

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 14, 2005

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- 2) That the capital projects identified above the funding line as Proposed 2005 Capital funded from Long-Term Debt totaling \$12,711,000 be approved (Attachment 3);
- 3) That the capital projects identified above the funding line as Proposed 2005 Capital funded from Taxation be approved (Attachment 4); and,
- 4) That the 2005 Proposed Capital Budget be forwarded to a future Committee of the Whole at which time a date for a public meeting will be determined.

Purpose

The purpose of this report is to afford the opportunity to provide members of the Budget Committee an opportunity to comment on the 2005 Proposed Capital Budget.

Background - Analysis and Options

The process of preparing the Capital Budget reflects a balancing of a number of issues. The continued pressures maintaining existing infrastructure, growth and the provision of new servicing requirements are balanced against available funding, the impact on future operating budgets, and the staff resources to undertake and manage the projects.

Council has approved significant amounts of capital work through the annual capital budget process (2004 \$77.6m, 2003 \$57.7m, 2002 \$60.2m).

The proposed draft 2005 capital budget submission total \$201,353,000. As of October 31, 2004 there remains approximately \$85.7 million in approved capital works outstanding from previous years. Capital projects are funded from four main sources: Development Charges, Reserves, Taxation and Long-Term Debt. To assist staff in the development of the annual Capital Budget, Council approved a series of key financial fiscal policies and are listed as follows:

- 1) Level of discretionary reserves;
- 2) Level of working capital;
- 3) Level of debt;
- 4) Level of funding from taxation; and
- 5) The requirement of funds to be on hand prior to project approval.

These policies have had a positive impact on the financial stability of the municipality. Overall key financial information/ratios approved by Council are being met.

The following is a summary of the key financial information ratios compared to targets approved by Council.

	<u>Projected Dec. 31, 2004</u>	<u>Approved Target</u>
Net Development Charge Balance	\$53.0M	N/A
Discretionary Reserves	60%	50% of own source revenues
Working Capital	11.4%	10% of own source revenues
Debt Level *	1.4%	10% of own source revenues

*Includes Commitments for OSA & Vaughan Sports Complex

The following capital budget report excludes further consideration of the City Hall project as it was dealt with a separate report to Council.

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Development Charge Reserves

For the projects submitted to be funded from Development Charges, the following guidelines previously endorsed by Council were taken into consideration:

- 1) No service category with a positive balance should be placed into a pre-financing position (requirement of funds to be on hand);
- 2) No service category pre-financing should not be increased; and
- 3) Commit no more than 50% of anticipated revenue for any service category that is already pre-financed.

Capital projects have been prioritized by each department within each development charges funding source. Finance staff have assessed the funding availability and established a proposed funding line.

Within the exception of Fire Services and General Government (Planning Studies) the proposed draft 2005 capital budget is within these guidelines.

Long-Term Debt

Capital projects identified for long-term debt financing are large projects that have no other source of funding other than taxation. The 2005 request for long term debt financing total is \$12,711,000 mainly for road related construction.

A municipality may borrow or undertake financial obligations provided that the annual repayment related to the debt and financial obligations do not exceed 25% of our source revenues. It is recommended that the capital projects identified above the funding line from long term debt totaling \$12,711,000 be approved. With this approval, the City of Vaughan debt charges will be within the 10% debt policy approved by Council. The issuance of debt will have an estimated annual operating budget impact of \$1,537,000.

Taxation

Projects identified from taxation funding are non-growth projects that have no other source of financing i.e. maintenance, repairs, technology, etc. In addition, included in the funding request from taxation is the 10% co-funding requirement of the Development Charges Act for certain growth related services (Libraries, Recreational Complexes, Parks and Vehicles).

The amount of funding provided for taxation funded projects from the 2005 Draft Operating Budget is \$6,522,000. The 2005 requests total \$36,031,000. Given that there are insufficient funds provided from the 2005 Draft Operating Budget to fund all the taxation funded capital projects, staff have reviewed previously approved projects and have identified \$400,000 in surplus funds. As a result the revised amount available for taxation funded capital projects is \$6,922,000.

As there are insufficient funds to fund all taxation funded project requests, staff have prioritized the capital projects and have set the proposed funding at \$6,649,000. Budget Committee input on the remaining \$273,000 is requested.

Any further approval of the taxation funded capital requests beyond the \$6,922,000 would have an additional impact on the 2005 Operating Budget and the property tax rate.

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Operating Budget Implication

The proposed draft 2005 capital funding lines have been recommended. Should Council approve the capital projects identified above the proposed funding line, the City will experience future net operating costs that are associated with the projects, i.e. proposed parks, proposed community centre expansions, proposed fire halls and proposed equipment. The estimated future operating cost implication is estimated at \$3,491,000 or an estimated 5% increase in the property tax rate when the projects are complete.

Relationship to Vaughan Vision 2007

The budget process links the Vaughan Vision 2007 through the setting of priorities and allocation of resources.

Conclusion

The City Manager with the Senior Management Team and finance staff have reviewed the capital budget submissions and have established priorities and appropriate funding lines. The operating budget implications for the proposed capital budget included in this report is \$3,491,000 or approximately a 5% property tax increase when the projects are complete.

Attachments - (Members of Council Only) Available in Clerks Dept.

- Attachment 1 – Proposed 2005 Capital Budget Funding Summary
- Attachment 2 – Proposed 2005 Capital Budget Funded other than Taxation and Long-Term Debt
- Attachment 3 – Proposed 2005 Capital Budget Funded from Long-Term Debt
- Attachment 4 – Proposed 2005 Capital Budget Funded from Taxation
- Attachment 5 – Preliminary Continuity Schedule of Capital Reserves and Development Charges for 2004

Report prepared by:

Ferruccio Castellarin, CGA
Director of Reserves and Investments, ext. 8271

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

(Please also refer to Item 2, Budget Committee, Report No. 14)

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Item 2, Report No. 15, of the Budget Committee, which was adopted without amendment by the Council of the City of Vaughan on February 14, 2005.

2

**VAUGHAN PUBLIC LIBRARY BOARD
2005 OPERATING AND CAPITAL BUDGET REQUESTS**

(Referred from the Budget Committee Meeting of November 23, 2004)

The Budget Committee recommends:

- 1) That staff review the Vaughan Public Library Board's request for funding in the amount of \$220,000 for an Integrated Voice Communication System; and**
- 2) That the deputation of Ms. Eileen Burrell, Chair, Vaughan Public Library Board, and correspondence dated November 15, 2004, be received.**

The Budget Committee at its meeting on November 23, 2004, recommended the following:

- 1) That this matter be referred to the Budget Committee meeting of December 7, 2004, and the Vaughan Public Library Board be invited to attend; and
- 2) That an invitation be extended to the Vaughan Public Library Board to attend all other Budget meetings, if they so wish.

The Budget Committee, at its meeting of November 16, 2004, recommended the following:

That the correspondence from Ms. Eileen Burrell, Chair, Vaughan Public Library Board, dated November 15, 2004, with respect to the Board's 2005 Operating and Capital Budget requests, be referred to the Budget Committee meeting of November 23, 2004.

Attachment

- 1 VPL Board correspondence dated November 15, 2004.

(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.)

(Please also refer to Item 12, Budget Committee, Report No. 13, Item 4, Budget Committee, Report No. 14)

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OPTION # 2

Construct an additional fire truck bay and rent a construction trailer as temporary quarters to accommodate a 24/7 crew of 4 firefighters for a two year period.

Truck Bay Construction	- 40' X 12' (\$ 200 Sq. ft.) =	\$ 96,000.00	
	Exhaust Capture System =	<u>\$ 25,000.00</u>	
	Total =		\$ 121,000.00

Crew Quarter Rental - 56' X 12' Construction Trailer	\$ 2,200.00 month		
Utility hookups -		16,000.00	
Proposed 1 yr. Rental =		<u>\$ 26,400.00 (rental)</u>	
Total =			<u>\$ 42,400.00</u>

Grand Total Option # 2 = \$ 163,400.00

OPTION # 3

Purchase a relocatable temporary shelter to be used as a fire truck bay and rent a construction trailer as temporary quarters to accommodate a 24/7 crew of 4 firefighters.

Truck Bay (purchased temporary building)			
	- 18'W X 16'H X 36'L =	\$ 51,000.00	
Includes site preparation, heating/lighting installation.			

Crew Quarter Rental – same as option # 2= \$ 42,400.00

Grand Total Option # 3 = \$ 93,500.00

Note – each option would require a zoning variance in order to proceed.

Funding request has not been submitted in the 2005 Operating or Capital Budgets for any of these options. The Director of Reserves and Investments advises that should the Fire Reserve fund be identified as a funding source, there is currently insufficient funding available to finance any option at this time.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, Section 1.1.5, review and updates all City emergency-planning, response and prevention methodologies.

This report provides options for a change from the priorities previously set by Council and the necessary resources have not been allocated.

Conclusion

The following makes it difficult to make the appropriate recommendation for possible significant expenditures on Fire Station 7-4, with a now-shortened term of return on service improvements, at this time:

- o The land purchases for Fire Station 7-9 are in the final stages of acquisition;
- o the hiring of the full-time firefighters for Station 7-9 originally approved for August 2004 had been deferred to 2005 as part of the 2004 Budget Reduction Initiatives

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- hiring the new firefighters is now subject to the 2005 Operating Budget approval process, thus the firefighters may now not be ready for service until mid-2005;
- expeditious 2005 Capital Budget approval to order the new fire truck and construct the new Fire/EMS Station 7-9 could have the apparatus and facility ready for Spring-2006; and
- the current review of fire protection services has not at this time reached any conclusion on the preferred recommendation for the future of the Kleinburg Volunteer Firefighters to retain service at the existing fire station or transfer to the new fire station.

Attachment:

1. Extract from Council Meeting Minutes March 8, 2004

Report prepared by:

Greg R. Senay, Deputy Fire Chief, extension 8413

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

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Item 4, Report No. 15, of the Budget Committee, which was adopted without amendment by the Council of the City of Vaughan on February 14, 2005.

4 **HIGHWAY 400 NORTH EMPLOYMENT AREA
SECONDARY PLAN STUDY
TERMS OF REFERENCE**

The Budget Committee recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 7, 2004:

Recommendation

The Commissioner of Planning in consultation with the Commissioner of Finance & Corporate Services and the Director of Reserves & Investments recommends:

1. THAT a Request for Proposals be prepared based upon the attached draft Terms of Reference for the Highway 400 North Employment Area Secondary Plan Study;
2. THAT, following Council direction, the study commence under a Request for Proposals at a cost not to exceed \$160,000.00;
3. THAT notwithstanding Council's policies that no service category in a pre-financing position (deficit) be increased and that no commitment be more than 50% of anticipated revenues for any service category that is already in a pre-financed position, Council provide direction as to the inclusion of this study in the amount of \$160,000 (funded \$16,000 from Taxation and \$144,000 from City-Wide Development Charges – Management Studies) in the Proposed 2005 Capital Budget; and
4. THAT the attached Draft Terms of Reference recommended by staff be considered and adopted by the Committee and forwarded to Council for approval at its January 24, 2005 Meeting.

Purpose

The purpose of this report is to present Draft Terms of Reference for an employment area land use planning study, secondary plan and urban design guidelines for the concession blocks from Teston Road and the King Vaughan municipal boundary between Weston Road and Jane Street, an area situated on both the east and west side of Highway 400 within Blocks 34 and 35.

The Draft Terms of Reference also include provision for the study to establish the case for a formal request to the Region of York to expand the current Urban Area Boundary in the Region of York Official Plan in this area to permit employment use development to proceed.

Background

In June of 1998, Vaughan Council directed that staff proceed with an employment area review for the lands known as the Employment Secondary Plan Study Area.

A Phase 1a report was conducted jointly with the Region of York and included an analysis of the City's employment lands needs. The study also identified the extent to which the 'West Vaughan' lands to the north of the currently designated employment lands could accommodate those needs. In addition to identifying the employment lands needs for the City, the report also indicated that the ultimate timing of a secondary plan for the West Vaughan Area employment lands will be affected by the results of the Province's Highway 427 route selection study.

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On the basis of the City's Phase 1 study, the Region of York proceeded with an amendment to the York Region Official Plan changing the designation of the West Vaughan lands in the Region's Official Plan from "Agriculture Policy Area" and "Rural Policy Area" to 'Urban Area'. Region of York Official Plan Amendment Number 19 (ROPA 19) was approved by the Minister of Municipal Affairs and Housing on October 22, 2001. The City's Official Plan Amendment No. 600, approved by York Region on June 29, 2001, designates this area as an "Employment Secondary Plan Study Area".

The 1998 Employment Land Needs study identified an existing employment land supply of about 3,000 acres. The study used historical employment land absorption rates as well as the, then, most recent Regional employment forecasts and identified an employment land supply that was approaching a 10-year supply. Currently, after six years of strong employment land absorption, the City's employment lands needs have reached a serious shortfall.

This situation has been further exacerbated by the lack of progress by the Province of Ontario respecting the completion of the Environmental Assessment for the Highway 427 corridor extension.

In December of 2003 the Provincial Government introduced the Greenbelt Protection Act placing a freeze on new development and initiating steps towards environmental protection and growth management plans and policies in the Greater Golden Horseshoe (GGH). This initiative was followed by the release of three Planning Reform Discussion papers in June 2004 (including a draft Provincial Policy Statement), the "Places to Grow" Growth Plan for the GGH in July 2004, and the draft Greenbelt Plan and legislation in October. Within the study area, much of Block 34 west (bounded by Weston Road, Kirby Road, Highway 400 and Teston Road) and some portions of the area north of the King/Vaughan Road are included in an area to be protected by the Greenbelt Plan and would not be available for development.

In addition, the draft "Places to Grow" plan, a plan that would override the Provincial Policy Statement in the event of any conflict, has two policies that may affect employment area development in Vaughan. On the one hand, the Plan indicates the importance of providing a transportation system to support goods movement including intermodal facilities that provide key connections between rail and trucking modes and therefore that also have "ready access to major highways". On the other hand, the "Places to Grow" plan also indicates that the Highway 427 extension is not an immediate provincial priority. The uncertainty created by these two positions has the potential further delaying development of employment areas in West Vaughan.

In consideration of the above it is timely that the City of Vaughan should proceed to initiate plans for expanding its near-term employment lands supply wherever possible.

In this regard, it should be noted that Official Plan Amendment 600 redesignated 35 hectares (86 acres) in Block 33 West along Highway 400, immediately south of the study area to "High Performance Employment Area" permitting high quality employment uses, as well as retail and office commercial uses. This was done to add to the supply of available employment lands while at the same time placing a "buffering" line of employment uses development between residential development to the west and Highway 400. This approach would appear to be equally justified for the lands either side of Highway 400 north of Teston Road.

Analysis

This study is proposed in consideration of the uncertainty respecting the timing of employment lands being made available for development in the Employment Secondary Plan Study Area and the merits associated with locating and protecting for employment uses along major highways.

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The study must not only establish an appropriate land use policy structure for the study area and an accompanying set of urban design guidelines, but also make a compelling and technically justifiable case to the Region of York to expand the Urban Boundary in this area to allow development to proceed.

This study will require that qualified consultants be retained to carry out the work under the project management of City staff. The cost of this study and the preparation of the Official Plan Amendment, implementation Zoning By-law and the urban design guidelines will be \$160,000.00.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council; however, the necessary resources have not yet been allocated or approved in the 2005 Capital Budget.

Conclusion

Should Council direct, Staff will proceed to undertake this study as follows:

- (i) Following Council's approval of the Terms of Reference and the required funding, staff will proceed, through the City's tendering process, to retain the services of a consultant team to carry out the work at a cost not to exceed \$160,000.00;
- (ii) THAT notwithstanding Council's policies that no service category in a pre-financing position (deficit) be increased and that no commitment be more than 50% of anticipated revenues for any service category that is already in a pre-financed position, Council provide direction as to the inclusion of this study in the amount of \$160,000 (funded \$16,000 from Taxation and \$144,000 from City-Wide Development Charges – Management Studies) for consideration during the Proposed 2005 Capital Budget deliberations;
- (iii) The study will commence in early 2005 following this process and Council's approval of the consultant; and
- (iv) This study is expected to be completed by fall 2005.

Attachments:

- 1. Location Map – Study Area
- 2. Draft Terms of Reference

Report prepared by:

Wayne McEachern, Manager, Planning Policy and Urban Design
Rob Gibson, Senior Policy/Urban Design Planner, ext. 8409

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

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Item 5, Report No. 15, of the Budget Committee, which was adopted without amendment by the Council of the City of Vaughan on February 14, 2005.

**5 HIGHWAY 427 EMPLOYMENT AREA SECONDARY PLAN STUDY AREA
TERMS OF REFERENCE**

The Budget Committee recommends that the recommendation contained in the following report of the Commissioner of Planning and the Commissioner of Engineering and Public Works, dated December 7, 2004, be approved subject to replacing “June 2005” where it appears in Clause 8 with the words “no later than June 1, 2005”:

Recommendation

The Commissioner of Planning and the Commissioner of Engineering & Public Works in consultation with the Commissioner of Finance & Corporate Services and the Director of Reserves and Investments recommend:

1. THAT a Request for Proposals be prepared based upon the attached draft Terms of Reference for the Employment Secondary Plan Study Area as identified in OPA 600 consisting of two phases:
 - a. Phase 1 – Highway 427 Corridor Identification Study; and
 - b. Phase 2 – Land Use Study and Secondary Plan.
2. THAT following Council direction, the Phase 1 – Highway 427 Corridor Identification Study commence under a Request for Proposals at a cost not to exceed \$75,000, to be completed in June of 2005;
3. THAT, after Phase 1 is completed a decision of Council will be required to proceed with the Phase 2 - Land Use Study and Secondary Plan;
4. THAT following Council direction, the Phase 2 Study will commence under a second Request for Proposals at a cost not to exceed \$160,000 to be completed in the fall of 2005;
5. THAT notwithstanding Council’s policies that no service category in a pre-financing position (deficit) be increased and that no commitment be more than 50% of anticipated revenues for any service category that is already in a pre-financed position, Council provide direction as to the inclusion of this study in the amount of \$235,000 (funded \$23,500 from Taxation and \$211,500 from City-Wide Development Charges – Management Studies) for consideration during the Proposed 2005 Capital Budget deliberations;
6. THAT the approved Terms of Reference be used as the basis for preparing and releasing a formal Request for Proposals for Phase 1 of the study in accordance with the requirements of the Purchasing Department.
7. THAT the attached Draft Terms of Reference recommended by staff be considered and adopted by the Committee and forwarded to Council for approval at its January 24, 2005 Meeting;
8. THAT the timeframe set previously for completion of the Phase 1 report be revised from March 31, 2005 to June 2005;
9. THAT once approved, the Terms of Reference be sent to: the Provincial Ministers of Public Infrastructure Renewal, Environment, Transportation, Municipal Affairs and Housing, and Economic Development and Trade; the Regions of York and Peel; the Cities of Brampton and Caledon; and, Canadian Pacific Railway, for their information; and

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10. THAT Council direction to request landowners in the Study Area to make contributions towards the study is not necessary as these costs are growth related and will be recovered through City-Wide Development Charges.

Purpose

The purpose of this report is to present a Terms of Reference for preparing a secondary plan for the Employment Secondary Plan Study Area identified in OPA 600: the “West Vaughan Secondary Plan Study Area”.

The study area is identified on Attachment 1 and includes the lands designated as urban area through Regional Official Plan Amendment (OPA) No. 19.

The attached draft Terms of Reference includes provision for a transportation study to establish a potential corridor for the Highway 427 extension, and for preparing a secondary plan for those areas subsequently identified as being free from future development.

Background/Analysis

1) Location:

The lands subject to this review are generally located between Regional Road 50 on the west, Regional Road 27 on the east, Rutherford Road on the South and Major Mackenzie Drive on the north. The study also includes the lands between Regional Road 50 on the west, the Hydro One transmission corridor on the east, Major Mackenzie Drive on the south, and Nashville Road on the north. The lands are located immediately north of the employment lands designated by OPA No. 450 as adopted by Council in 1994. Excluded from this study area are the lands known as the Canadian Pacific Intermodal Facility Lands.

2) OPA 450 Employment Land Needs study:

In June of 1998, Vaughan Council directed that staff proceed with an employment area review for the lands known as the Employment Secondary Plan Study Area. The terms of reference for the Vaughan Employment Area/OPA 450 Review included three phases that consisted of:

- (i) Determining the required employment lands (Phase 1a) and, a Highway 427 Route Selection Study in the form of an Environmental Assessment (Phase 1b)
- (ii) Allocation of the employment lands through a comprehensive secondary plan study to the necessary employment lands (Phase 2).
- (iii) Preparation of implementing Official Plan amendments.

The Phase 1a report was conducted jointly with the Region of York. It included an analysis of the City's employment lands needs and identified the extent to which the 'West Vaughan' lands to the north of the currently OPA 450 designated employment lands could accommodate those needs. Council adopted the Phase 1a) results in April of 1999. In addition to identifying the employment lands needs for the City, the report also indicated that the ultimate timing of a secondary plan for the West Vaughan employment lands will be affected by the results of the Province's Highway 427 route selection study.

3) Regional Official Plan Amendment No. 19:

On the basis of the City's Phase 1 study, the Region of York proceeded with an amendment to the York Region Official Plan changing the designation of the “West Vaughan” lands from “Agriculture Policy Area” and “Rural Policy Area” to ‘Urban Area’. The resulting Regional OPA 19

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(ROPA 19) was approved by the Ministry of Municipal Affairs and Housing on October 22, 2001.

4) City of Vaughan OPA No. 600:

In an effort to further protect the urban land designation in the Regional Plan for employment uses, Schedule A of the City's Official Plan Amendment No. 600 adopted by Council in September 2000 designates this area as an "Employment Secondary Plan Study Area". The lands are currently subject to the City's Rural Area General, Agricultural Area and Rural Use Area policies in OPA No. 600 until such time as a secondary plan is adopted and approved.

5) Environmental Assessment is stalled and Employment Land shortfall:

The 1998 Employment Land Needs study identified an existing employment land supply of about 3,000 acres. Using historical employment land absorption rates as well as the Regional employment forecasts of the time, the study identified an employment land supply that was approaching a 10-year supply. Now, after six more years of strong employment land absorption, the City's employment lands needs have reached a serious shortfall of only a few years. The lands designated in Regional OPA 19 and now forming the basis for this study area were designed to address this looming employment land shortfall. However the Ministry of Transportation's Environmental Assessment process for the Highway 427 corridor has been stalled for some time, and the specific route of the Highway 427 is not expected to be determined in the foreseeable future. The City needs to prepare secondary plans to address the employment land shortfall in a manner that also provides for the ultimate Highway 427 corridor.

6) Development Applications are proceeding:

In accordance with the policies of OPA 450, a Block Plan application was received for the concessions blocks to the south of Langstaff Road on the east side of Highway 50. Block 57/58 is being revised to accommodate the Highway 427 transitway facilities identified by the Ministry of Transportation. The Block Plan also reflects the interim road network identified by the Boundary Area Transportation Study (BATS) conducted jointly by the Regions of Peel and York, as well as the Cities of Brampton and Vaughan. The Block Plan has not yet been approved but has thus far included the potential to protect for the Highway 427 corridor into Brampton and Peel south of the CP Intermodal facility.

In August of 2004 the City received an application for a Secondary Plan and Block Plan for Block 64 (bounded by Langstaff, Huntington, Rutherford and Highway 50). The approval of this plan could preclude a westerly Highway 427 alignment into Brampton. Applications such as this are in response to the shortfall of designated employment land supply, and can be expected to continue in this regionally designated urban area. The City needs to be in a position of responding to the logical development of urban uses in this area; and, this is best achieved through the preparation of a Secondary Plan for the employment area. This perspective is also supported by the City of Brampton. On October 13, 2004 Brampton Council approved a recommendation to "work with the Regions of Peel and York, the City of Vaughan, the Town of Caledon, and the Ministry of Transportation to initiate a process that could allow further decision-making around land use and road network issues...while protecting technically feasible alternatives for the proposed Highway 427 extension."

7) Recent Provincial Initiatives:

With the passing of the Greenbelt Protection Act in December of 2003 the Provincial Government began to take steps towards environmental protection and growth management plans and policies in the Greater Golden Horseshoe (GGH). This was followed by the release of three Planning Reform Discussion papers including a draft Provincial Policy Statement in June of 2004,

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the “Places to Grow” Growth Plan for the GGH in July, and the draft Greenbelt Plan and legislation in October. By virtue of its designation as urban area in the Region’s Official Plan, the Greenbelt Plan does not include this study area in “Protected Countryside” and therefore permits full urban uses. The draft Places to Grow Plan, that would override the Provincial Policy Statement in the event of any conflict, has two policies of note regarding this study area. On the one hand, the Plan indicates the importance of providing a transportation system to support goods movement including intermodal facilities that provide key connections between rail and trucking modes and therefore that also have “ready access to major highways”. On the other hand, the Places to Grow Plan also indicates that the Highway 427 extension is not an immediate priority.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and the necessary resources have been not been allocated and approved in the 2005 Capital Budget.

Conclusion

While the extension of the Highway 427 into areas north of the current urban boundary may not be an immediate Provincial priority, it is critical to determine a highway corridor that could serve areas already designated urban and critical major employment uses like the CP Intermodal facility.

This study will first determine the transportation corridor requirements for a highway extension that would serve the intermodal facility, and then to produce a supporting land use structure through a secondary plan that would allow development of the employment area to proceed. Accordingly, on October 25, 2004 Vaughan Council adopted a resolution to conduct this secondary plan land use study.

Completion of a secondary plan for the West Vaughan employment lands is critical to addressing the shortfall of employment lands in Vaughan. If the Committee concurs, the recommendation in this report should be adopted and forwarded to Council for consideration at its December 6, 2004 Meeting.

Should Council direct, we will proceed undertaking this study in 2 phases as follows:

- i) Phase 1- Highway Corridor identification; Phase 2 - land use secondary plan. Each Phase would be carried out under separate Request for Proposal (RFP).
- ii) Phase 1 work will be carried out for a cost not to exceed \$75,000.00 and the \$75,000 funding requirement should be added to the 2005 Proposed Capital Budget and be considered during the 2005 Capital Budget deliberations with \$8,000 funded from Taxation and \$67,000 funded City-Wide Management Studies Development Charges. This account is currently in a pre-financing position (deficit) and Council endorsed guidelines provide “that no service category pre-financing be increased and that no commitment more than 50% of anticipated revenues for any service category that is already in a pre-financed position.” It is estimated that 2005 Revenues will be approximately \$250,000;
- iii) Phase 2 work will be carried out for a cost not to exceed \$160,000.00 and the \$160,000 funding requirement should be added to the Proposed 2005 Capital Budget and be considered during the 2005 Capital Budget deliberations with \$16,000 funded from Taxation and \$144,000 funded from City-Wide Management Studies Development

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Charges. This account is currently in a pre-financing position (deficit) and Council endorsed guidelines provide “that no service category pre-financing be increased and that no commitment more than 50% of anticipated revenues for any service category that is already in a pre-financed position.” It is estimated that 2005 Revenues will be approximately \$250,000;

- iv) The total study budget of both phases will not exceed a cost of \$235, 000.00;
- v) Following this process and Council’s approval of the consultant, work will commence in early 2005 on Phase 1; and Phase 2 will commence after June 2005 upon further direction of Council;
- vi) The entire study is expected to be completed in the fall 2005.

Attachments:

- 1. Location Map – Study Area
- 2. Draft Terms of Reference

/LG

Report prepared by:

Rob Gibson, Senior Policy/Urban Design Planner, ext. 8409
Wayne McEachern, Manager, Planning Policy and Urban Design, ext. 8026

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 14, 2005

Item 7, Report No. 15, of the Budget Committee, which was adopted without amendment by the Council of the City of Vaughan on February 14, 2005.

7 REQUEST FOR A REPORT WITH RESPECT TO THE COMPENSATION REVIEW

The Budget Committee recommends that staff be directed to provide a detailed report on the Compensation Review, including the 2005 budget implications.

The foregoing matter was brought to the attention of the Committee by Councillor Di Vona.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 14, 2005

Item 8, Report No. 15, of the Budget Committee, which was adopted without amendment by the Council of the City of Vaughan on February 14, 2005.

8 REQUEST FOR A REPORT WITH RESPECT TO INCENTIVE PAYMENTS

The Budget Committee recommends that staff be directed to provide a report with respect to incentive payments made and further, that staff provide the Budget Committee with a copy of the Management By-law.

The foregoing matter was brought to the attention of the Committee by Councillor Yeung Racco.

(Please also refer to Item 8, Budget Committee, Report No. 16)

