

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 1, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

**1 PROCLAMATION AND FLAG RAISING REQUEST
ITALIAN HERITAGE MONTH**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Clerk, dated April 30, 2013, be approved; and**
- 2) That the deputation of Mr. Jermall Estwick, National Congress of Italian Canadians – Toronto District, Falstaff Avenue, Toronto, be received.**

Recommendation

The City Clerk recommends:

- 1) That June 2013 be proclaimed as “Italian Heritage Month” in the City of Vaughan;
- 2) That the Italian flag be raised at Vaughan City Hall on June 4, 2013 for a period no longer than one week in accordance with the Flag Raising/Half Masting Policy; and
- 3) That the proclamation be posted on the City’s website and published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

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

Purpose

To respond to the request received from the President of the National Congress of Italian-Canadians – Toronto District (NCIC-TD) and Chair of Italian Heritage Month (“IHM”) Vaughan events.

Background - Analysis and Options

The correspondence received in the City Clerk’s Office on April 15, 2013 from the President of the National Congress of Italian Canadians - Toronto District is attached (Attachment 1).

The flag raising request meets the City’s Flag Raising/Half Masting Policy (Policy No.: 03.25) as follows:

“In recognition of the ethnic diversity of the residents of a municipality the City of Vaughan will fly at the Vaughan City Hall the flag of any nation, country or ethnic group on the national day or on the anniversary of a special occasion, upon written request to the City Clerk submitted one month in advance by that nation, or ethnic group or its representatives”.

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The Province of Ontario passed Bill 103 on October 25th, 2010 declaring June as Italian Heritage Month. In recognition of the passage of this Bill, the National Congress of Italian-Canadians-Toronto District are seeking Council's support to proclaim Italian Heritage Month, and hold a flag raising ceremony on June 4, 2013 at Vaughan City Hall.

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020 plan:

Service Excellence

- Preserve Our Heritage & Support Diversity, Arts & Culture

Regional Implications

N/C

Conclusion

Staff is recommending that June 2013 be proclaimed as "Italian Heritage Month" in the City of Vaughan, that the Italian flag be raised at Vaughan City Hall on June 4, 2013 for a period no longer than one week in accordance with the Flag Raising/Half Masting Policy; and that the proclamation be posted on the City's website and published on the City Page Online.

Attachments

Attachment 1 Correspondence from the President of the National Congress of Italian Canadians - Toronto District

Report prepared by

Connie Bonsignore, Administrative Assistant to the City Clerk

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

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Item 2, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

2

**PROCLAMATION REQUEST
AHMADIYYA DAY**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 30, 2013:

Recommendation

The City Clerk recommends:

- 1) That May 18, 2013 be proclaimed as “Ahmadiyya Day”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page, space permitting.

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”. Publishing proclamations on the City Page depends on the space availability.

Purpose

To respond to the request from the Ahmadiyya Muslim Jama`at, Vaughan, Canada. (Attachment 1)

Background - Analysis and Options

The correspondence from the Ahmadiyya Muslim Jama`at, Vaughan, Canada, received April 12, 2013 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”

The Ahmadiyya Muslim Jama`at, Vaughan branch would like City Council to proclaim May 18, 2013 as “Ahmadiyya Day” in recognition of the opening of the Baitur Rahman Mosque (House of the Gracious God) in Vancouver, Canada. The current spiritual leader, His Holiness Hadhrat Mirza Masroor Ahmad will be presiding at the opening ceremonies and inauguration of mosque. Members of the Ahmadiyya Muslim Community will be attending the event and representing Vaughan.

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Relationship to Vaughan Vision 2020

This report supports the strategic priorities established by Vaughan Vision 2020 plan:

Service Excellence

- Preserve Our Heritage & Support Diversity, Arts & Culture

Regional Implications

N/A

Conclusion

Staff is recommending that May 18, 2013 be proclaimed as “Ahmadiyya Day” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

Attachments

Attachment 1: Correspondence from the Ahmadiyya Muslim Jama`at, Vaughan, Canada, received April 12, 2013

Report prepared by:

Connie Bonsignore, Administrative Assistant to City Clerk

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

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Item 3, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

3

PROCLAMATION - 2013 NATIONAL PUBLIC WORKS WEEK

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, and the Commissioner of Community Services, dated April 30, 2013:

Recommendation

The Commissioner of Engineering and Public Works, and the Commissioner of Community Services recommends that Council proclaim the period of May 19-25, 2013, as "Public Works Week" in the City of Vaughan, and adopt the following resolution:

WHEREAS public works services provided in our community are an integral part of our citizen's everyday lives; and,

WHEREAS the support of an understanding and informed citizenry is vital to the efficient operation of public works systems and programs such as water distribution, wastewater collection, street maintenance, and solid waste collection; and,

WHEREAS the health, safety and comfort of this community greatly depends on these facilities and services; and,

WHEREAS the quality and effectiveness of these facilities, as well as their planning, design, construction, and maintenance is vitally dependant upon the efforts and skill of dedicated officials and staff of the City's Public Works, Engineering, and Parks & Forestry departments; and,

WHEREAS the efficiency of qualified and dedicated personnel who staff the above noted departments is influenced by people's attitude and understanding of the importance of the work they perform,

NOW THEREFORE BE IT RESOLVED THAT Council proclaim the week of May 19 – 25, 2013, as "Public Works Week" in the City of Vaughan, and request that all citizens and elected officials recognize the contributions that Public Works make every day to their health, safety, comfort, and quality of life in the community.

Economic Impact

Funding for the National Public Works Weeks activities is included in the 2013 operating budgets.

Communications Plan

The Public Works Event is being held on Saturday, May 25, 2013, and will be advertised on the City's website, in Public Works' Spring newsletter, and on mobile signs throughout the City. In addition, a media release will be issued.

Purpose

To request that Council proclaim the period of May 19 – 25, 2013, as "National Public Works Week" in the City of Vaughan, and to present an overview of the City's Public Works Week event to be held at the Joint Operations Centre on Saturday, May 25, 2013.

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Background - Analysis and Options

Public Works Week was started in 1960 as a public information campaign

In 1960, the American Public Works Association started a public information campaign to make the general public more aware of the work public works departments did, as well as promote the “often-unsung heroes” of our society, the professionals who serve the public every day with quiet dedication.

Since its beginning, agencies, municipalities, and regions have used this week to educate and inform the public about the essential role that public works plays in the quality of their community life. Equally important are promoting the choice of public works as a career choice for the work force of the future, and recognizing those who currently serve in these crucial public roles.

This year is the 53rd anniversary of National Public Works Week. The theme for this year’s National Public Works Week is “Because of Public Works...” and speaks to the quality of life brought to communities around the world as a result of public works activities. Safe drinking water, wastewater collection and treatment, solid waste management, well designed streets and neighbourhoods, clean communities, efficient transportation networks and traffic management, are just a few of the quality of life impacts “Because of Public Works”.

Vaughan’s Public Works Day will be held Saturday, May 25, at the City’s Joint Operations Centre

On Saturday, May 25, the Public Works Department will hold its annual “Public Works Week” event at the Joint Operations Centre, which is located at 2800 Rutherford Rd. This event will provide a public forum to educate residents about various road maintenance, water distribution, wastewater collection, and “Greening Vaughan” waste management initiatives. It will be held at the north-east employee parking lot (rain or shine) from 10:00 a.m. to 2:00 p.m.

At the time of this report preparation, the following activities and participants are confirmed for the City’s Public Works Day event (additional activities/participants may be added):

- Free Kraft Paper Bags* for leaf and yard waste material (Vaughan’s Public Works Department)
- Free Mulch Give-Away (Vaughan Parks & Forestry Operations Department)
- Free Electronics Recycling services (Maple Lions Club)
- Free personal paper shredding services (Shred-it)
- The sale of Blue Boxes, Green Bins, In-house Kitchen Containers and Backyard Composters (Vaughan’s Public Works Department)
- Water Quality and Road Maintenance displays (Vaughan’s Public Works Department)
- GIS and Construction Survey displays (Vaughan’s Engineering Services Department)
- Fire safety and emergency management information (Vaughan Fire & Rescue Services)
- “Call Before You Dig” information from the Ontario Regional Common Ground Alliance
- Goodwill will be on-site to accept residents’ used clothing, furniture and other items
- Various City vehicles and pieces of equipment for kids to climb in
- Promotion of other City-wide environmental programs (City of Vaughan - Economic Development Department)
- York Region Waste Management displays
- Free Household Hazardous Waste Disposal at the Region of York’s adjacent site

* Limited number of bags per person – while supplies last

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Vaughan staff will be defending its 5 year record at the Area Municipalities Challenge

In addition to Public Works Day, the City's Public Works Department will be participating in the 'York Region Area Municipalities Challenge'.

This event showcases the talents of staff from the area municipalities in terms of equipment operation and water main repair and service installation activities.

As part of the event, the Mayors of the area municipalities also compete against each other, driving trucks and/or other equipment through an obstacle course.

This event takes place on May 22nd at the Town of Richmond Hill's facility on Elgin Mills Road. In 2008, 2009, 2010, 2011 and 2012, the City of Vaughan's Public Works Team took First Place overall, winning the Miller Cup. Vaughan is the only municipality to have won the Miller Cup five years in a row.

The annual Public Works Barbeque will be held on Thursday, May 23

Each year as part of Public Works Week, a barbeque is held at the City's Joint Operations Centre for all Public Works, Engineering and Parks Operations and Fleet employees. This year, the event is scheduled to take place on Thursday, May 23, weather permitting.

Relationship to Vaughan Vision 2020

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

The Public Works Week event relates to the following Vaughan Vision goals and objectives:

Goal	"Service Excellence"
Objective	"Lead & Promote Environmental Sustainability"
Objective:	"Demonstrate Excellence in Service Delivery"

Participation in APWA and OPWA related events ties in the following Vaughan Vision goals and objectives:

Goal	"Organizational Excellence"
Objective:	"Ensure a High Performing Organization"
Goal:	"Staff Excellence"
Objective:	"Support the Professional Development of Staff"

Conclusion

National Public Works Week provides a venue by which municipalities across North America can inform, educate, and in some cases, give back to the public. The annual Public Works Day has always been well attended. As such, it is important to use this opportunity to promote not only the Public Works Week theme, but also promote the City's environmental initiatives as well.

Attachments

N/A

Report prepared by:

Laura Consalvo, Administrative Assistant, Ext 6115
Brian T. Anthony, Director of Public Works, Ext 6116

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Item 4, Report No. 19, of the Committee of the Whole, which was amended by the Council of the City of Vaughan on May 14, 2013, as follows:

That consideration of this matter be deferred to the Council meeting of June 4, 2013.

4 AMENDMENT TO ENVIRONMENTAL COMPLIANCE APPROVAL NUMBER 3013-6J5J5S – DONGARA PELLET FACTORY INC.

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 30, 2013, be approved subject to the addition of the phrase “inside storage only” following the word ‘facility’ contained in recommendation 1.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That Council advise the Ministry of the Environment that it does not object to the application from Dongara Pellet Factory Inc. to amend their Environmental Compliance Approval Number 3013-6J5J5S to allow for increased storage of ferrous and non-ferrous recyclable materials at their facility; and,
2. A copy of the Council resolution be sent to Tesfaye Gebrezghi, P. Eng., Supervisor Part V Director, Environmental Approvals Branch, 2 St. Clair Avenue West, Toronto, Ontario, M4V 1L5.

Contribution to Sustainability

The Dongara Pellet Factory processes household waste into fuel pellets for use in selected applications, as approved by the Ministry of the Environment. By doing so, they reduce the amount of waste going to landfill, and follows the fourth “R” (Recovery), of the Region of York’s waste management strategy.

The residual waste collected as part of the City of Vaughan’s curbside residential waste collection program is taken to this site for processing.

Economic Impact

N/A

Communications Plan

The application by Dongara Pellet Factory Inc. to increase the amount of ferrous and non-ferrous material to be kept on site has been posted on the Province’s Environmental Registry for public comment and review.

Purpose

To advise Council of the application submitted by Dongara Pellet Factory Inc., to allow for increased storage of ferrous and non-ferrous recyclable materials at their facility, and respond accordingly to the Ministry of the Environment.

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Background - Analysis and Options

Dongara Pellet Factory Inc. has submitted an application to the Ministry of the Environment to amend their existing Environmental Compliance Approval (Waste Disposal Site) No. 3013-6J5J5S.

Approval is current being sought to change the amount of recyclable waste stored at the plant from 29 tonnes of recyclable ferrous materials to 100 tonnes. Changes are also being sought to increase the amount of non-ferrous recyclable materials stored at the plant from 29 tonnes to 100 tonnes.

The property located at No. 7251 Highway 27 is zoned EM1 Prestige Employment Area Zone and OS1 Open Space Conservation Zone. The property is subject to exception 9(1266). The lands are also subject to Toronto Region Conservation Authority under Ontario Regulation 166-06.

The exception permits a maximum 8,130m² waste recycling and processing facility, a pellet plant which manufactures fuel pellets, and a maximum 982m² storage dome. The exception also indicates that all activity on the site must be within a wholly enclosed building, and outside or open storage of goods or materials is prohibited.

On April 8, 2013, staff contacted the proponent's representative to determine where this additional tonnage would be stored. It was confirmed by the representative that the material will be stored inside the existing building. The request is being made to comply with their customers' demands for larger quantities to be shipped at one time. The additional 70 tonnes is equal to approximately 3 truckloads of materials.

Building Standards staff have confirmed that there are no outstanding permits or work orders on the site.

Based on the above information, it is recommended that Council not object to the application made by the Dongara Pellet Factory Inc. to increase the amount of recyclable materials stored at the plant, from 29 tonnes to 100 tonnes, for both ferrous and non-ferrous recyclable materials.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Goal: Service Excellence
Objective: Lead & Promote Environmental Sustainability

Regional Implications

The Region will be submitting their own comments on the proposal by Dongara Pellet Plant Inc. to the Ministry of the Environment. This is usually done after the local municipality has provided their comments.

Staff will advise Regional staff of the outcome of Council's decision with respect to the recommendations contained in this report.

Conclusion

The current zoning permits this change requested by Dongara Pellet Factory Inc., as the additional materials will be stored inside the existing building.

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Attachments

N/A

Report prepared by:

Brian T. Anthony, Director of Public Works, Ext 6116

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Item 5, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

5 TENDER AWARD – T13-065 FOR SUPPLY OF GRANULAR MATERIALS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering & Public Works, dated April 30, 2013:

Recommendation

The Commissioner of Engineering & Public Works, in consultation with the Director of Purchasing Services and Director of Budget and Financial Planning, recommends;

1. That Tender T13-065, for the Supply of Granular Materials be awarded to Strada Aggregates Inc.; for a term of three years with two optional one year extensions for an estimated annual amount of \$231,182.30, excluding taxes; and,
2. The Mayor and Clerk be authorized to sign the necessary documents.

Contribution to Sustainability

Granular materials are used by the various divisions of the Public Works Department to repair and maintain City infrastructure, thereby contributing to sustainability, as well as public safety.

In addition, as part of this contract, the successful bidder of granular materials is required to accept any broken concrete and asphalt from Public Works' operations, at no cost. These materials can then be recycled.

Economic Impact

Sufficient funds to cover the purchase of various types of granular materials are budgeted for in the 2013 Roads/Water/Wastewater Operating Budgets under various activity accounts

The estimated annual value of the contract based on the supply and/or delivery of various granular materials is \$231,182.30, excluding taxes, with an estimated contract total value of \$1,155,911.50 excluding taxes, over the 5 year life of this contract (3 years + 2 additional 1 year optional extensions). The unit prices will remain firm for the first 3 years, with CPI adjustments being made in each optional year, with a maximum ceiling of 5% on CPI increases.

Notwithstanding the foregoing, the actual annual cost of granular material needed to restore and maintain City infrastructure is dependent on the day to day needs of the Department, including both emergency repairs and planned works.

Communications Plan

The tender was advertised in Vaughan Today (City Page), Biddingo, and the Ontario Public Buyers' Association website on February 27, 2013.

Purpose

The purpose of this report is to award tender T13-065 for the Supply of Granular Materials.

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Item 5, CW Report No. 19 – Page 2

Background - Analysis and Options

Granular materials are used regularly for the repair of roads, water mains and sewers

The Public Works Department uses granular material for the restoration of roads, sewer and water main trenches, and general maintenance purposes.

The tender also included a provision whereby the bidder agrees to accept clean excavated asphalt and concrete material at their pit or quarry location, at no cost to the City. These materials can then be recycled.

The tender was advertised and resulted in one compliant bid being submitted

The tender was advertised in Vaughan Today (City Page), on Biddingo, the Ontario Public Buyers' Association website, and issued on Wednesday, February 27, 2013. The tender closed on Tuesday, March 19, 2013.

A total of three documents were picked-up from the Purchasing Services Department and only one bid was received.

The only bid received was from Strada Aggregates Inc.

The following table shows the bid price:

BID RESULTS FOR T13-065 SUPPLY OF GRANULAR MATERIALS	
CONTRACTOR	TOTAL BID PRICE FOR LOADING AND SUPPLY ONLY (Excluding H.S.T.)
Strada Aggregates Inc.	\$ 231,182.30

Granular material prices have increased approx. 5% since 2010

When comparing the unit prices of the various types of materials, to the previous unit prices bid in 2010, there has been a price increase of approximately 5%. The bid prices for the granular materials are in line with those of recent capital projects using similar quantities and types of granular materials.

The unit prices are firm until March 31, 2015, while CPI adjustments will be applied to the unit prices in the optional years, with a ceiling at a maximum of 5%, based on the City of Vaughan's satisfaction with the Contractor's performance.

Strada Aggregates Inc. has been under contract with the City for the past eight years, and staff are satisfied with the prices and their past levels of service. Therefore, it is appropriate to award Tender T13-065 to Strada Aggregates Inc.

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:

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Goal:	Service Excellence
Objective:	Promote Community Safety, Health & Wellness
Objective :	Manage Corporate Assets

Regional Implications

N/A

Conclusion

Funds have been allocated in the various 2013 operating budgets to cover the cost of granular materials used by the Roads, Water, and Wastewater Divisions. The actual amount of granular materials used will vary year to year, depending on the various activities and emergency work undertaken.

Based on the bid prices submitted by Strada Aggregates Inc., it is recommended that T13-065 the supply of granular materials be awarded to Strada Aggregates Inc., and the Mayor and Clerk be authorized to sign the necessary documents.

Attachments

N/A

Report prepared by:

Tina Di Biase, Technical Coordinator
Brian T. Anthony, Director of Public Works

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Item 6, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

6

**SIGN VARIANCE APPLICATION
FILE NO: SV.13-001
OWNER: INNOVATION COMMERCIAL CENTRE
LOCATION: 40 INNOVATION DRIVE, UNIT 1
BLOCK 1, 65M-4044
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated April 30, 2013:

Recommendation

The Sign Variance Committee recommends:

That the revised plans as submitted for the Sign Variance Application SV.13-001, Innovation Commercial Centre, be APPROVED; and

That the proposed banner sign not be approved and removed from the subject building.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

Purpose

The applicant is proposing to install a banner sign which is prohibited under the By-law.

Background - Analysis and Options

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

Section 5 – Prohibited Signs

No person shall erect, install, post, display, maintain or keep on a premises any of the following types of signs.

5.10 Pennants, spinners, banners and streamers.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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Regional Implications

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

Conclusion

The applicant originally requested a variance to allow for a banner sign for a new Medical Centre located within the building. The application was later revised to propose three (3) 3.7 sqm permanent wall signs in lieu of the proposed banner.

Members of the Sign Variance Committee have reviewed the application and have no objections to the revised application as submitted. In the Committee's opinion, the intent and purpose of the sign by-law is being maintained.

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

Attachments

1. Site Plan
2. Sketch of Revised Signs

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

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

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Item 7, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 14, 2013, as follows:

That Sign Variance Application SV.13-002, Sri Satya Sai Baba Spiritual Centre of Toronto North, be approved; and

That the following recommendations in accordance with Communication C5, from the Chair of the Sign Variance Committee, dated May 9, 2013, be approved:

That the existing wall sign remain in place until such time as either the ownership changes or the congregation increases to a size sufficient for it to undertake the sign's replacement, whichever occurs first.

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SIGN VARIANCE APPLICATION

FILE NO: SV.13-002

OWNER: SRI SATYA SAI BABA SPIRITUAL CENTRE OF TORONTO NORTH

LOCATION: 8142 ISLINGTON AVENUE

LOT 8, CONCESSION 7

WARD 2

The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of May 14, 2013.

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.13-002, Sri Satya Sai Baba Spiritual Centre of Toronto North, be REFUSED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

Purpose

The applicant is requesting to install two walls signs on the front elevation of the building. The proposed wall signs have a total sign area of 8.7 sqm whereas the sign by-law permits 7.0 sqm.

Background - Analysis and Options

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

Section 9 – Signs Permitted for Institutional Building

9.2 Wall Signs

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Wall signs shall not exceed 0.5 sq.m. per linear horizontal meter of the building wall and/or canopy upon which such sign is Located. Notwithstanding the foregoing, the total area of a wall sign per premises shall not exceed 10.0 sq.m. or to be limited to less than 2.0 sq.m.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

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

Conclusion

The applicant is requesting to install two walls signs on the front elevation of the building. The proposed wall signs have a total sign area of 8.7 sqm. whereas the sign by-law permits 7.0 sqm. There is another existing wall sign that advertises the Montessori School/Day-Care that occupies a portion of the building. This sign is not part of the application and is proposed to be removed.

The subject property is located on the west side of Islington Ave. adjacent to the Woodbridge Heritage Conservation District. The building is also on the City's Heritage Inventory list.

Members of the Sign Variance Committee do not support the application as proposed. Committee note that a portion of the rectangle sign has been constructed on a metal mounting frame that protrudes from the building. This is to allow the sign to extend beyond the limits of the connecting building surface.

In Committee's opinion the sign interferes with the architecture of the building and are recommending that the application be refused.

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

Attachments

1. Site Plan
2. Sketch of Sign
3. Photographic of the Subject Property.

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

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

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Item 8, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

8

**SIGN VARIANCE APPLICATION
FILE NO: SV.13-003
OWNER: MPI TORGAN PROPERTIES INC.
LOCATION: 800 STEELES AVENUE WEST, UNIT B4
BLOCK 334, 65M-2240
WARD 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated April 30, 2013:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.13-003, MPI Torgan Properties Inc., be APPROVED as per revised drawings submitted.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

Purpose

The applicant is requesting to install an additional wall sign above an existing wall sign as shown on the attached drawings.

Background - Analysis and Options

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

Section 6 – General Provisions for All Signs

6.1 Limit of Number of Signs. Only one (1) of the following sign types per exterior wall per business premises:

a) Wall sign

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

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

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Conclusion

The application has been revised based on the Sign Variance Committee's previous comments. The application now proposes a smaller, single, 11.3 sqm. wall sign that is to advertise all the various tenants located adjacent to the sign.

Members of the Sign Variance Committee have reviewed the application and have no objections to the revised application as submitted. In the Committee's opinion, the intent and purpose of the sign by-law is being maintained.

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

Attachments

1. Site Plan
2. Sketch of Sign (Revised)

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 9, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

9

**'U-TURN' PROHIBITION REVIEW
VIA ROMANO BOULEVARD
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 30, 2013:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That By-law 284-94, the Consolidated Traffic By-law, be amended to add a u-turn prohibition on Via Romano Boulevard, from Sir Francesco Street/ Lady Veronica Lane to Sir Stevens Drive.

Contribution to Sustainability

Not Applicable.

Economic Impact

The cost associated with the installation of the u-turn prohibition signage is estimated to be \$900.00, and can be absorbed within the approved 2013 Operating Budget.

Communications Plan

Engineering Services staff will advise the Herbert H. Carnegie Public School Administration and area residents of the outcome of Council's decision in this matter. Staff will also notify York Regional Police, and request enforcement of this prohibition.

Purpose

To review the feasibility of implementing a u-turn prohibition on Via Romano Boulevard, in front of Herbert H. Carnegie Public School, in response to a request from the School Administration and Parent Council Chair.

Background - Analysis and Options

Demand for use of the existing lay-by lanes along the east side of Via Romano Boulevard in front of Herbert H. Carnegie Public School results in u-turn traffic movements

Via Romano Boulevard is a minor collector roadway with a 23.0 metre right-of-way, a 9.5 metre pavement width, and sidewalks along both sides. The road extends from Teston Road to Queen Filomena Avenue, and is one of the primary north-south roads within the local community. Via Romano is also a York Region Transit route. Refer to Attachment No. 1.

Herbert H. Carnegie Public School, located at 575 Via Romano Boulevard, is on the east side of the roadway, between Sir Francesco Street/ Lady Veronica Lane and Lady Valentina Avenue. Located south of the school property is the City's Twelve Oaks Park.

The intersection of Via Romano Boulevard and Lady Valentina Avenue aligns with one of the school's driveway entrances, and operates under all-way stop control. A crossing guard is located at this intersection during the morning and afternoon arrival/ departure times of Herbert H. Carnegie Public School.

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Lay-by lanes exist in 3 sections along the east side of the Via Romano, in front of Hebert H. Carnegie Public School, between Sir Francesco Street/ Lady Veronica Lane and Sir Stevens Drive.

There are existing 'No Parking' prohibitions along the west side of Via Romano Boulevard, from Sir Francesco Street/ Lady Veronica Lane to Lady Valentina Avenue, and along the east side at the intersection of Alysha Way/ the school's north driveway entrance. As a result, demand for use of the existing lay-by lanes along the east side of Via Romano Boulevard results in undesirable u-turn traffic movements. Refer to Attachment No. 2.

U-turn traffic movements during the school's start and dismissal times create safety concerns

Following the receipt of a request from the Herbert H. Carnegie Public School Administration and Parent Council Chair, City staff reviewed this matter and undertook traffic studies. Staff have confirmed that u-turn traffic movements in the vicinity of the school property increases traffic congestion, and the number of conflicting traffic movements, which negatively impacts pedestrians, cyclists and motorists in the local community.

Via Romano, from Sir Francesco Street/ Lady Veronica Lane to Sir Stevens Drive was selected for the limits of the proposed u-turn prohibition

To improve operations for the City's school crossing guard, pedestrians, cyclists and motorists within this community, a u-turn prohibition along Via Romano Boulevard, from Sir Francesco Street/ Lady Veronica Lane to Sir Stevens Drive is suggested. To prevent shifting this problem further south, Sir Stevens Drive is suggested as the southern terminus of this prohibition.

Future traffic signals at the intersection of Teston Road and Via Romano Boulevard may increase traffic activity along Via Romano Boulevard and further exacerbate the safety concerns associated with u-turn traffic movements in front of Herbert H. Carnegie Public School

York Region will be installing traffic signals at the intersection of Teston Road and Via Romano Boulevard in 2013. As a result, it is anticipated that traffic patterns will change within the local community and result in increased traffic activity along Via Romano Boulevard. The increase in traffic activity could further exacerbate the traffic congestion during school drop-off and pick-up, the number of conflicting traffic movements, and the safety concerns caused by u-turn traffic movements.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan 2020, the recommended u-turn prohibition will improve traffic flow and pedestrian safety along this roadway, thus enhancing community safety, health and wellness.

Regional Implications

Not Applicable.

Conclusion

A U-turn prohibition is recommended along Via Romano Boulevard, from Sir Francesco Street/ Lady Veronica Lane to Sir Stevens Drive.

CITY OF VAUGHAN

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Attachments

1. Location Map
2. U-Turn Prohibition Detail

Report prepared by:

David Fan, Traffic Analyst, Ext. 8444

Lisa Lavery, P.Eng., Manager, Traffic Engineering, Ext. 8143

(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 MAY 14, 2013

Item 10, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

10

AWARD OF TENDER T13-042 2013 ROAD RESURFACING/REHABILITATION – PHASE 2 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 April 30, 2013:

Recommendation

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

1. That Tender T13-042, 2013 Road Resurfacing/Rehabilitation – Phase 2, be awarded to Coco Paving Inc., in the amount of \$2,348,227.04, plus applicable taxes;
2. That a contingency allowance in the amount of \$235,000.00, 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 \$23,000.00, plus applicable taxes be approved, to ensure compliance with all applicable standards;
4. That the amounts of the above recommendations, illustrated within this report, be funded by Capital Budget Project No. EN-1872-13, including all contingency allowances, administration fees and applicable taxes; and
5. 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 \$2,732,000.00 falls within the approved budget amount and as such, there is no additional economic impact to the 2013 Capital Budget Project No. EN-1872-13.

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.

As approved through the 2012 Capital Budget process, Council directed staff to develop a video explaining how the City manages the rehabilitation of roadways. A video has been developed to assist in explaining to citizens how the City determines and schedules appropriate pavement management activities. A link to this video will be included in the notice of construction.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 10, CW Report No. 19 – Page 2

Purpose

Council approval to award Tender T13-042, 2013 Road Resurfacing/Rehabilitation – Phase 2.

Background - Analysis and Options

The work covered by this tender includes the resurfacing and/or rehabilitation of various roads in Ward 2, Capital Budget Project No. EN-1872-13. (See Attachment No. 1 for project location). There are no outstanding permits and/or approvals required 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 on March 7, 2013 and closed on March 21, 2013. One (1) Addendum was issued to answer questions from bidders. A total of 10 sets of bid documents were picked up from the Purchasing Services Department and the following 9 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. H.S.T.)</u>
Coco Paving Inc.	\$2,348,227.04
Furfari Paving Co. Ltd.	\$2,379,804.00
Fermar Paving Limited	\$2,393,697.50
Forest Contractors Ltd.	\$2,472,678.00
D. Crupi & Sons Limited	\$2,495,665.50
Gazzola Paving Limited	\$2,619,352.00
Four Seasons Site Development Ltd.	\$2,708,405.00
Graham Bros. Construction Limited	\$2,860,190.37
Pave-It Limited	\$3,490,703.88

The estimated cost for the construction of this project is \$2,732,000.00 and is calculated as follows:

Coco Paving Inc. Bid Price (excluding H.S.T.)	\$2,348,227.04
Contingency Allowance (approx. 10%)	\$ 235,000.00
Geotechnical Allowances and Material Testing (estimated)	\$ 23,000.00
Sub-Total	\$2,606,227.04
H.S.T. (1.76%) Not Recoverable	\$ 45,869.60
Total	\$2,652,096.64
Administration (3%)	\$ 79,562.90
Net Total Cost	\$2,731,659.54

ROUNDED \$2,732,000.00

PROJECT FUNDING POSITION SUMMARY	
CAPITAL PROJECT	EN-1872-13
Approved Budget	\$3,321,750.00
Less: Exp. & Commitments to Date	(\$ 16,281.63)
Current Funds Remaining	\$3,305,468.37
Less: Net Total Cost	\$2,731,649.24
Balance Remaining	\$ 573,819.13

This project is not considered to be high in complexity and is of short duration with a well defined scope. Therefore, a typical contingency allowance of 10% has been identified as an appropriate amount to address any unforeseen work in completing the scope of this project.

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Any residual funds will be transferred back to the original funding source upon completion of the project.

Staff have reviewed the submitted bids. Coco Paving Inc. has successfully completed similar projects for the City and is deemed qualified to undertake this project.

Staff contacted Coco Paving Inc. to confirm that they have the capacity to meet the requirements of this contract as Coco Paving Inc. is also the low compliant bidder on the 2013 Road Resurfacing/Rehabilitation – Phases 1 and 3. Coco Paving Inc. have indicated that there will not be any issues in meeting the deadlines and contract requirements of all three of these contracts. Therefore, it is appropriate to award this contract to the low bidder, Coco Paving Inc.

The engineering estimate for the construction bid of this project was \$2,707,635.50, 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 Coco Paving Inc. in the amount of \$2,348,227.04, plus applicable taxes.

Attachments

1. Location Map

Report prepared by:

Colin Cassar, C.E.T., Senior Engineering Assistant, ext. 8756

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

(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 MAY 14, 2013

Item 11, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

**11 BUDGET AMENDMENT AND AWARD OF TENDER T13-007
 MAJOR MACKENZIE STREETScape
 WARD 1 AND 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 April 30, 2013:

Recommendation

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

- 1) That Tender T13-007, Major Mackenzie Streetscape, be awarded to Pine Valley Enterprises Inc., in the amount of \$2,067,308.00, plus applicable taxes;
- 2) That the following project costs, plus applicable taxes, be approved:
 - a) A contingency allowance in the amount of \$210,000.00, within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
 - b) A utility relocation amount of \$18,000.00;
 - c) Additional funds in the amount of \$55,000.00, required for additional design and construction administration, to Stantec Consulting Ltd., pursuant to RFP 10-377;
 - d) Additional funds in the amount of \$85,000 for the procurement of project management services;
- 3) That a budget amendment be made to DP-9017-10 to reflect the recognized additional grant funding to be received by the Regional Municipality of York in the amount of \$84,930.00 and associated project expenses;
- 4) That the inclusion of this matter on a Public Committee or Council agenda with respect to amending the capital budget identified as Budget Amendment - Award of Tender T13-007 is deemed sufficient notice pursuant to Section 2(1)(c) of By-Law 394-2002;
- 5) That the amounts of the above recommendations, illustrated within this report, be funded by Capital Budget - Project No. DP-9017-10, including all contingency allowances, administration recovery and applicable taxes; and
- 6) That the Mayor and City Clerk be authorized to sign the appropriate documents.

Contribution to Sustainability

The Major Mackenzie Drive Streetscape project will support environmental sustainability and fulfill a number of goals and objectives outlined by the plan, specifically:

Goal 2: To ensure sustainable development and redevelopment.

Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact.

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The needs of pedestrians, redevelopment and public transit will be supported by the strengthening and improvement of the public realm. The Major Mackenzie Drive Streetscape will be instrumental in establishing and enhancing a strong sense of place and community image, while integrating the area's contemporary and heritage elements. Environmentally sustainable materials and features will facilitate pedestrian movement throughout the area, create street character, social spaces, streetscape quality and environmental sustainability.

Economic Impact

The budget amendment is necessary to incorporate project related costs which are fully offset by additional York Region Grant funding. This results in a budget change, but overall there is no additional budget impact to the 2010 Capital Budget - Project No. DP-9017-10. The illustrated project cost of \$2,553,000 plus commitments falls within the amended budget amount. Due to the highly complex nature of this project, it is recognized that a 15% contingency is in line with the level of risk; to mitigate this risk a portion of this contingency is to be re-directed to the engagement of an external project consultant. Further details regarding the project are outlined below.

The Major Mackenzie Streetscape project has been approved for funding through the Municipal Streetscape Partnership Program (MSPP), from the Regional Municipality of York

The Regional Municipality of York - Municipal Streetscape Partnership Program provides funding to help municipalities create vibrant and attractive Regional Roads. On June 13, 2011, the City submitted an application with supporting documentation for cost sharing partnership for the Major Mackenzie Streetscape project. The Regional Municipality of York, at its Council Meeting of October 20, 2011, approved funding to the City in the amount of \$654,038.00, as part of this program, for street trees, planters, decorative pedestrian lighting, retaining walls and paving strips on Major Mackenzie Drive, from Keele Street to McNaughton Road East/Peter Rupert Avenue. In 2012, an additional \$73,450.00 was also approved, as part of the MSPP, for the use of decorative street lighting that was incorporated in this project.

The scope of the Major Mackenzie Streetscape was increased to include streetlighting within the limits of the project

Item 13 in Report No. 7 of the Committee of the Whole, which was adopted without amendment by Council on February 15, 2011, awarded RFP 10-377 to Stantec Consulting Ltd. The total value of the assignment, excluding H.S.T., was \$168,874.54, which included the detailed design and contract administration for the Major Mackenzie Streetscape.

During the detailed design phase of this project, it was identified that the streetlighting along Major Mackenzie Drive, within the limits of this project, does not meet the City's standard for lighting levels. In an effort to reduce overall project costs, impact to local residents and businesses, improve construction efficiencies and reduce street furniture within the boulevard of Major Mackenzie Drive, streetlighting was added to the scope of the project. A reduction in street furniture was achieved through the use of a common pole standard to accommodate both the streetlighting and pedestrian lighting. A budget request was approved as part of the 2012 budget deliberations (Capital Budget - Project No. EN 1876-12) for the required streetlighting along Major Mackenzie Drive; this project is funded through the roads infrastructure reserve.

The additional consultant costs for the design and contract administration associated with the streetlighting is approximately \$55,000.00. Staff have reviewed these figures and are satisfied with the proposed time and costs required to accommodate the expanded scope of work.

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Concurrent projects being carried out at the City Hall Campus site have precipitated the need for external project management

Staff from both Community Services and Engineering & Public Works commissions have been co-ordinating the various projects at the City Hall Campus site, which also includes the future resurfacing and road widening of Major Mackenzie Drive by the Regional Municipality of York. To ensure the ongoing co-ordination of these projects, the procurement of external project management services for the Major Mackenzie Streetscape project would be beneficial in mitigating risks, ensuring proper management of construction costs, and the general contractor adhering to timelines in accordance with City's and Regional Municipality or York's requirements. It is estimated that \$85,000 would be required for project management services.

Typically, with a project of this nature, a contingency allowance of 15% would be recommended. However, with the procurement of project management services as a risk mitigation measure, the contingency for this project can be reduced to 10%.

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.

Purpose

Council approval to amend Capital Budget - Project No. DP-9017-10, and award Tender T13-007, Major Mackenzie Streetscape.

Background - Analysis and Options

In 2006, the Village of Maple - Streetscape Implementation Plan was developed and endorsed by Council. The Major Mackenzie Drive Streetscape, from Keele Street to McNaughton Road/Peter Rupert Avenue was identified within the plan. The work covered by this tender includes the installation of hard and soft landscaping, pedestrian and street lighting, and sidewalks on Major Mackenzie Drive from Keele Street to Peter Rupert Avenue/McNaughton Road East in Wards 1 and 4, as part of Capital Budget - Project No. DP-9017-10. (See Attachment No. 1 for project location).

In an effort to reduce costs and duplication, the work identified within the south boulevard of Major Mackenzie Drive, adjacent to the old Civic Centre, has been excluded from this contract as a result of a future road widening to be completed by the Regional Municipality of York. The remaining streetscaping work within this area, will be completed at a later date.

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 March 28, 2013. A total of 25 sets of bid documents were picked up from the Purchasing Services Department and the following 7 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. H.S.T.)</u>
Pine Valley Enterprises Inc.	\$2,067,308.00
Vaughan Paving Ltd.	\$2,174,827.81
Il Duca Contracting Inc.	* \$2,391,572.20
Midome Construction Services Ltd.	\$2,555,000.00
Aloia Bros. Concrete Contractors Ltd.	* \$2,766,934.06
Cedar Springs Landscape Group Ltd.	* \$2,804,846.25
Trisan Construction	* \$2,915,880.50

* Corrected for arithmetic error.

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Item 11, CW Report No. 19 – Page 4

The estimated cost for the construction of this project is \$2,553,000.00 and is calculated as follows:

Pine Valley Enterprises Inc. Bid Price (excluding H.S.T.)	\$2,067,308.00
Contingency Allowance (approx. 10%)	\$ 210,000.00
Construction Administration and Inspection (estimated)	\$ 55,000.00
Utility Relocation (estimated)	\$ 18,000.00
Project Management Services	\$ 85,000.00
Sub-Total	\$2,435,308.00
H.S.T. (1.76%) Not Recoverable	\$ 42,861.42
Total	\$2,478,169.42
Administration Recovery (3%)	\$ 74,345.08
Net Total Cost	\$2,552,514.50

ROUNDED \$2,553,000.00

PROJECT FUNDING POSITION SUMMARY	
CAPITAL PROJECT	DP-9017-10
Approved Budget	\$2,653,624.00
Less: Exp. & Commitments to Date	(\$ 182,195.12)
Current Funds Remaining	\$2,471,428.88
Add: Additional Grant Funding (Regional Municipality of York)	\$ 84,930.00
Less: Net Total Cost	\$2,552,514.50
Balance Remaining	\$ 3,844.38

This is a multi-disciplinary project affecting multiple asset classes. As a result of this increased complexity and the duration of the project it is appropriate to assign a contingency allowance of 10% to address any unforeseen work in completing the scope of this project, together with the procurement of project management services. Any residual funds will be returned to the original funding source.

Engineering Services staff and the City's consultant, Stantec Consulting Ltd. have reviewed the submitted bids. Pine Valley Enterprises Inc. has completed projects of similar scope for the City, however, these projects were of lesser value than this project. References checked were satisfactory and Pine Valley Enterprises Inc. is deemed qualified to undertake this project. It is appropriate to award this contract to the low bidder, Pine Valley Enterprises Inc.

As with all City projects, this project will be monitored closely to ensure that construction within the core of the Village of Maple progresses as smoothly as possible and that the contractor fulfills all contractual obligations.

All necessary permits and approvals required for this project have been obtained.

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 well by ensuring that an appropriate level of service for the roadway conditions are maintained for the citizens of Vaughan.

CITY OF VAUGHAN

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Regional Implications

The Regional Municipality of York will be notified of project commencement.

Conclusion

Staff recommends that this contract be awarded to Pine Valley Enterprises Inc. in the amount of \$2,067,308.00, plus 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

(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 MAY 14, 2013

Item 12, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 14, 2013, as follows:

By approving the following recommendations in accordance with Communication C7, from Commissioner of Community Services, dated May 14, 2013:

- 1) That Tender T13-080 for Humber River Open Space System William Granger Greenway Trail Improvements be awarded to Gateman-Milloy Inc. in the amount of \$450,577.34 plus applicable taxes;***
- 2) That a budget amendment to increase capital project PK-6098-08 in the amount of \$106,200 be approved with a funding source of Gas Tax;***
- 3) That if the budget amendment to capital project PK-6098-08 is approved that the following project costs, plus applicable taxes, be approved:***
 - a. That a 15% contingency in the amount of \$67,586.60 be approved, within which Parks Development is authorized to approve amendments to the contract;***
 - b. That MNR permit required works tendered as provisional items PR1 and PR2 for habitat enhancement planting and signage be approved and awarded to Gateman-Milloy Inc. in the amount of \$27,060.41;***
 - c. That geotechnical works for the construction review and testing in the amount of \$4,760 be approved and awarded to the consultant McClymont and Rak;***
- 4) That the inclusion of this matter on a Public Committee or Council agenda with respect to amending the capital budget identified as Budget Amendment - Award of Tender T13-080 is deemed sufficient notice pursuant to Section 2(1)(c) of By-Law 394-2002; and***
- 5) That the Mayor and City Clerk be authorized to sign the appropriate documentation.***

12

**AWARD OF TENDER T13-080
HUMBER RIVER OPEN SPACE SYSTEM WILLIAM GRANGER GREENWAY TRAIL
IMPROVEMENTS – WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 30, 2013:

Recommendation

The Commissioner of Community Services, in consultation with the Purchasing Services recommends:

- 1) That Tender T13-080 for Humber River Open Space System William Granger Greenway Trail Improvements be brought forward to Council, on May 14, 2013 for authorization of award.**

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.

CITY OF VAUGHAN

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Economic Impact

Capital project PK-6098-08, Humber River Open Space System William Granger Greenway Trail Improvement funding was approved through the 2008 and 2010 Capital Budgets with \$87,200 being funded through a Municipal Grant received through York Region. The actual cost of the project will be known following the evaluation of the tender submissions will be identified in the report to Council after the tender has closed.

Communications Plan

Not Applicable.

Purpose

The purpose of this report is to seek Council approval to award Tender T13-080 – Humber River Open Space System William Granger Greenway Trail Improvements.

Background - Analysis and Options

The project is for the improvement of the existing Humber River William Granger Greenway Trail system, and will include the trail section north of Rutherford Road, just south of the Boyd Conservation Area, in Ward 2.

The project consists of new trail construction including granular paving, culvert drainage, armourstone retaining walls, erosion control and two new pedestrian bridges that will allow for a continuous trail route under Rutherford Road.

Due to the specialized nature of these works nine (9) general contractors were invited to provide bids for Tender T13-080, including the prequalified general contractors. All general contractors were notified that the tender is anticipated to close and be publicly opened on April 26, 2013. After the bids have been evaluated, Staff will prepare an additional information report for this item for Council's consideration at the May 14, 2013 Council meeting.

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

Not applicable.

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Conclusion

Upon award of the Tender, this project will commence within ten (10) working days from the date of Notification of Award. It should also be noted that construction on site adjacent to the waterway is confined to the Ministry of Natural Resources Fisheries Window permit requirements. The construction should be completed by September 15, 2013, weather permitting.

Attachments

Not applicable.

Report prepared by:

Martin Tavares, Construction Coordinator, Ext. 8882
Melanie Morris, Construction Coordinator, Ext. 8058
Vivien Lee, Landscape Architect, Ext. 8753

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 13, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

13

PROCLAMATION - VAUGHAN YOUTH WEEK - MAY 1-7, 2013

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 30, 2013:

Recommendation

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

1. That Council proclaim the week of May 1-7, 2013, as “Vaughan Youth Week” and “National Youth Arts Week” in the City of Vaughan; and,
2. That the information in the 2013 “Youth Pocket Guide - Green Edition”, be received; and,
3. That Council receive the Bronze award declaring Vaughan as a “Youth Friendly Community Builder” awarded as part of the Play Works Youth Friendly Recognition Program.

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 4, and Objective 4.1:

- To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage.
 - 4.1.1. Develop an implementation plan for the initiatives described in the City's Active Together Master Plan through a phased and budgeted program.

Economic Impact

The youth programs and initiatives indicated in this report will be funded through the approved 2013 Recreation and Culture Department Operating Budget and community sponsors.

Communications Plan

The proclamation of Vaughan Youth Week 2013, including a schedule of Youth Week activities and events, and Vaughan's Youth Friendly Community Builder award will be posted on the City's website and social media. A media advisory, including photo opportunity, and public service announcement will be distributed to local media.

The Vaughan Youth Pocket guide, including the Youth Week schedule will be distributed to Vaughan elementary and secondary schools, and will also be available at City libraries and community centres. Outreach to community groups, the department's client database, cultural organizations and businesses will take place via poster distribution and email. The Youth Friendly Community Builder award will be highlighted on relevant promotional material.

Purpose

The purpose of this report is to request that Council proclaim the week of May 1-7, 2013 as “Vaughan Youth Week” and “National Youth Arts Week” in the City of Vaughan, and to present an

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overview of the youth-based activities and events scheduled to be held at community centres across the City, as organized by the Recreation and Culture Department in partnership with the York Region School Boards of Education, community groups and local businesses and outlined in the second annual “Youth Pocket Guide - Green Edition”.

This report also provides information on the recent declaration of Vaughan as a “Youth Friendly Community Builder” as part of the Play Works Youth Friendly Recognition Program.

Background - Analysis and Options

The Canadian Parks and Recreation Association has joined the international community to declare the first full week of May as National Youth Week and National Youth Arts Week in Canada.

National Youth Week

National Youth Week is an international initiative acknowledging, celebrating, and advocating youth empowerment, achievement and involvement. It is a week of fun, interaction and celebration intending to strengthen the connection between young people and their communities. The City of Vaughan is participating in this initiative to celebrate the importance of youth and their contribution towards making the City of Vaughan a great place to live.

In addition to Youth Week, the Recreation and Culture Department delivers a variety of youth programs through community centre based youth rooms, registered programs and other special events. These programs provide physical, creative and social opportunities for youth.

A variety of activities are scheduled at City Community Centres for “Youth Week” including:

- Basketball Competitions
- Zumba
- Dj Clinic
- Female Boot Camp
- Swimming Challenges
- Youth Fitness Days
- Cartooning Workshop

Each of these events is based on providing opportunities for youth engagement within their community. Vaughan Youth Week will highlight the City of Vaughan as a “Youth Friendly Community”, and will continue to provide opportunities to develop partnerships with businesses and community groups that support youth in Vaughan.

National Youth Arts Week

As part of Youth Week, the City of Vaughan proudly supports National Youth Arts Week, by showcasing simultaneous youth-led, community-based events and projects from youth across the City of Vaughan. This initiative provides an exceptional opportunity for great creative expression as well as a platform for youth to exchange ideas and showcase talents. The program includes:

- Atrium Gallery-City Hall will showcase an art exhibit entitled “Memento Mori” created by students from Westmount Collegiate, Regional Arts School for YRDSB;
- Rock n Roll Art at City Hall: Secondary students citywide will be interpreting images of iconic Canadian musicians using collage and contemporary painting techniques
- Vaughan Art Space: “Dreams” painting and photography from Holy Cross Academy;

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Youth Pocket Guide

The Youth Pocket Guide - Green Edition is a one-stop publication offering Vaughan's young adults an overview of all things related to the City's recreation and culture programs, services and events. The goal is to create awareness of opportunities for physical and social activities which encourage active, healthy and positive lifestyle choices among the vulnerable 10-17 year old target demographic.

Information featured includes general, aquatic and special needs programs; memberships to youth rooms and fitness centres; arts, cultural and special events; and employment and volunteer opportunities. Also incorporated is a map of recreation facilities and Active Living Coordinator contacts; a call-out welcoming the City's newcomers; and information on financial assistance available through RecAssist.

The contemporary design of the Guide incorporates colourful illustration and photography with engaging, youth-friendly copy. Over 150 youth had a hand in molding the Guide during city-wide focus groups where youth provided feedback on everything from the title, design/layout, organization of information and communications channels they prefer (print and digital) for outreach. Also in response to youth feedback, QR linking to event schedules on the City website were incorporated on pages promoting community and special events, specifically Youth Week and National Arts Week, Culture Days and June is Recreation & Parks Month. The QR codes allow the large market of youth smartphone users to immediately download and view the most recent events information and schedules.

The Vaughan Youth Pocket Guide - Green Edition 2013, a 36 page guide, including the Youth Week and Youth Arts Week schedule will be distributed to Vaughan elementary and secondary schools, and will also be available at City libraries and community centres. Outreach to community groups, the department's client database, cultural organizations and businesses will take place via poster distribution and email. The 2013 version of the Youth Pocket Guide uses an integrated and interactive mobile app making it a progressive and sustainable direction for communication, reducing printed copies for distribution by 90%. Also, post-consumer waste paper products were used for printing the guide. The cover is shown on Attachment 1.

Play Works Youth Friendly Recognition Program

Play Works Youth Friendly Recognition Program is a group of organizations concerned about the future of our youth. They represent the areas of sport, physical activity, civic engagement, arts and culture, rural youth, and recreation. They are dedicated to the mission of bringing back the power of play to Ontario youth and are dedicated to advancing play for 13-19 year olds on local and provincial public and political agendas.

What is the Youth Friendly Community Recognition Program?

The Youth Friendly Community Recognition Program recognizes communities across Ontario that meet the ever growing needs of adolescent youth ages 13-19. The Play Works definition of a Youth Friendly Community is "a community that actively supports and provides opportunities for the growth and development of youth through play." "Play" is defined as any non-school activity that has elements of choice, leads to satisfaction, and encourages progressive learning.

Why is it important to be youth friendly?

A community where youth have the space, support and freedom is proven to be one with less crime, more post-secondary graduates and increase youth engagement throughout the community. A youth friendly community provides opportunities for recreation, arts, culture and civic responsibility. All of these programs and services build community capacity and contribute to a healthy, competitive and artistic community.

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What benefits are there in being recognized as a Youth Friendly Community?

- Being recognized as youth friendly community provides an expression of support and Commitment to the youth in your community.
- Being youth friendly helps to avoid the migration of young people to other communities by encouraging local youth to help guide the future of their own community.
- Families are attracted to communities that provide programs and services that support the arts, culture, sport and civic responsibility.

What criteria must be met for the application?

There are 16 criteria for Youth Friendly Community Recognition. Each criterion covers a different facet of proper youth engagement and development. In order to meet a certain criterion, evidence in the form of documentation, posters, videos, brochures, etc., must be provided to show that your community does satisfy the criterion.

- Criterion 1 – Youth have options for play in their community
- Criterion 2 – Youth are formally connected to the community
- Criterion 3 – Facilities are dedicated to youth play
- Criterion 4 – It is easy for youth to find information about play activities in the community
- Criterion 5 – The community supports public youth events
- Criterion 6 – The community recognizes and celebrates its youth
- Criterion 7 – The community commits funding for youth play
- Criterion 8 – The community supports positive youth development
- Criterion 9 – The community supports youth volunteerism and leadership development
- Criterion 10 – The community has effective partnerships that specifically support youth play
- Criterion 11 – Youth activism and advocacy for play is nurtured
- Criterion 12 – Youth feel comfortable in their own community
- Criterion 13 – Youth can get to the play programs that are offered
- Criterion 14 – Schools support the youth friendly approach
- Criterion 15 – Adults champion the need for youth play
- Criterion 16 – Play is inclusive

On March 22, Vaughan was notified that the City has been designated a Bronze award declaring Vaughan as a “Youth Friendly Community Builder”. Vaughan is one of three Ontario communities to be recognized in 2012.

Relationship to Vaughan Vision 2020/Strategic Plan

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

- **STRATEGIC GOAL:**
Service Excellence – Providing service excellence to citizens.
- **STRATEGIC OBJECTIVES:**
Enhance and Ensure Community Safety, Health and Wellness.

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

Regional Implications

The two regional school boards are active partners in many youth related initiatives.

Conclusion

The City of Vaughan is taking a proactive approach to improve the social, health and active

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lifestyles of youth by achieving “Youth Friendly” designation and by proclaiming the week of May 1–7, 2013 as “Vaughan Youth Week” and “National Youth Arts Week”. Youth Week will help achieve the objective of improving community health and wellness through youth empowerment, recognition and engagement. The concurrent celebration of National Youth Arts Week provides an opportunity for creative expression as well as a platform for youth to exchange ideas and showcase talents. The “Youth Pocket Guide - Green Edition” provides a one-stop publication offering Vaughan’s young adults an overview of all things related to the City’s recreation and culture programs, services and events.

Attachments

1. Youth Pocket Guide Cover

Report Prepared By

Mary Reali, Director of Recreation and Culture, ext. 8234
Paul Compton, Area Recreation Manager, ext. 8358
Mirella Tersigni, Community Development Coordinator, ext. 8459
David Di Benedetto, Community Development Coordinator – Marketing, ext. 8288

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

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Item 14, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 14, 2013, as follows:

By receiving Communication C4, from the Commissioner of Community Services, dated May 14, 2013.

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**ZONING BY-LAW AMENDMENT FILE Z.12.029
SITE DEVELOPMENT FILE DA.12.065
IMPERIAL OIL LIMITED ET AL
WARD 1 – VICINITY OF JANE STREET AND TESTON ROAD**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2013, be approved;**
- 2) That staff provide a report to the Council meeting of May 14, 2013, with respect to a proposed enclosure between the noise barrier and the property boundary wall and clarification on the height of the noise barrier;**
- 3) That the following deputations be received:**
 - 1. Mr. Michael Goldberg, Goldberg Group, Avenue Road, Toronto, representing the applicant;**
 - 2. Mr. Mohammad Bhatti, Nasir Crescent, Vaughan; and**
 - 3. Mr. Don Dussault, Elm Street, Port Colborne, representing the applicant;**
- 4) That Communication C3, from Dr. Hameed Mirza, dated April 30, 2013, be received; and**
- 5) That the coloured elevation drawings submitted by the applicant be received.**

Recommendation

The Commissioner of Planning recommends:

- 1. THAT Zoning By-law Amendment File Z.12.029 (Imperial Oil Limited et al.) BE APPROVED, to amend Zoning By-law 1-88, specifically the C3 Local Commercial Zone subject to Exception 9(1276) as follows:**
 - a) to permit a Car Wash use on the subject lands shown on Attachments #1 and #2, in the manner shown on Attachments #4, #5 and #7;**
 - b) to remove the Holding Symbol “(H)” from the subject lands, thereby effectively zoning the subject lands C3 Local Commercial Zone, subject to Exception 9(1276); and,**
 - c) to permit the site-specific zoning exceptions to facilitate the development of a Car Wash, and an Automobile Gas Bar with associated Convenience Eating Establishment and Drive-through identified in Table 1 of this report.**
- 2. THAT Site Development File DA.12.065 (Imperial Oil Limited et al) BE APPROVED, to permit the development of an Automobile Gas Bar with associated Convenience Eating Establishment and Drive-through and a Car Wash as shown on Attachments #4 to #9 inclusive, subject to the following conditions:**

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- a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i. the implementing Zoning By-law shall be in full force and effect;
 - ii. the final site plan as amended to relocate the pylon sign to the east side of the Teston access, building elevations, signage plan, landscape plan, and landscape cost estimate shall be approved by the Vaughan Development Planning Department;
 - iii. the final site servicing and grading plan, stormwater management report and noise report as peer-reviewed (including final recommended changes); shall be approved by the Vaughan Development/Transportation Engineering Department;
 - iv. the Owner shall satisfy all requirements of the Region of York Transportation and Community Planning Department;
 - v. the Owner shall pay all outstanding fees to the City; and,
- b) that the Site Plan Letter of Undertaking include the following provision:
 - i) the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Contribution to Sustainability

The applications implement the following Goal and Objective of Green Directions Vaughan:

Goal 4: To create a vibrant community where citizens, businesses and visitors thrive.

- Objective 4.2: Ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base and continuing prosperity into the 21st century

In accordance with the goal and objective identified above, the Owner has advised that the following, but not limited to, sustainable site and building features will be included in the proposed development:

- i) interior LED lighting for the carwash and convenience store building;
- ii) a high efficiency glycol boiler system in the car wash;
- iii) washroom fixtures fitted with motion activated flow control;
- iv) programmable thermostat;
- v) occupancy sensor in the back rooms and for refrigerators;
- vi) LED lighting with auto dimming during times of no activity under canopy;
- vii) high efficiency refrigeration units; and,
- viii) drought tolerant and native plant species to promote water efficiency.

Economic Impact

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

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Communications Plan

On December 12, 2012, a Notice of Public Hearing was circulated to all property owners within 150 m of the subject lands. The recommendation of the Committee of the Whole to receive the Public Hearing report of January 15, 2013, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on January 29, 2013, with a resolution that a community meeting with the applicant, abutting residents, Local Councillor, interested Regional Councillors and staff be held by the Local Councillor to address outstanding concerns with the car wash use. Deputations, a written submission and petitions, were received from the following:

- a) Mr. Deryck Bagg, Teston Road, Maple;
- b) Mr. Mohammad Bhatti, Nasir Crescent, Maple;
- c) Mr. Burhan Goraya, Tahir Street, Maple;
- d) Mr. Usman Habib, Bashir Street, Maple;
- e) Mr. Zubair Afzal, Teston Road, Maple;
- f) Mr. Zakria Khan, Bashir Street, Maple;
- g) Mr. Mubarak Ahmed, Nasir Crescent, Maple;
- h) Mr. Rehman Masood Mohar, Bashir Street, Maple;
- i) Ms. Hibbat-ul-Qadeer Mirza, Nasir Crescent, Maple;
- j) Mr. Burhan Ahmed, Nasir Crescent, Maple;
- k) Mr. Azeem Cheema, Bashir Street, Maple;
- l) Mr. Adnan Mirza, Nasir Crescent, Maple;
- m) Mr. Syed Ahmed, Nasir Crescent, Maple;
- n) Mr. Luqman Goraya, Tahir Street, Maple;
- o) Rinki Haque;
- p) Mubashar Cheema;
- q) Usman Habib; and,
- r) Dr. Hameed Mirza, Nasir Crescent, Maple.

On February 4, 2013, the Ward 1 Councillor held a meeting with the residents, Owner, Regional Councillors and Development Planning Staff to discuss the original proposal shown on Attachment #3. The following individuals were in attendance to represent the community:

- a) Mr. Muhammad Afzal Khawaja, Nasir Crescent, Maple;
- b) Dr. Hameed Mirza, Nasir Crescent, Maple;
- c) Mr. Mohammad Bhatti, Nasir Crescent, Maple;
- d) Mr. Rehman Mohar, Bashir Street, Maple;
- e) Mr. Mubasher Ahmad, Nasir Crescent, Maple; and,
- f) Mr. Shahid Mansoor, Nasir Crescent, Maple.

The following is a summary of the resident's concerns raised at the Public Hearing (January 15, 2013), and at the subsequent Community meeting on February 4, 2013:

- i) a gas station should not be located behind residential homes;
- ii) there are health issues related to locating a gas station close to residential uses;
- iii) high ozone emissions from a gas station;
- iv) increase in theft;
- v) increase in traffic to the intersection;
- vi) increase in light pollution onto the backyards of abutting properties; and,
- vii) see Letter from Residents following the Community Meeting on Attachment #10.

The meetings allowed the residents to express their concerns which are addressed by City Departments within the Zoning and Site Plan Review sections of this report.

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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.12.029 to permit a Car Wash use that is to be developed with a permitted Automobile Gas Bar with associated Convenience Eating Establishment and Drive-through; to remove the Holding Symbol “(H)” from the subject lands, thereby effectively zoning the subject lands C3 Local Commercial Zone, subject to Exception 9(1276); and, permit the site-specific zoning exceptions identified in Table 1 of this report.
2. Site Development File DA.12.065 to permit the development of an Automobile Gas Bar with associated Convenience Eating Establishment and Drive-through and a Car Wash as shown on Attachments #4 to #9.

Background - Analysis and Options

Location

The vacant property is located at the southwest corner of Jane Street and Teston Road, municipally known as 10520 Jane Street, and shown as “Subject Lands” on Attachments #1 and #2. The surrounding land uses are shown on Attachment #2.

Official Plan

The subject lands are designated “Medium Density Residential/Commercial” by in-effect OPA #600, as amended by site-specific OPA #643. OPA #643 specifically permits an Automobile Gas Bar/Automobile Service Station and a Convenience Eating Establishment with Drive-Through uses within the “Medium Density Residential/Commercial” designation. The Service Station and Gas Bar policies (Section 4.2.2.7) of OPA #600 permits maintenance services for vehicles, however, the applicant is not proposing a service station use. In addition, the policies state that a noise study may be required for a car wash on lands that abut a residential area. The Owner has submitted a Noise Study in support of the application. The noise study was recently peer-reviewed at the request of the applicant and this is further discussed in the comments provided by the Vaughan Development/Transportation Engineering Department. The proposed development conforms to the use policies and criteria for service stations of the in-effect Official Plan.

The subject lands are designated “Mid-Rise Mixed-Use” by the new Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified on September 27, 2011, March 20, 2012, and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and is pending approval from the Ontario Municipal Board. An automobile gas bar use is permitted under this designation, provided that the use is located on an arterial street, is limited to one gas station per intersection, and that no gas stations shall be permitted at the intersection of two arterial streets. The proposal does not conform to the locational criteria for gas stations identified in VOP 2010, as the automobile gas bar and car wash uses are located at the intersection of two arterial streets (i.e. Jane Street and Teston Road). As the new Official Plan is not yet in effect, the current policies in the in-effect OPA #643 apply to the subject lands.

The Development Planning Department is of the opinion that the proposed development of the site for an Automobile Gas Bar with associated Convenience Eating Establishment and Drive-through and a Car Wash represents good planning as it conforms to the current in-effect policies of OPA #600, as amended by OPA #643, it meets the locational and design criteria of OPA #600, and is consistent with the existing and intended character of the surrounding community through its use of materials and design.

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Zoning

The subject lands are zoned C3(H) Local Commercial Zone with the Holding Symbol “(H)” by Zoning By-law 1-88, subject to Exception 9(1276), which permits the Automobile Gas Bar use and associated Drive-Through for a Convenience Eating Establishment. The proposed additional Car Wash use is not permitted on the subject lands by Zoning By-law 1-88, and therefore, an amendment to the Zoning By-law is required.

The Owner is proposing a Car Wash use in addition to the permitted Automobile Gas Bar and associated Convenience Eating Establishment with Drive-through uses on the subject lands as shown on Attachment #4. The proposed Car Wash use is permitted by the policies of the in-effect OPA #600, however, is subject to a Noise Study which has been submitted by the Owner. The Noise Study and peer-review report is further discussed in the Development/Transportation Engineering Department section of this report.

The Development Planning Department is of the opinion that the proposed Car Wash use is a common and compatible use with an Automobile Gas Bar. An automobile gas bar with an associated car wash use located directly adjacent to residential uses are located in the City of Vaughan, including at the southeast corner of Rutherford Road and Thornhill Woods Drive (1081 Rutherford Road). There is another existing car wash located southwest of Bathurst Street and Teston Road (10700 Bathurst Street) that will be adjacent to future residential. These are two examples of existing Automobile Gas Bars where the Car Wash directly abuts or will abut residential dwelling units. There are many other sites in Vaughan where a car wash is located on a property but not directly adjacent to residential. The proposed Car Wash is a common use associated with an Automobile Gas Bar use and is considered a non-invasive and compatible use within its surroundings, when appropriately developed.

The applicant is proposing the following site-specific zoning exceptions to the C3 Local Commercial Zone standards of Zoning By-law 1-88, subject to Exception 9(1276), to implement the proposed development as shown on Attachments #4 to #9:

Table 1 – Proposed Zoning Exceptions to the C3 Local Commercial Zone

	By-law Standard	By-law 1-88 C3 Local Commercial Zone Requirements	Proposed Exceptions to C3 Local Commercial Zone Exception 9(1276)
a.	Minimum Parking Requirement	28 parking spaces (Gas Bar: 187.5 m^2 @ $5.5 \text{ spaces}/100 \text{ m}^2 = 11$ spaces + Eating Establishment: 105 m^2 @ $16 \text{ spaces}/100 \text{ m}^2 = 17$ spaces)	18 parking spaces
b.	Maximum Driveway Width (Teston Road and Jane Street)	9.0 m	10.0 m
c.	Minimum Landscape Strip Width (Teston Road and abutting Sight Triangle)	6.0 m	3.0 m

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The proposed zoning exceptions for an increased driveway width, reduced number of parking spaces and reduced landscape strip width are necessary to implement the siting of the proposed development over the entire subject lands, as shown on Attachment #4.

Originally, the Owner had proposed an alternate siting of the development as shown on Attachment #3, where the proposed Convenience Store/Convenience Eating Establishment with Drive-through and patio were located adjacent to Jane Street and the Gas Pumps were located in the middle of the site and closer to the residential. Through the comments raised by the residents at the Public Hearing and the Community Meeting, the Development Planning Department consulted with the Owner to revise the siting of the Automobile Gas Bar to address the concerns from the abutting residents regarding perceived health impacts of the Gas Bar on the residents. The Owner agreed to relocate the Gas Pump Canopy adjacent to Jane Street and move the Convenience Store/Convenience Eating Establishment with Drive-through and patio to the south side of the subject lands abutting the residential dwellings, as shown on Attachments #4 and #5. As a result of the revisions to the siting of the proposed development, the increase in driveway widths from 9 m to 10 m and the reduction of the landscape strip widths adjacent to Jane Street and the Region of York's sight triangle from 6 m to 3 m were necessary to accommodate for proper vehicle and truck maneuvering and re-fueling on the proposed Automobile Gas Bar site, in addition to ensuring the provision of an increased westerly setback of the car wash from 6 m to 9m, maintaining and lengthening the sound barrier wall, and maintaining and providing the additional amount of landscaping as reflected on the original and revised site plans shown on Attachments #3 and #4, respectively. The site-specific exceptions that are necessary to implement the revised site plan substantially reflects the comments identified by the community in their letter to the City on Attachment #10, which was submitted following the Community Meeting on February 4, 2013.

The site-specific zoning provisions identify the removal of the Holding Symbol "(H)" from the subject lands is conditional upon a Site Development Application being approved by Vaughan Council. The Development Planning Department is satisfied with the proposed site plan as discussed in this report, and are recommending approval of Site Development File DA.12.065. Should Vaughan Council concur, it is recommended that the "(H)" Holding Symbol be removed to facilitate the development of the site.

The Development Planning Department can support the approval of Zoning By-law Amendment File Z.12.029. The proposed Car Wash use and site-specific zoning exceptions would facilitate a development that also includes a permitted Automobile Gas Bar with associated Convenience Eating Establishment and Drive-Through that is appropriate for the overall development of the site and will result in a building form that is compatible with the surrounding area, and in conformity with the in-effect Official Plan.

Site Plan Review

The Owner is proposing an Automobile Gas Bar with an associated 250 m² Convenience Store/Convenience Eating Establishment with Drive-through and Touchless Car Wash, as shown on Attachments #4 to #9. The Owner is also proposing a patio, located adjacent to the Convenience Store, to provide pedestrian movement and activity on the site. The site will be developed with two right-in/right-out access driveways onto Jane Street and Teston Road. A total of 18 parking spaces are provided, including a barrier free parking space for the convenience retail store. The gas bar will be developed with 5 gas pumps sheltered by a canopy to serve 10 vehicles. The proposed Esso signage on the canopy and rear of the car wash building will not be lit to minimize light pollution into the rear yards of the abutting residential dwellings. The Owner is providing a 3 m high sound barrier wall along the west and south areas of the subject lands, abutting the residential dwellings to mitigate any noise from the proposed development as shown on Attachment #4.

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The Owner has proposed extensive landscaping around the entire perimeter of the property. Landscape treatment is also proposed within the Region of York's sight triangle, including a masonry feature wall with a metal picket fence, permeable pavers, bicycle racks and large planting areas. Landscaping will also be provided on both sides of the sound barrier wall including between the sound barrier wall and the existing residential rear yard fences to facilitate additional sound mitigation and visual screening as shown on Attachment #5.

The elevation plans shown on Attachments #6 (Convenience Store) and #7 (Car Wash) include brown shingles, brown masonry and stone cladding. Additional treatment of the east elevation of the convenience retail store has been agreed to by the applicant in the form of a door, spandrel glazing and illuminated signage to match the west elevation, and will be reflected on the final elevation drawings and consistent with what is depicted on the coloured handout drawing to Members of Council at this Committee Meeting. The automobile gas bar will be branded as ESSO Gas Bar. Corporate ESSO signage, "On the Run", will be included on the north façade of the convenience retail store, as shown on Attachment #6. The proposed gas bar canopy will include the ESSO corporate logo with a non-lit sign band on the north and south façades as shown on Attachment #8. The pylon sign shown on Attachments #4 and #9 will be located along the Jane Street and Teston Road accesses. The pylon sign on Jane Street will be located on the north side of the access and away from the residences to the south. The pylon sign on Teston Road, although revised to be set back further from the westerly residences from 6 m to 9 m, is now being relocated to the east side of the Teston access as red-lined on the site plan and landscape plan shown on Attachments #4 and #5. Development Planning Staff have been working with the applicant to revise the landscape strip immediately adjacent to the east side of the Teston access to "bump out" in order to relocate the pylon sign (away from the residences) without impacting upon truck re-fuelling manoeuvres at that location. The pylon sign is 7.5 m in height and will be fixed to a masonry stone base.

The Vaughan Development Planning Department is satisfied with the revised siting of the proposed gas pumps and convenience building, increased amount of landscaping and placement of the noise barrier wall, and the revised location of the pylon sign on Teston Road, and will continue to work with the Owner to finalize site plan, landscape plan and elevation plan. A condition to this effect is included in the recommendation of this report.

Development Planning Staff are also satisfied that the revised site layout as red-lined on Attachment #4, reasonably addresses the majority of the residents comments as identified in their letter on Attachment #10.

Vaughan Development/Transportation Engineering Department

The proposed Gas Bar/Car Wash Development is located next to an existing residential area so the applicant provided an Environmental Noise Analysis, prepared by Valcoustics Canada Ltd., and dated March 12, 2013, which assesses the impacts that noise from the proposed site development may have on the adjacent residential community and recommends certain mitigation measures.

The Valcoustics report identified a number of noise sources associated with the proposed site development including the car wash, rooftop air conditioning units, loudspeakers, etc., that have the potential of impacting the neighbouring residential properties. These noise sources are primarily stationary in nature, therefore, Valcoustics has used the MOE Environmental Noise Guidelines NPC-205 as the basis of their assessment. Based on the noise assessment by Valcoustics, the noise sources from the proposed site development can be mitigated to meet the MOE guidelines using a combination of the following measures:

- i) a wing wall sound barrier 3.0 metres in height for the car wash exit, extending northerly along the west façade of the car wash building for 4.0 metres;

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- ii) a sound barrier 3.6 metres in height for the car wash entrance, car wash queue and drive-through queue, extending southerly along the west façade of the car wash building and then turns easterly parallel to the car wash and drive-through queue, for a total of 75 metres; and,
- iii) limiting garbage pick-up to weekdays between 7 a.m. and 7 p.m.

The physical measures noted above have been incorporated into the design of the site development.

Given the concerns expressed by the abutting residents about the impact of noise from the proposed development, the City retained the firm of Novus Environmental to peer review the Valcoustics Noise Analysis, at the Owner's expense. In their letter dated April 9, 2013, Novus Environmental recommended that the following matters be further reviewed:

- the MOE Environmental Noise Guidelines LU-131 (vehicle noise) should be considered in the noise assessment;
- additional noise sources should be assessed including rooftop refrigeration equipment, gas pumps, on-site vehicle movements, and car starting; and,
- additional analysis is required of the impacts from the drive-through loudspeakers.

The peer review comments have been provided to the applicant and shall be addressed to the satisfaction of the Vaughan Development/Transportation Engineering Department.

Vaughan Development/Transportation Engineering Department is working with the Owner to finalize the grading and servicing plans, stormwater management report and noise report as peer-reviewed for the proposed development. The final plans and reports must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department. A condition to this effect is included in the recommendation of this report.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

i) Lead and Promote Environmental Sustainability

The Owner will be incorporating the sustainable site and building features identified in this report.

The proposed development includes a three stream waste disposal system (molek system) which will contribute to increasing the waste diversion targets as part of the Greening Vaughan strategy.

The proposed landscape plan includes drought tolerant plant material to promote water efficiency and quantity to encourage proper management of stormwater discharge into the City's natural corridors and sewer systems.

ii) Plan and Manage Growth & Economic

The proposed development implements the City's current in-effect Official Plan.

Regional Implications

The applications were circulated to the Region of York Transportation and Community Planning Department for review and comment. On September 26, 2012, the Region of York provided

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preliminary comments outlining requirements and conditions necessary to obtain Regional approvals. The subject lands are located at the southwest corner of two Regional Roads, Jane Street and Teston Road. Access to Jane Street and Teston Road will be restricted to right-in/right-out movements only. The Owner is required to enter into an Encroachment Agreement for the works to be undertaken in York Region's sight triangle. The Owner must satisfy all requirements and conditions 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 Vaughan Development Planning Department has reviewed Zoning By-law Amendment File Z.12.029 and Site Development File DA.12.065 (Imperial Oil Limited et al.) in accordance with OPA #600, OPA #643, Zoning By-law 1-88, comments from City Departments and external public agencies, comments from the area residents, and the area context. The Development Planning Department is satisfied that the proposed additional Car Wash use together with the site-specific zoning exceptions to the C3 Local Commercial Zone identified in Table 1 of this report, to facilitate the development of an Automobile Gas Bar with associated Convenience Eating Establishment and Drive-Through and a Car Wash are appropriate and will facilitate development that is compatible with the existing and permitted uses in the surrounding area, in conformity with the in-effect Official Plan. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development Applications, subject to the comments, conditions, and red-lined site plan revisions contained in this report.

Attachments

1. Context Location Map
2. Location Map
3. Original Site Plan
4. Revised Site Plan
5. Landscape Plan
6. Elevations - Convenience Store
7. Elevations - Car Wash
8. Elevations - Canopy and Pumps
9. Elevations - Pylon Sign
10. Letter from Residents

Report prepared by:

Mary Caputo, Planner, ext. 8215
Christina Napoli, Senior Planner, ext. 8483
Mauro Peverini, Manager of Development Planning, ext. 8407

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

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Item 15, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

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**ZONING BY-LAW AMENDMENT FILE Z.05.003
694917 ONTARIO LIMITED
WARD 2 – VICINITY OF REGIONAL ROAD 50 AND LANGSTAFF ROAD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2013:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.003 (694917 Ontario Limited) BE APPROVED, specifically to amend Zoning By-law 1-88 to rezone the subject lands shown on Attachments #1 and #2 from A Agricultural Zone to C7 Service Commercial Zone and EM3 Retail Warehouse Employment Area Zone, in the manner shown on Attachment #3.
2. THAT prior to the enactment of the implementing Zoning By-law by Vaughan Council, the Owner shall secure and provide to the City of Vaughan, a letter from the Trustee for the Block 57/58 West Developer's Group confirming that the Owner has fulfilled all cost sharing and other obligations of the Block, and is in good standing with respect to same.

Contribution to Sustainability

The application implements the following Goals and Objectives of Green Directions Vaughan:

Goal 3: To ensure that getting around in Vaughan is easy and has low environmental impact.

- Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit.

Goal 4: To create a vibrant community where citizens, businesses and visitors thrive.

- Objective 4.2: Ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base and continuing prosperity into the 21st century.

Economic Impact

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

Communications Plan

On September 12, 2008, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands and to the West Woodbridge Homeowner's Association. The Public Hearing was held on October 6, 2008. The recommendation of the Committee of the Whole on October 6, 2008, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on October 27, 2008.

The Development Planning Department has not received any formal written comments from the public with respect to this proposal. However, the Owner of the abutting property to the south of the subject lands has verbally expressed concern to the Development Planning Department with

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the requirement in the approved Block Plan to provide a public road located along the north boundary of their property. The approved Block Plan (Block 57/58 West Huntington Business Park-Block Plan) as shown on Attachment #4, identifies an east/west public road that is to be shared equally between the subject lands (shown as Street “A” on Attachment #3) and the lands to the south.

Purpose

The Owner has submitted Zoning By-law Amendment File Z.05.003, on the subject lands shown on Attachments #1 and #2, to amend Zoning By-law 1-88, specifically to rezone the lands from A Agricultural Zone to C7 Service Commercial Zone and EM3 Retail Warehouse Employment Area Zone in the manner shown on Attachment #3. The rezoning is required to permit one service commercial block (1.2 ha), one retail warehouse employment block (2.29 ha) and lands for a future public road (0.6 ha – to be combined in the future with the lands to the south to create a full public road allowance).

Background - Analysis and Options

Location

The subject lands are located south of Langstaff Road and north of Fogal Road, between Regional Road #50 and Huntington Road, City of Vaughan as shown on Attachments #1 and #2.

Previous Committee of the Whole (Public Hearing)

On October 6, 2008, the Committee of the Whole (Public Hearing) originally considered the subject Zoning By-law Amendment application together with Draft Plan of Subdivision File 19T-05V01 to facilitate the creation of one Block that was proposed to be split-zoned C7 Service Commercial Zone (1.2 ha) and EM3 Retail Warehouse Employment Area Zone (2.29 ha) in the same manner as shown on Attachment #3, and a block for the east-west road.

The Owner has subsequently advised that should the Zoning By-law Amendment application be approved, the two proposed blocks will be created through the Consent process and the public road allowance will be dedicated to the City of Vaughan by way of a Reference Plan. A Development Agreement will be required to secure road and infrastructure improvements, and therefore, the Draft Plan of Subdivision application can be closed.

City of Vaughan Official Plan

The subject lands are designated “Prestige Area” (adjacent to Regional Road 50) and “Employment Area General” (adjacent to Huntington Road) by in-effect OPA #450 (Employment Area Plan), which permits a wide range of employment uses on the subject lands. The westerly portion of the lands are also subject to the “Service Node” provisions of OPA #450 as the property is located at the corner of an arterial road (Regional Road 50) and a future east/west collector road. The “Service Node” policies permit service commercial uses at the intersection of arterial and collector roads on lands having a maximum lot size of approximately 1.2 ha, subject to policies in the Plan. OPA #450 also includes policies respecting the development of Retail Warehouse sites and generally directs such uses to locations characterized by high visibility and accessibility. The proposed rezoning to facilitate the creation of a 1.2 ha Service Node block and 2.29 ha block for retail warehousing conforms to the Official Plan.

The subject lands are designated “Prestige Employment” and “General Employment” 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, March 20, 2012, and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and is pending

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approval from the Ontario Municipal Board. The policies of VOP 2010 are similar to those of OPA #450, however, a retail warehouse use is not permitted within the “General Employment” designation. Accordingly, the proposed EM3 Retail Warehouse Zone is not consistent with VOP 2010. However, at this time, the designations, policies and provisions of the in-effect OPA #450 prevail.

Block 57/58 West Land Use Plan (Huntington Business Park)

The subject lands are situated within the approved Block 57/58 West Land Use Plan that is shown on Attachment #4, which designates the subject lands “Prestige Area” (lands abutting Regional Road 50) and “Employment Area General” (abutting Huntington Road). The Block Plan was approved by Vaughan Council on February 27, 2006.

The proposed C7 Service Commercial and EM3 Retail Warehouse Employment Area Zones proposed for the subject lands as shown on Attachment #3 will implement the land use designations in the approved Block Plan, and therefore, conforms to the Block Plan.

The Block 57/58 West Developers’ Group was responsible for front-end financing and providing among other matters, the infrastructure for services and roads. A condition is included in the recommendation of this report requiring the Owner to secure and provide to the City a letter from the Trustee for the Block confirming that the Owner has fulfilled all cost sharing and other obligations of the Block 57/58 West Developer’s Group Agreement.

Zoning

The subject lands are zoned A Agricultural Zone by Zoning By-law 1-88. An amendment to Zoning By-law 1-88 is required to rezone the subject lands from A Agricultural Zone to C7 Service Commercial Zone and EM3 Retail Warehouse Employment Area Zone in the manner shown on Attachment #3.

The Owner is not requesting any site-specific zoning exceptions to the minimum zoning requirements for the proposed C7 or EM3 Zones of Zoning By-law 1-88, and no development is being proposed at this time. The proposed C7 and EM3 Zones implement the “Prestige Employment” (“Service Node”) and “General Employment” designations within OPA #450 and the approved Block Plan, respectively. Accordingly, the proposed zoning is considered appropriate and the Development Planning Department can support the approval of the Zoning By-law Amendment application.

Consent Application

As noted previously, the Owner submitted a concurrent Draft Plan of Subdivision File 19T-05V01 with the Zoning By-law Amendment application. The Owner subsequently advised that should the Zoning By-law Amendment application be approved, the two proposed blocks will be created through the Consent process, which is a much simpler and efficient review and approval process for the number of blocks to be created, rather than going through the subdivision process. A Development Agreement will be required to secure the road and infrastructure improvements required to facilitate the development.

Site Plan approval will also be required to facilitate the development of the subject lands. The Development Planning Department has no objections to this approach, subject to the comments and recommendations in this report.

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Commenting Departments and Agencies

The Region of York, the Toronto and Region Conservation Authority, and the City of Vaughan's Real Estate Division and Development/Transportation Engineering Department have provided comments and conditions with respect to the Draft Plan of Subdivision application, which will be considered through the Consent process. The conditions pertain to matters such as required road widenings, cash-in-lieu of the dedication of parkland, servicing improvements, site grading and traffic demand measures for the subject lands.

The Owner submitted an Environmental Site Assessment Phase 1, prepared by Cole Engineering and dated January 14, 2013, which is acceptable to the Vaughan Development/Transportation Engineering Department.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the following initiatives set forth in Vaughan Vision 2020/Strategic Plan:

i) **Plan and Manage Growth & Economic Vitality**

The proposed development implements the City's current Official Plan, and servicing for the proposed development has been identified.

Regional Implications

The zoning application was circulated to the Region of York and they have indicated that they have no objections to the proposal. The Owner will be required to fulfill all requirements of the Region of York Transportation Services Department through the Consent and Site Plan approval processes.

Conclusion

The Vaughan Development Planning Department has reviewed Zoning By-law Amendment File Z.05.003 in accordance with the policies of in-effect OPA #450, the approved Block 57/58 West (Huntington Business Park) Plan, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies, and the surrounding area context. The Vaughan Development Planning Department is satisfied that the proposal to rezone the subject lands from A Agricultural Zone to C7 Service Commercial Zone (1.2 ha) and EM3 Retail Warehouse Employment Area Zone (2.27 ha), is appropriate and compatible with the surrounding employment uses, and conforms to the in-effect Official Plan. On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment application, subject to the recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Proposed Zoning
4. Huntington Business Park-Block Plan

Report prepared by:

Clement Messere, Planner, ext. 8409
Carmela Marrelli, Senior Planner, ext. 8791
Mauro Peverini, Manager of Development Planning, ext. 8407

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

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16

The Committee of the Whole recommends:

- ## Recommendation

1. THAT Zoning By-law Amendment File Z.07.059 (Zepcel Holdings Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically the C2 General Commercial Zone, subject to site-specific Exceptions 9(166) and 9(385), on the subject lands shown on Attachments #1 and #2, to permit a 2-storey addition to an existing 1-storey commercial building to be used for a Business or Professional Office with an accessory showroom, as shown on Attachments #3 to #6, with the site-specific zoning exceptions to Zoning By-law 1-88 as identified in Table 1 of this report.

- a) that prior to the execution of the Site Plan Letter of Undertaking:

- ## Contribution to Sustainability

Goal 1: To significantly reduce our use of natural resources and the amount of waste we generate.

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- Objective 1.3: To support enhanced standards of stormwater management at the City and work with others to care for Vaughan's watersheds.

Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact.

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

In accordance with the goals and objectives identified above, the Owner has advised that the following, but not limited to, sustainable site and building features will be included in the proposed development:

- i) bicycle racks to promote an alternative mode of transportation;
- ii) a roof track system that controls the storage of stormwater on the roof used to assist in the overall stormwater management of the site;
- iii) permeable pavement design with sub-surface stormwater storage; and,
- iv) low gradient swales with a clearstone infiltration reservoir.

Economic Impact

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

Communications Plan

On December 22, 2011, a Notice of Public Hearing was circulated to all property owners within 150 m of the subject lands, and to the Kleinburg & Area Ratepayers' Association. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report of January 17, 2012, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on January 31, 2012.

Purpose

The Owner has submitted the following applications for the subject lands, municipally known as 950 Nashville Road, shown on Attachments #1 and #2:

1. Zoning By-law Amendment File Z.07.059 (Zepcel Holdings Inc.) to amend Zoning By-law 1-88, specifically the C2 General Commercial Zone, subject to site-specific Exceptions 9(166) and 9(385), to permit a 2-storey addition to an existing 1-storey commercial building to be used for a Business or Professional Office with an accessory showroom, with the site-specific zoning exceptions identified in Table 1 of this report.
2. Site Development File DA.11.087 to permit the development of a 2-storey, 179.3 m² addition to an existing 1-storey commercial building as shown on Attachments #3 to #6, to facilitate a Business or Professional Office with an accessory showroom.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2, are municipally known as 950 Nashville Road, and are located on the north side of Nashville Road, east of Huntington Road. The surrounding land uses are shown on Attachment #2. The subject lands are developed with an existing one-storey building, which is currently vacant.

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Official Plan

The subject lands are designated “Nashville Core Area” by in-effect OPA #601 (Kleinburg-Nashville Community Plan), as amended by in-effect OPA #633, which permits local convenience commercial, personal service shops, professional and business offices, single detached residential dwellings, and bed and breakfast operations. The proposed Business or Professional office and accessory showroom are permitted by the Official Plan.

OPA #601, as amended, restricts the maximum building height on the subject lands to 9.5 m above finished grade for additions to buildings in the Core Area. The proposed rezoning for a 2-storey (8.3 m high) addition to the existing 1-storey building conforms to the policies of the Official Plan.

The subject lands are designated “Low-Rise Mixed Use/Mainstreet Commercial” by the new City of Vaughan Official Plan 2010 (VOP 2010), specifically Section 12.4 of Volume 2, which was adopted by Vaughan Council on September 7, 2010 (as modified on September 27, 2011, March 20, 2012, and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, which is not in effect at this time, and is pending approval from the Ontario Municipal Board. Section 12.4 of Volume 2 of the Official Plan incorporates OPA #633 into the new VOP 2010 as an area specific amendment, and therefore, the proposed development also conforms to VOP 2010.

The subject lands are also designated as “Kleinburg North Low Rise Mixed-Use II” by the North Kleinburg-Nashville Secondary Plan (Volume 2 of VOP 2010), which permits the proposed Business or Professional Office use. This Secondary Plan was approved by the Ontario Municipal Board on November 18, 2012.

The proposed applications conform to the Official Plans.

Zoning

The subject lands are zoned C2 General Commercial Zone, subject to Exceptions 9(166) and 9(385) by Zoning By-law 1-88. An amendment to Zoning By-law 1-88 is required to maintain the C2 General Commercial Zone on the subject lands and permit the following site-specific zoning exceptions required to facilitate the development shown on Attachments #3 to #6:

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Table 1 – Proposed Site-Specific Zoning Exceptions

	By-law Standards	By-law 1-88, C2 General Commercial Zone, subject to Exceptions 9(166) and 9(385) Requirements	Proposed Exceptions to C2 General Commercial Zone
a.	Permitted Uses	<p>i) Site-specific Exception 9(166) permits a garage and body shop, subject to specific development standards.</p> <p>ii) Site-specific Exception 9(385) permits a retail monument shop, subject to specific development standards.</p>	<p>i) Delete Site-specific Exceptions 9(166) and 9(385) in their entirety.</p> <p>ii) Permit only the following site-specific use as defined:</p> <ul style="list-style-type: none"> - Business or Professional Office with an accessory showroom* <p>*Accessory showroom shall mean an area located within the same building as the principal use and is used for the display of products, materials, design illustrations, and samples accessory to the Business or Professional Office use.</p>
b.	Minimum Parking Requirements	13 spaces (3.5 spaces per 100 m ²)	12 spaces (3.2 spaces per 100 m ²)
c.	Minimum Front Yard(Nashville Road)	12.497 m	0.5 m
d.	Minimum Landscape Strip Width Abutting a Public Road (Nashville Road)	6 m	0.5 m
e.	Minimum Lot Depth	60 m	33.4 m (to recognize the existing lot depth)

The Development Planning Department can support the proposed site-specific exceptions to Zoning By-law 1-88. The Owner has indicated that the building will be used solely for a Business or Professional Office with an accessory showroom. A definition for an accessory showroom is included in Table 1 and will be included in the Zoning By-law, should the Zoning By-law

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Amendment Application be approved. The existing site-specific exceptions that permit a garage, body shop and a retail monument shop on the property are being eliminated.

Zoning By-law 1-88 requires that a minimum of 13 parking spaces be provided for the proposed Business or Professional Office, whereas 12 parking spaces are provided, which is considered to be minor and acceptable. The 2 parking spaces at the north-west corner (rear) of the site are located adjacent to the proposed “molok” garbage collection system, as shown on Attachment #3. The Owner has indicated that garbage pick-up will occur once a week, between the hours of 7:00 am and 8:30 am, which results in no parking conflicts, as the office opens at 8:30 am. These 2 parking spaces will include “No Parking between the hours of 7:00 am and 8:30 am” signage to avoid any parking conflict in this area.

The proposed addition to the existing commercial building occurs at the front (south) of the existing building thereby reducing the minimum front yard setback and landscape strip width requirements along Nashville Road. Both the Region of York and Heritage Vaughan have indicated no objection to the 0.5 m setback. Landscaping will be provided within the Regional right-of-way, which the Region of York is supportive of, thereby minimizing the appearance of a 0.5 m front yard setback. The exception to the minimum lot depth is required to recognize the existing lot depth of the property. The Development Planning can support the requested site-specific zoning exceptions noted above.

Site Plan Review

The Owner is proposing a two-storey, 179.3 m² addition to the front (south) of the existing 1-storey building abutting Nashville Road, as shown on Attachments #3 to #6 inclusive. The Owner is intending to use the building for an office and the accessory showroom as an area to display building materials and samples for new home purchasers. The existing building and addition have been significantly upgraded with board and batten wood siding, a central dormer, rubble stone skirting, and a 6-paneled front entrance door that is consistent with the Kleinburg-Nashville Heritage Conservation District Guidelines. The Heritage District Guidelines will be discussed further under the Heritage Vaughan section of this report.

The landscape plan shown on Attachment #4 consists of a mix of deciduous trees, shrubs, flowers, and grasses. Plantings are proposed at the front of the building defining the entrance as well as within the Regional right-of-way surrounding the walkway and driveway entrances onto the site providing for a softer curb appeal.

The plan includes a concrete pedestrian walkway around the building, leading to the main entrance. The driveway entrance will be constructed of asphalt, up to the edge of the existing building, and the balance of the parking area will consist of permeable paving materials, as shown on Attachment #4. A bicycle rack area is proposed at the rear of the building to promote an alternate mode of transportation.

The Development Planning Department is satisfied with the overall site plan design and landscape plan. Any changes will be subject to the final approval of the Vaughan Development Planning Department and Vaughan Cultural Services Division.

Heritage Vaughan

The subject lands are located within the Kleinburg-Nashville Heritage Conservation District and are designated under Part V of the Ontario Heritage Act. The applications have been reviewed in consideration of the applicable policies of the Heritage Conservation Plan. The proposed elevation changes to the existing building exterior and property was approved by Heritage Vaughan Committee on March 20, 2013, subject to the following conditions (in part):

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- i) that proposed building materials be reviewed and approved by Cultural Services staff; and,
- ii) that the applicant be advised that if there are any new changes as a result of addressing issues from review by other departments, a new submittal for review for the Heritage Vaughan Committee may be required and any previous approval granted may be deemed invalid based on the new information provided.

Vaughan Public Works Department

A “molok” garbage collection system is proposed at the rear of the building, as shown on Attachment #3. The 2 parking spaces adjacent to the molok system will include signage reading: “No Parking between the hours of 7:00 am and 8:30 am”. The Owner has indicated that garbage pick-up will occur once a week, between the hours of 7:00 am and 8:30 am, which results in no parking conflicts, as the office opens at 8:30 am. The signage will ensure that this area is free of cars for a specific time period, allowing the collection vehicle to use this area for a 3 point turn. The Public Works Department has reviewed the proposed molok garbage collection system and the site plan layout and has advised that they have no concerns.

Vaughan Development/Transportation Engineering Department

The site is currently serviced by municipal water; however, there is no municipal sanitary sewer system in the area. It is conceivable that a municipal sanitary sewer will be extended in the vicinity of the site in the foreseeable future through the planned urban development in the Nashville Community. Accordingly, the applicant is proposing to service the site by the existing 9000 litre sewage holding tank on the east side of the proposed 2-storey addition (Attachment #3). The potential need to upgrade or amend the existing holding tank requirement will be addressed through the Building Permit review process so as to ensure compliance with the Ontario Building Code. The application will also be reviewed keeping in mind the future timing and opportunities to connect to municipal services in conjunction with the planned development in the area.

The applicant is proposing to implement low impact development techniques to control the drainage from the site including porous pavers on the parking areas, infiltration galleries and site grading that better manages the drainage of the site.

The final site grading and servicing plan and storm water management report must be to the satisfaction of the Vaughan Development/Transportation Engineering and Building Standards Departments. A condition to this effect has been included in the recommendation of this report.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

- ii) Lead and Promote Environmental Sustainability

The Owner will be incorporating the sustainable site and building features identified in this report.

The proposed development includes a retrofitted rooftop storage of stormwater and permeable pavement design with subsurface stormwater storage which will assist in the overall stormwater management on the site.

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The proposed landscape plan includes drought tolerant plant material to promote water efficiency.

iii) Preserve Our Heritage and Support, Diversity, Arts & Culture

The Owner is proposing to retain and upgrade the existing building within the Heritage District. The Vaughan Cultural Services Division and Heritage Vaughan Committee have reviewed the proposal and support the proposed development subject to the comments in this report.

iv) Plan and Manage Growth and Economic Vitality

The proposed development implements the City's current Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010.

Regional Implications

The applications have been reviewed by the Region of York Transportation and Community Planning Department. The applicant is proposing landscaping within the Regional right-of-way along Nashville Road, which must be approved by the Region of York, as a condition of final approval of the site plan drawings. The Owner is required to satisfy all conditions of the Region of York. A condition to this effect has been included in the recommendation of this report.

Conclusion

Zoning By-law Amendment File Z.07.059 and Site Development File DA.11.087 have been reviewed in accordance with the policies of OPA #601 (Kleinburg-Nashville Community Plan), as amended by OPA #633, Zoning By-law 1-88, the Heritage Conservation Plan and review by the Heritage Vaughan Committee, the comments from City Departments and external public agencies, and the area context. The Vaughan Development Planning Department is satisfied that the proposed 2-storey addition to the existing 1-storey building to facilitate the development of a Business or Professional Office use with an accessory showroom is appropriate and compatible with the existing and permitted uses in the surrounding area, conforms to the Official Plan, and is in accordance with the approvals granted by the Heritage Vaughan Committee. On this basis, the Development Planning Department can support the approval of Zoning By-law Amendment File Z.07.059 and Site Development File DA.11.087, subject to the recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Proposed Site Plan
4. Landscape Plan
5. South and East Building Elevations
6. North and West Building Elevations

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Carmela Marrelli, Senior Planner, ext. 8791
Mauro Peverini, Manager of Development Planning, ext. 8407

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 17, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

17

**SITE DEVELOPMENT FILE DA.12.029
SEVEN KEELE LIMITED
WARD 4 - VICINITY OF KEELE STREET 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 April 30, 2013, be approved;**
- 2) That the deputation of Mr. Ryan Mino-Leahan, KLM Planning Partners Inc., Jardin Drive, Concord, be received; and**
- 3) That the coloured elevation drawings submitted by the applicant be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.12.029 (Seven Keele Limited) BE APPROVED, to permit the development of the subject lands shown on Attachments #1 and #2 with a Convenience Eating Establishment and associated drive-through (A&W Restaurant) within an existing one-storey 178.02 m² building, as shown on Attachments #3 to #6 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, and landscape plan and cost estimate shall be approved by the Vaughan Development Planning Department;
 - ii) the final site servicing and grading plans, erosion and sediment control plan, and stormwater management report shall be approved by the Vaughan Development/Transportation Engineering Department;
 - iii) the Owner shall apply for a Minor Variance Application, which shall be approved by the Vaughan Committee of Adjustment to facilitate the required exceptions to Zoning By-law 1-88 as identified in Table 1 of this report, and that the Committee's decision shall be final and binding;
 - iv) the Owner shall apply for a Consent Application, which shall be approved by the Vaughan Committee of Adjustment to facilitate access and servicing easements with the adjacent property to the south (7700 Keele Street), and that the Committee's decision shall be final and binding; and,
 - v) the Owner shall satisfy all requirements of the Region of York Transportation and Community Planning Department, including the conveyance of land for road widening purposes along Keele Street and Regional Road 7.

Contribution to Sustainability

The application implements the following Goals and Objectives of Green Directions Vaughan:

Goal 2: To ensure sustainable development and redevelopment.

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- Objective 2.2: To develop Vaughan as a City with an urban form that supports our expected population growth.

Goal 4: To create a vibrant community where citizens, businesses and visitors thrive.

- Objective 4.2: Ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base and continuing prosperity into the 21st century.

In accordance with the goals and objectives identified above, the Owner has advised that the following, but not limited to, sustainable site and building features will be included in the proposed development:

- i) recycled concrete to be used in the parking lot and paved areas;
- ii) high efficiency plumbing fixtures;
- iii) low volatile organic compound products; and,
- iv) drought tolerant and native plant species to promote water efficiency.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted Site Development File DA.12.029 on the subject lands shown on Attachments #1 and #2 to permit the development of a Convenience Eating Establishment and associated drive-through (A&W Restaurant) within the existing one-storey 178.02 m² building, as shown on Attachments #3 to #6, inclusive.

Background - Analysis and Options

Location

The subject lands are located on the southwest corner of Regional Road 7 and Keele Street (2267 Regional Road 7), 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 “Prestige Areas – Centres and Avenue Seven Corridor” and “Transit Stop Centre” by in-effect OPA #450 (Employment Area Plan), as amended by OPA #660. The “Prestige Areas – Centres and Avenue Seven Corridor” designation permits a wide range and mix of land uses, including office, business, institutional, retail and high density residential. The subject lands are also designated “Employment 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, March 20, 2012, and April 17, 2012), and further modified and endorsed by Region of York Council on June 28, 2012, and is pending approval from the Ontario Municipal Board. The proposal for a convenience eating establishment conforms to the use policies of both Official Plans.

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The subject lands are zoned C6 Highway Commercial Zone by Zoning By-law 1-88, subject to Exception 9(784). The following site-specific zoning exceptions to the C6 Highway Commercial Zone are required to facilitate the proposal:

Table 1: Proposed Zoning Exceptions

	By-law Standard	By-law 1-88, C6 Highway Commercial Zone Requirements, subject to Exception 9(784)	Proposed Exceptions to the C6 Highway Commercial Zone, subject to Exception 9(784)
a.	Permitted Uses Within a C6 Highway Commercial Zone	Eating Establishment, Convenience Eating Establishment, and Take-Out Eating Establishment, provided that such uses are operated in conjunction with an Automobile Service Station	Convenience Eating Establishment with Drive-Through
b.	Maximum Driveway Width Which Serves The Movement Of Trucks To And From A Loading Space	13.5 m	21.1 m (along Regional Road 7)
c.	Location Of Loading Area	Loading and unloading shall not be permitted between a building and a street	To permit loading and unloading between the building and Regional Road 7
d.	Minimum Exterior Side Yard Setback To Refuse Structure	14.0 m	11.8 m
e.	Minimum Landscape Strip Width Abutting A Street	6.0 m	1.50 m (along Keele Street) and 1.24 m (along Regional Road 7)
f.	Location Of Proposed Drive-Through Stacking Lane	Not permitted off-site and Not permitted in an EM1 Prestige Employment Area Zone	To be partially located on the abutting property to the south (7700 Keele Street), which is zoned EM1 Prestige Employment Area Zone and in the same ownership as the subject lands

The subject lands were previously developed with an automobile service station and associated eating establishment. The site is vacant, with the exception of a one-storey, 178.02 m² building previously used for an eating establishment. The Owner is requesting permission to utilize the

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existing building for a Convenience Eating Establishment with a drive-through (A&W Restaurant), as shown on Attachments #3 to #6 inclusive. The Development Planning Department can support the proposed use, as the C6 Highway Commercial Zone permits the Convenience Eating Establishment use as-of-right, provided that it is associated with an automobile service station, thereby establishing the use permission on the site. As noted, the building is currently vacant and the proposal will provide the opportunity to utilize and maintain the site, which has not had an occupant for a few years. Proposed road widenings along Regional Road 7 and Keele Street by the Region of York have limited the development potential of the site. It is difficult to add a service station or other commercial buildings in light of the site configuration and limited area. On this basis, the Development Planning Department is of the opinion that the proposed use is compatible with the intent and purpose of Zoning By-law 1-88.

The maximum driveway width of 21.11 m is to facilitate a right-in, right-out access from Regional Road 7. The Development Planning Department has no objections to this variance, as a majority of the driveway maintains a width of 10.0 m, with only a small portion requiring 21.11 m. The location of the loading area and refuse structure is the result of an irregular shaped lot configuration together with the existing building being located in proximity to the southern property line. The reduced landscape strips along Regional Road 7 and Keele Street are the result of the proposed conveyance of land by the Owner to the Region of York for road widening purposes to facilitate the VIVA Regional Road 7 Transitway initiative (i.e. bus rapid transit). The Owner has agreed to provide additional landscaping within the Region's right-of-way along Regional Road 7 to mitigate the impact of the reduced landscape strip, as shown on Attachment #4.

Due to existing site constraints, the Owner has proposed a portion of the drive-through stacking lane to be located on the abutting property to the south (7700 Keele Street), which is under the same ownership but functions as separate parcels. The Owner is required to submit a Minor Variance Application for the lands known as 7700 Keele Street to permit the use of a drive-through stacking lane in an EM1 Prestige Employment Area Zone, as this is not a permitted use.

The Owner is required to address these zoning deficiencies, which are supported by the Development Planning Department, through a Committee of Adjustment Minor Variance Application. The Committee of Adjustment decision respecting the Minor Variance application must be final and binding prior to the execution of the implementing Site Plan Letter of Undertaking. In addition, a Consent Application is to be submitted to the Vaughan Committee of Adjustment to permit an access easement in favour of the subject lands to facilitate the proposed drive-through, and to permit mutual access easements to facilitate the proposed driveway connections leading into 7700 Keele Street, as shown on Attachment #3. Conditions to this effect have been included in this report.

Site Plan Review

The 0.43 ha site is developed with a vacant 178.02 m² building located on the subject lands, as shown on Attachment #3. The Owner is proposing to utilize the existing building as an eating establishment (A&W Restaurant) with an associated drive-through and patio, as shown on Attachments #3 to #6 inclusive. Two driveway connections and a portion of the drive-through stacking lane are to be located on the abutting property to the south (7700 Keele Street). The proposal includes right-in, right-out access points from Regional Road 7 and Keele Street. A total of 30 parking spaces are provided, which satisfies the by-law requirement.

a) Signage

The Owner is proposing a total of two (2) shared pylon signs with third party advertising for 7700 Keele Street located along the frontage of Keele Street and Regional Road 7, as shown on

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Attachment #7. As per section 6.1 (iv) of the City of Vaughan Sign By-law, the Owner is permitted two pylon signs on the subject lands, one of which may contain third party advertising. The Development Planning Department is satisfied with two pylon signs containing third party advertising for 7700 Keele Street, as both properties are in the same ownership and essentially function as one lot.

b) Building Elevations

The proposed building elevations, shown on Attachments #5 and #6, reflect the colours and materials of the A&W Restaurant corporate standard. This includes the use of metal cladding, double glazed windows, and exterior tiles in an orange, mandarin and grey hue. The north and east elevations consist of metal cladding, glazing, illuminated tenant signage and aluminum composite panels in a grey and orange finish. The south elevation (drive-through) consists of primarily exterior tile and aluminum composite panels in an orange, grey and mandarin hue. The west elevation consists primarily of metal cladding, and abuts a proposed two-garage garbage enclosure finished with same. The existing brick facing is proposed to be maintained at the base of the building.

c) Landscape Plan

The landscape plan consists of a mix of deciduous and coniferous trees, shrubs and sodded areas, as shown on Attachment #4. In addition, the Owner has agreed to provide additional landscaping within the Region's right-of-way along Regional Road 7 and Keele Street to mitigate the impact of the reduced landscape strip. Deciduous and coniferous trees are also proposed within the parking area. A pedestrian connection from Regional Road 7 to the main entrance of the building is also proposed.

The Vaughan Development Planning Department is generally satisfied with the proposal and 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.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department is working with the Applicant to finalize the grading and servicing plan, stormwater management report, and erosion and sediment control plan for the proposed development. In addition, the Development/Transportation Engineering Department notes that the two driveway connections, drive-through lane and stormwater overland flow from the west portion of the site will require easements for access and servicing from the adjacent property to the south (7700 Keele Street). The Owner is required to submit a Consent Application to the Vaughan Committee of Adjustment in order to facilitate the creation of the easements required for the drive-through, driveway connection and overland flow into the abutting property to the south. A condition to this effect is included in the recommendation of this report.

The final plans and report must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department. A condition to this effect is included in the recommendation of this report.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

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i) Lead and Promote Environmental Sustainability

The Owner will be incorporating the sustainable site and building features identified in this report.

The proposed development includes a three stream waste disposal system which will contribute to increasing the waste diversion targets as part of the Greening Vaughan strategy.

The proposed landscape plan includes drought tolerant plant material to encourage proper management of stormwater discharge into the City's natural corridors and sewer systems.

ii) Plan and Manage Growth & Economic Vitality

The proposed development implements the City's current Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010.

Regional Implications

The subject lands are located at the southwest corner of Regional Road 7 and Keele Street, which are under the jurisdiction of the Region of York. The Site Development Application was circulated to the Region of York Transportation and Community Planning Department for comments. The Region of York has requested that the Owner convey land along the entire frontage of Keele Street and Regional Road 7 in order to secure lands required by the VIVA Regional Road 7 Transitway initiative. As the requested road widening and land conveyance had significant impacts on the initial development proposal, the Applicant has revised their site plan and landscape plan to reflect the requested land conveyance, as shown on Attachments #3 and #4. In addition, the Region of York has agreed to allow the Owner to plant additional landscaping within the York Region right-of-way, as shown on Attachment #4. The Region of York has reviewed the revised proposal and has no objections to its approval pending the execution of a Regional Site Plan Agreement. The Owner will be required to satisfy all conditions of the Region of York.

Conclusion

Site Development Application DA.12.029 has been reviewed in accordance with OPA #450, as amended by OPA #660, Zoning By-law 1-88, comments from City Departments and external public agencies, and the area context. The Vaughan Development Planning Department is satisfied that the development of the proposed convenience eating establishment with associated drive-through (A&W Restaurant) is compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of Site Development File DA.12.029, subject to the conditions contained in this report.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Elevation Plan (North and West)
6. Elevation Plan (South and East)
7. Pylon Signs

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Report prepared by:

Mark Antoine, Planner I, ext. 8212

Christina Napoli, Senior Planner, ext. 8483

Mauro Peverini, Manager of Development Planning, ext. 8407

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

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Item 18, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

18

**ZONING BY-LAW AMENDMENT FILE Z.12.004
ADCIT HOLDINGS LIMITED
WARD 4 - VICINITY OF BOWES ROAD AND KEELE STREET**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2013:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.12.004 (Adcit Holdings Limited) BE APPROVED, to amend Zoning By-law 1-88, specifically the EM2 General Employment Area Zone, subject to Exception 9(82) on the subject lands shown on Attachments #1 and #2, as follows:

- i) to permit the continued operation of an existing plastics sorting/recycling establishment use within a wholly enclosed building (Units #1 - #10 of 452 Bowes Road) with no accessory outside storage as shown on Attachments #3 and #5; and,

- ii) to permit the zoning exceptions identified in Table #1 of this report;

- iii) to include the following definition for a “plastics sorting/recycling establishment” use:

“A plastics sorting/recycling establishment means the use of a building, or part of a building for an operation engaged primarily in the collection, sorting and separation of recyclable plastics and plastic materials, and the processing or preparation thereof in the form of densification for the efficient storage and/or shipment to a material recovery facility or directly to end-users for the purpose of further processing but does not include a waste, concrete or asphalt recycling facility or a composting facility”; and,

- iv) to include the following definition for “staging spaces”:

“Parking spaces for the temporary parking of trucks and trailers only as shown on Attachment #3, up to a maximum of 72 hours, and not to be used for the parking of staff or visitor vehicles”.

Contribution to Sustainability

The application implements the following Goal and Objective of Green Directions Vaughan:

Goal 4: To create a vibrant community where citizens, businesses and visitors thrive.

- Objective 4.3: To encourage the establishment of green businesses and sustainable business practices.

In accordance with the goal and objective identified above, the addition of a plastics recycling facility will assist the City of Vaughan’s objective to increase the waste diversion target to 95% as part of the Greening Vaughan strategy, which complies with Green Directions Vaughan and the City’s “Vaughan Vision 2020 Strategic Plan”.

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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 Concord West Ratepayers' Association. No written comments were received by the Vaughan Development Planning Department. The recommendation of the Vaughan Committee of the Whole 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.

Purpose

The Owner has submitted Zoning By-law Amendment File Z.12.004 for the subject lands shown on Attachments #1 and #2, to amend Zoning By-law 1-88, specifically the EM2 General Employment Area Zone subject to Exception 9(82), to:

1. recognize and permit the continued operation of an existing plastic sorting and recycling facility that is wholly enclosed within Units #1 to #10 inclusive at 452 Bowes Road, as shown on Attachments #3 to #5. Zoning By-law 1-88 does not permit a plastics sorting/recycling establishment use in an EM2 General Employment Area Zone; and,
2. to permit the site-specific zoning exceptions identified in Table #1 of this report.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located southeast of Langstaff Road and Keele Street and are developed with two separate buildings, municipally known as 450 and 452 Bowes Road, City of Vaughan. The surrounding land uses are shown on Attachment #2. The proposed plastic sorting/recycling facility currently occupies 10 units (Units #1 to #10) of the existing 14 unit industrial building at 452 Bowes Road as shown on Attachment #3.

Official Plan

The subject lands are designated "Employment Area General" by in-effect OPA #450 (Employment Area Plan), and are further subject to the following policies, definitions, criteria and general provisions for Waste Recycling Establishments in the Employment Area:

"2.2.7.2 Waste Recycling (in part):"

1. Definition

A "waste recycling establishment" is an operation that may collect and store and/or process recyclable materials for the purposes of creating new products or raw materials, and includes a waste transfer station and a material recovery facility but does not include a concrete or asphalt recycling facility or a composting facility.

2. Location

- i) A waste recycling establishment shall only be permitted in areas designated "Employment Area General" by this Plan; and,

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- ii) A waste recycling establishment shall not be permitted to operate on lands abutting an arterial road and existing or planned provincial highways.

3. Site Development Criteria (in part):

a) General Provisions

- i) Waste recycling establishments shall operate in a manner that does not result in a nuisance or a hazard to the health and safety of the natural environment and persons;

b) Operations in Enclosed and Free-Standing Buildings

- ii) A waste recycling establishment may be permitted to operate within a multi-unit industrial building, subject to an amendment to the zoning by-law, provided it can be demonstrated that such use:
 - shall be sensitively integrated on the site and be compatible with other uses in the building and with surrounding development;
 - shall ensure that the function and intensity of the use does not detrimentally impact upon other users in the building, particularly with regard to fugitive emissions (smoke, noise, dust and odour), process upsets, breakdown or malfunction of technical controls and/or spills, vibration, truck traffic, and the potential attraction of nuisance factors such as vectors and vermin, and other similar matters;
 - shall ensure the proper functioning of the site, having regard for adequate internal traffic circulation, sufficient parking and loading spaces, and other similar matters of concern; and,
 - shall not detract from the visual aesthetics of the site.

c) Outside Storage

- i) The outside storage of materials shall be accessory to a permitted waste recycling establishment use and shall be allowed only in designations that permit outside storage.

Official Plan Conformity

The proposal conforms to the waste recycling establishment policies of OPA #450 as follows:

Section 2.2.7.2 of the Official Plan permits the proposed plastics sorting/recycling establishment use. The proposal complies with all location policies of the Official Plan (as identified above), as the subject lands are designated "Employment Area General", and do not abut an arterial road or provincial highway. Further, the proposed use operates within a wholly enclosed building in a manner that does not result in a nuisance or a hazard to the health and safety of the natural environment and persons as there are no external hazardous emissions. The use is located approximately 1.35 km away from an existing residential area (Concord West to south) and 400m away from existing open space (to the east).

The waste recycling policies of the Official Plan provide for and permit outside storage, but only

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accessory to the waste recycling use (plastics sorting/recycling establishment use) and only in a designation that permits such use (Subsection 2.2.7.2.3 c) i), as noted above). The subject lands are designated “Employment Area General”, which permits accessory outside storage. However, despite the permission, the Owner has advised that outside storage will not be required for the plastics sorting/recycling establishment given the ability to store all recycling materials internal to the existing industrial building. The implementing zoning by-law will reflect the nature of the plastics sorting/recycling establishment use and prohibit outside storage on the subject lands for any plastic recycling material.

Therefore, the proposal for a plastics sorting/recycling establishment use meets all definition, location and operation policies as identified, in part, of OPA #450. The Vaughan Development Planning Department is satisfied that the proposal conforms to the Official Plan.

Vaughan Official Plan 2010 (VOP 2010)

The subject lands are designated “General 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, March 20, 2012 and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and which is pending approval from the Ontario Municipal Board. The General Employment designation permits manufacturing and processing and would include uses such as waste recycling. The Vaughan Development Planning Department is satisfied the proposal conforms to the new City of Vaughan Official Plan 2010.

Description of the Proposed Plastic Recycling Use

The Owner (Adcit Holdings Limited) has advised that the daily operations for the proposed plastics sorting/recycling establishment use consists of receiving recyclable plastic material by trailer, including, but not limited to, plastic bottles, pails, and other plastic utensils. The recyclable plastic material is then separated internally by hand, and then further processed by ‘grinding’ and ‘chopping’ machines. The processed recyclable plastic material is then further processed by ‘bailing’ and ‘binding’ machines into cubes, which are stored internal to the existing industrial building, prior to being shipped elsewhere for further processing. No outside storage is proposed. Any leftover materials that are not shipped elsewhere are stored internally in bins in the existing industrial building and disposed of through a private disposal company to authorized disposal areas. The internal floor plan, which displays the existing machines and bins, is shown on Attachment #5. Development Planning staff conducted a site visit on March 12, 2012, and can confirm that the activities described by the Owner are consistent with what was observed.

Zoning

The subject lands are zoned EM2 General Employment Area Zone by Zoning By-law 1-88 and subject to Exception 9(82), which does not permit a waste recycling use. Although accessory outside storage is permitted in the EM2 General Employment Area Zone, the Owner has advised that the proposed plastics sorting/recycling establishment does not require any outside storage. The Owner is proposing to amend Zoning By-law 1-88 and Exception 9(82), to permit a plastics sorting/recycling establishment use within a wholly enclosed multi-unit building. Zoning By-law 1-88 does not include a definition for a “plastics sorting/recycling establishment”. Therefore, it is recommended that the definition for a plastics sorting/recycling establishment identified in Table #1, be included in the implementing zoning by-law. The definition is consistent with the definition of a waste recycling establishment in the Official Plan.

The following site-specific zoning exceptions are required to facilitate the proposal:

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Table #1

	By-law Standard	By-law 1-88 EM2 Zone, subject to Exception 9(82)	Proposed Exceptions to By-law 1-88, EM2 Zone, Exception 9(82)
a.	Definition of Plastics Sorting/Recycling Establishment	<ul style="list-style-type: none"> Does not include a definition for a plastics sorting / recycling establishment 	<ul style="list-style-type: none"> Permit a plastics sorting / recycling establishment use, defined as follows: “A plastics sorting/recycling establishment means the use of a building, or part of a building for an operation engaged primarily in the collection, sorting and separation of recyclable plastics and plastic materials, and the processing or preparation thereof in the form of densification for the efficient storage and/or shipment to a material recovery facility or directly to end-users for the purpose of further processing but does not include a waste, concrete or asphalt recycling facility or a composting facility.”
b.	Accessory Outside Storage (Subsection 6.3.2 i))	<ul style="list-style-type: none"> Outside accessory storage to a permitted use shall not exceed thirty percent (30%) of the lot area 	<ul style="list-style-type: none"> Permit an accessory outside storage area to a maximum of 38.5% of the lot area for the exclusive use of the Owners of 450 Bowes Road and Units #11 to #14 of 452 Bowes Road, and not to be used by the plastics sorting / recycling establishment within Units #1 to #10 of 452 Bowes Road.
c.	Temporary Parking of Trucks Considered to be Accessory Outside Storage (Subsection 6.3.2)	<ul style="list-style-type: none"> Temporary parking of trucks/trailers are considered outside storage 	<ul style="list-style-type: none"> Permit the temporary parking of trucks/trailers not to be considered outside storage, and to be considered “staging spaces” subject to the following site-specific definition: “Parking spaces for the temporary parking of trucks/trailers only, up to a maximum of 72 hours, and not to be used for the parking of staff or visitor vehicles.”
d.	Area Devoted to a Towing Compound	<ul style="list-style-type: none"> Exception 9(82) permits 1,858m² of the lot to be devoted to a “towing compound” 	<ul style="list-style-type: none"> Delete this provision from Exception 9(82), as the towing compound no longer exists on the subject lands.

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To facilitate the plastics sorting/recycling establishment use on the subject lands, the temporary parking of trucks/trailers is necessary to remove the processed recycled plastic material for further processing elsewhere. The Owner has advised that the temporary parking of trucks/trailers would be required for a maximum of 72 hours only at any one time for the operation, which complies with the “Open Storage” definition in Zoning By-law 1-88. The Owner is proposing 25 truck/trailer parking spaces measuring 3 m X 13 m each and identified as “staging spaces”, as shown on Attachment #3. To facilitate this temporary parking of trucks/trailers, the Development Planning Department recommends that these spaces be defined in the implementing zoning by-law, as follows:

“Parking spaces for the temporary parking of trucks and trailers only, up to a maximum of 72 hours, and not to be used for the parking of staff or visitor vehicles”.

Truck and trailer parking is necessary for the operation of many employment uses. Given the location of these staging spaces at the rear of the site behind two industrial buildings, the Development Planning Department has no objection to the provision of these spaces.

The subject lands currently contains an accessory outside storage area comprised of 38.5% (13,577 m²) of the total lot area with 30% of this area devoted to outside storage and the balance (8.5%) to a “towing compound” as permitted by Zoning By-law 1-88, subject to Exception 9(82). The towing compound is located within the existing outside storage area shown on Attachment #3. The Owner has requested that the exception be amended to permit the entire 38.5% of this area to be used as outside storage only, since the towing compound no longer operates on the site. The accessory outside storage area complies with all other requirements of Zoning By-law 1-88 (Subsection 6.3.2) respecting outside storage. As the use of the area devoted to the towing compound area is similar in nature to an outside storage area, the Development Planning Department can support the removal of the towing compound permission from the current zoning of the subject lands and the request to maintain the 38.5% accessory outside storage area on the lot as shown on Attachment #3.

In addition, the Owner has advised that plastic will not be stored outside, and therefore, do not require use of the outside storage area. The Owner has requested that the proposed 38.5% outside storage area remain for the exclusive use of the occupants in 450 Bowes Road and Units #11-14 of 452 Bowes Road. The Development Planning Department has no objections to this request and has proposed provisions to be included in the implementing zoning by-law in this respect.

As the EM2 General Employment Area Zone implements the “Employment Area General” designation in OPA #450, and the Waste Recycling policies of OPA #450 (as detailed above) permit a “waste recycling establishment” in the “Employment Area General” designation, the Development Planning Department is satisfied that the proposed exceptions to Zoning By-law 1-88 are appropriate, implement the policies of the Official Plan, meet the intent of Zoning By-law 1-88, and are desirable for the appropriate development of the subject lands.

Further Planning Considerations

Subsection 2.2.7.2.3 f) i) of OPA #450 states that when considering a proposal for a waste recycling establishment, the City may request a traffic study to identify the traffic to be generated, the impact on the road network, and any transportation improvements required to accommodate the development. The Vaughan Development/Transportation Engineering Department through their review has not identified a need for a traffic study to be provided by the Owner. Minimal truck traffic will be generated by the operation of this facility onto local roads, as approximately 5 to 6 trips to and from the facility are made daily. All existing driveway surfaces are paved with

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asphalt and all existing parking spaces and loading areas are designed in accordance with the standards in Zoning By-law 1-88 and as required by Subsection 2.2.7.2.3 f) ii) and iii) of OPA #450. The Vaughan Building Standards Department confirmed that the number of loading areas and staff parking spaces meets the minimum requirement as set out in Zoning By-law 1-88.

The Vaughan Development Planning Department is satisfied with the proposal.

Ministry of Environment

The Ministry of Environment has advised that an Environmental Compliance Approval and a Certificate of Approval are not required for the existing plastics sorting/recycling establishment, as the operation does not produce any air, water or waste water emissions, and that plastic materials are exempt as long as the recycling process does not create a noxious by-product.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

i) **Lead and Promote Environmental Sustainability**

The proposed plastics sorting/recycling establishment will contribute to increasing the waste diversion targets as part of the Greening Vaughan strategy.

ii) **Plan and Manage Growth & Economic Vitality**

The proposed development implements the City's current Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010.

Regional Implications

N/A

Conclusion

The Vaughan Development Planning Department has reviewed the proposal in accordance with the policies of OPA #450, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposal to permit a plastics sorting/recycling establishment use within the existing multi-unit industrial building and without outside storage, complies with the waste recycling policies of the Official Plan and is appropriate at this location. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment File Z.12.004, subject to the recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Existing Site Plan (452 Bowes Road)
4. Existing Elevation Plan (452 Bowes Road)
5. Existing Floor Plan (452 Bowes Road)

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Report prepared by:

Daniel Woolfson, Planner 1, ext. 8213

Christina Napoli, Senior Planner, ext. 8483

Mauro Peverini, Manager of Development Planning, ext. 8407

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

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Item 19, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

19

MCNAUGHTON ROAD U-TURN PROHIBITION
WARD 4 – VICINITY OF MCNAUGHTON ROAD AND TROON 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 April 30, 2013:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. THAT By-law 284-94, the Consolidated Traffic By-law, be amended to add a 'U-turn' prohibition on McNaughton Road from the east limit of the existing Maple GO Station right-out driveway on McNaughton Road to the north limit of Eagle Rock Way; and
2. THAT a copy of this report be forwarded to Metrolinx.

Contribution to Sustainability

Not applicable

Economic Impact

The cost to install the necessary signage to implement the recommended "U-turn" prohibition on McNaughton Road will be funded from the 2013 Operating Budget. The on-going costs to maintain the signs would be incorporated into future Operating Budgets.

Communications Plan

Staff will notify York Regional Police, area business owners and residents of the outcome of Council's decision on this matter.

Purpose

This report addresses a traffic operational issue on McNaughton Road between the Maple GO Station right-out driveway and Troon Avenue stemming from an increasing number of motorists making U-turn movements after leaving the Maple GO Station.

Background - Analysis and Options

Over the last decade, an increasing number of daily commuters are choosing GO Transit over single occupant vehicles. Over this period, the demand for parking at GO Stations has also increased dramatically. Accordingly, the parking lot at the Maple GO Station has been expanded a number of times since 2008. Today, there are approximately 1,260 parking spaces at Maple GO Station. Based on monthly parking utilization statistics from Metrolinx, the average parking demand at Maple GO Station is much greater than the available parking, which is beginning to present operational issues on the neighbouring streets and businesses.

The Maple GO Station is currently accessed by two full-movement driveways on Hill Street that leads to the signalized intersection at Major Mackenzie Drive, and a full-movement access on Eagle Rock Way that connects to Troon Avenue and McNaughton Road. In addition, a right-out only driveway is located on McNaughton Road for east bound traffic as shown on Attachment No 1.

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The last parking lot expansion added 340 spaces at the Maple GO Station

In 2010, Metrolinx added approximately 340 parking spaces on the north side of the Station lands, which brought the total number of available parking spaces to 1,258. These additional spaces were located on a relatively narrow parcel of land with limited frontage on McNaughton Road, constrained to the west by railway tracks and private lands to the east as shown on Attachment No.1

The northerly parking lot expansion included a right-out driveway on McNaughton Road to assist egress from the parking lot

As part of the northerly parking lot expansion, a right-out driveway onto McNaughton Road was constructed to provide those GO train patrons wishing to travel in an easterly direction an alternative egress point and to provide some relief to the other three parking lot entrances. The right-out driveway also serves to help relieve circulation congestion within the parking lot during peak periods. The McNaughton Road egress was designed according to good engineering practices including the appropriate traffic signage and a centre median to restrict a westbound traffic movement onto McNaughton Road. The median is not intended to prevent u-turn traffic movements.

Motorists raised concerns regarding “U-Turns” on McNaughton Road

During the latter part of 2012, staff received a number of complaints from motorists traveling on McNaughton Road who were concerned about the number of U-turns that some drivers exiting the north egress driveway from the Maple GO Station are making in order to travel west on McNaughton Road.

GO Train arrivals at the Maple GO Station correspond with peak afternoon traffic periods

In consultation with Metrolinx, staff confirmed that trains arrive at the Maple GO Station every 32 minutes from 4:10 p.m. to 6:37 p.m. Accordingly, GO Transit users exit the parking lot at generally the same time as rush hour traffic.

A traffic operational review was conducted by staff to assess the situation either the local network

There is a strong network of local roads serving the Maple Go Station as shown in Attachment No. 1. McNaughton Road East is a 4-lane major collector roadway with 26 metre right-of-way and 14 metre pavement width. Based on relatively recent traffic counts (2011), McNaughton Road has a total daily traffic volume of approximately 11,500 vehicles, which is well within the capacity of a 4 lane roadway. The traffic data indicated the average speeds on McNaughton Road range between 56 km/h and 58 km/h. The recorded 85th percentile speed, which is the speed 85% of the motorists travel at or below, was 70 km/h.

Troon Avenue is an un-assumed two-lane roadway with a 23 metre right-of-way and 11.5 metre pavement width. Eagle Rock Way is an unassumed 2-lane roadway with a 26 metre right-of-way and 14 metre pavement width. The aforementioned roadways have a statutory speed limit of 50 km/h.

Approximately one year ago, Rodinea Road was extended between Teston Road and McNaughton Road, but is currently barricaded near the north end until an outstanding property matter is addressed. This extension will provide a connection between McNaughton Road and Teston Road in the near future.

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An operational review showed more than 64% of drivers leaving the GO Parking Lot are making a U-Turn

Staff installed Video Collection Units (VCU) to capture the operational conditions along McNaughton Road in the vicinity of the Maple GO Station exit during the peak afternoon travel period on two separate days as noted below.

Location	Date	Time
GO right-out access on McNaughton Road	June 19, 2012	4:00 p.m. to 7:00 p.m.
	January 8, 2013	4:00 p.m. to 7:00 p.m.
McNaughton Road and Troon Avenue	January 8, 2013	4:00 p.m. to 7:00 p.m.

The video data captured by the VCU in June 2012 was focused on the area around the GO Station egress. The collected data identified a total of 22 vehicles or approximately 13 percent of the total vehicles exiting the driveway were marking U-turns within the 3 hour study period as summarized in Table 1 below. Several vehicles turned from the curb lane. On two occasions, vehicles made U-turns from the curb lane and blocked eastbound traffic. One vehicle stopped and blocked the curb lane to wait for a sufficient gap; and another vehicle blocked both lanes to make the U-turn. In addition, there was one motorist that made a right-turn into the GO parking lot.

Table 1: Video Collection Units Installation on June 19, 2012			
Time	Right out at GO Access (# vehicles)	# U-Turn Vehicles	U-Turn %
4:00 – 5:00 p.m.	34	4	12%
5:00 – 6:00 p.m.	100	13	13%
6:00 – 7:00 p.m.	40	5	13%
Total	174	22	13%

In January 2013, an additional VCU was added to capture concurrent data at both the GO Station egress and the intersection of Troon Avenue and McNaughton Road. This video data revealed a total of 53 vehicles made U-Turns just east of the Maple GO egress and a further 72 vehicles made U-Turns at the intersection of McNaughton Road and Troon Avenue over the three hour afternoon study period (see Table 2 below). It was also noted that motorists making U-turns at/east of the McNaughton Road and Troon Avenue intersection create potential conflicts and blind spots for the northbound movement at the same intersection.

Table 2: U-turn Study Results on January 8, 2013				
Time	Right out at GO Access (# vehicles)	# U-Turn Vehicles at right out GO access	# U-Turn Vehicles at the intersection with Troon Ave	U-Turn %
4:00 – 5:00 p.m.	38	7	16	61%
5:00 – 6:00 p.m.	104	27	37	62%
6:00 – 7:00 p.m.	52	19	19	73%
Total	194	53	72	64%

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All-Way stop control at the intersection of McNaughton Road and Troon Avenue is not warranted

To improve the safety of westbound traffic movements onto McNaughton Road, and to minimize U-Turn activity, staff investigated changing the intersection of McNaughton Road and Troon Avenue to all-way stop control.

On Wednesday January 8, 2013, staff conducted a turning movement count at the intersection of McNaughton Road and Troon Avenue during the morning and afternoon peak time periods. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted	41%
Warrant 2 – Accident Hazard	Warranted	0%
Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There are no recorded vehicle collisions at this intersection from 2009 to 2011. To date, this is the latest collision data available from York Regional Police. There are no sight line restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the Provincial All-way Stop Warrant or signalization at this time.

Staff met with Metrolinx to discuss current traffic operation concerns

A meeting with Metrolinx staff was held on January 9, 2013 to investigate possible solutions to the traffic operation issues on McNaughton Road. At the meeting Metrolinx staff agreed to implement additional signage in the north parking lot advising GO Train patrons to use Eagle Rock Way for McNaughton Road westbound travel. The signage was installed at six locations throughout the parking lot. Metrolinx staff also provided a monthly parking utilization summary. Based on the information provided, staff concluded that average parking demand exceeds the actual supply. Therefore, parking needs at Maple GO Station have not yet been fully addressed with the recent expansion.

Further development is proposed adjacent to Maple GO Station

The City has received a development application for the lands to the south of McNaughton Road East, west of Troon Avenue, north of Hill Street, and east of the Maple GO Station. The development area is separated into two parcels by Eagle Rock Way. The new Vaughan Official Plan (VOP 2010) designates the lands immediately east of the Go Station as “Mid-Rise Mixed-Use,” which were adopted by Vaughan Council in September 2010.

The site is currently vacant; however, major retail commercial developments have been recently developed east of Eagle Rock Way and west of McNaughton Road. Furthermore, a vacant parcel of retail / commercial land immediately east of Hill Street and north of Major Mackenzie Drive is to be developed in the future.

The current Maple GO Secondary Plan Study will consider the overall transportation network in the area

The Maple GO Station Secondary Plan peer review process began in 2012. Based on comments provided through the peer review and circulation process, the landowner has provided a revised conceptual development plan. The proposed development is to contain primarily residential dwelling units and a small amount of ground floor retail / commercial space. Approximately 700 units are proposed to be contained in condominium buildings and over 220 dwelling units will be contained in townhouses. The plan is currently being reviewed by City Staff.

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In developing the Maple GO Secondary Plan, the owner is considering the impact of the Plan on the surrounding area, and allowing surrounding land uses to inform the development of the Plan. Integration of the Maple GO Station parking areas and access points are also being considered. A Traffic Impact Study submitted in support of the application indicated the need to consider the installation of traffic signals at the intersection of McNaughton Road with Troon Avenue to facilitate future traffic flow in the area resulting from the development of the Secondary Plan area and other developments in the immediate area. Staff agree with the recommendation in principle, and suggest on-going monitoring of the McNaughton Road and Troon Avenue intersection to establish the timing of the works. Future signalization of the subject intersection would improve traffic flow movements in the area. The opportunity of advancing the traffic signal installation will be further assessed through the development and is consultation with Metrolinx staff.

U-Turn prohibition could be implemented on McNaughton Road as a first step

To address the immediate traffic safety concerns associated with the increasing number of U-turns movements on McNaughton Road, it is recommended that a 'U-turn' prohibition be implemented on McNaughton Road from the east limit of Maple GO Station existing right-out access to the north limit of Eagle Rock Way as shown on Attachment No. 1.

Staff will continue to monitor the traffic operations along McNaughton Road in the vicinity of Troon Avenue to determine if additional traffic control measures are needed in the short term.

Relationship to Vaughan Vision 2020/Strategic Plan

The recommendations of this report are intended to enhance and ensure community safety, health and wellness through education, design and enforcement. This report is consistent with the priorities previously set by Council.

Regional Implications

Not Applicable

Conclusion

Based on staff's review, it is recommended that a 'U-turn' prohibition be implemented on McNaughton Road from the east limit of Maple GO Station existing right-out egress to Eagle Rock Way. Staff will continue to monitor the traffic operations along McNaughton Road in the vicinity of Troon Avenue to determine if additional traffic control measures are needed.

Attachments

1. Location Map – McNaughton Road U-Turn Prohibition

Report prepared by:

Wai Lam Tang, Senior Traffic Analyst, Ext. 8496
Lisa Lavery, Manager, Traffic Engineering, Ext. 8143
Selma Hubjer, Manager, Transportation Engineering, Ext.8674
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.)

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That the information in accordance with Communication C9 from the Commissioner of Planning, dated May 10, 2013, be received.

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- iv) the open space valleylands shall be dedicated to the City or Toronto and Region Conservation Authority, free of all charges and encumbrances;
- v) the Owner shall pay to the City, a woodlot development charge at the rate of \$1000.00 per residential dwelling unit in accordance with the previous Special Area Woodlot Development Charge By-law and the City's Woodlot Acquisition Front-End Agreement;
- vi) the Owner shall submit the following to the satisfaction of the Vaughan Development/Transportation Engineering Department:
 - 1. a Phase Three Environmental Site Assessment (ESA) report documenting the successful implementation and completion of the approved Remedial Action Plan (RAP);
 - 2. a Record of Site Condition (RSC) acknowledged by an Officer of the Ministry of the Environment, to the satisfaction of the City, including any Environmental Site Assessment (ESA) reports relied upon for the filing of the RSC;
 - 3. a certificate letter prepared by the Owner's Qualified Person following remediation and restoration stating that the Owner covenants and agrees that all the subject lands, including those lands to be conveyed to the City, were remediated in accordance with O. Reg. 153/04 (as amended), are suitable for the intended land use, and meet the applicable Standards set out in the MOE document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended);
- vii) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority;
- viii) the Owner shall satisfy all requirements of the Region of York Transportation Services and Community Planning Department;
- ix) the Owner shall submit a Minor Variance Application to obtain the variances to Zoning By-law 1-88 as amended by Exception 9(1374) and identified in Table 1 of this report, which must be approved by the Vaughan Committee of Adjustment and the Committee's decision shall be final and binding;
- b) that the Site Plan Letter of Undertaking include the following conditions:
 - i) prior to the issuance of a Building Permit:
 - 1. the City shall be provided with written clearance from the Trustee for the Block 39 Plan that the Owner of the subject lands has entered into and signed the Block 39 Cost Sharing Agreement;
 - 2. the Owner shall pay cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, or a fixed unit rate per unit, whichever is greater, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The Owner shall submit an appraisal report prepared by an accredited appraiser for approval by

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3. the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment; and,
4. the Owner shall display a Community Plan on the interior wall of the sales office, comprising information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City, and that no Building Permit shall be issued until such information is approved by the City of Vaughan Development Planning Department:

- plan for the broader area, showing the surrounding land uses, arterials, etc.;
- location of street utilities, entrance features, sidewalks, transit stops;
- the location of parks, open space, trails, community facilities;
- the location of institutional uses, including schools, places of worship, community facilities;
- the location and type of commercial sites;
- colour-coded identification of singles, semis, townhouses and apartment units;
- the following notes in BOLD CAPITAL TYPE on the map:

“For further information, on the proposed and existing land uses, please call or visit the City of Vaughan, Development Planning Department, at 2141 Major Mackenzie Drive, L6A1T1, (905) 832-8585.

“This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers.”

[in such circumstances the Owner is responsible for updating the map and forward it to the City for verification.]; and,

- ii) the Owner shall agree to notify both the Ministry of Tourism and Culture and the City of Vaughan Recreation and Culture Department (Cultural Services Division) immediately in the event that:

1. archaeological resources are found on the property during grading or construction activities, to which the proponent must cease all grading or construction activities; and,
2. human remains are encountered during grading or construction activities, to which the proponent must cease all grading or construction activities. The proponent shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.

3. THAT Council adopt the following resolution with respect to the allocation of water and sewage servicing capacity:

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“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT Site Development File DA.12.098 (1668872 Ontario Inc., c/o Royal Pine Homes) be allocated sewage capacity from the York Sewage Servicing System and water supply from the York Water Supply System for a total of 98 apartment dwelling units.”

Contribution to Sustainability

The application implements the following Goals and Objectives of Green Directions Vaughan:

Goal 1: To significantly reduce our use of natural resources and the amount of waste we generate.

- Objective 1.3: To support enhanced standards of stormwater management at the City and work with others to care for Vaughan's watersheds.
- Objective 1.4: To ensure efficient and appropriate use of potable water in City facilities.

Goal 2: To ensure sustainable development and redevelopment.

- Objective 2.3: To create a City with sustainable built form.

Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact.

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

Goal 6: To ensure a supportive system for the implementation of the Community Sustainability and Environmental Master Plan.

- Objective 6.1: To fully support the implementation of Green Directions at all levels of City operations.

In accordance with the goals and objectives identified above, the Owner has advised that this proposal is being designed to achieve for Leadership in Energy and Environmental Design (LEED) standards by including the following sustainable site and building features in the proposed development:

a) Creating a sustainable site:

- i) reducing pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation;
- ii) providing covered storage facilities for securing bicycles;
- iii) installing electric refueling stations on site; and,
- iv) using roofing materials with high solar reflectance index for a minimum of 75% of the roof surface;

b) Water Efficiency:

- i) reducing potable water consumption for irrigation by at least 50%; and,
- ii) employing water conservation strategies that in aggregate uses at least 35% less water than the baseline (typical) water usage for similar buildings;

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- c) Energy and Atmosphere:
 - i) providing high efficiency heating pump systems; and,
 - ii) providing energy efficient lighting and off-setting at least 35% of the building's electricity use with renewable sources;
- d) Materials and Resources:
 - i) facilitating the reduction of waste generated by building occupants by providing an on-site dedicated area (tri-sorter) for the collection and storage of materials for recycling; and,
 - ii) at least 30% of the building materials and products (by total weight of the materials) will be extracted, processed and manufactured within the region; and,
- e) Indoor Environmental Quality:
 - i) undertaking a Construction Indoor Air Quality (IAQ) Management Plan and building a flush-out (vacuum) will be conducted to mitigate indoor air quality problems resulting from construction and promote the comfort of the construction workers and building occupants; and,
 - ii) all adhesives and sealants, paints, coatings and flooring to comply with no or low emitting materials standards to reduce the quantity of indoor air contaminants that are odourous, irritating and/or harmful to the comfort and well-being of the construction workers and building occupants.

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.12.098 on the subject lands shown on Attachments #1 and #2, to facilitate the development of a residential apartment building (adult life-style/seniors) on 8,803 m² ha as shown on Attachments #3 to #7. The proposed development statistics are as follows:

Site and Building Statistics	
Lot Area For Floor Space Index & Density Calculations	8,803 m ² / 0.88 ha
Lot Frontage	171 m
Lot Coverage	29.7% (3,235.40 m ²)
Building Gross Floor Area (GFA)	15,542.61 m ² (Excludes the Lower Level)
Lower Level GFA	6,788.85 m ²
Landscaped Area / Percentage	5,162.85 m ² / 47.3%
Paved Area / Percentage	2,506.75 m ² / 23%
Building Height	6-storeys / 20 m

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Residential Use Details	
Number of Units	98 (10, 3 bedrooms / 88, 2 bedrooms)
Floor Space Index (FSI)	1.765
Density	111.33 units per hectare
Residential GFA	15,542.61 m ² (Storeys 1 to 6)
Amenity Area	Interior 1,486.63 m ² (Lower Level) Exterior 5,162.85 m ² Total 6,649.48 m ²
Parking Spaces	
Required	Proposed
1.5 Spaces/Apartment Unit (98 units) = 147	147
Plus 0.25 Spaces per visitor = 25	25
Total = 172 (Includes 2 Barrier Free Spaces)	172 (Includes 4 Barrier Free Spaces)

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located on the east side of Pine Valley Drive, south of Major Mackenzie Drive, City of Vaughan. The subject lands have a developable lot area of 0.88 ha, with 171 m of frontage along Pine Valley Drive. The surrounding land uses are shown on Attachment #2.

Official Plan - Land Use Designation/Uses/Density

i) Official Plan Amendments #600 & #728

The subject lands are designated "Medium Density Residential-Commercial" (developable portion), "Valley Lands", "Stream Corridor" and Tableland Woodlots" by in-effect OPA #600, as amended by site-specific OPA #728. The Official Plan permits one residential apartment building with a maximum of 98 residential dwelling units, a maximum net residential density of 115.3 units per hectare, and a maximum Floor Space Index (FSI) of 2.0. In accordance with the Site and Building Statistics Chart above, the proposed development conforms to these provisions of the Official Plan.

OPA #728 permits a maximum building height to 6-storeys (19 m). The proposal, due to addressing various architectural design requirements, provides for a building height of 20 m for the 6-storey portion of the building. The additional building height is considered minor in nature and in keeping with the general intent and purpose of the Official Plan, and will not impact the surrounding land uses. The net lot area for the subject lands was originally identified as 8,500 m² in OPA #728, whereas 8,803 m² is proposed. Inadvertently, the Owner set aside 300m² of the subject lands adjacent to Pine Valley Drive for conveyance to the Region of York (Attachment #4) for road-widening/sidewalk purposes to match the widening that was conveyed in error by the previous owner for the south portion of the site, as confirmed by the Region of York. The Region has confirmed that a road widening along the north portion of the subject lands adjacent to Pine Valley Drive is not required, and that the existing Pine Valley Drive property line meets or exceeds the Regional Official Plan one half right-of-way requirement. There is sufficient lands within the existing Pine Valley Drive right-of-way to accommodate a future road widening and sidewalk. Accordingly, this 300 m² area will instead be utilized for additional landscaping. The overall development is consistent with the general intent of the Official Plan, and a further Public Hearing is not required.

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ii) City of Vaughan Official Plan 2010

The new City of Vaughan Official Plan 2010 (VOP 2010) as adopted by Vaughan Council on September 27, 2010 (as modified on September 27, 2011, March 20, 2012, and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and is pending approval from the Ontario Municipal Board, designates the subject lands “Low-Rise Residential” (developable portion) and “Natural Areas”. The proposed development does not currently conform to VOP 2010. In-effect OPA #728 was approved by the Region of York on July 13, 2012. OPA #728 will be incorporated into VOP 2010, and will accurately reflect the designations, development limits and the site-specific policies identified in approved OPA #728 for the subject lands, once VOP 2010 comes into full force and effect.

Zoning

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(1374). The proposed development as shown on Attachments #3 to #7 does not fully comply with the site-specific zoning exceptions and the conceptual plan used as the basis for the approved Zoning Schedule as shown on Attachment #8, and requires that the following additional site-specific zoning exceptions be approved to implement the site plan:

Table 1: Proposed Zoning Exceptions

	By-law Standard	By-law 1-88, RA2(H) Apartment Residential Zone, Subject to Exception 9(1374) Requirements	Proposed Exceptions to RA2(H) Apartment Residential Zone, Subject to Exception 9(1374)
a)	Location of Loading Areas	No loading and/or unloading is permitted between a building and a street.	Permit loading and/or unloading between a building and a street.
b)	Minimum Landscape Strip Width Abutting Pine Valley Drive	Shall be as shown on Schedule “E-1502” (Attachment #8) and may include ventilation shafts, access to the stairwells for the underground parking area and driveways.	Shall be as shown on Attachment #3 and may include ventilation shafts, access to the stairwells for the underground parking area and driveways.
c)	Permitted Front Yard Encroachment for the Covered Porte-cochere (Covered Roof Projection over the Driveway)	12 m	12.5 m

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d)	Permitted Yard Encroachments and Restrictions (Exterior Stairways)	<p>i) An exterior stairway not exceeding 4 m in height may encroach into the interior yard (south) abutting the OS1 Open Space Conservation Zone.</p> <p>ii) Exterior stairway in rear yard shall not exceed one-storey in height.</p>	<p>iii) An exterior stairway not exceeding 5.5 m in height may encroach into the interior yard (south) abutting the OS1 Open Space Conservation Zone up to a maximum of 2 m.</p> <p>iv) An exterior stairway not exceeding 5.5 m in height may encroach into the rear yard and landscaping strip abutting the OS1 Open Space Conservation Zone, and may encroach into the interior yard (north) up to a maximum of 2 m.</p>
e)	Accessory Uses, Buildings and Structures	<p>A maximum of one (1) gazebo and one (1) recreational bocce court may be permitted in the 5 m wide landscape strip in the rear yard abutting the OS1 Open Space Conservation Zone and a minimum setback of 1 m from the OS1 Open Space Conservation Zone shall be provided.</p>	<p>i) A maximum of one (1) recreational bocce court may be permitted in the 5 m wide landscape strip in the rear yard abutting the OS1 Open Space Conservation Zone and a minimum setback of 1 m from the OS1 Open Space Conservation Zone shall be provided, as shown on Attachment #4.</p> <p>ii) A maximum of two (2) pergolas may be permitted in the 5 m wide landscape strip in the rear yard abutting the OS1 Open Space Conservation Zone with a minimum setback of 0 m from the OS1 Open Space Conservation Zone, as shown on Attachment #4.</p> <p>iii) A maximum of one (1) pergola may be permitted in the 5 m wide landscape strip in the interior yard (south) abutting the OS1 Open Space Conservation Zone and a minimum setback of 1 m from the OS1 Open Space Conservation Zone shall be provided, as shown on Attachment #4.</p>

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f)	Parking Areas for Multiple Dwellings	<p>i) The minimum landscape strip width abutting Pine Valley Drive to screen the outdoor parking area, including any ramp to the underground parking area, shall be as shown on Schedule “E-1502” (Attachment #8).</p> <p>ii) The outdoor parking area, including any underground ramp, shall be located north of the Apartment Building Location as shown on Schedule “E- 1502” (Attachment #8).</p>	<p>i) The minimum landscape strip width abutting Pine Valley Drive to screen the outdoor parking area, including any ramp to the underground parking area, shall be as shown on Attachment #3.</p> <p>ii) The outdoor parking area, including any underground ramp, shall be located north of the Apartment Building Location as shown on Attachment #3.</p>
g)	Maximum Building Height	19 m	20 m

In March 2012, Vaughan Council ratified the February 28, 2012, Committee of the Whole recommendation to approve the related Official Plan and Zoning By-law Amendment Files OP.06.002 and Z.06.005, respectively (1668872 Ontario Inc.). At that time, the Owner had not yet submitted a formal Site Plan application, and therefore, did not have a detailed site plan, grading and urban design/architectural details for the proposed development. As a result, site-specific Zoning By-law 66-2012 (incorporated into By-law 1-88 as Exception 9(1374)) reflects the concept plan provided in support of the Official Plan and Zoning By-law Amendment applications as approved by Council. The proposal as shown on Attachments #3 to #7 has been modified to reflect the detailed site plan, grading and urban design work that is now completed. As a result, further modifications to the site-specific exceptions are required to the front yard (Pine Valley Drive) for the encroachment of the porte-cochere (covered roof projection over the driveway) to 12.5 m instead of 12 m. The detailed grading design results in the exterior stairways requiring a maximum height of 5.5 m from 4 metres, and requires an exception to the Zoning By-law.

The proposed loading area is located between a building and a street (Pine Valley Drive). This area, which will be used only for residential purposes, will be screened by landscaping and is located at the rear of the subject lands as shown on Attachment #4, and closer than the original concept plan location. The Owner has requested an exception to increase the maximum building height from 19 m to 20 m for the 6-storey portion of the building, which will not impact the surrounding land uses or change the overall built form of the building, and is therefore considered to be minor and meets the intent of the Official Plan and Zoning By-law and a further Public Hearing is not required.

Modifications to the ramp to the underground parking area and the at-grade parking area are required in order to provide exterior stairs from the rear yard amenity area to the north interior side yard and front of the building, respectively. This will establish better pedestrian linkages and connections, and enhance the exterior amenity areas with the provision of pergolas for outdoor seating areas to address the Design Review Panel comments of November 29, 2012.

Zoning By-law 66-2012 requires that the landscape strip abutting Pine Valley Drive and the ramp and the stairs to the underground parking be located in the manner shown on Attachment #8. The Owner has redesigned the site plan as shown on Attachment #3, thereby modifying the landscape area, stairs and ramp locations.

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In summary, these modifications to the site-specific exceptions are required due to the detailed design work being finalized after the implementing Zoning By-law was approved by Council. This has resulted in the relocation of some of the uses (i.e. parking area, ramp) on the site. The Owner has also added exterior stairs and pergolas at the rear of the building to enhance the pedestrian connections and amenity areas, respectively. These modifications are considered minor in nature, and maintain the intent of the original development proposal. For the reasons discussed above, the Development Planning Department can support the proposed zoning exceptions. Prior to the execution of the Site Plan Letter of Undertaking, the Owner must submit a Minor Variance Application to the Vaughan Committee of Adjustment for the approval of the variances to Zoning By-law 1-88 noted above, which must be approved by the Committee and their decision shall be final and binding. A condition of approval is included in this respect in the recommendation of this report.

Holding Symbol

The subject lands are zoned with the Holding Symbol “(H)”. The conditions for the removal of the Holding Symbol “(H)” are:

- a) the identification and allocation by Vaughan Council of the water supply and sewage servicing capacity for the subject lands; and,
- b) the approval of a Site Development Application, which includes:
 - i) the transfer of the tableland woodlot, free of all charges and encumbrances, to the City; and,
 - ii) the details pertaining to the monitoring program and Letter of Credit or other financial security for the proposed realigned channel has been submitted and approved to the satisfaction of the City and the Toronto and Region Conservation Authority (TRCA).

The Development/Transportation Engineering Department has provided an allocation resolution included in the recommendation of this report. Prior to the execution of the Site Plan Letter of Undertaking, the Owner shall convey the tableland woodlot to the City, and shall address the conditions pertaining to the monitoring program as noted above, to the satisfaction of the TRCA and the City. These conditions are included in the recommendation of this report. Should Vaughan Council approve the site plan application, these conditions will be satisfied and the Holding Symbol “(H)” can be removed from the subject lands. The Owner has submitted Zoning By-law Amendment File Z.13.010 to remove the Holding Symbol “(H)”, and a recommendation to remove the Holding Symbol is included in the recommendation of this report.

Site Plan Review

The Vaughan Development Planning Department is satisfied with the proposed site plan and building elevations, as shown on Attachments #3, #6 and #7. The landscape plan (Attachment #4) must be revised to reflect the site plan shown on Attachment #3. As mentioned previously, the Region of York has confirmed that a road widening along the Pine Valley Drive frontage is not required, therefore, this area (approximately 300 m²) previously set aside for conveyance to the Region, will be incorporated into the landscape buffer at this location. The final site plan, landscape plan and building elevations must be approved to the satisfaction of the Development Planning Department. The 2.685 ha tableland woodlot zoned OS4 Open Space Woodlot Zone, shown on Attachment #2, shall be dedicated to the City free of all cost and encumbrances, prior to the execution of the Site Plan Letter of Undertaking.

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Prior to the issuance of a Building Permit, the Owner will be required to submit a Community Plan for approval by the Development Planning Department that shows the surrounding land uses and utilities locations, which must be displayed in the sales office for view by prospective purchasers. A condition to this effect is included in the recommendation to this report.

Block 39 Developers Group

The subject lands are located within the Block 39 Plan. The Block 39 Developers Group was responsible for front-end financing and providing, among other matters, the infrastructure for services and roads. Prior to the issuance of a Building Permit, the Owner will be required to enter into an agreement with the Block 39 Developers Group respecting cost sharing. The City shall be provided with written clearance from the Trustee for Block 39 that the Owner of the subject lands has entered into and signed the Block 39 Cost Sharing Agreement. A condition in this respect is included in the recommendation of this report.

Vaughan Development/Transportation Engineering Department

The Development/Transportation Engineering Department has no objections to the proposal and requires that the final site grading, servicing, stormwater management and lighting plans, and supporting reports including the Functional Servicing Report, Traffic Impact Study, Traffic Demand Management and Environmental Noise Assessment, be addressed to their satisfaction.

The Owner submitted a Remedial Action Plan (RAP), which was approved by the Development/Transportation Engineering Department, describing that the contaminated soil will be excavated in order to accommodate the underground parking facility. The Owner is required to submit a Phase Three Environmental Site Assessment (ESA) report documenting the successful implementation and completion of the approved RAP. The Owner is also required to submit the Record of Site Condition (RSC) to the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from the MOE and a signed copy of the RSC by a Qualified Person, and any environmental reports relied upon for the RSC to the satisfaction of the Development/Transportation Engineering Department. The Owner's Qualified Person shall prepare and submit a certificate letter following remediation and restoration stating that the Owner covenants and agrees that all the subject lands, including those lands to be conveyed to the City, were remediated in accordance with O. Reg. 153/04 (as amended), are suitable for the intended land use, and meet the applicable Standards set out in the MOE document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended).

Vaughan Public Works Department - Solid Waste Management

The proposed refuse and recycling methods for this development within the internal building meet the requirements of the City's Waste Collection Design Standards to the satisfaction of the Public Works Department.

Garbage and recycling pick-up and snow removal on the site will be privately administered and the responsibility of the building operator/future residents.

Vaughan Development Finance and Investments Department

The Vaughan Development Finance and Investments Department has advised that the Owner shall pay to the City, a woodlot development charge at the rate of \$1000.00 per residential dwelling unit in accordance with the previous Special Area Woodlot Development Charge By-law and the City's Woodlot Acquisition Front-End Agreement, prior to the execution of the Site Plan Letter of Undertaking.

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Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that for residential high-density development, the Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, or a fixed unit rate per unit, whichever is greater, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". A condition of approval to this effect is included in the recommendation of this report. The Owner shall submit an appraisal report prepared by an accredited appraiser for approval by the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Vaughan Cultural Services Division

The Cultural Services Division has received the Ministry of Citizenship, Culture and Recreation's clearance of archaeological concerns respecting the subject lands. As such, the Cultural Services Division has no objection to the approval of the residential development, subject to the inclusion of the standard archaeological resources conditions in the Site Plan Letter of Undertaking. A condition of approval is included in this respect.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal and has advised that the subject lands are located within a Regulated Area of the Humber River Watershed and partially within the Regional Storm Floodplain adjacent to Rainbow Creek. The TRCA has issued Permits to facilitate the restoration works relating to a stream realignment, fish enhancements and riparian plantings on the subject lands.

The TRCA advises that there are no objections to the proposal subject to their requirements, which include but are not limited to, addressing the grading, stormwater management and restoration landscaping plan; incorporating the monitoring program for the natural channel rehabilitation undertaking into the Site Plan Letter of Undertaking; dedicating the valley and stream corridor and woodlot lands, which includes the buffers, to either the City or TRCA, free of all charges and encumbrances; determining the ultimate ownership of the outfall and trail if the valleylands are conveyed to the TRCA; verifying if the proposed building will be a LEED Certified Building; and entering into an agreement to provide water services to the Kortright Centre for Conservation, to the satisfaction of TRCA.

A condition requiring the dedication of the open space valleyland to either the City or TRCA is included in the recommendation of this report.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

i) Lead and Promote Environmental Sustainability

The Owner will be incorporating the sustainable site and building features identified in this report.

ii) Plan and Manage Growth & Economic Vitality

The proposed development implements the City's current Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010.

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Servicing for the proposed development has been identified in accordance with the annual servicing/allocation report approved by Vaughan Council.

iii) Enhance and Ensure Community Safety/Health and Wellness

The proposed development includes amenity space/walking trails/bicycle storage facilities to enhance the City's existing inventory of public amenity space.

Regional Implications

The Region of York has confirmed that a road widening along the subject lands adjacent to Pine Valley Drive is not required, and that the existing Pine Valley Drive property line meets or exceeds the Regional Official Plan one half right-of-way requirement. The original concept plan proposed approximately 300 m² of the subject lands along Pine Valley Drive to be conveyed to the Region, and shown on the landscape plan as a proposed sidewalk (Attachment #4). This area is no longer required by the Region as sufficient frontage along Pine Valley exists to incorporate a future road-widening and sidewalk requirement. The landscape plan must be amended to relocate the sidewalk within the Regional right-of-way as reflected on the Site Plan (Attachment #3). Any plantings/landscaping within the Regional right-of-way requires Region of York approval.

The final site grading, servicing, stormwater management, and landscaping plans and traffic reports shall also be approved to the satisfaction of the Region of York. The Owner will be required to enter into a Regional Site Plan Agreement.

Conclusion

Site Development File DA.12.098 (1668872 Ontario Inc., c/o Royal Pine Homes) has been reviewed in accordance with the policies of OPA #600, as amended by OPA #728, the requirements of Zoning By-law 1-88, comments from City Departments and external public agencies, and the area context. The Vaughan Development Planning Department is satisfied that the proposed residential development as shown on Attachments #3 to #7 is appropriate and compatible with the existing and permitted uses in the surrounding area, and conforms to the Official Plan. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the recommendations in this report.

The Development Planning Department also recommends the approval of related Zoning By-law Amendment File Z.13.010 to remove the Holding Symbol "(H)" from the subject lands, thereby effectively zoning the developable portion of the property RA2 Apartment Residential Zone.

The Owner must also submit a Minor Variance Application for the approval of the variances identified in this report, which must be approved by 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.

Attachments

1. Context Location Map
2. Location Map and Zoning
3. Site Plan
4. Landscape Plan - Redlined
5. Underground Parking and Amenity Areas
6. North & West Elevations
7. South & East Elevations
8. Schedule "2" to Zoning By-law 66-2012

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Report prepared by:

Judy Jeffers, Planner, ext. 8645

Carmela Marrelli, Senior Planner, ext. 8791

Mauro Peverini, Manager of Development Planning, ext. 8407

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

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Item 21, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 14, 2013, as follows:

By receiving the following Communications:

C14. Ms. Sabrina Niceforo, Kipling Avenue, Vaughan, dated May 13, 2013; and

C18. Director of Development Planning, dated May 14, 2013.

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OFFICIAL PLAN AMENDMENT FILE OP.12.017

ZONING BY-LAW AMENDMENT FILE Z.12.038

DRAFT PLAN OF SUBDIVISION FILE 19T-12V010

KIPCO LANDS DEVELOPMENTS LTD.

WARD 2 - VICINITY OF KIPLING AVENUE AND MEETING HOUSE ROAD

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2013:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.12.017 (Kipco Lands Developments Ltd.) BE APPROVED, to re-designate the subject lands shown on Attachments #2 and #3 from "High Density Residential Neighbourhood", "Mid Density Mixed Use", and Parkettes" as shown on Attachment #6 to "Mid Density Mixed Use" to facilitate the development of 56 townhouse units, 1 detached unit, 1 semi-detached unit, and the preservation of 1 heritage dwelling and 2 contributing heritage dwellings, as shown on Attachment #4.
2. THAT Zoning By-law Amendment File Z.12.038 (Kipco Lands Developments Ltd.) BE APPROVED, specifically to amend Zoning By-law 1-88 to:
 - a) rezone the subject lands shown on Attachments #2 and #3 from R3 Residential Zone to RM2(H) Multiple Residential Zone and R4(H) Residential Zone each with the addition of the Holding Symbol "(H)" and R3 Residential Zone, in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 of this report; and,
 - b) that the Holding Symbol "(H)" shall not be removed from the lands zoned R4(H) Residential Zone and RM2(H) Multiple Residential Zone, as shown on Attachment #4, until Vaughan Council identifies and allocates water supply and sewage servicing capacity to the subject lands.
3. THAT Draft Plan of Subdivision File 19T-12V010 (Kipco Lands Developments Ltd.) as shown on Attachment #5, BE APPROVED, to facilitate a Draft Plan of Subdivision for 4 residential blocks and 1 residential lot, subject to the Conditions of Draft Approval set out in Attachment #1 to this report.
4. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-12V010 include the following condition:

"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,

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prepared by an accredited appraiser for approval by the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment."

Contribution to Sustainability

The applications implement the following Goal and Objective of Green Directions Vaughan:
Goal 4: To create a vibrant community where citizens, businesses and visitors thrive.

Objective 4.1: To foster a City with strong social cohesion, and engaging arts scene, and a clear sense of its culture and heritage.

In accordance with the goal and objective identified above, the Owner has advised that the following, but not limited to, sustainable site and building features will be included in the proposed development:

- i) high efficiency fixtures, fittings and appliances (e.g.: dual flush toilets, low flow shower heads and faucets);
- ii) HVAC equipment that uses no CFC refrigerants;
- iii) to the extent possible, use of building materials and products that are extracted and manufactured within the region;
- iv) low E double glazed windows; and,
- v) high efficiency furnaces, air conditioning units and bathroom fans.

Economic Impact

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

Communications Plan

On November 2, 2012, a Notice of Public Hearing was circulated to all land owners within 150 m of the subject lands, the West Woodbridge Homeowners Association, and to those individuals requesting notification.

At the Public Hearing on November 27, 2012, several residents expressed the following concerns in opposition of the applications:

- i) the parkette should not be removed;
- ii) the proposed dwellings are too high and will result in shadows on the adjacent lands;
- iii) an insufficient number of visitor parking spaces are proposed;
- iv) the two, 100 year old trees located along the north property line (behind 8248 Kipling Avenue) should be maintained;
- v) the existing garage located behind 8248 Kipling Avenue should be maintained; and,
- vi) the proposal will result in increased traffic in the area.

In addition, two letters were received prior to the Public Hearing:

A letter was submitted from a landowner on Powesland Crescent that expressed concerns about the proposed development and the impact it will have on the existing traffic in the area. The landowner strongly opposed this form of development as it changes the character of the neighbourhood.

Another letter was submitted by a representative of the West Woodbridge Homeowners Association, which expressed support for the proposed development stating that it meets the

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intent of the Growth Plan and Provincial Policy Statement and is in keeping with the policies contained in OPA #695 (Kipling Avenue Corridor Plan). The individual also indicated that the Owner has met with the Association to discuss and resolve their concerns.

A letter was also received after the Public Hearing from an individual representing the adjacent landowner to the west (Canuck Properties). The letter indicated that there was an oversight in the Public Hearing report, which should have identified that the Official Plan Amendment Application will also result in the removal of the “High Density Residential Neighbourhood” designation and the deletion of a north/south road identified in OPA #695 on the subject lands, as shown on Attachment #6.

The recommendation of the Committee of the Whole to receive the Public Hearing report of November 27, 2012, was ratified by Vaughan Council on December 11, 2012.

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachments #2 and #3, to facilitate the residential development of 56 freehold townhouse units and 1 detached unit served by a private condominium road and visitor parking, a semi-detached unit, and 1 heritage dwelling and 2 heritage contributing dwellings as shown on Attachment #4:

1. Official Plan Amendment File OP.12.017, specifically to amend in-effect OPA #240 (Woodbridge Community Plan), as amended by OPA #695 (Kipling Avenue Corridor Plan) to redesignate the subject lands from “High Density Residential Neighbourhood”, “Mid Density Mixed Use” and “Parkette” to “Mid Density Mixed Use”.
2. Zoning By-law Amendment File Z.12.038 to amend Zoning By-law 1-88, specifically to rezone the subject lands from R3 Residential Zone to R3 Residential Zone (existing heritage dwelling) and R4(H) Residential Zone (for semi-detached dwelling) and RM2(H) Multiple Residential Zone (for 56 townhouse dwellings and one detached dwelling) each with the addition of the Holding Symbol “(H)” in the manner shown on Attachment #4, together with the site-specific exceptions to Zoning By-law 1-88 as identified in Table 1 of this report.
3. Draft Plan of Subdivision File 19T-12V010 to facilitate a plan of subdivision consisting of 4 residential blocks and 1 residential lot as shown on Attachment #5, to facilitate the future development of the subject lands with the following:

Block 2 – Townhouse and one detached unit	- 57 units (freehold)	1.0175 ha
Block 3 - 1 semi-detached and 2 detached units	- 4 units	0.1059 ha
Block 4 - Road widening/Sight Triangle		0.0310 ha
Block 5 - 0.3 m Reserve		0.0002 ha
<u>Lot 1 – Freehold Detached Dwelling Unit (existing) - 1 unit</u>		<u>0.0560 ha</u>
Total	62 units	1.2106 ha

Background - Analysis and Options

The subject lands shown on Attachments #2 and #3 are located on the west side of Kipling Avenue, south of Gordon Drive, and east of the Canadian Pacific Railway line, and are comprised of the properties municipally known as 8222, 8228, 8234, 8238, 8246 and 8248 Kipling Avenue, in the City of Vaughan.

The 1.2106 ha property represents an assembly of 6 residential lots with a combined frontage of 99 m on Kipling Avenue. The lands are currently developed with residential dwellings and several detached garages and storage buildings. Two of the existing residential dwellings (8228 and 8236 Kipling Avenue) are located on Block 3, and 8248 Kipling Avenue is located on Lot 1,

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as shown on Attachment #5. 8228 Kipling Avenue is a heritage dwelling registered under the Ontario Heritage Act, and 8236 and 8248 Kipling Avenue are considered to be heritage contributing dwellings.

Land Use Policies/Planning Considerations

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

Provincial Policy Statement 2005 (PPS)

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

Policy 1.1.1 states (in part) that healthy, liveable and safe communities are sustained by:

- i) promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term;
- ii) accommodating an appropriate range of housing mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;
- iii) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- iv) avoiding development and land use patterns which would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,
- v) promoting cost effective development standards to minimize land consumption and servicing costs.

The PPS promotes a full range of housing types and densities to meet projected demographic and market requirements of current and future residents, by ensuring all forms of residential intensification in parts of built-up areas have sufficient infrastructure to create a potential supply of new housing units. The PPS is supportive of intensification that is planned and coordinated within built-up areas that have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The Development Planning Department is satisfied that the applications will facilitate the reuse and development of an underutilized parcel of land that meets the intent of the PPS with respect to efficient use of land and infrastructure, and providing a range of housing types on lands that are environmentally safe and will not compromise public safety.

Provincial Growth Plan-Places to Grow

The Province's Places to Grow Plan sets out a framework to provide overall leadership and guidance to municipalities as they plan for growth in their communities. The plan sets out policy on a wide range of issues including, managing growth, general intensification, infrastructure planning, among other policies. The plan states that intensification makes more efficient use of land by accommodating growth within existing urban areas and that intensification is the key to revitalizing city centres and making them more people focused and liveable. The inherent goal of the Growth Plan is to manage growth by directing and focusing it to a hierarchy of intensification

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areas including urban growth centres, major transit stations, intensification corridors and local corridors. The proposed development conforms to the Provincial Growth Plan as it proposes development in an area designated for higher density development by the City's Official Plan.

Regional Official Plan (YROP)

The Region of York Official Plan (YROP) designates the subject lands as "Urban Area", which permits a wide range of residential, commercial, industrial and institutional uses. The objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The proposed development is consistent with the policies of the Regional Official Plan.

In-effect City OPA #240 (Woodbridge Community Plan), as amended by OPA #695 (Kipling Avenue Corridor Plan)

The subject lands are designated "High Density Residential Neighbourhood", "Mid Density Mixed Use" and "Parkettes" by in-effect OPA #240 (Woodbridge Community Plan) as amended by OPA #695 (Kipling Avenue Corridor Plan), as shown on Attachment #6. The "Mid Density Mixed Use" designation permits street townhouse dwelling units with a maximum lot coverage of 50%, a maximum Floor Space Index (FSI) of 1.0, a minimum/maximum building height of 2 and 3 storeys, respectively, and a minimum building setback of 3.5 m. The "High Density Residential Neighbourhood" designation also permits townhouse units and provides for maximum/minimum building height of 6 storeys and 2 storeys, respectively, a minimum lot coverage of 80%, a maximum density of 2.5 FSI and a minimum building setback of 3.0 m. The "Parkettes" designation permits parks, playground and open space uses.

The Owner is proposing to amend in-effect OPA #240 (Woodbridge Community Plan) as amended by OPA #695 (Kipling Avenue Corridor Plan) to redesignate the subject lands from "High Density Residential Neighbourhood", "Mid Density Mixed Use" and "Parkettes" to "Mid Density Mixed Use" to permit freehold townhouse, semi-detached, and detached dwelling units, as shown on Attachment #4. The amendment would also have the effect of removing the "Parkettes" and "High Density Residential Neighbourhood" designations and a north/south road as identified in OPA #695 (Attachment #6) from the property.

a) Townhouse Dwellings

The "High Density Residential Neighbourhood" and "Mid Density Mixed Use" designation on the subject lands, would permit apartments (maximum 6 storeys), detached, semi-detached, street townhouse, and live-work units (maximum of 3 storeys). The applicant is proposing to re-designate the entirety of the subject lands to "Mid Density Mixed Use", thereby restricting the built form to townhouse, detached and semi-detached units on the site with a maximum building height of 3 storeys. The Development Planning Department supports the redesignation of the subject lands as the proposed townhouse, semi-detached and detached dwellings represent a built form that is compatible with the existing area, and the proposed development introduces a mix of housing types into the area and preserves an existing heritage dwelling and two heritage contributing structures, which maintains the character of the area.

b) Parkette

The Owner is proposing to delete the "Parkete" designation from the subject lands, and to retain a heritage dwelling (8228 Kipling) and two heritage contributing dwellings (8236 and 8248 Kipling) to preserve the heritage character of the area. Two of these dwellings (8228 and 8236 Kipling Avenue) are located on the "Parkette" designation. 8228 Kipling Avenue is registered under the Ontario Heritage Act, as it reflects Edwardian Classicism architecture. Kipling Avenue has the highest concentration of heritage resouces within the corridor, and therefore, the preservation of

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existing heritage structures is important to retain the built heritage of the area. The Vaughan Cultural Services Division commends the applicant for the incorporation and preservation of these homes, including 8228 Kipling Avenue into the proposed development, as shown on Attachment #7.

The Vaughan Parks Development Department has reviewed the applications and have no objections to the proposal, including the removal of the parkette. The proposed private amenity space/tot lot will provide outdoor common space for the future residents of this development. Cash-in-lieu of parkland will be required in accordance with the City's current cash-in-lieu policy.

c) Deletion of the North/South Road

OPA #695 identifies a north/south road entirely on the subject lands as shown on Attachment #6. The road is intended to provide access to the subject lands from an internal future public road (under private ownership) in order to encourage comprehensive development with adjacent lands to the west.

The Owner is proposing to delete this road as part of the proposed development. The north/south road would be located entirely on the subject lands as identified in OPA #695, and bisect the property into two unequal parts and utilize developable land area. The Development Planning Department can support the deletion of the road since the lands to the west (Canuck Properties) will maintain frontage on the current private driveway extending west from Kipling Avenue, south of the subject lands. The road was also intended to provide the subject lands with alternate access thereby limiting the number of driveways on Kipling Avenue. However, given that three dwellings are being preserved with existing driveways onto Kipling Avenue, the proposed road would not serve this intended purpose. The Vaughan Development/Transportation Engineering Department has also advised that they have no objection to the deletion of this road.

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

The subject lands are designated 'Low Rise Mixed Use', "Mid-Rise Residential" and "Parkettes" 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, March 23, 2012, and April 17, 2012) as further modified and endorsed by the Region of York Council on June 28, 2012, and is pending approval from the Ontario Municipal Board. The policies of OPA #695 were incorporated into Volume 2 of VOP 2010 (Section 11.5) as an area specific amendment, and therefore, would require the same amendments as the in-effect Official Plan to implement the proposed development. The proposal does not conform to VOP 2010. Should Council approve the site-specific Official Plan Amendment application, a modification to Volume 2 of VOP 2010 will be necessary to include the site-specific amendments to recognize the development approvals granted.

Zoning

The subject lands are zoned R3 Residential Zone by Zoning By-law 1-88 as shown on Attachment #3, which does not permit the proposed mid-rise residential development. A Zoning By-law Amendment is required to rezone the subject lands to R3 Residential Zone (detached dwellings), and R4(H) Residential Zone (semi-detached dwellings) and RM2(H) Multiple Residential Zone (townhouse dwellings) each with the addition of the Holding Symbol "(H)" in the manner shown on Attachment #4, together with the following site-specific zoning exceptions:

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Table 1

	By-law Standard	By-law 1-88, RM2 Multiple Residential Zone Requirements	Proposed Exceptions to RM2 Multiple Residential Zone (Block 2 on Attachment #5)
a.	Permitted Uses	<ul style="list-style-type: none"> ▪ Block Townhouse Dwelling ▪ Apartment Dwellings ▪ Multiple Family Dwellings 	Permit 56, 3-storey freehold Townhouse Dwelling Units and one detached dwelling unit on a Private (Common Element) Condominium Road
b.	Minimum Front Yard	i) 4.5 m, provided the minimum setback to a garage facing a lot line is 6.4 m ii) 4.5 m (detached unit)	i) 4.0 m, provided the minimum setback to a garage facing a lot line is 6.0 m ii) 2 m to the detached unit and 1 m to the sight triangle
c.	Minimum Rear Yard Setback	4.5 m	1.45 m (Block 1)
d.	Minimum Interior Side Yard Setback (Blocks 2,3,7,8 east lot line) and(Block 9 west lot line abutting amenity space)	1.5 m	1.25 m
e.	Minimum Lot Area Per Unit	230 m ² /unit	110 m ² /unit
f.	Minimum Visitor Parking Requirement	86 visitor spaces @ 0.25 visitor spaces/unit = 15 spaces	14 visitor parking spaces
g.	Minimum Parking Space Size	2.7 m x 6.0m	2.7 m x 5.8 m
h.	Minimum Landscape Strip Width Around the Periphery of an Outdoor Parking Area	3.0 m	1.2 m

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	By-law Standard	By-law 1-88, RM2 Multiple Residential Zone Requirements	Proposed Exceptions to RM2 Multiple Residential Zone (Block 2 on Attachment #5)
i.	Definition of a 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, RSO 1983 would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for building permit shall be deemed to be a parcel of land and a reserve shall not form part of the street.	For the purpose of zoning compliance, the subject lands shall be deemed to be one lot, regardless of the number buildings constructed on the lot by plan of condominium, part lot control, consent, and any easements or restrictions.
j.	Accessory Uses Buildings and Structures	Accessory buildings for the individual lots shall be located in the rear yard	For the purpose of the freehold townhouse units, the rear yard shall be based on the individual freehold lot
	By-law Standard	By-law 1-88, R3 Residential Zone Requirements	Proposed Exceptions to the R3 Residential Zone Lot 1 and Block 3 – Existing Detached Dwellings as shown on Attachment #5
a.	Minimum Front Yard Setback	11 m	0 m to steps/porch and 2.0 m to dwelling (existing dwellings 8238, 8228 and 8248 Kipling Avenue)
b.	Minimum Exterior Side Yard To the Dwelling	4.5 m	8248 Kipling Avenue 1.0 m 8238 Kipling Avenue 2.0 m 8228 Kipling Avenue - 2.0 m

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	By-law Standard	By-law 1-88, R3 Residential Zone Requirements	Proposed Exceptions to the R3 Residential Zone (Lot 1 and Block 3 – Existing Detached Dwellings as shown on Attachment #5)
c.	Minimum Rear Yard Setback (Dwelling)	7.5 m	4.5 m (8228 Kipling Avenue) 5.0m (8248 Kipling Avenue) 0 m to deck (8248 Kipling Avenue) 1 m to deck/patio (8238 Kipling Avenue)
d.	Minimum Rear Yard (Garage)	7.5 m	8228 and 8238 Kipling Avenue = 0.5 m
e.	Minimum Distance Between A Detached Garage in the Rear Yard and the Nearest Wall of the Dwelling	6.0 m	4.5 m (8238 Kipling Avenue) 1.0 m (8228 Kipling Avenue)
f.	Minimum Parking Required	3 spaces for lots greater than 11 m and 2 spaces for lots 11 m or less	2.0 spaces for a residential lot with a frontage greater than 11 m (8228, 8238 and 8248 Kipling Avenue)
g.	Minimum Interior Side Yard to Garage	1.2 m	0.0m for garages (8238 and 8228 Kipling Avenue)
h.	Minimum Lot Area per unit	360 m ² /unit	325 m ² /unit
	By-law Standard	By-law 1-88, R4 Residential Zone Requirements	Proposed Exceptions to the R4 Residential Zone (Block 3 – Semi-Detached unit as shown on Attachment #5)
a.	Minimum Lot Area Per Unit	270 m ² /unit	250 m ² /semi-detached unit
b.	Minimum Rear Yard	7.5 m	5.0 m (dwelling) and 0.35 m (garage)

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c.	Minimum Distance Between a Detached Garage in the Rear Yard and the Nearest Wall of the Dwelling	6.0 m	1.1 m
d.	Minimum Parking Requirement	3 spaces for lots greater than 11 m and 2 spaces for lots 11 m or less	2.0 spaces for a residential lot with a frontage greater than 11 m
e.	Minimum Interior Side Yard (Garage)	1.2 m	0.0 m
f.	Minimum Front Yard Setback	4.5 m	1.5 m to porch and 3m to dwelling

The proposed zoning exceptions would facilitate a development that is compatible with the existing and planned residential built form in the area. The reduction to the minimum setback from a garage from 6.4 m to 6.0 m, the reduced landscape strip around the outdoor parking area from 3 m to 1.2 m, the reduction of 1 visitor parking space from 15 spaces to 14 spaces and the minimum lot area per unit from 230 m² to 110 m² for the townhouse development are considered minor in nature, and consistent with other approvals in the area, and will not adversely impact the development of adjacent properties. The reduction in the minimum lot area per unit for both the detached and semi detached units applies to interior lots and for the existing heritage structures. The reduced lot area is similar to other condominium townhouse developments in the area and other parts of the City. The remainder of the zoning exceptions including setbacks and parking reductions relate to the R3 and R4 zoned lands and the preservation of the existing and contributing heritage dwellings. Exceptions respecting the definition of a lot and location of the accessory structures will facilitate future development of the site as a common element condominium.

The Development Planning Department can support the proposed rezoning of the property and the required site-specific exceptions to By-law 1-88, in order to implement the proposed development.

Subdivision Design

The proposed development is intended to function as a common element condominium block, and through the Draft Plan of Subdivision, the Owner is proposing to create 4 residential blocks and 1 residential lot under a Registered Plan of Subdivision (Attachment #5). The registered plan will facilitate a future Part Lot Control application for the creation of a development block comprised of 56 freehold townhouse units and 1 detached dwelling, and amenity and visitor parking areas served by a private common element condominium road. A Lot and 3 Blocks will also be created to facilitate the semi-detached unit, the heritage dwelling, and the two heritage contributing dwellings. The Development Planning Department has no objection on the design of the Draft Plan of Subdivision as shown on Attachment #5, subject to the conditions of draft approval shown on Attachment #1.

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Proposed Site Plan

The proposed site plan shown on Attachment #4 includes 2 access points from Kipling Avenue into the site to serve the townhouse units and one detached dwelling located at the southeast corner of the property, which is required to obtain driveway access from the private internal road rather than from Kipling Avenue for traffic safety reasons. One heritage dwelling, two heritage contributing dwellings, and a semi-detached unit, each with private driveway access from Kipling Avenue, are also proposed.

The subject lands are bounded by an existing Industrial use to the west and south (Woodbridge Foam), and by low rise residential detached dwellings to the north and east. The site plan includes 9 residential townhouse blocks served by a private internal road with access to Kipling Avenue. A total of 56 townhouse units are proposed utilizing a traditional design with rear yard amenity areas. The visitor parking area is organized within the interior of the site abutting the industrial lands to the west and not visible from Kipling Avenue.

At the Public Hearing, certain residents indicated that the developer should save two significant trees and a garage located behind 8248 Kipling Avenue. Townhouse Block 2 has been sited in a manner that would require the removal of two significant trees and the garage. The residents at the Public Hearing indicated that these trees were over 100 years old and in good condition and should therefore be saved. The applicant provided an Arborist report prepared by a certified Arborist to assess the condition of the two trees (Silver Maple and English Walnut trees) to determine whether the preservation of these trees is warranted. The report concluded that both the Silver Maple tree and an English Walnut tree were in poor condition and that preservation is not warranted. City Staff has reviewed the report and concur with this recommendation.

The Development Planning Department is satisfied with the proposed site plan design, but will continue to work with the applicant to perfect the plan through the Site Plan Approval process.

a) Building Elevations

The Owner is proposing typical 3-storey townhouse designs for the 9 residential blocks, each with a different architectural treatment as shown on Attachment #8. The townhouse units are proposed to be constructed using brick as the main building façade with a corresponding colour scheme for each model. The building elevations have been reviewed by the Cultural Services Division and the Development Planning Department and are generally acceptable. However, a detailed review of the proposed townhouse building elevations will be undertaken through the Site Plan Approval process.

b) Urban Design Comments

The applicant will be required to provide outdoor furniture, such as seating, bicycle rings and a waste and recycling bin for the proposed amenity area. The applicant should also preserve as much existing vegetation as possible, specifically larger caliper trees. No trees on neighbouring properties should be removed. The applicant is also advised to enhance the architectural quality of the side and rear elevations to the level of the front façade in terms of materials and articulation.

Vaughan Development/Transportation Engineering Department

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

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i) Servicing Capacity Allocation

In accordance with the City's Servicing Capacity Distribution Protocol, which was adopted by Vaughan Council on June 26, 2012, servicing allocation capacity for the proposed development has not been reserved nor assigned potential future capacity at this time. Therefore, servicing allocation capacity is currently not available to support the proposed development. The City intends to undertake an annual review of the status of the available and unused servicing capacity affecting the Distribution Protocol. The availability of servicing allocation capacity for this application may be revisited at this time based on the status of the subject development applications.

ii) Storm Water Management

The Functional Servicing Report (FSR) submitted by the applicant dated August 2012, as prepared by C.F. Crozier and Associates Inc., indicates that the proposed development will be connected to an existing 375 mm diameter storm sewer on Kipling Avenue via a new storm sewer. A 1200 mm diameter concrete storm sewer is proposed to service the development via a connection at the south leg of the proposed driveway/access to the existing storm sewer. The storm sewer will provide storage and will release flows based on pre-development flows via an orifice tube. Stormwater quality will be treated on-site with an oil-grit separator located prior to the control manhole. The internal storm drainage system for the site will consist of private underground storm water sewers. All site drainage shall be self-contained and all drainage controlled.

iii) Sanitary Servicing

According to the FSR, the proposed development will connect to the existing 200 mm diameter sanitary sewer on Kipling Avenue via a new sanitary manhole. A 200 mm diameter PVC sanitary sewer is proposed to service the development via a connection at the south leg of the proposed driveway/access to the existing sanitary sewer. In order to provide gravity flow from the development, approximately 21 metres of new pipe is proposed to replace an existing sanitary sewer at a lower elevation, within the Kipling Avenue right-of-way, from the new manhole running south to an existing manhole on the north side of the future Rainbow Creek Drive. The internal sanitary drainage system for the site will consist of private underground sanitary sewers.

The sanitary servicing scheme will be analyzed in detail as per the City's city-wide servicing master plan updates, and the FSR revised accordingly.

iv) Road Network

Access to the units will be from a proposed common element condominium driveway with two full movement accesses to Kipling Avenue.

Kipling Avenue could be classified as a Minor Collector Road and as per City Standards, a 5 m x 5 m daylight triangle is required at the intersection of a Local Road with a Minor Collector Road. In accordance with OPA #695, a future right-of-way of 26 m for Kipling Avenue is required with wider boulevards on both sides supporting a 5 m x 5 m daylight triangle.

v) Water Servicing

The proposed development is part of Pressure District 4. The existing watermain system consists of a piped municipal system with a 150 mm diameter watermain on the east side of Kipling Avenue. The FSR proposes a 150 mm diameter PVC watermain to service the development and connect to the municipal system at the south leg of the proposed driveway/access. The developer shall provide a secondary connection in order to loop the system at the north leg. The Public Works Department will be conducting a verification of the watermain on Kipling Avenue.

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vi) Environmental

A Phase 1 Environmental Evaluation (March 1, 2013), and a “Geotechnical Investigation”, (February 25, 2013), as prepared by Bruce A. Brown Associates Limited, for the proposed residential redevelopment were reviewed and found to be acceptable by the Development/Transportation Engineering Department. No further environmental requirements are noted at this time.

vii) Environmental Noise Impact

The Owner has provided a preliminary Environmental Noise Assessment and a Railway Vibration Analysis both dated September 27, 2012, prepared by Valcoustics Canada Ltd. that identify noise sources that will impact the development as railway noise from the CP railway and roadway noise from Kipling Avenue. The reports provide recommendations that include typical measures to develop the proposed units and mitigate the noise sources such as acoustic barriers, air conditioning, warning clauses and upgraded building components and foundations.

The applicant is required to submit final noise and railway vibration reports for review and approval by the City as part of the detailed engineering submission when grading design is typically established. The City requires all dwelling units that abut or face a railway and/or arterial roads such as Kipling Avenue shall be constructed with mandatory central air-conditioning. All required acoustic barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3m road reserve.

viii) Lot Grading (Topography)

The proposed grading of the site and lot grading shall satisfy the City's current lot grading criteria.

ix) Street Lighting

The street-lighting design shall meet the City criteria.

x) Municipal Servicing Agreement

An agreement is required for the provision of the municipal services.

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the conceptual site plan and Draft Plan of Subdivision shown as Attachments #4 and #5, respectively, and is supportive of the proposed residential development.

Vaughan Real Estate Division

The Vaughan Legal Services Department, 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 Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. A recommendation to this effect is provided in the report.

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Vaughan Cultural Services Division/Heritage Vaughan Committee

The Vaughan Cultural Services Division has no objection to the applications, subject to the inclusion of the standard archaeological resources conditions requiring notification should archaeological resources and/or human remains be found on the property during grading or construction activities, and the Owner ceasing all grading or construction activities.

The applicant has submitted a Cultural Heritage Impact Assessment report prepared by Landplan Collaborative Ltd. which includes a review of the condition of the garages on Kipling Avenue, including the garage behind 8248 Kipling Avenue. The condition of the garages was reviewed by staff and included in a report to Heritage Vaughan at their meeting of March 20, 2013, at which time Heritage Vaughan approved the elevation drawings for the development and had no objection to the demolition of the garage structures, subject to a number of conditions including requiring the submission of final detailed architectural drawings for Cultural Services Division review and approval of the new semi-detached and detached dwelling units, that the applicant work with staff to finalize the design of the proposed garages and gable ends, and that material samples be submitted for Cultural Services Division approval. Many of the conditions outlined in Heritage Vaughan's recommendations can be addressed at the Site Plan approval stage.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has reviewed the applications and have indicated that the subject property is located within the Humber River watershed but does not appear to contain any natural features regulated under Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation). A Permit is not required from the TRCA for the proposed works. TRCA Staff have no objections to the applications subject to their Conditions of Subdivision Approval in Attachment #1.

Enbridge Gas Distribution

Enbridge Gas Distribution has reviewed the proposal and has no objections to the applications. Enbridge advises that at this time, there is not a commitment by Enbridge Gas Distribution to service this site, or to service this site by a given date or that there will be costs for servicing this site. The Owner is to contact the Enbridge Customer Connection Department at their earliest convenience to discuss the installation and clearance requirements for service and metering facilities. This requirement is included in the conditions of approval in Attachment #1.

Canada Post

Canada Post has no objections to the proposal subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post, which are subject to the Conditions of Approval in Attachment #1.

School Boards

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

Canadian Pacific Railway Company (CP Railway)

CP Rail has reviewed the applications and have no objections subject to the Conditions of Subdivision Approval included in Attachment #1.

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Relationship to Vaughan Vision 2020

This report is consistent with the following priorities set forth in Vaughan Vision 2020/Strategic Plan:

Preserve Our Heritage and Support Diversity, Arts and Culture

The Owner is proposing to maintain one heritage dwelling (8228 Kipling Avenue) and two heritage contributing structures (8236 and 8248 Kipling Avenue) in the Kipling Heritage Conservation District.

Enhance and Ensure Community Safety/Health and Wellness

The proposed development is designed using Crime Prevention Through Environmental Design (CPTED) method. CPTED is based on the proper design and effective use of the built environment, leading to a reduction in the incidence of crime as well as an improvement in quality of life.

Plan and Manage Growth & Economic Vitality

The proposed development supports the City's current Official Plan and the Growth Management Strategy as set out in Vaughan Official Plan 2010.

Regional Implications

In a letter dated November 23, 2012, the Region of York Transportation and Community Planning Department indicated that the Official Plan Amendment application is exempt from approval by Regional Planning Committee and Council. This allows the Amendment to come into effect following its adoption by the City of Vaughan and the expiration of the required appeal period, if approved by Vaughan.

The Region of York has no objection to the approval of the Draft Plan of Subdivision application, subject to their conditions of approval included in Attachment #1.

Conclusion

The Vaughan Development Planning Department has reviewed the Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision applications in accordance with the applicable Provincial policies, Regional and City Official Plan policies, Zoning By-law 1-88, comments from City Departments and external public agencies, and the area context. The applications will facilitate a residential development comprised of 56 freehold townhouse units and 1 detached dwelling unit on a private common element condominium road, a semi-detached unit and the maintenance of one heritage dwelling and two heritage contributing dwellings on the subject lands that is compatible with the surrounding existing and planned land uses.

On this basis, the Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision applications, subject to the conditions of approval set out in the recommendation of this report.

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Attachments

1. Conditions of Draft Approval
2. Context Location Map
3. Location Map
4. Proposed Site Plan and Zoning
5. Draft Plan of Subdivision File 19T-12V010
6. Schedule 3.0 (Land Use) to OPA #695
7. Kipling Streetscape
8. Proposed Typical Elevations

Report prepared by:

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

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Item 22, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

22

MEASURING SUSTAINABILITY PERFORMANCE OF NEW DEVELOPMENT IN BRAMPTON, RICHMOND HILL AND VAUGHAN DRAFT COMPREHENSIVE REPORT FILE 22.24.1

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2013:

Recommendation

The Commissioner of Planning, in consultation with the Commissioner of Engineering and Public Works and the Commissioner of Strategic and Corporate Services, recommends that staff **be directed** to prepare a report to Council on recommendations for a phased approach to implement sustainability guidelines and metrics in the development review process.

Contribution to Sustainability

The project, Measuring Sustainability Performance of New Development in Brampton, Richmond Hill and Vaughan, implements priorities previously set by Council in *Green Directions Vaughan*, the City's Community Sustainability and Environmental Master Plan. Specifically, Objective 2.3 speaks to creating a city with sustainable built form. Action Item 2.3.1 refers to developing criteria to measure the sustainability performance of development, specifically to develop "sustainable development evaluation criteria" with a focus on ecological and social aspects of sustainability. Integrating sustainability guidelines and metrics in the development review process for each development application is an important tool to achieve sustainable communities.

Economic Impact

The City has partnered with the City of Brampton and the Town of Richmond Hill in undertaking this study. The total cost to the City of Vaughan (approved in the 2011 Budget) for the study under the funding arrangement with the municipal partners is \$22,500 (net) of the total project cost of \$180,000. A grant agreement was signed by the City of Brampton with the Federation of Canadian Municipalities (FCM) in January 2011 to reimburse the municipal partners up to \$85,000 from the Green Municipal Fund.

It should be noted that the financial consideration for this initiative has not been fully determined. A report will be provided at a later date outlining implementation actions, recommendations and resource requirements for consideration. The timing of this report is planned to coincide with Council Budget discussions later this year. However, at this stage it is anticipated there may be potential resourcing challenges associated with the following:

- Administering and monitoring the process;
- Resourcing incentives to encourage sustainable development;
- City service level implications and resourcing requirements;
- Generally communicating the transition.

Communications Plan

The communications plan for the project, Measuring Sustainability Performance of New Development, includes consultation as part of the development of the sustainability guidelines and metrics as well as outreach for the purposes of knowledge transfer. Consultation has included two workshops held in Vaughan for staff of the three partner municipalities. Two forums have been held for the development community, one in Brampton and one in Vaughan.

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Outreach as part of the knowledge transfer process will continue into the future once the project has been approved by the respective Councils. The partners will seek to present the results of the project at various venues, such as the annual symposium of the Ontario Professional Planners Institute, the annual conference of the Canadian Institute of Planners, the annual conference of the Federation of Canadian Municipalities, the Municipal Leaders Forum (an initiative of the Greater Toronto Chapter of the Canada Green Building Council), and where other opportunities arise.

The consulting team's Draft Comprehensive Report will be made available on the Policy Planning Projects and Studies web site under the project title, Measuring Sustainability Performance of New Development in Brampton, Richmond Hill and Vaughan (https://www.vaughan.ca/projects/policy_planning_projects/Pages/default.aspx).

Purpose

The project, Measuring Sustainability Performance of New Development, was the subject of a staff report and presentation to the Priorities and Key Initiatives Committee of Council on March 18, 2013. The presentation by representatives of the consulting team (Dan Lemming), York Region Public Health (Dr. Kurji) and Peel Public Health (Gayle Bursey) emphasized the broader linkages between public health and sustainable communities. The incorporation of sustainability guidelines and metrics into the development review process, to improve the sustainability performance of communities, is an important means of delivering the City's sustainability agenda and is aligned with objectives of other government agencies.

Having established the broader context and importance of the project in a previous report to Council, the purpose of this report is to present the draft Sustainability Metrics and accompanying consultants' report for public comment. This report demonstrates the range of policy support in *Green Directions Vaughan*, the VOP 2010, and other City master plans and studies for implementing the sustainability metrics in the development review process.

Following the public comment period, a Final Comprehensive Report will be brought to Council, which will focus on recommendations for a phased implementation approach of the sustainability guidelines and sustainability metrics in the development review process. A range of implementation issues identified in this report will be more fully considered in the future report to Council. Issues identified in the meeting of the Priorities and Key Initiatives Committee of Council on March 18, 2013 will also be addressed in the future staff report, such as:

- City capacity and resources to evaluate the required data;
- Integration of City resources so as not to operate in "silos";
- Consideration of product marketability in the implementation approach, such as in regard to neighbourhood retail options; and
- The need to clearly communicate the approach to the public and other stakeholders.

Background - Analysis and Options

History of the Project

Previous reports were brought to the Environment Committee of Council in 2009 and 2010 to update Council on the process to establish the project to identify a green development checklist. It evolved into collaboration with municipal partners, the City of Brampton and Town of Richmond Hill, and environmental partners (TRCA and Clean Air Partnership). A Memorandum of Understanding was signed by the municipal collaborators in January 2011 following confirmation of matching funds of \$85,000 from the Green Municipal Fund of the Federation of Canadian Municipalities.

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Phase 1 of the project was led by the City of Brampton and began in 2011 with a focus on developing the sustainability guidelines. Phase 2 is being led by the City of Vaughan and has a focus on identifying and testing sustainability metrics within the framework of the guidelines developed in Phase 1. A report and presentation to the Priorities and Key Initiatives Committee of Council was provided on March 18, 2013 with a focus on illustrating the links between public health and sustainable communities. Following the public comment period on the Draft Comprehensive Report attached to this report, a Final Comprehensive Report will be brought to Council, which will focus on implementing the findings of the project.

Economic Benefits

A wide range of studies document the economic benefits of green building and sustainable communities that accrue within a 5 to 20 year time period. The main economic benefits often cited include:

- Energy and water use reductions resulting in costs savings to building owners, often with a payback within 5 years;
- Energy and water use reductions providing a cost savings to governments by deferring or eliminating the need for infrastructure upgrades and expansions;
- Increased property values resulting from lower vacancy rates as consumers seek the benefits of multi-year cost savings;
- Improved employee attendance and productivity for commercial developments, as a result of better indoor temperatures, ventilation and attention to natural light;
- Creating opportunities to expand the green economy with respect to products and services; and
- As noted in the discussion at the meeting of the Priorities and Key Initiatives Committee of Council on March 18, 2013, addressing trends in chronic diseases for even a small percentage of the population will have a dramatic savings in health care costs.

Provincial Policy

There is an underlying policy framework that supports the development and application of sustainability metrics. Bill 51, the Planning and Conservation Land Statue Amendment Act, added the following as a matter of provincial interest in Section 2 of the Planning Act: “the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians”.

Section 41 of the Planning Act was amended by Bill 51 to provide new powers related to obtaining sustainable design features for buildings through site plan control. In particular, paragraph 2 of subsection 41 (4) of the Act was amended by adding the following to the list of plans and drawings which the municipality may approve as a condition of development:

- “(d) matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design, if an official plan and a by-law passed under subsection (2) that both contain provisions relating to such matters are in effect in the municipality;
- (e) the sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities, if an official plan and a by-law passed under subsection (2) are in effect in the municipality; and
- (f) facilities designed to have regard for accessibility for persons with disabilities.”

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York Region Official Plan

The York Regional Official Plan (ROP 2010), approved by the Minister of Municipal Affairs and Housing on September 7, 2010, is the upper tier planning document that provides the framework for achieving the Region's vision to 2031. The ROP 2010 was subject to over 50 appeals and is now in the hands of the Ontario Municipal Board. The Regional Official Plan has received partial approval and the majority of the document is now in effect. Those portions of the Plan still under appeal, largely policies related to employment and retail uses, will be addressed through an OMB hearing which will take place this year. There are a number of new sustainability policies within the York ROP 2010 that staff will need to take into account as part of City studies and review of development applications.

Relevant VOP 2010 Policies

Section 9.1.3 of the VOP 2010 directs the City to establish "Green Development Standards" relating to a range of sustainability items. Until such time as Green Development Standards are adopted by Council, applications are required to submit a "Sustainable Development Report" with reference to the policies of the York Region Official Plan regarding sustainable buildings.

Site Plan Control is noted in Section 10.1.2 (Implementation Tools) of the VOP 2010. The amendments of Bill 51 to paragraph 2 of subsection 41 (4) of the Planning Act regarding sustainable design are included in Policy 10.1.2.20.

Section 10.1.3 regarding a complete application submission provides that a Sustainable Development Report may be required in support of a complete application submission.

Policies Supporting Sustainability Metrics

A precedent is referenced for over 80% of the metrics, identifying a recognized standard, municipal guideline or provincial policy that has helped inform the mandatory, recommended minimum and aspirational targets. In many cases, the identified precedent refers to Leadership in Energy and Environmental Design (LEED) rating systems and the Toronto Green Standard (TGS), which have been successfully implemented and are the result of comprehensive research and extensive consultation. The table below provides the local municipal and regional policy support for each of the sustainability metrics. The ROP 2010 policies below are not subject to region-wide appeals, but a few policies are not in force and effect in site-specific parts of the City.

Sustainability Indicator and/or Metric	York Region Official Plan Policy	VOP 2010 Policy
Persons and jobs per hectare	5.2.14 and 5.2.15 5.6.3 (New Community Areas)	9.2.2.14.b.i (New Community Areas)
Location Efficiency	7.2.25 a. and d. 5.6.12.d (New Community Areas)	4.2.2.14 and 4.2.2.14 (Transit-Oriented Development) 9.2.2.14.b.xii.D (New Community Areas)
Proximity to Principal and Basic Amenities	5.2.8	4.2.3.1 a. to f.
Urban Tree Diversity	2.2.50	3.3.3.5
Site Accessibility	5.2.7 and 5.2.8.f	2.1.3.2.p and 7.5.1.4
Housing Unit Mix	3.5.4	2.1.3.2.j 7.5.1.1 and 7.5.1.3
Green Buildings	5.2.24	
Community Form	4.4.1 5.6.5 (New Community Areas)	9.2.2.14.b.iii to viii. (New Community Areas)

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Landscape and Street Tree Planting and/or Preservation	2.2.50, 5.2.8, 5.2.33, 5.4.6.i 5.6.7 and 5.6.16 (New Community Areas)	9.1.1.2.c and 10.1.1.7.o
Proximity to Natural Green Space	5.6.15 (New Community Areas)	7.3.1.2.c 9.2.2.14.b.ix (New Community Areas)
Bicycle Parking	7.2.10 to 7.2.14 and 5.2.10.f	4.2.3.8 to 4.2.3.10 and 4.2.3
Off-street parking	3.1.3, 3.2.3 and 5.2.10	4.3.2.2 to 4.3.2.9
Surface Parking	3.1.3, 3.2.3 and 5.2.10	4.3.2.2 to 4.3.2.9
Carpooling and Efficient Vehicle Parking	5.2.10.f	4.3.2.2.d and 4.3.2.7 3.7.1.3 and 3.7.1.4
Traffic Calming		4.3.1.1 to 4.3.1.4
School Proximity to Transit Routes and Bikeways	5.6.12.e (New Community Areas)	4.2.1.26 and 4.2.3.10
Proximity to Schools	5.6.12.e (New Community Areas)	4.2.3.1.b, 4.2.3.4, and 4.3.3.4
Cultural Heritage Conservation	3.4.1 to 3.4.14	Section 6
Ratio of Residents:Jobs per Hectare	5.1.2 (Table 1) 5.2.5	
Block Perimeter/Length	4.2.3.3 5.6.12.a	2.2.5.6.d (Primary Centres) 2.2.5.7.f (Local Centres) 4.2.3.3
Intersection Density	5.4.20 (Regional Centres) 5.6.12.a	4.2.3.3
Site Permeability/Connectivity	5.2.10.d 5.4.20 (Regional Centres)	4.2.3.1 to 4.2.3.4
Distance to Public Transit	5.3.4 7.2.25	4.2.2.14
Proximity to Trail and Bike Paths	5.2.4 7.2.1 to 7.2.15	4.2.3.1 to 4.2.3.6
Promote Walkable Streets	5.2.3	4.2.3.4
Parks	5.3.7, 5.3.8 5.4.6.j (Regional Centres and Corridors) 5.5.3.f (Local Centres and Corridors) 5.6.14 and 5.6.15 (New Community Areas)	7.3.1.2 to 7.3.1.4 7.3.2.1 to 7.3.2.7
Stormwater Quantity/Quality	2.3.37 and 2.3.38 5.2.11 5.6.11 (New Community Areas)	3.6.2.2 3.6.6.3, 3.6.6.4 and 3.6.6.8
Rainwater Re-use	5.2.11 5.2.32	9.1.3.1.d
Stormwater Architecture/Features	2.1.12	3.6.6.5 and 3.6.6.6
Dedicate Land for Food Production	3.1.8 6.3.16	7.4.1.1 to 7.4.1.5
Natural Heritage System Enhancements	2.1.3 and 2.1.4 (Greenlands System)	3.2.3.1, 3.2.3.13 to 3.2.3.15
Restore and Enhance Soils	2.2.53	3.3.7.2 and 3.6.7.2
Topography and Landform Conservation	2.2.53	3.3.7.1 to 3.3.7.4

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Canopy Cover	5.2.34	9.1.1.2, 9.1.1.10 10.1.1.7.o
Solar Readiness	5.2.26	8.5.1.1, 8.5.1.7, 9.1.3.1.b
Passive Solar Alignment	5.2.13, 5.2.26 5.6.9 (New Community Areas)	4.2.1.26 (Local Streets) 8.5.1.1, 9.1.3.1.b 9.2.2.14.b.ix (New Community Areas)
Building Energy Efficiency	5.2.20 and 5.2.21 7.5.11	8.5.1.2 9.1.3.2
District Energy Viability Study	5.2.13, 5.6.10 7.5.13	5.2.1.5 8.5.1.2, 8.5.1.6
Potable Water	5.2.22 and 5.2.23 5.6.11 (New Community Areas) 7.1.19 and 7.1.21	9.1.3.2.c 9.2.2.14.b.xi.B (New Community Areas)
Reduce Light Pollution	3.1.10	10.1.2.25
Materials and Solid Waste Management	5.2.30	8.6.1.6 and 8.6.1.7
Bird Friendly Design		
Reduce Heat Island Effect	5.2.34 to 5.2.36	9.2.2.14.b.xv (New Community Areas) 10.1.1.14

Relevant Official Plan Amendments

The Planning Department presented a Report to Committee of the Whole, which was ratified by Council on December 14, 2009, to implement a complete application process according to the Planning and Conservation Land Statue Amendment Act (Bill 51). An Urban Design Brief or Guidelines was identified as material that may be required to be submitted in support of a complete application. The guidelines and submission requirements will be finalized following either the testing of sustainability performance measures and/or approval of the new City-wide Official Plan, VOP 2010, which includes the latest version of the City's requirements for a complete application.

Relevant City of Vaughan Master Plans and/or Studies

The sustainability metrics will be integrated into the development review process and be aligned with existing City-initiated studies and/or Master Plans. Such studies are briefly described below.

Green Directions Vaughan (GDV) - (2009)

Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, is a long term plan designed to guide the community toward a more sustainable future by addressing environmental, cultural, social and economic issues. In November 2012, Council approved the tracking of 24 indicators in order to monitor the implementation of *GDV*. Many of these indicators closely align with the sustainability indicators and/or metrics being proposed for the development review process, but the *GDV* indicators are evaluated and presented at a City-wide scale. The 24 *GDV* indicators will be critical in assessing the longer-term trends of green development measures integrated into development applications.

Active Together Master Plan (2008)

The "Active Together" Master Plan is an integrated long-term strategy that guides planning for parks, recreation, culture and library facilities and services until the City's

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ultimate build-out. A comprehensive needs assessment was prepared, including the creation of measurable standards for facilities and services that are unique to Vaughan. An implementation strategy was developed that establishes priorities, timing, and financial implications for the future provision of parks and facilities. The 2008 plan is currently under review.

Pedestrian and Bicycle Master Plan Study (2007)

The Vaughan Pedestrian and Bicycle Master Plan (the VPBP) is a 20 year plan that has been designed with guidelines and recommendations that will assist City staff in the development and implementation of new programs and facilities that can make Vaughan a pedestrian and cycling-friendly City. The VPBP consists of a number of key components that include:

- a recommended network of on and off-road cycling facilities and multi-use trails as well as recommendations on how to improve the pedestrian environment and support public transit use;
- a recommended set of pedestrian and cycling route and facility planning & design guidelines;
- policy & program suggestions; and
- an implementation strategy.

Heritage Conservation District Plans

The *Ontario Heritage Act* enables municipal councils to designate a Heritage Conservation District (HCD) “through adoption of a district plan with policies and guidelines for conservation, protection and enhancement of the area’s special character”. All four historic villages within the City of Vaughan (Kleinburg-Nashville, Maple, Thornhill and Woodbridge) are identified as Heritage Conservation Districts and are recognized in the VOP 2010 as Local Centres. The HCDs allow the City of Vaughan to recognize, that in addition to a collection of historic buildings, it is the cumulative character of the buildings, streetscape, landscape, and other cultural and urban features that define the character of place and achieve a sense of identity.

Urban Forest Management Strategy (2012)

In 2009, the City of Vaughan approved *Planting Our Future: A 5-Year Plan to Expand the Urban Forest*, a document that describes the benefits of a healthy urban forest. According to the recently completed Urban Forest Study, a joint project with York Region, Markham, Richmond Hill and the Toronto and Region Conservation Authority (TRCA), forest cover in Vaughan stands at 17%, whereas the ideal range is between 20-25% for a municipality. Among the 22 recommendations in the Urban Forest Study, the following are of particular relevance to the design and implementation of sustainability metrics in the development review process:

- Continue to establish a diverse tree population (recommendation #5);
- Continue to develop municipal guidelines and regulations for sustainable streetscape and subdivision design that ensure adequate soil quality and quantity for tree establishment (recommendation #9);
- Develop Tree Protection Guidelines for tree protection zones and other measures to be undertaken for all publically and privately owned trees (recommendation #13);
- Explore the development of targets for ecosystem services; integrate such targets into the Natural Heritage Strategy (recommendation #18); and

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- Utilize the criteria and performance indicators developed by Kenney *et al.* (2011) to inform the creation of a strategic urban forest management plan and to assess the progress made towards urban forest sustainability (recommendation #22).

Waste Collection By-Law (217-2010) Waste Collection Design Standards Policy (2007)

The Waste Collection Design Standards Policy document sets out the City's requirements (design standards) for the collection of waste for various categories of development and land uses. All applicants submitting development and redevelopment applications must provide a "Waste Collection Design Standards" submission as identified in Part 4 (Collection Requirements) of this document with their site plan / development application.

Storm Drainage/Stormwater Management Master Plan

The Storm Drainage/Storm Water Management Master Plan is being undertaken concurrent with the Master Plan for water and wastewater infrastructure. Specific considerations of the Storm Drainage/Storm Water Management Master Plan include, but are not limited to:

- A broad level analysis of emerging groundwater management issues;
- Review and recommendations to incorporate low impact development guidelines into the storm drainage and stormwater management criteria;
- Development of stormwater servicing options for growth scenarios;
- Consideration of alternative servicing solutions to address integrated objectives and environmental targets to accommodate future growth; and
- Financial planning analysis to identify funding options regarding stormwater rates and other funding structures.

City Transportation Master Plan (New Path)

Vaughan Council approved the City's new Transportation Master Plan (TMP) in October 2011. The main components of the TMP focus on a mix of transportation solutions including a transit-first approach and a reduction in vehicle use through improved active transportation, strategic road improvements, parking management, additional mobility choices for new development and redevelopment, and enhanced infrastructure in the Vaughan Metropolitan Centre.

Engineering Design Criteria and Standard Drawings (Revision December 2012)

The Engineering Design Criteria are intended: (a) as a guideline to provide a sound, sustainable engineering basis for municipal servicing and subdivision design; (b) to establish a uniform set of minimum standards to support an appropriate standard of living; and (c) to improve processing of subdivision plans and agreements in the City of Vaughan.

City-Wide Parking Standards Review and Zoning By-Law

A Parking Standards Review study was undertaken as per Council direction of June 11, 2007. The study concluded that the "Parking Requirements" of By-law 1-88 demonstrated an auto-oriented approach which ensured that each destination can accommodate peak parking demand on site. The study assesses the overall approach to parking standards throughout the City under the mandate that parking policies and standards should be responsible, implementable, and promote more sustainable forms of development.

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The City is taking a phased approach to the implementation of the recommendations resulting from the City-Wide Parking Standards Review. Phase 1 of the implementation approach includes a revised parking by-law specific to the Vaughan Metropolitan Centre (VMC) intended to address revised parking standards, definitions for uses permitted in the VMC, bicycle parking/storage, and the introduction of parking management strategies. The draft by-law was the subject of a Committee of the Whole Public Hearing on February 26, 2013.

A staff recommendation adopted by Council was to establish a Working Group consisting of Enforcement Services, Building Standards, Fire & Safety, Engineering, Planning, Finance, Legal Services Departments, and any other Departments necessary to address the issues of on-street parking, priced parking and the management and enforcement of public parking, including consideration of the development of a Parking Strategy and Parking Management Business Plan or Parking Authority.

Section 37 – Implementation Guidelines and Negotiating Protocol

Section 37 of the Planning Act authorizes municipalities to enter an agreement in which a developer provides community benefits in exchange for greater height and density than would otherwise be permitted on a given site. The VOP 2010 and the VMC Secondary Plan have provisions for the use of s. 37. The Policy Planning department is currently developing a protocol to facilitate s. 37 agreements between the City and private development interests.

Vaughan Accessibility Plan (2011)

Accessibility planning initiatives have increased in Vaughan with the need to develop standards to meet the Accessibility for Ontarians with Disabilities Act, 2005 (AODA). An accessibility standard for the built environment (buildings and outdoor spaces) is in development and not yet law.

The Vaughan Accessibility Plan 2011 highlights the following:

- corporate achievements in the area of accessibility; and
- strategies, phased in over the next few years, which City of Vaughan departments will undertake to ensure that inclusion for all residents and staff can be realized.

The Study – Phase 1

Phase 1 of the project was led by the City of Brampton and The Planning Partnership, with the goal to develop Sustainable Community Development Guidelines (SCDGs). The Phase 1 SCDGs will be a new chapter in the City of Brampton's municipal-wide urban design guidelines, the Development Design Guidelines, and will assist the City in the review of development applications and technical reports and documentation. The SCDGs will serve to help describe the qualitative sustainability aspects proposed developments should aim to achieve, including highlighting examples of how they could be achieved. The Phase 1 report will be brought to the City of Brampton Planning, Design and Development Committee in the near future.

The focus of the guidelines is on qualitative urban design and community development principles. The guidelines apply to a range of development scales, which include Secondary Plans, Block Plans, and Draft Plans of Subdivision, and Site Plans. These guidelines helped to inform the metric and target priorities for Phase 2 of the project. The SCDGs can be adapted by the City of Vaughan as a component of the future City-wide urban design study scheduled to be undertaken in 2014 upon approval of the 2014 capital budget. In the meantime, City staff will seek opportunities to implement the SCDGs on a trial basis as part of the development review process.

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The Study – Phase 2

Phase 2 is led by the City of Vaughan and the consulting team of Halsall Associates working collaboratively with The Planning Partnership. Building on the principles and guidelines developed under Phase 1, and using the four sustainability themes established in the Phase 1 document, quantitative sustainability metrics were developed for the municipal partners. The draft sustainability metrics (see Appendix A of Attachment 1) were developed to help inform and measure the sustainability performance of new developments within the three municipalities.

The Phase 2 deliverables to be provided by the consulting team include:

- A main report describing the research, evaluation and consultation process;
- Appendix A in the form of a matrix of sustainability metrics pertinent to (a) Block Plan and Draft Plan scales, and (b) Site Plan and Building scales.
- Appendix B, which provides a rationale for each of the sustainability metrics and the main sources of information for interpretation of the metrics and targets;
- A sample information package was developed for use in the municipal staff workshops when testing and evaluating the proposed sustainability metrics;
- A tracking log (Appendix C) of the comments and changes to the metrics during the development and evaluation tasks of the Study; and
- A glossary of terms (Appendix D).

In addition, City of Vaughan staff led the research and writing of a report, the Energy Use Forecasting Report, to test scenarios of energy use and greenhouse gas emissions to 2031 in each of the partner municipalities. The Energy Use Forecasting Report provides information to:

- Inform the sustainability metrics with respect to energy efficiency targets;
- Identify recommendations for energy savings beyond the use of the sustainability metrics in the development review process for new development and re-development; and
- Set the ground work for a municipal-wide Community Energy Plan to meet ROP 2010 policy 5.2.13.

The sustainability metrics are detailed in Appendix A as a matrix or checklist with the following structure:

- Core themes (Built Environment, Mobility, Natural Environment & Open Space, and Infrastructure & Buildings);
- Indicators;
- Performance metrics;
- Mandatory, recommended minimum and aspirational targets;
- Precedents; and
- Point allocation.

The metrics can be applied at scales of development ranging from Secondary Plan/Block Plan, Draft Plan of Subdivision, Site Plan and at the building scale.

Attachment 1, the Draft Comprehensive Report provided by the consulting team, is a detailed description of the research, consultation process, testing, and eventual selection of indicators and metrics. Key issues can be highlighted here:

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- As illustrated in the table above that cross-references the metrics with York Region and VOP 2010 policies, the metrics are not new to the development approvals process, but offers a standardized approach to measure the sustainability performance of proposed developments;
- Recommended minimum and aspirational targets are above thresholds that are required according to pertinent legislation and/or policy;
- An application does not have to achieve a minimum score for each metric, but an overall score or rating will be evaluated as part of the development approvals process;
- There is general industry acceptance of municipalities using a green development evaluation system, but some form of recognition or more staff attention to work through innovative solutions for high-performing sustainability projects was noted as an incentive;
- The summary of sustainability performance will be provided in the staff report for a development application; and
- The sustainability metrics are aligned with performance indicators identified for Green Directions Vaughan.

Next Steps

Final Comprehensive Report

Following the public comment period, the consulting team and municipal partners will prepare a Final Comprehensive Report to bring to Committee of the Whole in the future. The Final Comprehensive Report will also integrate peer review comments from the Clean Air Partnership (CAP) and the Toronto and Region Conservation Authority (TRCA). As with all other Study documents (Phase 1 consultants' report, workshop materials and presentations, Interim Report, and Draft Comprehensive Report), the Vaughan On-Line project site, Measuring Sustainability Performance, will be used to circulate the Final Comprehensive Report for City staff review.

Implementation Issues

The Final Comprehensive Report will assess implementation issues and provide recommendations to integrate the sustainability metrics into policy planning, new infrastructure and development review processes. Consultation with stakeholders including external agencies (TRCA and York Region) will be required. While the implementation policies are in place in the VOP 2010 (see the subsection above titled, Relevant VOP 2010 Policies), several issues that require further discussion include, but are not limited to:

- Education and outreach;
- Potential changes to existing by-laws and/or Letter of Credit provisions;
- Reviewing the City of Vaughan Design Review Panel Protocol to ensure minimum staffing impact;
- Opportunities to use Local Improvement Charges or Community Improvement Plan provisions to encourage enhanced sustainability performance of new developments;
- Alternative approaches to financing implementation;
- Impacts on existing City staff resources;
- Impacts on City service levels respecting maintenance and replacement of capital infrastructure life cycle costs;
- Explore incentive options and any budgetary implications;
- Procedures for staff and training;

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- Tools for staff to verify that sustainability targets will be achieved;
- Identify on a periodic basis the trends and progress that sustainability performance of new development has on influencing metrics associated with broader sustainability performance within the City;
- Alignment with the Vaughan Vision 2020 Strategic Initiatives with particular attention to Strategic Initiative #2, “Further evolve performance indicators”; and
- Data sharing agreements with the Region of York.

In the same way that the municipal workshops brought staff together from various departments to test the sustainability metrics, Policy Planning staff with Engineering and Corporate Services will engage in focus sessions with staff in a range of departments to address implementation issues around key process themes, such as:

- A phased approach to implementation starting with a testing stage for staff and applicants to become familiar with the sustainability metrics and the necessary information requirements of submittal materials. This may include only initial implementation at the early stages of the development application review process (e.g. pre-application consultation only);
- A period of time to test and determine thresholds that are sensible for certain types of applications and locations in Vaughan;
- Circulation process (Pre-Application Consultation, deeming an application complete, Development Review Panel Protocol, etc);
- Submittal materials and need for Terms of Reference for key submittal documents;
- Any amendments to VOP 2010 and/or by-laws;
- Financing options (Local Improvement Charges, Community Improvement Plans, Gas Tax, etc). This will include a discussion on the potential impact of incentives if offered as part of the program;
- Education, including staff training and external stakeholder communication;
- Inspections and staff time to review/monitor applications;
- City service levels and infrastructure maintenance costs; and
- Data needs (e.g. GIS) and tracking of sustainability performance for each application.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The project, Measuring Sustainability Performance of New Development, intended to implement Action Item 2.3.1 of Green Directions Vaughan, is consistent with numerous action items in the Region of York Sustainability Strategy 2007, particularly Section 2 regarding healthy communities and Section 4 regarding a sustainable natural environment. Support from York Region in coordinating information requirements and through new and updated data sharing agreements, training and support will assist staff to implement the findings of the study. The project is consistent with Section 5.2 (Sustainable Cities, Sustainable Communities) of the York Region Official Plan.

Conclusion

The intended result of the project is a user-friendly checklist of environmental performance standards, to integrate into the development review and relevant policy plans and infrastructure processes that are accepted by industry and consistent among the partner municipalities. The

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consulting team of Halsall Associates and The Planning Partnership has delivered the Draft Comprehensive Report according to the RFP requirements. The focus in the Draft Comprehensive Report is to make available to the public the draft sustainability metrics and approach to evaluating the sustainability performance of development proposals. An approximately one month comment period is recommended, such that comments received by May 30th, 2013 will be considered. Following the incorporation of stakeholder comments, a Final Comprehensive Report will be brought to Council in the future.

Applying sustainability metrics to the development review process for relevant types of development applications will be necessary if the City is to achieve multiple sustainability objectives identified in Green Directions Vaughan, the York Region and City of Vaughan Official Plans and policy documents adopted by the City and other levels of government and agencies. Applying these metrics may require additional staff resources to: (1) assess new information that will be required for development applications, or; (2) integrate the new information into both City and Region GIS data bases. Assistance and support from staff in the offices of Information & Technology Management and Innovation & Continuous Improvement, along with support from building industry stakeholders, may be required to integrate the information into City processes and the City's Corporate GIS system.

Therefore, it is recommended that the report be received and that the Draft Comprehensive Report be made available for review and comment by the public and stakeholders. Comments should be submitted by May 30th, 2013.

Attachments

1. Measuring Sustainability Performance of New Development in Brampton, Richmond Hill and Vaughan – Draft Comprehensive Report prepared by Halsall Associates and The Planning Partnership.
2. Draft Energy Use and Greenhouse Gas Emissions Forecasting Report (February 2013), prepared by the City of Vaughan.

Report prepared by:

Tony Iacobelli, Senior Environmental Planner, ext. 8630
Roy McQuillin, Manager, Policy Planning, ext. 8211
Rob Bayley, Manager of Urban Design, Development Planning, ext. 8254

(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 23, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

23

**AWARD OF TENDER T13-022
2013 ROAD RESURFACING/REHABILITATION – PHASE 1
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 April 30, 2013:

Recommendation

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

1. That Tender T13-022, 2013 Road Resurfacing/Rehabilitation – Phase 1, be awarded to Coco Paving Inc. in the amount of \$2,551,699.40, plus applicable taxes;
2. That a contingency allowance in the amount of \$260,000.00, 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 \$25,000.00, plus applicable taxes be approved, to ensure compliance with all applicable standards;
4. That the amounts of the above recommendations, illustrated within this report, be funded by Capital Budget Project No. EN-1871-13, including all contingency allowances, administration fees and applicable taxes; and
5. 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 \$2,974,000.00 falls within the approved budget amount and as such, there is no additional economic impact to the 2013 Capital Budget Project No. EN-1871-13.

Any residual funds will be allocated to the rehabilitation of the remaining roads of the 2013 Pavement Management Program. The remaining road rehabilitations will be completed in conjunction with watermain replacements. Subsequent tenders will be issued for the remaining projects.

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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.

As approved through the 2012 Capital Budget process, Council directed staff to develop a video explaining how the City manages the rehabilitation of roadways. A video has been developed to assist in explaining to citizens how the City determines and schedules appropriate pavement management activities. A link to this video will be included in the notice of construction.

Purpose

Council approval to award Tender T13-022, 2013 Road Resurfacing/Rehabilitation – Phase 1.

Background - Analysis and Options

The work covered by this tender includes the resurfacing and/or rehabilitation of various roads in Ward 2, Capital Budget Project No. EN-1871-13. (See Attachment No. 1 for project location). There are no outstanding permits and/or approvals required 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 on March 21, 2013 and closed on April 11, 2013. Three (3) Addenda were issued to answer questions from bidders. A total of 11 sets of bid documents were picked up from the Purchasing Services Department and the following 7 compliant bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. H.S.T.)</u>
Coco Paving Inc.	* \$2,551,699.40
Furfari Paving Co. Ltd.	\$2,554,171.99
Fermar Paving Limited	\$2,571,053.50
D. Crupi & Sons Limited	\$2,613,479.70
Four Seasons Site Development Ltd.	\$2,708,909.00
Graham Bros. Construction Limited	\$2,818,963.04
Gazzola Paving Limited	\$3,023,427.15

* Corrected for arithmetic error.

The estimated cost for the construction of this project is \$2,974,000.00 and is calculated as follows:

Coco Paving Inc. Bid Price (excluding H.S.T.)	\$2,551,699.40
Contingency Allowance (approx. 10%)	\$ 260,000.00
Geotechnical Allowances and Material Testing (estimated)	\$ 25,000.00
Sub-Total	\$2,836,699.40
H.S.T. (1.76%) Not Recoverable	\$ 49,925.91
Total	\$2,886,625.31
Administration (3%)	\$ 86,598.76
Net Total Cost	\$2,973,224.07
ROUNDED	\$2,974,000.00

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PROJECT FUNDING POSITION SUMMARY	
CAPITAL PROJECT	EN-1871-13
Approved Budget	\$4,781,521.00
Less: Exp. & Commitments to Date	(\$20,352.00)
Current Funds Remaining	\$4,761,169.00
Less: Net Total Cost	\$2,973,224.07
Balance Remaining	\$1,787,944.93

This project is not considered to be high in complexity and is of short duration with a well defined scope. Therefore, a typical contingency allowance of 10% has been identified as an appropriate amount to address any unforeseen work in completing the scope of this project.

Staff have reviewed the submitted bids. Coco Paving Inc. has successfully completed similar projects for the City and is deemed qualified to undertake this project.

Staff contacted Coco Paving Inc. to confirm that they have the capacity to meet the requirements of this contract as Coco Paving Inc. is also the low compliant bidder on the 2013 Road Resurfacing/Rehabilitation – Phases 2 and 3. Coco Paving Inc. have indicated that there will not be any issues in meeting the deadlines and contract requirements of all three of these contracts. Therefore, it is appropriate to award this contract to the low bidder, Coco Paving Inc.

The engineering estimate for the construction bid of this project was \$3,655,000.00, 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 Coco Paving Inc. in the amount of \$2,551,699.40, 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

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

CITY OF VAUGHAN

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Item 24, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

24

SOIL AMENDMENT TRIALS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Strategic and Corporate Services, dated April 30, 2013:

Recommendation

The Commissioner of Strategic and Corporate Services in consultation with the Director of Parks and Forestry Operations as well as the Manager of Environmental Sustainability recommend:

1. That the City of Vaughan partner with York Region Environmental Alliance (YREA) to trial the soil amendment, biochar, at a local community garden and selected streetscape locations.

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 5, Objective 5.2: To continue the City's role in advocacy and information sharing on environmental issues; and
- Goal 2, Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban forum that supports our expected population growth.

The City of Vaughan recognizes the principles of sustainability must be incorporated into our activities. Community gardens and urban forests have obvious environmental benefits in a community but the social benefits that result from their presence cannot be overlooked. Piloting the use of a soil amendment such as biochar improves these areas of the community while demonstrating our willingness to partner in leading, innovative practices.

Economic Impact

Existing staff time would be utilized to assist with the test site selection process and a small amount of administrative tasks that could be potentially associated with this initiative. York Region Environmental Alliance and its partners, Ontario Ministry of Food, Agriculture and Rural Affairs (OMAFRA) and University of Guelph, would be responsible for all aspects of the trials including providing the biochar, coordinating the trials, monitoring and reporting.

Communications Plan

A separate communications plan is not required at this time. We would request that any reference by YREA and its project partners to the City of Vaughan biochar trials be vetted by key staff in the Environmental Sustainability Office, Parks and Forestry Operations as well as the Corporate Communications department prior to being made available to the public.

Purpose

The purpose of this report is to obtain Committee approval to participate in a trial of the soil supplement, biochar, at a local community garden and a selected streetscape locations.

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Background - Analysis and Options

York Region Environmental Alliance (YREA), a local non-profit environmental organization, is working on a partnership venture to explore the economic, social and environmental viability of establishing local hemp industries. YREA objectives include establishing and participating in a local green economy by introducing and raising awareness of the benefits of industrial hemp farming to farmers and other stakeholders in York Region and surrounding areas.

YREA has confirmed that a Vaughan based farmer will be producing hemp in the upcoming growing season. One of the by-products of the industrial hemp production process is biochar. Hemp stalks can be converted into biochar, a carbon sequestering energy source for soil regeneration. Biochar, a soil amendment which mitigates green house gas emissions, reduces the need for fertilizers, pesticides & water and restores soils to a dynamic, healthy state. Although biochar as a soil amendment has been proven worldwide, YREA will be conducting two year field trials in partnership with Ontario Ministry of Food, Agriculture and Rural Affairs (OMAFRA) and University of Guelph on Ontario soils using agricultural and urban forest test plots. YREA has approached the City of Vaughan to host some of the trials, expected to commence during the 2013 growing season, at a local community garden and an area within the urban forest

Options

Key Vaughan staff would work with YREA to identify a suitable site to test biochar on its urban agriculture (community gardens) and urban trees. In terms of potential community garden sites, both the community gardens at Fire Hall 7-1 and Sugarbush could be utilized. Soil analysis which was completed prior to initiating the Fire Hall 7-1 garden may be beneficial to determining the effect of the soil amendment. For urban forest locations various streetscape tree test plots could be explored. With replanting beginning to occur in the hardest hit Emerald Ash Borer (EAB) locations, it may be worthwhile to determine the effects of treated with biochar and non-treated planting sites. Another consideration that may determine the location of the urban tree test plots is the ability to include biochar in any contracted service agreements.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the Vaughan Vision 20/20 strategic goal of providing service excellence to citizens and the strategic objective to lead and promote environmental sustainability. This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

The trial has the potential to be expanded across York Region given that the main proponent, YREA, is based in this geographic area. YREA is expecting to secure support from the Forestry division of the Region's Environmental Services Department. The project will raise awareness of the importance of urban agriculture and urban forests which continue to be prevalent across York Region.

Conclusion

Participation in the soil amendment trial with York Region Environmental Alliance (YREA) at a local community garden and selected urban forest locations within Vaughan, is an excellent way to show support for an innovative project that contributes to sustainability. Biochar, the soil amendment, is a by-product of industrial hemp production which has been touted as high yield, low environmental impact crop. Trials in other countries have determined that biochar significantly improves soil quality and contributes to enhanced plant tree growth, tree health and ability to resist insects and disease.

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Attachments

N/A

Report prepared by:

Chris Wolnik, Manager of Environmental Sustainability, ext. 8633

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Item 25, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

25

**SINGLE SOURCE APPROVAL/ REQUEST FOR PROJECT
RE: REFURBISHMENT OF ENGINE 79-65 AND 79-67**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Acting Fire Chief and the Acting City Manager, dated April 30, 2013:

Recommendation

The Acting Fire Chief and the Acting City Manager, in consultation with the Director of Purchasing and the Director of Budgeting and Financial Planning recommend that:

1. The contract for mid-life refurbishment of Engine 7965 and 7967 be awarded to Smeal Fire Apparatus Co. as single source for the sum of approximately \$285,878.30 U.S. Funds (\$309,375.25 Canadian Dollars).
2. That the Mayor and Clerk be authorized to sign the necessary documents.

Contribution to Sustainability

N/A

Economic Impact

As per standard maintenance practices, Engine 79-65 and Engine 79-67 require scheduled mid-life refurbishments in order to remain in service. Anticipated costs were assessed during the budget process and capital project FR-3574-13 and FR-3597-13 in the amounts of \$180,300 and \$189,000 were approved.

Communications Plan

N/A

Purpose

To obtain Council approval for the single source award to Smeal Fire Apparatus for the mid-life refurbishments of Engine 79-65 and Engine 79-67 Smeal 17M Aerials.

Background - Analysis and Options

Through the Business Plan Process, Vaughan Fire and Rescue Service requested a mid-life refurbishment for Vehicles 79-65 and 79-67, Smeal 17m aerial response vehicle in order to meet the NFPA Level 1 refurbishing guideline which includes drive train rebuilt, body, paint, stripping, power supply upgrade, electrical system replacement, fire pump rebuilt & certification, aerial repair & certification including all hydraulic systems. This request was approved by Council on February 13, 2013. Smeal Fire Apparatus is the original manufacturer of vehicle 79-65 and 79-67 (17m ladder) and possess the expertise, knowledge and skill set to ensure compliance with NFPA Level 1 refurbishment and Smeal Ladder specification/warranty.

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Approved Capital Budget	FR-3574-13	FR-3597-13
Current Funds Available (CAD)	180,300.00	189,000.00
Quote - Smeal Fire Apparatus Co. (USD)		
Standard mid-life refurbishment	117,939.15	117,939.15
Additional Safety Features	25,000.00	25,000.00
Total Costs (USD)	142,939.15	142,939.15
US Exchange Rate* 1.0325		
Quote - Smeal Fire Apparatus Co. (CAD)	147,584.67	147,584.67
Non-refundable portion of HST (1.76%)	2,597.49	2,597.49
Administration Recovery (3%)	4,505.46	4,505.46
Total Costs per Quote	154,687.63	154,687.63
Total Costs per Quote (rounded) (CAD)	155,000.00	155,000.00
Balance Remaining (CAD)	25,300.00	34,000.00

* 2013 Average USD to CAD exchange rate; CIBC World Markets Inc.,
Economic Insights April 3, 2013

The quotes received from Smeal Fire Apparatus Co. are in US dollars; an average exchange rate of 1.0325 based on CIBC World Markets Inc. Economic Insights report has been applied to estimate the equivalent cost in Canadian dollars. There are sufficient funds in the capital budgets of Project # FR-3574-13 and # FR-3597 for the mid-life refurbishment of Quint 7965-2000 Smeal 17M/Quint and Quint 79-67- 2001 Smeal 17M/Quint. The balance remaining in the capital budgets are suffice to address any unforeseen fluctuation in the US exchange rate. If there are residual funds following the completion, we will recommend the projects for closure and the funds can be returned to the original funding source. The refurbishment is in accordance with the Purchasing Policy 9.1 (A). It is anticipated that both capital projects will be closed in 2013.

Relationship to Vaughan Vision 2020/Strategic Plan

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

- Pursue Excellence in Service Delivery

Regional Implications

This report has no regional implications

Conclusion

As per standard maintenance practices, Engine 79-65 and Engine 79-67 require scheduled mid-life refurbishments in order to remain in service. Smeal Fire Apparatus is the original manufacturer and possess the expertise, knowledge and skill set to ensure compliance with NFPA requirements and therefore single sourcing this project is justified. In addition, Smeal had provided recommended additional safety features options pertinent to the refurbishment.

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Attachments

N/A

Report prepared by:

L. Bentley
Acting Fire Chief

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Item 26, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

26

PRODUCTION OF A CITY-WIDE PUBLICATION

The Committee of the Whole recommends that consideration of this matter be deferred to a Committee of the Whole (Working Session) meeting dedicated to discuss a communications strategy.

Recommendation

The Director of Corporate Communications and the Director of Economic Development, in consultation with Executive Director, Office of the City Manager, recommends:

1. That the following report outlining a plan to deliver a city-wide print communications to the residents of the City of Vaughan be received.

Contribution to Sustainability

A city-wide publication that provides ongoing communications with City stakeholders is a key component of the Community Sustainability and Environmental Master Plan to create a vibrant community by supporting civic engagement.

Economic Impact

The funding required to produce this publication will be taken from existing budgets within the Corporate Communications Department and the Economic Development Department. To produce a regular communications piece four times per year with distribution to all Vaughan households (100,000) will cost approximately \$110,000 annually.

Cost breakdown:

- To produce one stand-alone 12-page publication that is distributed to each household (100,000 homes) will cost \$30,000.
- To have an 8-page insert in Whatever Magazine that is distributed to each household (100,000 homes) will cost \$25,000.

Communications Plan

This new publication will be promoted through various City channels, including the website, Vaughan TV, Recreation Guide advertising, news release, and social media channels.

Purpose

The purpose of this report is to provide an overview of the plan to produce a regular city-wide publication to better communicate with residents. With the amount of news and initiatives happening in Vaughan, the current annual “successes” report does not meet the information needs of our residents.

Background - Analysis and Options

The City of Vaughan 2012 Citizen Survey – Communications

Based on the results of the Ipsos Ried survey of residents in March of 2012, mailed newsletters and brochures continue to be the most preferred communications vehicle among residents in Vaughan. Recognizing this, there is a need to provide this communications vehicle in a way that resonates with the diverse community of Vaughan, while providing a regular means of keeping residents up-to-date on City news.

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The Goal

The goal of producing a regularly published communications piece for all residents is aligned to the overall Strategic Communications goal of positioning Vaughan as a two-way communications organization.

This communications vehicle will help establish an effective, accessible system of two-way communications between City officials, stakeholders and residents; driving readers to access City channels such as: our new website, social media, e-mail, public open houses and information sessions.

This goal reflects Vaughan's commitment to engaging citizens and measuring our effectiveness in communications to ensure a broader awareness and understanding of City programs and services.

The Approach

The approach to producing this regular publication involves the production of a stand-alone publication and integrating a *Vaughan Section* into an already established community publication.

Stand-alone Publication: A 12-page "brochure" (8 ½ x 11 page size) that would be printed and distributed (bundled) with SNAP Magazine, The Vaughan Citizen and the Thornhill Liberal, and Corriere Canadese.

Vaughan Section: An 8-page editorial spread in Whatever Magazine (a local magazine). An 8-page spread would allow enough editorial space to highlight several Vaughan stories and features.

Frequency of Distribution: 4-times per year
– May and December ~ Whatever Magazine 8-page spread
-- March and September ~ Stand-alone 12-page publication.

Q1: Whatever Magazine 8-page spread
Q2: Stand-alone 12-page publication
Q3: Whatever Magazine 8-page spread
Q4: Stand-alone 12-page publication

Editorial Schedule: An editorial schedule would be created two issues in advance and all content would be compiled by Corporate Communications. Proposed content for the first editions would include, but not limited to:

- The VMC
- Vaughan – an economic engine – a highlight of the economic vitality of the city
- City Developments – a snap shot of Vaughan's major developments
- Hospital update

Editorial Content: Content would focus on major projects and developments (as noted as an "information need" in the Ipsos Ried survey of residents in March of 2012) as well as Council news, large events and happenings in the City, budget related information (another "information need" identified in the survey) and stories that reflect the changing culture of our organization and community.

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Content will be written in a “plain language” format to enable readers to easily digest the information and will be accompanied by multiple visuals and graphics.

Rationale to the Approach

With the objective of delivering timely news to our residents and businesses, the quarterly frequency will more effectively promote the City brand. This new concept will replace the *Report to Citizens* annual report, the high gloss magazine delivered to every household in past years. Key editorial components of the Report to Citizens, such as the financial highlights section, will be incorporated into the new format. In addition, all publications will be presented on the City's website using page-turning e-magazine software.

In order to create an impact and to ensure the publications reach a maximum number of Vaughan residents and stakeholders, the distribution mechanisms are being diversified between four different media outlets: Whatever Magazine, Vaughan Citizen/Thornhill Liberal, SNAP Vaughan East and SNAP Woodbridge, and Corriere Canadese.

Whatever Magazine, a local magazine, reaches 100,000 households and businesses across the City. The City's stand-alone publication will be bundled with three different publications that also reach 100,000 households and have a diverse readership group. Copies of the City's stand-alone publication will also be distributed at City facilities.

Selection of Publications

The criteria for the selection of print media (established in 2008 for City Page advertisements) includes:

City-wide Circulation – Publications with the widest distribution in the City of Vaughan best fulfill the City's communications requirements.

Editorial Content – Publications focused on local information of interest to the residents and businesses of Vaughan.

Community Engagement – Publications reaching specific communities or groups that may not be served by other publications.

To maximize the reach of the City communications, publications have been selected that have different formats and appeal to various readership groups.

The following chart summarizes the selected publications:

Publication	Distribution	Notes
Vaughan Citizen <ul style="list-style-type: none">• Community newspaper• Weekly (Wed & Thurs)	53,000 (Maple, Concord, Woodbridge, Kleinburg) Home delivery	Major source of local news. Vaughan's most established newspapers.
Thornhill Liberal <ul style="list-style-type: none">• Community newspaper• Weekly (Thurs)	21,000 (Thornhill) Home delivery	
SNAP Vaughan East <ul style="list-style-type: none">• Community events-based newspaper• Monthly	20,000 (Maple, Concord, Thornhill) Free at retail outlets	Popular photo-based format

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SNAP Woodbridge <ul style="list-style-type: none">• Community events-based newspaper• Monthly	20,000 (Woodbridge, Kleinburg) Free at retail outlets	
Corriere Canadese <ul style="list-style-type: none">• Italian-Canadian community newspaper• Daily (Monday - Saturday)	12,000 (Vaughan) By subscription	Largest ethnic distribution in Vaughan.
Whatever Magazine <ul style="list-style-type: none">• Community and lifestyle magazine• Four times/year	101,151 (all Vaughan communities) Home delivery, businesses and retail outlets	Modern, magazine format. Widely distributed. Local focus.

ROI

The funding and effort to produce these publications has a significant return on investment, as it will aim to increase participation in City-run programs, create awareness and support for City initiatives, provide a mechanism for residents to give feedback and become engaged, and connect the diverse communities in Vaughan.

Measurement

There are three key areas where this initiative will be measured for success. Each area will be measured in 6-month increments using a combination of surveys and focus groups. The measurements are:

- Engagement: engage at least 60 per cent of readers; meaning that 60 per cent of the people that receive this publication read a good portion of the content.
- Education: ensure that 70 per cent of readers understand the content.
- Two-way Communications: have 30 per cent of our readers access other two-way communication channels available from the City.

Why Do This?

Communications is a two-way process. It provides both the City and residents a mechanism to convey their ideas, opinions, facts, etc. to the other party.

These publications will be a key driver in the overall communications strategy and will support the goal of becoming a two-way communications organization. This will also help us to get the "Vaughan story" out and provide residents with another option for receiving City information.

Why Now?

There is a need to build Vaughan into a strong two-way communication organization to support the increased demand for information from residents and stakeholders. Creating a regular communications piece now will help enhance the communication channels available to the community and provide a great starting point for increased community engagement, interaction, and understanding of City initiatives.

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Relationship to Vaughan Vision 2020/Strategic Plan

The production of a city-wide publication is aligned with the City's strategic plan in demonstrating effective leadership by strengthening the City's image and identity through communications with City stakeholders.

Regional Implications

N/A

Conclusion

In combination with traditional communications, a regular city-wide publication is an effective communications tool to provide accurate and timely information about City services, programs and initiatives to residents, businesses, visitors and other stakeholders.

As recently published in MoneySense Magazine, Vaughan has positioned itself in the top "Best Places to Live" in Canada. The City needs to increase the channels in which we communicate the "Vaughan Story" in order to continue the momentum our community has in engaging our residents and stakeholders.

Once this report is approved by Council, the first publication will be produced for September 2013.

Attachments

None

Report prepared by:

Gary Williams, Director of Corporate Communications

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Item 27, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

27

**PROCLAMATION REQUEST
STEWARD OF THE EARTH DAY**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 30, 2013:

Recommendation

The City Clerk recommends:

- 1) That May 8, 2013 be proclaimed as “Steward of the Earth Day” in the City of Vaughan; and
- 2) That the proclamation be posted on the City’s website and published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

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

Purpose

To respond to the request received from the Founding Chair, of Steward of the Earth, received April 24, 2013.

Background - Analysis and Options

The correspondence received from the Founding Chair of Steward of the Earth 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”

Established in 2008 Steward of the Earth is a not-for-profit registered charitable organization that provides environmental leadership by teaching school children the difference they can make to the environment by planting and nurturing one tree at a time. By planting individual trees, children will learn the benefits of trees and become environmental leaders in the community. Since the program started more than 15,000 children and families have had the opportunity to plant and care for their very own tree.

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Item 27, CW Report No. 19 – Page 2

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020:

Service Excellence

- Lead and Promote Environmental Sustainability

Regional Implications

N/A

Conclusion

Staff is recommending that May 8, 2013 be proclaimed “Steward of the Earth Day” in the City of Vaughan and that the proclamation be posted on the City’s website and published on the City Page Online.

Attachments

Attachment 1: Correspondence from the Founding Chair of Steward of the Earth, received April 24, 2013

Report prepared by:

Connie Bonsignore, Administrative Assistant to the City Clerk

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 28, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 14, 2013, as follows:

That the Terms of Reference for the Pierre Berton Discovery Centre Fundraising Task Force be amended to add the following:

Under the heading of Staff Resources:

"A staff member from Corporate Communications to assist the Task Force in providing communication support in its Fundraising and outreach efforts, as required."

That Communication C2, from the City Clerk, dated May 7, 2013, be received.

**28 PIERRE BERTON DISCOVERY CENTRE FUNDRAISING TASK FORCE
 RESIGNATION OF MEMBER**

The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of May 14, 2013.

Recommendation

The City Clerk, on behalf of the Pierre Berton Discovery Centre Fundraising Task Force, recommends:

- 1) That the resignation of Ms. Perri Berton, be received;
- 2) That the vacant position not be filled at this time;
- 3) That staff send a letter to thank Ms. Perri Berton for all her time and contributions; and
- 4) That the Terms of Reference for the Pierre Berton Discovery Centre Fundraising Task Force be modified to reduce the quorum from (7) to (5) members.

Contribution to Sustainability

Not applicable.

Economic Impact

There is no economic impact.

Communications Plan

Meeting documents relating to the Pierre Berton Discovery Centre Fundraising Task Force are posted on the Agendas, Minutes and Extracts page of the City of Vaughan's Official Website.

Purpose

The purpose of this report is to inform Council of the resignation of Ms. Perri Berton and to convey on behalf of the Pierre Berton Discovery Centre Fundraising Task Force its recommendation to not fill the vacancy and to set the quorum for the Task Force at (5) members.

Background - Analysis and Options

A letter dated April 10, 2013 was received from Ms. Perri Berton, a member of the Pierre Berton Discovery Centre Fundraising Task Force, notifying of her resignation from the Task Force.

At the April 19, 2013 meeting, the Task Force recommended to Council the following recommendations:

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1. That the resignation of Ms. Perri Berton, be received;
2. That the vacant position not be filled at this time;
3. That staff send a letter to thank Ms. Perri Berton for all her time and contributions; and
4. That the quorum be set at five (5).

As defined in the Procedural By-law, Section 1, under Definitions, "*Quorum*" means a majority of the Members of Council or Members of a Committee". At present, with the receipt of the resignation, the number of members on the Task Force would be 11, with the quorum being reduced to (6) members. The Task Force has recommended that the quorum be further reduced to (5) members.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is in keeping with the provisions of Vaughan Vision 2020, particularly:

Demonstrate Leadership and Promote Effective Governance

Regional Implications

n/a

Conclusion

The Pierre Berton Discovery Centre Fundraising Task Force is requesting Council to receive Ms. Perri Berton's resignation and establish the quorum at five (5).

Attachments

None

Report Prepared By

Adelina Bellisario, Assistant City Clerk

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 29, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 14, 2013, as follows:

That the resolution submitted by Councillor Carella, dated April 30, 2013, be amended to read:

That the Safe City Coordinator be directed to attend Councillor Carella's safety meeting on May 27th, 2013 at 7 pm, at the Woodbridge Pool and Arena, where appropriate space will be provided.

29 REQUEST FOR SAFE CITY COORDINATOR TO ATTEND SAFETY MEETING

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Carella, dated April 30, 2013:

Member's Resolution

Submitted by Councillor Tony Carella

Whereas, the safety of the public always takes priority in the City of Vaughan; and

Whereas, a safe city coordinator is employed to ensure everyone in the City of Vaughan is informed of relevant life and home safety measures; and

Whereas, on May 27 Councillor Carella plans to hold at the Woodbridge Pool and Arena a Community Safety Meeting with York Regional Police, and

Whereas, the attendance of the Safe City Coordinator, a member of the staff of the Parks & Forestry Operations Department, is advisable, to discuss park patrols, safe city community initiatives, etc.

Now therefore be it resolved,

That the Safe City Coordinator be directed to attend Councillor Carella's safety meeting on May 27th, 2013 at 7 pm, at the Woodbridge Pool and Arena.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 30, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

30

FUTURE PEACE TREE EVENTS

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Racco, dated April 30, 2013:

Member's Resolution

Submitted by Councillor Racco

Whereas, on March 9, 2010 the City of Vaughan approved the annual endorsement of June as Peace Tree month as well as the official organization of corporately supported annual Peace Tree events; and

Whereas, through the initiative of Councillor Racco, the City of Vaughan has officially been organizing a variety of Council endorsed Peace Tree events during the month of June since 2006; and

Whereas, Vaughan City Hall was built as a community gathering space and is a suitable location to host City-run events;

Be It Therefore Resolved that future annual Peace Tree events be held at Vaughan City Hall; and

That the City of Vaughan provide a tree at no cost to be planted at a suitable location at Vaughan City Hall as determined by staff and that this tree be recognized as the official Vaughan Peace Tree.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 31, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

31

**DEPUTATION – MR. JOEL HERTZ
WITH RESPECT TO ACME MOTORCYCLE RIDE FOR VAUGHAN HOSPITAL**

That the deputation of Mr. Joel Hertz, ACME Motorcycle Club, Mullen Drive, Thornhill, with respect to the 3rd Annual ACME Motorcycle Ride for Vaughan Hospital, and Communication C2, dated April 16, 2013, be received.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 32, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

32

**DEPUTATION – MR. ABE SASSON
WITH RESPECT TO A PROPERTY ON ERICA ROAD**

That Confidential Communication C1, from the Commissioners of Legal and Administrative Services and City Solicitor, and Planning, dated April 5, 2013, be received.

The deputant failed to appear before the Committee.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 33, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

33

OTHER MATTERS CONSIDERED BY THE COMMITTEE

33.1 CONSIDERATION OF AD HOC COMMITTEE REPORTS

The Committee of the Whole recommends:

- 1) That the following Ad Hoc Committee reports be received:
 1. Task Force on the City's Role in Festivals and Community Events meeting of March 21, 2013 (Report No. 3)
 2. Heritage Vaughan meeting of March 20, 2013 (Report No. 2)
 3. Telecommunication Facility Siting Protocol Task Force meeting of April 3, 2013 (Report No. 3)
 4. Telecommunication Facility Siting Protocol Task Force meeting of April 17, 2013 (Report No. 4)

33.2 RECESS INTO CLOSED SESSION

The Committee of the Whole recessed into Closed Session at 2:32 p.m. for the purpose of receiving legal advice with respect to Item 14, ZONING BY-LAW AMENDMENT FILE Z.12.029, SITE DEVELOPMENT FILE DA.12.065, IMPERIAL OIL LIMITED ET AL., WARD 1 – VICINITY OF JANE STREET AND TESTON ROAD. The Committee of the reconvened into open session at 2:37 p.m. with all Members present.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 34, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

34

**NEW BUSINESS – UPDATE WITH RESPECT TO THE
PIERRE BERTON DISCOVERY CENTRE**

The Committee of the Whole recommends that an update be provided to a Committee of the Whole (Working Session) in September 2013, with respect to the Pierre Berton Discovery Centre.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 35, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

35

**NEW BUSINESS – REPORT WITH RESPECT TO
PROHIBITING BIDS BY FAMILY MEMBERS OF
COUNCIL AND SENIOR MANAGEMENT**

The Committee of the Whole recommends that staff provide a report by December 2013, on the appropriate information to make an informed decision on whether or not, in the spirit of transparency and accountability, we should move in the direction of prohibiting family members, as defined in the Municipal Conflict of Interest Act, of Council and Senior Management, from bidding on contracts for the City of Vaughan.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013

Item 36, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

**36 COMMITTEE OF THE WHOLE (CLOSED SESSION) RESOLUTION
APRIL 30, 2013**

The Committee of the Whole passed the following resolution to resolve into closed session for the purpose of discussing the following:

1. **ONTARIO MUNICIPAL BOARD HEARING
CITY OF VAUGHAN OFFICIAL PLAN 2010**
(litigation or potential litigation)
2. **PROPERTY MATTER
LAND EXCHANGE
STORM WATER MANAGEMENT POND
PART 105, PLAN 65R-29226 AND
PART 122, PLAN 65R-29226
NEW ENTERPRISE WAY
WARD 2**
(acquisition or disposition of land)
3. **PROPERTY MATTER
VAUGHAN FIRE STATION SITE
7690 MARTIN GROVE ROAD
WARD 2**
(acquisition or disposition of land)
