

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 1, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**1**

**PROCLAMATION REQUEST  
UNITED JEWISH APPEAL OF GREATER TORONTO WEEK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated June 19, 2012:

**Recommendation**

The City Clerk recommends:

- 1) That the week of August 19 to 25, 2012 be proclaimed as “United Jewish Appeal of Greater Toronto 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 from the Associate Director of Ontario Government Relations, The Centre for Israel and Jewish Affairs

**Background - Analysis and Options**

The correspondence received from the Associate Director of Ontario Government Relations, The Centre for Israel and Jewish Affairs, dated June 1, 2012, 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”.

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The Centre for Israel and Jewish Affairs, the advocacy agent of the Jewish Federations of Canada, has requested the City of Vaughan to proclaim the week of August 19 to 25, 2012 as “United Jewish Appeal of Greater Toronto Week” which coincides with the launch of their annual campaign on August 21, 2012. The UJA Federation of Greater Toronto is the city’s principal Jewish community organization responsible for fundraising, allocations to numerous non-profit agencies, planning and community development. The UJA Federation and its affiliated agencies assist many Canadians of all backgrounds and faiths, combating anti-Semitism and racism in all its forms, revitalizing Jewish community structures and services, fortifying Jewish identity and fostering strong ties with Israel. Council has previously granted this proclamation request.

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

This report supports the strategic priorities established by Vaughan Vision 2020, in particular “Preserve Our Heritage & Support Diversity, Arts & Culture”.

**Regional Implications**

N/A

**Conclusion**

Staff is recommending that the week of August 19 to 25, 2012 be proclaimed as “United Jewish Appeal of Greater Toronto Week” and that the proclamation be posted on the City’s website and published on the City Page Online.

**Attachments**

Attachment 1 Correspondence from the Associate Director Ontario Government Relations, The Centre for Israel and Jewish Affairs, dated June 1, 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.)

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 2, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**2                    REQUEST FOR PROPOSALS RFP12-055 – SEARCH CONSULTANTS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal & Administrative Services & City Solicitor, and the Director of Human Resources, dated June 19, 2012:**

**Recommendation**

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

1. That the Search Consultant List shown on Attachment 1 of this report be approved.

**Contribution to Sustainability**

Not applicable.

**Economic Impact**

The City will achieve cost savings for external search consultant services as a result of the discounted rates proposed by search 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 search consultant services and to seek authorization for the execution of agreements where applicable.

**Background - Analysis and Options**

**Background:**

The City of Vaughan's Human Resources Department is comprised of a team of Human Resources professionals with expertise in a wide variety of areas, including health and safety, benefits, training and development, recruitment and labour relations. The Human Resources Department under the direction of the Director of Human Resources advises and represents internal City departments on all aspects of human resource management.

On occasion, the City of Vaughan requires the assistance of external search consultants to assist with recruitment of employees, due to resource constraints of the Department, or due to the need for specific search capabilities.

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RFP 12-055

In February of 2012, the City of Vaughan issued a request for proposals (RFP12-055) for the purpose of creating a source list of Search Consultants and/or Consulting Firms (“the Consultants”) for the provision of the required search services on an as-needed basis. Up to five Consultants will be selected for the Search Consultants List. The Search Consultant List would be valid for a period of two (2) years, with an option to renew for selected Consultants at the City’s discretion.

Responses to RFP12-055 were evaluated by an evaluation team based on criteria established in the RFP document. Each consultant firm was separately evaluated. In total, 100 points were available, as follows:

<b>No.</b>	<b>Evaluation Factor</b>	<b>Weighting Points</b>
1	Qualifications, experience and availability of specified team leads and members	20
2	Prior experience of the firm in conducting Executive Searches	20
3	Demonstrated ability of the firm to meet the key components and Timelines of an assignment, including the evaluation methodology Used to short-list the candidates	15
4	Service Guarantee	15
5	Reference Checks	10
6	Total fee stated in the proposal submission	20
	<b>Total</b>	<b>100</b>

The five consulting firms with the highest scores were selected to be part of the Consultant List of qualified Search Consultants to provide search services on an as-needed basis. It is anticipated that the City will experience cost savings for external search services over the next two year (or longer) period.

Attached as attachment 1 is a list of the successful proponents. Subject to Council direction, these firms will be invited to enter into agreements with the City for a set term, based on the 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 search 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 list of qualified consultant search firms will be created and agreements will be entered into with the successful proponents, ensuring that search services will continue to be delivered in a cost-effective and efficient manner. The Acting/ Director of Purchasing Services will execute Agreements on an as-needed basis.

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**Attachments**

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

**Report prepared by:**

Stephen Smith  
Manager of Employee Relationships

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

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Item 3, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2012, as follows:

**By approving the following:**

***That Clause 1 of the Committee of the Whole recommendation be replaced with the following:***

***That based on the information received from the Region of York, Section 10.1.1.2 be amended in the Vaughan 2010 OP precluding initiation of new community Secondary Plans within ROPA 2, until two (2) of the identified Secondary Plans and the Natural Heritage Network Study are substantially completed. For the purposes of the Secondary Plans identified on Schedule 14-A, substantial completion means that a Statutory Public Hearing has been held pursuant to the Planning Act. For the purposes of the Natural Heritage Network Study, substantial completion means the submission by landowners within ROPA 2 of information in a format and at a level of detail that defines the features within the NHN in a manner consistent with TRCA, York Region and City of Vaughan policies inclusive of a report to Committee of the Whole and Council on the Findings of Phase 1 and Committee and Council approval of terms of reference for phases 2 – 4; and***

***That staff report back on achieving this goal, including the identification of any or all additional regional or provincial infrastructure and services including transportation, to the Committee of the Whole meeting of September 4, 2012;***

**By approving the following:**

***In respect of Communications to the Region of York dated June 20, 2012 from Davies Howe Partners and received by the City:***

- Whereas the southeast corner of the lands at Jane and Rutherford are located in the Vaughan Mills Centre Secondary Plan that is currently under review regarding its potential for supporting intensification opportunities at this key location;***
- Whereas the review of the City of Vaughan Official Plan constitutes a municipal comprehensive review;***
- Whereas a development proposal has been prepared for the southeast corner that contemplates a mixed use office, commercial and high residential development at this location and that will bring over 217 office employees in addition to jobs associated with the residential buildings;***
- Whereas the proposed development will not destabilize employment lands and will maintain an adequate inventory of office opportunities as evidenced by two recent City approvals for nearby office and commercial buildings at this intersection on lands designated as Mixed Use in Vaughan Official Plan;***
- Whereas the lands designated Mid Rise Mixed Use north of Rutherford west of Jane will not likely develop for Mid Rise Mixed Use purposes creating opportunities to achieve mixed use residential / commercial / employment growth at this strategic intersection;***

**Be it resolved that:**

***The southeast corner of Jane and Rutherford Road comprising approximately 17 acres be designated from “Prestige Employment” in the Vaughan Official Plan 2010 to “High Rise Mixed Use” in the Vaughan Official Plan 2010; and***

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**By receiving the following Communications:**

- C26** *Mr. Ken Schwenger, Kleinburg and Area Ratepayers' Association, P.O. Box 202, Kleinburg, L0J 1C0, dated June 26, 2012; and*  
**C29** *Mr. Antony Niro, dated June 26, 2012.*

**3** **GROUND RELATED HOUSING DEMAND/SUPPLY ANALYSIS  
PRESENTATION BY THE REGIONAL MUNICIPALITY OF YORK**

The Committee of the Whole recommends:

- 1) That based on the information received from the Region of York, Section 10.1.1.2 be amended in the Vaughan 2010 OP which precludes initiation of new community Secondary Plans within ROPA 2, until two (2) of the identified Secondary Plans and the Natural Heritage Network Study are substantially completed; and  
  
That staff report back on achieving this goal to the Committee of the Whole meeting of September 4, 2012;
- 2) That the following report of the Commissioner of Planning, dated June 19, 2012, be received; and
- 3) That the presentation by Mr. Paul Bottomley, Regional Municipality of York, and Communication C11 presentation material entitled, "*Ground-Related Housing Demand/Supply Analysis*", be received.

**Recommendation**

The Commissioner of Planning recommends:

That the presentation by the Regional Municipality of York entitled "Ground Related Housing Demand/Supply Analysis" be received.

**Contribution to Sustainability**

This report is consistent with the Green Directions Vaughan Objective 2.3. "To create a City with sustainable built form" and Action 2.3.3 to ". . . ensure that a mix of housing types are provided in Vaughan and that affordability is a consideration in planning."

**Economic Impact**

There is no economic impact associated with the receipt of this report.

**Purpose**

The purpose of this presentation and covering report is to update Council on the demand for and supply of ground related housing (single, semi-detached and townhouse units) in York Region and the City of Vaughan and the potential implications for planning and development at both the regional and local levels.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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#### Background – Analysis and Options

##### Overview

The Region of York recently conducted a study to assess the current residential land supply available to accommodate the projected demand for ground related housing. This evaluation only addressed the currently designated supply and did not include the future residential areas identified in ROPAs 1, 2 and 3. The results were reported to the Regional Planning and Economic Committee on April 4, 2012.

The Regional Official Plan and the Provincial Policy Statement require that a minimum 10-year supply of land for housing be maintained along with a 3 to 7 year supply of registered and draft approved plans of subdivision, condominium and/or site plans. The results of the study provide a basis for the Region to assess whether the objectives of the plan are being met and to ensure that measures are being taken to ensure that there is a continuing supply.

The analysis concluded that there is an approximate 10-12 year supply of designated lands remaining for ground related units in York Region, not including the ROPA 1, 2 and 3 areas. The supply of ground related units in Southern York Region may be as little as 5 to 6 years; and there is a risk of a shortage in five years. As a result, prompt detailed planning to facilitate the development of the New Community Areas (ROPAs 1, 2 and 3) is suggested.

On April 19, 2012 Regional Council approved the following recommendations in respect of the report:

2. Staff be directed to continue to inform local municipal staff of the ground-related residential supply and work with local municipal staff to carefully monitor the Region's vacant ground-related residential land supply;
3. Staff be directed to report in Q3 2012 on the progress of local municipal planning for the new community areas.
4. Staff make a presentation to Markham, Vaughan and Richmond Hill Councils; and
5. The Towns of Markham, Richmond Hill and the City of Vaughan be requested to provide updates with respect to progress on planning for new community areas within their municipalities by September 2012.

##### Implications for the City of Vaughan

The City of Vaughan will be one of the primary suppliers of ground-related housing in York Region over the next fifteen years. The Region's report projects that Vaughan's remaining supply will last from 5.5 to 8.5 years depending on the demand assumptions. This suggests that City will need to move ahead with the planning process for the New Communities Area (ROPA 2) earlier than may have been anticipated.

The Vaughan Official Plan - Volume 1 provides that planning for the New Community Area only commence after the completion of five Required Secondary Plans, within the planned Intensification Areas (to the point of a statutory public hearing), and the completion of the Natural Heritage Network Study. The majority of these studies are now underway.



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However, the Region of York is projecting that it will take from 5 to 8 years to bring the New Community Areas through the approval process to the point of providing actual housing units. As such, if supply were to be maintained, an earlier start to the approval process would need to be considered. Given the current workload, advancing the Secondary Plan study for the New Community Area may have implications for staffing. This would need to be assessed.

In light of the findings of the Region's study, the City may need to reconsider its approach to the phasing measures in the new Official Plan for initiating the secondary plan process for the New Community Area. Staff will continue to work with the Region to evaluate the supply/demand issues and the policy implications and report to Council as required.

**Relationship to Vaughan Vision 20/20**

**Regional Implications**

The Region of York will need to ensure that there is sufficient development land allocated to the local municipalities to meet the projected demand, consistent with the requirements of the Provincial Policy Statement and the Region's Official Plan. Further study and consultation with the local municipalities is anticipated before specific actions are prescribed.

**Conclusion**

Ensuring a continuing and timely supply of all types of housing units is a joint responsibility of the Regional and local municipalities. Continuing consultation with the Region of York will be necessary to determine if or when action is warranted and, if so, the nature of the action. Therefore, it is recommended that the presentation by the Region of York and this report be received for information purposes.

**Attachments**

Not applicable.

**Report prepared by:**

Roy McQuillin, Manager of Policy Planning, ext. 8211

/lm

*Regional Councillor Di Biase declared an interest with respect to the foregoing matter as his children have had a long standing interest in a parcel of land in the area within Block 27.*

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 4, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

4

**AWARD OF TENDER T12-001  
CONSTRUCTION OF SIDEWALK AND MULTI-USE PATHWAY  
HIGHWAY NO. 7 AND HIGHWAY NO. 27  
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 June 19, 2012:**

**Recommendation**

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

1. That Tender T12-001, Construction of Sidewalk and Multi-Use Pathway, Highway No. 7 and Highway No. 27 be awarded to Vaughan Paving Ltd. in the amount of \$1,041,209.50, plus applicable taxes;
2. That a contingency allowance in the amount of \$104,000.00, plus applicable taxes be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That Geotechnical and Material Testing in the amount of \$15,000.00, plus applicable taxes be approved to ensure compliance with all applicable standards;
4. That funding of the above recommendations in the sum of \$1,217,000.00 be approved from Capital Budget No. EN-1756-09, including all contingency allowances, administration recovery and applicable taxes; and
5. That the Mayor and City Clerk be authorized to sign the appropriate documents.

**Contribution to Sustainability**

The construction of the sidewalk and multi-use pathway will utilize recycled aggregate within the granular base. The use of such recycled material is consistent with Green Directions Vaughan Goal #1: To significantly reduce our use of natural resources and the amount of waste we generate, in particular Objective 1.1. To reduce greenhouse gas emissions and move towards carbon neutrality for the City of Vaughan's facilities and infrastructure.

**Economic Impact**

Funding for the project in the amount of \$1,269,000.00 is available within Capital Project No. EN-1756-09. A detailed explanation of the funding is provided in the **Background- Analysis and Options** section of this report.

**Communications Plan**

Once the project is awarded, staff will advise the Mayor and Members of Council and will distribute a notice of construction to the affected residents and businesses.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 4, CW Report No. 29 – Page 2

**Purpose**

Council approval to award Tender T12-001, Construction of Sidewalk and Multi-use Pathway, Highway No. 7 and Highway No. 27.

**Background - Analysis and Options**

The work covered by this tender includes the roadway lighting, concrete sidewalk and multi-use pathway construction on the north side of Highway 7, from Highway 27 to Vaughan Valley Boulevard, also on the west side of Highway 27, from Highway 7 to Langstaff Road, (Capital Project No. EN-1756-09). (See Attachment No. 1). All of the required approvals have been received for this project.

The tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA), on Biddingo and on the City Webpage and closed on May 28, 2012. A total of 32 sets of bid documents were picked up from the Purchasing Services Department and the following 16 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. H.S.T.)</u>
Vaughan Paving Ltd.	* \$1,041,209.50
Mopal Construction Ltd.	\$1,057,678.40
Il Duca Contracting Inc.	* \$1,100,270.45
Lombardi Construction	* \$1,136,067.21
Forest Contractors Ltd.	\$1,179,939.00
Royalcrest Paving & Contracting Ltd.	\$1,186,286.10
Wyndale Paving Co. Ltd.	* \$1,246,397.85
Robert B. Meisner Construction Inc.	\$1,255,710.10
A-1 Asphalt Maintenance Ltd.	\$1,297,392.30
Ashland Paving Limited	* \$1,313,308.80
Rafat General Contractor Inc.	\$1,330,570.00
MTM Landscaping Contractors Inc.	\$1,357,412.00
ALOIA Concrete Contractors Ltd.	\$1,357,959.75
Metric Contracting Services Corporation	\$1,392,900.00
C. Valley Paving Ltd.	\$1,505,794.40
Serve Construction Ltd.	* \$1,987,027.00

\*Corrected for arithmetic error.

The estimated cost for the construction of this project is \$1,217,000.00 and is calculated as follows:

Vaughan Paving Ltd. Bid Price (excluding H.S.T.)	\$1,041,209.50
Contingency Allowance (approx. 10%)	\$ 104,000.00
Geotechnical Allowances and Material Testing (estimated)	\$ 15,000.00
Sub-Total	\$1,160,209.50
H.S.T. Not recoverable (1.76%)	\$ 20,419.69
Total	\$1,180,629.19
Treasury Administration (3%)	\$ 35,418.89
Net Total Cost	\$1,216,648.08

**ROUNDED \$1,217,000.00**

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PROJECT FUNDING POSITION SUMMARY	
CAPITAL PROJECT	EN-1756-09
Approved Budget	\$4,047,959.91
Less: Exp. and Commitments to Date	(\$ 979,276.10)
Current Funds Remaining	\$3,068,683.81
Less: Net Total Cost	\$1,217,000.00
Balance Remaining	\$1,851,683.81

A total contingency amount of \$104,000.00, (approximately 10% of the bid price) is requested to address any unforeseen additional work in completing the scope of this project. The residual funds will be transferred back to the original funding sources upon completion of the project.

Staff and the City’s consultant, Wardrop, have reviewed the submitted bids and determined that Vaughan Paving Ltd. has successfully completed similar projects for the City and is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder, Vaughan Paving Ltd.

The engineering estimate for the construction of this project was \$1,560,000.00, excluding H.S.T.

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

The construction of a multi-use boulevard pathway, sidewalk and streetlighting will assist in developing a comprehensive network of pedestrian and cycling facilities. This will consist of off-road multi-use pathways, on-road bike lanes and routes, boulevard pathways and sidewalks that will help to facilitate walking and cycling in the City for leisure and commuting purposes. This vision is consistent with the Vaughan Pedestrian and Bicycle Master Plan Study and will ensure that an acceptable level of service by the City’s infrastructure is maintained for the health and well being of its citizens.

As part of the recommendations of the York Region’s West Vaughan Transportation Improvements Individual Environmental Assessment, Highway No. 27, Steeles Avenue. to Major Mackenzie Drive, will be widened from 4 lanes to 6 lanes. Although the timing for the widening is unknown at this time, a boulevard pedestrian corridor will also be secured on the east side of Highway No. 27 once the widening is constructed.

**Regional Implications**

The Regional Municipality of York approval for this project has been obtained.

**Conclusion**

Staff recommends that this contract be awarded to Vaughan Paving Ltd. in the amount of \$1,041,209.50, plus applicable taxes.

**Attachments**

- 1. Location Map.

**Report prepared by:**

John Zanchettin, C.E.T., Senior Engineering Assistant, ext. 8470  
Vince Musacchio, P. Eng., PMP, Manager of Capital Planning and Infrastructure, ext. 8311

JZ:mc

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 5, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**5 DRAINAGE ISSUES ON ANTHONY LANE  
WARD 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2012:

**Recommendation**

The Commissioner of Engineering and Public Works recommends that Council receive this report for information.

**Contribution to Sustainability**

Not Applicable.

**Economic Impact**

There is no economic impact at this time.

**Communications Plan**

Not Applicable.

**Purpose**

This report provides Council with an update on discussions between the City of Vaughan and Infrastructure Ontario.

**Background - Analysis and Options**

On February 17, 2012, Council approved the amended recommendation in Communication C3, memorandum from the Commissioner of Engineering and Public Works to read:

**“That Council request the Minister of Infrastructure to work with the City to develop the Terms of Reference for a Request For Proposal for a joint hydrogeological study to assess causes of high groundwater elevation in the vicinity of the mutual property line between lands owned by the Ontario Infrastructure and Lands Corporation, the Ontario Hydro corridor, and homes on Anthony Lane; to participate and to cost share in the findings of this study; and to respond to the City's request by April 15, 2012;”**

On March 16, 2012, the Commissioner of Engineering and Public Works sent a letter to the Minister of Infrastructure (IO), (Attachment No.1). Since then, staff have been in discussion with IO who has expressed an interest in the potential to partner in this endeavor. A meeting with representatives from IO is scheduled for late June to further discuss the possibilities of a partnership. Staff will report back on the outcome of these discussions at the Committee of the Whole meeting scheduled for September 4, 2012.

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Item 5, CW Report No. 29 – Page 2

**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.

**Regional Implication**

Not Applicable.

**Conclusion**

Staff continues to have discussions with Infrastructure Ontario staff regarding potential Terms of Reference and cost sharing of a hydrogeological study on Anthony Lane. A follow-up report will be provided in September 2012.

**Attachments**

1. City letter to the Minister of Infrastructure Ontario

**Report prepared by:**

Paolo Masaro, P. Eng., Design Engineer, Ext. 8446

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

PM:mm

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 6, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**6** **AWARD OF TENDER T12-077**  
**INTERSECTION SIGNALIZATION EDGELEY BOULEVARD AND BASS PRO MILLS DRIVE**  
**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 June 19, 2012:**

**Recommendation**

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

1. That Tender T12-077, Intersection Signalization Edgeley Boulevard and Bass Pro Mills Drive be awarded to Stacey Electric Company Limited in the amount of \$114,133.00, plus applicable taxes and administration recovery;
2. That a contingency allowance in the amount of \$11,500.00, plus applicable taxes and administration recovery be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That an amount of \$14,099 from Capital Project No. EN-1823-10 be transferred to Capital Project No. EN-1757-09 to fund the costs of a traffic signal cabinet/ controller, and a plan of survey for this project; and
4. That the Mayor and City Clerk be authorized to sign the appropriate documents.

**Contribution to Sustainability**

The installation of traffic signals at the intersection of Edgeley Boulevard and Bass Pro Mills Drive will ensure acceptable levels of service are maintained for the health and well being of Vaughan citizens.

**Economic Impact**

Funding for this project in the amount of \$132,000.00 is available within Capital Project No. EN-1757-09 and Capital Project No. EN-1823-10. A detailed explanation of the funding is provided in the Background – Analysis and Options of this report.

A total contingency amount of \$11,500.00 (approximately 10% of the bid price) is requested to address any unforeseen work in completing the scope of this project.

Long range financial implications will include operating and maintenance costs associated with this type of infrastructure which is not quantified at this time, including long term replacement. However, it is noted that the average annual maintenance costs for a traffic signal is \$3,100.00.

**Communications Plan**

Once the project is awarded, Engineering Services staff will advise the Mayor and Members of Council.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 6, CW Report No. 29 – Page 2

**Purpose**

Council approval to award Tender T12-077, Intersection Signalization Edgeley Boulevard and Bass Pro Mills Drive to Stacey Electric Company Limited.

**Background - Analysis and Options**

The work covered by this tender requires the supply of materials and services for a traffic signal at the intersection of Edgeley Boulevard and Bass Pro Mills Drive. See Attachment No. 1 for project location.

This tender was advertised in the Daily Commercial News (DCN), Ontario Public Buyers Association (OPBA), on Biddingo, and on the City Webpage, and closed on May 7, 2012. A total of 5 sets of bid documents were picked up from the Purchasing Services Department and the following 5 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. H.S.T.)</u>
Stacey Electric Company Limited	\$ 114,133.00
Guild Electric Limited	\$ 126,599.38
Fellmore Electrical Contractors Limited	\$ 127,983.05
Beacon Utility Contractors Limited	\$ 139,249.68
Black & MacDonald Limited	\$ 144,910.14

The engineering estimate for this project was \$129,000.00. The estimated cost for this project, including a contingency allowance, all applicable taxes, and administration recovery is \$132,000.00 and is calculated as follows:

Stacey Electric Company Limited Bid Price (excluding H.S.T.)	\$ 114,133.00
Contingency Amount (approx. 10%)	\$ 11,500.00
Sub-Total	\$ 125,633.00
H.S.T. Non Recoverable (1.76%)	\$ 2,211.14
Total	\$ 127,844.14
Treasury Administration (3%)	\$3,835.32
Total Project Cost	\$131,679.46

**ROUNDED \$132,000.00**



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 6, CW Report No. 29 – Page 3

PROJECT FUNDING POSITIONS SUMMARY		
CAPITAL PROJECT	EN-1757-09 Traffic Signal - Edgeley Boulevard	EN-1823-10 Traffic/Ped Signals – Various
Approved Budget Less: Expenses & Commitments to Date	\$129,000.00 (\$11,420.00)	\$177,000.00 (\$17,109.00)
Current Funds Remaining Less: Total Costs Tender T12-077	\$117,580.00 (\$131,679.00)	\$159,891.00
Amount Exceeding Capital Project Budget	(\$14,099.00)	
EN-1757-09 Balance Charged to EN-1823-10)	\$14,099.00)	(\$14,099.00)
Balance Remaining	---	\$145,792.00

The funding source for both Capital Project No. EN-1757-09 and EN-1823-10 are development charges. It is noted that the funding in Capital Project No. EN-1823-10 was established to deal with the need for any traffic or pedestrian signal improvements identified through the course of the year. As of this date, staff foresees that additional needs identified over the balance of 2012, could be adequately funded with the balance of capital available in this project.

The amount exceeding the Capital Project No. EN-1757-09 budget of \$14,099 is attributed to increased construction costs, as Council originally approved funding in 2009.

Staff have reviewed the submitted bids and are satisfied that Stacey Electric Company Limited, which has successfully completed similar work for the City in the past, is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder, Stacey Electric Company Limited.

All necessary permits and approvals for this project have been received.

**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. Traffic Signal installations will ensure that road standards and infrastructure are maintained for the residents of Vaughan.

**Regional Implications**

Not Applicable.

**Conclusion**

Staff recommends that this contract be awarded to Stacey Electric Company Limited in the amount of \$114,133.00, plus contingency allowance, applicable taxes, and administration recovery.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 6, CW Report No. 29 – Page 4

**Attachments**

1. Location Map

**Report prepared by:**

Mark Ranstoller, C.E.T., Senior Traffic Technologist, ext. 8726  
Lisa Lovery, P. Eng., Manager of Traffic Engineering, ext. 8143

MR:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 7, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**7**

**ASSUMPTION – NORTHDALÉ RIDGE PHASE 2  
19T-02V02, PLAN OF SUBDIVISION 65M-3821  
WARD 1 – VICINITY OF DUFFERIN STREET AND HUNTERWOOD CHASE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2012:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. THAT Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3821 subject to the Owner satisfying its financial obligations as outlined in this report to the satisfaction of the City;
2. THAT the City assume the wastewater pumping station and associated sewage forcemain in the Northdale Ridge Developments Limited, Phase 1 Plan of Subdivision 65M-3544 subject to the Owner paying the City \$34,000 to fund the operating and maintenance cost of the station up to January 2014;
3. THAT the Municipal Services Letter of Credit be reduced to \$5,000 to guarantee the replacement of any dead or diseased boulevard trees identified by the Parks and Forestry Department following an inspection in June 2012. The Municipal Services Letter of Credit will be release once the Parks and Forestry Department is satisfied with the condition of the streetscaping in the subdivision; and
4. THAT the securities held by the City in connection with the Northdale Ridge Developments Limited Plans of Subdivision 65M-3544 and 65M-3821 be released after the Owner has fulfilled its financial obligations as outlined in this report.

**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 0.3 lane kilometers of roadway and associated municipal services including sanitary sewers, wastewater pumping station, watermain, street lighting, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure is valued at \$836,000 and will incur the normal expense associated with annual operation and maintenance activities of approximately \$45,600 as shown on the following chart:

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

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Item Description	As Constructed Costs	Approximate Annual Operating Costs (*)
Watermain	\$ 95,300	\$12,000
Storm sewers	\$148,900	\$ 540
Sanitary Sewers	\$110,200	\$15,500
Road	\$277,600	\$ 740
Street lights	\$ 36,000	\$ 720
Street Trees	\$ 18,000	\$ 1,100
Wastewater Pumping Station	\$150,000	\$15,000
Totals	\$836,000	\$45,600

*(\*) Annual Operating Costs derived from the 2009 Municipal Performance Measures Summary and the Parks and Forestry Operations Department.*

The life cycle costs associated with this additional infrastructure will be accounted for in the City's future multi-year budgets.

**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 construction of the municipal services in the Northdale Ridge Phase 2 subdivision has been completed in accordance with the subdivision agreement and can now be considered for assumption by the City.

**Background - Analysis and Options**

The Northdale Ridge Phase 2 Subdivision, Plan of Subdivision 65M-3821 is a 31 lot residential development located on the west side of Dufferin Street and north of Teston Road in Block 20 as shown on Attachment No.1. This subdivision is situated at the south slope of the Oak Ridges Moraine and is comprised of large executive lots with frontages ranging between 10m to 15m.

The subdivision agreement with Northdale Ridge Developments Limited was executed on October 4, 2004, and the Plan of Subdivision was subsequently registered on June 2, 2005. The construction of the roads and municipal services in Plan 65M-3821 was substantially completed in September 2006. The developer has maintained the municipal services in the subdivision since then which exceeds the minimum thirteen month maintenance period prescribed in the subdivision agreement.

**Northdale has Co-operated with the City to Try to Addresses Lot Drainage Issues**

The Northdale subdivision contains large executive lots approximately 0.30 acres in size. The development is located within the Oakridges Moraine so the underlying soils in the area are relatively porous. The grading of the lots was designed by the developer's engineering consultant in accordance with the City's urban lot grading design criteria with two notable exceptions. The length and drainage area to side yard swales on many lots exceeded the criteria because of the size of the lots. These exceptions were accepted by the City given the suburban character of the development, the porous nature of the soils, and the need to satisfy the objectives of the *Oak Ridges Moraine Act* including maintaining the hydrological functions of the area and landform conservation.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

#### Item 7, CW Report No. 29 – Page 3

The houses in the development were constructed between 2005 and 2006. During the summer of 2006, the homeowners of lots 11, 12 and 13 raised concerns with respect to the drainage on their lots. The homeowners' key concerns related to surface water ponding and the volume of water flowing along the side yard swales during significant rain events. Northdale addressed these issues by undertaking some remedial grading works on the lots to resolve the ponding issue and adjusting the elevation of certain segments of the sidewalk along Mapledown Way to improve drainage. The topography of the lots was subsequently surveyed, which confirmed that the "as constructed" grade of the lot line swales met or exceeded the City's minimum slope of 2.0%. The consulting engineers for Northdale, Skira and Associates Ltd., subsequently issued lot grading certificates for lots 14, 15, 16 on September 26, 2006 and for lots 11, 12, 13 on December 01, 2006.

The homeowners of lots 11 to 16 continued to have concerns with respect to the volume of water flowing along the side yard swales during significant rain events. The side yard swales on these lots collect and convey surface water from a portion of the abutting lot(s) to the north in accordance with the approved construction drawings. In an effort to address this concern, City staff has been working with Northdale and the homeowners since 2008 to arrive at a mutually agreeable response to the issue. Over this time period, a number of measures have been proposed including the installation of rear lot catch basins and infiltration trenches.

A meeting was held on June 28, 2011 at which a majority of the affected property owners elected for the installation of lot line infiltration trenches in the rear yard rather than a more typical rear lot catch basin option. Due to the comprehensive nature of the changes, it was necessary that all of the affected property owners accept the installation of the infiltration trenches so a formal written offer/permission to enter was sent to each of the owners on October 24th, 2011. The notice explained that the City would be proceeding to assume the subdivision on the basis of the existing approved grading if the infiltration trenches were not approved by all six property owners. None of the property owners elected to accept the offer. Accordingly, City staff and Northdale consider the matter closed.

Since the grading and drainage of all the lots within the Northdale subdivision have been certified by the consulting engineer to conform to the approved construction drawings and good engineering practices, Northdale has requested that the subdivision be assumed pursuant to the subdivision agreement.

#### Assuming the Temporary Wastewater Pumping Station is Appropriate Given Elapsed Time

The Northdale subdivision is within the service area of the Regional Bathurst Trunk Sanitary Sewer. Since an outlet to this Regional trunk sewer was not available in 2001 when the Northdale phase 1 subdivision proceeded, Northdale was permitted to develop on the basis of an interim sanitary sewer servicing scheme, which included the use of a temporary wastewater pumping station. Pursuant to the phase 1 subdivision agreement, Northdale is required to pay the cost of operating and maintaining this temporary pumping station until the ultimate gravity outlet to the Bathurst Trunk Sewer is available and the station is decommissioned. The Northdale temporary pumping station has been in operation since approximately the beginning of 2002.

With the recent development of the lands south of Northdale, a gravity sewer outlet is now available; however, there is still a capacity constraint in a downstream temporary pumping station in Block 12 that prevents the decommissioning of the Northdale pumping station at this time. This capacity constraint will be resolved when either an additional segment of sewer is constructed in conjunction with the development of remaining lands in the south end of Block 12 or significant improvements, valued at about \$150,000, are undertaken to the existing Block 12 temporary pumping station. The timing for the development of the remaining lands in Block 12 is unknown and the pumping station improvements are unaffordable.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 7, CW Report No. 29 – Page 4

The developer has been funding the operating and maintenance of the temporary pumping station for approximately 10 years now at a cost of about \$15,000 per year. This temporary pumping station was never envisioned to be in service as long as it has been, and the timing for the construction of the outlet sewer in Block 12 that will permit the decommissioning of the Northdale pumping station is expected to be a number of years away. Accordingly, Northdale has requested the City consider assuming the pumping station at this time. Given the unusual circumstance, staff considers it reasonable for the City to assume the pumping station but has negotiated a commitment from Northdale to continue to pay the City the cost of operating and maintaining the temporary pumping station until January 2014 to mitigate future operating budget impact. Based on an operation and maintenance of approximately \$15,000 per year, the commitment would amount to a \$34,000 contribution. After January 2014, the City would begin to incur the normal expense associated with annual operation and maintenance of the pumping station until it is decommissioned at some point in the future.

Notwithstanding the assumption of the temporary pumping station, Northdale is still required to pay the City the estimated cost associated with the decommissioning of the temporary pumping station and forcemain in the future, which is estimated at \$50,000 including engineering costs. In addition, prior to assumption, Northdale will be required to pay the City approximately \$66,000 in outstanding operating and maintenance costs to December 2011.

Northdale to Contribute to Downstream Oversizing Cost Before Assumption

Under the terms of their phase 1 and 2 subdivision agreements, Northdale is obligated to contribute financially to the oversizing of the downstream sanitary sewer system. Northdale has posted securities with the City to guarantee the payment of these contributions. Based on the area of the Northdale subdivisions, Northdale's contribution to the downstream sanitary sewer system is detailed in the table below:

Subdivision Name	Oversizing Cost/ha	Northdale Ph 1	Northdale Ph 2	Total Contribution
Mackenzie Ridge (19T-03V11)	\$1,073.73	\$23,074.46	\$3,017.18	\$26,091.64
Block 12 Spine Services	\$1,669.06	\$35,868.10	\$4,690.06	\$40,558.16
<b>Total</b>				<b>\$66,649.80</b>

Prior to assumption, Northdale will be required to remit these amounts to the City, and the City will in turn forward the monies to the downstream developers less the City's administration costs.

In addition to the above, Northdale is obligated to pay its proportionate share of the oversizing cost associated with the future trunk sanitary sewer in the southern portion of Block 12, which has not been constructed yet. This future sewer link will complete the gravity outlet for the lands in OPA 332 including the Northdale subdivisions. Northdale's proportionate share of this future sewer has been estimated by the Block 12 Consulting Engineer to be about \$50,000. However, the Block 12 Developers Group has advised that they would be prepared to accept a lesser contribution of \$25,000 given the financial circumstances associated with the Northdale subdivisions. Accordingly, staff is recommending that Northdale provide the City \$25,000 as their contribution towards the future sanitary trunk sewer in Block 12 prior to the assumption of the subdivision. After receipt of the funds, the City will in turn forward the \$25,000 contribution to the Block 12 Developers Group.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

#### Item 7, CW Report No. 29 – Page 5

The following table summarizes Northdale's remaining financial obligations.

<b>Item Description</b>	<b>Northdale's Financial Obligation (\$)</b>
Mackenzie Ridge - Sanitary Sewer Oversizing	\$26,091.64
Block 12 Spine Servicing - Sanitary Sewer Oversizing	\$40,558.16
Outstanding Temporary Pumping Station Operating Costs (*)	\$66,000.00
Future Pumping Station Operating Costs to January 2014 (*)	\$34,000.00
Pumping Station & Forcemain Decommissioning Cost	\$50,000.00
Block 12 South Future Sanitary Sewer Oversizing (L/C)	\$25,000.00
	Total
	<u>\$241,649.80</u>
Securities posted with the City	<u>\$370,720.00</u>

*NOTE (\*) – Value to be adjusted to reflect the amount owing on the day of assumption*

The existing securities posted with the City will be drawn down to satisfy these payments.

#### City Departments Provide Clearances for Assumption

The developer has maintained the municipal services in the subdivision during the required minimum thirteen month maintenance period. The municipal services in the subdivision and the grading of all lots have been certified by the developer's engineering consultant. Accordingly, Northdale 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 drawn on to pay for various cost sharing obligations and to the costs associated with the temporary sanitary pumping station and forcemain as noted above.

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

The Commissioner of Engineering and Public Works has received clearance from the pertinent City Departments including Development/Transportation Engineering, Building Standards, Parks Development, Development Planning, Public Works and Clerks. The Parks Operations and Forestry Department has advised they have no objections to the assumption of the subdivision subject to a \$5,000 holdback pending a final inspection of the boulevard trees in June 2012. In addition, the Reserves and Investments Department has advised they have no objections to the assumption of the subdivision subject to Northdale satisfying its outstanding financial obligations as outlined in this report.

#### Relationship to Vaughan Vision 2020

The development of this subdivision and the assumption of the municipal services are consistent with Vaughan Vision 2020, which encourages management excellence through planned and managed growth and the maintenance of City assets and infrastructure. This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

#### Regional Implications

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 7, CW Report No. 29 – Page 6

**Conclusion**

The construction of the roads and municipal services associated with Northdale Ridge Phase 2, Plan of Subdivision 65M-3821 has been completed in accordance with the Subdivision Agreement. Prior to assumption, the developer has agreed to pay its financial obligations associated with the temporary pumping station and the downstream sanitary sewer oversizing by the City drawing down on the existing securities posted with the City. Accordingly, it is appropriate that the roads and municipal services including the wastewater pumping station in Plan 65M-3821 be assumed, and the Municipal Services Letter of Credit be reduced to \$5,000 to guarantee the replacement of any dead or diseased boulevard trees identified by the Parks and Forestry Department following an inspection in June 2012. The reduced Municipal Services Letter of Credit will be released once the Parks and Forestry Department is satisfied with the streetscaping in the subdivision.

**Attachments**

1. Location Map

**Report prepared by:**

Andrew Pearce, Director of Development & Transportation Engineering, ext. 8255  
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

FS/kw

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



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 8, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**8 KEELE STREET CLASS ENVIRONMENTAL ASSESSMENT  
STEELES AVENUE TO RUTHERFORD ROAD – SEGREGATED BIKE LANES  
REGION OF YORK  
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 June 19, 2012:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends that this report be received for information purposes.

**Contribution to Sustainability**

The provision of bike facilities along the Keele Street corridor will contribute to sustainability by creating a safer environment for cyclists, which will attract new cyclists. The proposed multi-modal transportation network for Keele Street will also provide for transit/high occupancy vehicles. Increasing cycling and transit use will reduce automobile dependency, traffic congestion, transportation related greenhouse gas emissions, and support many of the goals and objectives of Green Directions, particularly:

- Objective 3.1** *To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation*
- Objective 3.2** *To develop and sustain a network of roads that supports efficient and accessible public and private transit*
- Objective 3.3** *Reduce single occupant vehicle (SOV) trips by supporting active transportation, car pooling and public transit*

**Economic Impact**

There are no immediate economic impacts associated with this report.

**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 address Council's direction to work with the Region to investigate the possibility of providing segregated bike lanes in the study area covered by the Keele Street Class Environmental Assessment (EA).

**Background - Analysis and Options**

Council, at its meeting on March 20, 2012, received a staff report on the Region of York's Keele Street Class EA Study for road improvements to Keele Street from Steeles Avenue West to Rutherford Road. The Committee of the Whole Report was adopted and amended, as follows:

"That staff work with the Region of York to investigate the possibility of providing segregated bike lanes along this corridor and report back."

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 8, CW Report No. 29 – Page 2

This report has been prepared in response to the Council direction above.

**Compared to traditional bike lanes, segregated bike lanes provide additional separation between cyclists and traffic**

A bike lane is a dedicated lane for cycle use only, which is traditionally 1.5m wide and separated from traffic with a single white edge line. A 'segregated bike lane' provides additional separation between cycle traffic and general purpose traffic through:

- pavement marked buffers (plus option for bollards) or
- physical separation between bike lane and traffic (e.g. parking lane, planting/planters or barrier curb) or
- raised or vertically separated bike lanes (separated by mountable curb or boulevard)

**York Region has investigated the possibility of providing segregated bike lanes, however they are not possible due to spatial constraints and safety concerns**

The Region's original recommendation in the Keele Street Class EA includes a 6 lane cross section to provide for Transit/HOV lanes as well as two 1.5m on-street bike lanes in each direction with a 0.3m gutter. This represents a total dimension of 1.8m from the edge of the Transit/HOV lane to the face of the curb (see original cross section in Attachment No. 1a).

Following Council direction, staff met with Regional staff on April 11, 2012 to discuss the possibility of providing segregated bike lanes along Keele Street. At this meeting, the Region informed staff they would further investigate the possibility of providing segregated bike lanes and report back to the City.

Following this meeting, York Region staff advised the City through correspondence dated May 17, 2012 (see Attachment No. 1) that the existing 36m Keele Street right of way imposes many spatial constraints in order to provide for general purpose traffic lanes, Transit/HOV lanes, bike lanes, boulevards, sidewalks, lighting, streetscaping features, traffic signals, utilities and underground services.

The Region considered the possibility of providing an elevated physical separation; however this was not carried forward due to the following reasons:

- The large number of driveways in the section from Highway 7 to Rutherford Road will require large number of barrier/curb cuts. Also, openings in the barrier will be required at catchbasins locations in order to allow roadway drainage to flow to the catchbasins
- An elevated physical barrier creates safety issues as any low barrier will be difficult for motorists to see during snowfall events and periods of low visibility

**The Region of York is now proceeding with detailed design, which includes bike lanes and pavement marked buffers**

York Region is now proceeding with detailed design and has revised the typical cross section presented in the Class EA to incorporate a separation between the bike lane and the Transit/HOV lane as follows:

- 0.5m wide pavement marked buffer
- 1.2m wide bike lane
- Modified 0.1m wide gutter

Therefore, the total width of the bike lane from the face of the curb to the edge of the Transit/HOV lane continues to be 1.8m (see proposed cross section in Attachment No. 1b).

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

#### Item 8, CW Report No. 29 – Page 3

As per 2012 – 10 Year Roads Construction Program, approved by Regional Council on January 26, 2012 the Region is proposing to reconstruct Keele Street from Steeles Avenue to the south side of Highway 7 as Phase 1 of the work by 2014.

Phase 2 includes the intersection improvements of Highway 7 as part of VIVA's project to implement bus rapid transit along Highway 7. The proposed timing is between 2015 to 2020.

Anticipated timing for the remaining section of Keele Street from north of Highway 7 northerly to Rutherford Road is currently 2018, at the earliest.

#### **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.

#### **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**

Council directed staff to work with the Region of York to investigate the possibility of providing segregated bike lanes along the Keele Street corridor from Steeles Avenue West to Rutherford Road. Elevated physical separation is not possible due to spatial constraints and safety concerns. The Region has therefore proposed to include a pavement marked buffer area adjacent to the Transit/HOV lane, and the total width of the bike lane continues to be 1.8m.

#### **Attachments**

1. York Region response (dated May 17, 2012)
  - a. Original Keele Street Class EA Cross Section (August 2008)
  - b. Proposed Keele Street Class EA Cross Section (May 2012)

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

Geoffrey Haines, Sustainable Transportation Specialist – Ext.8026  
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 9, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**9                ASSUMPTION – GLEN-KEELE SITE PLAN AGREEMENT – STORM SEWER  
                         SITE PLAN AGREEMENT DA 05-047  
                         WARD 4 – VICINITY OF KEELE STREET AND HIGHWAY 7**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2012:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the Storm Sewer and Oil Grit Separator that is set out in the Site Plan Agreement between the City and Glen-Keele Developments Three Limited 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 320 meters of storm sewer and 1 oil-grit separator will be added to the City’s network of infrastructure. This additional infrastructure is valued at \$480,120 and will incur the normal expense associated with annual operation and maintenance activities of approximately \$580 as shown on the following chart:

ITEM DESCRIPTION	AS CONSTRUCTED COSTS	ANNUAL OPERATING COSTS
STORM SEWER SYSTEM	\$480,120	\$580

The life cycle costs associated with this additional infrastructure will be included in the City's future multi-year budgets.

**Communications Plan**

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

**Purpose**

This report is to inform Council that the storm sewer and oil grit separator works associated with the agreement between Glen-Keele Developments Three Limited and the City are complete and can be considered for assumption by the City.

**Background - Analysis and Options**

In 2007, Glen-Keele Developments Three Limited developed an industrial building at 7810 Keele Street pursuant to site plan application DA.05.047. The site is located on the north side of Highway #7 just west of Keele Street as shown on attachment No.1.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

#### Item 9, CW Report No. 29 – Page 2

As part of the site development, Glen-Keele Developments constructed a 320 metre section of storm sewer together with an oil/grit separator to service the industrial building and to convey flows from the adjacent lands. This storm sewer was constructed within a municipal easement and considered a municipal service. The storm sewer discharges to the existing ditch on the south east corner of Keele Street and Highway #7 as shown on Attachment No.1.

The Site Plan Agreement with Glen-Keele Developments Three Limited was executed on March 16, 2007. The construction of the trunk storm sewer and oil grit separator under this Agreement was completed later in October 2007.

The Owner of this development has maintained the storm sewer and oil grit separator during the required minimum thirteen month maintenance period and has rectified all deficiencies. Accordingly, the Owner of the development has requested that the storm sewer and oil grit separator be assumed by the City, and that the securities held by the City for this work be released.

All documentation required by the Agreement for assumption has been submitted. Development/Transportation Engineering staff, in conjunction with the Owner's Consulting Engineer, have conducted all the necessary inspections of the municipal services under the Agreement and are now satisfied with the extent of the works.

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

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

The assumption of the storm sewer and oil grit separator within this development is 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 concerns or implications with respect to the assumption of the municipal works within this development.

#### **Conclusion**

The construction of the storm sewer and oil grit separator associated with the Site Plan Agreement between the City and Glen-Keele Developments Three Limited has been completed. Accordingly, it is appropriate that the storm sewer be assumed and the Municipal Services Letter of Credit be released.

#### **Attachments**

1. Location Map

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

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

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 10, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**10**

**ASSUMPTION – ROYALE VILLA PHASE 2- COLONNA DRIVE  
19T-89081 / 65M-3604  
WARD 3- VICINITY OF WESTON ROAD AND MARIA ANOTNIA ROAD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2012:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the remaining municipal services on Colonna Drive that are set out in the Subdivision Agreement for Plan 65M-3604, 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 street, approximately 0.30 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, trees, sidewalk, etc., will be added to the City's network of infrastructure. The additional infrastructure is valued at \$183,294 and will incur the normal expense associated with annual operation and maintenance activities of approximately \$30,020 as shown on the following chart:

Item Description	As Constructed Costs	Approximate Annual Operating Costs (*)
Watermain	\$ 40,374	\$ 12,010
Storm sewers	\$ 41,257	\$ 540
Sanitary Sewers	\$ 23,496	\$ 11,510
Road	\$ 66,978	\$ 4,690
Street lights	\$ 4,460	\$ 720
Trees	\$ 7,359	\$ 550
Totals	\$183,924	\$30,020

*(\*) Annual Operating Costs derived from the 2009 Municipal Performance Measures Summary and the Parks and Forestry Operations Department.*

The life cycle costs associated with this additional infrastructure will be accounted for in the City's future multi-year budgets.

**Communications Plan**

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

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 10, CW Report No. 29 – Page 2

#### **Purpose**

The purpose of this report is to inform Council that the municipal services on Colonna Drive in the Royale Villa Subdivision Phase 2 can now be considered for assumption by the City.

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

The Royale Villa, Phase 2, Plan of Subdivision 65M-3604, is located on the west side of Weston Road, and south of Maria Antonia Road in Block 39 as shown on Attachment No.1. On December 14, 2009, the majority of the Royale Villa, Phase 2 Subdivision was assumed with Bylaw # 274-2009, with the exception of Colonna Drive because this road was being used as the construction access road for phases 3 and 4 of the Royale Villa Subdivision and lacked the top asphalt course. In addition, the dwellings on Blocks 85 and 86, which are adjacent to this segment of Colonna Drive, were under construction. Accordingly, the Municipal Services Letter of Credit was reduced to \$52,000 to guarantee the completion of the remaining works. As this work is now completed, it is being recommended to assume Colonna Drive in Plan of Subdivision 65M-3604.

The Subdivision Agreement with Royale Villa Development Inc. was executed on July 15, 2002, and the Plan of Subdivision was subsequently registered on October 1, 2002. The construction of Colonna Drive was completed in May 2011.

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

All documentation required by the Subdivision Agreement for assumption has been submitted. Engineering staff, in conjunction with the Developer's Consulting Engineer, have conducted all the necessary inspections of the municipal services on Colonna Drive and are now satisfied with the extent of the works.

The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Parks and Forestry Operations, 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 on Colonna Drive.

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**Conclusion**

The construction of Colonna Drive in Registered Plan 65M-3604 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that Colonna Drive and relevant municipal services in 65M-3604 be assumed and the municipal services letter of credit be released.

**Attachments**

1. Location Map

**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 JUNE 26, 2012**

Item 11, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2012, as follows:

**By approving the following:**

***That the revised list of names for the City's storm water management ponds be approved in accordance with Communication C24, from the Commissioner of Engineering and Public Works, dated June 25, 2012, subject to the following changes to the pond names in Ward 1:***

- ***That Block 20 Peak Point Pond should read Peakpoint Pond;***
- ***That Block 25 York Region Pond should read Region Pond; and***
- ***That Council allow staff to make a minor name change to Macfarlane Pond should it be determined that the name Macfarlane has been misspelled.***

---

**11                      PROPOSED STORM WATER MANAGEMENT POND NAMES**

**The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of June 26, 2012.**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That subject to any amendments or changes that Council may wish to make, the attached list of storm water management pond names be approved.

**Contribution to Sustainability**

Storm water management ponds are vital in mitigating the threat of flooding by slowing the flow of water into local creeks and rivers. They also serve to improve downstream water quality by allowing suspended materials to settle out of the water over time.

In many locations, these ponds are a dominant feature in the area that attracts the attention of the public. By naming and signing these ponds, a sense of place will be created.

**Economic Impact**

The necessary funds to place the appropriate pond name signage have been approved as part of the 2012 Water / Wastewater Budget.

**Communications Plan**

Public Works will work with Corporate Communications to develop a communications strategy to advise the public, and map producers and providers, of this initiative, once the pond names have been approved.

**Purpose**

To present Council with the list of proposed pond names for approval.

**Background - Analysis and Options**

At its meeting of May 15, 2012, Committee of the Whole recommended:

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 11, CW Report No. 29 – Page 2

- 1) *That the recommendations contained in the following report of the Commissioner of Engineering and Public Works, dated May 15, 2012, be approved;*
- 2) *That the following recommendations, in accordance with Communication C9, memorandum from the Commissioner of Engineering and Public Works, dated May 8, 2012, be approved; and*
- 3) *That, where staff deem appropriate, additional pond name signage be placed close to the life saving stations; and*
- 4) *That the revised Additional Resource Request concerning the installation of signage at the City's storm water management ponds be approved; and*
- 5) *That no naming occur until staff report back to the June 5, 2012 Committee of the Whole meeting with a list of proposed names.*

In response to recommendation No. 5, staff have reviewed documentation to find any existing names that may exist for storm water management ponds, and compiled a list of proposed names, based on the draft naming policy put forward at the May 15, Committee of the Whole meeting.

In compiling the list of pond names, dry ponds, were not included. As their name implies, most of the time, these ponds contain no water. As such, placing signage indicating them to be a "pond" may be inappropriate.

The proposed names are attached to this report for Council consideration and approval. Should Council wish to amend the list of proposed names, staff will incorporate the changes prior to placing the order for the signs and finalizing the communications plan.

**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: Organizational Excellence  
Objective: Manage Corporate Assets

**Regional Implications**

There are no Regional implications as a result of the recommendations contained in this report.

**Conclusion**

In accordance with the direction given at the May 15, 2012 Committee of the Whole meeting, staff has prepared the list of proposed pond names for approval. Should Council wish to amend the list of proposed names, staff will incorporate the changes prior to placing the order for the signs and finalizing the communications plan.

**Attachments**

Attachment 1 – List of Proposed Pond Names  
Attachment 2 – Proposed Pond Name Location Maps

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 11, CW Report No. 29 – Page 3

**Report prepared by:**

Robert Meek, CET, Manager of Environmental & Technical Services, Ext 6100  
Brian T. Anthony, Director of Public Works, Ext 6116

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 12, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**12                   RETENTION OF A BLOCK PLAN PEER REVIEW CONSULTANT  
DIRECTION TO ISSUE A REQUEST FOR PROPOSAL FOR CONSULTING SERVICES  
FILE 15.60.1  
CITYWIDE**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved; and
- 2) That Communication C6 from Mr. Mark Yarranton, KLM Planning Partners, 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, dated June 19, 2012, be received.

**Recommendation**

The Commissioner of Planning recommends that:

1. A Request for Proposal be issued for the retention of a Block Plan Peer Review Consultant to review and comment on existing and future Block Plan applications; and
2. The Terms of Reference for the retention of the Citywide Block Plan Peer Review Consultant be prepared by staff to reflect the principles set out in this report;

**Economic Impact**

Funding for the Block Plan Peer Review will be provided through the Block Plan fees collected from prior years and placed in a holding account for this purpose. The current balance in the holding account is approximately \$312,000.

**Communication Plan**

The Request for Proposal will be advertised in accordance with current City policy.

**Purpose**

The purpose of this report is to obtain:

- Direction to proceed with the issuance of the Request for Proposals for consulting services to peer review current and future Block Plan development approval applications; and
- Direction to prepare the draft Terms of Reference for the retention of a Block Plan Peer Review consultant on the basis of the principles identified in this report.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 12, CW Report No. 29 – Page 2

#### Background – Analysis and Options

##### a) Purpose

The submission of a number of Block Plan approval applications is anticipated over the next 5 years resulting from the Official Plan approvals emerging from the VOP 2010 process and decisions related to the Regional Official Plan, specifically the new community areas. To assist staff in completing the technical reviews it would be beneficial to retain the services of a consulting firm or team that can provide land use planning and urban design and supporting services to assist in the review of the Block Plan applications. The Peer Reviewer would be on retainer and would be available to provide assistance to staff on any Block Plans submitted during the term of the contract. The capacity to review block plans will be necessary to ensure the thorough and timely review of landowner applications.

City staff will still be responsible for the processing of the Block Plan applications. The consultant would be brought in to assist on unique situations or where the City does not have expertise or immediate capacity to complete the review in a timely manner based on workload considerations.

##### b) Location

Review of Block Plan applications will be required for lands located in Blocks 27, 34, 35, 41, 40 (north), 47, 55, 59, 60, 62, 66 as identified for development in OPA 600 and VOP 2010 (refer to Attachment 1).

##### c) Context

The Block Plan is a comprehensive planning framework (tertiary planning process) that describes how the policy aspects of development will be addressed and implemented. The Block Plan process focuses on detailed aspects of development such as:

- The proposed land uses, housing mix and densities, urban design and built form;
- Traffic management, including traffic volumes, traffic-calming measures and transportation demand management;
- Public transit, pedestrian and cycling networks;
- Public and private services, and a detailed approach to stormwater management;
- Protection and enhancement of the Natural Heritage Network and demarcation of Core Features and Enhancement Areas;
- The precise location of natural and cultural landscapes and heritage features, and proposed approaches to conservation and/or enhancement;
- The precise location of parks, open spaces, schools, community centres; and libraries; and
- Phasing of development.

The Official Plan process provides that development of Vaughan's new communities and employment areas proceed on the basis of Block Plans, generally encompassing areas of up to 1,000 acres. Block Plan applications include a Block Plan Report, with supporting statistical and mapped information, as well as the Master Environmental/Service Plan and Environmental Impact Study and a number of related studies.

The approved Block Plan provides the basis for the submission of the implementing draft plan of subdivision and zoning amendment applications. The Block Plan process includes three stages:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

#### Item 12, CW Report No. 29 – Page 3

##### Stage 1: Approval of Block Plan and Work Program:

Stage 1 provides for landowners to prepare an application and work program (to be approved by the City) outlining the steps in preparation of the Block Plan.

##### Stage 2: Preparation of Draft Block Plan & Supporting Documents:

Stage 2 is the preparation and submission of the Block Plan application and supporting documentation by the proponent. Generally the following studies will be required as part of the Block Plan submission:

- i) Detailed Land Use Plan (including spatial distribution of land uses and density statistics throughout the Block Plan area);
- ii) Master Environmental Servicing Plan (ME/SP);
- iii) Environmental Site Assessment;
- iv) Noise Study;
- v) Detailed Urban Design Guidelines;
- vi) Transportation / Traffic Management / Transit Requirements
- vii) Archaeological & Heritage Resource Assessment; and
- viii) Architecture and Landscape Design.

##### Stage 3: Public Review and Approvals:

Stage 3 is the public process for the Block Plan, leading to Council approval. The City's review and evaluation of Block Plan submissions will be based on the policies of OPA 600 or VOP 2010 (on its approval) and be subject to the requirements of the City's Environmental Management Guideline and relevant Regional and Provincial policies. It is at this stage that the Peer Review Consultant may be required to provide assistance on the review of one or more aspects of the Block Plan submission.

##### Role of the Peer Review Consultant

Staff do not anticipate that the Peer Review consultant will be involved in the evaluation of complete Block Plan applications. Staff has identified a need for periodic assistance in specific areas where additional resources are needed due to short term staffing issues, or where particular expertise may be required or where alternative approaches need to be explored. Block Plans are the products of multi-disciplinary teams. Therefore, there is the need to address issues in consultation with all of the affected disciplines. While the primary emphasis of the retainer will be on planning matters, having the other Block Plan related resources available in a Peer Reviewer may also benefit other City departments.

In response it is recommended that a Peer Review consultant, with this range of expertise, be retained on a long-term basis (three to five years) to be available to provide these services on short-notice without having to go through a recruitment process which would add time to the review process. The approach recommended will provide the Commissioner of Planning with the flexibility to bring on expertise in a timely manner, in order to ensure the expeditious and comprehensive review of the Block Plan application.

In order to proceed it will be necessary to initiate the recruitment process for the Peer Review consultant. The Terms of Reference will need to be based on principles that set out the City's expectations in terms of the financial and administrative arrangements and the range of expertise that may be needed by the Peer Review consultant. These are discussed below.

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#### Item 12, CW Report No. 29 – Page 4

##### Principles to Guide the Preparation of the Terms of Reference

In securing competitive proposals for the Block Plan Peer Review contract it is recommended that the following principles be built into the Terms of Reference. In this circumstance, the work requested will vary from block to block. Therefore, the focus in retaining the consultant will need to be on expertise, experience, ability to bring to bear the required range of disciplines and cost. Therefore, no specific project or task can be specified at this time. The recommended principles are as follows:

1. The consultant or consulting team will support and work under the direction of the Policy Planning Department in consultation with relevant City departments. In undertaking its assignments the consultant may assist City of Vaughan staff across the range of disciplines that may be encountered in conducting the Block Plan approval process, which will be specifically identified in each assignment;
2. The successful proponent will be retained for three years, which may be extended beyond three years on an annual basis, providing for a maximum term of contract of up to five-years (three and up to two additional years);
3. The annual retainer fee not exceed \$10,000.00;
4. The annual retainer fees, on a cumulative basis, will be credited to charges against work directed by the City, in accordance with paragraph 6 below;
5. All work conducted by the consultant on behalf of the City shall be charged on an hourly basis, by discipline and seniority level of the personnel. The proposal shall set out the hourly rate for each of the required disciplines at the various levels of seniority for the participating firm(s). Such hourly rates shall be fixed and be valid for three years from the date of executing the contract, provided that if the contract is extended beyond three years, the hourly rates may be renegotiated;
6. Work shall only be undertaken on the basis of written instructions from the Commissioner of Planning setting out the Scope of Work for the assignment and a mutually agreed to work plan, timeline, deliverables, personnel assignment and budget. The Commissioner of Planning shall advise the consultant of the acceptance of the work plan, timeline, deliverables, personnel assignment and budget prior to the commencement of billable work;
7. Block Plans engage a range of disciplines and involve the participation of numerous municipal (Regional and Local) departments, provincial ministries, and other stakeholders, such as agencies, utilities, landowners and the public. Therefore, the consultant may need to provide for following expertise, resulting from a request from the Commissioner of Planning in consultation with any affected City department:
  - Land Use Planning;
  - Urban Design, Architecture and Built Form Landscaping;
  - Natural Heritage expertise;
  - Archaeological & Heritage Resource Assessment;
  - Excellent communication skills including the graphic presentation of alternative concepts in response to Block Plan submissions; and
  - Public Facilitation Expertise.
8. The evaluation criteria will reflect the requirement to provide for the expertise identified in paragraph 7.

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The Terms of Reference in the RFP will implement these principles.

#### Timing of Applications and Economic Impact

The annual expenditures on these services cannot be predicted with great certainty at this time. Demand will be influenced by several of variables. These include: The timing of the approval of the new Official Plan and the associated secondary plans; release of lands from the GTA West Transportation Corridor Protection Area; the number of active Block Plan submissions in process, which is influenced by market forces; the time it takes for the landowners to form a Block Plan group and prepare the required submissions; and the actual number of reviews that might be necessary, which will be determined by the challenges associated with the individual Block Plans.

Currently there is one active Block Plan application. It is anticipated that the number of submissions will begin to ramp up in the 2013-15 period resulting in a potential peak in the total applications in 2016-17, as the new Official Plan/Secondary Plans come into effect. As such, it is expected that demand for the Peer Review services may be at a maximum at that time. Assuming this peak in expenditures, it would be expected that application fee revenues, would be received approximately one-year in advance. This may place the revenue peak in the 2014-15 timeframe.

For the purpose of budgeting for these expenditures, staff will assume \$50,000 per year, recognizing that there may be inconsistencies over time. Fee revenues may initially be lower in 2012-13 but begin to increase toward 2017. These projections will be revisited on an annual basis as greater clarity is achieved in the status of the new Official Plan approvals.

#### Relationship to Vaughan Vision 2020

The peer review of incoming Block Plan applications is consistent with the City's objectives for growth management by assisting with "Planning and managing Growth and Economic Vitality".

#### Regional Implications

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

#### Conclusion

Block Plan approvals have become an integral part of the City's planning process and is one of the main drivers of the City's urban form. Ensuring the complete and comprehensive review of the Block Plan applications is critical to achieving the City's planning goals, as well meeting the objectives of the Province and the Region through their various planning policies and programs. Attachment 1 illustrates the areas where Block Plan applications are expected over the few years. Funding to retain the Peer Review consultant is available from the Block Plan Revenue/Fees Account.

Retaining a Peer Review consultant will allow for the timely review of applications and provide expertise in areas where none is available on staff or when there are workload issues. It will also provide the opportunity to explore wider alternatives based on the experience of others. Therefore, it is recommended that staff proceed with preparation of Terms of Reference for the retention of the Peer Review consultant and that the Request for Proposal be issued.

#### Attachments

1. Location Map – Lands requiring Block Plan approvals



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Item 12, CW Report No. 29 – Page 6

**Report prepared by:**

Melissa Rossi, Senior Planner, ext. 8320

Roy McQuillin, Manager of Policy Planning, ext. 8211

/lm

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 13, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2012, as follows:

***By approving the following in accordance with Communication C6, from the Commissioner of Planning, dated June 21, 2012:***

***“That the following street name for Street ‘BB’, be changed from “Via Zita” to “Zita Drive”.***

13

**STREET NAME APPROVAL  
DRAFT PLAN OF SUBDIVISION FILE 19T-10V004 (PHASE 1A)  
NASHVILLE DEVELOPMENTS INC.  
WARD 1 – VICINITY OF MAJOR MACKENZIE DRIVE AND HUNTINGTON ROAD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT the following street names for the proposed streets in approved Plan of Subdivision File 19T-10V004, Phase 1A (Nashville Developments Inc.) as shown on Attachment #3 BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street ‘A’	Barons Street (existing)
Street ‘B’	Mactier Drive
Street ‘D’	Secord Avenue
Streets ‘E’ and ‘JJ’	Richler Avenue
Street ‘Z’	Moody Drive
Street ‘AA’	Killington Avenue
Street ‘BB’	Via Zita
Street ‘CC’	Pelham Drive
Street ‘DD’	Avening Drive
Street ‘EE’	Hertzl Avenue
Street ‘FF’	Dunedin Drive
Street ‘GG’	Pelee Avenue
Street ‘HH’	Oren Street
Street ‘II’	Danby Street
Street ‘KK’	Chesley Crescent
Street ‘PP’	Hopewell Street
Street ‘QQ’	Agar Street East
Street ‘RR’	Agar Street West
Laneway ‘E’	Laneway V50
Laneway ‘F’	Laneway V51
Laneway ‘G’	Laneway V52
Laneway ‘H’	Laneway V53
Laneway ‘I’	Laneway V54
Laneway ‘J’	Laneway V55
Laneway ‘K’	Laneway V56
Laneway ‘L’	Laneway V57
Laneway ‘M’	Laneway V58
Laneway ‘N’	Laneway V59
Laneway ‘O’	Laneway V60
Laneway ‘P’	Laneway V61

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**Contribution to Sustainability**

N/A

**Economic Impact**

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

**Communications Plan**

N/A

**Background – Analysis and Options**

The subject lands shown on Attachments #1 and #2 are located north of Major Mackenzie Drive, between Huntington Road and the CP Rail Line – Mactier Subdivision, City of Vaughan.

The applicant has submitted street names for approval for a number of streets in approved Plan of Subdivision File 19T-10V004, Phase 1A (Nashville Developments Inc.) as shown on Attachment #3.

The Transportation and Community Planning Department for the Region of York has no objection to the proposed names. The Vaughan Fire and Rescue Department and Vaughan Development Planning Department have also reviewed the proposed street names, which are considered to be satisfactory.

The proposed street names are consistent with the City's current and proposed Vaughan Street Naming Policy that was considered at the June 5, 2012, Committee of the Whole Meeting, except for "Hertzl Avenue" (Street "EE") as discussed below.

The Applicant has advised that "Hertzl Avenue" (Street "EE") is being named based on a charity donation to the TannenbaumCHAT's 50<sup>th</sup> Birthday Bash Gala, in remembrance of a Founding Father of the modern State of Israel. As this street name was submitted and auctioned prior to the proposed Street Naming Policy being considered by the Committee of the Whole on June 5, 2012, it would not comply with all of the proposed policies for street names originating from a charity/fundraising event. However, the street name does comply with the following policies; it was disclosed by the landowner as a charity/fundraising name; it is the only auctioned name being proposed in this Phase of the Plan of Subdivision; and, it is located on a local road which is short in length. Going forward, all street names originating from a charity or fundraising event must comply with the policies approved by Council.

**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 Transportation and Community Planning Department has no objection to the proposed street names.

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**Conclusion**

The Vaughan Development Planning Department has no objection with the proposed street names for the streets in approved Plan of Subdivision File 19T-10V004, Phase 1A. Should the Committee concur, the recommendation in this report can be approved.

**Attachments**

1. Location Map
2. Context Location Map
3. Draft Plan of Subdivision File 19T-10V-004, Phase 1A

**Report prepared by:**

Scot Leigh-Bennett, GIS Technician, ext. 8642  
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 JUNE 26, 2012**

Item 14, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

14

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-11V005  
CRYSTAL CORPORATE CENTRE INC.  
WARD 4 - VICINITY OF JANE STREET AND GENSALE GATE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium (Standard) File 19CDM-11V005 (Crystal Corporate Centre Inc.) as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1.

**Contribution to Sustainability**

This proposal addresses the tenure of the property only, and therefore, there is no contribution to sustainability through this application.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Owner has submitted Draft Plan of Condominium (Standard) File 19CDM-11V005 for the subject lands shown on Attachments #2 and #3, consisting of two multi-unit service commercial buildings currently constructed with a total of 38 units and 150 parking spaces as shown on Attachment #4.

**Background - Analysis and Options**

The subject lands shown on Attachments #2 and #3 are located at the southwest corner of Jane Street and Gensale Gate (8740, 8750 Jane Street) City of Vaughan. The subject lands form part of a larger property that also includes 8760 Jane Street, and was originally developed under Site Development File DA.07.070 and subsequently amended by File DA.11.066, as shown on Attachment #5. The surrounding land uses are shown on Attachment #3.

**Official Plan and Zoning**

The subject lands are designated "Prestige Area" by the in-effect OPA #450 (Employment Area Plan). The subject lands are also designated "Commercial 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 April 17, 2012) and is pending approval from the Ontario Municipal Board. The proposal conforms to the Official Plans.

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The subject lands are zoned C7 Service Commercial Zone, subject to Exception 9(717), and EM1 Prestige Employment Area Zone by Zoning By-law 1-88, as shown on Attachment #3. Minor Variance Application A106/11 was approved by the Committee of Adjustment on July 7, 2011, to permit a total parking supply of 234 parking spaces on the entire property. The Owner is proposing to create two separate Condominium Plans over the entire property, being the proposed Condominium Plan shown on Attachment #4, and the balance of the property as a future second Condominium Plan.

The Minor Variance (A106/11) to permit 234 parking spaces applies to the entirety of the property. For zoning purposes only, the creation of two condominium plans effectively creates two separate parcels of land. As a result, a technical variance is created since the 234 parking spaces would be distributed over 2 properties (i.e. 150 spaces on the subject lands and 84 spaces on the future condominium plan for the balance of the lands) instead of one property. A total of 234 parking spaces will continue to be provided over the entire property. In order to ensure that the two future condominium corporations continue to function as one property, a condition of approval is included on Attachment #1 requiring the Owner to include in the Condominium Declaration the requirement to provide all necessary reciprocal easements to permit access for all landowners and patrons in each condominium plan to use all the parking spaces provided on the overall property. The same condition will be placed in any approvals for a future plan of condominium on the balance of the lands. The Owner has filed Minor Variance Application A174/12 to permit reduced parking on each parcel, which must be approved by the Committee of Adjustment, and the Committee's decision shall be final and binding, prior to final approval of the plan of condominium. The Conditions of Approval on Attachment #1 include a condition in this respect.

Building Standards Department

The creation of the two Condominium Plans over one property establishes a soft property line within the larger property at 8740, 8750, and 8760 Jane Street. In the event that a Consent application is applied for and is approved by the Committee of Adjustment which would have the effect of creating a firm property line within the larger property, then the Owner would be subject to the following subsections of the Ontario Building Code, 2006 (Limiting Distance and Area of Unprotected Openings – Section 3.2.3.1) :

- “(8) The required limiting distance for an exposing building face is permitted to be measured to a point beyond the property line that is not the centre line of a street, lane or public thoroughfare if,
  - (a) the owners of the properties on which the limiting distance is measured and the municipality enter into an agreement in which such owners agree that,
    - (i) each owner covenants that, for the benefit of land owned by the other covenantors, the owner will not construct a building on his or her property unless the limiting distance for exposing building faces in respect of the proposed construction is measured in accordance with the agreement,
    - (ii) the covenants contained in the agreement are intended to run with the lands, and the agreement shall be binding on the parties and their respective heirs, executors, administrators, successors and assigns,
    - (iii) the agreement shall not be amended or deleted from title without the consent of the municipality, and

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- (iv) they will comply with such other conditions as the municipality considers necessary, including indemnification of the municipality by the other parties, and
- (b) the agreement referred to in Clause (a) is registered against the title of the properties to which it applies.
- (9) Where an agreement referred to in Sentence (8) is registered against the title of a property, the limiting distance for exposing building faces shall be measured to the point referred to in the agreement.”

#### Site Development

The original development of the subject lands was implemented through the approval of Site Development File DA.07.070 and a Site Plan Agreement was registered to implement the approval on July 23, 2008, as Instrument No. YR-1196292. This approval was subsequently amended by Site Development File DA.11.066 to permit a minor modification to Unit #34 to facilitate a day nursery and an outdoor play area, and to permit the removal of a barrier free parking space, as shown on Attachment #5. These amendments will be implemented by way of an amending Site Plan Agreement to the original site plan approval, which must be undertaken prior to the registration of the final condominium plan. The proposed Draft Plan of Condominium shown on Attachment #4 is consistent with the original approved site plan, as amended.

#### Garbage/Recycling Collection and Snow Removal

Garbage and recycling pick-up and snow removal will be privately administered and the responsibility of the Condominium Corporation.

#### Canada Post

Canada Post has no objections to the proposal subject to the inclusion of conditions in the Condominium Agreement as identified in Attachment #1.

#### 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 Region of York has no objection to the approval of Draft Plan of Condominium File 19CDM-11V005.

#### Conclusion

The Vaughan Development Planning Department has reviewed Draft Plan of Condominium File 19CDM-11V005. The proposed Draft Plan of Condominium conforms to the Official Plan, and will comply with Zoning By-law 1-88, subject to the comments and conditions included in this report, including obtaining a Minor Variance for reduced parking on each of the two parcels from the Committee of Adjustment, which must be final and binding, prior to final approval of the plan of condominium. The proposed Condominium Plan is consistent with approved Site Development File DA.07.070, as amended by Site Development File DA.11.066. Accordingly, the Development Planning Department has no objections to the approval of the Draft Plan of Condominium, subject to the conditions set out in Attachment #1.

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**Attachments**

1. Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Condominium File 19CDM-11V005
5. Approved Site Plan (File DA.07.070, as amended by File DA.11.066)

**Report prepared by:**

Daniel Woolfson, Planner 1, ext. 8213  
Christina Napoli, Senior Planner, ext. 8483  
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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Item 15, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

15

**ZONING BY-LAW AMENDMENT FILE Z.11.015  
SITE DEVELOPMENT FILE DA.11.041  
WOODSTREAM PLAZA INC.**

**WARD 2 –SOUTHWEST CORNER OF REGIONAL ROAD 7 AND WOODSTREAM BOULEVARD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT this report be received as information.

**Contribution to Sustainability**

N/A

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The purpose of this report is to provide Vaughan Council with a status of Zoning By-law Amendment File Z.11.015 and Site Development File DA.11.041. The applications are currently under review to permit two, 10-storey mixed-use apartment buildings with a total of 361 residential units, 688 m<sup>2</sup> of ground floor commercial uses, and 24 back-to-back dwellings on lands located at the southwest corner of Woodstream Boulevard and Regional Road 7, municipally known as 12 and 24 Woodstream Boulevard, as shown on Attachments #1 and #2. The development proposal is shown on Attachments #3 to #8.

**Background**

**Location**

The subject lands are located at the southwest corner of Regional Road 7 and Woodstream Boulevard, City of Vaughan, as shown on Attachments #1 and #2.

**Status of Applications**

On June 11, 2008, Council approved Zoning By-law Amendment File Z.07.053 to rezone the subject lands from C2 General Commercial Zone to RA3 (H) Apartment Residential Zone with the Holding Symbol "(H)", subject to Exception 9(1315). The implementing zoning by-law (By-law 39-2009) was enacted by Vaughan Council on February 24, 2009 and included the following conditions for the removal of the Holding Symbol:

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- Council approval of the Site Plan;
- allocation of Servicing Capacity; and,
- a Record of Site Condition being Registered with the Ministry of the Environment.

On April 28, 2011, Site Development File DA.11.041 was submitted to facilitate the proposed development. Subsequently, on May 5, 2011, Zoning By-law Amendment File Z.11.015 was submitted to remove the Holding Symbol “(H)” from the subject lands. Both applications are under review and the following outlines the status and next steps with respect to the processing of the applications.

#### Zoning By-law Amendment File Z.11.015

As noted above, the zoning for the subject lands includes three conditions that must be satisfied prior to removing the Holding Symbol from the property. These conditions are proposed to be addressed as follows:

- the Development Planning Department will prepare a Staff Report respecting the Site Development Application for the consideration of the Committee of the Whole in the Fall of 2012;
- the Committee of the Whole is considering the Development/Transportation Engineering Department's annual report on the status of servicing capacity on June 5, 2012, which if approved, must be ratified by Council. The assignment of servicing capacity to this development is considered in this report. If approved, this will satisfy the second condition;
- a Record of Site Condition must be registered with the Ministry of the Environment in order to remove the Holding Symbol from the property. Previous environmental reports on the property have identified the need for remediation on the property. On May 15, 2012, the applicant submitted up-to-date Phase 1 Environmental Site Assessment and Phase 2 Environmental Site Assessment reports which are currently being reviewed by the City's peer reviewer, DCS Decommissioning Services. The type of contamination identified on the site will require a minimum 6 month monitoring program following the remediation of the site, in order to obtain approval from the MOE. As such, the removal of the Holding Symbol from the property cannot occur until sometime in early 2013.

#### Site Development File DA.11.041

City staff is currently working with the applicant to finalize the details of the development proposal in order to prepare a Technical Report for consideration by the Committee of the Whole in the Fall of 2012. The following provides a synopsis of the review:

- variances to Zoning By-law 1-88 are required to implement the proposal, which are being reviewed by Staff;
- staff has raised a concern with respect to the amount of EFIS (stucco) being proposed as the building's main exterior cladding material;
- the parking and traffic analysis provided by the applicant is being reviewed by the Development/Transportation Engineering Department;
- the City's peer reviewer is reviewing the Phase 1 Environmental Site Assessment and Phase 2 Environmental Site Assessment reports; and,

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- the Site Plan Letter of Undertaking/Site Plan Agreement cannot be executed immediately after site plan approval, as the Holding Symbol must be removed through the enactment of a zoning by-law from the subject lands, which as noted earlier, will likely not occur until sometime in early 2013.

Related to the above, the Vaughan Building Standards Department cannot issue a full Building Permit until the Holding Symbol has been removed from the subject lands.

#### **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**

This will be addressed when the technical report is completed.

#### **Conclusion**

The Vaughan Development Planning Department anticipates preparing a Staff Report for the Committee of the Whole’s consideration of the Site Development Application in the Fall of 2012. The Committee of the Whole is considering the Development/Transportation Engineering Department’s annual report on the status of servicing capacity to Council on June 5, 2012, which if approved, must be ratified by Council. The assignment of servicing capacity to this development will be considered in this report. It appears that the Record of Site Condition may be registered with the Ministry of Environment sometime early in 2013. There is contamination identified on the site by the applicant’s Phase 1 and 2 Environmental Site Assessment reports, which are currently being reviewed by the City’s Peer Reviewer, DCS Decommission Services. The type of contamination on the site will require a 6 month monitoring program following the approval of the ESA reports and the remediation of the site, in order to obtain approval from the MOE. Accordingly, a By-law to remove the Holding Symbol “(H)” cannot be enacted by Council until the Record of Site Condition is approved. The Letter of Undertaking cannot be executed and a Building Permit cannot be issued until the Holding Symbol “(H)” is removed from the property.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Planting Plan
5. North Elevation
6. South Elevation
7. East Elevation
8. West Elevation

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

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/CM

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

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Item 16, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**16** **SITE DEVELOPMENT FILE DA.11.120**  
**LORWOOD HOLDINGS INC.**  
**WARD 1 - NORTHWEST CORNER OF JANE STREET AND RUTHERFORD ROAD**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved; and
- 2) That the coloured elevation submitted by the applicant be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.11.120 (Lorwood Holdings Inc.) BE APPROVED, to permit the development of the subject lands shown on Attachments #1 and #2 with a 4-storey, 5,990.56 m<sup>2</sup> office building as shown on Attachments #3 to #6, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i) the final site plan, landscape plan and building elevations, shall be approved by the Vaughan Development Planning Department;
    - ii) the final site servicing and grading plan, stormwater management report, parking, and on-site vehicular circulation shall be approved by the Vaughan Development/Transportation Engineering Department;
    - iii) all requirements of the Region of York Transportation and Community Planning Department shall be satisfied; and,
    - iv) the required variances for the maximum building height and required parking spaces shall be approved by the Vaughan Committee of Adjustment, and the Committee's decision shall be final and binding;
  - b) the following provision shall be included in the Site Plan Letter of Undertaking:

"That prior to final approval of the Plan, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 32 to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services within Block 32. This Agreement shall also provide a provision for additional developers to participate within the Developers' Group Agreement when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the Planning Act and conform to the City's "Cash-In-Lieu of Parkland Policy".

**Contribution to Sustainability**

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

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- i) the site is located close to public transportation and bicycle parking will be provided on-site;
- ii) exterior and interior light designed to reduce pollution;
- iii) indoor and outdoor low flow fixtures to reduce water use;
- iv) storage and collection of recyclables;
- v) carbon monoxide monitoring; low emitting materials (paints, sealants, carpet) to improve indoor environmental quality; and,
- vi) building designed to direct line of sight to vision glazing to reduce bird strikes.

#### **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.11.120 on the subject lands shown on Attachments #1 and #2 to permit the development of a 4-storey, 5,990.56 m<sup>2</sup> office building (Building "D") as shown on Attachments #3 to #6 inclusive. The site is currently developed with two retail/commercial buildings (Buildings "A" and "C") and two eating establishments (Buildings "B" and "E") as shown on Attachment #3.

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

##### Location

The 3.46 ha subject lands are located on the northwest corner of Jane Street and Rutherford Road, as shown on Attachments #1 and #2. The surrounding land uses are shown on Attachment #2.

##### Official Plan

The subject lands are designated "High Density Residential-Commercial (Special Policy)" by in effect OPA #600. 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 on September 27, 2011 and April 17, 2012) and is pending approval from the Ontario Municipal Board. The proposal conforms to the Official Plans.

##### Zoning

The subject lands are zoned C8 Office Commercial Zone by Zoning By-law 1-88, subject to Exception 9(1243), which permits the proposed office building. The proposal conforms to Zoning By-law 1-88, however, minor variances are required for the proposed building height and the required amount of parking spaces for the entire property.

The building height measured to the top of the fourth floor, not including the mechanical penthouse, is 17.1 m, whereas Zoning By-law 1-88 permits a maximum building height of 11.0m. A total of 556 parking spaces are required for the overall site (including the two retail/commercial buildings and two eating establishments), whereas 504 spaces are provided. The Owner must file a Minor Variance Application, which must be approved by the Vaughan Committee of Adjustment, and the Committee's decision shall be final and binding prior to the execution of the Site Plan Letter of Undertaking.

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The Development Planning Department has no objection to the required variances, as the subject lands are currently designated “High Density Residential-Commercial (Special Policy)”, which would permit development up to 12 storeys in height, and the office building would be located on a commercial site that is located directly opposite existing residential condominium apartment buildings, that are 16 and 17 storeys in height (ie. 4 Solmar condominiums). The shortfall of 52 parking spaces (9.3%) for the entire commercial property is considered to be minor and can be supported by the Development Planning Department. It is also noteworthy that the City is currently reviewing its parking standards (draft IBI Parking Study), which will reduce the parking requirements that are associated with the uses associated with the overall site. The new standards that the City is considering for these types of uses would require between 386 and 520 parking spaces to serve the entire site, which would accommodate the proposed 504 spaces. Both variances will assist in intensifying the site located at a prominent intersection within the City.

#### Previous Application

On June 27, 2005, Vaughan Council approved Site Development File DA.05.015 for Buildings “A” and “B” as shown on Attachment #3, which included Buildings “D” (the office building) and “E” shown conceptually on the approved plan. On February 11, 2008, Council approved Site Development File DA.07.087 for Buildings “C” and “E”, with Building “D” (a 3-storey office building) shown conceptually on the approved plan. The subject application pertains only to the now proposed 4-storey office building (Building “D”), which will complete the currently planned development of the subject lands.

#### Site Plan Review

The subject lands are currently developed with four separate buildings, all one-storey in height and used for commercial and eating establishment purposes. The overall site includes three access driveways, including a right-in/right-out on each of Rutherford Road and Jane Street, and a full-movement access on Julliard Drive. The site plan (Attachment #3) shows the proposed four-storey office building located at the northwest corner of Rutherford Road and Jane Street.

The proposed four-storey office building is square-shaped with return features at the corners facing the Jane Street and Rutherford Road intersection. The south and north facades of the building have been designed as “primary” entrances. The main height of the building is 17.1m, however, the height of the building measured to the top of the mechanical penthouse is 22.8m. The building elevations shown on Attachment #6 incorporate insulated spandrel glazing and double glazed curtain wall frames accentuated by pre-cast concrete. The façades also include natural stone elements in the middle of each elevation to accentuate the entrances to the building.

A total of 504 spaces are shown on the site plan, including 58 parking spaces located in the proposed underground parking garage for the office building.

The proposed landscape plan (Attachment #4) consists of a mix of deciduous and coniferous trees, shrubs, and sodded areas along Jane Street and Rutherford Road, and within the parking area. The proposal also incorporates decorative low walls in the front area and decorative paving in the daylight triangle.

The Development Planning Department and the applicant will continue to work together to enhance, where possible, the proposed landscape plan to enhance the streetscape. The final site plan, elevations and landscape plan must be approved to the satisfaction of the Development Planning Department. A condition to this effect has been included in the recommendation of this report.

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#### Servicing

The Owner has submitted a site grading and servicing plan and a stormwater management report, which must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department, and the Region of York Transportation and Community Planning Department.

All hydro requirements must be addressed by the Owner, to the satisfaction of PowerStream Inc.

#### Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that prior to final approval of the application, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 32 to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services within Block 32. This Agreement shall also provide a provision for additional developers to participate within the Developers' Group Agreement when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the Planning Act and conform to the City's "Cash-In-Lieu of Parkland Policy". A provision to this effect will be included in the Site Plan Letter of Undertaking.

#### 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 Region of York has reviewed the application, and has no objections to the development concept. The Region is protecting for a 45m right-of-way along this section of Jane Street and a 43m right-of-way along Rutherford Road, which will require the building setbacks to comply with the ultimate right-of-way for each road. The Owner shall satisfy all requirements of the Region of York.

#### Conclusion

The Site Development Application has been reviewed in accordance with OPA #600, Zoning By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Vaughan Development Planning Department is satisfied that the proposed development for a 4-storey office building is appropriate and compatible with the existing and planned land uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of Site Development File DA.11.120, subject to the conditions outlined in this report.

#### Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Planting Plan
6. Elevations

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**Report prepared by:**

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/CM

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



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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 17, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**SITE DEVELOPMENT FILE DA.12.043  
BOCA WEST INVESTMENTS LTD.  
WARD 3 – VICINITY OF HIGHWAY 400 AND LANGSTAFF ROAD**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved; and
- 2) That the coloured elevation submitted by the applicant be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.12.043 (Boca West Investments Ltd.) BE APPROVED, to facilitate the development of a 4-storey, 5,925.56 m<sup>2</sup> office building as shown on Attachments #4 to #7 inclusive, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i) the final site plan, building elevations, landscape plan, and landscape cost estimate shall be approved by the Vaughan Development Planning Department;
    - ii) the final site servicing and grading plan and stormwater management report shall be approved by the Vaughan Development/Transportation Engineering Department;
    - iii) the Owner shall satisfy all requirements of the Ministry of Transportation; and,
    - iv) the required variances for a reduced parking standard and loading spaces shall be approved by the Vaughan Committee of Adjustment and the Committee's decision shall be final and binding.

**Contribution to Sustainability**

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

- i) recycled concrete to be used in parking lot and paved areas;
- ii) bike racks to promote cycling as an alternative to motor vehicles;
- iii) high efficiency plumbing fixtures;
- iv) white membrane roofing for greater solar reflectance index;
- v) low-E argon windows;
- vi) low volatile organic compound products;
- vii) drought tolerant and native plant species to promote water efficiency; and,
- viii) pedestrian walkways to facilitate walking.

**Economic Impact**

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

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#### Communications Plan

N/A

#### Purpose

The Owner has submitted Site Development File DA.12.043 (Boca West Investments Ltd.) for the subject lands shown on Attachments #1 and #2, to facilitate the development of a 4-storey, 5,925.56 m<sup>2</sup> office building, as shown on Attachments #3 to #7 inclusive.

#### Background - Analysis and Options

##### Location

The subject lands shown on Attachments #1 and #2 are located northwest of Langstaff Road and Highway 400, fronting onto Creditview Road (191 Creditview Road), being the south half of Block 25 on Registered Plan 65M-3427, City of Vaughan.

##### Official Plan and Zoning

The subject lands are designated "Prestige Area" by in-effect OPA #450 (Employment Area Plan); and, "Prestige Employment" by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010 (as modified on September 27, 2011 and April 17, 2012) and is pending approval from the Ontario Municipal Board. The proposed office building conforms to the Official Plans.

The subject lands are zoned EM1 Prestige Employment Area Zone by Zoning By-law 1-88, which permits the proposed office building use. The proposal complies with the requirements of Zoning By-law 1-88, except the minimum number of required parking and loading spaces, as discussed in the "Minor Variance" section of this report.

##### Site Plan Review

The site is currently developed with a 3,250 m<sup>2</sup> industrial building on the northerly 0.69 ha portion of the subject lands, as shown on Attachment #3, which was approved by Council on March 31, 2008 (File DA.08.005). The Owner is proposing to develop the remaining 0.93 ha south portion of the subject lands with a 4-storey, 5,925.56 m<sup>2</sup> office building, as shown on Attachments #4 to #7 inclusive. The Applicant is proposing to relocate the existing drive aisle and 11 existing parking spaces located adjacent to the south side of the existing industrial building as shown on Attachment #3, in order to accommodate for 29 parking spaces in this area as shown on Attachment #4. The existing Site Plan Agreement for the industrial building must be amended to accommodate the revised site plan.

Zoning By-law 1-88 requires that 273 parking spaces be provided for the existing industrial building and the proposed office building, whereas 270 parking spaces are proposed, thereby creating a deficiency of 3 parking spaces, which is further discussed in the "Minor Variance" section of this report. The underground parking garage is accessed by an overhead garage door on the south side of the proposed office building, as shown on Attachments #4 and #7. The proposed building elevations are shown on Attachments #6 and #7, and are predominately glass with a mix of precast, stone and metal.

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The landscape plan consists of a mix of deciduous and coniferous trees, shrubs and sodded areas, as shown on Attachment #5. Deciduous trees are proposed within the parking lot area. Unit paving, concrete and impressed asphalt will be used to delineate pedestrian walkways throughout the site. A landscaped pedestrian walkway is proposed to extend from the main entrance of the building to Creditview Road. Amenity areas have been provided on the rooftop and at grade level for the use of the employees.

The Vaughan Development Planning Department will continue to work with the Owner to finalize the details of the proposed development. The final site plan, elevations, landscape plan and landscape cost estimate must be approved to the satisfaction of the Development Planning Department. A condition to this effect is included in the recommendation of this report.

Minor Variance

Through the review of the Site Development application, it was determined that the following variances are required to facilitate the construction of the proposed office building:

	<b>By-law Standard</b>	<b>By-law 1-88 Requirement for EM1 Prestige Employment Area Zone</b>	<b>Proposed Exception to EM1 Prestige Employment Area Zone of By-law 1-88</b>
a.	Minimum Number of Parking Spaces (Existing Industrial Building and Proposed Office Building)	Existing Industrial - 3,250m <sup>2</sup> @ 2 spaces/100m <sup>2</sup> = 65 spaces  + Proposed Office Building - 5,925.56m <sup>2</sup> @ 3.5 spaces/100m <sup>2</sup> = 208 spaces  Total = 273 spaces	270 spaces
b.	Minimum Number of Loading Spaces (Office Building)	2 spaces	1 space

The Owner is proposing 270 parking spaces for the existing industrial building and proposed office building. The northerly portion of the subject lands were originally developed with 65 parking spaces, as required by Zoning By-law 1-88, for the existing industrial building. These lands will remain unchanged except for the relocation of the existing driveway and the provision of 28 parking spaces immediately south of the existing industrial building as shown on Attachment #4. The proposed office building requires an additional 208 parking spaces. An additional 205 parking spaces are proposed for the office building comprised of 174 grade level and 33 underground parking spaces. The proposed parking results in the subject land being deficient by 3 parking spaces (a 1% reduction), which is considered to be minor and can be supported by the Development Planning Department.

The Owner is proposing one loading space on the west side of the office building. Zoning By-law 1-88 requires that a minimum of 2 loading spaces be provided for buildings between 2,501m<sup>2</sup> and 10,000 m<sup>2</sup> in size. The Development Planning Department is of the opinion that one loading space is sufficient to serve the office building use, which typically requires minimal loading and shipping of goods.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

#### Item 17, CW Report No. 29 – Page 4

The Owner is required to obtain approval for these variances from the Vaughan Committee of Adjustment, and the Committee's decision must be final and binding prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect is included in the recommendation of this report.

#### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department is working with the applicant to finalize the grading and servicing plans and stormwater management report 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.

#### Ministry of Transportation (MTO)

The Ministry of Transportation (MTO) has reviewed the proposal in accordance with the requirements under the Ministry's *Public Transportation and Highway Improvement Act*. The subject lands abut Highway 400 and are within the Ministry of Transportation's Permit Control and will require an MTO Building and Land Use Permit, prior to any construction. The Owner has provided for the 14 m setback from the Highway 400 property limit. The Owner must satisfy all requirements of the Ministry of Transportation. 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".

#### Regional Implications

The subject lands are located on a local road and abuts Highway 400. There are no Regional implications resulting from this application.

#### Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.12.043 (Boca West Investments Ltd.) in accordance with OPA #450 (Employment Area Plan), 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 development of the subject lands for an office building is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions contained in this report.

#### Attachments

1. Context Location Map
2. Location Map
3. Approved Site Plan for Existing Industrial Building on North Portion of Subject Lands (File DA.08.005 - Approved March 31, 2008)
4. Site Plan
5. Landscape Plan
6. East and West Elevations
7. South and North Elevations

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 17, CW Report No. 29 – Page 5

**Report prepared by:**

Mary Caputo, Planner, ext. 8215

Carmela Marrelli, Senior Planner, ext. 88791

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 JUNE 26, 2012**

Item 18, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**18**

**ARCHITECTURAL DESIGN GUIDELINES  
AND APPROVAL OF CONTROL ARCHITECT  
BLOCK 61 WEST, NASHVILLE HEIGHTS COMMUNITY  
FILE BL.61.2009  
WARD 1 – VICINITY OF NASHVILLE ROAD, HUNTINGTON ROAD,  
MAJOR MACKENZIE DRIVE AND CP RAIL LINE**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved; and**
- 2) That Communication C9 from Mr. Ken Schwenger, Kleinburg and Area Ratepayers' Association, P.O. Box 202, Kleinburg, L0J 1C0, dated June 15, 2012, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT the Architectural Design Guidelines for the Block 61 West, Nashville Heights Community, prepared by John G. Williams Limited, Architect, BE APPROVED; and
2. THAT John G. Williams Limited, Architect, BE APPROVED, as the Control Architect for the Block 61 West, Nashville Heights Community.

**Contribution to Sustainability**

The Block 61 West, Nashville Heights Community Architectural Design Guidelines include the following sustainable community principles:

- Comfortable, Connected Communities: This means diversity, proximity and accessibility to amenities and community connections;
- Pedestrian-Oriented Communities: This includes the creation of linked neighbourhoods and open spaces, efficient transit and parking, and block perimeters to promote biking and walking;
- Healthy, Efficient Buildings: This includes the use of buildings of energy-saving design solutions and energy-efficient appliances, as well as, the use of local, healthy and efficient building materials;
- Healthy Water Systems – Strategies to achieve water conservation and efficiency for buildings, natural and healthy stormwater management systems that include innovative stormwater technologies, and biological systems that promote infiltration and evapotranspiration of surface water; and,
- Conserving Resources – Strategies to achieve waste management and reduction, including recycling and composting.

**Economic Impact**

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

**Communications Plan**

N/A

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#### **Purpose**

The purpose of this report is to obtain Council approval on the Architectural Design Guidelines and the Control Architect, for the Block 61 West, Nashville Heights Community.

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

The Block 61 West, Nashville Heights Community is bounded by Major Mackenzie Drive to the south, Huntington Road to the west, Canadian Pacific Railway to the east, and Nashville Road to the north, comprising Part of Lots 21 to 25, Concession 9, City of Vaughan, shown on Attachments #1 and #2.

The approved Block 61 West Plan provides a live-work community with a diversity of land uses within the block including: low and medium density residential, mixed-use medium density residential/commercial, commercial, institutional, and open space.

#### **Council Resolution**

On August 25, 1997, Vaughan Council adopted the following motion (in part):

“The draft plans of subdivision be subject to conditions of approval to implement the architectural review process;”

The Block 61 West, Nashville Heights Community Architectural Design Guidelines have been submitted by the Nashville West Developer’s Group in response to the above-noted resolution of Council.

#### **Context for Application of Design Guidelines**

In the recently adopted (but not yet in effect) City Official Plan 2010, one of the goals of the City is to provide attractive sustainable streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas. One factor that contributes to the livability of a community is the quality of the urban design and built form. In giving physical representation to the community, urban design and architecture constitute a critical element in the process of community building.

Obtaining quality urban design is a high priority to the City. The public has come to perceive the urban design approaches to suburban development as problematic, especially in respect to the creation of monotonous streetscapes. Treatments that emphasize attractive streetscapes, a high quality pedestrian environment and the minimization of the visual impact of the automobile, are now being emphasized in the marketplace.

In order that each development makes a positive contribution to the developing community, the implementation of architectural design guidelines through each subdivision agreement is necessary. The guidelines will assist in ensuring that each dwelling or building plays a positive role in creating attractive, pedestrian-oriented, and sustainable communities.

#### **Block 61 West, Nashville Heights Community Architectural Design Guidelines**

The Architectural Design Guidelines have been prepared for the Block 61 West, Nashville Heights Community to establish an architectural vision, and level of quality for the community, and provide builders and developers with the architectural guidance necessary to achieve that goal. These guidelines provide concepts and standards to guide development on public and private lands, and address issues concerning site planning, architecture and landscape architecture.

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The guidelines consist of six (7) main components, as follows:

- 1.0 Introduction
- 2.0 Community Context
- 3.0 Community Vision
- 4.0 Sustainability & Accessibility
- 5.0 Design Guidelines for Residential Buildings
- 6.0 Design Guidelines for Non-Residential Buildings
- 7.0 Implementation of Architectural Control

The architectural design control process approved by the City is to be privately administered and will be the responsibility of the developer's group Control Architect to ensure compliance with the approved Architectural Design Guidelines. John G. Williams Limited, Architect has been selected as the Control Architect by the respective participating landowners in the Block 61 West, Nashville Heights Community. The appointment of John G. Williams Limited, Architect as the Control Architect must be approved by the City.

#### Implementation

The subdivision agreement will provide for the Control Architect to approve architectural elevations for buildings prior to submission to the City for building permit. The Control Architect must stamp the plans certifying that the plans are in conformity with the Architectural Design Guidelines as approved by Council.

The architectural firm of John G. Williams Limited, Architect is the firm that prepared the Guidelines and has significant experience in this area. It is intended that John G. Williams Limited, Architect provide the services of the Control Architect (whose cost will be paid by the Nashville West Landowners Group). The Vaughan Development Planning Department will monitor the process on a semi-annual basis to ensure the architectural control program is achieving its objectives.

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

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

#### Regional Implications

N/A

#### Conclusion

The Vaughan Development Planning Department has reviewed the Architectural Design Guidelines prepared by John G. Williams Limited, Architect for the Block 61 West, Nashville Heights Community, and can support its approval, and the confirmation of John G. Williams Limited, Architect, as the Control Architect for the Block 61 West, Nashville Heights Community.

#### Attachments

1. Context Location Map
2. Location Map
3. Draft Architectural Design Guidelines (Block 61 West, Nashville Heights Community) - MAYOR & MEMBERS OF COUNCIL ONLY



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 18, CW Report No. 29 – Page 4

**Report prepared by:**

Frank Milkovich, Urban Designer, ext. 8875  
Rob Bayley, Manager of Urban Design, ext. 8254

/LG

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 19, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**19** **SITE DEVELOPMENT FILE DA.11.115**  
**TORONTO AND REGION CONSERVATION AUTHORITY**  
**WARD 2 - VICINITY OF MAJOR MACKENZIE DRIVE AND PINE VALLEY DRIVE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved;
- 2) That Communication C3, Mr Sean Galbraith, Proliferate Consulting Group Inc., 21A Price Street, Toronto, M4W 1Z1, dated May 28, 2012, be received; and
- 3) That the coloured elevation submitted by the applicant be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.11.115 (Toronto and Region Conservation Authority) BE APPROVED, for the installation of a 40 m high monopole telecommunication tower and accessory radio equipment cabinet on the subject lands shown on Attachments #1 and #2 (Kortright Centre), and in the manner shown on Attachments #3 and #4, subject to the following condition:
  - a) that in accordance with the TRCA's lease agreement with the Proponent (Rogers Communications Inc.), the Proponent shall submit an Archaeological Investigation and an Erosion and Sediment Control Plan for review and approval by the City and the Toronto and Region Conservation Authority, and obtain a Permit from the TRCA pursuant to the Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses Regulation, prior to the installation of the telecommunication tower and equipment, and prior to the issuance of municipal grading and/or building permits.

**Contribution to Sustainability**

N/A

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Proponent (Rogers Communications Inc.) has submitted a Site Development application on the subject lands shown on Attachments #1 and #2 (Kortright Centre, TRCA lands), for the installation of a 40 m high monopole telecommunication tower and accessory radio equipment cabinet as shown on Attachments #3 and #4.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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

##### City of Vaughan's Telecommunication Tower/Antenna Protocol

On June 23, 2003, the City of Vaughan adopted a protocol for establishing telecommunication tower/antenna facilities. In accordance with the City's Protocol, all new tower/antenna systems greater than 16.6 m in height (now 15 m as superseded by Industry Canada's Protocol, January 2008) require consideration by City of Vaughan Council. The proposed 40 m high circular steel monopole telecommunications tower exceeds the 15 m maximum height and cannot be co-located on an existing telecommunication tower, and therefore, the proposal is subject to site plan approval.

As required in the City of Vaughan's Telecommunication Tower/Antenna Protocol, the Proponent attended a pre-application consultation meeting with the Vaughan Development Planning Department on December 19, 2011, and subsequently submitted a Site Development application with the required supporting documentation. The Proponent also conducted a survey of the surrounding area and it was determined that there were no facilities suitable for co-location within the vicinity network coverage. The nearest existing telecommunication tower is located 2.2 km to the east (south of Major Mackenzie Drive, west of Weston Road) of the proposed telecommunication tower, which is deemed too far to be a suitable alternative.

The protocol also states that for telecommunication tower/antenna facilities proposed in rural areas the proponent must notify all owners/ratepayer associations within a distance of 250 m measured from the tower base. As the proposed telecommunication tower is located within a distance of 250 m from existing residential uses as shown on Attachment #2, this application is subject to the City of Vaughan's public consultation process.

On April 11, 2012, the Proponent held a Public Consultation meeting at the Al Palladini Community Centre. In accordance with the City's Protocol, notice for this meeting was provided by regular mail to all neighbouring residents and was also sent to the East Woodbridge Community Association, a minimum of 20 days in advance of the Public Consultation meeting. One resident attended the open house and provided comments in support of the proposal.

To ensure all neighbouring residents, ratepayer associations, and members of Vaughan Council were aware of the proposal, a second Public Consultation meeting was held on May 25, 2012, at the Al Palladini Community Centre. Notice for this meeting was also provided to the Kleinburg and Area Ratepayers' Association, and to the Millwood Woodend Ratepayers' Association. Regional Councillor Schulte and 2 City of Vaughan residents attended the Open House on May 25, 2012. The majority of discussion that took place was not related to the proposed tower installation. Rather, discussions veered towards general health and safety concerns related to electromagnetic emissions. The Proponent advised the attendees that all Rogers Communication Inc. telecommunication tower installations will comply with Health Canada's "Safety Code 6" compliance measures. The Proponent also advised that no specific concerns were raised about the proposed installation.

By conducting two Open House meetings, the Proponent has satisfied the City of Vaughan's Protocol for Establishing Telecommunication Tower/Antenna Facilities with regard to Public Consultation/Notification requirements.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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On June 7, 2011, Vaughan Council resolved to appoint a Telecommunication Facility Task Force comprised of residents and industry representatives to review the City of Vaughan's existing protocol for establishing Telecommunication Tower/Antenna Facilities in light of Industry Canada's revised procedures for installing radio communication and broadcasting antenna systems, which took effect on January 1, 2008. The Telecommunication Task Force is currently conducting a background review and consulting key stakeholders, prior to preparing a Findings Report that will support the development of a new City of Vaughan Telecommunication Facility Siting Protocol.

On June 7, 2011, Council resolved:

“THAT Site Development applications for new telecommunication facilities submitted prior to approval of a new City protocol be reviewed under the current City of Vaughan Protocol for Establishing Telecommunication Towers/Antenna Facilities.”

The subject Site Plan application is proceeding to the June 19, 2012 Committee of the Whole meeting in light of the above resolution.

#### Location

The subject lands are located west of Pine Valley Drive, and south of Major Mackenzie Drive, within the TRCA's Kortright Centre for Conservation, as shown on Attachments #1 and #2.

#### Official Plan and Zoning

The subject lands are located within the Rural Area and designated “Valley and Stream Corridor” by in-effect OPA #600. The subject lands are also designated “Natural Area” by the new City of Vaughan Official Plan 2010 (VOP 2010), which Vaughan Council adopted on September 7, 2010, and further modified on September 21, 2011 and April 17, 2012, and is subject to approval by the Ontario Municipal Board. OPA #600 does not include policies that address telecommunication towers and antenna facilities. VOP 2010 encourages the development of comprehensive high-speed telecommunications and data networks throughout Vaughan to contribute to economic competitiveness and support widespread access to such services. The telecommunication tower is also located in the Greenbelt as discussed below, which would permit the proposed use at this location.

The subject lands are zoned OS2 Open Space Park Zone by Zoning By-law 1-88. The proposed location complies with the OS2 Zone development standards. The *Radiocommunication Act* designates Industry Canada as the approval authority for all matters respecting telecommunication towers and antenna facilities and Federal regulations are not subject to Provincial policies, including the *Planning Act* and *Building Code Act*. As such, telecommunication towers and antenna facilities are exempt from municipal zoning by-law requirements and site plan control (i.e. no implementing Site Plan Agreement or Letter of Undertaking).

#### Greenbelt Plan

The subject lands are located within the Greenbelt Plan area, and specifically fall within the Protected Countryside. The Greenbelt Plan permits existing, expanded or new telecommunication infrastructure approved under the *Telecommunications Act*. In general, planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt traversed and/or occupied by such infrastructure. The proposal is located within an existing grassed clearing, and is approximately 148.6 m<sup>2</sup> in total ground area. The proponent has satisfied the Toronto and Region Conservation Authority (TRCA) with respect to policies in the Greenbelt Plan, as discussed later in the TRCA section of this report.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

#### Item 19, CW Report No. 29 – Page 4

##### Planning Considerations

The Development Planning Department conducted a review of the proposed telecommunication tower facility, its site location and design, and is of the opinion that the proposed 40m high circular steel monopole and accessory radio equipment cabinet within the Kortright Centre for Conservation can be supported.

The equipment compound is located within a grassed clearing and has an area of 148.6 m<sup>2</sup>, as shown on Attachments #3 and #4, and is surrounded by a 1.8 m high chain link fence, which can be accessed via lands leased to the Proponent for direct access to the compound from Major Mackenzie Drive. The compound houses a 40 m high circular steel monopole telecommunication tower and accessory radio equipment cabinet, as shown on Attachment #4. To ensure stable access to the compound area, an existing 300 mm culvert will be removed and a new 300 mm x 7.3 m long culvert will be installed.

The 40 m high telecommunications tower is required to accommodate and address existing network issues in the residential areas to the west in Vaughan, and to respond to increased demand for improved network coverage. The monopole design allows the initial and future antennas to be placed internal to the antenna mast. The tower will facilitate future co-location by other licensed carriers, thereby facilitating the City of Vaughan's current telecommunication tower/antenna facilities protocol which encourages the use of existing structures.

The accessory hybrid walk-in radio equipment cabinet is constructed of galvanized steel and is situated above a cast-in-lace reinforced concrete pad. The cabinet is approximately 2.4 m x 1.6 m, with a height of 2.4 m. All hydro requirements to service the equipment shelter for the telecommunications tower must be to the satisfaction of PowerStream Inc.

The location of the proposed compound was chosen to mitigate impact of the compound area. The compound from Major Mackenzie Drive is screened by existing landscaping. No trees will be removed during the construction process. The Development Planning Department has no objection to the proposed layout and location of the compound and telecommunication tower.

##### Toronto and Region Conservation Authority

The location of the proposed tower and accessory radio equipment cabinet on the subject lands is situated within the Toronto and Region Conservation Authority (TRCA) Regulated Area, as per Ontario Regulation 166/06. The Proponent, shall obtain a Permit from the TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation. The TRCA Permit will be required prior to the issuance of municipal grading and/or building permits. A condition to this effect is included in the recommendation of this report.

The TRCA has leased the proposed compound area and access route to the Proponent for the exclusive use of the telecommunication tower and accessory radio equipment cabinet. In accordance with the lease agreement, the Proponent is to carry out an Archaeological Investigation. As well, the TRCA has advised that the Proponent is also to provide an effective erosion and sediment control plan to prevent construction impacts within the Greenbelt Area, which is also a condition of approval as identified in the recommendation of this report.

##### 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".

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 19, CW Report No. 29 – Page 5

#### **Regional Implications**

The Region of York Planning Department undertook a review of its Telecommunication Facility Siting Protocol in light of Industry Canada's revised procedures for installing radio communication and broadcasting systems, which has been in effect since January 1, 2008. In 2008 and early 2009, the Region of York Planning Department met with area municipalities (including Vaughan) and industry stakeholders to update its Protocol. As a result, on April 23, 2009, the Region of York adopted Industry Canada's Protocol (CPC-2-0-03) outright to reduce redundancies and permit a more efficient and consistent approach for regulating telecommunication facilities, while providing an opportunity for local municipalities to determine individual procedures and protocols. The proposed compound area and telecommunication tower conforms to the Region of York's adopted Protocol.

#### **Conclusion**

The Vaughan Development Planning Department has reviewed the proposal for a 40 m high telecommunication tower and accessory radio equipment cabinet in accordance with the Official Plan, Zoning By-law, the City of Vaughan's Protocol for Establishing Telecommunication Tower/Antenna Facilities, and Industry Canada's Protocol for Radiocommunication and Broadcasting Antenna Systems. The installation of the 40m high circular steel monopole and accessory radio equipment cabinet on a 148.6 m<sup>2</sup> compound area is considered acceptable, and accordingly, the Development Planning Department can support the approval of Site Development File DA.11.115.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Compound Layout Plan & Tower Elevation

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

Daniel Woolfson, Planner 1, ext. 8213  
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.)

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 20, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

20

**SITE DEVELOPMENT FILE DA.11.116  
TORONTO AND REGION CONSERVATION AUTHORITY  
WARD 2 - VICINITY OF ISLINGTON AVENUE BETWEEN MAJOR MACKENZIE  
DRIVE AND RUTHERFORD ROAD**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved; and
- 2) That the deputation of Mr. Frank Greco, Heritage Hill Developments, 8A-10462 Islington Avenue, Kleinburg L0J 1C0, on behalf of Andrea and Carmela Greco, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.11.116 (Toronto and Region Conservation Authority) BE APPROVED, for the installation of a 40 m high monopole telecommunication tower and accessory radio equipment cabinet on the subject lands shown on Attachments #1 and #2 (Kortright Centre), and in the manner shown on Attachments #3 and #4, subject to the following condition:
  - a) that in accordance with the TRCA's lease agreement with the Proponent (Rogers Communications Inc.), the Proponent shall submit an Archaeological Investigation and an Erosion and Sediment Control Plan for review and approval by the City and the Toronto and Region Conservation Authority, prior to the installation of the telecommunication tower and equipment.

**Contribution to Sustainability**

N/A

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Proponent (Rogers Communications Inc.) has submitted a Site Development Application on the subject lands shown on Attachments #1 and #2 (Kortright Centre, TRCA lands), for the installation of a 40 m high monopole telecommunication tower and accessory radio equipment cabinet as shown on Attachments #3 and #4.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 20, CW Report No. 29 – Page 2

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

##### City of Vaughan's Telecommunication Tower/Antenna Protocol

On June 23, 2003, the City of Vaughan adopted a protocol for establishing telecommunication tower/antenna facilities. In accordance with the City's Protocol, all new tower/antenna systems greater than 16.6 m in height (now 15 m as superseded by Industry Canada's Protocol, January 2008) require consideration by City of Vaughan Council. The proposed 40 m high circular steel monopole telecommunications tower exceeds the 15 m maximum height and cannot be co-located on an existing telecommunication tower, and therefore, the proposal is subject to site plan approval.

The protocol states that for telecommunication tower/antenna facilities proposed in rural areas the proponent must notify all owners/ratepayer associations within a distance of 250m measured from the tower base. As the proposed telecommunication tower is more than 250m from existing residential uses as shown on Attachment #2, this application is deemed exempt from the City of Vaughan's public consultation process.

As required in the City of Vaughan's Telecommunication Tower/Antenna Protocol, the Proponent attended a pre-application consultation meeting with the Vaughan Development Planning Department on December 19, 2011, and subsequently submitted a Site Development application with the required supporting documentation. The Proponent also conducted a survey of the surrounding area and it was determined that there were no facilities suitable for co-location within the vicinity network coverage. The nearest existing telecommunication tower is located on a hydro transmission tower (south of Major Mackenzie Drive, west of Islington), which does not permit co-location.

On June 7, 2011, Vaughan Council resolved to appoint a Telecommunication Facility Task Force comprised of residents and industry representatives to review the City of Vaughan's existing protocol for establishing Telecommunication Tower/Antenna Facilities in light of Industry Canada's revised procedures for installing radio communication and broadcasting antenna systems, which took effect on January 1, 2008. The Telecommunication Task Force is currently conducting a background review and consulting key stakeholders, prior to preparing a Findings Report that will support the development of a new City of Vaughan Telecommunication Facility Siting Protocol.

On June 7, 2011, Council resolved:

“THAT Site Development Applications for new telecommunication facilities submitted prior to approval of a new City protocol be reviewed under the current City of Vaughan Protocol for Establishing Telecommunication Towers/Antenna Facilities.”

The subject Site Plan Application is proceeding to the June 19, 2012 Committee of the Whole meeting in light of the above resolution.

##### Location

The subject lands are located east of Islington Avenue, between Major Mackenzie Drive and Rutherford Road, within the TRCA's Kortright Centre for Conservation, as shown on Attachments #1 and #2.



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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#### Official Plan and Zoning

The subject lands are located within the Rural Area and designated “Valley and Stream Corridor” by in-effect OPA #600. The subject lands are also designated “Natural Area” by the new City of Vaughan Official Plan 2010 (VOP 2010), which Vaughan Council adopted on September 7, 2010, and further modified on September 21, 2011 and April 17, 2012, and is subject to approval by the Ontario Municipal Board. OPA #600 does not include policies that address telecommunication towers and antenna facilities. VOP 2010 encourages the development of comprehensive high-speed telecommunications and data networks throughout Vaughan to contribute to economic competitiveness and support widespread access to such services. The telecommunication tower is also located in the Greenbelt as discussed below, which would permit the proposed use at this location.

The subject lands are zoned A Agricultural Zone by Zoning By-law 1-88. The proposed location complies with the “A” Zone development standards. The *Radiocommunication Act* designates Industry Canada as the approval authority for all matters respecting telecommunication towers and antenna facilities and Federal regulations are not subject to Provincial policies, including the *Planning Act* and Building Code Act. As such, it should be noted that telecommunication towers and antenna facilities are exempt from municipal zoning by-law requirements and site plan control (ie. no implementing Site Plan Agreement or Letter of Undertaking).

#### Greenbelt Plan

The subject lands are located within the Greenbelt Plan area, and specifically fall within the Protected Countryside. The Greenbelt Plan permits existing, expanded or new telecommunication infrastructure approved under the *Telecommunications Act*. In general, planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt traversed and/or occupied by such infrastructure. The proposal is located adjacent to an existing gravel parking area, and is approximately 130m<sup>2</sup> in total ground area. The proponent has satisfied the Toronto and Region Conservation Authority (TRCA) with respect to policies in the Greenbelt Plan, as discussed later in the TRCA section of this report.

#### Planning Considerations

The Development Planning Department conducted a review of the proposed telecommunication tower facility, its site location and design, and is of the opinion that the proposed 40m high circular steel monopole and accessory radio equipment cabinet within the Kortright Centre for Conservation can be supported.

The equipment compound is located adjacent to an existing gravel parking area and conservation building, has an area of 130m<sup>2</sup>, as shown on Attachments #3 and #4, and is surrounded by a 1.8m high chain link fence, which can be accessed via lands leased to the Proponent for direct access to the compound from Islington Avenue. The compound houses a 40m high circular steel monopole telecommunication tower and accessory radio equipment cabinet, as shown on Attachment #4.

The 40 m high telecommunications tower is required to accommodate and address existing network issues in the residential areas to the west in Vaughan, and to respond to increased demand for improved network coverage. The monopole design allows the initial and future antennas to be placed internal to the antenna mast. The tower will facilitate future co-location by other licensed carriers, thereby facilitating the City of Vaughan's current telecommunication tower/antenna facilities protocol which encourages the use of existing structures.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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The accessory hybrid walk-in radio equipment cabinet is constructed of galvanized steel and is situated above a cast-in-place reinforced concrete pad. The cabinet is approximately 2.4m x 1.6m, with a height of 2.4m. All hydro requirements to service the equipment shelter for the telecommunications tower must be to the satisfaction of PowerStream Inc.

The location of the proposed compound was chosen to mitigate impact of the compound area. The compound from Islington Avenue is screened by existing landscaping. All trees removed during the construction process will be replaced in number by a similar tree species. The final location of the replacement landscaping and tree species will be determined by the Toronto and Region Conservation Authority. The Development Planning Department has no objection to the proposed layout and location of the compound and telecommunication tower.

#### Toronto and Region Conservation Authority

The location of the proposed tower and accessory radio equipment cabinet on the subject lands shown on Attachments #1 and #2 is not situated within the Toronto and Region Conservation Authority (TRCA) Regulated Area, as per Ontario Regulation 166/06.

The TRCA has leased the proposed compound area and access route to the Proponent for the exclusive use of the telecommunication tower and accessory radio equipment cabinet. In accordance with the lease agreement, the Proponent is to carry out an Archaeological Investigation. As well, the TRCA has advised that the Proponent is also to provide an effective erosion and sediment control plan to prevent construction impacts within the Greenbelt Area, which is a condition of approval as identified in the recommendation of this report.

#### 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 Region of York Planning Department undertook a review of its Telecommunication Facility Siting Protocol in light of Industry Canada's revised procedures for installing radio communication and broadcasting systems, which has been in effect since January 1, 2008. In 2008 and early 2009, the Region of York Planning Department met with area municipalities (including Vaughan) and industry stakeholders to update its Protocol. As a result, on April 23, 2009, the Region of York adopted Industry Canada's Protocol (CPC-2-0-03) outright to reduce redundancies and permit a more efficient and consistent approach for regulating telecommunication facilities, while providing an opportunity for local municipalities to determine individual procedures and protocols. The proposed compound area and telecommunication tower conforms to the Region of York's adopted Protocol.

#### Conclusion

The Vaughan Development Planning Department has reviewed the proposal for a 40 m high telecommunication tower and accessory radio equipment cabinet in accordance with the Official Plan, Zoning By-law, the City of Vaughan's Protocol for Establishing Telecommunication Tower/Antenna Facilities, and Industry Canada's Protocol for Radiocommunication and Broadcasting Antenna Systems. The installation of the 40m high circular steel monopole and accessory radio equipment cabinet on a 130m<sup>2</sup> compound area is considered acceptable, and accordingly, the Development Planning Department can support the approval of Site Development Application DA.11.116.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 20, CW Report No. 29 – Page 5

**Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Compound Layout Plan & Tower Elevation

**Report prepared by:**

Daniel Woolfson, Planner 1, ext. 8213  
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.)

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 21, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**ZONING BY-LAW AMENDMENT FILE Z.04.062  
CITY OF VAUGHAN  
WARD 5 - VICINITY OF BATHURST STREET AND CENTRE STREET**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT an Administrative Correction to Zoning By-law 1-88, BE APPROVED, specifically for the portion of the subject lands zoned CMU1 Mixed Use 1 – Town Centre Zone, subject to Exception 9(1225) as shown on Attachment #2:
  - i) amend the CMU1 Zone to permit a maximum unit size of 350m<sup>2</sup> for a unit located on the ground floor of a building fronting onto Disera Drive; and,
  - ii) amend the CMU1 Zone to state that no maximum unit size shall apply to a unit located on the second floor of a building fronting onto Disera Drive.

**Contribution to Sustainability**

N/A

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

To undertake an Administrative Correction to Zoning By-law 1-88, specifically the CMU1 Mixed Use 1 – Town Centre Zone, subject to Exception 9(1225), as follows:

- i) amend the CMU1 Zone to permit a maximum unit size of 350m<sup>2</sup> for a unit located on the ground floor of a building fronting onto Disera Drive; and,
- ii) amend the CMU1 Zone to state that no maximum unit size shall apply to a unit located above the ground floor of a building fronting onto Disera Drive.

**Background - Analysis and Options**

The subject lands shown on Attachments #1 and #2 are located north of Centre Street, on Disera Drive, located west of Bathurst Street, known municipally as 10, 11, 30 and 31 Disera Drive, City of Vaughan.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 21, CW Report No. 29 – Page 2

#### Official Plan

Following the City's Thornhill Centre Street Study (2003-2004), the City of Vaughan adopted OPA #671. This amendment implemented policies for the development of the subject lands, shown on Attachments #1 and #2.

OPA #671 designates the subject lands "Mixed Use 1" and "Mixed Use 2" and contains policies that define the permitted uses, and the maximum building height, density and floor space index for the subject lands, and specifically, for buildings fronting onto the "Main Street" being Disera Drive. The objective of the "Main Street" policies is to create a pedestrian scaled shopping district with an urban main street environment and a public realm including entrances at grade, provide public sidewalks, pedestrian passageways and public gathering spaces. The buildings on the main street are intended to provide store front commercial uses on Disera Drive, in contrast to the larger format retail (i.e. Wal-Mart) permitted on the balance of the subject lands.

A specific policy of OPA #671 (Section 3.1.2.2 b.) requires that the "Main Street" (Disera Drive) be developed with predominantly small scale service uses at-grade, with a maximum ground floor unit size of 350m<sup>2</sup>, and that there is no unit size restriction for uses located on floors above the ground floor. This specific Official Plan policy was not accurately reflected in the implementing zoning by-law, as discussed below.

#### Zoning

The subject lands are zoned CMU1 Mixed Use 1 – Town Centre, CMU2 Mixed Use 2 - Town Centre, and RA5 High Density Residential - Town Centre by Zoning By-law 1-88, subject to Exception 9(1225), as shown on Attachment #2. The portions of the subject lands zoned CMU1 and CMU2 were developed by Smart Centres with four retail commercial buildings (CMU1 Zone - 10, 11, 30 and 31 Disera Drive), and a 12,635m<sup>2</sup> Wal-Mart (CUM2 Zone). The RA5 zoned lands are currently vacant, and owned by Blue Water Investments.

The intent of OPA #671 is to limit the unit size on the ground floor of buildings fronting on Disera Drive to a maximum of 350 m<sup>2</sup>, and not to restrict the unit size on the second floor of the buildings. Exception 9(1225) limits the maximum unit size in a building fronting on Disera Drive within the CMU1 Zone to 350m<sup>2</sup>, but does not specify that this restriction should apply to the ground floor only.

In order to accurately implement the intent of OPA #671, an administrative correction to Zoning By-law 1-88, specifically Exception 9(1225), is required to clearly identify the following:

- i) amend the CMU1 Zone to permit a maximum unit size of 350m<sup>2</sup> for a unit located on the ground floor of a building fronting onto Disera Drive; and,
- ii) amend the CMU1 Zone to state that no maximum unit size shall apply to a unit located above the ground floor of a building fronting onto Disera Drive.

The Development Planning Department recommends that the administrative correction to By-law 1-88 be approved since it would accurately implement the intent of the Official Plan, and correct the by-law intent and wording.

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

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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**

N/A

**Conclusion**

The Vaughan Development Planning Department is satisfied that the proposed Administrative Correction to Zoning By-law 1-88, specifically the CMU1 Mixed Use 1 - Town Centre Zone, subject to Exception 9(1225), to clarify the maximum unit size for a unit within a building fronting on Disera Drive, both on the ground and above ground floors, accurately implements the intent of the Official Plan, and therefore, can support the recommended Administrative Correction. Should the Committee concur, a recommendation is provided to facilitate the proposed Administrative Correction to Zoning By-law 1-88.

**Attachments**

1. Context Location Map
2. Location Map and Zoning
3. Approved Site Plan

**Report prepared by:**

Laura Janotta, Planner, ext. 8634  
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 JUNE 26, 2012**

Item 22, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2012, as follows:

**By approving the following addition to clause 3 of the staff recommendation:**

3. d) ***That the City Solicitor, in consultation with the Commissioner of Planning and the Commissioner of Engineering and Public Works, shall be satisfied that access to Highway 7 for the subject site has been secured between the owner and the subject site and the owner of the lands to the immediate east, or suitable alternative arrangements are in place.***

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**22 OFFICIAL PLAN AMENDMENT FILE OP.08.005  
ZONING BY-LAW AMENDMENT FILE Z.08.022  
2159645 ONTARIO INC., C/O LIBERTY DEVELOPMENT CORPORATION  
WARD 3 – NORTHEAST CORNER OF WESTON ROAD AND REGIONAL ROAD 7**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved, subject to amending clause 5 to include the sum of \$600,000, being the cash contribution, so that it reads:
  5. THAT policies and provisions in the site-specific Official Plan and Zoning By-law Amendments include density bonussing conditions, but not limited to, public art, a cash contribution of \$600,000 for community benefits, and enhanced streetscaping that will be agreed to through an executed density bonussing agreement between the Owner and the City of Vaughan and satisfied at the site plan stage;
- 2) That the following deputations be received:
  1. Mr. Barry Horosko, on behalf of the applicant; and
  2. Ms. Rose Savage, Vice-President, East Woodbridge Community Association, 87 Michelle Drive, Woodbridge, L4L 9B9; and
- 3) That the following Communications be received:
  - C4. Miss. Savie Fiorini, dated June 15, 2012; and
  - C7. Mr. Chris Atkins, SmartCentres, 700 Applewood Crescent, Vaughan, L4K 5X3, dated June 19, 2012.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.08.005 (2159645 Ontario Inc., c/o Liberty Development Corporation) BE APPROVED, to amend the "Corporate Centre Corridor" policies of OPA #500, as amended by OPA #663 (The Avenue 7 Land Use Future Study); specifically to permit a maximum density of 4.46 FSI (Floor Space Index), a maximum building height of 33 storeys or 102 m, and a maximum gross floor area of 12,000m<sup>2</sup> for a retail use within a single unit;
2. THAT Zoning By-law Amendment File Z.08.022 (2159645 Ontario Inc., c/o Liberty Development Corporation) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands from C2 General Commercial Zone subject to Exception 9(246) to C9 (H) Corporate Centre Zone with the Holding Symbol "(H)" in order to permit all the uses permitted in the C9 Corporate Centre Zone as shown on Attachment #10, and to permit the site-specific zoning exceptions identified in Table 2 of this report to implement the conceptual site plan shown on Attachment #4;

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

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3. THAT the Holding Symbol "(H)" shall not be removed from the subject lands zoned C9(H) Corporate Centre Zone until such time that the following conditions are addressed for the subject lands, to the satisfaction of the City:
  - a) site plan approval by Vaughan Council or other approval authority;
  - b) the water supply and sewage servicing capacity has been identified and allocated to the subject lands by the City of Vaughan; and,
  - c) the Owner shall carry out the Environmental Site Assessment clearance to completion, up to and including the satisfactory registration of the Record of Site Condition (RSC), the proof of which requires two (2) documents, a hard copy of the RSC signed by a Qualified Person and the Acknowledgement Form from the Ministry of Environment (MOE). The complete Environmental Site Assessment (ESA) will include the ESA Phase 2, which will then determine the requirement of an ESA Phase 3 (a Remediation Plan), and finally the subsequent Remediation Plan Implementation Report. The approval of a Site Development Application will be conditional on, if required, the review and approval of the Remediation Plan. However, the review and approval of the Remediation Plan Implementation Report and the RSC will be a condition of site plan approval of Site Development File DA.11.117 and will be required prior to the issuance of any building permit;
4. THAT should the implementing Official Plan Amendment for File OP.08.005 (2159645 Ontario Inc., c/o Liberty Development Corporation) 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 (VOP 2010), adopted by Vaughan Council on September 7, 2010, as modified on September 27, 2011 and April 17, 2012, specifically Schedules 13 and 13R to establish the site-specific policies identified in Recommendation 1 above, specifically a density of 4.46 FSI and a maximum building height of 33 storeys on the subject lands; and
5. THAT policies and provisions in the site-specific Official Plan and Zoning By-law Amendments include density bonussing conditions, but not limited to, public art, cash contributions for community benefits, and enhanced streetscaping that will be agreed to through an executed density bonussing agreement between the Owner and the City of Vaughan and satisfied at the site plan stage.

**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.



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 22, CW Report No. 29 – Page 3

#### Communications Plan

On January 8, 2010, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands and an expanded 600m notification area shown on Attachment #2. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 2, 2010 and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on February 16, 2010 with a resolution that a Ward 3 Community meeting be held with the applicant, residents and City Staff to discuss the concerns expressed by the deputants at the Public Hearing. Deputations and written submissions were received from the following:

- a) Mr. Peter Weston, on behalf of the applicant;
- b) Mr. Clifford Korman, Kirkor Architects & Planners, 20 Martin Ross Avenue, Toronto, M3J 2K8, and a written submission;
- c) Mr. Adriano Volpentesta;
- d) Ms. Rosanna Defrancesca, East Woodbridge Community Association, 87 Michelle Drive, Woodbridge, L4L 9B9;
- e) Mr. Giulio Baldassara, 253 Misty Meadow Drive, Woodbridge, L4L 3V6;
- f) Ms. Laila Morkos, 44 Summerwood Court, Woodbridge, L4L 9A3;
- g) Mr. Sal Dominicus, 57 Russet Way, Woodbridge, L4L 5B7;
- h) Mr. Alfio Magnanelli, 1 Marconi Avenue, Woodbridge, L4L 7A4;
- i) Ms. Carla Oliveira, 109 Father Ermanno Crescent, Woodbridge, L4L 7C9;
- j) Mr. Robert Settino, 206 Green Manor Crescent, Vaughan, L4L 9R9;
- k) Mr. Alessandro Gallo, 84 Ambassador Crescent, Woodbridge, L4L 5L7;
- l) Ms. Marisa MacGillivray, 11 Olive Green Road, Vaughan, L4L 7L3;
- m) Written submission from Miss Savina Fiorini, 41 Tumbleweed Court, Vaughan, L4L 8Y5 dated January 18, 2010; and,
- n) Written submission from Mr. David A. McKay, MHBC Planning, 7050 Weston Road, Suite 230, Woodbridge, L4L 8G7, dated February 1, 2010.

The following is a summary of the concerns expressed from the deputants at the February 2, 2010 Public Hearing, based on the conceptual site plan shown on Attachment #4:

#### a) Traffic

There was a concern by the residents that the development proposal will negatively impact the safety of pedestrians and cyclists and that the existing transportation network would not support the intensity of the development. Furthermore, there were concerns that the traffic generations from the development proposal would affect the response time of emergency services.

#### b) Building Height and Density

At the February 2, 2010 Public Hearing, the concerns from the deputants respecting building heights and density involved limiting building heights to 14-stories. There were concerns that the proposed heights would conflict with the flight paths for Pearson International Airport, and that the proposed building height would accommodate a population that would be too dense for the area. There was a suggestion that the permitted density on the subject lands should be capped at 2.5 FSI (Floor Space Index) and that retail space should be a maximum of 9,270 m<sup>2</sup> (25,000 sq.ft.). Though the subject lands are in the immediate outskirts of the Vaughan Metropolitan Centre (VMC) proper, there was concern that developments of this density and height should be limited to the VMC area.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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##### c) Quality of Life

There are three main concerns respecting quality of life. The first concern is the temporary impact of construction resulting from dust and debris and traffic impacts on the existing transportation network. The second concern is the long-term effects of the quality of life of the surrounding area with a lack of low-density residential and commercial presence and the effects on pedestrian and cyclist safety. The third concern is the lack of play areas for children and whether daycares would be introduced into the development.

On December 20, 2011, the Owner submitted Site Development File DA.11.117 for the subject lands which addresses the main issues described above, which will be discussed later in this report. Site Development File DA.11.117 will be subject to a subsequent technical report to a future Committee of the Whole meeting.

#### Request to Process Development Applications in Advance of the Secondary Plan

The Vaughan Development Planning and Policy Planning Departments prepared a report that recommended Official Plan Amendment File OP.08.005 and Zoning By-law Amendment File Z.08.022 continue to be processed by City Staff in advance of the required Secondary Plan for the Weston Road and Regional Road 7 area pursuant to Section 10.1.1.10 of the City of Vaughan Official Plan (VOP) 2010. The report recommendation was adopted by the Committee of the Whole on April 12, 2011, which was subsequently approved by Vaughan Council on May 3, 2011 with the following recommendations, in part:

- i) *That the applicant supply a comprehensive traffic study, which will encompass the traffic movement within a radius not less than one (1) kilometre of the proposed land;*
- ii) *That upon completion of the traffic study, the applicant agree to attend one (1) Special Committee of the Whole meeting for the purpose of civic engagement as well as at least one (1) Ward 3 Community meeting;*
- iii) *That Council give staff direction to attend the community meeting and request the attendance of regional staff; and,*
- iv) *That the City notify the community contained within Highway 7 to Langstaff Road and Pine Valley Drive to Weston Road for the Special Committee of the Whole meeting.”*

#### Required Civic Engagement Meetings

##### 1. Ward 3 Community Meeting

A Ward 3 Community meeting was held by the Local Councillor on April 26, 2012, to discuss the overall merit of the revised development proposal, as submitted through File DA.11.117, as shown on Attachments #4 to #9. The following groups were represented at the Ward 3 Community meeting:

- a) York Region Transportation and Community Planning Department;
- b) Vaughan Development Planning Department;
- c) Vaughan Development/Transportation Engineering Department;
- d) Weston Consulting Group;
- e) Kirkor Architects;
- f) Liberty Development;

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

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- g) Bratty and Partners;
- h) Cole Engineering; and,
- i) East Woodbridge Community Association.

The following is a summary of the issues that were noted at the Ward 3 Community meeting (April 26, 2012):

a) Signalized intersection at Weston Road and Northview Boulevard

Representatives of the East Woodbridge Community Association expressed the requirement for the proposed signalized intersection at Northview Boulevard and Weston Road, which would alleviate traffic from Northview Boulevard going south on Weston Road. Weston Road is a Regional Road and it was noted by Cole Engineering that the signalized intersection would have to be approved by the Region of York Transportation and Community Planning Department. York Region is currently reviewing the merit for a signalized intersection, which will be considered as part of the Site Plan process.

In the event that York Region does not approve the signalized intersection at Weston Road and Northview Boulevard, Cole Engineering advised that through their transportation modeling, the existing intersection at Weston Road and Chrislea Road can accommodate the additional traffic generated from the development proposal.

b) Bus Rapid Transit

Cole Engineering presented their findings respecting the existing and proposed transit elements of the development proposal. It was noted that the development proposal is accessible to seven (7) existing transit lines, including:

- i) VIVA Orange;
- ii) YRT10: York University-Woodbridge;
- iii) YRT77: Highway 7-Centre Street;
- iv) TTC35D – Jane Street;
- v) TTC165 – Weston Road North;
- vi) TTC37D – Islington Avenue; and,
- vii) Brampton ZUM 501.

It was also noted that the subject lands will benefit from the planned Bus Rapid Transit (BRT) stop at the intersection of Weston Road and Regional Road 7. The representatives of the East Woodbridge Community Association were interested in the design and timing of the planned BRT. The BRT was described as a transit priority corridor along Regional Road 7 with stops that are platform based and within the centre median of Regional Road 7. The first phase of the BRT in this area will encompass bus lanes by 2015 to 2017, with a future second phase that would incorporate light rail.

c) May 1, 2012 Special Committee of the Whole

In response to the May 3, 2011 Vaughan Council direction, a Special Committee of the Whole meeting for the purpose of civic engagement was held on May 1, 2012. Discussions on improvements to the required area-wide transportation study presentation involved, among other things, more details on the design of the BRT and predicted trip generations. The outcome of the May 1, 2012 Special Committee of the Whole is discussed below.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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#### 2. Special Committee of the Whole – Comprehensive Transportation Study

At the Special Committee of the Whole meeting held at the City of Vaughan on May 1, 2012, a report from the Vaughan Development/Transportation Engineering Department was considered in response to the Comprehensive Transportation Study prepared by Cole Engineering. The meeting provided an opportunity for civic engagement on the Comprehensive Transportation Study prepared by Cole Engineering for the Weston Road and Regional Road 7 vicinity. Seven (7) existing bus routes continue to serve the vicinity of the subject lands, along with the planned future Bus Rapid Transit (BRT) route along Regional Road 7, which will provide an express transit service to the Vaughan Metropolitan Centre and the future Spadina Subway Extension. Cole Engineering presented that as part of the Comprehensive Transportation Study, an interim analysis of the Liberty Development proposal recommended infrastructure improvements with the provision of opening Northview Boulevard at Weston Road to a full signalized intersection as well as the provisions for a right-in and right-out movement to Weston Road, and a right-out movement to Regional Road 7 at the location of the existing privately owned right-in access.

The study investigated the need for Travel Demand Management (TDM) plans, which are designed to increase accessibility by providing a balance of transportation alternatives and encouraging active travel modes to help promote higher levels of travel convenience. Cole Engineering noted that TDM opportunities do not work in isolation, but instead works together synergistically as one integrated plan specifically focused to the study area and requires cooperation between all interest groups.

The study analyzed development potential in the immediate vicinity in the 2021 and 2031 horizons and concluded that the intersections and roadways are able to operate in the 2031 horizon similar to the 2021 horizon (with or without a future Highway 400 overpass to the south of the subject lands) scenario, given that all of the transit initiatives are in place by full build-out of the Secondary Plan Area.

The East Woodbridge Community Association (EWCA) expressed four (4) issues respecting the development proposal:

- a) concern over whether the proposed accesses to and from the subject lands would accommodate the traffic generated from the development proposal;
- b) the proposed signalized intersection at Weston Road and Northview Boulevard would result in a total of three (3) signalized intersections in a short distance from Regional Road 7 to Blue Willow Drive, which is located north of the subject lands;
- c) a clear timeframe of the installation of the BRT line along Regional Road 7; and,
- d) a clear emphasis of the importance of the future network of roads as outlined in the study, which includes a series of connections and a ring road around Weston Road and Regional Road 7 at the 2031 horizon, which EWCA stresses is a significant contributor to the success of the Secondary Plan Area.

The meeting concluded with the acknowledgement that the traffic generation and the proposed signalized intersection at Weston Road and Northview Boulevard would be reviewed in detail at the site plan stage (File DA.11.117), in consultation with the York Region Transportation and Community Planning Department and the Vaughan Development/Transportation Engineering Department. The planned BRT was confirmed to be within the timeframe of 2015 to 2020. The future road connections by the 2031 horizon were assumed given current data and assumptions and that those road connections would have to be reviewed again in the future as traffic conditions and travel patterns change.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 22, CW Report No. 29 – Page 7

**Purpose**

The Owner has submitted the following applications for the subject lands, municipally known as 7777 Weston Road, shown on Attachments #1 and #2:

1. Official Plan Amendment File OP.08.005, to amend the “Corporate Centre Corridor” policies of OPA #500 as amended by OPA #663 (The Avenue 7 Land Use Future Study), as follows:

**Table 1: Official Plan Amendment File OP.08.005**

	<b>Official Plan Policy OPA #500, as amended by OPA #663</b>	<b>Proposed Amendment to OPA #500, as amended by OPA #663</b>
a.	Section 3.4.3 d) Policies:  “It is the intent of the City to achieve an average Floor Space Index of 1.5 on all lands designated “Corporate Centre Corridor”, although it is anticipated that development density may range from a minimum of 0.75 to a maximum of 2.5 Floor Space Index.”	<ul style="list-style-type: none"> <li>▪ Notwithstanding Section 3.4.3 d), the maximum permitted density on the subject lands shall be a Floor Space Index of 4.46.</li> </ul>
b.	Section 3.3.3 g) Policies, in part:  “Building heights shall be specifically regulated in the Zoning By-law (25m)”	<ul style="list-style-type: none"> <li>▪ Notwithstanding Section 3.3.3 g) Policies, the maximum building height on the subject lands shall be 102 m (33-storeys).</li> </ul>
c.	Section 3.4.2 v) Permitted Uses:  “retail uses of all types, excluding those retail uses and retail warehouses with Gross Floor Areas exceeding 9,290 m <sup>2</sup> (100,000 square feet) in a single unit or building”	<ul style="list-style-type: none"> <li>▪ Notwithstanding Section 3.4.2 v), retail uses of all types shall be permitted on the subject lands, excluding those retail uses with Gross Floor Areas exceeding 12,000m<sup>2</sup> (129,167 square feet) in a single unit.</li> </ul>

2. Zoning By-law Amendment File Z.08.022, to amend Zoning By-law 1-88, specifically to rezone the subject lands from C2 General Commercial Zone subject to Exception 9(246) to C9 (H) Corporate Centre Zone with the Holding Symbol “(H)” in order to permit all of the uses permitted in the C9 Zone as identified on Attachment #10, and to permit the site-specific zoning exceptions identified in Table 2 of this report to implement the conceptual site plan shown on Attachment #4, consisting of the following:

- a) 1.94 ha site area;
- b) total Gross Floor Area: 86,421 m<sup>2</sup> (Residential: 61,447 m<sup>2</sup>; Retail: 12,935 m<sup>2</sup>; Office: 12,039 m<sup>2</sup>);
- c) two residential towers (30-storeys and 33-storeys);
- d) one 6-storey residential podium located along the east property line;
- e) 781 residential apartment units;
- f) one 9-storey office tower; and,
- g) 1,334 provided parking spaces.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 22, CW Report No. 29 – Page 8

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

On April 23, 2008, the former Owner (1483969 Ontario Limited) submitted Official Plan and Zoning By-law Amendment applications (Files OP.08.005 and Z.08.022) to facilitate the development of three high density residential condominium buildings ranging from 24 to 32 storeys with a total of 1,050 residential units, ground and second floor commercial and office uses, surface and underground parking, and a landscaped podium with an outdoor garden and water features, as shown on Attachment #3. The Development Planning Department prepared a technical report for consideration by the Committee of the Whole on June 23, 2009. On that date, the former Owner submitted a written request to Vaughan Council to adjourn the applications "sine die", which the Committee adopted and the Committee's decision was ratified by Vaughan Council on June 30, 2009.

On November 27, 2009, the Development Planning Department received a revised proposal for the property from the current Owner (2159645 Ontario Inc., c/o Liberty Development Inc.), as shown on Attachments #4 to #9. The revised proposal was considered at the February 2, 2010 Public Hearing with a resolution that a Ward 3 Community meeting be held with the applicant, residents and City Staff to discuss the concerns expressed by the deputants, as summarized in the "Communications Plan" section of this report.

On September 7, 2010, Vaughan Council adopted VOP 2010, which identified the subject lands as being located within a Required Secondary Plan Area. The Policy Planning and Development Planning Departments prepared a report to the April 12, 2011 Committee of the Whole recommending that the subject files continue to be processed by City Staff in advance of the required Secondary Plan for the Weston Road and Regional Road 7 area, pursuant to Section 10.1.1.10 of the City of Vaughan Official Plan 2010, which the Committee adopted and Council approved on May 3, 2011.

On December 20, 2011, the Owner submitted Site Development File DA.11.117, which is currently under review and will be subject to a future technical report to the Committee of the Whole.

#### **Location**

The relatively flat, 1.94 ha subject lands, shown on Attachments #1 and #2, are located on the north east corner of Weston Road and Regional Road 7, municipally known as 7777 Weston Road, City of Vaughan. The property is considered a through lot with frontages along Weston Road (approximately 110m), Regional Road 7 (approximately 120m), and Northview Boulevard (approximately 125m). The subject lands were previously occupied by a motor vehicle sales establishment and are currently used for the selling and installation of tires.

#### **Land Use Policies/Planning Considerations**

The Development Planning Department has reviewed the Official Plan Amendment Application to permit increased density and building heights on the subject lands, in light of the following land use policies:

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a) Provincial Policy Statement (PPS)

The PPS provides broad based policy direction on matters of Provincial interest related to land use planning and development. The PPS also promotes cost-effective development standards to minimize land consumption and servicing costs, while facilitating public transit supportive developments. It supports and encourages intensification and redevelopment to accommodate an appropriate range and mix of employment opportunities, housing and other land uses that make more efficient use of land and public infrastructure. The proposed mixed-use residential development supports intensification of the site and accommodates a range of uses, including residential, office and commercial uses, which are appropriate for the area. The development will provide additional accommodation choices while utilizing the existing municipal infrastructure efficiently through compact form and densities. The proposed development conforms to the goals, objectives and policies of the PPS.

b) Provincial Growth Plan - Places to Grow

The policies of the Growth Plan are intended to guide the development of land in the Greater Golden Horseshoe; encourage compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and, direct growth to settlement areas that offer municipal water and wastewater systems. Moreover, the Growth Plan outlines opportunities to make better use of land and infrastructure by directing growth to existing urban areas, stating in part:

*“This Plan envisages increasing intensification of the existing built-up areas, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields.”*

The Growth Plan identifies the subject lands as located within a built-up area and adjacent to an urban growth centre (Vaughan Metropolitan Centre). The Growth Plan encourages intensification throughout the built-up area and includes infill development and the development of underutilized lots. Intensification, a mix of uses and transit supportive densities are encouraged for new developments to promote reduced dependence on the automobile and provide pedestrian-friendly urban environments. The Growth Plan encourages that population and employment growth be accommodated by reducing dependence on the automobile through the development of mixed-use transit supportive, pedestrian-friendly urban environments, providing convenient access to intra and inter-city transit, and encouraging the development of 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. The subject lands will be serviced by the planned Regional Road 7 Bus Rapid Transit Route with access to the Vaughan Metropolitan Centre Subway Station.

The proposed mixed-use development is supported by municipal water and wastewater systems, public transit, and would provide an alternative housing form that maximizes the use of land along with opportunities for employment opportunities throughout the mixed-use development. The proposed development is consistent with the goals of the Growth Plan.

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c) Region of York Official Plan (June 1, 2008)

The in-effect Region of York Official Plan designates the subject lands as within a “Regional Centre” of the “Urban Area”. The Regional Plan encourages within regional centres a density target of 2.5 FSI. The Owner proposes a density of 4.46 FSI. As noted in the “Regional Implications” section of this report, the Region of York will be the approval authority for the subject Official Plan Amendment, should Vaughan Council approve Official Plan Amendment File OP.08.005 and adopt an implementing Official Plan Amendment document.

The Regional Official Plan encourages a broad range of housing types within efficient and mixed use compact communities at an overall transit-supportive density. The range of housing includes different forms, types and tenures to satisfy the needs of the Region’s residents. The Regional Plan identifies that the housing stock in the Region is primarily detached units. The housing market is faced with demands for a broader variety of housing forms to meet the needs of different households.

The Regional Official Plan also identifies the Regional Road 7 corridor as a “Regional Corridor” and the Weston Road corridor as a “Local Corridor”. Regional Road 7 is also identified as a Regional Rapid Transit Corridor. The subject lands are located at the junction of these two corridors. The policies pertaining to corridors encourage mixed uses and high densities, supported by high quality public transit services. The subject lands are suitable for more intensive, mixed-use development being located along a proposed bus rapid transit corridor, close proximity to the Vaughan Metropolitan Centre Subway Station, being at the junction of a regional and local corridor, and currently available for redevelopment.

The Regional Plan further encourages pedestrian scales, safety, comfort and mobility, the enrichment of the existing area with an attractive building, landscaping and public streetscapes. The proposed mixed-use development and the associated amenity areas enhance the streetscape. Furthermore, the Regional Plan recognizes that there is a strong relationship between transportation and urban form. A mixed-use, compact and higher density urban form encourages and supports a higher level of transit services while helping to reduce the overall parking demand and trip length required for work, shopping, school, and other destinations. With the exception of density, the proposed development is consistent with the in-effect Regional Official Plan policies.

d) Region of York New Official Plan (September 7, 2010)

On September 7, 2010, York Region received the Ministry of Municipal Affairs and Housing approval of Region York’s new Official Plan, approved in December 2009, subject to modifications. Consistent with the City’s new Official Plan, the new Regional Plan no longer identifies the subject lands as being within a Regional Centre (VMC area), but continues to identify that the subject lands are within the “Urban Area” along a “Regional Corridor” and a “Local Corridor”, consistent with the policies of the in-effect Regional Plan.



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e) City of Vaughan Official Plan

The subject lands are designated “Corporate Centre Corridor” and “Transit Stop Centre” by OPA #500 (Corporate Centre Plan) as amended by OPA #663 (The Avenue 7 Land Use Future Study), being the current in-effect Official Plan for these lands. The development proposal does not conform to the policies of the Official Plan respecting density, height, and gross floor area (GFA) with respect to retail uses in a single unit or building. The Official Plan currently permits a maximum density of 2.5 FSI, establishes a maximum building height of 25 metres on the subject lands and permits a maximum GFA of 9,290m<sup>2</sup> for a retail use within a single unit or building, whereas the applicant is proposing a maximum density of 4.46 FSI, a maximum building height of 102m (33 storeys), and a maximum GFA of 12,000m<sup>2</sup> for a retail use within a single unit or building.

In light of the Provincial and Regional policies encouraging intensification and providing developments that are mixed-use, compact developments with densities that encourage public transit and provides opportunities for a mix of housing types and employment opportunities in the community, the approval of an Official Plan Amendment can be supported.

f) Vaughan Official Plan (VOP) 2010

The subject lands are designated “High-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 on September 27, 2011 and April 17, 2012, and is pending approval from the Ontario Municipal Board. As noted earlier, the subject lands are located within the Secondary Plan area for Weston Road and Regional Road 7, which the Policy Planning Department is undertaking, and the maximum permitted heights and density (FSI) will be determined through the study for this designation and area. The Owner is proposing a maximum building height of 102m (33 storeys) and FSI of 4.46.

The “High-Rise Mixed-Use” designation is generally located within Intensification Areas (Primary Centre) and provides for a mix of residential, retail, community and institutional uses. The subject lands are located within an Intensification Corridor where there are predominately existing commercial and retail uses along Weston Road and Regional Road 7. The Owner proposes a mixed-use development that offers the opportunity to combine residential, commercial and office uses on the subject lands, which is supported by the Development Planning Department, given the local area context. The development proposal conforms to VOP 2010, with the exception of the proposed building height (102 m or 33-storeys) and density (4.46 FSI).

Should Vaughan Council approve the subject Official Plan Amendment, the Region of York is requested to modify the City of Vaughan’s Official Plan 2010 to facilitate a site-specific policy on the subject lands designated “High-Rise Mixed-Use” to permit an FSI of 4.46 and maximum building height of 102m (33-storeys). A condition to this effect has been included in the recommendation of this report.

#### Zoning

The subject lands are currently zoned C2 General Commercial Zone by Zoning By-law 1-88 and subject to Exception 9(246), which only permits the former automotive sales establishment. The proposed mixed-use development consisting of apartment residential units and office and retail uses are not permitted. The Owner proposes to rezone the subject lands to C9 (H) Corporate Centre Zone with the Holding Symbol “(H)” to allow for the uses in the C9 Corporate Centre Zone, as well as, the institutional uses permitted in all Commercial Zones, with the following exceptions:

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- a) a Veterinary Clinic shall not be permitted on the subject lands;
- b) a Retail Store use shall be permitted with a gross floor area up to 12,000m<sup>2</sup>, whereas Zoning By-law 1-88 limits retail stores to 9,290m<sup>2</sup>;
- c) a Retail Warehouse with a gross floor area of less than 9,290m<sup>2</sup>, provided the use is located within the podium area and is not within a single building;
- d) the deletion of Block Townhouse Dwelling as a permitted use;
- e) the deletion of Tavern as a permitted use; and,
- f) the “Service or Repair Shop” definition will include only the servicing or repairing of small household appliances and home computers.

The Development Planning Department supports the range of commercial uses proposed on the subject lands, as shown on Attachment #10. An increase in the maximum retail store size from 9,290m<sup>2</sup> to 12,000m<sup>2</sup> would allow for additional flexibility to locate an appropriate tenant in the retail area. The deletion of a Veterinary Clinic use is appropriate given the predominantly residential and mixed use nature of the development within a prestigious setting along Weston Road and Regional Road 7. In consultation with the Owner, the retail warehouse use permission remains, provided the use is located within the podium area and not within a single building. This would also allow flexibility for the Owner to locate an appropriate tenant. The deletion of a Block Townhouse Dwelling as a permitted use is warranted as the Owner proposes a mixed use apartment residential and commercial development. Furthermore, the deletion of a Tavern use is appropriate as it would eliminate redundancy as this use is no longer defined in the Liquor License Act and has been identified with eating establishment uses, which are permitted on the subject lands. With respect to compatibility of the proposed commercial, office and residential uses, the Owner concurs with the Development Planning Department that the definition of “Service or Repair Shop” will only include the servicing or repairing of small household appliances and home computers.

The proposed rezoning of the subject lands will also require the necessary zoning exceptions to the C9 Corporate Centre Zone as noted in Table 2 below to implement the conceptual development proposal shown on Attachments #4 to #9, inclusive. The property is defined as a through lot by Zoning By-law 1-88.

<b>Table 2: Zoning By-law Amendment File Z.08.022</b>			
	<b>By-law Standard</b>	<b>By-law 1-88 C9 Zone Requirements</b>	<b>Proposed Exceptions to C9 Zone</b>
a)	Minimum Yard Setbacks	Front Yard Setback: 3m Exterior Side Yard Setback: 3m	Front (Weston Road): 2m Exterior (Northview Blvd.): 0m
b)	Minimum Setback to all Daylight Triangles	3m	0m
c)	Minimum Setback from Front Lot Line to Portions of Building Below Grade	1.8m	0m

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d)	Maximum Building Height	25m	Building "A": 93m (30-storeys) Building "B": 102m (33-storeys) Building "C": 38m (9-storeys) Podium "C2": 12m (2-storey)
e)	Minimum Parking Requirement	<p><u>Residential Use:</u> 781 units @ 1.5 spaces / unit = 1,172</p> <p><u>Residential Visitor Spaces:</u> 781 units @ 0.25 spaces / unit = 195</p> <p><u>Retail Use:</u> 6 spaces / 100m<sup>2</sup> GFA @ 12,935m<sup>2</sup> = 776 spaces</p> <p><u>Office Use:</u> 3.5 spaces / 100m<sup>2</sup> GFA @ 12,039m<sup>2</sup> = 421 spaces</p> <p><b>Total Spaces = 2,564</b></p>	<p><u>1-Bedroom Units:</u> 0.85 spaces / unit @ 549 units = 467</p> <p><u>2-Bedroom Units:</u> 0.95 spaces / unit @ 232 units = 220</p> <p><u>Residential Visitor Spaces:</u> 0.15 spaces / unit @ 781 units = 117</p> <p><u>Retail Uses:</u> 3 spaces / 100m<sup>2</sup> GFA @ 12,935m<sup>2</sup> = 388</p> <p><u>Office Uses:</u> 2 spaces / 100m<sup>2</sup> GFA @ 12,039m<sup>2</sup> = 241</p> <p><b>Total Spaces = 1,433</b></p>
f)	Minimum Parking Space Size	2.7m by 6.0m	2.7m by 5.8m
g)	Minimum Parking Space Size, Barrier-Free	3.9m by 6.0m (stand alone) 3.2m by 6.0m (adjacent to another)	3.9m by 5.8m (stand alone) 3.2m by 5.8m (adjacent to another)
h)	Maximum Residential Density	Based on a lot area of 19,392m <sup>2</sup> = <b>67m<sup>2</sup> per unit (289 residential units)</b>	Based on a lot area of 19,392m <sup>2</sup> = <b>25m<sup>2</sup> per unit (781 residential units)</b>
i)	Minimum Landscape Strip Width	6.0m along a lot line which abuts a street line	2m abutting Weston Road; 3m abutting Regional Road 7; 2.5m abutting Northview Blvd.
j)	Definition of 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 the subject lands be deemed to be one Lot, regardless of the number of buildings constructed thereon, the creation of separate units and/or lots by way of plan of condominium, consent, or other permissions, and any easements or registrations that are granted, shall be deemed to comply with the provisions of the By-law.
k)	Maximum Gross Floor Area of a Retail Store	Retail Store with a gross floor area of less than 9,290m <sup>2</sup>	Retail Store with a gross floor area of less than 12,000m <sup>2</sup>

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The proposed exceptions to the C9 Corporate Centre Zone of Zoning By-law 1-88, listed in Table 2 above, are identified in the following categories. The Development Planning Department can support the proposed zoning by-law exceptions, for the reasons noted below.

a) Building Setbacks

The Owner proposes to reduce the front and exterior side yard setbacks along with the setbacks to the daylight triangles required by Zoning By-law 1-88. The reduction of the minimum 3m setback from Weston Road (front yard) and Northview Boulevard (exterior side yard), and to all site triangles to 0m, respectively, would facilitate the creation of a better physical relationship between the pedestrian and built form that is more typical of an urban environment.

Exceptions to the portions of the underground parking garage below grade are required to provide the underground parking structures which can be facilitated, and has been accommodated for many similar projects. This exception minimizes large surface parking areas, and provides opportunities for increased landscaping and provisions for other street-related uses.

As a result, the exceptions related to building setbacks can be supported by the Development Planning Department.

b) Building Heights

The Owner is proposing to increase the maximum permitted building height from 25m to 102m (33-storeys). In a letter dated April 5, 2012 by Schaeffer Dzaldov Bennett Ltd., Ontario Land Surveyors, it was identified that the proposed building heights do not affect the flight depths of Pearson International Airport.

In addition to the policies and principles of the PPS and the Growth Plan, more intense developments are supported in York Region's Official Plan which identifies the subject lands as being an intensification area since it is located on a Regional Corridor. Regional Corridors focus on existing and planned rapid transit where the highest densities and mixed uses are located. The VOP 2010 further identifies the subject lands as within a Primary Centre where developments are at densities that are supportive of public transit. OPA #500 identifies the intersection of Weston Road and Regional Road 7 as a "Transit Stop Centre", with the intention to connect the local transit system (the planned Bus Rapid Transit Route) along Regional Road 7 and to the subway extension that is planned for opening in December 2015.

The proposed increase in allowable building height with the intent to increase density on the subject lands are supported by the policies and principles of the PPS, the Growth Plan, and the Region and the City Official Plans, and therefore, can be supported by the Development Planning Department.

c) Parking

The Owner has submitted a parking justification study, dated May 10, 2012, by Cole Engineering in support of the proposed parking standards for the development proposal. Table 2 shows the required and proposed parking ratio for the subject lands. The subject lands are strategically located with a developing rapid transit area and intensification corridor that provides the following attributes:

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- a) Primary Centre – typically developed with mixes of residential and non-residential uses;
- b) Primary Intensification Corridor – plays an important role in linking various centres and are linear places of activity in their own right that accommodates mixed-use intensification; and,
- c) Bus Rapid Transit and Regional Transit Hub – will encourage and facilitate the shift of travel preference when located in close proximity to areas of intensification.

These attributes present the opportunity to reduce vehicular reliance as an excessive parking supply imposes environmental costs, contradicts community development objectives for more liveable and walkable communities, and it tends to increase driving and discourages the use of alternative modes of transportation. Furthermore, the policies of OPA #500 consider opportunities for shared parking in mixed-use developments within the “Corporate Centre Node” area. The study examined shared parking spaces in order to take advantage of the different peaking characteristics of the residential, retail and office uses. The study concluded that the office peak parking demands occur during the day while the residential visitors’ peak parking demands occur in the evenings and on the weekends when the office parking is not in use. Retail uses are expected to be ancillary to the development or be used extensively by those already living or working in the proposed development. The retail parking demands typically peak during the noon hour, when residential visitor parking demands are low, and during the evenings when office parking demands are low.

The study suggests the Owner’s intent to provide car sharing options, such as AutoShare and ZipCar, provides the opportunity for short term car rentals to those who do not own a car located on site. The Vaughan Development/Transportation Engineering Department will incorporate these elements through the Transportation Demand Management (TDM) conditions of the future site plan approval. The study concludes with the following reduced parking standards:

- 1-Bedroom @ 0.85 spaces per unit;
- 2-Bedroom @ 0.95 spaces per unit;
- Residential Visitor @ 0.15 spaces per unit;
- Retail @ 3.0 spaces per 100m<sup>2</sup> of GFA; and,
- Office @ 2.0 spaces per 100m<sup>2</sup> of GFA.

The Vaughan Development/Transportation Engineering Department has reviewed the parking justification study and concurs with the findings and supports the reduced parking requirements

#### d) Maximum Residential Density

The proposed plan includes a reduction in the maximum residential density from 67m<sup>2</sup> per unit to 25m<sup>2</sup> per unit. Given a lot area of 19,392m<sup>2</sup> and based on the 67m<sup>2</sup> per unit requirement in By-law 1-88, a total of 289 residential units are permitted as of right on the subject lands. The development proposal is for 781 residential units, which is an increase in residential density that is equivalent to 25m<sup>2</sup> per unit. The proposed increase in density is supported by the Provincial and Regional policies, and therefore, can be supported by the Development Planning Department.

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e) Landscape Widths

The Development Planning Department has no objection to the proposed width reductions of the landscape strips along the street lines from the required 6m in Zoning By-law 1-88 to 2m along Weston Road, 3m along Regional Road 7, and 2.5m along Northview Boulevard. The landscape strip reduction facilitates a compact built form that is supportive of the proposed intensification and urbanization of the subject lands.

f) Definition of a Lot

The proposed exception to the definition of a “lot” is required to ensure that for zoning purposes, the subject lands are deemed to be one lot. Given the nature of the proposed mixed-use development, which includes an intricate complex with high density structures connected with a common podium, this exception is appropriate.

g) Maximum Gross Floor Area of a Retail Store

The proposed increase of the gross floor area of a retail store use from 9,290m<sup>2</sup> to 12,000m<sup>2</sup> can be supported to give the Owner maximum flexibility to secure appropriate tenants for the retail component of the proposed mixed-use development.

h) Holding Symbol Provision

If the applications are supported, the implementing Zoning By-law will zone the subject lands C9(H) Corporate Centre Zone with the addition of the Holding Symbol “(H)” to ensure the following are addressed:

- i) site plan approval by Vaughan Council or other approval authority;
- ii) the water supply and sewage servicing capacity has been identified and allocated to the subject lands by the City of Vaughan;
- iii) the applicant shall carry out the Environmental Site Assessment clearance to completion, up to and including the satisfactory registration of the Record of Site Condition (RSC), the proof of which requires two (2) documents, a hard copy of the RSC signed by a Qualified Person and the Acknowledgement Form from the Ministry of Environment (MOE). The complete Environmental Site Assessment (ESA) will include the ESA Phase 2, which will then determine the requirement of an ESA Phase 3 (a Remediation Plan), and finally the subsequent Remediation Plan Implementation Report. The approval of a site plan application will be conditional on, if required, the review and approval of the Remediation Plan. However, the review and approval of the Remediation Plan Implementation Report and the RSC will be a condition of the site plan approval and will be required prior to the issuance of any building permit.

A condition to this effect has been included in the recommendation of this report.

Density Bonussing

Policies and provisions respecting density bonussing will be included in the site-specific Official Plan and Zoning By-law Amendments and will be satisfactorily implemented through a density bonussing agreement between the Owner and the City of Vaughan at the site plan stage. Density bonussing may include, but not be limited to, public art, cash contributions for community benefits, and enhanced streetscaping. A condition to this effect has been included in the recommendation section of this report.

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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. The Owner has already submitted Site Development File DA.11.117, which is currently under review by the City. As a condition of site plan approval, the Owner shall provide detailed digital drawings that are geo-referenced in accordance with the requirements of the City of Vaughan and that a Letter of Credit be submitted, in addition to all the site plan requirements, in support of the City's initiative for a 3D modeling of all intensification areas. It is also noted that a physical model of the proposed development may be required to be provided at the site plan stage. The Site Plan process will require approvals from the Region of York, the Ministry of Transportation, and the City.

Vaughan Development/Transportation Engineering Department

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

a) Environmental Site Assessment (ESA)

As part of a condition of the removal of the Holding Symbol "(H)" 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. A condition to this effect has been included in the recommendation section of this report.

b) Comprehensive Transportation Study

A presentation by Cole Engineering on the Comprehensive Transportation Study was received at the May 1, 2012 Special Committee of the Whole meeting. A summary of the details of the meeting has been included in the "Communications Plan" section of this report.

c) Servicing

The City shall confirm that adequate water supply and sewage treatment capacity are available to accommodate the proposed development and have been allocated thereto through Council resolution prior to the approval of the Site Development File DA.11.117.

Ministry of Transportation

The subject lands are located within the Ministry of Transportation's area of Permit Control, and therefore, a Building and Land Use Permit as well as a possible Sign Permit will be required by the Owner prior to any grading and construction on the property. The Ministry has reviewed the Traffic Impact Study and has provided the following comments:

- a) The Owner proposes to convert the existing Regional Road 7 right-in access at the internal connection to also provide an outbound right movement. This portion of Regional Road 7 is designated as Controlled Access Highway and the Ministry will not permit this new right-out access. The current right-in access encroachment from Regional Road 7 was permitted in the past to serve existing traffic and provide access to the existing development. The Ministry is reviewing the Traffic Analysis and plans to determine whether or not to continue to permit this right-in access to exist. With respect to this issue, the Ministry offers the following comment regarding the latest Traffic Impact Study that was submitted:

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- i) The traffic analysis for the Highway 400/ Regional Road 7 ramp terminals was based on turning movement counts from surveys conducted by the traffic consultant in November 2011. The counts appear to be significantly lower than the MTO counts, which were undertaken in November 2010. The Ministry recommends that MTO traffic counts be used for analyzing both the east and west ramps in the Traffic Impact Study, as it represents a worst case scenario.
- b) The Ministry has also requested further information on the following:
  - i) background growth rate of <0.1% indicated in the Traffic Impact Study as the value does not appear to be in keeping with the historical growth and land use in the area;
  - ii) explanation on how the pass-by and internal capture trips were estimated to reflect a 30% reduction for the site generated traffic volumes under the retail land-use in the Traffic Impact Study; and,
  - iii) explanation of the reason for the proposed widening of Regional Road 7, east of the right-in access and for a detailed plan showing the lane configuration covering the entire section from the Highway 400 N-EW ramp terminal up to the Regional Road 7 and Weston Road intersection.
- c) The Ministry requires the private road at the east limits of the subject lands be located as far north from Regional Road 7 as possible.

The Owner will be required to satisfy the requirements of the Ministry of Transportation at the site plan approval stage. A condition of approval in this respect will be included in a recommendation of the future site plan report (File DA.11.117) to the Committee of the Whole.

#### Vaughan Real Estate Division

Vaughan Real Estate Division has advised that for residential high-density development, 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 unit rate per unit, whichever is higher, in accordance with the Planning Act and the City's Cash-in-lieu Policy; and, 2% shall be paid for the commercial component in accordance with Section 42 of the Planning Act. A condition of approval in this respect will be included in a recommendation of the future site plan report (File DA.11.117) to the Committee of the Whole.

#### 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 subject lands are designated "Urban Area" by the York Region Official Plan where Regional Road 7 is recognized as a Regional Corridor and a Regional Rapid Transit Corridor, and Weston Road is a Regional Road and recognized as a Local Corridor. Regional Corridors have the potential to provide more intensive and mixed-use forms of development that are served by transit. Rapid transit service that is planned for Regional Road 7 and Weston Road is identified as a Transit Priority Network by the York Region Transportation Master Plan Update.



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With respect to Comprehensive Transportation Study, Region of York Community Planning has advised the City that while the study was not informed by the pending secondary plan process, York Region agrees in principle that the Weston Road and Regional Road 7 area will intensify significantly over the planned area (2031).

The Region's Infrastructure Planning Department had identified potential traffic operational issues that need to be addressed, through the site plan process, regarding the proposed right-in and right-out access onto Weston Road and the signalization of the intersection of Weston Road and Northview Boulevard. Furthermore, conveyance of lands abutting Regional Road 7 and Weston Road is required to accommodate future road widenings, free of all costs and encumbrances, including:

- a) a widening across the full frontage where it abuts Regional Road 7 of sufficient width to provide a minimum of 22.5m from the centreline of construction of Regional Road 7;
- b) a widening across the full frontage where it abuts Weston Road of sufficient width to provide a minimum of 21.3m from the centreline of construction of Weston Road;
- c) additional widening along the frontage of the site for grading slopes, intersection turning lanes, traffic signals and appurtenances, and daylighting triangles at access points to be specifically identified at the site plan stage by the Transportation Services Department; and,
- d) additional construction easement along the Regional Road 7 frontage of the site for construction of the vivaNext Regional Road 7 Transitway to be specifically identified at the site plan stage.

York Region Transit has identified the need for a Transportation Demand Management program to increase transit modal share, and for the development to reinforce Transit-Oriented Development Guidelines to provide high level pedestrian amenities and easy pedestrian access to the intersection of Regional Road 7 and Weston Road to support the planned transit infrastructure at the key intersection.

The Region's comments regarding Transportation Demand Management, road widenings, and traffic operational issues will be addressed through the site plan approval process (File DA.11.117). The Region of York will be the approval authority for the subject Official Plan Amendment, should Vaughan Council approve Official Plan Amendment File OP.08.005, since Regional Exemption from the approval of the Amendment for the development was not approved by the Region's Development Review Committee. The Region will also provide additional comments through the site plan approval process.

#### **Conclusion**

The Owner has submitted Official Plan Amendment File OP.08.005 to amend the "Corporate Centre Corridor" policies of OPA #500, as amended by OPA #663 (The Avenue 7 Land Use Future Study), specifically to permit a maximum density of 4.46 FSI (Floor Space Index), a maximum building height of 33 storeys or 102 m, and a maximum gross floor area of 12,000m<sup>2</sup> for a retail use within a single unit or building. The Owner has also submitted a Zoning By-law Amendment File Z.08.022 to rezone the subject lands from C2 General Commercial Zone to C9 (H) Corporate Centre Zone with the Holding Symbol "(H)" and to permit the site-specific zoning exceptions identified in Table 2 of this report to facilitate the development of the conceptual site plan, shown on Attachment #4.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

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The Official Plan and Zoning By-law Amendment applications propose to implement a mixed-use residential, commercial and office development that meets the objectives of the Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (the Growth Plan) by providing the opportunity for a mixed-use development that offers an alternative housing type and higher densities that are compact, pedestrian-friendly and transit-oriented that support the City's initiative to facilitate the planned Bus Rapid Transit route along Regional Road 7 that will link to the Spadina Subway extension terminus located at the Vaughan Metropolitan Centre station.

The Development Planning Department is satisfied that the proposed high-density, mixed-use development, as shown on Attachment #4 is appropriate and compatible with the existing and permitted uses in the surrounding area. The Development Planning Department can support the approval of Official Plan Amendment File OP.08.005 and Zoning By-law Amendment File Z.08.022, subject to the recommendations in this report.

**Attachments**

1. Context Location Map
2. Location Map
3. Original Conceptual Site Plan
4. Conceptual Site Plan
5. Conceptual West Elevations
6. Conceptual South Elevations
7. Conceptual North Elevations
8. Conceptual East Elevations
9. Conceptual Rendering
10. Proposed C9 Commercial Zone Uses

**Report prepared by:**

Stephen Lue, Planner, ext. 8210  
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 JUNE 26, 2012**

Item 23, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

23

**AWARD OF TENDER T12-244  
2012 ROAD RESURFACING/REHABILITATION – PHASE 2A  
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2012:

**Recommendation**

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

1. That Tender T12-244, 2012 Road Resurfacing/Rehabilitation – Phase 2A be awarded to Furfari Paving Co. Ltd. in the amount of \$937,310.50, plus applicable taxes;
2. That a contingency allowance in the amount of \$100,000.00, plus applicable taxes be approved, within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That a Geotechnical and Material Testing amount of \$10,000.00, plus applicable taxes be approved to ensure compliance with all applicable standards;
4. That funding of the above recommendations in the sum of \$1,070,000.00 be approved from Capital Project No. EN-1869-12, including all contingency allowances, and applicable taxes;
5. That a By-Law authorizing no on-street parking on all the subject roads, to facilitate the road resurfacing/rehabilitation works, from July 10, 2012 to August 31, 2012; be enacted; and
6. That the Mayor and City Clerk be authorized to sign the appropriate documents.

**Contribution to Sustainability**

The resurfacing/rehabilitation of roads will ensure that an acceptable level of service by the City's infrastructure is maintained for the health and well being of its citizens.

The resurfacing/rehabilitation of the existing roads by utilizing recycled construction materials is consistent with Green Directions Vaughan Goal #1: To significantly reduce our use of natural resources and the amount of waste we generate, in particular Objective 1.1. To reduce greenhouse gas emissions and move towards carbon neutrality for the City of Vaughan's facilities and infrastructure.

**Economic Impact**

The total project cost of \$1,070,000.00 falls within the approved budget amount and as such, there is no additional economic impact to Capital Project No. EN-1869-12.

**Communications Plan**

Once the project is awarded, staff will advise the Mayor and Members of Council and will distribute a notice of construction to the affected businesses.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

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**Purpose**

Council approval to award Tender T12-244, Road Resurfacing/Rehabilitation – Phase 2A.

**Background - Analysis and Options**

The work covered by this tender includes the resurfacing and/or rehabilitation of various roads in Ward 3, (Capital Project No. EN-1869-12). (See Attachment No. 1 for project location). There are no outstanding permits and/or approvals required for this project.

This tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA), on Biddingo and on the City Webpage and closed on June 4, 2012. A total of 8 sets of bid documents were picked up from the Purchasing Services Department and the following 6 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. H.S.T.)</u>
Furfari Paving Co. Ltd.	\$ 937,310.50
Slip-Form Construction	\$1,080,425.50
Coco Paving Inc.	\$1,094,697.77
D. Crupi & Sons Limited	\$1,106,135.50
Gazzola Paving Limited	\$1,120,735.00
Four Seasons Site Development Ltd.	\$1,165,350.00

The estimated cost for the construction of this project is \$1,070,000.00 and is calculated as follows:

Furfari Paving Co. Ltd. Bid Price (excluding H.S.T.)	\$ 937,310.50
Contingency Allowance (approx. 10%)	\$ 100,000.00
Geotechnical Allowances and Material Testing (estimated)	\$ 10,000.00
Sub-Total	\$1,047,310.50
H.S.T. Non Recoverable (1.76%)	\$ 18,432.66
<b>Total</b>	<b>\$1,065,743.16</b>

**ROUNDED \$1,070,000.00**

<b>PROJECT FUNDING POSITION SUMMARY</b>	
CAPITAL PROJECT	EN-1869-12
Approved Budget	\$3,485,000.00
Less: Exp. & Commitments to Date	(\$1,799,132.06)
Current Funds Remaining	\$1,685,867.94
Less: Net total Cost	\$1,065,743.16
<b>Balance Remaining</b>	<b>\$620,124.78</b>

A total contingency amount of \$100,000.00 (approximately 10% of the bid price) is requested to address any unforeseen work in completing the scope of this project. Residual funds will be returned back to the appropriate funding source at the completion of this project.

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Staff have reviewed the submitted bids. Furfari Paving Co. Ltd. has successfully completed similar projects for the City and is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder, Furfari Paving Co. Ltd.

During the design phase, it was observed that numerous vehicles were parked on the roads identified in this tender. As a result, it is recommended that parking is prohibited on all subject roads during the construction period in order to complete the project in a safe and efficient manner. Restricting on-street parking will allow for more efficient staging of construction activities, an expedited construction schedule and reduced impact to the local businesses.

The engineering estimate for the construction of this project was \$950,000.00, excluding H.S.T.

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of the report will assist in enhancing and maintaining community safety, health and wellness by ensuring that an appropriate level of service for the roadway conditions are maintained for the citizens of Vaughan.

**Regional Implications**

Not Applicable.

**Conclusion**

Staff recommends that this contract be awarded to Furfari Paving Co. Ltd. in the amount of \$937,310.50, plus contingency allowance and applicable taxes.

**Attachments**

1. Location Map

**Report prepared by:**

Pat Marcantonio, C.E.T., Senior Engineering Assistant, ext. 8468  
Vince Musacchio, P. Eng., PMP, Manager of Capital Planning and Infrastructure, ext. 8311

PM:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 24, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

24

**ENERGY EFFICIENT STREET LIGHT PILOT PROJECT  
MOLISE KLEINBURG ESTATES SUBDIVISION - PHASE 1  
WARD 1 – VICINITY OF NASHVILLE ROAD AND STEVENSON AVENUE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2012:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. THAT the proposed energy efficient (light emitting diode) streetlight pilot project in the Molise Kleinburg Estates – Phase 1 Subdivision 19T-06V14 be approved; and
2. THAT staff report back to Council on the findings and conclusions of the streetlight pilot project before the assumption of the Molise Kleinburg Estates – Phase 1 Subdivision.

**Contribution to Sustainability**

The proposed energy efficient (light emitting diodes) streetlight pilot project is consistent with the goals and objectives Green Directions Vaughan and sustainability principles because it involves the use of energy efficient luminaires combined with an alternative lighting level standard that:

- is more energy efficient;
- produces a better quality of light (white light versus amber light);
- has a lower carbon footprint with consideration of the manufacturing process, longer life span and the recycling capability; and
- has lower maintenance costs.

**Economic Impact**

There is no economic impact associated with the adoption of this report. The Owner of the Molise Kleinburg Estates Inc., development has agreed to undertake the energy efficient streetlight pilot project at no cost to the City.

**Communication Plan**

As this streetlight pilot project is being carried out in a proposed residential development there is no impact to existing residents. The subdivision agreement for this development includes the requirement for the Owner to include an appropriately worded warning statement in all offers of purchase and sale that informs prospective buyers of this streetlight pilot project.

**Purpose**

The purpose of this report is to inform Council and seek Council's endorsement of a proposed energy efficient streetlight pilot project in the Molise Kleinburg Estates Inc. – Phase 1 Subdivision (19T-06V14), which is located in the Kleinburg/Nashville Community.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 24, CW Report No. 29 – Page 2

#### Background

In 2010, the City carried a study to identify the most sustainable and energy efficient lighting technology for the use in streetlight luminaires. The overall findings concluded that light emitting diodes (LED) luminaires are more energy efficient, produce a better quality of light, last longer, and have lower maintenance costs than the more traditional high pressure sodium lamp technology.

Council, at its meeting on May 4, 2010, resolved as follows:

“Staff undertake a review of the City’s engineering design criteria and standards to assess the appropriateness of requiring the use of LED (Light Emitting Diodes) luminaire technology in new and retrofit situations wherever practical.”

Over the period between 2010 and 2011, the City retrofitted approximately 1,400 existing streetlights in mainly industrial areas to LED luminaires. By all accounts, this retrofit project was a notable success. A report on the findings of this retrofit project will be brought forward to Council in the fall 2012.

#### Staff continues to identify opportunities to implement LED streetlights in new developments

It is important to maintain a consistent and uniform streetlight style, luminaire and lamp type throughout a given neighbourhood. Accordingly, there has been limited opportunity to transition from the traditional high pressure sodium (HPS) streetlights to a LED luminaire in the current developing areas in Maple and Woodbridge. However, the proposed low density developments in the Kleinburg/Nashville Community present an excellent opportunity for the application of LED streetlight technology.

#### Molise Kleinburg Estates has expressed an interested in undertaking a LED streetlight pilot project

The Molise Kleinburg Estates Phase 1 Subdivision is located south of Nashville Road and west of Stevenson Avenue as shown on Attachment No.1. The first phase of this subdivision is comprised of 69 residential estate lots ranging from 0.5 acres to 1.0 acres in size. This subdivision is not a continuation of an existing residential subdivision and is well buffered by open space from the existing residential community. In addition, the municipal services in this subdivision have been designed to be more sustainable and environmentally friendly, and include roadways with a semi-rural character with enhanced road side swales to promote water quality treatment and infiltration of surface water.

The Molise Kleinburg Estates development was progressing through the approval process at about the same time as the City endorsed the use of LED streetlights in new developments. The location and environmentally friendly character of this development made it a prime candidate for the application of LED streetlights. With this in mind, the developers propose to use decorative coach style LED streetlights in the first phase of the development conditional on using a light level that was consistent with the Illuminating Engineering Society of North America (IESNA) standards, and in keeping with the character of the subdivision. The use of this light level will reduce the required streetlight infrastructure in the subdivision, which will help off-set the current higher capital cost associated with the supply of LED luminaires.

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Illuminating Engineering Society of North America recommends appropriate lighting levels

The City's current streetlighting standards require residential roadways to be lit to a light level of 6.0 LUX with a light uniformity ratio of 6:1. This standard was established a number of years ago to provide a high level of service to the public and to mitigate the shading effects of boulevard trees over time.

The Illuminating Engineering Society of North America (IESNA) recommends a lighting level of 4.0 LUX with a light uniformity ratio of 6:1. The IESNA standard is recognized as the best practice for lighting roadways in North America. Locally, most major municipalities in the GTA, including Toronto, Mississauga, Markham, Richmond Hill, Aurora, Brampton, Barrie, and Hamilton amongst others, all have their municipal lighting standards aligned with the IESNA recommended levels. In comparison to the IESNA, the City's current lighting standard requires on average approximately 30% more luminaires to be installed, operated, and maintained on local municipal roadways.

If the City followed step with IESNA and its neighbouring municipalities with respect to streetlight standards, then the City could realize an overall reduction in energy consumption regardless of the type of luminaire technology being used.

The Molise Kleinburg Subdivision provides an opportunity to pilot LED luminaires at an alternative light level

The lower density of residential dwellings within the Molise Kleinburg phase 1 development results in the placement of streetlights, boulevard trees, and driveways at a greater separation distances than would normally be found in traditional residential developments. Within this subdivision, the average separation distance between the streetlight and boulevard tree is 12 metres, whereas in most residential developments this average separation distance is approximately 6 metres. The separation distance of 12 metres in this subdivision addresses the concern of the boulevard tree canopies crowding the streetlights over time and further reducing the lighting levels in the future. Accordingly, this subdivision is an ideal location to pilot alternative streetlighting levels. The use of LED streetlight luminaires at alternative lighting levels will further complement the use of road side enhanced swales and provide an opportunity to assess environmentally sustainable opportunities to reduce energy consumption and light pollution for future development projects.

The proposed LED pilot project is expected to offer energy savings to the City while maintaining industry standard light levels

The City's 2010 Energy Efficient Streetlight Study concluded that LED streetlights have a longer life span and are more energy efficient. The currently used HPS has a typical life expectancy of 24,000 hours, compared to the LED streetlight which has a life expectancy of 70,000 -10,000 hours.

To quantify the potential energy savings that could be realized by using LED luminaires in the Molise Kleinburg Estates phase 1 subdivision, the streetlight system in the development was design under two scenarios; (1) HPS luminaires at current City Standards and (2) LED luminaires at IESNA standards.



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Under scenario one, a total of 71 streetlights would be required in the Molise Kleinburg subdivision to meet the City's current standards (6.0 LUX with a light uniformity ratio of 6:1). Using HPS luminaires, the energy cost would be approximately \$1,665 per year, not including maintenance. In comparison, a streetlight system using LED luminaires and design to meet IESNA standards (4.0 LUX with a light uniformity ratio of 6:1) would only require a total of 50 streetlights with annual energy consumption valued at approximately \$1,170. Accordingly, based on an initial assessment of the net benefits of the Molise pilot project, a streetlight system using LED luminaires and designed to meeting IESNA standards could potentially offer savings to the City of approximately \$495.00 per year in energy costs (approximately \$10/year in savings per fixture) or approximately 30% less energy consumption than a typical system. Lower energy consumption and less infrastructure will greatly reduce the overall lifecycle costs of the streetlight system. Accordingly, staff is recommending that the Council endorse the proposed LED streetlight pilot project in the Molise Kleinburg Estates phase 1 subdivision.

The success of the Pilot Project will be evaluated and documented

The proposed streetlight pilot project has been structured to evaluate the benefits of two main parameters; firstly the use of LED luminaires versus the current standard of High Pressure Sodium (HPS), and secondly the use of 4.0 LUX lighting level recommended by the Illuminating Engineering Society of North America (IESNA) versus the current City standard of 6.0 LUX. A comprehensive evaluation process and procedure will be developed following the endorsement of the pilot project. Staff will report back to Council on the findings and conclusions of the streetlight pilot project before the assumption of the Molise Kleinburg Estates – Phase 1 Subdivision.

#### **Relationship to Vaughan Vision 2020 / Green Directions Vaughan**

In consideration of the strategic priorities related to Vaughan Vision 2020, and the "Green Directions Vaughan" (which is the Community Sustainability and Environmental Master Plan), this streetlight pilot project will complement/assist the following:

- Enhance and Ensure Community Safety, Health & Wellness;
- Lead and Promote Environmental Sustainability;
- Pursue Excellence in Service Delivery; and
- Actions planned under Objective 2.1.4 of the Community Sustainability and Environmental Master Plan: - "Examine Energy Conserving Streetlight Pilots"

#### **Regional Implications**

There is no Regional implication resulting from the adoption of the report.

#### **Conclusion**

In 2010, Council directed staff to assess the appropriateness of requiring the use of LED (Light Emitting Diodes) luminaire technology in new developments. The Molise Kleinburg Estate Subdivision provides an opportunity to further pilot the use of LED luminaires in a residential neighbourhood, and the application of the 4.0 LUX lighting level recommended by the Illuminating Engineering Society of North America rather than the current City standard of 6.0 LUX to reduce energy consumption. Based on an initial assessment of the proposed pilot project, it is expected that there will be a net financial benefit to the City so staff is recommending that Council endorse the initiative.

#### **Attachments**

1. Molise Kleinburg Estates Phase 1 Subdivision - Location Plan

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 24, CW Report No. 29 – Page 5

**Report prepared by**

Andrew Pearce, Director of Development & Transportation Engineering, Ext. 8255

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 25, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**25 AMENDMENT OF DELEGATION BYLAW-PARKS AND FORESTRY OPERATIONS 196-2010**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 19, 2012:**

**Recommendation**

The Commissioner of Community Services, in consultation with the Legal Services Department and Director of Parks and Forestry Operations, recommends:

1. That Delegation By-law 196-2010 be amended to delegate signing authority to the Director of Parks and Forestry Operations for Shared Use Agreements, and Access Agreements, which are administered through Parks and Forestry Operations.

**Contribution to Sustainability**

This report is consistent with the priorities previously set by Council in the Green Directions Vaughan, Community Sustainability Environmental Master Plan, Goal 1:

- To significantly reduce our use of natural resources and the amount of waste we generate. Fewer reports means less paper is used.

**Economic Impact**

There is no economic impact related to this report.

**Communications Plan**

Not applicable.

**Purpose**

The purpose of this report is to obtain Council approval for an amendment to Delegation By-law 196-2010 to allow certain administrative powers and duties to the Director of Parks and Forestry Operations which will provide enhanced customer service and achieve administrative efficiencies.

**Background - Analysis and Options**

The Parks and Forestry Operations Department administers various Shared Use Agreements and Access Agreements throughout the City of Vaughan each year which require execution. With the growth in Vaughan, the number of requests for these administrative Agreements has increased and delegation of authority to the Director of Parks and Forestry Operations would allow these routine matters to be dealt with on a more expeditious basis.

Parks and Forestry Operations enters into Shared Use Agreements with various school boards and government agencies regarding the shared maintenance of various playing fields throughout the City of Vaughan. In exchange for the City of Vaughan maintaining and permitting the School Board's sports fields, the City of Vaughan collects revenue from the permitted games. These are standard form agreements which are reviewed by the Legal Services Department.

## CITY OF VAUGHAN

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Access Agreements allow for access onto municipals lands usually to cross city property to obtain access to backyards for pool installations or other landscaping. These lands include parks, open space, or walkways. The standard form Access Agreement allows residents to utilize City owned land for a specified period of time. The estimated costs to restore the lands to their original condition is held as a security deposit. If the applicant fails to satisfy their obligations under the Access Agreement, Parks and Forestry Operations will access the security deposit to make the necessary repairs to the lands.

These standard form Access Agreements require signing authority to legally bind the Corporation. The delegation of signing authority to the Director of Parks and Forestry Operations would expedite the process and maximize service delivery and staff efficiency.

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

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

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

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

#### **Regional Implications**

N/A

#### **Conclusion**

Amendments to Delegation By-law 196-2010 to recognize updated processes, and provide signing authority to the Director of Parks and Forestry Operations for the various Agreements administered by the Department will provide enhanced customer service and achieve administrative efficiencies in the Parks and Forestry Operations Department.

#### **Attachments**

None

#### **Report Prepared By**

Marjie Fraser, Director of Parks and Forestry Operation, ext 6137

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 26, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**26**

**SITE DEVELOPMENT FILE DA.12.011  
MARCELO CUENCA & DORIS SAAVEDRA-CUENCA  
WARD 1 – VICINITY OF ISLINGTON AVENUE AND KELLAM STREET**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.12.011 (Marcelo Cuenca & Doris Saavedra-Cuenca) BE APPROVED, to permit a 2-storey single-detached dwelling as shown on Attachments #3 to #7 inclusive, subject to the following conditions:
  - a) that prior to final approval:
    - i) the final site plan and building elevations shall be approved by the Vaughan Development Planning Department and Vaughan Recreation and Culture Department (Cultural Services Division), in accordance with the recommendations from the April 18, 2012, Heritage Vaughan Committee report, which was approved by Vaughan Council on May 29, 2012; and,
    - ii) the final grading, servicing and stormwater management plans shall be approved by the Vaughan Development/Transportation Engineering Department.

**Contribution to Sustainability**

The Owner advises that the following sustainable features will be included for the proposed development:

- i) EnergyStar qualified high efficiency furnace with a heat recovery ventilation system;
- ii) EnergyStar qualified equipment for the water heater with a drainwater heat recovery system power pipe;
- iii) double paned, single hung and casement low emittance and argon u-value 1.8 windows; and,
- iv) low flush toilets.

**Economic Impact**

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

**Communications Plan**

N/A

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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#### Purpose

To permit the development of a 2-storey (431.52 m<sup>2</sup>) detached residential dwelling, as shown on Attachments #3 to #7 inclusive, on the subject lands shown on Attachments #1 and #2, which are located within the Kleinburg-Nashville Heritage Conservation District.

#### Background - Analysis and Options

##### Location

The 926.42 m<sup>2</sup> subject lands are located at 54 Napier Street, being Lot F on Registered Plan 275, City of Vaughan, as shown on Attachments #1 and #2.

##### Heritage Conservation District

On January 29, 2007, Vaughan Council approved the recommendation of the Commissioner of Planning to require Site Plan Control for the development (i.e., construction) of new detached dwelling units on lands that are located within the Kleinburg-Nashville Heritage Conservation District and that are not within a recent plan of subdivision, in order to implement the requirements of the "*Kleinburg-Nashville Heritage Conservation District Study and Plan*" with respect to preserving and enhancing the heritage character of the Kleinburg-Nashville Community, with particular regard to the building elevations for detached residential dwelling units.

##### Official Plan and Zoning

The subject lands are designated "Village Residential" by in-effect OPA #601 (Kleinburg-Nashville Community Plan), as amended by in-effect OPA #633. The subject lands are designated "Low-Rise Residential/Village Residential" by the new City of Vaughan Official Plan 2010 (Volume 2, Section 12.4), which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011 and April 17, 2012), and is pending approval from the Ontario Municipal Board. The proposal conforms to the Official Plans.

The subject lands are zoned R1 Residential Zone by Zoning By-law 1-88, which permits detached dwellings. The proposed development conforms to Zoning By-law 1-88.

##### Site Plan Review

The subject lands are designated under *Part V* of the Ontario Heritage Act. The Vaughan Recreation and Culture Department (Cultural Services Division) has reviewed the proposed site plan and building elevations for the dwelling, with respect to providing Heritage Clearance Approval and issuing a Heritage Permit for the construction of the new detached dwelling unit and the demolition of the existing detached dwelling. The proposed dwelling reflects a Victorian Gothic Revival Style as shown on Attachments #4 to #7 inclusive. The proposal was considered at the Heritage Vaughan Committee on April 18, 2012, and the recommendation to approve the proposal, subject to the following conditions, was ratified by Vaughan Council on May 29, 2012:

- "1. That Heritage Vaughan approve the drawings as presented, for the new construction of a single family home at 54 Napier Street with the following conditions:
  - that the rear covered porch be excluded;
  - that the chimney encroachment into the sideyard be eliminated; and,
  - that the driveway comply with the zoning requirements.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

#### Item 26, CW Report No. 29 – Page 3

2. That the Applicant submit material samples for review and approval by Cultural Services staff when these are available; and,
3. That the Applicant is to be advised that if the design changes as a result of addressing issues from review by other departments, a new submittal for review for the Heritage Committee may be required and any previous approval granted may be deemed invalid based on the new information provided.”

The Owner revised the proposal to address Condition #1 above. The Owner must also address Conditions #2 and #3, prior to the issuance of a Heritage Clearance Approval and a Heritage Permit from the Cultural Services Division.

The Vaughan Development/Transportation Engineering Department has reviewed the application and advises that the proposal must address the following:

1. the driveway design on the site plan must be reviewed and the third garage removed as the distance for car manoeuvres is insufficient;
2. the driveway entrance shall have a setback of 1 m clearance from all above-ground services or obstructions;
3. the Owner must arrange for sanitary, storm and water service connections, which are not located on the municipal road allowance to the property line, to be installed by the City, at the Owners' expense;
4. ensure grading is within a 2% to 5% gradient for the front, side and rear of the lot; and,
5. indicate all easements, drainage swales and downspout locations on the plans.

The Vaughan Development/Transportation Engineering Department has no objections to the proposal provided that revisions to the site plan, site grading, servicing and stormwater management are submitted and addressed to their satisfaction.

The Development Planning Department is satisfied that the proposed site plan and building elevations, as shown on Attachments #3 to #7, are consistent with the requirements of the Kleinburg-Nashville Heritage Conservation District Study and Plan, subject to the applicant satisfying the requirements of Heritage Vaughan and the Cultural Services Division and the Development/Transportation Engineering Department. Revisions to the site plan and building elevations can be addressed at a staff level. A condition to this effect is provided in the recommendation of this report.

#### **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 subject lands are not located on a Regional Road, and therefore, there are no Regional implications.

CITY OF VAUGHAN

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**Conclusion**

The Vaughan Development Planning Department has reviewed the Site Development File DA.12.011 to permit the development of a 2-storey (431.52 m<sup>2</sup>) detached residential dwelling on the subject lands shown on Attachments #1 and #2. The application has been reviewed in accordance with OPA #601, the "*Kleinburg-Nashville Heritage Conservation District Study and Plan*", Zoning By-law 1-88, the comments from City Departments, Heritage Vaughan and the area context. The Development Planning Department is satisfied that the proposed development for a detached residential dwelling is appropriate and compatible with the existing and permitted uses in the surrounding area within the Kleinburg-Nashville Heritage Conservation District, subject to addressing the comments from Heritage Vaughan and the Vaughan Development/Transportation Engineering Department. Revisions to the site plan and building elevations can be addressed at a staff level. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the recommendations in this report.

**Attachments**

1. Context Location Map
2. Location Map
3. Site Plan/Grading Plan
4. East Elevation
5. South Elevation
6. North Elevation
7. West Elevation

**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.)



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 27, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

27

**STREET NAME APPROVAL  
DRAFT PLAN OF SUBDIVISION FILE 19T-05V10 (PHASE I)  
KLEINDOR DEVELOPMENTS INC.  
WARD 1 – VICINITY OF MAJOR MACKENZIE DRIVE AND REGIONAL ROAD 27**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012:

**Recommendation**

The Commissioner of Planning recommends:

- 1. THAT the following street names for the proposed streets in approved Plan of Subdivision File 19T-05V10, Phase I (Kleindor Developments Inc.) as shown on Attachment #3, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	GALLANT CRESCENT (Vaughan Street Name Reserve List)
Street 'B'	TIMBER CREEK BOULEVARD (Previously approved for the adjoining subdivision roadway)
Street 'C'	WOODGATE PINES DRIVE (Previously approved for the adjoining subdivision roadway)
Street 'D'	BALDERSON DRIVE (Vaughan Street Name Reserve List)
Street 'E'	CHESNEY CRESCENT (Vaughan Street Name Reserve List)
Street 'F'	HYDE DRIVE (Vaughan Street Name Reserve List)
Street 'G'	PELLEGRINI DRIVE (Vaughan Street Name Reserve List)
Street 'H'	APPLEYARD AVENUE (Vaughan Street Name Reserve List)

**Contribution to Sustainability**

N/A

**Economic Impact**

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

**Communications Plan**

N/A

**Background – Analysis and Options**

The subject lands shown on Attachments #1 and #2 are located on the north side of Major Mackenzie Drive, west of Regional Road #27, between the CP Rail Line – Mactier Subdivision to the west, and the Unopened Road Allowance between Concessions 8 and 9 to the east, City of Vaughan.

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The applicant has submitted street names for eight streets in approved Plan of Subdivision File 19T-05V10 (Kleindor Developments Inc.) Phase I, as shown on Attachment #3 for approval. The Transportation and Community Planning Department for the Region of York has no objection to the proposed names.

The Vaughan Fire and Rescue Department and Vaughan Development Planning Department have also reviewed the proposed street names, which are considered to be satisfactory.

The street names are consistent with the City's current and proposed Vaughan Street Naming Policy that was considered at the June 5, 2012, Committee of the Whole Meeting.

#### **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 Transportation and Community Planning Department has no objection to the proposed street names.

#### **Conclusion**

The Vaughan Development Planning Department has no objection with the proposed street names for the streets within approved Plan of Subdivision File 19T-05V10 (Phase I). Should the Committee concur, the recommendation in this report can be approved.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Draft Plan 19T-05V10 - Phase I

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

Scot Leigh-Bennett, GIS Technician, ext. 8642  
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 JUNE 26, 2012**

Item 28, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**28**

**AWARD OF TENDER T12-154  
SUPPLY AND PLANTING OF TREES**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 19, 2012:**

**Recommendation**

The Commissioner of Community Services, in consultation with the Director of the Parks & Forestry Operations Department and the Acting Director of the Purchasing Services Department recommends:

1. The Award of Tender T12-154 for the Supply and Planting of Trees throughout the City of Vaughan be awarded to Terratechnik Environmental Ltd. for two (2) years at a cost of \$504,221.59 per year (including HST), with an option to renew for two (2) additional one (1) year term(s) at the discretion of the City; and,
2. That a contingency allowance in the amount of \$67,000.00 (15%) be approved within which the Director of Parks and Forestry Operations is authorized to approve amendments to the contract; and,
3. That a by-law be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

**Contribution to Sustainability**

This report is consistent with the priorities previously set by Council in the Green Directions Vaughan, Community Sustainability Environmental Master Plan, Goal 2, Objective 2.2:

- To develop Vaughan as a City with maximum green space and an urban form that supports our expected population growth by providing strategies for achieving our urban forest targets which include; planning, maintenance, species and planting recommendations.

**Economic Impact**

Funds for the T12-154 Supply and Planting of Trees were approved in the 2012 Capital Budget in the amount of \$525,000.00.

**Communications Plan**

Not applicable.

**Purpose**

The purpose of this report is to award Tender T12-154 for the Supply and Planting of Trees within the City of Vaughan on public lands.

**Background - Analysis and Options**

The Parks and Forestry Operations Department administers the removal of dead trees due to disease, insects or storm damage (including the stumps) and the replanting of trees for the City of Vaughan.

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The City of Vaughan has done a great job in maintaining its tree canopy. The five year tree planting strategy identified opportunities to increase the tree planting program, and therefore increase Vaughan's tree canopy. However, in the past five years, Vaughan, like other cities has experienced difficulty in maintaining its urban forest. We have had to deal with the Asian Long Horn Beetle, a tornado, budget constraints and now the presence of Emerald Ash Boer (EAB).

Trees identified for replacement in this tender reflect trees removed in the previous year (2011). The 2012 capital submission included funds to replace approximately 1400 trees. However, the budget request was reduced by \$100K. This resulted in approximately 235 trees scheduled for planting in 2012 being deferred until 2013 pending budget approval.

In addition, the department also submitted a separate 2012 capital request to replace approximately 1000 EAB infested trees. (This was not approved).

In an effort to minimize the impact to our residents as a result of the EAB, staff has prioritized the 2012 planting list to include approximately 300 EAB trees that were removed in 2011. Unfortunately, this will result in approximately 300 additional trees being deferred from the planting list and will be considered in 2013 for a total of 535 trees.

The priority for the 2012 tree plantings is based on removal dates and focus on all residential frontages with industrial and commercial properties being ranked low. As a consequence of the prioritization and budget constraints, approximately 535 trees will be deferred until additional funding becomes available.

This tender was advertised on the Ontario Public Buyers Association and the Bidingo (formerly called Electronic Tender Network - ETN) on May 2, 2012 and on the City Web Page on May 3, 2012. Tenders closed and were publicly opened on Thursday May 17, 2012 at 3:30 p.m. Five (5) bid documents were issued and five (5) bid documents were received, of which two (2) were deemed not compliant by the Purchasing Services Department.

The bid results are as follows:

<b><u>Contractor</u></b>	<b><u>Price (inclusive of HST)</u></b>
Terratechnik Environmental Ltd. Mississauga, Ontario	\$504,221.59
Cedar Springs Landscape Group Ancaster, Ontario	\$537,026.74
Lomco Landscape Contractors Newmarket, Ontario	\$1,191,895.75

The cost of Capital Project No. PO-6700-10 including a 15% contingency allowance and all applicable taxes is \$538,000.00 and is calculated as follows:

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<b>PO-6700-10 Tree Planting Program T12-154 Supply and Planting of Trees Financial Summary - Terratechnik Environmental Ltd.</b>	
Capital Budget (Prior Years)	885,800.00
Capital Budget (2012)	525,000.00
<b>Total Capital Budget</b>	<b>1,410,800.00</b>
Less: Expenses/ Commitments to Date*	872,830.20
<b>Current Funds Remaining</b>	<b>537,969.80</b>
Costs:	
Tender Cost T12-154 ( <i>Including HST</i> )	504,221.59
Less: HST	58,007.79
Tender Costs ( <i>Excluding HST</i> )	446,213.80
Contingency Allowance (15%)	67,000.00
Sub-Total	513,213.80
Non Refundable Portion of HST (1.76%)	9,032.56
Sub-Total	522,246.36
Administration Fee (3%)	15,667.39
Total Costs	537,913.75
<b>Total Costs (Rounded)</b>	<b>538,000.00</b>
<b>Balance Remaining</b>	<b>- 30.20</b>

**Relationship to Vaughan Vision 2020**

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

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

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.

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**Conclusion**

Parks and Forestry Operations staff have reviewed the bid submissions and have determined that the bid supplier Terratechnik Environmental Ltd. is deemed to meet the requirements of the contract. It is therefore recommended that Terratechnik Environmental Ltd. be awarded the contract for the supply and planting of trees for two years at a cost of \$504,221.59 per year, (including HST).

**Attachments**

None.

**Report prepared by:**

Marjie Fraser, Director of Parks & Forestry Operations, Ext. 6137  
Jeffrey Silcox-Childs, Manager of Parks Services, Ext. 6140

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 29, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**29                    IMPROVING ACCESS TO SERVICES BY THOSE WITH SPECIAL NEEDS**

**The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Carella, dated June 19, 2012:**

**Member's Resolution**

Submitted by Councillor Tony Carella

***Whereas***, the City of Vaughan is an inclusive organization that has a corporate vision that encourages and supports the participation of individuals with disabilities in all programs and services such as accessible recreational opportunities, community centres and parks; and

***Whereas***, the City of Vaughan is meeting current and pursuing future requirements of the Accessibility for Ontarians with Disabilities Act (AODA); and

***Whereas***, the Vaughan Accessibility Advisory Committee advises Council about the requirements and implementation of accessibility standards and the preparation of accessibility reports and such other matters for which the Council may seek its advice; and

***Whereas***, the City of Vaughan provides individuals and families access to recreational services through a number of fee assistance programs such as RecAssist; and

***Whereas***, the City of Vaughan wishes to ensure access to recreational services is fair and consistent for all residents;

***It is therefore recommended:***

That staff report on the implication of providing reduced fees for recreational programs such as fitness memberships, registered programs and camp programs for citizens with disabilities; and

That such a report include requirements on this issue as it relates to the Accessibility for Ontarians with Disabilities Act (AODA), benchmarking information from other municipalities, consultation with the Vaughan Accessibility Advisory Committee, financial impacts to the City, currently available fee assistance programs, and criteria to identify eligible recipients.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 30, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**30                    PREVENTING CRUELTY TO ANIMALS IN THE CITY OF VAUGHAN**

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Carella, dated June 19, 2012:

**Member's Resolution**

Submitted by Councillor Tony Carella

***Whereas***, on November 27, 2008, Royal Assent was given to provincial legislation to amend the Ontario Society for the Prevention of Cruelty to Animals (OSPCA) Act, empowering the society to act on behalf of the province and the province's interest in preventing cruelty to animals; and

***Whereas***, the OSPCA does not operate within the boundaries of the City of Vaughan, as there is no service agreement between the City of Vaughan and the OSPCA; and

***Whereas*** any service agreement will have financial implications for the City of Vaughan;

***It is therefore recommended:***

That appropriate staff meet with representatives of the OSPCA, to determine the nature and cost of a service agreement between the Society and the City, to carry out the enforcement of the OSPCA Act as may be necessary and advisable in respect of animals resident in or passing through the City of Vaughan; and

That the cost of said proposed agreement be referred to the Finance and Administration Committee, for consideration as part of the 2013 budget process.



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 31, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**31                            PARKING PROHIBITION ALONG LOOKOUT POINT COURT**

**The Committee of the Whole recommends:**

- 1)        That the recommendation contained in the following resolution submitted by Councillor Carella, dated June 19, 2012, be approved;**
- 2)        That alternatively, parking be prohibited commencing at the intersection of Summit Ridge and Lookout Point and running to the vicinity of Lookout Point, as determined by way of a petition and as confirmed by the Engineering Services Department; and**
- 3)        That Communication C5, petition, submitted by Lockout Point residents, be received.**

**Member's Resolution**

Submitted by Councillor Tony Carella

**Whereas** residents of a portion of Lookout Point Court (numbers 38 to 54) have experienced problems with local youth who park vehicles opposite their houses (which face Sonoma Heights Community Park) and engage in inappropriate behaviours in and around the nearby covered bocce courts; and

**Whereas** the residents have requested that parking be prohibited along this section of Lookout Point Court that is open to the park, but remain permitted at the usual times along the portion of Lookout Point Court alongside the fenced boundary of the park;

***It is therefore recommended:***

That pending receipt of a petition confirming that two-thirds of the households along this portion of Lookout Point Court (numbers 38 to 54) are in agreement, parking be prohibited along the side of Lookout Point Court commencing 20 m east of the end of the boundary fence (i.e., approximately opposite 32), and ending at the southward bend of the street in the vicinity of 54 Lookout Point Court.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 32, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

32

**NEW APPROACH TO DEALING WITH ILLEGAL SIGNS**

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Carella, dated June 19, 2012:

**Member's Resolution**

Submitted by Councillor Tony Carella

***Whereas*** illegal signs displaying the name of a business and a contact number have proven to be a perennial issue and a ubiquitous nuisance within the City of Vaughan; and

***Whereas*** prosecution of the named businesses has been hampered by the inability to prove that the named business is in fact responsible for the placement of such illegal signs; and

***Whereas*** the technology associated with so-called robocalls has been adapted successfully to address this issue in other jurisdictions in North America;

***It is therefore recommended*** that appropriate staff review the attached article from the June 3, 2012 edition of the New York Times and bring back a report in the fall on how the approach described in the article can be applied in the City of Vaughan.

**Attachments**

1. New York Times article dated June 3, 2012

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 33, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**33     TRAFFIC STUDY – ABERDEEN AVE FROM CLOVER LEAF ST TO GOVERNOR CRES**

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor DeFrancesca, dated June 19, 2012:

**Member's Resolution**

Submitted by Councillor Rosanna DeFrancesca

***Whereas***, parking and stopping prohibitions have been implemented in the above noted section;

***Whereas***, a community meeting was held on January 25, 2012 at Immaculate Conception School where the community indicated concerns with the operation of this segment of road;

***Whereas***, a petition signed by 316 members of the community, requesting opportunities for safer traffic flow has been received by the City;

***It Is therefore recommended that***, staff undertake a traffic study on Aberdeen Ave from Clover Leaf St to Governor Cres and report back their findings to a future Committee of the Whole Meeting.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 34, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**34           MAYOR'S TRAVEL FROM COMPASSION TO ACTION: POLAND AND ISRAEL,  
                  OCTOBER 21 – 30, 2012**

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Mayor Bevilacqua, dated June 19, 2012:

**Member's Resolution**

Submitted by Mayor Maurizio Bevilacqua

***WHEREAS***, The Friends of Simon Wiesenthal Centre (FSWC) for Holocaust Studies works to improve Canadian society by exposing hate and anti-Semitism, supports projects which promote tolerance, justice and human rights; carries out projects and programs in areas such as Workshops, Seminars, International Programs and Activities, Education Programs in Canada and Tolerance Education in Canada;

***WHEREAS***, Vaughan is one of the fastest growing municipalities in Canada with an ever increasing ethnic and social diversity as demonstrated by the fact that more than 70 different languages are spoken. As identified in the City's Diversity Strategy - *Vaughan's Greatest Asset* - Goal 1: It is key to communicate and promote the City of Vaughan's commitment to a unified community that recognizes and is responsive to cultural differences, promotes and protect rights, and celebrates diversity. In addition, the Economic Development Strategy: Building a Gateway to Tomorrows Economy, Goal 4.3.2 advocates that the City engage GTA-based organizations that reflect the ethnic/cultural diversity of the City, to leverage their networks and connections;

***WHEREAS***, an invitation was received by the Office of the Mayor from the Friends of Simon Wiesenthal Center for Holocaust Studies to participate in travel to Israel and Poland, to represent the City as a member of the Canadian delegation in the 2012 "Compassion to Action" Friends of Simon Wiesenthal Centre for Holocaust Studies Mission – October 21 – 30, 2012;

***WHEREAS***, per the Council Expense Policy 01.37, all international travel outside Canada and the United States must be approved by Council;

***WHEREAS***, the "Compassion to Action" Friends of Simon Wiesenthal Centre for Holocaust Studies Mission to Poland and Israel is an excellent opportunity to promote and understand the cultural diversity of our city and aligns to the City's Diversity Strategy;

***It is therefore recommended that Council*** approve Mayor Maurizio Bevilacqua to accept an invitation from the Friends of Simon Wiesenthal Center for Holocaust Studies to represent the City and participate in the Compassion to Action Mission to Poland and Israel 2012.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 35, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

35

**FILMING EVENT BY-LAW – 371-2004**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services & City Solicitor, dated June 19, 2012, be approved; and
- 2) That Communication C2, Ms. Donna Zuchlinski, Ontario Film Commissioner, Industry Development Department, Ontario Media Development Corporation, 175 Bloor Street East, South Tower, Suite 501, Toronto, M4W 3R8, dated June 14, 2012, be received.

**Recommendation**

The Commissioner of Legal and Administrative Services & City Solicitor, in consultation with the City Clerk, the Director of Corporate Communications and the Director of Economic Development recommends:

- 1) That notwithstanding the provisions of By-law No. 371-2004, on an interim basis:
  - a) The permit fee for on-location filming events taking place within the City of Vaughan be reduced from \$500.00 to \$250.00;
  - b) The requirement for a film permit be restricted to those circumstances where:
    - i) Any portion of the filming takes place on public property within the City of Vaughan, including for the purpose of parking vehicles;
    - ii) The filming activity involves the use of pyrotechnics or fire arms; or
    - iii) The filming activity may in the opinion of the Chief Licensing Officer of the City of Vaughan adversely affect area residents due to noise and lighting;
  - c) The consent of a majority of residents in the vicinity of filming activity be required should filming be taking place more than once within any 12 month period; and
- 2) That staff be requested to report back within six months time with an update on filming activity taking place within the City of Vaughan and such recommended changes to By-law 371-2004 as may be appropriate.

**Contribution to Sustainability**

N/A

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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#### Economic Impact

The proposed elimination of filming fees for private property and the proposed filming permit fee reduction will have an impact of approximately \$7,500 in lost revenue when compared to film permit revenue in 2011. It is anticipated that changes in filming fees and processes will attract more on location filming which will off-set the financial impact to Vaughan as well as creating additional cross-business opportunities, local employment and support for Vaughan's hospitality industry.

#### Communications Plan

Film production companies will be required to notify residents and businesses on both sides of the street within a 1 block radius of film locations, or as otherwise instructed by the Chief Licensing Officer.

#### Purpose

The purpose of this report is to recommend interim adjustments to the permit fees and procedures for notifying affected residents of filming events preparatory to the introduction of formal amendments to Filming Event By-law 371-2004.

#### Background - Analysis and Options

In late 2011 staff received correspondence from Donna Zuchlinski, Ontario Film Commissioner for the Ontario Media Development Corporation (OMDC) expressing concerns with the City of Vaughan permit fees for filming events and processes for applications and notification to residents where filming takes place. A meeting was arranged on May 18, 2012 with the City Clerk, the Director of Corporate Communications and staff from the Economic Development Department where the issues were further discussed.

With respect to permit fees, Ms. Zuchlinski provided staff with an analysis from a number of Ontario municipalities and cities. In those jurisdictions which charged a permit fee, the fee ranged from \$ 75.00 to \$ 300.00 as noted in Attachment 1. The survey shows that in comparator municipalities no fees were charged for filming taking place on private property where there was no need for on street parking or City services. Vaughan's current fee for filming is \$ 500.00 and is payable for any filming event taking place within its jurisdiction, regardless of where it takes place, whether City services are required or whether residents are affected by noise, pyrotechnics, gun fire, etc. OMDC has suggested that the City of Vaughan consider revising its current fee structure to bring it in line with other Ontario jurisdictions.

In addition, Ms. Zuchlinski has suggested that Vaughan review its process related to circumstances where resident signatures are required where filming activities affect them. She offers the City of Toronto as a comparable where the procedure is to require signatures from a majority of affected residents after the second occurrence in a calendar year. This does not include cases of afterhours filming or where pyrotechnics will be used, which require the same number of signatures but for all requests regardless of the number of occurrences per year. Vaughan currently requires that all affected residents be notified in writing by the filming or production company outlining the dates, times, duration and nature of the filming taking place no less than 48 hours before the event and that a copy of same be filed with the City Clerk's Office. Staff is supportive of the film industry and agrees that the City of Toronto's approach is more efficient and therefore recommends that filming activity which occurs within a neighbourhood within 12 months of a previous occurrence be subject to the revised notification protocol.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 35, CW Report No. 29 – Page 3

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

This report is in keeping with the provisions of the City of Vaughan Strategic Plan, particularly the achievement of Staff Excellence through application of the strategic theme 'Preserve our Heritage and Support Diversity, Arts and Culture.

#### **Regional Implications**

Filming which takes place within Regional Road allowances will require approval of the Regional Municipality of York.

#### **Conclusion**

The film industry has developed as a major business sector in Ontario. Film shoots create cross-business opportunities, local employment and support the hospitality industry. They generate income that stays within the municipality and promotes the City. Film production is consistent with the City's goal of supporting the creative and performing arts. In general, the film industry is flexible in scheduling location requirements so as not to disrupt regular activities in the community. In terms of the overall local economy, Vaughan continues to benefit from its diverse economic base. Film production is consistent with the City's Economic Development Strategy which encourages the development of a creative economy. Accordingly, staff recommend the modifications to the film permitting process as noted in this report be implemented on an interim basis, and that formal amendment to the by-law take place within six months after having the opportunity to monitor experience within that time frame.

#### **Attachments**

- Attachment 1: Film Permit Fee Comparison of Canadian Cities
- Attachment 2: Correspondence dated May 18, 2012 from Donna Zuchlinski, Ontario Film Commissioner

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

Joseph Chiarelli, Manager – Licensing and Permits, Insurance – Risk Management  
David Madore, Supervisor, Licensing and Permits

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 36, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**36**

**KLEINBURG–NASHVILLE SERVICING STRATEGY  
CLASS ENVIRONMENTAL ASSESSMENT STUDY  
NOTICE OF STUDY COMPLETION  
WARD 1 – VICINITY NORTH OF RUTHERFORD ROAD BETWEEN HUNTINGTON & KIPLING**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2012:**

**Recommendation**

The Commissioner of Engineering and Public Works, in consultation with the Commissioner of Finance / City Treasurer, recommends that Council approve the Draft Kleinburg–Nashville Servicing Strategy in principle, and direct staff to issue a notice of study completion following finalization of the study report.

**Contribution to Sustainability**

In considering the objectives of the City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan), the Kleinburg-Nashville Servicing Strategy will assist in:

- Minimizing greenhouse gas emissions and the movement towards carbon neutrality for City facilities and infrastructure
- Ensuring efficient and appropriate use of potable water
- Achieving sustainable growth and development
- Creating a City with sustainable built form
- Sharing sustainable best practices and ideas between and among municipal staff and the community

Implementing the recommended infrastructure will advance water conservation and efficiency initiatives and the reduction of inflow and infiltration within the wastewater collection system.

**Economic Impact**

The Kleinburg-Nashville Servicing Strategy recommends a network of new watermains and sanitary sewers required to service planned growth and the existing residential neighborhoods (currently on private services) within the limits of the Community Plan. The total cost of these improvements is valued at approximately \$62 million as detailed in this report.

The growth-related component is valued at approximately \$37 million. The majority of this proposed infrastructure, approximately \$22 million, will be designed, constructed and paid for by local developers in conjunction with the servicing of development. The remainder of the growth related works, approximately \$15 million, will be included in the City's Draft Development Charges Background Study currently being prepared by Hemson Consulting.



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The Strategy further identifies what infrastructure would be required to service existing residential neighborhoods currently on private services. These works would not be considered growth related. The non-growth related component of the Strategy is valued at approximately \$25 million. Funding and implementation of the non-growth component would be user-driven. As the existing residential neighborhoods are currently adequately serviced by private septic systems and / or wells, there is no expectation the property owners will be petitioning the City to extend services into their neighborhoods in the foreseeable future. Accordingly, there is currently no financial impact to existing residential property owners / residents. At some point in the future, should existing residential property owners wish to connect to the municipal systems, the City may impose a special fees by-law applicable to all existing benefitting areas in accordance with the provisions of the “*Municipal Act*” to fund the works. Any costs attributable to the City would be subject to future capital budget deliberations.

Once implemented, the water and wastewater servicing improvements will incur normal expense associated with annual operating, maintenance and life cycle costs. The life cycle costs will be detailed further in conjunction with capital funding requests for individual components of the Strategy.

#### **Communications Plan**

A comprehensive public consultation program to obtain input from all affected stakeholders was completed as part of the study. The main components undertaken include:

- Notice of Study Commencement
- Two Public Information Forums
- Various individual stakeholder meetings with local landowners
- Notice of Study Completion (to be released fall of 2012)

All notification related to the study was directly mailed to affected stakeholders on the project mailing list, advertised in local newspapers and posted on the City website.

A final Notice of Study Completion will be issued in the fall of 2012. Upon issuance of this notice, the final study report will be placed on public record for a 30-day review period in accordance with the requirements of the Municipal Class Environmental Assessment process.

#### **Purpose**

The purpose of this report is to highlight the conclusions and recommendations of the Kleinburg-Nashville Servicing Strategy for Council's approval in principle so the Notice of Study Completion can be issued in accordance with the Municipal Class Environmental Assessment process.

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

##### **Kleinburg-Nashville Community Plan to accommodate population of 32,000**

The Kleinburg-Nashville Community Plan area is bounded by Rutherford Road to the south, Kirby Road to the north, Huntington Road to the west and Kipling Avenue to the east as shown on Attachment No. 1. Main branches of the Humber River traverse the community providing significant valleyland corridors and generous topographic relief.

In 2007 Council approved Official Plan Amendment (OPA) 601 for the Kleinburg-Nashville Community, which provided for an ultimate residential community population of approximately 7,500 people. Accordingly, servicing strategies to accommodate the proposed growth were undertaken by the City and York Region.

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As part of the recent City-wide Official Plan review process, a number of focus areas within the existing community limits were considered for growth. With the conclusions of this work in 2010, and the concurrent approval of residential development within Block 61, an ultimate residential population of approximately 32,000 people is now planned for the community.

#### **A Servicing Strategy ensures infrastructure is comprehensively planned and delivered in a timely manner**

AECOM Canada was retained by the City to undertake a local servicing strategy study in accordance with the Municipal Class Environmental Assessment process. The draft Servicing Strategy was completed in July of 2011. It builds upon previous Regional and local infrastructure studies and recommends the required water and wastewater system improvements to facilitate development planned for the community as envisioned by the City's new Official Plan 2010. The Servicing Strategy is key to ensuring infrastructure is comprehensively planned and delivered in a timely manner and will facilitate the development review and approvals process. A detailed overview (Executive Summary) of the study is provided in Attachment No. 2. The key findings and recommendations of the study are outlined below.

#### **Lake-based water supply required to service community**

York Region's water supply to the existing Kleinburg-Nashville Community is currently well-based. It relies on a groundwater (aquifer) supply source which draws water from three communal wells to provide potable water to residents and businesses. The City then distributes this water to local residents and businesses via the local water distribution network. The available supply of water from the wells is limited. As growth continues, the wells will no longer be able to adequately supply the peak daily volume of water required to service the community. Accordingly, a water supply system conversion to York Region's lake-based water supply system will be implemented.

The Regional water supply conversion will occur in phases and is expected to be fully complete by summer of 2014. Upon completion of the system conversion, the existing wells will remain on standby as a secondary emergency supply if required. The timing for the permanent decommissioning of the existing wells is currently unknown.

A number of Regional water supply system improvements will be constructed to facilitate the ultimate conversion. These include the following:

- Huntington Rd Watermain - 750 millimetre diameter (Rutherford Rd to Nashville Rd)
- Islington Ave Watermain - 400 millimetre diameter (Sunset Ridge to Bindertwine / Sevilla Blvd)
- Booster Station 1 (at existing elevated water storage tank site)
- Nashville Rd / Whisper Lane / Highway 27 Watermain - 600 millimetre diameter
- Booster Station 2 (at the existing well-house on Whisper Lane)

Attachment No. 3 graphically identifies the proposed Regional watermain network improvements.

The recommendations of the City's Servicing Strategy consider and build upon the planned Regional infrastructure. A series of distribution watermains will be required to facilitate growth and provide municipal water to existing residential neighborhoods currently serviced by private wells. Attachment No. 3 graphically identifies the proposed network of new City watermains recommended by the study. These include:

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- Major Mackenzie Dr Watermain (Huntington Rd to Islington Ave)
- Highway 27 Watermain (Existing elevated tank to Kirby Rd)
- Kirby Road Watermain (Highway 27 east to Kipling Ave)
- Kipling Ave (Kirby Rd south to Stegman's Mill Rd)
- Huntington Rd Watermain (north of Nashville Rd)

#### **Sanitary sewer system improvements will connect Kleinburg-Nashville to the York-Durham Sewage System via Woodbridge and Maple service areas**

The current wastewater collection system is comprised of local City-owned sanitary sewers and privately owned sewage septic systems. The outlet for the local sewers is the Regional Kleinburg Water Pollution Control Plant (KWPCP) which discharges directly to the Humber River within the community.

An expansion to the existing KWPCP has recently been completed and commissioned by York Region which essentially doubles the sewage treatment capacity for the community to a maximum serviced population of 7,500 people. Although its capacity has significantly increased, it can not support the ultimate anticipated growth (approximately 32,000 people) within the community.

The City's Study has concluded that sanitary sewage flows beyond the expanded capacity of the water pollution control plant will be directed to the York-Durham Sewage Servicing system via the existing Maple and Woodbridge service areas. Given the topographic constraints within the community, a number of local sewage pump stations and forcemains are proposed to work concurrently with the proposed gravity sewer system. An expansion to the City's existing sewage pumping station at Highway 27 and Nashville Road will also be required.

Attachments No. 4 and 5 graphically identify the proposed network of new sanitary sewers, pump stations and forcemains recommended by the study. Attachment No. 4 identifies all growth related system improvements and Attachment No. 5 identifies all non-growth related system improvements required to allow for existing residential areas currently serviced by private septic systems to connect with the municipal system in the future, if necessary. The key infrastructure improvements are listed below:

- Nashville Rd Sewer (Huntington Rd to Highway 27)
- Major Mackenzie Dr Sewer (Huntington Rd to Highway 27)
- Huntington Rd / Block 61 West Sewer (Major Mackenzie Dr north towards Kirby Rd)
- Highway 27 Sewer (Major Mackenzie Dr to Kirby Rd)
- Kirby Rd Sewer (Highway 27 to Kipling Ave)
- Kipling Ave Sewer / Teston Rd Forcemain

The Block 61 Developers' Group has advanced the construction of a 750 millimetre diameter sanitary sewer along Huntington Road (from Trade Valley Drive to Major Mackenzie Drive) to collect wastewater flows from proposed development in the area. This sewer will ultimately outlet to the Woodbridge Collector and the York-Durham Sewage System. Refer to Attachment No. 4.

Sanitary sewage flows generated by the proposed development along the west side of Kipling Avenue will be directed east to the proposed Pine Valley North Pumping Station in Block 40. These flows will ultimately outlet to the Maple Collector and the York-Durham Sewage System. Refer to Attachment No. 4.

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**Implementation of growth related infrastructure will be development driven**

Given the wide range of capital projects comprising the recommended solution, implementation of various elements of the Strategy will be development driven. The majority of the elements in the Strategy are considered growth-related and will be constructed through development or funded through Development Charges.

Staff will ensure infrastructure requirements are financially secured and constructed as part of the development review and approvals process.

**The Strategy provides for the servicing of the existing suburban residential areas if required in the long term**

The main objective of the Strategy was to consider the ultimate servicing needs of the entire community. As a result, the recommendations of the Strategy identify how all existing residential neighborhoods could be serviced by municipal water and sewer systems in the future if needed. These neighborhoods comprise of rural residential pockets currently serviced by private septic systems and wells, and suburban areas currently serviced with municipal water, but on private septic systems.

As these existing residential neighborhoods are currently adequately serviced by private septic systems and / or wells, there is no expectation that the property owners will be petitioning the City to extend services into their neighborhoods in the foreseeable future. If in the future the property owners in an unserved neighborhood petition the City to extend services, then the City could impose a special fees by-law applicable to all existing benefitting areas in accordance with the provisions of the "Municipal Act" to fund the works. Any costs attributable to the City would be subject to future capital budget deliberations.

**Preliminary estimates value total capital costs for all City infrastructure improvements at approximately \$62 Million**

A summary of the preliminary estimated capital costs associated with the recommended infrastructure improvements for all City growth related and non-growth related works is provided below.

**GROWTH RELATED  
INFRASTRUCTURE IMPROVEMENT COSTS**

ITEM	DESCRIPTION	COST (Millions)
1	Sanitary Sewers (Gravity)	\$ 6
2	Sanitary Forcemains	\$ 3
3	Sanitary Pump Stations	\$13
4	Watermains	\$ 15
<b>TOTAL</b>		<b>\$ 37</b>

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The majority of the above growth related infrastructure will be designed, constructed and paid for by local developers in conjunction with the servicing of new development. The remainder will be included in the next Development Charges Background Study and constructed when needed.

**NON-GROWTH RELATED  
INFRASTRUCTURE IMPROVEMENT COSTS**

<b>ITEM</b>	<b>DESCRIPTION</b>	<b>COST (Millions)</b>
1	Sanitary Sewers (Gravity)	\$ 7
2	Sanitary Force mains	\$ 2
3	Sanitary Pump Stations	\$ 15
4	Water mains	\$ 1
<b>TOTAL</b>		<b>\$ 25</b>

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

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

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

The recommendations of this report will assist in advancing the City's Strategic Plan initiative to establish "city-wide master phasing and servicing allocation plans".

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

**Regional Implications**

Regional staff has been involved throughout the duration of the study and are supportive of the study findings and recommendations. Regional comments have been received on the draft document and will be addressed prior to finalizing the study report.

In addition, the finalization of the study report will inform the on-going Regional West Vaughan Sanitary Sewer Class Environmental Assessment Study. This study will identify a sustainable and cost effective solution for the long-term sewage servicing needs of the West Vaughan area.

**Conclusion**

The draft Kleinburg-Nashville Servicing Strategy Study has been completed. It recommends a network of new water mains and sanitary sewers required to service planned growth and existing residential areas within the limits of the community. Preliminary estimates value the recommended improvements at approximately \$62 million. Capital funding for the majority of these improvements will be funded by local developers and remainder through Development Charges. Funding and implementation of the non-growth elements would be user-driven if needed in the future.

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The approval in principle of the draft Kleinburg-Nashville Servicing Strategy will ensure infrastructure is comprehensively planned and delivered in a timely manner to support the planned development within the area and will enable staff to take the next steps towards implementing the Strategy.

**Attachments**

1. Kleinburg–Nashville Community Plan Area
2. Executive Summary – AECOM Canada
3. Proposed Watermains
4. Proposed Sanitary Sewer System (Growth Related)
5. Potential Sanitary Sewer System (Non-Growth Related)

**Report prepared by:**

Tony Artuso, Senior Engineering Assistant, Ext. 8396  
Michael Frieri, Manager of Engineering Planning & Studies, Ext. 8729

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

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Item 37, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**37                    2011 CITY OF VAUGHAN MAYOR'S GALA AND MAYOR MAURIZIO BEVILACQUA CHARITY GOLF CLASSIC – RECIPIENT ORGANIZATIONS**

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Mayor Bevilacqua, dated June 19, 2012:

**Member's Resolution**

Submitted by Mayor Maurizio Bevilacqua

**WHEREAS**, the City of Vaughan is committed to fostering an inclusive society;

**WHEREAS**, Council by its adoption of Item 27 of Report No. 1 of the Committee of the Whole at its meeting of January 31, 2012 authorized:

- That the Mayor be authorized to distribute proceeds from the annual City of Vaughan Mayor's Gala and the Mayor Maurizio Bevilacqua Charity Golf Classic in accordance with the Council Resolution of Item 32 of Report No. 19 of the May 3, 2011 Council meeting;
- That the distributions not be made in an election year; and,
- That the Mayor report to Council within 6 months with the details of the distributions once made.

**WHEREAS** the May 3, 2011 Council resolution authorized that recipients include, but not be limited to:

- Vaughan Based Charities
- Not-for-profit Organization
- Community Groups

**WHEREAS** the use of the net proceeds was promoted to the public through the Mayor's Gala and the Mayor's Charity Golf Classic material, Council reports and media articles;

**WHEREAS**, the recipient organizations have been identified based on consultation with Members of Council, community leaders and active community engagement;

**WHEREAS**, the 2011 Mayor's Gala and the Mayor's Charity Golf Classic reported net proceeds of \$467,627.26 and \$158,217.03 respectively;

**WHEREAS** the net proceeds are being held by the City of Vaughan in a segregated account;

**It is therefore recommended** that Council receive the attached updated list of distributions to recipient organizations from the net proceeds of the 2011 City of Vaughan Mayor's Gala and Mayor Maurizio Bevilacqua Charity Golf Classic.

**Attachments**

1. 2011 City of Vaughan Mayor's Gala and Mayor Maurizio Bevilacqua Charity Golf Classic - Recipient Organizations

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

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Item 38, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2012, as follows:

***By approving the following:***

***That staff be authorized to negotiate and execute a public private partnership with 611428 Ontario Ltd., Maple, Ontario, for the provision of a soccer facility at the corner of Hwy 27 and Milani Boulevard in Vaughan to the satisfaction of the Engineering, Legal, and Parks Development Departments, and providing all conditions set by staff are met; and***

***By approving that Communication C20, from the Commissioner of Community Services, dated June 26, 2012, be received.***

38

**INFORMATION UPDATE  
SOCCER FACILITY DEVELOPMENT– WOODBRIDGE– PUBLIC PRIVATE PARTNERSHIP  
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 19, 2012:

**Recommendation**

The Commissioner of Community Services, in consultation with the Acting Director of Purchasing Services, recommends:

1. That an item relating to the Public Private Partnership for a soccer facility development on lands licensed from the ORC in Woodbridge be brought forward to the Council meeting of June 26, 2012.

**Contribution to Sustainability**

This report is consistent with the priorities previously set by Council in the Green Directions Vaughan, Community Sustainability Environmental Master Plan, Goal 2, Objective 2.2:

- To develop Vaughan as a City with maximum green space and an urban form that supports our expected population growth.

**Economic Impact**

Not applicable.

**Communications Plan**

Not applicable.

**Purpose**

The purpose of this report is to update Council on the results of RFP12-190 and to provide recommendations for moving forward.



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

Council provided direction to staff on June 28, 2011 that following the execution of a license for the use of land from ORC "That a Request for Proposals be issued, to determine if there is potential for public-private partnership for purposes of developing and operating such fields." at Milani Boulevard and HWY 27.

As a result of the direction of Council, a Request for Proposal was issued on April 12, 2012 and closed May 4, 2012. The Request for Proposal was advertised in the City Pages of April 5 and 12, 2012, as well as being posted on Biddingo and the OPBA web site. Nine individuals picked up the RFP documents from Purchasing Services and two submissions were received upon closing. The submissions are being evaluated by the evaluation committee based on the following criteria noted below.

The RFP package provided details on the requirements including the following evaluation criteria to be used in the assessment of the completed proposals:

1. Proposal benefit, concept and business plans	40%
2. Understanding and acceptance of License Requirements	20%
3. Financial Implications and Benefits	20%
4. References and Relevant Experience	10%
5. Proposal Submission	10%

The results of the evaluation committee's recommendations will be brought forward to council.

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

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

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

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

#### **Regional Implications**

The site is located along HWY 27, a Regional road.

#### **Conclusion**

That a report will be brought forward to Council on the June 26<sup>th</sup> meeting to provide the evaluation recommendations and seek further direction from Council.

#### **Attachments**

None.

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

Melanie Morris, Construction Coordinator, Ext. 8058  
Martin Tavares, Construction Coordinator, Ext. 8882

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Item 39, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

39

**PEDESTRIAN LINKAGES IN WEST WOODBRIDGE  
WARD 2**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2012, be approved; and
- 2) That staff investigate the feasibility of a less expensive sidewalk tunnel under-pass crossing and report back to the Finance and Administration Committee for discussion as part of the 2013 budget process.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the City plan for integrating a sidewalk facility with the future designs for a new railway bridge over Highway 27 to be undertaken by Regional Municipality of York, Canadian Pacific Railway, or Metrolinx in the future, as identified in Alternative 3 within the Background – Analysis and Options of this report; and
2. That the City continue to monitor the pedestrian activity in the area.

**Contribution to Sustainability**

The purpose of the report is to review the feasibility of constructing pedestrian links that will promote and improve pedestrian movements between Royalpark Way and Martin Grove Road. As such, the installation of this link is consistent with Green Directions Vaughan Goal #3: To ensure that Vaughan is a City that is easy to get around with low environmental impacts, in particular Objectives 3.1 and 3.2.

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

**Objective 3.2** To develop and sustain a network of roads that supports efficient and accessible public and private transit.

**Economic Impact**

There is no direct economic impact as a result of this report. However, the options outlined in this report will assist Council in determining the feasibility of implementing pedestrian link(s) between Royalpark Way and Martin Grove Road.

**Communications Plan**

A communication plan has not been developed as a result of the undertaking of this feasibility study. However, should the City proceed with a pedestrian link between Royalpark Way and Martin Grove, Engineering Services staff will advise the Mayor and Members of Council and will distribute a notice of project to all affected stakeholders.

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#### Purpose

To report to Council on the feasibility of the construction of a pedestrian link(s) between Royalpark Way and Martin Grove Road.

#### Background - Analysis and Options

At its meeting on September 7, 2010, (Item 71, Report No. 40 of the Committee of the Whole), Council directed:

**“That staff prepare a report on the feasibility and viability of constructing a pedestrian crosswalk between Royalpark Way and Martin Grove Road including costs, to a future Committee of the Whole meeting.”**

Staff conducted a feasibility study, investigating various opportunities of improving pedestrian access from Royalpark Way to Martin Grove Road and undertook a Pedestrian Activity Review to determine the existing level of pedestrian activity in the vicinity of the railway, between Royalpark Way and Martin Grove Road. The following observations were made on the pedestrian study:

- Zero pedestrians crossed the railway within the area
- No damage to the perimeter fencing delineating the railway
- No sign of pedestrian paths (desire lines) observed

The need for investigating possible pedestrian links arose from the fact that there is insufficient space to construct a sidewalk passing under the Canadian Pacific Railing bridge along Highway 27. Notwithstanding the results of the pedestrian study, the following alternatives were investigated:

#### **1. Constructing a sidewalk under the existing Canadian Pacific Railway bridge is not feasible**

This option includes the construction of a new sidewalk along Highway 27, under the existing Canadian Pacific Railway (CPR) bridge. In order to accommodate the sidewalk, the existing lane widths on Highway 27 would need to be reduced below the Regional Municipality of York standards, impacting the safety of both the vehicular and pedestrian traffic in the vicinity of the bridge. The lane widths would need to be reduced to 3.1 meters. This lane width is much less than the standard minimum lane width of 3.5 meters for a high speed road, such as Highway 27. As a result, the inclusion of a sidewalk under the existing span of the bridges would not be feasible.

#### **2. A new sidewalk tunnel under-pass crossing would cost the City \$7M in tax levy to implement**

Pedestrian underpasses have the advantage of having minimal visual impact to the surrounding area but tend to have high costs. The construction cost of tunneling under the CPR line has been estimated at \$7 million. In addition, the construction of such a pedestrian tunnel would result in ongoing security concerns, as well as additional maintenance concerns/costs. There is also the common perception of pedestrians that underground tunnels are unsafe, leading some pedestrians to avoid them despite the provision for security features.

#### **3. Installation of new sidewalk in conjunction with future bridge rehabilitation/reconstruction by the Regional Municipality of York, CP Rail, or Metrolinx is feasible**

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Staff have reviewed the opportunity of installing the sidewalk that completes the link from Royalpark Way and Martin Grove Road in conjunction with a Regional Municipality of York widening of Highway 27. The widening of Highway 27, from four to six lanes, would require the widening of the CPR bridge. This option is the most cost effective alternative for a pedestrian linkage. The City would only be responsible for the cost associated with widening the bridge enough to accommodate a 1.5m sidewalk and the cost of the sidewalk itself.

As part of the recommendations of the York Region's West Vaughan Transportation Improvements Individual Environmental Assessment (WVIEA), Highway 27, from Steeles Avenue to Major Mackenzie Drive, will be widened from 4 lanes to 6 lanes. The Regional Municipality of York has not identified Highway 27 as a priority road within their 10 Year roads capital program. Since there is no planned work in the foreseeable future, a time line for the installation of a pedestrian link can not be determined at this time.

CPR has indicated that the existing single track, two-span rail bridge that carries the CP MacTier subdivision over Highway 27 may be replaced by a double track two-span bridge. CPR has not indicated/finalized the proposed timings of the above mentioned improvements. In addition, CPR informed staff that should the City proceed with the bridge reconstruction to facilitate the installation of a sidewalk under it, CPR's portion of the construction cost sharing would depend on the assessed condition of the bridge, and the value CPR would gain from a reconstruction. Since CPR has no immediate plans to conduct any rehabilitation/replacement of the bridge at this time, CPR's contribution would be minimal at this time.

In 2010, Metrolinx undertook the "Bolton Commuter Rail Service" Feasibility Study. This study reviewed the feasibility for new regional rail service to the Town of Caledon, identified within Metrolinx 15 year plan. The study recommends improvements to the CP MacTier subdivision, including the structure on Highway 27. An additional set of tracks would be required to facilitate rail service from the Town of Caledon to Toronto.

There may be opportunity for the City to cost share any improvements to the CPR Bridge structure. Should the City coordinate improvements with either Metrolinx, CPR or the Regional Municipality of York, the cost to the City would be greatly reduced. The City would only be required to contribute any additional cost associated with accommodating a sidewalk.

#### **4. CP Rail will not approve a new at-grade road crossing east of Highway 27**

Staff considered the option of extending one of the existing roads to cross the CPR tracks, providing a new vehicle and pedestrian crossing. One example would be extending the west leg of Panorama Court across the CPR tracks at a level crossing, and intersecting with Castlepoint Drive. This option would have certain advantages, such as lower costs than a pedestrian overpass. However, there would also be disadvantages such as traffic infiltration and increased noise. A new track-level crossing would likely result in trains sounding their whistles whenever they approached. The crossing would also have warning bells, and the new gap in the noise fence would make the noises of the train more intrusive than they were before. Staff contacted CPR to determine this option's feasibility. CPR stated that they would deny such an application on the basis that vehicular crossings are already close by. Since the primary motivation for a roadway extension would be pedestrian access, CPR had indicated that approval would only be granted for a pedestrian overpass or underpass option.

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**5. CP Rail will not approve a sidewalk at-grade crossing of the railway**

Staff discussed the possibility of a pedestrian sidewalk crossing at track level with CPR. CPR indicated that pedestrian-only at-grade crossings, where pedestrians can cross the tracks on foot at a designated location, are not permitted in this area. Should the City like to investigate this option and CPR does not approve the proposal, staff can escalate the proposal to the Canadian Transportation Association (CTA) for further review. This investigation/CTA approval process could take several years to complete and may not result in the approvals required to proceed with this option.

**6. A new sidewalk overpass of the railway would cost the City \$4M in tax levy to implement and would have significant community and property impacts and tax levy to implement**

Pedestrian overpasses are preferred by CPR. This option has the advantage of requiring less security measures and maintenance; however, there are several disadvantages. Since CPR requires that the pedestrian bridge be elevated 7.0 meters above the railway, the structure would be very large, and would have a significant visual impact in a residential area such as this one. Aside from the bridge crossing itself, the structure would require steps and accessibility ramps on both sides of the tracks. These structures require substantial property, which is not available in the Royalpark Way neighbourhood except for the McClure Meadows Park on the south side of the track. The City would need to purchase property from several homeowners on Royalpark Way before the overpass could be built. Adjacent homeowners may lose privacy with pedestrians having a 7 meter high view of their backyards. The design and construction cost of a pedestrian overpass is estimated at \$4 million, excluding land acquisition costs.

**Table 1** summarizes the analysis of the proposed alternatives.

**Table 1:** Analysis of feasibility of constructing a pedestrian link between Royalpark Way and Martin Grove Road

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<b>Alternative</b>	<b>Alternative Description</b>	<b>Estimated Cost</b>	<b>Comments</b>
1	Add a sidewalk under existing Canadian Pacific Railway Bridge	\$50,000	Option is not feasible. Creates a safety concern. Lack of space under the bridge would require narrowing of the existing lanes less than acceptable widths for a higher speed road such as Highway 27
2	Sidewalk Tunnel Under-Pass Crossing	\$7.0 Million	Option is feasible, however, costly. Additionally, this option presents increased safety and maintenance concerns.
3	Construction of a New Sidewalk in Conjunction with future bridge rehabilitation/reconstruction by the Regional Municipality of York, CPR, or Metrolinx	\$250,000	<p>Option is feasible. Regional Municipality of York has not identified Highway 27 within their 10 Capital Program. As such, the timeline for the installation of the pedestrian link can not be determined.</p> <p>There may be opportunity for the City to cost share any improvements to the CPR Bridge structure. Should the City coordinate improvements with either Metrolinx, CPR or the Regional Municipality of York, the cost to the City would be greatly reduced. The City would only be required to contribute any additional cost associated with accommodating a sidewalk.</p>
4	New Road At-Grade crossing east of Highway 27	\$2.0 Million	Option is feasible. Option is not preferred by CPR due to the abundance of road crossings in the area. Since the request is motivated to provide a pedestrian linkage, CPR has requested that the City review a pedestrian only alternative. This option also presents a visual impact.
5	Sidewalk At-Grade crossing of the Railway	\$200,000	Option is not feasible. CPR will not permit at-grade pedestrian crossing at this location.
6	Sidewalk Overpass of the Railway	\$4.0 Million + Land Acquisition costs	Option is feasible, however, costly. The construction of a pedestrian overpass can pose a privacy issue with the adjacent land owners due to the CPR 7.0 meter clearance requirement.

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In view of the evaluation of the feasibility of constructing a pedestrian link between Royalpark and Martin Grove, in and the results of the Pedestrian Activity Review, planning for the accommodation of a pedestrian access in conjunction with future bridge work at Highway 27 appears most appropriate.

#### **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. Constructing pedestrian links between Royalpark Way and Martin Grove Road ensure that an appropriate level of service is maintained for pedestrian and vehicular traffic in the vicinity in the area.

#### **Regional Implications**

Highway 27 is under the jurisdiction of the Regional Municipality of York. As such, approval from the Regional Municipality of York for any work in the Highway 27 right-of-way would be required.

#### **Conclusion**

There are no feasible means of adding a pedestrian link across the CPR tracks along Royalpark Way at this time. When York Region or Metrolinx undertakes the the design of a new railway bridge over Highway 27 the City will integrate a pedestrian facility at that time.

#### **Attachments**

1. Location Map
2. Extract from Council Meeting Minutes of September 7, 2010 (Item 71, Report No. 40).

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

Colin Cassar, CET, Senior Engineering Assistant, ext. 8756

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

CC:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 40, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**40            OVERNIGHT ON-STREET PARKING PILOT PROJECT, GENTILE CIRCLE**

**The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Carella, dated June 19, 2012:**

**Member's Resolution**

Submitted by Councillor Tony Carella

***Whereas***, the impact of the new urbanism (characterized by the more efficient use of land, resulting in narrower residential lots, single car garages, and shorter driveways; and hence, less room to park vehicles off-street) continues to be a problem in newly developed areas of the City; and

***Whereas***, there is a need to test a variety of means of relieving these situations;

***It is therefore resolved:***

That a pilot project be undertaken to permit overnight on-street parking along the unloaded side of the eastern leg of Gentile Circle, that is the portion abutting the CP Rail right of way (corresponding to numbers XX to YY Gentile Circle), pending receipt of a petition indicating support for this project by two-thirds of the households along this portion of the street; and

That the permit fee be set at \$50.00 per month, to be purchased in the same manner as permits issued under the Napa Valley Avenue pilot project; and

That such pilot project be implemented as soon as reasonably possible; and

That the outcome of the pilot project be reported to Council after one year of operation



CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

Item 41, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

41                    **REPORT ON THE COSTS OF EXTENDING THE NORTH PARKING LOT AT  
MAXEY PARK**

The Committee of the Whole recommends that the recommendation contained in the following resolution submitted by Councillor Carella, dated June 19, 2012, be approved subject to deleting the words "*in an easterly direction, into what is a more or less unused grass area*", so that it reads:

That appropriate staff determine the range of costs associated with extending the north parking lot at Maxey Park to provide an additional minimum of twelve spaces, and a maximum as shall be determined by staff as appropriate; and

That these costs form part of a report to be forwarded to the Finance and Administration Committee, for discussion as part of the 2013 budget process.

**Member's Resolution**

Submitted by Councillor Tony Carella

**Whereas** recent changes in municipal policy have resulted in an increase in the number of visitors to Maxey Park; and

**Whereas** the bulk of these additional visitors come by automobile from beyond the immediate neighbourhood; and

**Whereas** the number of parking spaces at the park is insufficient to meet the increase in the number of visitors arriving by automobile;

***It is therefore resolved***

That appropriate staff determine the range of costs associated with extending the north parking lot at Maxey Park in an easterly direction, into what is a more or less unused grass area, to provide an additional minimum of twelve spaces, and a maximum as shall be determined by staff as appropriate; and

That these costs form part of a report to be forwarded to the Finance and Administration Committee, for discussion as part of the 2013 budget process.



**CITY OF VAUGHAN**

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Item 42, CW Report No. 29 – Page 2

On November 29, 2011, Vaughan Council approved Zoning By-law Amendment File Z.10.031 and the related Draft Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. et al) to facilitate a plan of subdivision consisting of between 1285 to 1581 detached, semi-detached, street townhouse and medium density residential units, an elementary school, park and valleylands/open space uses on approximately 87.92 ha for the subject lands shown on Attachments #3 and #4.

To date, the implementing Zoning By-law for the approved draft plan of subdivision has not been enacted. The approved draft plan of subdivision would be implemented utilizing the RD4 Residential Detached Zone Four, RS1 Residential Semi-Detached Zone One (Lot Accessed by a Lane) and RT1 Residential Townhouse Zone (Lot Accessed by a Lane) categories of Zoning By-law 1-88. The Owners have requested modifications to the Zoning By-law 1-88 standards in order to facilitate recent modifications made by the Vaughan Development/Transportation Engineering and Fire Departments to the approved draft plan of subdivision in order to implement the City's road cross-sections as shown on Attachments #7 to #10 inclusive, which require a wider street right-of-way in order to accommodate buses, bike lanes and sidewalks. The increased street right-of-way results in reduced lot depth, thereby requiring modifications to the zoning requirements shown on Attachments #5 and #6 and identified in Table 1 to implement the approved Plan of Subdivision File 19T-10V004 and achieve urban design objectives in the approved Block Plan. The following exceptions to Zoning By-law 1-88 are proposed:

Table 1: Proposed Exceptions to Zoning By-law 1-88

	<b><u>By-law Zone/Standard</u></b>	<b><u>Zoning By-law 1-88 By-law Requirements</u></b>	<b><u>Proposed Exceptions To Zoning By-law 1-88</u></b>
a.	<u>RD4 Residential Detached Zone Four</u> – Minimum Interior Yard for lots with a frontage greater than 9.5 m or 14 m (corner lot)	1.2 m (The minimum interior side yard can be reduced to 0.6 m where it abuts a yard of 1.2 m)	1.2 m on one interior side yard and a minimum 0.6 m on the other interior side yard, which may abut another interior side yard of 0.6 m or 1.2 m for a lot with a Lot Frontage of 11.6 m to 11.99 m and for a Lot Frontage (Corner Lot) of 14.6 m to 14.99 m
b.	<u>RD4 Residential Detached Zone Four</u> – Maximum Interior Garage Width for a Lot Frontage between 11.5 m to 11.99 m and a Lot Frontage (Corner Lot or a Lot Abutting a Greenway or Buffer Block) between 14.6 m to 14.99 m	5 m	5.5 m for lots with a minimum frontage of 11.6 m

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<p>c.</p>	<p><u>RS1 Residential Semi-Detached Zone One (Lot Accessed by a Lane) &amp; RT1 Residential Townhouse Zone (Lot Accessed by a Lane)</u></p> <p>i) Minimum Front Yard:  ii) Minimum Rear Yard:  iii) Minimum Lot Depth:  iv) Maximum Building Height  v) Minimum Distance Between Garage &amp; Nearest Wall of Dwelling (Note 7)</p>	<p>i) 4.5 m  ii) 15 m  iii) 30 m  iv) 11 m  v) 7.5 m</p>	<p>i) 3 m  ii) 12.5 m  iii) 26 m  iv) 11.5m - main dwelling unit  v) 5 m, and the garage and dwelling unit may be connected with a covered porch or breezeway not to exceed a maximum width of 3 m</p>
<p>d.</p>	<p><u>RS1 Residential Semi-Detached Zone One (Lot Accessed by a Lane) &amp; RT1 Residential Townhouse Zone (Lot Accessed by a Lane – Maximum Interior Garage Dimensions</u></p>	<p>Maximum Interior Garage Width for a Lot Frontage less than 11 m and a Lot Frontage (Corner Lot or a Lot Abutting a Greenway or Buffer Block) less than or equal to 14 m - 3.048 m</p>	<p>This standard shall not apply to a lot with a frontage less than 11 m and a Lot Frontage (Corner Lot or a Lot Abutting a Greenway or Buffer Block) less than or equal to 14 m for lane accessed garages.</p>
<p>e.</p>	<p>Definition - Dwelling, Semi-Detached in a RS1 Residential Semi-Detached Zone One (Standard/Lot Accessed by a Lane)</p>	<p>Means a building containing two (2) dwellings.</p>	<p>Means a building containing two (2) dwellings, which may include a common foundation and be separate buildings above ground with a minimum separation distance of 1.2 m between the attached units.</p>

The proposed modifications to Zoning By-law 1-88 will encourage a pedestrian friendly and sustainable community by accommodating bus lanes, bike lanes, sidewalks and enhancing the streetscape interface by providing for flexibility and a diversified built form with the increased building height and reduced yards. The modifications will provide the opportunity for dwelling units to be designed with garages that accommodate a minimum of 2 cars thereby reducing the number of cars parked on the street. The modifications to Zoning By-law 1-88 affect the lots abutting collector and primary roads (Streets “A”, “AA”, “PP” and “QQ”), shown on Attachment #3, which are the main roads in Plan of Subdivision File 19T-10V004. The implementing zoning by-law to rezone the approved Plan of Subdivision File 19T-10V004 has not yet been enacted. Should these modifications be approved, the implementing zoning by-law would incorporate the proposed zoning requirements in Table 1 with the previous Council approved zoning standards to facilitate Plan of Subdivision File 19T-10V004.

## CITY OF VAUGHAN

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#### Item 42, CW Report No. 29 – Page 4

The Owners have submitted drawings of the proposed building layouts for the detached dwelling units in the RD4 Residential Detached Zone Four shown on Attachment #5, and the semi-detached dwelling units in the RS1 Residential Semi-Detached Zone One (Lot Accessed by a Lane) and street townhouse dwelling units in the RT1 Residential Townhouse Zone (Lot Accessed by a Lane, shown on Attachment #6. The Development Planning Department has reviewed the proposed zoning amendments and has determined that the modifications provide an opportunity to facilitate a pedestrian oriented community and enhanced streetscapes. The proposed zoning exceptions to Zoning By-law 1-88 are considered minor and appropriate, and meet the intent of the Official Plan and the approved Block 61 West Plan.

The Owners also requested an increase to the maximum building height for the garages in the rear yards from 6.5 m to 7.5 m in the RS1 Residential Semi-Detached Zone One (Lot Accessed by a Lane) for the lots with semi-detached dwelling units and in the RT1 Residential Townhouse Zone (Lot Accessed by a Lane) for the lots with street townhouse dwelling units, in order to facilitate a 2-storey garage with an accessory apartment dwelling unit (secondary suite) or studio/office space. At this time, an amendment to the Official Plan is required to permit a secondary suite in a detached, semi-detached and townhouse dwelling unit and to provide the required policies for the use. An amendment to Zoning By-law 1-88 is also required to permit the secondary suite use and to establish the appropriate zoning standards to implement the use. The City must undertake a study to establish the required implementing official plan policies and zoning by-law standards to permit secondary suites, which may also serve other functions such as a studio or office space, which will be dealt with through a separate planning process. The proposed exception to permit a secondary suite use for the subject lands does not conform to the Official Plan and does not in comply with Zoning By-law 1-88, and is therefore not being supported through this request.

It is noted that the Zoning Section of the Planning Act (Section 34(17)) allows Council to deem a revision as minor, and therefore, not requiring a further Public Hearing. The Development Planning Department is satisfied that the proposed zoning exceptions are 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 proposed zoning exceptions to Zoning By-law 1-88 identified in Table 1 of this report for Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. et al) shown on Attachment #3, are minor in nature and the maintain intent of the Official Plan and the Block 61 West Plan. The proposed modifications will result in a harmonious architectural diversified development, which provides for a vibrant pedestrian oriented streetscape.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

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**Attachments**

1. Context Location Map
2. Location Map
3. Approved Draft Plan of Subdivision File 19T-10V004 - Redline Revised
4. Draft Plan of Subdivision File 19T-10V004 and Proposed Zoning
5. Proposed Building Layout - Detached Dwelling Units
6. Proposed Building Layout - Lane Accessed Semi-Detached and Street Townhouse Dwelling Units
7. Collector Road – 26 m Wide Right-of-Way (15 m Pavement with Bike Lane and Lay-By Lane)
8. Collector Road – 30 m wide Right-of-Way (16.4 m Pavement with Bike Lane)
9. Collector Road – 30 m wide Right-of-Way (19.4 m Pavement with Bike Lane)
10. Collector Road – 30 m wide Right-of-Way (19 m Pavement with Bike Lane)

**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.)

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 43, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**DRAFT PLAN OF SUBDIVISION FILE 19T-12V001  
KYLEMOUNT DEVELOPMENTS INC.  
WARD 4 - VICINITY OF RUTHERFORD ROAD AND PLEASANT RIDGE AVENUE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Draft Plan of Subdivision File 19T-12V001 (Kylemount Developments Inc.) to facilitate the residential subdivision shown on Attachment #4, BE APPROVED, subject to the conditions of approval set out in Attachment #1.
2. THAT Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated June 26, 2012:

“IT IS HEREBY RESOLVED THAT Subdivision Application 19T-12V001 is allocated sewage capacity from the York - Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 38 residential units”.

**Contribution to Sustainability**

N/A

**Economic Impact**

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

**Communications Plan**

On March 30, 2012, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands, and to the Thornhill Woods Community Association. The Committee of the Whole's recommendation to receive the Public Hearing report of April 24, 2012 and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on May 8, 2012. The following deputation and written comments have been received:

- i) Mr. Stan Korsunskiy, 145 Balsamwood Road, deputation made at the April 24, 2012 Public Hearing, respecting the lot premium he paid to Fieldgate Homes for lands abutting a school site;
- ii) Mr. Kenny Yang, 73 Daphnia Drive, correspondence dated April 24, 2012, respecting the change from a school site to a residential subdivision and the impact of the proposed development on the surrounding community; and,
- iii) Mr. Guangming Yi, 155 Balsamwood Road, correspondence dated April 30, 2012, respecting the builder, Mint Homes Inc., showing the site as a private school. Mr. Yi would not have purchased the property unless he backed onto a school site.

.../2

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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#### Purpose

The Owner has submitted Draft Plan of Subdivision File 19T-12V001 for the subject lands shown on Attachments #2 and #3, to facilitate a residential subdivision consisting of 38 lots for detached dwellings with lot frontages of 11 m to 12 m as shown on Attachment #4. The plan of subdivision statistics are as follows:

a) 38 lots for single detached dwellings (11m and 12m frontages)	1.733 ha
b) Daylight triangle reserves	0.001 ha
c) <u>Road (Street 'A', 17.5 m)</u>	<u>0.297 ha</u>
Total Area	2.031 ha

The York Catholic District School Board no longer requires the property for school purposes, has declared it surplus, and sold the lands to the Applicant, Kylemount Developments Inc.

#### Background - Analysis and Options

##### Location

The vacant subject lands shown on Attachments #2 and #3 are located on the northeast corner of Pleasant Ridge Avenue and Apple Blossom Drive, being Block 168 on Registered Plan 65M-4126, and Block 278 on Registered Plan 65M-3906, in Part of Lot 15, Concession 2, City of Vaughan. The subject lands have an area of 2.031 ha with 118.3 m of frontage on Apple Blossom Drive and 138.9 m of frontage along Pleasant Ridge Avenue. The approved Block 10 Plan shows the subject lands as an elementary school site forming part of a school/park campus that included Miriam Segal Park and Carrville Mills Public School existing to the immediate east, and abuts 8 m frontage lots developed with linked residential dwellings to the north. The surrounding land uses are shown on Attachment #3.

##### Supporting Documents

The Applicant has submitted the following reports in support of the application:

- Phase I Environmental Site Assessment, dated October 5, 2011, prepared by Soil Probe Limited;
- Geotechnical Investigation, dated September 29, 2011, prepared by Soil Probe;
- Environmental Noise Analysis Block 10, dated March 14, 2012, prepared by Valcoustics Canada Ltd.; and,
- Functional Servicing Report dated March 2012, prepared by Schaeffers Consulting Engineers.

##### OPA #600 - Carrville Urban Village 2

###### i) Land Use Designation

The subject lands are designated "Low Density Residential" by in-effect OPA #600 (Carrville – Urban Village 2), which permits the proposed single detached residential development.

###### ii) Residential Density

Section 4.2.1.1 iv) of OPA #600 states that the maximum permitted net density on a site shall be 22 units per hectare. The subject Draft Plan of Subdivision includes 38 lots on 2.031 ha of land yielding a density of 18.7 units per net residential hectare, in accordance with this policy.



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#### City of Vaughan Official Plan 2010

The subject lands are designated “Low-Rise Residential” by the new City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified on September 27, 2011 and April 17, 2012) and is pending approval from the Ontario Municipal Board (OMB). VOP 2010 permits the proposed single detached residential development.

#### Zoning

The subject lands are zoned RV4 Residential Urban Village Zone Four, subject to Exception 9(1063) by Zoning By-law 1-88, which permits single detached residential dwellings with a minimum lot frontage of 9.75 m and minimum lot depths of 30 m. The proposed Plan of Subdivision consisting of 38 lots with 11 m and 12 m lot frontages, and lot depths of 30 m and greater, complies with the standards in the RV4 Zone. The Owner has not requested any site-specific exceptions to the RV4 Zone standards.

#### Subdivision Design

The 2.031 ha, 38 lot Draft Plan of Subdivision shown on Attachment #4 includes 11 lots with frontage on Pleasant Ridge Avenue, 8 lots with frontage on Apple Blossom Drive, and 19 lots with frontage on Street 'A'. This north/south 17.5 m right-of-way cul-de-sac road (Street 'A') extends from Apple Blossom Drive, and is aligned with Daphnia Drive, which is opposite this road.

A hydro switchgear is currently located at the southeast corner of the property, as shown on Attachment #4. The Owner must relocate the hydro switchgear at their cost to a location in Miriam Segal Park to the satisfaction of Vaughan Parks Development Department and Powerstream Inc. A condition with respect to this is included in Attachment #1.

All development within the draft plan must proceed in accordance with the approved Block 10 Architectural Design Guidelines prepared by Watchorn Architect Inc. A condition with respect to this is included in Attachment #1.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comments in this report and conditions of approval set-out in Attachment #1.

#### Vaughan Development/Transportation Engineering Department

The Development/Transportation Engineering Department provides the following comments:

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

The Owner has submitted a Phase I ESA prepared by Soil Probe Ltd., dated October 5, 2011, which confirms that no actual or potential sources of soil or groundwater contamination was identified in association with this property.

##### b) Roads

The Plan contains a 17.5 m right-of-way cul-de-sac that aligns at 90 degrees with Apple Blossom Drive, opposite of Daphnia Drive. The cul-de-sac is sloped towards Apple Blossom Drive. The road on the Plan must be designed in accordance with the City's standards and criteria.

##### c) Municipal Services

The municipal services for this development must be in accordance with the approved Master Environmental Servicing Plan (M.E.S.P.) for Block 10.

**CITY OF VAUGHAN**

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d) Water Supply

The Plan is part of Pressure District No. 6 of the York Water Supply System. The Plan can be serviced through multiple connections to the existing 400mm watermain on Pleasant Ridge Avenue and 400mm watermain on Apple Blossom Drive.

e) Sanitary Servicing

The Plan is tributary to the Bathurst Collector System. The Plan can be serviced through the existing 250mm sanitary sewer on Apple Blossom Road and the extension of the existing 250mm sanitary sewer on Pleasant Ridge Avenue.

f) Storm Drainage

The minor and major flows will be conveyed primarily through the proposed road allowances and rear lot catch basins which will drain into the existing storm sewers on Pleasant Ridge Avenue and Apple Blossom Drive, and ultimately drain into the existing stormwater management facilities located on the southwest corner of Rutherford Road and Pleasant Ridge Avenue and southwest corner of Bathurst Street and Ner Israel Drive.

The servicing of this Plan will require multiple service connections to be reinstated on Apple Blossom Drive and Pleasant Ridge Avenue. This will impact the road surface, and accordingly, the Owner will be required to restore the existing road to the satisfaction of the City, which may include the resurfacing of the roadway.

g) Sewage and Water Allocation

The City-Wide Servicing Capacity Allocation Strategy Annual Update was presented to the Committee of the Whole on June 5, 2012. The above-noted application was included in the 'Reservation Schedule' for 38 single family residential units. The following resolution will be ratified by Council on June 26, 2012. Assuming Council approves the Item, the following wording is applicable:

"That Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated June 26, 2012:

IT IS HEREBY RESOLVED THAT Subdivision Application 19T-12V001 is allocated sewage capacity from the York - Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 38 residential units."

h) Noise Attenuation

The Owner has submitted a noise report titled "Environmental Noise Analysis, Block 10, Proposed Residential Development, Apple Blossom Drive and Pleasant Ridge Avenue, City of Vaughan", prepared by Valcoustics Canada Ltd., dated March 14, 2012. The noise report recommends a provision to add forced air heating system for certain lots, and a 1.8 m high acoustic fence for certain lots to achieve the permissible sound level at outdoor amenity areas.

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i) Relocation of Street Utilities

A large hydro switchgear exists in front of Lot 38. The switchgear is to be relocated to an appropriate location, to clear the frontage of the above mentioned lot and any proposed residential lots. The Vaughan Parks Development Department has advised that the hydro switchgear can be relocated to the adjacent park, at the applicant's cost.

j) Streetlighting

The streetlighting must match the existing street lighting system in the adjacent developments and in accordance with the City of Vaughan standards and design criteria.

k) Sidewalk/Pedestrian System

The proposed cul-de-sac does not require a sidewalk since it contains only 19 units, which is less than the minimum 40 units in the City's Sidewalk Policy, and it is not a through street that leads to public amenities and transit.

Vaughan Cultural Services Division

The Vaughan Cultural Services Division has confirmed that there are no archeological concerns for the subject lands.

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the proposal and advises that the Owner must specify the location of the hydro switch gear to be relocated in Miriam Segal Park. The hydro switch gear site must be reviewed and approved to the satisfaction of the Vaughan Parks Development Department. A condition to this effect is included in Attachment #1.

Vaughan Real Estate Division

The Vaughan Real Estate Division has confirmed that the Owner is not required to join the Block 10 Cost Sharing Agreement and that cash-in-lieu of parkland dedication equivalent to 5% has been paid.

School Boards

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

Canada Post

Canada Post has no objections to the proposed subdivision, subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post, of which their conditions are included in Attachment #1.

Utilities

The Owner will be required to confirm that sufficient wire-line communications/telecommunications infrastructure is available with the proposed development. The Owner will also be required to grant any easements that may be required for telecommunication services. A condition to this effect is included in Attachment #1.

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Enbridge Gas Distribution has no objections to the application. The Owner will be required to prepare a composite utility plan that allows for the safe installation of all utilities, including required separation between utilities. Enbridge Gas Distribution has provided conditions to be included in the subdivision agreement.

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

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

#### Regional Implications

The development is located within the Bathurst Collector Service Area of the York-Durham Sewage System, and will be serviced from Water Pressure District No. 6. The development will be serviced by municipal water supply and municipal wastewater collection. Prior to final approval, the City of Vaughan must grant servicing capacity allocation to the development within the limit of the Region's capacity assignment.

In addition, York Region requests that the City of Vaughan apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

York Region has no objection to draft plan approval of the plan of subdivision, subject to the conditions in Attachment #1.

#### Conclusion

The York Catholic School Board no longer requires the subject lands for a school and declared the lands surplus, and sold the property to Kylemount Developments Inc., who has in turn submitted a Draft Plan of Subdivision application for 38 single detached residential lots.

The Vaughan Development Planning Department has reviewed Draft Plan of Subdivision File 19T-12V001, in accordance with the applicable policies of the City's Official Plan, Zoning By-law 1-88, comments from City Departments and external public agencies, and the area context. The application will facilitate a low density residential development form that is consistent and compatible with the surrounding land uses, and conforms to the density, land use, and applicable policies of the Official Plan, and the requirements of Zoning By-law 1-88. The Development Planning Department can support the approval of the proposed Draft Plan of Subdivision, subject to the recommendations in this report and the conditions of approval included in Attachment #1.

#### Attachments

1. Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-12V001

#### Report prepared by:

Carol Birch, Planner, ext. 8216  
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 JUNE 26, 2012**

Item 44, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2012, as follows:

***By approving that a higher fence be installed by the applicant should it be determined by any of the homeowners that it is required; and***

***By receiving Communication C7 from the Commissioner of Planning, dated June 21, 2012.***

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**ZONING BY-LAW AMENDMENT FILE Z.12.006  
SITE DEVELOPMENT FILE DA.12.014  
LANCE KOTTON  
WARD 2 - VICINITY OF PINE VALLEY DRIVE AND VILLA PARK DRIVE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved;
- 2) That the following deputations be received:
  1. Mr. Mark Nicolini, 29 Queenpost Drive, Woodbridge, L4L 3G3;
  2. Ms. Rosanna Ferlito-Scrive, 58 Royal Garden Boulevard, Woodbridge, L4L 7C2;
  3. Ms. Carmelina Gentile, 9 Ivy Place, Woodbridge, L4L 3G1; and
  4. Mr. Claudio Brutto, on behalf of the applicant; and
- 3) That Communication C10, Ms. Clara Astolfo, President, Vaughanwood Ratepayers' Association, 15 Francis Street, Woodbridge, L4L 1P7, dated June 19, 2012, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.12.006 (Lance Kotton) BE APPROVED, to amend Zoning By-law 1-88, specifically the RM2 Multiple Residential Zone, subject to Exception 9(1277), to facilitate the conversion of the existing Nursing Home building (7890 Pine Valley Drive) as shown on Attachment #3, to an Apartment Dwelling with a total of 51 residence suites, with a common kitchen, dining room and activity room, to be marketed to seniors as rental units on the subject lands, together with the site-specific zoning exceptions identified in Table 1 of this report;
2. THAT Site Development File DA.12.014 (Lance Kotton) BE APPROVED, to permit minor modifications to the existing building and property including the addition of an enclosed 35.5 m<sup>2</sup> (1-storey) atrium addition, cosmetic changes to the building's exterior, and changes to the existing parking configuration and landscaping, as shown on Attachments #3 to #5, subject to the following conditions:
  - a) the Owner shall submit a separate Letter of Credit in an amount satisfactory to the Toronto and Region Conservation Authority, to guarantee the clean-up/restoration/repair works required to address the outstanding issues on the site, as outlined in this report; and,
  - b) that prior to the execution of the Site Plan Letter of Undertaking, the site plan and landscape plans shall be amended to:

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- i) include a continuous 1.8 m high wood privacy fence (built to City of Vaughan standards) to be erected along the entire west and north property lines adjacent to the existing residential lots, to the satisfaction of the Vaughan Development Planning Department; and, the existing generator and concrete pad shall be removed from the site; and,
- ii) the Owner shall satisfy all requirements of the Vaughan Development Planning Department, Vaughan Development/Transportation Engineering Department, Toronto and Region Conservation Authority, and Region of York Transportation and Community Planning Department;
- c) the implementing 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 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, for all additional units since the original Building Permit was issued, in accordance with the Planning Act and City's Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the subject lands, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

#### **Contribution to Sustainability**

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

- i) restoration plantings within the Edge Restoration Area;
- ii) high-efficiency HVAC system;
- iii) use of drought resistant plants; and,
- iv) precast wall cladding with R20 insulating value.

#### **Economic Impact**

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

#### **Communications Plan**

On March 9, 2012, a Notice of Public Hearing was circulated to all land owners within 150m of the subject lands and to the Vaughanwood Ratepayers Association.

At the April 3, 2012, Public Hearing, several residents appeared and expressed the following concerns (in part):

- a) the proposed development should provide on-site parking only;
- b) the proposed off-site parking area is located too far from the site;
- c) the proposed "valet parking" will raise costs and may result in liability issues;
- d) the location of the generator is too close to the residential property to the north; noise and exhaust from the generator is a concern;
- e) the increase in the number of units and conversion from a nursing home to a rental apartment building; and,
- f) the loss of privacy; a wooden privacy fence should be installed along the abutting residential lots.

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In response to these concerns, the Owner's agent indicated that a nursing home as permitted with 44 beds is not feasible at this location. The Owner has reviewed various options, however, the proposed model of rental units geared to seniors (with a common kitchen and dining area) is the most viable option for the existing building. The agent advised that minor external cosmetic changes to the building and landscaping are proposed and there will be no impact to the approved building setbacks and height. The Owner is no longer proposing off-site or valet parking. The resident's concerns respecting noise and privacy, the removal of the generator, and the installation of a wood privacy fence have been addressed later in this report.

The recommendation of the Committee of the Whole to receive the Public Hearing report of April 3, 2012, was ratified by Vaughan Council on April 17, 2012.

#### **Purpose**

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

1. Zoning By-law Amendment File Z.12.006 to amend Zoning By-law 1-88, specifically the RM2 Multiple Residential Zone, subject to Exception 9(1277), to facilitate the conversion of the existing Nursing Home building (7890 Pine Valley Drive), shown on Attachment #3, to an Apartment Dwelling with a total of 51 residence suites with a common kitchen, dining room, and activity room, to be marketed to seniors as rental units, together with the site-specific zoning exceptions identified in Table 1 of this report; and,
2. Site Development File DA.12.014 to permit minor modifications to the existing 5-storey residential building and property including the addition of an enclosed 35.5 m<sup>2</sup> (1-storey) atrium addition, cosmetic changes to the existing building's exterior, and changes to the existing parking configuration and landscaping, as shown on Attachments #3 to #5, to facilitate the proposed development.

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

In 2001, applications by the previous Owner were submitted to amend Zoning By-law 1-88 (File Z.01.044) to rezone the subject lands to RM2 Multiple Residential Zone and OS1 Open Space Conservation Zone, and a Site Development Application (File DA.01.071) to permit a 5-storey nursing home building with 45 bed/rooms and 22 parking spaces.

In 2002, that Owner appealed both applications to the Ontario Municipal Board (OMB) on the basis that Council failed to make a decision respecting the applications.

On April 28, 2003, the Ontario Municipal Board (OMB) issued Order No. 0525, allowing the appeal on the basis that the Zoning By-law Amendment and Site Development Applications represented and good planning, are in the public interest, conforms to the Official Plan, and should be approved subject to modifications.

The building was since constructed and has remained vacant for the past several years. The applicant (Lance Kotton) recently purchased the building in receivership and after extensive market research, it was determined that an apartment dwelling for senior's rental lifestyle living, which would include meals prepared in a common kitchen and served in a common dining room area, was a viable option for the existing building.

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#### Location

The subject lands are located on the west side of Pine Valley Drive, north of Regional Road 7, being 7890 Pine Valley Drive, City of Vaughan, as shown on Attachments #1 and #2. The surrounding land uses are shown on Attachment #2.

#### Land Use Policies/Planning Considerations

##### Official Plan

The property is designated “Low Density Residential” (tableland) and “Open Space” (Valley Land portion) by in-effect OPA #240 (Woodbridge Community Plan). OPA #240 includes an institutional policy that permits homes for the aged to be located in the vicinity of the commercial core, community commercial or residential areas. The proposed apartment dwelling for seniors use conforms to the Official Plan.

The subject lands are designated “Low Rise Residential” (tableland) and “Natural Area” (valleyland) by the new Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011 and April 17, 2012) and is pending approval from the Ontario Municipal Board. The proposed use is not permitted in the “Low Rise Residential” designation, and would not conform to VOP 2010. However, the proposed development is subject to the in-effect OPA #240, which permits the proposed seniors development.

##### Zoning

The subject lands are zoned RM2 Multiple Residential Zone by Zoning By-law 1-88, subject to Exception 9(1277). The Owner is proposing to convert the existing nursing home building (7890 Pine Valley Drive) shown on Attachment #3, to an Apartment Dwelling with a total of 51 residence suites, with a common kitchen, dining room, and activity room, to be marketed to seniors as rental units, together with the following site-specific zoning exceptions:



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Table 1

	<b>By-law Standard</b>	<b>By-law 1-88 RM2 Multiple Residential Zone, Exception 9(1277) Requirements</b>	<b>Proposed Exceptions to RM2 Multiple Residential Zone, Exception 9(1277) Requirements</b>
a.	Permitted Uses	<p>A Nursing Home, containing a maximum of 45 beds, and including nursing stations, lounge areas, a common dining room and kitchen, activity rooms and the following accessory uses, provided that such accessory uses, are internal thereto with no direct access to the outside, all restricted to a maximum total gross floor area of 3,160 m<sup>2</sup>:</p> <ul style="list-style-type: none"> <li>- one personal service shop restricted to a hair salon with a maximum gross floor area of 30m<sup>2</sup>, and one convenience retail store restricted to a tuck shop with a maximum gross floor area of 15 m<sup>2</sup>.</li> </ul>	<p>An Apartment Dwelling with a maximum gross floor area of 3,334 m<sup>2</sup> and a maximum of 51 residence suites, including a common kitchen, dining room, and activity room, to be marketed to seniors as rental units.</p> <p>A residence suite shall include sanitary conveniences and shall not include cooking facilities and the installation of cooking equipment shall not be permitted, with the exception of a micro-wave and a refrigerator.</p>
b.	Minimum Parking Requirement	22 parking spaces for a Nursing Home Use	<p>22 parking spaces for an apartment building marketed to seniors and calculated as follows:</p> <p>0.412 spaces per unit (13 indoor and 8 outdoor parking spaces)</p>
c.	Maximum Lot Coverage	30%	31%
d.	Minimum Lot Area Per Unit	55 m <sup>2</sup> per unit (bed)	49 m <sup>2</sup> per unit

The Owner has advised that the proposed use is a hybrid between an apartment building and a nursing home summarized as follows:

- a. the residence suites will be rented to seniors, and tenants will be required to buy into a meal and activity plan;

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- b. the residents will be served 3 meals a day and snacks in the common dining room;
- c. there are no cooking facilities (kitchen) in the suite, except for a microwave and small refrigerator;
- d. there will be no accessory uses or tuck shop in the building; and,
- e. there will be no nursing care on site, however, there will be a lifeline emergency system.

The Owner has advised that extensive research was undertaken and it was determined that the proposed lifestyle model was the most viable operating model for the existing building.

The Development Planning Department has reviewed the applications and is of the opinion that permitting an Apartment Dwelling with 51 residence suites, which contain no kitchen facilities, instead of the permitted nursing home use with 45 units is an acceptable form of development for the subject lands. The proposed apartment dwelling maintains a residential use on the site and the existing yard requirements. The 1% increase in maximum lot coverage from 30% to 31%, and the decrease in minimum lot area per unit from 55 m<sup>2</sup> to 49 m<sup>2</sup>, are considered to be minor in nature and will facilitate the proposed residential development. The Owner submitted a Parking Study prepared by Cole Engineering, which justified the use of the 22 existing parking spaces on the site for the use of the proposed apartment building for seniors, which was determined to be acceptable by the Vaughan Development/Transportation Engineering Department.

The proposed development is therefore considered to be an appropriate form of development for the site, subject to the revisions and conditions referenced in this report.

#### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the Functional Servicing Report, the Grading and Erosion Control Plan and required studies, and advises that the applicant must address all engineering requirements to their satisfaction.

As mentioned, the applicant has submitted a Parking Study prepared by Cole Engineering Group, dated January 9, 2012, in support of the proposed parking reduction. The Development/Transportation Engineering Department has reviewed the parking study and can support its' conclusions, which identifies the proposed parking standard of 0.412 parking spaces per residence suite.

#### Site Development Application/Proposed Use

The Owner has submitted Site Development File DA.12.014 for the subject lands to facilitate the proposed development shown on Attachments #3 to #5. The site plan and landscape plan that were submitted propose minor modifications to the existing building and property, including: the enclosure of an existing patio area (identified as the atrium on Attachment #3); cosmetic changes to the exterior of the building; and, changes to the existing parking configuration and landscaping, as shown on Attachments #3 to #5.

In general, the Development Planning Department is satisfied with the minor modifications to the landscape plan and site plan, however, recommend the following changes be made to the site design:

- i) a continuous 1.8 m high wood privacy fence shall be provided along the north and west lot lines adjacent to the existing residential lots, to the satisfaction of the Vaughan Development Planning Department; and,
- ii) the existing generator and concrete pad shown on the site and landscape plans, shall be removed from the site.

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The Owner is proposing a 1.8 m high wood privacy fence along the west lot line, which wraps around the north lot line, and ends at the mid-point of the building, as shown on Attachments #3 and #4. The Development Planning Department recommends that the plans be amended to extend the proposed fence along the entire north lot line, abutting all the existing residential lots to the north. In addition, the Development Planning Department advises that the existing generator and concrete pad as shown on Attachments #3 and #4, must be relocated as indicated on the site plan, to address concerns raised by the neighbour at the Public Hearing. These revisions must be made to the site plan and landscape plan, to the satisfaction of the Development Planning Department. A condition to this effect has been included in the recommendation of this report.

#### Proposed Elevation Changes

The elevations shown on Attachment #5 are for the most part identical to those previously approved by the Ontario Municipal Board, with the exception of minor cosmetic changes including additional man doors, signage, and the enclosure and conversion of a patio area along the north elevation to an enclosed atrium. The proposed atrium will be one-storey in height and will not impact the approved setbacks. There are no changes proposed to the south elevation. Accordingly, the Development Planning Department is satisfied with the elevations shown on Attachment #5.

#### Cash-In-Lieu of Parkland Dedication

The Vaughan Legal Department, Real Estate Division has indicated that cash-in-lieu of parkland dedication is payable for all additional units since the original building permit was issued. The Owner must satisfy all cash-in lieu requirements to their satisfaction. A condition to this effect has been included in the recommendation of this report.

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

The Toronto and Region Conservation Authority has reviewed the applications, and together with the observations made during a site visit on April 17, 2012, has provided the following comments (in part):

- i) the integrity of the culvert crossing of Jersey Creek should be confirmed;
- ii) a stabilization and planting plan is required for the right-of-way (culvert crossing), consistent with the plans previously approved by TRCA (Permit No. C-07730);
- iii) as-built drawings are required for the works within the right-of-way (i.e. culvert crossing and in-stream works) to ensure they have been installed per previously approved plans (Permit No. C-07730);
- iv) details are required on the in-stream works to repair gabion baskets, which was noted as an outstanding issue at the site visit. The Ministry of Natural Resources (MNR) should be contacted for the correct fisheries timing window;
- v) a Geotechnical Assessment report is required to evaluate the current and long term stability conditions and corresponding Factor of Safety figures at a minimum of three critical cross sections to the satisfaction of the TRCA;
- vi) the report should also include recommendations for slope restoration and stabilization;
- vii) a Tree Removal and Restoration Plan must be provided for TRCA review and approval;

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- viii) sediment clean-up on the floodplain will not be required, as this material is now stable, however, intensive restoration is requested. The proponent must provide a restoration plan that includes native, non-invasive trees and shrubs;
- ix) the headwall and flow spreader are in need of repair to ensure proper functioning and should be repaired to the satisfaction of the TRCA;
- x) the landscape plan must be revised to the satisfaction of the TRCA;
- xi) the proponent must provide the Erosion and Sediment Control (ESC) Plan on a drawing separate from the Grading Plan to the satisfaction of the TRCA;
- xii) the proponent must show all soil stockpile locations, if stockpiling is necessary. It should be noted that soil stockpile locations should be surrounded by sediment controls;
- xiii) if the fill material on the slope requires removal, a detailed ESC plan is required for this area as well; and,
- xiv) the proponent requires a Permit from the TRCA for any proposed works on the site pursuant the Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses Regulation Ontario Regulation 166/06.

The TRCA has indicated that the outstanding violations on the site need to be resolved to the satisfaction of the TRCA, concurrently with the current planning applications, as these issues impact safe access and occupancy of the site and restoration of the disturbed natural areas. These issues were discussed with the landowner and staff from the City of Vaughan and Regional Municipality of York at the site walk on April 17, 2012.

In light of the above, the TRCA has advised that it is premature to provide a recommendation on Site Development File DA.12.014 at this time. The TRCA has no objection to Zoning By-law Amendment File Z.12.006. The Vaughan Development Planning Department is satisfied that these site plan comments can be addressed prior to the execution of the Site Plan Letter of Undertaking and the issuance of a municipal Building Permit. A condition of approval is included requiring that the TRCA's conditions must be satisfied prior to the execution of the Site Plan Letter of Undertaking. This will allow the applicant to address the TRCA's comments and facilitate the processing of the Site Development Application.

The TRCA also understands that the proponent has approached the City of Vaughan to pursue approval of the above-noted applications with the condition that a separate Letter of Credit (LC) be provided to guarantee the clean-up/restoration/repair works required to address the outstanding issues on the site. The TRCA is willing to consider this approach in order to move forward the Site Development application, but will require the LC prior to final approval. A condition to ensure this occurs prior to the issuance of the Site Plan Letter of Undertaking is included in the recommendation of this 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 subject lands are located on the west side of Pine Valley Drive, which is a Regional Road. The Zoning By-law Amendment and Site Development Applications were circulated to the Region of York Transportation and Community Planning Department for comment. The Owner will be required to fulfill any conditions and requirements of the Region of York Transportation and Community Planning Department. A condition to this effect is included in the recommendation of this report.

#### **Conclusion**

The Vaughan Development Planning Department has reviewed Zoning By-law Amendment and Site Development Files Z.11.006 and DA.12.014 (Lance Kotton) in consideration of the applicable City Official Plan policies, the requirements of Zoning By-law 1-88, and the surrounding land use context. The proposed apartment dwelling with 51 residence suites for seniors and the site-specific exceptions to Zoning By-law 1-88 identified in this report are considered an appropriate form of development for the existing residential apartment building. The changes to the site design and modifications to the building are minor and continue to provide a residential development that 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 Zoning By-law Amendment and Site Development Applications, subject to the recommendations in this report.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Elevation Plan

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

Eugene Fera, Planner, ext. 8064  
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 JUNE 26, 2012**

Item 45, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**ZONING BY-LAW AMENDMENT FILE Z.12.017  
SITE DEVELOPMENT FILE DA.12.039  
RAVINES OF ISLINGTON HOLDINGS INC.  
WARD 2 – VICINITY OF ISLINGTON AVENUE AND LANGSTAFF ROAD**

**The Committee of the Whole recommends:**

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved; and**
- 2) **That the coloured elevation submitted by the applicant be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.12.017 (Ravines of Islington Holdings Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically to remove the Holding Symbol “(H)” from the subject lands shown on Attachments #1 and #2, thereby effectively zoning the tableland to RM2 Multiple Residential Zone, subject to Exception 9(1366);
2. THAT Site Development File DA.12.039 (Ravines of Islington Holdings Inc.) BE APPROVED, to facilitate the development of the subject lands shown on Attachments #1 and #2 with 13 freehold townhouse dwelling units accessed by a private condominium road and visitor parking spaces as shown on Attachments #3 and #5 to #9 inclusive, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i) the Development Planning Department will work with the Owner to upgrade the elevation flanking Islington Avenue and the front elevation for Block 1 to enhance their appearance;
    - ii) the final site plan, building elevations and landscape plan shall be approved by the Vaughan Development Planning Department;
    - iii) the final site servicing and grading plans, and storm water management, traffic and noise reports shall be approved by the Vaughan Development/Transportation Engineering Department;
    - iv) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority, including dedicating the lands zoned OS1 Open Space Conservation Zone to the TRCA, free and clear of encumbrances;
    - v) the Owner shall satisfy all requirements of the Region of York Transportation and Community Planning Department, including dedicating a road widening;

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- vi) the Owner or future Condominium Corporation shall agree to grant an access easement over the proposed road in favour of the landowner to the north and south when these lands develop, and that the requirement to grant the easement be included in the Condominium Agreement, Condominium Declaration and all Offers of Purchase and Sale or Lease to ensure that the Condominium Corporation and all future Owners are aware of this requirement; and,
  - vii) the Zoning By-law to remove the Holding Symbol “(H)” from the subject lands shall be enacted.
3. THAT the Site Plan Letter of Undertaking include the following provisions:
- a) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City’s Cash-in-Lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment; and,
  - b) the applicant shall agree in the Site Plan Letter of Undertaking to address the environmental comments contained in the Letter from DSC, dated June 11, 2012 to the satisfaction of the City, prior to the issuance of a Building Permit.
4. THAT Council adopt the following resolution with respect to the allocation of servicing capacity:

"IT IS HEREBY RESOLVED THAT Site Development File DA.12.039 (Ravines of Islington Holdings Inc.) be allocated sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System for a total of 13 residential units, subject to the execution of the Site Plan Letter of Undertaking or Agreement, whichever is in effect, to the satisfaction of the City."

#### **Contribution to Sustainability**

The Owner has advised that the proposed development will incorporate the following sustainable building and site features:

- i) building energy performance will achieve at least EnerGuide 80 energy efficiency through the use of 94% efficient space heating equipment, minimum Energy Factor (EF) 0.67 domestic hot water heater, 60% efficient Heat Recovery Ventilation (HRV), windows with overall coefficient of heat transfer (max. U-Value) of 1.8 and insulation in walls of R-20 and ceilings of R-50;
- ii) Energy Star appliances and air conditioning units;
- iii) low flow toilets and faucets; and,
- iv) permeable pavers.

#### **Economic Impact**

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

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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#### Communications Plan

N/A

#### Purpose

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

1. Zoning By-law Amendment File Z.12.017, to amend Zoning By-law 1-88, specifically to remove the Holding Symbol “(H)” from the subject lands shown on Attachments #1 and #2, thereby effectively zoning the tableland to RM2 Multiple Residential Zone, subject to Exception 9(1366).
2. Site Development File DA.12.039 to permit the development of 13 freehold townhouse dwelling units (Block 1 to be comprised of an 8-unit block and Block 2 with a 5-unit block) accessed by a private condominium road with visitor parking as shown on Attachments #3 and #5 to #9 inclusive.

#### Background - Analysis and Options

##### Location

The 0.49 ha subject lands shown on Attachments #1 and #2 are located on the east side of Islington Avenue, south of Langstaff Road, being Lot 7 on Registered Plan M-1113 (8469 Islington Avenue), City of Vaughan as shown on Attachments #1 and #2. The surrounding land uses are shown on Attachment #2.

##### Official Plan and Zoning

The subject lands are designated “Medium Density Residential” by in-effect OPA #240 (Woodbridge Community Plan), as amended by site-specific OPA #721. The lands are designated “Low-Rise Residential” 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 April 17, 2012) and is pending approval from the Ontario Municipal Board. The proposal conforms to the Official Plans.

On November 29, 2011, Vaughan Council approved Zoning By-law Amendment File Z.11.014 to rezone the subject lands from R2 Residential Zone and OS1 Open Space Conservation Zone to RM2 Multiple Residential Zone with the Holding Symbol “(H)” (tableland) and OS1 Open Space Conservation Zone (valleylands) in the manner shown on Attachment #2, together with site-specific zoning exceptions to Zoning By-law 1-88 to facilitate a proposed 13-unit townhouse development. The Holding Symbol “(H)” is to be removed upon servicing capacity being allocated and the approval of a Site Development Application for the property. The implementing zoning by-law (By-law 24-2012) was enacted by Vaughan Council on April 26, 2012. The proposal complies with Zoning By-law 1-88, as amended. Should Council approve this Site Development application and the resolution to allocate servicing capacity to the development included in the recommendation of this report, the Holding Symbol “(H)” can be removed from the property, thereby effectively zoning the tableland to RM2 Multiple Residential Zone, subject to Exception 9(1366).



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#### Conceptual Context Plan

When the related Zoning By-law Amendment Application was considered for the subject lands, the applicant submitted the Conceptual Context Plan shown on Attachment #4, which is intended to demonstrate how the properties on the east side of Islington Avenue in the vicinity of the subject lands could develop in a coordinated manner and limit the number of access driveways on Islington Avenue.

The Conceptual Context Plan proposes a shared road network with the properties to the north and south. To facilitate the plan with respect to parking, access and emergency vehicle movement purposes, reciprocal access easements must be granted by each landowner in the area. The Owner will be required to grant an access easement in favour of the landowners to the north and south. In addition, it is recommended that a clause be included in the Condominium Agreement, Condominium Declaration and in all Offers of Purchase and Sale or Lease to ensure that the future condominium corporation and all purchasers and Lessees are aware of this requirement. The same conditions will be required for the development of the lands to the north and south, should these Owners consider the redevelopment of their respective properties. A condition to this effect is included in the recommendation of this report.

#### Site Plan Review

##### Vaughan Development Planning Department

The Development Planning Department has reviewed the proposed site plan, building elevations and landscape plan, as shown on Attachments #3 and #5 to #9 inclusive, and are overall satisfied with the drawings. However, the Development Planning Department recommends that the front elevations and westerly side elevation facing Islington Avenue, for Block 1, be enhanced. The Development Planning Department will work with the Owner to finalize these elevations. A condition to this effect is included in the recommendation of this report. The final site plan, building elevations and landscape plan must be approved to the satisfaction of the Development Planning Department.

The Vaughan Development Planning Department, together with other relevant City Departments, will continue to work with the Owner to finalize the details of the proposal.

The Owner will need to submit a Draft Plan Condominium and Part Lot Control (PLC) applications in order to facilitate the condominium tenure (private road and visitor parking), and the creation of the individual lots for review and consideration by City of Vaughan Departments and Vaughan Council.

##### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department is generally satisfied with the servicing and grading plans, and storm water management, environmental site assessment and noise reports. The Development/Transportation Engineering Department has reviewed the traffic report prepared by Cole Engineering and is generally satisfied with the recommendations and findings.

Decommissioning Consulting Services Limited (DCS) has peer reviewed the environmental site assessment report and advised that it is generally satisfied with the report, subject to the applicant addressing a number of comments contained in their letter, dated June 11, 2012. Accordingly, the Development/Transportation Engineering Department has no objection to the approval of the site plan application, subject to the applicant agreeing in the Site Plan Letter of Undertaking to address the comments contained in the Letter from DSC, dated June 11, 2012 to the satisfaction of the City, prior to the issuance of a building permit.

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The final site servicing and grading plans, and storm water management, traffic and noise reports must be approved by the Vaughan Development/Transportation Engineering Department.

#### Vaughan Real Estate Division

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% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-Lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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

The application and supporting material have been circulated to the Toronto and Region Conservation Authority (TRCA) for review and comment. The Owner shall address any comments to the satisfaction of the TRCA. A condition to this effect is included in the recommendation of this report. In addition, the TRCA has noted that the lands zoned OS1 Open Space Conservation Zone shall be dedicated to the TRCA, free and clear of encumbrances.

#### 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 application and supporting material have been circulated to the Region of York Transportation and Community Planning Department for review and comment. The Owner is required to dedicate a 1.5 metre wide road widening along the entire frontage of the site on Islington Avenue to the Region of York, which is incorporated into the proposed site plan shown on Attachment #3. The Owner will be required to satisfy all conditions of the Region of York.

#### Conclusion

Zoning By-law Amendment File Z.12.017 to remove the Holding Symbol "(H)" from the tablelands, and Site Development File DA.12.039, have been reviewed in accordance with OPA #240 as amended by OPA #721, Zoning By-law 1-88, the comments from City Departments and external public agencies, and the area context. The conditions for removing the Holding Symbol "(H)" will be satisfied with the approval of the subject Site Development application and the allocation of servicing to the subject lands, and therefore, the Vaughan Development Planning Department can support the removal of the Holding Symbol "(H)", thereby effectively zoning the tableland to RM2 Multiple Residential Zone. The Development Planning Department can also support the approval of the proposed development for 13 freehold townhouse dwelling units, which is considered to be appropriate and compatible with the existing and permitted uses in the surrounding area, and conforms to the Official Plan and complies with Zoning By-law 1-88, subject to the comments in this report. Accordingly, the Development Planning Department can support the approval of both the Zoning By-law Amendment and Site Development Applications, subject to the conditions in this report.

#### Attachments

1. Context Location Map
2. Location Map

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3. Proposed Site Plan
4. Conceptual Context Plan
5. Landscape Plan
6. Townhouse Elevations – Block 1
7. Townhouse Side Elevations – Block 1
8. Townhouse Elevations – Block 2
9. Townhouse Side Elevations– Block 2

**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.)

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Item 46, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**46**

**ZONING BY-LAW AMENDMENT FILE Z.11.022  
SITE DEVELOPMENT FILE DA.11.070  
1559586 ONTARIO INC., C/O OSKAR GROUP  
WARD 1 - VICINITY OF KEELE STREET AND KILLIAN ROAD**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved;**
- 2) That the deputation of Mr. Ryan Guetter, Weston Consulting, on behalf of the applicant, be received; and**
- 3) That the coloured elevation submitted by the applicant be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.11.022 (1559586 Ontario Inc., c/o Oskar Group) BE APPROVED, to amend the C1 Restricted Commercial Zone, specifically Exception 9(740), to permit a block townhouse dwelling as a permitted use in the C1 Restricted Commercial Zone, and to permit the site-specific zoning exceptions, identified in Table 1 of this report, to implement the residential/commercial block townhouse development proposal shown on Attachments #5 to #11, inclusive;
2. THAT Site Development File DA.11.070 (1559586 Ontario Inc., c/o Oskar Group) BE APPROVED, to facilitate the development of 8, 3-storey live/work units within a block townhouse setting with commercial uses at grade facing Keele Street, and 8, 3-storey block townhouse dwelling units (west portion of the site) within 2 blocks, as shown on Attachments #5 to #11 inclusive, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i) the final site plan, building elevations, red-lined landscape plans, materials board and signage plans shall be approved by the Vaughan Development Planning Department;
    - ii) the final site servicing and grading plans, stormwater management report, functional servicing report, and noise study shall be approved by the Vaughan Development/Transportation Engineering Department;
    - iii) the Owner shall provide the City with proof of the registration of the Record of Site Condition (RSC) and the acknowledgement letter from the Ontario Ministry of the Environment (MOE), to the satisfaction of the Vaughan Development/Transportation Engineering Department;
    - iv) the Owner shall satisfy all requirements of the Vaughan Cultural Services Division;
    - v) the Owner shall satisfy all hydro requirements of PowerStream Inc.;

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- vi) the Owner shall satisfy all requirements of Canada Post;
  - vii) the Owner shall satisfy all requirements of the Region of York Transportation and Community Planning Department; and,
- b) that the Site Plan Letter of Undertaking include the following provisions:
- i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 1 ha per 300 units or 5% of the value of the subject lands or units, prior to the issuance of a Building Permit for the residential component, whichever is higher, and 2% for the commercial component prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-Lieu of Parkland Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;
  - ii) the Owner shall be required to provide a one-time payment to the City of Vaughan for the maintenance of the enhanced landscape features along Keele Street in accordance with the Maple Streetscape and Urban Design Guidelines, to the satisfaction of the Vaughan Development Planning Department; and,
  - iii) the future condominium agreement with the City of Vaughan and the condominium declaration shall include wording to the effect that any truck delivery to and from the subject lands shall be by appointment only and shall be monitored by the condominium corporation.

#### **Contribution to Sustainability**

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

- i) permeable pavers for water infiltration;
- ii) construction waste management program: during construction, the separation of waste, recycle wood, plastics and drywall, thereby diverting and reducing materials going to landfill;
- iii) higher quality insulation (Roxul insulation – recycled);
- iv) low-E windows;
- v) low flow water fixtures: shower heads, faucets and toilets;
- vi) upgraded roof shingles (30-year life);
- vii) Energy Star appliances and high efficiency furnaces;
- viii) native and drought tolerant plant and tree species are incorporated into the landscape design; and,
- ix) four bicycle racks and access to public transit to encourage other modes of transportation.

#### **Economic Impact**

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

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#### Communications Plan

On August 19, 2011, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands. 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 Council on September 27, 2011. The following issues and concerns were raised at the Public Hearing, and by a deputation from Mr. Joseph DiSimone, 159 Lamar Street:

- a) density may be high;
- b) lack of a children's play area and amenity areas;
- c) the proposed development may be impacted by the sight and smell impacts of an existing garbage bin on the adjacent commercial site;
- d) accessibility for people with disabilities;
- e) the effects on the internal traffic flow; and,
- f) parking reductions.

Following the Public Hearing, a letter dated September 15, 2011, was submitted by DiLuca and Mazzocca Investments Limited, the owners of the existing commercial plaza located south of the subject lands, indicating that the plaza has been in business for over 30 years and the owners have similar concerns, as follows:

- i) Parking: Visitors to the townhouse complex would park on the adjacent commercial lands within their tenant parking areas and impede overall internal traffic flow;
- ii) Garbage Bins: The existing garbage bin, currently located on the northwest corner of the commercial plaza lands, may have to be moved and enclosed; and,
- iii) Privacy Fence: The proposed wood privacy fence along the west and south property lines of the proposed development lands may deteriorate over time. The owners of the plaza request better quality fencing at these locations.

The Applicant, through extensive consultation with the neighbouring commercial plaza owners, the City of Vaughan, and the Region of York, has revised the site plan drawings to address these concerns, as follows:

- a) Density

In-effect OPA #350 (Maple Community Plan) has no density provisions. However, the new Vaughan Official Plan 2010 permits a maximum density of 1.25 Floor Space Index (FSI) on the subject lands. The Owner is proposing a density of 1.38 FSI on the 0.27 ha subject lands, which is within the Maple Commercial Core of the Maple Heritage Conservation District, and the proposed 0.13 FSI increase in density is considered minor. The siting of the proposed buildings was considered in all of the development options that would make the development proposal viable, given the size of the subject lands.

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b) Amenity Areas

The site will be developed as a standard condominium including a private landscaped area that will be used as a passive amenity area for the residents. The proposed amenity area, totaling 562m<sup>2</sup> or 35m<sup>2</sup> per unit, will be private in the form of roof-top terraces and balconies on the second and third floors of each unit. There is also a private parkette proposed in between the two townhouse blocks located along the west property line. In addition, the subject lands are located in the vicinity of nearby commercial conveniences, such as the neighbouring commercial plaza, and local parks and playgrounds, which would be an amenity to the future residents. The Maple Community Centre and Library, the Maple Community District Park, and McNaughton Park are within a 5 minute walk (500m) from the subject lands. The Development Planning Department is satisfied that the proposed development will be served with sufficient amenities, both within and external to the property.

c) Neighbouring Commercial Garbage

The Owner has confirmed that the Oskar Group has entered into a private agreement with the commercial plaza owners to the south to build a new garbage enclosure on the commercial property as a means to screen the existing garbage bin from the view of the future residents.

d) Accessibility

Two barrier-free ramps have been incorporated into the site design. One is integrated into the streetscape along Killian Road in front of Building "B" (Attachment #5) for access to Buildings "B" and "C". The other responds to the Ontario Building Code requirements and the Vaughan Development/Transportation Engineering Department comments and is located at the southern end of Building "A" along the Keele Street frontage to serve as barrier-free access to the ground floor commercial uses.

e) Parking and Internal Traffic Flow

Concern has been expressed respecting the proposed reduction in parking, the potential of overflow parking onto the adjacent commercial site, and the internal traffic flow given the size of the site.

The Owner has submitted a parking study that is based on data and surveys of similar developments in the area. The study has demonstrated, to the satisfaction of the Vaughan Development/Transportation Engineering Department, that the number of parking spaces proposed is appropriate for this development. The proposed lay-by spaces along Keele Street can accommodate additional parking choices that will serve the site. The parking study supports the proposed parking for commercial, residential and visitor spaces and sufficiently addresses the needs of the proposed development and uses.

The site plan process allows, in part, for the review of the internal traffic flow. A turnaround in the rear private road has been included along with a 1.3m off-set for more convenient vehicle maneuvering. The Vaughan Public Works Department (waste collection truck maneuverability) and the Vaughan Development/Transportation Engineering Department (fire route and vehicular movements) have reviewed the site plan and are satisfied that the plan meets the requirements of traffic flow and service delivery within the internal laneway.

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f) Privacy Fence

The Development Planning Department has reviewed the proposed fence along the west property line and portions of the south property line, shown on Attachment #6, and is satisfied that it meets Vaughan's property standards requirement. The site will be developed as a standard condominium corporation and maintenance of the fence will be the responsibility of the Condominium Corporation. The Owner will also be providing landscaping on the adjacent commercial lands, as part of the private agreement with the adjacent commercial plaza owners, which is described further in the landscape plan section of this report.

**Purpose**

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

1. Zoning By-law Amendment File Z.11.022 to amend the C1 Restricted Commercial Zone, specifically Exception 9(740), to permit a block townhouse dwelling unit as a permitted use in the C1 Restricted Commercial Zone and to permit the site-specific zoning exceptions identified in Table 1 of this report, to implement the residential/commercial block townhouse development proposal shown on Attachments #5 to #11.
2. Site Development File DA.11.070 to facilitate the development of 8, 3-storey live/work units within a block townhouse setting with commercial uses at grade (Building "A") along Keele Street, and 8, 3-storey block townhouse dwelling units (Buildings "B" and "C"), as shown on Attachments #5 to #11, with the following statistics:
  - a) a site area of 0.27 ha;
  - b) total gross floor area of 3,306 m<sup>2</sup>;
  - c) lot coverage of 47.6 %;
  - d) total landscaped area of 23%.
  - e) Building "A", along Keele Street with 8 live/work units totaling 1,531.9 m<sup>2</sup>, including 182.3 m<sup>2</sup> of the following site-specific ground floor commercial uses:
    - i) Bank or Financial Institution;
    - ii) Business or Professional Office;
    - iii) Personal Service Shop;
    - iv) Pharmacy;
    - v) Photography Studio;
    - vi) Retail Store;
    - vii) Service or Repair Shop; and,
    - viii) Video Store;
  - f) Buildings "B" and "C", totaling 1,792.4 m<sup>2</sup> with 8 residential units, and accessed by a private road from Killian Road;
  - g) a maximum building height of 3 storeys or 11.7 m;
  - h) a floor space index (FSI) of 1.38; and,
  - i) 24 parking spaces, 8 of which are tandem spaces for a total of 32 spaces.

**Background - Analysis and Options**

In 2006, the Owner submitted Zoning By-law Amendment File Z.06.059 to add a townhouse dwelling unit as a permitted use in the C1 Restricted Commercial Zone to facilitate the development of a mixed-use retail, office and residential complex that included 3 levels of underground parking, as shown on Attachments #3 and #4. The Public Hearing was held on March 26, 2007, and no further action was taken by the Owner.



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On July 12, 2011, the Owner submitted revised Zoning By-law Amendment File Z.11.022 and Site Development File DA.11.070 for a mixed-use development, as shown on Attachments #5 to #11, which is the subject of this staff report.

#### Location

The vacant, 0.27 ha, rectangular-shaped property, shown on Attachment #2, is located on the southwest corner of Keele Street and Killian Road (10,056 and 10,068 Keele Street), City of Vaughan. The property consists of two parcels with frontage along Keele Street (approximately 50m) and Killian Road (approximately 40m). The surrounding land uses are shown on Attachment #2.

#### In-Effect Official Plan

The subject lands are designated “Maple Commercial Core Area” by in-effect OPA #350 (Maple Community Plan), as amended by OPA #533. The proposed mixed residential and commercial development conforms to the in-effect Official Plan.

#### Vaughan Official Plan 2010 (VOP 2010)

The lands are designated “Low-Rise Mixed-Use” by the new City of Vaughan Official Plan 2010, which was approved by Vaughan Council on September 7, 2010 (as modified on September 27, 2011 and April 17, 2012) and is subject to Ontario Municipal Board approval. The development proposal has regard for the policies of VOP 2010 and conforms to the general intent of the Plan as discussed below:

#### a) Density

VOP 2010 prescribes a maximum building height of 3-storeys and density of 1.25 FSI. The proposed 3-storey building height conforms to the VOP 2010. However, the proposed density of 1.38 FSI does not conform to VOP 2010. As discussed earlier, it is the in-effect OPA #350 and OPA #533 that currently applies to the site.

#### b) Townhouse Building Types and Development Criteria

Section 9.2.3 of VOP 2010 states the following:

- “d) Townhouses shall generally front onto a public street. Townhouse blocks not fronting onto a public street are only permitted if the unit(s) flanking a public street provide(s) a front-yard and front-door entrance facing the public street; and,
- e) The facing distance between blocks of Townhouses that are not separated by a public street should generally be a minimum of 18 metres in order to maximize daylight, enhance landscaping treatments and provide privacy for individual units.”

The 16-unit townhouse development has front-door entrances along Keele Street and the along the west property line. The frontage along Killian Road is approximately 40m and includes the vehicular entrance. Given the size of the site, front-door entrances facing Killian Road are not possible. In lieu of the front door entrance along Killian Road, a pedestrian connection with a barrier-free ramp is proposed to the front door entrances for Buildings “B” and “C” along the west property line.

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The facing distance between Block “A” and Blocks “B” and “C” is 11.7m, whereas the policies require a minimum of 18m. The 6.3m reduction of the separation distance is supported as the proposed balconies have been staggered to maximize privacy for individual unit owners and by landscaping (trees and shrubs) that has been integrated along the private road.

The proposal will function appropriately to achieve an economically viable development that meets the intent of VOP 2010, given the size of the site. Again, it is the in-effect OPA #350 and OPA #533 that currently apply to the site.

Zoning

The subject lands are zoned C1 Restricted Commercial Zone, and subject to Exception 9(740) by Zoning By-law 1-88. Exception 9(740) contains site-specific zoning provisions for a previous development proposal on a portion of the subject lands and does not permit residential uses, therefore a Zoning By-law amendment application is required. The following site-specific zoning amendments to Zoning By-law 1-88 are required to implement the proposed plan:

<b>Table 1: Zoning By-law Amendment File Z.11.022</b>			
	<b>By-law Standard</b>	<b>By-law 1-88 C1 Zone Requirements</b>	<b>Proposed Exceptions to C1 Zone</b>
a)	Permitted Uses	<p>Commercial Uses in Sections 5.1.4 and 5.2</p> <ul style="list-style-type: none"> <li>▪ Does not permit a block townhouse dwelling unit</li> </ul>	<p>To permit the following:</p> <ul style="list-style-type: none"> <li>▪ 8 live/work units (Building “A”) with the following ground floor commercial uses along Keele Street: <ul style="list-style-type: none"> <li>- Bank or Financial Institution;</li> <li>- Business/Professional Office;</li> <li>- Personal Service Shop;</li> <li>- Pharmacy;</li> <li>- Photography Studio;</li> <li>- Retail Store;</li> <li>- Service or Repair Shop;</li> <li>- Video Store; and,</li> <li>- A total of 8 residential units will be located on the second and third floor levels of each unit.</li> </ul> </li> <li>▪ 8 block townhouse dwelling units (Buildings “B” and “C”)</li> </ul>
b)	Minimum Front Yard Setback (Killian Road)	9m	3.1m
c)	Minimum Rear Yard Setback (South Property Line)	15m	1.5m
d)	Minimum Exterior Side Yard Setback (Keele Street)	9m	3.1m

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e)	Maximum Encroachment of an Uncovered Projection into a Required Front and Exterior Yard	1.8m	Covered porch projections may encroach 1.5m into the Front Yard (Killian Road) and 2.0m into the Exterior Yard (Keele Street)
f)	Minimum Setback to a Sight Triangle	9m	0m
g)	Minimum Lot Depth	60m	54m (existing situation)
h)	Minimum Landscape Strip Width along a Street Line	6m	3.1m along Killian Road 3.1m along Keele Street
i)	Maximum Building Height	11m	11.7m
j)	Minimum Parking Requirement	<p>16 units @ 1.5 spaces/unit = 24 Residential Spaces</p> <p>16 units @ 0.25 spaces/unit = 4 Visitor Spaces</p> <p>6 spaces/100m<sup>2</sup> GFA x 182.3m<sup>2</sup> commercial area = 11 Commercial Spaces</p> <p><b>Total Spaces = 39</b></p>	<p><b><u>Building “A” (Mixed-Use)</u></b></p> <p>8 units @ 1.25 spaces/unit = 10 Residential Spaces</p> <p>8 units @ 0.5 spaces/unit = 4 Residential Visitor Spaces</p> <p>3.3 spaces/100m<sup>2</sup> GFA x 182.3m<sup>2</sup> commercial area = 6 commercial spaces (4 spaces shared with Residential Visitor Spaces)</p> <p><b><u>Buildings “B” and “C” (Residential)</u></b></p> <p>8 units @ 1 space/unit = 8 Residential Spaces (8 additional tandem spaces provided within garages)</p> <p><b>Total Spaces = 24 Spaces (plus 8 Tandem Spaces)</b></p>
k)	Handicapped Parking Space Size	3.9m by 6m	3.2m by 6m
l)	Definition of a Lot	<p>“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.</p>	<p>“Lot” – means the subject lands to be deemed to be one Lot, regardless of the number of buildings constructed thereon, the creation of separate units and/or lots by way of plan of condominium, consent, or other permissions, and any easements or registrations that are granted, and shall be deemed to comply with the provisions of the By-law.</p>

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##### a) Permitted Uses

The proposal to add a block townhouse dwelling unit as a permitted use in the C1 Zone with the site-specific ground floor commercial uses identified in Table 1, can be supported by the Development Planning Department, provided that:

- i) the “Service or Repair Shop” definition will be limited to the servicing or repairing of small household appliances and home computers, which would be compatible with the proposed residential use; and,
- ii) the office of a Regulated Health Professional and Veterinarian will be excluded from the definition of “Business or Professional Office”, as these uses have the potential of generating a significant parking demand that may not be able to be accommodated on the subject lands.

##### b) Setbacks

The proposed reduction of the minimum 9m setback from Killian Road (front yard), Keele Street (exterior yard), and the site triangle to 3.1m, 3.1m and 0m, respectively, would facilitate the creation of an environment that encourages a better physical relationship between the pedestrian and built form within the heritage district, without impeding the view of vehicular traffic. A rear yard setback reduction from 15m (south property line) to 1.5m would allow the creation of a compact development. The proposed 1.5m rear setback in the C1 Zone is consistent with the side yard requirement in an RM2 Zone, where block townhouse units are typically permitted in Zoning By-law 1-88.

An exception to permit the encroachment of the covered porch projections into the front yard (Killian Road) and exterior yard (Keele Street) are required. The Vaughan Zoning By-law 1-88 permits a maximum encroachment of 1.8m for uncovered projections. The proposed covered porches project 1.5m into the front yard and 2m into the exterior side yard. The encroachments are minor and are appropriate to create a comfortable pedestrian realm that is protected from sun and rain.

##### c) Lot Depth, Landscape Widths and Building Height

The reduction of the minimum lot depth from 60m to 54m, recognizes the existing lot depth. Therefore, the Development Planning Department has no objection to this exception.

The proposed reductions of the landscape strip widths from 6m to 3.1m along both Killian Road and Keele Street facilitates compact street-related built form, and the vision of the Maple Commercial Core Area. The Maple Streetscape Urban Design Guidelines require three (3) Maple Streetscape light standards, planting areas, and benches within the landscape strips that will provide a comfortable and animated streetscape. Accordingly, the Development Planning Department has no objection to the reduction of the landscape strip widths.

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The proposed building height increase from 11m to 11.7m represents a height increase of 6%, but within the 11.8m height limit of the Maple Heritage Conservation District Plan. For further clarity and for the purposes of the implementing zoning by-law, the maximum building height will be calculated along the front of the buildings, being Keele Street for Building “A” and the west property line for Buildings “B” and “C”. The proposed building height increase is acceptable given that the surrounding area consists of developments with similar building heights. The minor increase represents a marginal height differential and a built form that supports the creation of a building scale that is compatible with the existing surrounding area, and therefore, is supported by the Development Planning Department and the Cultural Services Division.

d) Parking and Handicapped Parking Space Size

The Owner has submitted a parking study, dated June 2011, prepared by Cole Engineering in support of a parking standard reduction for the proposed development. The City’s Zoning By-law 1-88 requires that a minimum of 39 parking spaces be provided for the proposed development, including 24 spaces for the residential units, 4 spaces for residential visitor parking, and 11 for the commercial uses. The Owner is proposing a total of 24 parking spaces, with 18 spaces for residential use and 6 spaces for commercial use, of which 4 of the commercial spaces are shared parking spaces with residential visitors. The Vaughan Development/Transportation Engineering Department has reviewed the parking study and concurs with the findings and supports the parking supply reduction.

Although not counted in the required parking count, the development proposal includes 8 tandem spaces contained in the garages of Buildings “B” and “C”, and 5 lay-by parking spaces available along Keele Street. The lay-by spaces are within York Region’s right-of-way and require Regional approval. The York Region Transportation and Community Planning Department encourages lay-by parking within the Heritage District.

The subject lands are strategically located within an existing transit area and primary intensification corridor that provides the following attributes:

- a) Local Centre – typically developed with a mix of housing types and tenures with retail and office, and includes pedestrian-friendly built form with active uses located at grade; and,
- b) Primary Intensification Corridor – plays an important role in linking various centres and are linear places of activity in their own right that accommodates mixed-use intensification while recognizing good levels of transit service and the desire for compact developments.

These attributes present the opportunity to reduce vehicular reliance as excessive parking supply imposes environmental costs, contradicts community development objectives for more liveable and walkable communities, and it tends to increase driving and discourage the use of alternative modes of transportation. This philosophy is supported by the City’s review of the current parking standards in Zoning By-law 1-88 (by IBI Group), where the following parking reductions are recommended:

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<b>Table 2: IBI Group Recommended Parking Standards</b>			
<b>Development Type</b>	<b>By-law 1-88 Requirement</b>	<b>IBI Recommended Parking Standards</b>	<b>Proposed New Parking Ratio</b>
<b>Townhouse Dwellings</b>	1.75 spaces/unit	Min. 0.95 spaces/unit Max. 1.4 spaces/unit	Building "A": 1.25 spaces/unit Buildings "B" and "C": 1 space/unit
<b>Retail/Shopping Centre</b>	6 spaces per 100m <sup>2</sup> GFA	Min. 3 spaces/100m <sup>2</sup> GFA Max. 4.5 spaces/100m <sup>2</sup> GFA	3.3 spaces/100m <sup>2</sup> GFA

The proposed parking reductions are within the range recommended in the IBI Parking Standards Report, and therefore, can be supported by the Development Planning Department.

In order to provide accessibility on the subject lands, the Owner has provided a handicapped parking space located between Buildings "B" and "C". Given the size constraints of the subject lands, the handicap parking space width must be reduced from 3.9m to 3.2m. The proposed stand-alone handicapped parking space size of 3.2m by 6m is consistent with a width of a handicapped parking space that is adjacent to another handicapped parking space allowed in the City's By-law 1-88. The reduced handicapped parking space size will accommodate for an additional visitor parking space and a walkway access to the adjacent landscaped area and will provide for an overall functional development. As a result, the Development Planning Department has no objection to the reduced handicapped parking space width from 3.9m to 3.2m, which provides a functional space.

e) Definition of a Lot

The subject lands are comprised of two parcels owned by the Owner. The proposed exception to the definition of a "lot" is required to ensure that for zoning purposes, the subject lands are deemed to be one lot. Given the nature of the proposed mixed-use residential and commercial development, which includes a development proposal with shared parking and amenity areas, this exception is appropriate.

The proposed exceptions to Zoning By-law 1-88 identified in Table 1 are required to implement the mixed use development, which has a compact built form that is transit supportive. Accordingly, the Development Planning Department can support the proposed zoning by-law exceptions.

Site Plan

The original conceptual site plan submitted with Zoning By-law Amendment File Z.06.059, is shown on Attachment #3, and included 4 townhouse dwellings, a 3-storey retail and office building, and 3 levels of underground parking with access from Killian Road. That development concept was determined to be fiscally unfeasible by the applicant. The Owner has since submitted the revised site plan, shown on Attachment #5, which includes three (3) buildings connected by a private road with access onto Killian Road. The buildings have been located close to the streetlines to re-enforce the street edge, and to create a pedestrian-scaled environment.

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Building “A” includes 8 townhouse units with a total of 182m<sup>2</sup> of ground floor commercial uses. The units have primary entrances from Keele Street and are served by a barrier-free ramp and covered porches, which will contribute to the connectivity of the pedestrian environment. Eight (8) garage parking spaces are accessed by the private road with private entrances into each unit from the garage. The private road also provides access to an additional eight (8) parking spaces within an open carport. These eight spaces have provisions for two (2) exclusive commercial parking spaces, two (2) exclusive residential visitor parking spaces, and four (4) shared commercial and residential visitor parking spaces. These parking spaces will be clearly marked and maintained by the future condominium corporation.

Buildings “B” and “C” consists of four (4) townhouse units each with pedestrian access from Killian Road via a concrete walkway to the unit entrances along the west property line. A landscaped amenity area is proposed between Buildings “B” and “C”, with two (2) additional parking spaces (one being a handicapped space) that are dedicated to the Keele Street ground level commercial uses. These two spaces are setback to allow for a vehicle turn-around area behind the parking spaces. The eight (8) parking spaces for these units are by garage access from the rear private road. The garages will consist of eight (8) additional tandem parking spaces for the eight (8) units in Buildings “B” and “C”.

The community mailbox is located by the entry feature along Killian Road. Two (2) bicycle racks are proposed at the corner of Killian Road and Keele Street. Pedestrian circulation on the property is focused along the periphery and consists of a 1.5m wide concrete walkway along the west property line that will wrap around along the south property line to a 1.2m wide walkway. A shared 2.3m wide walkway between the existing commercial building to the south and Building “A”, will be treated with unit pavers.

In a memorandum dated June 5, 2012, Cole Engineering provided a moving vehicles report respecting the internal vehicle movement impact on the development proposal. The study concluded that the development proposal is expected to operate satisfactorily with a maximum 10m length moving vehicle with minimal impact to site operations and parking within the site. The Vaughan Development/Transportation Engineering Department has reviewed the report and concurs with the study’s conclusions.

The Owner will need to submit a Draft Plan of Condominium Application to the Development Planning Department in the future. Snow removal and garbage/recycling collection will be private and the responsibility of the future Condominium Corporation. The management of site operations through signage can be accommodated by the future condominium corporation with respect to ensuring available parking during allocated times for truck deliveries. A clause to this effect will be included in the future condominium agreement with the City of Vaughan and the condominium declaration, as noted in the recommendation of this report.

#### Landscape Plan

The landscape plan shown on Attachment #6 consists of a mix of coniferous and deciduous trees, ground plantings, and hard landscaping. In accordance with the Maple Streetscape and Urban Design Guidelines (MSUDG), the Keele Street frontage has been detailed with trees, shrubs, paving and lay-by parking and includes Maple Streetscape planters consisting of limestone curbs. Three (3) Maple Streetscape acorn light standards, benches, trash receptacles, and bicycle racks (2) are proposed along Keele Street. The Site Plan Letter of Undertaking will include a clause requiring the Owner to provide a one-time payment to the City of Vaughan for the maintenance of the enhanced landscaping on the Keele Street right-of-way. The maintenance fee amount will be determined through the approval of the landscape plan and landscape cost estimate to the satisfaction of the Vaughan Development Planning Department. A condition to this effect has been included in the recommendation of this report.

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The private road will be lined with unit pavers and accented with four (4) landscaped areas. A landscaped and sodded parkette is proposed between Buildings “B” and “C” and will incorporate a bench and trellis for passive recreation.

It was determined through the review of the landscape plan that the proposed retaining wall and privacy fence would create a compact soil condition that would not be conducive to the viability of the existing trees on the adjacent commercial plaza. Through a private agreement with the owners of the neighbouring commercial plaza, the Applicant, in accordance with the tree preservation plan, will be replacing some of the trees and adding shrubs, as identified on Attachment #6. Upon further review of the landscape plan, the Development Planning Department has communicated to the Owner that the total tree caliper that is being removed on the neighbouring commercial lands must be replaced with the same total tree caliper on the commercial lands. Specifically, the total tree caliper proposed for removal is equivalent to approximately 156cm. The landscape plan has been redlined accordingly on Attachment #6, as agreed by the Owner in a memorandum dated June 4, 2012, and has been included in the recommendation section of this report.

#### Building Elevations

The original conceptual building elevations shown on Attachment #4, were designed with a clock tower and a monotonous repetition of architectural elements. The revised building elevations shown on Attachments #7 to #10 reflect consultation with the Cultural Services Division and the Development Planning Department. The Keele Street elevation has been articulated with various materials to enhance its appearance. The proposed porches, roof-top terraces and balconies are used to vary the massing of the buildings to maintain the scale of the streets and the private road area.

The building materials consist of a stone base at grade level with masonry at the second and third floors. Wood siding is also introduced at the centre portion of the upper floors. Signage has been included along the Keele Street façade and must comply with the Maple Heritage Conservation District requirements as discussed in the Heritage Vaughan section of this report. The Cultural Services Division and the Development Planning Department will continue to work with the Owner to finalize the proposed building elevations, as identified in the “Heritage Vaughan” section below. The Owner must provide a materials board to the satisfaction of the Cultural Services Division and the Development Planning Department, as noted in the recommendation of this report.

#### Vaughan Public Works

The Vaughan Public Works Department has reviewed the development proposal in light of the City’s Waste Collection Design Standards. The development proposal was approved to the satisfaction of the Public Works Department on January 23, 2012.

#### Heritage Vaughan

The subject lands are designated under Part V of the Ontario Heritage Act and are located within the Maple Heritage Conservation District, and subject to the Maple Heritage Conservation District Plan and Urban Design Guidelines. The development proposal was considered at the February 15, 2012 Heritage Vaughan meeting. Heritage Vaughan advised that they have no objection to the development proposal, subject to the following:



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- a) That the signage locations provided are acceptable with the following provisions:
  - i) Board signage locations are acceptable, except that the design is to be a simple rectangle and the border feature is acceptable;
  - ii) Decals are to be limited to stand alone lettering only, black in colour and not exceeding 6 inches in height, not exceeding 0.5m<sup>2</sup> in total area per unit and provided that the Building Standards Department review the proposed signage and related detail information and that they have no objection;
  - iii) Any signage lighting must be exterior;
- b) That the applicant continue to work with Cultural Services staff in the selection of exterior material samples, including details and materials samples regarding decal and board signage, which will be required to be submitted for review and approval by Cultural Service staff;
- c) That all exterior lighting must be indicated, including wall lighting;
- d) That all windows are required to feature exterior muntin bars. The review of the windows and its materials will be required as part of the exterior material samples to be reviewed by the Cultural Services Division;
- e) That the window style of the windows on Block "A", north elevation, ground floor are to be revised to reflect a consistent style with the rest of the development proposal;
- f) That no blind windows will be permitted on any elevation, including the Killian Street facades, except for the quarter circular windows at the gable ends on the attic, provided that the muntin bars are of the exterior type;
- g) That the southwest walls have detail included to create architectural interest with simulated window surrounds in masonry;
- h) That the grade change and narrow circulation paths currently shown in the development proposal along Keele Street be revised and consideration be taken to allow enough space for the circulation of multiple pedestrians; and,
- i) The applicant is advised that if the design changes as a result of addressing issues from other departments, a new submission for review by Cultural Services staff or Heritage Vaughan may be required.

The Owner must satisfy all requirements of the Cultural Services Division. A condition to this effect has been included the recommendation of this report. The review to ensure that the above items are incorporated into the site design has been delegated to Cultural Service Staff, who are actively working with the Owner to resolve the above-noted comments.

Vaughan Development/Transportation Engineering Department

a) Servicing

The Development/Transportation Engineering Department, Planning Studies Section, in their report dated June 5, 2012 to the Committee of the Whole has recommended the allocation of servicing capacity for 16 units in support of this development proposal, which is to be ratified by Council on June 26, 2012.

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The final site servicing and grading plan, stormwater management report, and functional servicing report must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department. A condition to this effect has been included in the recommendation section of this report.

b) Environmental Site Assessment (ESA)

The Phase 1 Environmental Site Assessment (ESA) Report has been peer reviewed by Vaughan's peer reviewer, Decommissioning Consulting Services Limited (DCS). DCS concurs with the findings of the Phase 1 ESA, which recommended a Phase 2 ESA.

The Phase 2 ESA was submitted to the Vaughan Development/Transportation Engineering Department in April 2012. The Phase 2 ESA reported that field works were performed on the subject lands. Soil and groundwater samples were collected and submitted for chemical analysis. A review of the results of the analysis shows that the results are below the reportable detection limit. The Phase 2 ESA concluded that no further environmental investigation is required and that the subject lands are suitable for the proposed development.

The Development/Transportation Engineering Department is satisfied with the conclusions of the Phases 1 and 2 ESA reports. As of early June 2012, the Owner is in the process of registering the Record of Site Condition (RSC) and expects the acknowledgement letter from the Ontario Ministry of the Environment (MOE) in later June 2012. The Owner is aware of the requirement to provide proof of receipt of the RSC and the acknowledgement letter from the MOE prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect has been included in the recommendation of this report.

c) Stormwater Management Report

The stormwater management report must be to the satisfaction of the Vaughan Development/Transportation Engineering Department. A condition respecting this matter has been included in the recommendation of this report.

d) Access Study

The Owner submitted an Access Study by Cole Engineering that assessed the proposed site access by analyzing the effects on the fully signalized intersection at Keele Street and Killian Road. The study also measured the required storage length at the proposed site access and determined future level of service conditions at the unsignalized intersection of Killian Road and the proposed site access. The analysis indicated that under total traffic volume conditions, site access is expected to operate at an excellent level of service. The proposed site access on Killian Road will not significantly impact the operation of the Keele Street and Killian Road intersection. The Vaughan Development/Transportation Engineering Department concurs with the findings of the Access Study.

**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".

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#### Regional Implications

The Region of York is presently protecting for a 30m right-of-way for this section of Keele Street. As such, the municipal setback must be referenced at 15m from the centreline of Keele Street, and additional 1.5m for bicycle lane facilities. The only access to and from the subject lands will be on Killian Road. The Owner is also required to convey the following lands, along the entire frontage of the site adjacent to Keele Street to the Regional Municipality of York, free of costs and encumbrances:

- a) Sufficient property to provide a 16.5m setback from the centre line of construction; and,
- b) Sufficient property to provide a 8m by 8m daylighting triangle at the southwest corner of Keele Street and Killian Road.

The Owner will be required to fulfill all requirements of the Region of York Transportation and Community Planning Department, including the execution of a Regional Site Plan Agreement. A condition to this effect is included in the recommendation of this report.

#### Conclusion

The Zoning By-law Amendment File Z.11.022 and Site Development File DA.11.070 have been reviewed in accordance with OPA #350 (Maple Community Plan) as amended by OPA #533, 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 16 townhouse dwelling units, include 8 live/work units with 182m<sup>2</sup> of commercial uses along Keele Street is appropriate and compatible with the existing uses in the surrounding area, and conforms to the current in-effect Official Plans. Accordingly, the Development Planning Department can support the approval of Zoning By-law Amendment File Z.11.022 and Site Development File DA.11.070, subject to the conditions in this report.

#### Attachments

1. Context Location Map
2. Location Map
3. Original Conceptual Site Plan
4. Original Conceptual Keele Street Elevation
5. Site Plan
6. Landscape Plan
7. Block "A" Front and Rear Elevations
8. Block "A" Side Elevations
9. Block "B" and "C" Front and Rear Elevations
10. Block "B" and "C" Side Elevations
11. Rendered Elevations

#### Report prepared by:

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/CM

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

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Item 47, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**47**

**ZONING BY-LAW AMENDMENT FILE Z.11.025  
SITE DEVELOPMENT FILE DA.11.071  
1678575 ONTARIO INC.**

**WARD 2 - NORTHWEST CORNER OF WOODBRIDGE AVENUE AND CLARENCE STREET**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved; and**
- 2) That the coloured elevation submitted by the applicant be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.11.025 (1678575 Ontario Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically to remove the Holding Symbol "H" from the subject lands shown on Attachments #1 and #2, thereby effectively zoning the subject lands RA3 Apartment Residential Zone, subject to Exception 9(1350);
2. THAT Site Development File DA.11.071 (1678575 Ontario Inc.) BE APPROVED, to permit a 4-storey (with a 5<sup>th</sup> storey amenity area) residential (condominium-style) apartment building comprised of 123 dwelling units and 580 m<sup>2</sup> of ground floor commercial uses, as shown on Attachments #3 to #6, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking, the Owner shall satisfy all requirements of the Vaughan Development Planning Department, the Toronto and Region Conservation Authority, and the Vaughan Development/Transportation Engineering Department;
  - b) the Owner shall satisfy the requirements of the Vaughan Cultural Services Division and Heritage Vaughan;
  - c) the parking variance required to implement the development shall be approved by the Vaughan Committee of Adjustment and the Committee's decision shall be final and binding; and,
  - d) the implementing Site Plan Letter of Undertaking shall include the following provisions:
    - i) the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 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 City's Cash-in-Lieu of Parkland Policy; and, 2% shall be paid for the commercial component in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands, for the commercial component, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in lieu payment;

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- ii) the Owner shall agree to carry out recommendations of the approved environmental Remedial Action Plan in conjunction with the site development to the satisfaction of the City;
  - iii) that prior to the issuance of a Building Permit, the Owner /Applicant shall provide the City with a Record of Site Condition (RSC) for the subject lands which has been acknowledged by the Ontario Ministry of the Environment; and, shall provide a letter confirming that the City and DCS can rely upon all the ESA reports and correspondence submitted to the City in support of the development, to the satisfaction of the Vaughan Development/Transportation Engineering Department.
3. THAT Vaughan Council adopt the following resolution with respect to the allocation of sewage and water capacity:

“IT IS HEREBY RESOLVED THAT Site Development File DA.11.071 is allocated sanitary sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System for a total of 123 residential units, subject to the execution of a Site Plan Letter of Undertaking or Agreement, to the satisfaction of the City.”

#### **Contribution to Sustainability**

The Owner has advised that the following sustainable features, but not limited to, will be provided within the site and building design:

- i) reduce the heat island effect for non-roof and roof areas;
- ii) indoor water use reduction;
- iii) construction waste diversion;
- iv) operable windows; and,
- v) use of recycled materials.

#### **Economic Impact**

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

#### **Communications Plan**

N/A

#### **Purpose**

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

1. Zoning By-law Amendment File Z.11.033 (1678575 Ontario Inc.), specifically to remove the Holding Symbol “(H)” from the subject lands shown on Attachments #1 and #2, thereby effectively zoning the subject lands RA3 Apartment Residential Zone, subject to Exception 9(1350).
2. Site Development File DA.11.071 (1768575 Ontario Inc.) to permit the development of a 4-storey (with 5<sup>th</sup> storey amenity area of 1,218 m<sup>2</sup>) residential (condominium-style) apartment building with 123 units and 580 m<sup>2</sup> of ground floor commercial uses, as shown on Attachments #3 to #6 inclusive.

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#### Background - Analysis and Options

##### Location

The 0.67ha subject lands are located at the northwest corner of Woodbridge Avenue and Clarence Street, municipally known as 86 and 92 Woodbridge Avenue and 30 and 36 Clarence Street, City of Vaughan, as shown on Attachments #1 and #2.

##### Official Plan and Zoning

The subject lands are designated "Mixed Use Commercial" by in-effect OPA #240 (Woodbridge Community Plan), as amended by OPA #440 (Woodbridge Core Plan). The proposed plan conforms to the "Mixed Use Commercial" policies of OPA #240, as amended.

The subject lands are designated "Low-Rise Mixed-Use" (north portion) and "Mid-Rise Mixed-Use" (south portion) by the new City of Vaughan Official Plan 2010 (Volume 2 – Woodbridge Centre Secondary Plan), which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011 and April 17, 2012) and is pending approval from the Ontario Municipal Board. The Low-Rise Mixed-Use designation permits a maximum building height of 3-storeys (11m), and a Floor Space Index (FSI) of 1.5. The Mid-Rise Mixed-Use designation permits a maximum building height of 6 storeys (19 m) and a Floor Space Index (FSI) of 2.0 FSI. The proposed development is being developed in accordance with the in-effect OPA #240, as amended by OPA #440.

The subject lands are zoned RA3(H) Apartment Residential Zone, with the addition of the Holding Symbol "(H)" by Zoning By-law 1-88, subject to Exception 9(1350). Zoning By-law Amendment File Z.11.025 was submitted by the Owner to remove the Holding Symbol "(H)" from the subject lands.

In July 2010, Council approved Zoning By-law Amendment File Z.08.045 to rezone the subject lands to RA3(H) Apartment Residential Zone with the Holding provision to facilitate the development of a 4-storey (with 5<sup>th</sup> storey amenity area) residential apartment building, with a total of 125 residential units, 800 m<sup>2</sup> of ground floor commercial uses, and the main access from Arbors Lane, as shown on Attachment #3. The conditions for the removal of the Holding Symbol "(H)" from the subject lands included:

- water and sanitary servicing capacity being allocated to the subject lands by Vaughan Council;
- a Site Development application being approved by Vaughan Council; and,
- an easement over Arbors Lane being granted in favour of the subject lands for access to the subject lands.

The applicant met with the Arbors Condominium Corporation in an attempt to secure an easement over Arbors Lane to provide access to the subject lands from Clarence Street and facilitate the removal of the Holding Symbol. The applicant was unsuccessful in obtaining an agreement to secure the easement with the Arbors Condominium Corporation. The property management company for the Arbors Lane lands provided an email to the Development Planning Department advising that they refused the offer from the Owner to secure the easement. As a result, the proposed development has been revised to provide an access from Woodbridge Avenue as shown on Attachment #3. In addition, the commercial ground floor area has been reduced from 800m<sup>2</sup> to 580m<sup>2</sup> and the number of residential units is reduced from 125 to 123 units. The Owner has also increased the size of the 5<sup>th</sup> storey amenity area from approximately 712 m<sup>2</sup> to 1,218 m<sup>2</sup> to provide additional indoor amenity space.

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Should Council approve the current Site Development application with the main access proposed from Woodbridge Avenue (rather than Arbors Lane) and the allocation resolution in the recommendation of this report to allocate servicing capacity to the development, the conditions for removing the Holding Symbol “(H)” will be satisfied, and the Holding Symbol can be removed from the property, thereby effectively zoning the lands RA3 Apartment Residential Zone, subject to Exception 9(1350).

Site Plan Review

The Development Planning Department is generally satisfied with the current site plan, and landscape plan shown on Attachments #3 and #4 respectively, and will work with the applicant to finalize these plans. The Development Planning Department will also work with the Owner and the Cultural Services Division to finalize the proposed site plan and building elevations. Conditions to this effect are included in the recommendation of this report.

The Vaughan Development/Transportation Engineering Department has reviewed the servicing, grading and storm water management plans and required transportation studies and reports, and the applicant must address all engineering requirements to their satisfaction. A condition to this effect has been included in the recommendation of this report.

The Vaughan Public Works Department has been circulated the current site plan submission and Waste Collection form. The applicant must implement the policies contained in Vaughan’s approved “Waste Collection Design Standards Policy”. Waste collection and winter site maintenance are the responsibility of the Owner.

Parking Variance

Exception 9(1350) of Zoning By-law 1-88 requires that a minimum of 210 parking spaces be provided on the subject lands, whereas, 201 parking spaces are proposed. In addition, this Exception 9(1350) requires that parking for the development of this site must be calculated as follows:

123 residential units @ 1.485 spaces/unit, including visitors	=	183 spaces
579.5 m <sup>2</sup> commercial GFA @ 3.0 spaces/100 m <sup>2</sup> GFA	=	<u>18 spaces</u>
Total Parking Provided	=	201 spaces

An exception to Zoning By-law 1-88 is required to reduce the minimum site-specific parking requirement on the site from 210 spaces to 201 parking spaces. The reduction in the total number of parking spaces provided on the property (from 210 to 201) is a result of the reduced commercial gross floor area in the current proposal (580m<sup>2</sup>), whereas 800m<sup>2</sup> was originally approved, and minor changes to the plan. However, the Owner is proposing to provide the required parking for the current plan utilizing the same parking ratios (i.e. 1.485 spaces/unit, and 3.0 spaces/100 m<sup>2</sup>) established in Exception 9(1350). Accordingly, the Development Planning Department can support the proposed parking supply. The applicant will be required to apply to the Vaughan Committee of Adjustment for the parking variance, which must be final and binding, prior to the execution of the implementing Site Plan Letter of Undertaking.

Traffic Study

The Vaughan Development/Transportation Engineering Department has reviewed the updated Traffic Study prepared by Cole Engineering (dated January 2012) submitted in support of the current development, which includes access from Woodbridge Avenue, and has provided the following comments (in part):

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- i) a scaled drawing showing the available site distances at the proposed access from Woodbridge Avenue should be included in the study. As per the submitted study “the minimum stopping sight distances are at 90 metres to the east of the proposed site access and 70 m to the west of the proposed site access;
- ii) the elimination of two layby parking spaces from Woodbridge Avenue as recommended in the study;
- iii) the applicant shall provide all soft copy files for the synchro analysis. Additional comments regarding proposed signal timing may be provided once the electronic copy is received; and,
- iv) the study identified the TDM opportunities under Section 5.1, however further details as advised by the Vaughan Sustainable Transportation Specialist should also be included in the study.

The study recommends the removal of at least 2 layby parking spaces along Woodbridge Avenue to allow for the proper and safe function of the new Woodbridge driveway access point, which will be facilitated near the access location.

The Traffic Study must be revised to address the comments from the Vaughan Development/Transportation Engineering Department to their satisfaction, prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect is included in the recommendation of this report.

#### Environmental

The applicant has submitted a Phase One Site Assessment Report, dated April 11, 2011, a Phase Two Environmental Site Assessment Report, dated June 8, 2011, a Geotechnical Investigation Report, dated April 12, 2011 and a Remedial Action Plan, dated June 7, 2012, all prepared by Exp Services Inc. in support of the development application. These ESA reports have been peer reviewed by Decommissioning Consulting Services Limited (DCS). DCS has advised that the submitted information is generally satisfactory subject to the appropriate conditions of approval being imposed with respect to the implementation of the Remedial Action Plan. The Remedial Action Plan addresses the removal of an out-of-service underground storage tank that is located at the southwest corner of the existing two storey brick building on site.

Accordingly, the Vaughan Development/Transportation Engineering Department has no objection to the approval of the site plan application, subject to the conditions outlined in the recommendation of this report.

#### Commercial Uses

As noted earlier, the Owner is proposing to reduce the amount of commercial ground floor area from 800 m<sup>2</sup> to 580 m<sup>2</sup>. Exception 9(1350) permits the following commercial uses on the subject lands:

- Bank or Financial Institution;
- Business or Professional Office;
- Personal Service Shop;
- Retail Store;
- Post Office; and,
- Real Estate Office.

The Owner is proposing to maintain these commercial uses on the subject lands.



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#### Heritage Vaughan

The subject lands are located within the Woodbridge Heritage Conservation District Plan area. The application was reviewed by Heritage Vaughan on May 15, 2012, and it was recommended that the applicant/architect work with the Cultural Services Division and the Heritage Vaughan subcommittee to finalize the building elevations and related site plan matters. A condition to this effect is included in the recommendation of this report.

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

The Toronto and Region Conservation Authority (TRCA) has reviewed the servicing and grading plans, and the storm water management plan and reports, and the applicant must address all TRCA requirements to their satisfaction. A condition to this effect has been included in the recommendation of this report.

#### 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 subject lands are located on Woodbridge Avenue and Clarence Street, both municipal roads. The Region of York Transportation and Community Planning Department has indicated that they have no comments or objections to the approval of the proposed development.

#### Conclusion

Zoning By-law Amendment File Z.11.025 to remove the Holding provision and Site Development File DA.11.071 have been reviewed in accordance with the policies of OPA #240, as amended by OPA #440, Zoning By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Vaughan Development Planning Department is satisfied that the proposed development for a 4-storey (with 5<sup>th</sup> storey amenity area) residential apartment building with a total of 123 residential units and 580 m<sup>2</sup> of ground floor commercial uses as shown on Attachments #3 to #6 is appropriate and compatible with the existing and planned uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment Application to remove the "H" symbol to effectively zone the property RA3 Zone, and the Site Development Application, subject to the conditions in this report.

#### Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. East and South Building Elevations
6. West and North Building Elevations

#### Report prepared by:

Eugene Fera, Planner, ext. 8064

Carmela Marrelli, Senior Planner, ext. 8691

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 JUNE 26, 2012**

Item 48, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**48**

**ZONING BY-LAW AMENDMENT FILE Z.11.033  
SITE DEVELOPMENT FILE DA.11.069  
VISTA PARC LIMITED  
WARD 2 - VICINITY OF REGIONAL ROAD 7 AND WIGWOSS ROAD**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012, be approved; and**
- 2) That the coloured elevation submitted by the applicant be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.11.033 (Vista Parc Limited) BE APPROVED, to amend Zoning By-law 1-88, specifically to remove the Holding Symbol “(H)” from the subject lands shown on Attachment #2, thereby effectively zoning the subject lands RA2 Apartment Residential Zone, subject to Exception 9(1131);
2. THAT Site Development File DA.11.069 (Vista Parc Limited) BE APPROVED, to permit a 7-storey, 122 unit residential (condominium-style) apartment building, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i) the Owner shall satisfy all requirements of the Vaughan Development Planning Department, Vaughan Development/Transportation Engineering Department, Toronto and Region Conservation Authority, and Region of York Transportation and Community Planning Department; and,
    - ii) site-specific Official Plan Amendment #726 and the Zoning By-law to implement Council’s approval on May 8, 2012 and to remove the “(H)” Holding Provision respecting Zoning By-law Amendment File Z.11.033, shall be in full force and effect.
  - b) that the implementing Site Plan Letter of Undertaking shall include the following provisions:
    - i) the Owner/Applicant shall agree to carry out recommendations of the approved environmental Remedial Action Plan, prepared by Forward Engineering & Associates Inc. dated June 13, 2012, in conjunction with the site development, to the satisfaction of the City;

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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- ii) that prior to the issuance of a Building Permit, the Owner/Applicant shall provide the City with a Record of Site Condition (RSC) for the subject lands which has been acknowledged by the Ontario Ministry of the Environment; and, that Forward Engineering & Associates Inc. shall provide a letter confirming that the City and DCS can rely upon all ESA reports and correspondence submitted to the City in support of the development, to the satisfaction of the Vaughan Development/Transportation Engineering Department.
3. THAT Vaughan Council shall adopt the following resolution with respect to the allocation of sewage and water supply capacity:

“IT IS HEREBY RESOLVED THAT Site Development File DA.11.069 is allocated sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System for a total of 88 residential units, which is in addition to the previously allocated 34 residential units for the same site, subject to the execution of a Site Plan Letter of Undertaking or Agreement, whichever is in effect, to the satisfaction of the City.”

#### **Contribution to Sustainability**

The Owner advises that the following sustainable features, but not limited to, will be provided within the site and building design:

- i) precast wall cladding with R-20 value;
- ii) daylight window wall cladding to allow natural light to penetrate the facility interiors;
- iii) overall window U-value to be 0.38 or less;
- iv) all lighting to use efficient, long life fixtures;
- v) occupancy sensors to be used in low traffic areas;
- vi) green roof provided on the west side of the 5<sup>th</sup> floor;
- vii) landscaped areas will be sodded and landscaped with native drought-resistant plants;
- viii) compliance with standards for tree protection barriers; and,
- ix) storage and collection areas for recycling and organic waste are located within the building.

#### **Economic Impact**

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

#### **Communications Plan**

N/A

#### **Purpose**

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

1. Zoning By-law Amendment File Z.11.033, to amend Zoning By-law 1-88, specifically to remove the Holding Symbol “(H)” from the subject lands shown on Attachments #1 and #2, thereby effectively zoning the subject lands RA2 Apartment Residential Zone, subject to Exception 9(1131).

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2. Site Development File DA.11.069 to permit a 7-storey residential (condominium-style) apartment building comprised of 122 dwelling units and 168 parking spaces as shown on Attachment #3.

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

##### Location

The 0.71 ha site represents the second phase of a 2 phase development and is located on the north side of Regional Road 7, between Wigwoss Drive and Pine Valley Drive, and known municipally as 4700 Regional Road 7, as shown on Attachments #1 and #2. The subject lands are physically separated from Phase 1 by Jersey Creek.

##### Official Plan and Zoning

The subject lands are designated "Prestige Area-Centres Avenue Seven Corridor" by OPA #661, as amended by site-specific OPA #682 and OPA #726, which permit the proposed development. OPA #726 is not yet in full force and effect, and therefore, if the Site Development application is approved, the Site Plan Letter of Undertaking cannot be executed until OPA #726 is in full force and effect.

The subject lands are designated "Mid Rise Mixed Use" and a portion as "Natural Areas" (far east end of site) by City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011 and April 17, 2012), and is pending approval from the Ontario Municipal Board. The proposed development does not conform to VOP, however, it is the in-effect Official Plans identified above that the site plan proposal conforms to.

The subject lands are zoned RA2(H) Apartment Residential Zone with the addition of the Holding Symbol "(H)" by Zoning By-law 1-88, subject to Exception 9(1131).

On March 20, 2012, Council approved Official Plan and Zoning By-law Amendment Files OP.11.008 and Z.11.033 to increase the maximum building height from 6-storeys to 7-storeys and to permit a reduced parking standard (1.30 spaces per unit) on the subject lands. The implementing Official Plan Amendment (OPA #726) was adopted by Council on May 8, 2012, which at the time of preparation of this report was not yet in full force and effect. At this time, the implementing Zoning By-law has not been enacted by Council and as such the following minor exceptions for setback of the roof-top landscaped area and canopy (along Highway #7) will be included in the implementing By-law. Therefore, if this Site Development application is approved, a Zoning By-law to implement Council's decision respecting Zoning By-law Amendment File Z.11.033 and to remove the Holding Symbol "(H)" will be forwarded to a future Council meeting for enactment. A recommendation has been included requiring that both OPA #726 and the implementing Zoning By-law be in full force and effect, prior to the execution of the Site Plan Letter of Undertaking.

##### Site Plan Review

The Development Planning Department is satisfied with the proposed site plan, landscape plan, and building elevations shown on Attachments #3, #4, #5 and #6, respectively.

The Vaughan Development/Transportation Engineering Department has reviewed the site servicing and grading plans and stormwater management report, and the applicant must address all engineering requirements to their satisfaction. A condition of approval is included in the recommendation of this report.

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#### Servicing Capacity Allocation

On May 24, 2011, Council approved the annual Servicing Capacity Distribution Protocol to reserve 88 residential units for the subject development, in addition to the previously allocated 34 residential units. The current proposal is for 122 residential units. In accordance with the City's Protocol, formal allocation of servicing capacity will be required by Council in conjunction with Site Plan Approval, which is included in the recommendation of this report.

#### Environmental

The applicant has submitted a Phase One Environmental Site Assessment Report, dated November 25, 2011, an updated Phase One Environmental Site Assessment Report, dated May 21, 2012, and a Remedial Action Plan, dated June 13, 2012, all prepared by Forward Engineering and Associates in support of the development application. These ESA reports have been peer reviewed by Decommissioning Consulting Services Limited (DCS) and although the existence of a large amount of fill was identified, DCS has advised that the submitted information is generally satisfactory subject to the appropriate conditions of approval being imposed with respect to the implementation of the Remedial Action Plan. The Remedial Action Plan addresses the method of removal of the existing soil stockpile, test procedure, and the necessary additional post remediation documentation related to the quality of the soil in the stockpile. Once the site has been remediated, the applicant will be required to obtain a Record of Site Condition.

Accordingly, the Vaughan Development/Transportation Engineering Department has no objection to the approval of the site plan application, subject to the conditions outlined in the recommendation of this report.

#### Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has reviewed the Site Development application and has provided conditions for the applicant to address prior to final approval. In particular, the hydraulic model (including the cut and fill balance) must be revised to the satisfaction of the TRCA. The Owner must address all TRCA requirements to their satisfaction. A condition to this effect is included in the recommendation of this report.

#### 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 subject lands are located on the north side of Regional Road 7. The Region of York Transportation and Community Planning Department has been circulated the Site Development application. The Owner will be required to fulfill any requirements of the Region of York. A condition to this effect has been included in the recommendation of this report.

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**Conclusion**

The Zoning By-law Amendment and Site Development applications have been reviewed in accordance with the applicable policies and requirements of the Official Plan and Zoning By-law 1-88, respectively, the comments from City Departments and external public agencies, and the area context. The Vaughan Development Planning Department is satisfied that the Holding Symbol “(H)” can be removed from the subject lands and that the Site Development application to facilitate the development of the property with a 7-storey residential (condominium-style) apartment building, comprised of 122 dwelling units, is appropriate and compatible with the existing and planned land uses in the surrounding area, and conforms to the adopted Official Plan Amendment #726. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment application to remove the Holding Symbol “(H)” from the subject lands and the Site Development Application, subject to the conditions contained in this report.

**Attachments**

1. Context Location Plan
2. Location Map
3. Site Plan
4. Landscape Plan
5. Building Elevation Plan – North and East
6. Building Elevation Plan – South and West

**Report prepared by:**

Eugene Fera, Planner, ext. 8064  
Carmela Marelli, 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 JUNE 26, 2012**

Item 49, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

49

**RFP12-250 CONTRACT AWARD  
MAPLE GO STATION SECONDARY PEER REVIEW  
AMENDMENT TO 2012 CAPITAL BUDGET  
FILE 26.8  
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012:

**Recommendation**

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

1. THAT the Request for Proposal RFP12-250 for the retention of consulting services to peer review the draft secondary plan and technical submissions for the Maple GO Station Secondary Plan Study and support the public consultation process be awarded to the consulting team led by the firm Urban Strategies Inc. with a bid of \$88,158.00, plus a contingency allowance of \$7,060.00, applicable taxes, and administration recovery;
2. THAT the Mayor and Clerk be authorized to sign the necessary documents;
3. THAT the 2012 Capital Budget be increased by \$100,000.00 to add a developer funded capital project for the Maple GO Station Secondary Plan Peer Review; and
4. THAT the inclusion of the matter on a public Committee or Council Agenda with respect to increasing the Capital Budget is deemed sufficient notice pursuant to Section 2(1)(c) of By-law 394-2002.

**Contribution to Sustainability**

Sustainability will be addressed through subsequent reports.

**Economic Impact**

It has been determined that the cost of retaining a consultant to provide peer review and public consultation services to assist in the development of the Maple GO Station Secondary Plan will be \$100,000.00, including applicable taxes (HST) and Administration Recovery. The preparation of this secondary plan was not included in the 2012 Capital Budget. York Major Holdings Inc. as the proponent has agreed to fund the peer review of its proposal and the facilitation of the public consultation process in the amount of \$100,000.00, under the direction of City staff, in order for work to proceed on this plan. As such, there will be no economic impact resulting from the undertaking of the study.

**Communications Plan**

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

**Purpose**

The purpose of this report is to obtain:

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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- Direction to award the contract (RFP12-250) to retain a consulting team to provide peer review and public consultation services in respect of the Maple GO Station Secondary Plan; and
- Add a developer funded capital project for the Maple GO Station Secondary Plan Peer Review to the 2012 Capital Budget;

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

On December 13, 2011 Council directed that staff proceed with the retention of consulting services to provide Peer Review assistance to City staff , including public consultation, in the preparation of the “Maple GO Station Secondary Plan” in accordance with draft Terms of Reference set out in the report. The Maple GO Station Area was added to the list of “Required Secondary Plan Areas” on Schedule 14-B to Volume 1 of the Vaughan Official 2010 by Council modification on September 27, 2011. The Owner of the site (York Major Holdings Inc.) expressed an interest in proceeding with the preparation of the secondary plan in 2012.

The City has already made a number of commitments with respect to the review of secondary plans including the Vaughan Mills Centre Secondary Plan, the Concord GO Centre Secondary Plan and the Highway 7 – Weston Road Secondary Plan all of which are budgeted. In addition to other priorities, these secondary plans represent a substantial financial and staff commitment by the City. Proceeding with the preparation of the Maple GO Station Secondary Plan, under the normal procedures would be challenging for the City. It would divert resources from other projects and require additional funding in the 2012 Capital Budget. Otherwise, this secondary plan would have to wait at least until the approval of the 2013 Capital Budget.

In response to the concerns cited above, and the Owner’s expressed interest in proceeding with the Secondary Plan, the City determined it appropriate to undertake an alternative peer review process, based on a draft secondary plan and technical submissions prepared by the Owner, instead of a standard secondary plan review conducted by the City. The peer review and public consultation process will be funded in its entirety by the Owner and there will be no financial resources contributed by the City through the 2012 Capital Budget, as this is a developer funded project.

The City has received a cheque in the amount of \$100,000.00 from the Owner (York Major Holdings Inc.) and the funds are currently deposited in a suspense account (an account set aside for funds to be allocated once a specific account for the project has been established). Once the funds have been allocated through the 2012 Capital Budget, the City will use the \$100,000.00 to retain the peer review consultant and cover other associated costs.

#### **Request for Proposal Process**

On Wednesday May 16, 2012 the Request for Proposals (RFP12-250) related to the Maple GO Station Secondary Plan was released, providing interested consulting firms with an opportunity to make submissions. On May 16, 2012, the RFP was advertised on the following websites: Biddingo, OPBA, and the City Webpage. The RFP closing date was Friday June 1, 2012 and the evaluation process began during the week of June 4, 2012.

Sixteen (16) firms picked up the RFP documents and one addendum was issued to clarify questions raised by a prospective proponent. Two (2) proposals were received by the deadline both of which were found to be compliant. The proposals originated with the following firms, as lead consultants:

- The Planning Partnership, Toronto, ON
- Urban Strategies Inc., Toronto, ON



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A committee comprising staff from the Policy Planning, Development Planning/Urban Design, and Transportation/Development Engineering Departments and chaired by the Purchasing Services Department, carried out the evaluation process.

The RFP package provided details of the contract, including the following evaluation criteria used in the assessment of competing proposals:

- |  |            |
|--|------------|
| <b>Qualifications and Experience:</b>  | <b>45%</b> |
| <ul style="list-style-type: none"><li>• Capability of the Consultant Team Leader;</li><li>• Degree of participation of senior staff;</li><li>• Qualifications and expertise of the team members;</li><li>• Skills consistent with the needs of the project;</li><li>• Experience in similar studies;</li><li>• Level of public sector experience;</li><li>• Experience and a history of success in multi-disciplinary teams;</li><li>• Demonstrated success in public/stakeholder consultation; and the quality of the proposed consultation plan.</li></ul> |            |
| <b>Quality of the Proposal:</b>  | <b>35%</b> |
| <ul style="list-style-type: none"><li>• Complete and comprehensive submission;</li><li>• Demonstrated understanding of the project requirements;</li><li>• Organization and clarity of presentation;</li><li>• Introduction of innovative ideas and concepts;</li><li>• Skill in communicating the project plan;</li><li>• Preliminary identification of stakeholders.</li></ul>   |            |
| <b>Project Management:</b>   | <b>10%</b> |
| <ul style="list-style-type: none"><li>• Work program and scheduling of major milestones and meetings;</li><li>• Timelines consistent with study requirements;</li><li>• Ability to commit to the timing objectives for the completion of the study.</li></ul>  |            |
| <b>Financial:</b>  | <b>10%</b> |
| <ul style="list-style-type: none"><li>• Proposal Fee;</li><li>• Appropriate allocation of resources by phase of study;</li><li>• Ability to meet the study budget.</li></ul>   |            |

Both proponents were interviewed. The interviews took place on Tuesday June 12, 2012. Based on the proposal and the subsequent interview process, Urban Strategies Inc. had the highest score. Therefore, it is recommended that the team led by Urban Strategies Inc. be retained to undertake the Maple GO Station Secondary Plan Peer Review. The team provides the required disciplines necessary to complete the study and includes:

- URS Corp. (Traffic and Transportation, Functional Servicing Report, Stormwater Management and Environmental site Assessment)
- Gradient Microclimate Engineering Inc. (Noise and Vibration)
- SPL Consultants Ltd. (Geotechnical Report)

The cost to carry out the peer review process on a fixed fee basis is calculated below:

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**Table 1 - Project Funding Summary**

<b>Costs</b>	
RFP12-250	88,160.00
Contingency (8%)	7,060.00
HST (1.76%)	1,670.00
3% Administration Fees	2,910.00
<b>Total Cost</b>	<b>99,800.00</b>
<b>Budget</b>	<b>100,000.00</b>
<b>Remaining Budget</b>	<b>200.00</b>

A contingency in the amount of \$7,060.00 (approximately 8% of the bid price) is requested to address any unforeseen work required to complete the scope of the project.

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

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

- 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**

In order to proceed, it is recommended that the 2012 Capital Budget be increased by \$100,000.00 to add the Maple GO Station Secondary Plan as a developer funded capital project and it be deemed that the inclusion of this report on this public Committee agenda is sufficient notice for a change in the Capital Budget, pursuant to Section 2(1)(c) of By-law 394-2002. It is further recommended that Urban Strategies Inc. be retained by the City to undertake the Maple GO Station Secondary Plan Peer Review.

**Attachments**

1. Location Map

**Report prepared by:**

Arminé Hassakourians, Planner, ext. 8368  
Roy McQuillin, Manager of Policy Planning, ext.8211

/lm

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 50, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**50 PUBLIC SAFETY CANADA JOINT EMERGENCY PREPAREDNESS PROGRAM GRANTS**

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Mayor Bevilacqua, dated June 19, 2012:

**Member's Resolution**

Submitted by Mayor Maurizio Bevilacqua

**Whereas**, the City of Vaughan is committed to an environment of emergency preparedness and public safety;

**Whereas**, the Federal Government's Economic Action Plan cancels the Joint Emergency Preparedness program in 2013 that impacts;

- Implementation of projects to enhance and maintain municipal emergency preparedness and response;
- Funding of the five urban search and rescue units located across Canada of which one unit is located in the City of Toronto and services the GTA; and
- Funding of critical infrastructure initiatives.

**Whereas**, the City of Vaughan has received funding through the Joint Emergency Preparedness Program that has enhanced our level of emergency preparedness and public safety through the following initiatives:

- Plume modeling software for hazardous materials incidents;
- Building and equipping the Emergency Operations Centre;
- Radios for the Vaughan Fire and Rescue Service;
- Equipping the Mobile Command Unit;
- Computers and printers for the Emergency Operations Centre; and
- Radio repeaters for four fire apparatus.

**Whereas**, the City of Vaughan recognizes that emergency preparedness and public safety require an ongoing commitment and investment to meet the evolving needs of the community;

**Whereas**, the Joint Emergency Preparedness Program grants are the only existing source of federal funding for municipalities to address gaps and future needs in emergency preparedness;

**Whereas**, the financial support through the Joint Emergency Preparedness grants has aided municipalities to keep pace with public safety needs while reducing the burden on ratepayers since 1980;

**Whereas**, the loss of funding from the Joint Emergency Preparedness Program will affect implementation of future public safety initiatives across Canada;

**It is therefore recommended that** Council request the Minister of Public Safety, the Honourable Vic Toews that the Joint Emergency Preparedness Program be reinstated in the Government of Canada's Economic Action Plan; and

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That the Honourable Julian Fantino, Member of Parliament for Vaughan be advised of the City's concerns; and

That the resolution be forwarded to AMO and FCM.

**Attachments**

1. Letter from Gina Wilson Assistant Deputy Minister, Public Safety Canada,
2. Letter from Alison Stuart, Assistant Deputy Minister and Chief Emergency Management Ontario (Ministry of Community Safety and Correctional Services)

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



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

This report is in keeping with the provisions of Vaughan Vision 2020, particularly:

Service Excellence: Enhance and Ensure Community Safety, Health & Wellness, and Lead & Promote Environmental Sustainability.

**Regional Implications**

None

**Conclusion**

This report is submitted on behalf of the Telecommunications Facility Siting Protocol Task Force and seeks to further increase the number of months that the Task Force was given to complete the findings report from June 2012 to December 2012.

**Attachments**

None

**Report prepared by:**

John Britto  
Assistant City Clerk

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 52, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**52 ONTARIO LOTTERY AND GAMING CORPORATION (OLG)- MODERNIZATION PROCESS**

The Committee of the Whole recommends:

- 1) That staff undertake a consultation process to assess the interest and support of the residents and businesses in Vaughan of having an OLG facility located within the City of Vaughan as part of a world class cultural and entertainment district; and
- 2) That the following report of the Director of Economic Development, dated June 19, 2012, be received.

**Recommendation**

The Director of Economic Development in consultation with the City Manager recommends that this report be received for information and direction.

**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.

**Economic Impact**

There are no costs associated with the approval of this report.

**Communications Plan**

N/A

**Purpose**

The City of Vaughan was one of a number of organizations invited to attend the OLG Modernization, Regional Information Session, Central Ontario on June 7. This report provides Council an update on the OLG modernization process and opportunities to be involved.

**Background - Analysis and Options**

As part of the Ontario Government's new direction to OLG in July of 2010, OLG was asked to complete a comprehensive strategic review of the lottery distribution network and land-based gaming facilities. The result of the review was an OLG report to government on March 12, 2012 titled, *Modernizing Lottery and Gaming in Ontario: Advice To Government*.

The report concluded that by 2017-18, OLG will be: A modern, sustainable organization, which will increase net profit to the Province by an additional \$1.3 billion annually – all while upholding responsible gambling standards.

The report identified where and how gaming will be offered in the province across all types of games and all channels through the creation of geographic areas called, "Gaming Zones".

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012

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In addition the report identified that the OLG initiatives will result in:

- New private sector capital investment - an additional \$3 billion
- Employment growth by more than 2,300 net new lottery and gaming industry jobs.
- Employment growth of an estimated 4,000 service sector jobs in hotels, restaurants, entertainment centres, and retail.

#### **Gaming Zones**

OLG identified 29 gaming zones where existing or new gaming facilities would be permitted following municipal and other approvals. OLG based the zones on a business model that is designed to maximize revenue for the province. Factors such as proximity of a gaming location to other gaming facilities and residential areas were measured to determine the zones.

The proposed zones for the location of OLG gaming facilities have not been finalized. The geographic boundaries may be adjusted based on ongoing discussions with relevant stakeholders, municipalities and information received through the OLG procurement process. A portion of Vaughan has been identified as part of a gaming zone which also includes the current OLG site, Woodbine Racetrack and Slots.

#### **OLG's Procurement Process for Modernization**

On May 17, 2012, OLG announced a new competitive and transparent procurement process to seek input from potential vendors as it expands regulated private-sector gaming in Ontario. The multi-stage process includes:

- *Request for Information (RFI)* – (Now underway) allows the OLG to gather valuable information from potential regulated vendors and help determine the range of options available in the market and assess potential vendor interest, as well as risks. The RFI was issued on May 17, 2012 and closes on July 4, 2012. The RFI is published on MERX tendering system ([www.merx.com](http://www.merx.com)). The RFI will be followed by and RFP in the fall of 2012.

**OLG is continuing conversations with municipalities across the province through September 2012 to gauge interest in participating in the process, and will focus the RFP process only on communities which are interested in having a facility.**

- *Request for Pre-Qualification (RFPQ)* – (potential release summer 2012) gives vendors interested in the RFP an opportunity to submit information on their financial and technical capabilities. OLG will then select pre-qualified vendors.
- *Request for Proposal (RFP)* – (potential release fall 2012) gives the selected vendors the opportunity to bid on specific products and/or services within the gaming business, and identify sites. Once the bidding process is complete, OLG will select vendors to become the regulated private sector providers for gaming and lottery gaming sites.

#### **Entertainment and Tourist Potential for Vaughan**

The City's Economic Development Strategy clearly articulates that in order to support the City as a destination, there are opportunities for enhancement of the existing entertainment amenities that are currently found in the area. Overall, there are a number of creative and cultural industry strengths dispersed across the city, making it difficult for residents and tourists to package these amenities into coordinated Vaughan "experiences". By creating stronger virtual and physical connections, a hub and spoke concept, radiating out from a central location, the city can enhance the overall quality of its cultural and tourism industries.



## CITY OF VAUGHAN

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Therefore, the private sector (through the OLG RFP process) could fund and build a world-class entertainment district anchored by a gaming facility in an appropriate area in Vaughan, and bring benefits that support the City's economic development strategy, and be a catalyst for arts, culture and tourism development such as;

- Build world-class performing arts/concert styled venue(s).
- A convention facility with the ability to host international sized conventions.
- Create annual revenue to the municipality from gaming proceeds.
- Anchor a Forbes Five Star rated accommodation(s).
- Generate large scale direct and indirect job creation.

The private sector infrastructure investment is expected to be realized in the next five to ten years to achieve the desired goals of the OLG modernization process.

#### **Regional Implications**

NA

#### **Conclusion**

The OLG has taken an open and transparent approach to modernize all aspects of its business by 2017-18 with the objectives of:

1. Becoming more customer-focused.
2. Expanding regulated private sector delivery of lottery and gaming.
3. Renewing OLG's role in oversight of lottery and gaming.

The opportunity for Vaughan to be the site of a world-class entertainment district located in an appropriate area could potentially provide the City with a significant non-taxation revenue source. Furthermore, as the City continues to position itself as the gateway of economic activity to the Greater Toronto Area this opportunity will accelerate its city building process and strengthen its arts, culture and economic base. This advantageous competitive position will significantly contribute to Vaughan being the key economic development driver of the GTA over the next twenty years, and suggest that Vaughan will increasingly be the gateway for goods, business, people and investment travelling to and from the GTA.

As the OLG is continuing conversations with municipalities from across the province through September, 2012, to gauge interest in participating in the process, the private-sector may start to submit casino development applications shortly after the conclusion of the OLG's RFP process (2013) and it will be important for the municipality to have a clear position.

#### **Attachments**

Not Applicable

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

Tim Simmonds, Director, Economic Development Department

**CITY OF VAUGHAN**

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Item 53, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**53**

**ADMINISTRATIVE CORRECTION TO ZONING BY-LAW 1-88  
CITY OF VAUGHAN**

**1) ZONING BY-LAW AMENDMENT FILE Z.09.035  
GIRONA FINANCIAL GROUP  
WARD 3 – VICINITY OF RUTHERFORD ROAD AND HIGHWAY 400**

**2) ZONING BY-LAW AMENDMENT FILE Z.08.016  
1720447 ONTARIO LIMITED  
WARD 5 – VICINITY OF STEELES AVENUE WEST AND BATHURST STREET**

**3) ZONING BY-LAW AMENDMENT FILE Z.04.062  
CITY OF VAUGHAN  
WARD 4 – VICINITY OF BATHURST STREET AND LBOVIC CAMPUS DRIVE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2012:**

**Recommendation**

The Commissioner Planning recommends that the following Administrative Corrections to Zoning By-law 1-88, BE APPROVED:

- 1) Specifically, amend Exception 9(1344), to add reference to the minimum lot depth of 22.6m in the RT1 Residential Townhouse Zone, for one townhouse dwelling lot located on Hawkview Boulevard, as shown on Attachment #1, which was inadvertently omitted;
- 2) Specifically, to amend Exception 9(1336), to delete sub clause ii) and replace it with the following correct text: "Section 4.1.4 b) i) and b) ii) shall not apply", for the lands shown on Attachment #2; and
- 3) Specifically, to amend Exception 9(1352), to delete reference to the RA2 Apartment Residential Zone and replace with the correct reference to the RA3 Apartment Residential Zone, for the lands shown on Attachment #3.

**Contributions to Sustainability**

N/A

**Economic Impact**

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

**Communications Plan**

N/A

## CITY OF VAUGHAN

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#### **Location**

The lands subject to this report are located at three separate locations, as follows:

- 1) The subject lands shown on Attachment #1 are located on the north side of Rutherford Road, west of Highway 400 (Hawkview Boulevard), City of Vaughan.
- 2) The subject lands shown on Attachment #2 are located on the north side of Steeles Avenue West, east of Bathurst Street (7 Brighton Place), City of Vaughan.
- 3) The subject lands shown on Attachment #3 are located on the south side of Lebovic Campus Drive, west of Bathurst Street, City of Vaughan.

#### **Purpose**

To undertake the following Administrative Corrections to Zoning By-law 1-88:

- 1) Specifically, amend Exception 9(1344), to add reference to the minimum lot depth of 22.6m in the RT1 Residential Townhouse Zone, for one townhouse dwelling lot located on Hawkview Boulevard, as shown on Attachment #1, which was inadvertently omitted.
- 2) Specifically, to amend Exception 9(1336), to delete sub clause ii) and replace it with the following correct text: "Section 4.1.4 b) i) and b) ii) shall not apply", for the lands shown on Attachment #2.
- 3) Specifically, to amend Exception 9(1352), to delete reference to the RA2 Apartment Residential Zone and replace with the correct reference to the RA3 Apartment Residential Zone, for the lands shown on Attachment #3.

#### **Background**

The Vaughan Development Planning Department recommends that the above Administrative Corrections to Zoning By-law 1-88, be approved since they would accurately implement the intent of the Official Plan, and correct typographical errors and inadvertent omissions in the wording of each implementing Zoning By-law.

It is noted that the *Planning Act* (Section 34(17)) allows Council to deem a revision as minor and not requiring a further Public Hearing. The Vaughan Development Planning Department is satisfied that the proposed Administrative Corrections are minor and that a further Public Hearing is not required.

#### **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 Well-being".

#### **Regional Implications**

There are no Regional implications associated with the proposal.

**CITY OF VAUGHAN**

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**Conclusion**

The Vaughan Development Planning Department is satisfied that the proposed Administrative Corrections to Zoning By-law 1-88, to correct an inadvertent omission in Exception 9(1344), and typographical errors in Exceptions 9(1336) and 9(1352), accurately implements the intent of the Official Plan and original implementing zoning by-laws and, therefore, can support the recommended Administrative Corrections. Should the Committee concur, a recommendation is provided to facilitate the proposed Administrative Corrections to Zoning By-law 1-88.

**Attachments**

1. Location Map – Hawkview Boulevard
2. Location Map – 7 Brighton Place
3. Location Map – Lebovic Campus Drive

**Report prepared by:**

Mark Antoine, Planner 1, ext. 8212

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 JUNE 26, 2012**

Item 54, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**54                    CEREMONIAL PRESENTATION – MILLER CUP PRESENTATION**

Mayor Bevilacqua and Members of Council congratulated the City of Vaughan's Public Works team on their 5<sup>th</sup> year winning the Miller Cup at the annual York Area Municipalities Public Works Week Challenge Event.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 55, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2012, as follows:

***By approving that services-in-kind be provided to a maximum of \$16,800 for the Santafest Parade for a period of three (3) years; and***

***By receiving Communication C21, from the Commissioner of Community Services, dated June 26, 2012.***

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**55      DEPUTATION – MS. MARI VOSBURG WITH RESPECT TO SANTAFEST 2012**

The Committee of the Whole recommends:

- 1)      That the deputation of Ms. Mari Vosburg, Chair, SantaFest Committee, 16 Broomlands Drive, Maple, L6A 2K2 and Communication C1, be received; and
- 2)      That staff meet with the deputant to review the services-in-kind request and report back to the Council meeting of June 26, 2012.



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 57, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**57                    NEW BUSINESS – PEDESTRIAN ACCESS ON WOODBRIDGE AVENUE**

**The Committee of the Whole recommends that staff explore opportunities for a pedestrian access on Woodbridge Avenue from the westside of the CP tracks to the eastside and report back in the Fall 2012.**

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



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 58, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

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**58**

**NEW BUSINESS – APPLAUSE TRIBUTE FOR RESPECT,  
ANTI-BULLYING, ANTI-VIOLENCE AND FAIR PLAY**

**The Committee of the Whole recommends that on July 1<sup>st</sup> at 2:37 pm EST Members of Council participate in a One (1) Minute Applause Tribute for Respect, Anti-Bullying, Anti-Violence and Fair Play to set an example for youth everywhere.**

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2012**

Item 59, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2012.

**59**

**OTHER ITEMS CONSIDERED BY THE COMMITTEE**

**59.1 RECESS & RECONVENE**

The Committee of the Whole recessed at 6:59 p.m. and reconvened at 9:05 p.m., with the following Members present:

Councillor Alan Shefman, Chair  
Hon. Maurizio Bevilacqua, Mayor  
Regional Councillor Gino Rosati  
Regional Councillor Michael Di Biase  
Regional Councillor Deb Schulte  
Councillor Rosanna DeFrancesca  
Councillor Marilyn Iafrate  
Councillor Sandra Yeung Racco

**59.2 RULES OF PROCEDURE - EXTEND MEETING TIME**

The Committee of the Whole passed the following resolution:

That the Rules of Procedure be waived to permit the meeting to be extended.

**59.3 CONSIDERATION OF AD HOC COMMITTEE REPORTS**

The Committee of the Whole recommends:

That the following Ad Hoc Committee reports be received:

- 1 Heritage Vaughan meeting of May 16, 2012 (Report No. 5).
- 2 Telecommunication Facility Siting Protocol Task Force meeting of May 24, 2012 (Report No. 5).