer visited the property as a result of complaints for an illegal mixing plant use and issued an Order to Comply. The property was being used to operate a cement mixing plant, store construction materials, machinery/equipment, dump trucks, trailers, large piles of gravel and fill. It was observed that there was a constant flow of activity with the loading and unloading of materials from the trucks and trailers coming in and out of the property.

The matter was taken to court on March 4, 2011, and resulted in a guilty plea by the defendant. The operation appears to have ceased, however, the equipment is still on site. The file is now closed based on the fact that Planning applications were submitted, and that the batching operation ceased immediately. A subsequent site visit was conducted on September 14, 2011, and Enforcement Services concluded that there was no activity taking place on the site.

Vaughan Development/ Transportation Engineering Department

The Vaughan Development/ Transportation Engineering Department has reviewed the applications and provides the following comments:

i) Noise Letter

The Vaughan Development/Transportation Engineering Department has reviewed the Noise Compliance Letter, prepared by Church & Trought Inc., dated July 26, 2011 which addresses the noise generated by the concrete batching plant and the associated operating activities. The findings of the report confirm that there will be no negative impact to the living environments of the existing residential uses in the vicinity of the site as a result of the operation of the batching plant. The noise assessment was conducted in accordance with MOE guidelines, therefore, Staff is satisfied with the conclusions of the report.

ii) Existing Traffic Conditions

The applicant also submitted a traffic impact study prepared by SernasTranstech and dated October 2010, which assessed the potential impacts from the expected 70 trucks per day that will be travelling along King-Vaughan Road destined to and from the site. A computer traffic model was used to analyze the existing and future traffic conditions along King-Vaughan Road together with the operations of the intersections at Weston Road and Jane Street. The analysis concluded that under a total traffic volume condition, the site access, King-Vaughan Road, and the intersections of King-Vaughan Road at Weston Road and Jane Street will operate at acceptable levels of service.

The site has one access from King-Vaughan Road. King-Vaughan Road is a two lane hard surfaced rural road. The existing road structure was not designed to accommodate heavy truck traffic. Accordingly, a year round half load restriction is currently in place for King-Vaughan Road pursuant to Comprehensive Traffic By-law 284-94. Notwithstanding this, there are existing uses along King-Vaughan Road between Weston Road and Jane Street that generate truck and larger vehicle traffic. The current condition of the road is nearing the end of its design life. The City's Pavement Management Program identifies King-Vaughan Road as a now needs for rehabilitation.

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iii) Future Traffic Conditions

The Ministry of Transportation is proposing to replace the existing King-Vaughan Road bridge structure over Highway 400 in advance of the widening of Highway 400. This bridge replacement will necessitate the re-profiling of King-Vaughan Road for a distance of about 100 metres on either side of the structure. Given the existing surface of King-Vaughan Road can be maintained for another couple of years through spot repair and patching, Staff is programming the rehabilitation of the King-Vaughan Road to occur after the completion of the bridge works. Once King-Vaughan Road is rehabilitated, the new roadway will be able to accommodate truck traffic.

Heavy truck traffic on a hard surfaced rural road can cause damage and accelerate the deterioration of the road surface, especially during the spring and fall seasons. Given the concrete batching plant is only operating during the summer months only, and there are other trucks currently using King-Vaughan Road, Staff can support the removal of the half load limit on King-Vaughan Road from Weston Road to Jane Street during the period between May 1<sup>st</sup> and November 30<sup>th</sup>.

The likelihood of truck traffic from the site causing damage to the existing road surface of King-Vaughan Road is greatest at the driveway location due to the turning movements of the heavy concrete trucks. Accordingly, Staff is recommending that, as a condition of site plan approval, the applicant asphalt pave the driveway apron and provide a \$10,000 Letter of Credit to the City of Vaughan to cover the cost of any necessary repairs or improvements to King-Vaughan Road which are necessary due to damage from trucks entering and leaving the site.

Cash-in-Lieu of Parkland Dedication

The Vaughan Real Estate Division has advised that no cash-in-lieu of parkland dedication is required as the proposal is for a temporary use.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The subject site is designated "Urban Area" by the York Region Official Plan, as amended by Regional Official Plan Amendment #52, which permits a range of employment uses. The ROPA #52 amendment area is identified as "Strategic Employment Lands" by the adopted Regional Official Plan. ROPA #52 was adopted by Regional Council on November 20, 2008. The temporary nature of this proposal does not conflict with the future planning for this area, provided that the use ceases with the expiration of the temporary use by-law.

The Region of York has no objection to the approval of the Site Development Application, and will not provide any conditions of approval.

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#### **Conclusion**

The Vaughan Development Planning Department has reviewed the Zoning By-law Amendment and Site Development Applications to permit the temporary use of a portable concrete batching plant for a maximum period of 3 years (maximum permitted by Planning Act). The applications are consistent with the PPS, the Region of York Official Plan, and the City's Official Plan, which permits temporary uses with the new OMB approved OPA #637 employment lands area. Furthermore, the relevant Provincial Ministries and the Region of York and the Toronto and Region Conservation Authority have reviewed the applications and have no objections to their approval. The proposed temporary portable concrete batching plant is an appropriate interim use for the subject lands.

Accordingly, the Development Planning Department recommends that the applications be approved, subject to the recommendations in this report.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Existing South Barn Elevations - Vacant
5. Existing Concrete Building Elevations - Vehicle Repair Shop
6. Concrete Batching Plant Silo Mixing Structure Elevations
7. Existing Office Trailer Elevations
8. GTA West Corridor Preliminary Route Planning Study Area
9. OPA #637 Land Use Plan
10. Transportation Corridor Protection Areas

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

Margaret Holyday, Planner, ext. 8216  
Carmela Marrelli, Senior Planner, ext. 8791  
Mauro Peverini, Manager of Development Planning, ext. 8407

(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 20, 2012**

Item 26, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

**By approving:**

***That the following Members of Council and staff participate in the three trade missions:***

***Exploratory business mission to Israel, July 2 – July 9, 2012:***

***Councillor Carella  
Councillor Shefman  
One staff member***

***Italian Chamber of Commerce Trade Mission to Italy, September 22 – 29, 2012:***

***Mayor Bevilacqua  
Councillor DeFrancesca  
One staff member***

***Greater Toronto Chinese Business Association Trade Mission to China, November 24 – December 5, 2012:***

***Mayor Bevilacqua  
Regional Councillor Rosati  
Councillor Racco  
Two staff members***

***That the Mayor be delegated the authority to appoint additional council members or staff to any of the trade missions, so long as the total number of persons attending the trade missions does not exceed 12 persons.***

***That the report of the Commissioner of Engineering and Public Works, dated February 28, 2012, be received.***

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26

**INTERNATIONAL BUSINESS DEVELOPMENT PARTICIPATION – 2012**

The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of March 20, 2012.

**Recommendation**

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

1. This report be received; and
2. That Council identifies which Members of Council will participate in each of the three trade missions; and
3. That the three trade missions have participation of two staff.

**Contribution to Sustainability**

Green Directions Vaughan embraces a Sustainability First principle and states that sustainability means we make decisions and take actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations. Under this definition, activities related to attracting and retaining business investments contributes to the economic vitality of the City.



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012

Item 26, CW Report No. 8 – Page 2

#### **Economic Impact**

The associated costs with this report are budgeted within the Economic Development Department's 2012 Operating Budget. The estimated cost per person for each International Business Development mission is approximately \$5,000. This includes round trip economy airfare, hotel, meals and ground transportation. Some incidental costs for services such as interpretation services, may also be incurred.

#### **Communications Plan**

N/A.

#### **Purpose**

The purpose of this report is to have Council identify which Members of Council will participate in each of the 2012 trade missions.

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

Through the staff report to the Committee of the Whole dated February 7, 2012 – Report No. 18, titled; International Business Development – 2012, Council approved recommendations 1-4:

1. This report be received; and
2. That Council approve a delegation from Vaughan to lead an exploratory business mission to Israel, July 2 – July 9, 2012 in coordination with the Clean Tech 2012 Exhibition in Tel Aviv, Israel;
3. That Council approve a delegation from Vaughan to participate in the Italian Chamber of Commerce Trade Mission to Italy, September 22 – 29, 2012;
4. That Council approve a delegation from Vaughan to participate in the Greater Toronto Chinese Business Association Trade Mission to China, November 24 – December 5, 2012;

However, identification of which Members of Council will participate and that two Staff members will participate did get addressed. Due to the complexities involved in the planning and organization of each trade mission such as; promotional materials, air travel, lodging, registration costs, and securing business meetings, it is of great importance to move forward with an understanding of which Members of Council will be participating.

#### **Policy & Protocol**

##### **Council**

Council Member Expense Policy (Policy 01.37) related to travel outside of Canada and the United States and for travel with costs exceeding \$3,800 with respect to conferences, seminars or business does not have a mechanism to identify which members of Council should participate. The Policy states that attendance at seminars, conferences or for business travel outside of Canada and the United States shall be approved by special resolution of Council.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 26, CW Report No. 8 – Page 3

**Staff**

With respect to travel outside of Canada and the United States, for seminars, conferences or business related matters, there is a Council approved policy in place to identify which members of the administration participate. That mechanism is the Employee Reimbursement for Business Related Expenditures, and Advances - Policy 03.29. The Policy requires not only the individual's respective Commissioner, but also the City Manager, as head of the Administration, to approve who will travel. Council approval is sought for the number of staff.

**Regional Implications**

N/A

**Conclusion**

Having participation of Mayor and Members of Council assists Staff in the Economic Development Department with establishing a gateway to the GTA through Vaughan, and builds on the "Edge City" and gateway concepts articulated in the Economic Development Strategy. Goal One recognizes that geo-political borders are inconsequential to business and flows, especially in a globalized economy, and establishing connections to international trade flows position Vaughan as an excellent gateway to the Greater Toronto Area and the economic region.

**Attachment**

N/A

**Report prepared by:**

Tim Simmonds, Director of Economic Development

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 27, Report No. 8, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on March 20, 2012, as follows:

**By approving:**

*That the following Members of Council participate in the selection process for the following positions:*

*Director of Internal Audit:  
Mayor Bevilacqua  
Regional Councillor Rosati  
Councillor Shefman*

*Executive Director in the office of the City Manager:  
Mayor Bevilacqua  
Councillor Carella  
Councillor DeFrancesca*

*Commissioner of Strategic & Corporate Services:  
Mayor Bevilacqua  
Councillor Iafrate  
Councillor Racco*

*Director of Parks:  
Regional Councillor Rosati  
Regional Councillor Di Biase  
Regional Councillor Schulte*

*That the Deputy Mayor may attend, when requested, on behalf of the Mayor.*

*That the report of the City Manager, dated February 28, 2012, be received.*

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27

**RECRUITMENT PROCESS – COUNCIL PARTICIPATION**

The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of March 20, 2012.

**Recommendation**

The City Manager in consultation with the Commissioner of Legal & Administrative Services and the Director of Human Resources recommend:

THAT Council identify Members of Council who will participate in the selection processes for the Commissioner of Strategic & Corporate Services, Director of Internal Audit, the Director of Parks Development and the Executive Director in the office of the City Manager.

**Contribution to Sustainability**

Filling these vacancies ensures that the current and future needs of the organization will be addressed in an appropriate manner and assist the City in achieving its goals and objectives.

**Economic Impact**

The cost associated with the recruitment and selection process is included in the 2012 budget.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 27, CW Report No. 8 – Page 2

**Communications Plan**

None required.

**Purpose**

The purpose of this report is to have Council identify those Members of Council who will participate in the interview and selection process for the Commissioner of Strategic & Corporate Services, Director of Internal Audit, Director of Parks Development and Executive Director.

**Background - Analysis and Options**

Recently Council adopted the recommendations in the report on the Organizational Review completed by Western Management Consultants. Included in these recommendations was the establishment of a Commission of Strategic and Corporate Services, an Executive Director position in the office of the City Manager and a Director of Internal Audit. Recently the Director of Parks Development resigned and a recruitment process will also be undertaken.

Since Council approval, staff has been working on the development of the job descriptions for each of these positions. As each job description is finalized, staff will begin a search for qualified candidates. When developing the interview panel, the size of the panel should be kept in mind.

**Relationship to Vaughan Vision 2020/Strategic Plan**

This report supports the Vaughan Vision to attract, retain and promote skilled staff, is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

**Regional Implications**

None.

**Conclusion**

The filling of these senior positions is critical to the City's operations and achieving its goals and objectives.

**Attachments**

None.

**Report prepared by:**

Janet Ashfield  
Director of Human Resources

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 28, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

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**28      CEREMONIAL PRESENTATION – ECONOMIC DEVELOPMENT DEPARTMENT**

Mayor Bevilacqua and Members of Council presented the Economic Development Department with an award from the Economic Development Council of Ontario.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 29, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**29**

**DEPUTATION – MR. JOEL HERTZ WITH RESPECT TO  
ACME RIDE FOR VAUGHAN HOSPITAL**

The Committee of the Whole recommends that the deputation of Mr. Joel Hertz, ACME Motor Cycle Club, 103 Mullen Drive, Vaughan, L4J 2T6, and Communication C1, be received, and that the same services-in-kind be provided for this year's event that were provided the previous year.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 30, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**30**

**DEPUTATION – MR. MORLEY DAITER WITH RESPECT TO  
PROMENADE CIRCLE PEDESTRIAN WALKWAY**

The Committee of the Whole recommends that the deputation of Mr. Morley Daiter, YRCC #834, 110 Promenade Circle, Thornhill, L4J 7W8, and Communication C2, dated February 1, 2012, be received and referred to staff for a report on possible solutions to address the issues raised by the deputant.









**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 34, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

**34**

**OTHER ITEMS CONSIDERED BY THE COMMITTEE**

**34.1 CONSIDERATION OF AD HOC COMMITTEE REPORTS**

The Committee of the Whole recommends:

That the following Ad Hoc Committee report be received:

1. Accessibility Advisory Committee meeting of January 31, 2012 (Report No. 1).

**34.2 RECESS INTO CLOSED SESSION**

The Committee of the Whole recessed into Closed Session at 6:38 p.m. for the purpose of receiving legal advice with respect to Item 22:

**OFFICIAL PLAN AMENDMENT FILE OP.06.002  
ZONING BY-LAW AMENDMENT FILE Z.06.005  
1668872 ONTARIO INC.  
WARD 3**

The Committee of the Whole reconvened into open session at 7:25 p.m. with the following Members present:

**Councillor Marilyn Iafrate, Chair  
Hon. Maurizio Bevilacqua, Mayor  
Regional Councillor Gino Rosati  
Regional Councillor Michael Di Biase  
Regional Councillor Deb Schulte  
Councillor Rosanna DeFrancesca  
Councillor Alan Shefman  
Councillor Sandra Yeung Racco**

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2012**

Item 35, Report No. 8, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 20, 2012.

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**35 COMMITTEE OF THE WHOLE (CLOSED SESSION) RESOLUTION  
FEBRUARY 28, 2012**

The Committee of the Whole passed the following resolution to resolve into closed session for the purpose of discussing the following:

1. **ONTARIO MUNICIPAL BOARD HEARING  
CITY OF VAUGHAN OFFICIAL PLAN 2010**  
(litigation or potential litigation)
2. **PROPERTY MATTER  
SOUTHEAST QUADRANT HIGHWAY 407 AND KEELE STREET- WARD 4**  
(acquisition or disposition of land)
3. **BLOCK 47- SKANDATUT SITE  
LEGAL ADVICE SUBJECT TO  
SOLICITOR/CLIENT PRIVILEGE- WARD 3**  
(solicitor/client privilege)
4. **CONTRIBUTION AGREEMENT BETWEEN THE  
CITY OF VAUGHAN AND THE VAUGHAN HEALTH CAMPUS OF CARE- UPDATE  
LEGAL ADVICE SUBJECT TO SOLICITOR/CLIENT PRIVILEGE**  
(solicitor/client privilege)