

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 12, 2006

Item 1, Report No. 35, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on June 12, 2006.

1 **ZONING BY-LAW AMENDMENT FILE Z.06.029**
NINE-TEN INVESTMENTS LIMITED

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 29, 2006, be approved; and
- 2) That the deputation of Mr. Roy Mason, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3, on behalf of the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing report for Zoning By-law Amendment File Z.06.029 (Nine-Ten Investments Limited) BE RECEIVED; and that any issues identified be addressed by the Development Planning Department in a comprehensive report to the Committee of the Whole.

Economic Impact

This will be addressed when the technical report is completed.

Purpose

The Owner has submitted an application to amend the Zoning By-law on the subject lands shown on Attachment #1, specifically to amend By-law 1-88 in the following manner:

1. Rezone Parcel "A" as shown on Attachment #2, from OS5 Open Space Environmental Protection Zone to RD3 Residential Detached Zone Three;
2. Rezone Parcels "B" and "C" as shown on Attachment #2, from OS5 Open Space Environmental Protection Zone to RD4 Residential Detached Zone Four; and
3. Rezone Lot 267 as shown on Attachment #2, from a split RS1 residential Semi-Detached Zone One/RD4 Residential Detached Zone Four to a straight RD4 Zone, to reflect minor adjustments to the lot lines.

Parcels "A", "B" and "C" are proposed to be added to the adjacent approved residential lots. The proposal does not result in the creation of any new lots.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located north of Rutherford Road and west of Dufferin Street, within Planning Block 18, City of Vaughan. The subject lands are located within the approved Draft Plan of Subdivision 19T-00V17, as shown on Attachment #1. The subject lands are currently vacant.

The subject lands are designated "Low Density Residential" by OPA #600, as amended by OPA #604 (Oak Ridges Moraine Conformity Plan), which further designates the lands "Settlement Area". Parcels "A", "B" and "C" are zoned OS5 Open Space Environmental Zone, and Lot 267 is

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split-zoned RS1 Residential Semi-Detached Zone One/RD4 Residential Detached Zone Four, by By-law 1-88, subject to Exception 9(1226). The surrounding land uses for each parcel/lot are as follows:

- North - Parcel "A": future residential (RD3(H) Zone); Parcel "B": open space (OS5 Zone)
Parcel "C": future residential (RD4(H) Zone); Lot 267: future road/residential (RD4 Zone)
- South - Parcels "A", "B", "C": open space (OS5 Zone); Lot 267: future storm pond (OS1 Zone)
- East - Parcel "A": future residential (RD3(H) Zone); Parcel "B": future residential (RD4(H) Zone); Parcel "C": future road/residential (RS1 Zone)
- West - Parcels "A", "B", "C": open space (OS5 Zone); Lot 267: future residential (RD4 Zone)

On May 5, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the limits of the approved Draft Plan of Subdivision 19T-00V17, and to the Gates of Maple Ratepayers' Association and the Maple Village Ratepayers' Association. To date, no comments have been received. Any comments received will be addressed in the technical review and included in a comprehensive staff report to a future Committee of the Whole meeting.

Preliminary Review

Following a preliminary review of the proposed application, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the application will be reviewed in the context of the surrounding land uses to assess compatibility with respect to the proposed lotting pattern, the approved Block 18 Plan, and the approved Draft Plan of Subdivision File 19T-00V17;
- ii) the application will be reviewed by the City and the Toronto and Region Conservation Authority in the context of the policies of the Official Plan and the appropriateness of rezoning three open space parcels (i.e. Parcels "A", "B" and "C") for residential purposes;
- iii) the appropriateness of rezoning Lot 267, from a split RS1/RD4 Zone to a straight RD4 Zone, to reflect minor adjustments to the lot lines, will be reviewed; and
- iv) an Oak Ridges Moraine conformity report is required to be submitted in support of this application. The report will be reviewed in the context of the requirements of OPA #604.

Relationship to Vaughan Vision 2007

The applicability of the application to the Vaughan Vision will be determined when the technical report is considered.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the application, together with comments from the public and Council expressed at the Public Hearing or in writing, and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the appropriateness of the proposed rezoning will be reviewed in the context of the applicable Official Plan policies, the requirements of Zoning By-law 1-88, and compatibility of the proposed development form in the context of the surrounding land uses.

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Attachments

1. Location Map
2. Approved Draft Plan of Subdivision 19T-00V17

Report prepared by:

Stephen Lue, Planner I, ext. 8210
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 2, Report No. 35, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on June 12, 2006.

2 **OFFICIAL PLAN AMENDMENT FILE OP.06.017**
ZONING BY-LAW AMENDMENT FILE Z.06.038
HONEYVALE GLADE ESTATES INC.

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 29, 2006, be approved; and**
- 2) That the following deputations and petition be received:**
 - a) Mr. Joran Weiner, 8700 Dufferin Street, Concord, L4K 4S6, on behalf of the applicant; and**
 - b) Mr. Robert Pignataro, 101 John Lindsay Court, North York, M3L 2L1, and petition.**

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing report for Files OP.06.017 and Z.06.038 (Honeyvale Glade Estates Inc.) BE RECEIVED; and that any issues identified be addressed by the Development Planning Department in a comprehensive report to the Committee of the Whole.

Economic Impact

This will be addressed when the technical report is completed.

Purpose

The Owner has submitted the following applications to amend the Official Plan and Zoning By-law on the subject lands shown on Attachment #1, specifically to:

1. Amend OPA #600 to permit a gas bar/service station with drive-through and mechanical car wash as additional uses in the "Medium Density Residential/Commercial" designation; and,
2. Amend Zoning By-law 1-88 to permit a gas bar/service station with drive-through and mechanical car wash as additional uses in the C3 Local Commercial Zone, and any other exceptions required to facilitate the development of the site for the proposed uses as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the south side of Major Mackenzie Drive, west of Dufferin Street, more specifically at the southwest corner of Major Mackenzie Drive and Peter Rupert Avenue, within Planning Block 18 (approved Draft Plan of Subdivision 19T-03V15), in Part of Lot 20, Concession 3, City of Vaughan. The subject lands have an area of 0.5ha, and 54.1m frontage on Major Mackenzie Drive, and a depth of 84.3m.

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600, and zoned C3 Local Commercial Zone by By-law 1-88, subject to Exception 9(1235). The surrounding land uses are:

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- North - Major Mackenzie Drive; vacant (M1(H) Restricted Industrial Zone with the Holding Symbol "H")
- South - future residential (RS1 Residential Semi-Detached Zone and RD4 Residential Detached Zone Four)
- East - Peter Rupert Avenue; future residential (RD3 Residential Detached Zone Three)
- West - Black Maple Crescent; future residential (RS1(H) and RS1 Residential Semi-Detached Zone)

On May 5, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Maple Village Ratepayers Association. To date, no comments have been received. Any comments received will be addressed in the technical review and included in a comprehensive staff report to a future Committee of the Whole meeting.

Preliminary Review

Following a preliminary review of the proposed applications, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the applications will be reviewed in the context of the applicable Official Plan policies, to determine the appropriateness of adding the proposed uses to the "Medium Density/Commercial" and C3 Local Commercial Zone;
- ii) the applications will be reviewed in the context of the approved land uses in the surrounding area, with particular consideration given to the appropriateness and compatibility of the proposed gas bar/car wash with respect to site design, noise, buffering, and site access; and,
- iii) the appropriate zoning exceptions that may be required to implement the proposal, if approved, will be reviewed.

Relationship to Vaughan Vision 2007

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the applications, together with comments from the public and Council expressed at the Public Hearing or in writing, and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the applications will be reviewed in the context of the policies of the Official Plan, the requirements of the Zoning By-law, and compatibility with adjacent land uses, in order to determine the appropriateness of adding the proposed gas bar/servicing service station with drive-through and mechanical car wash as permitted uses in the "Medium Density Residential/Commercial" designation and in the C3 Local Commercial Zone.

Attachments

1. Location Map
2. Preliminary Site Plan

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

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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 3, Report No. 35, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on June 12, 2006.

3 **OFFICIAL PLAN AMENDMENT FILE OP.06.014**
ZONING BY-LAW AMENDMENT FILE Z.06.036
WILLIAM GROBANOPOULOS, ET AL

The Committee of the Whole (Public Hearing) recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated May 29, 2006, be approved;**
- 2) **That the deputation of Mr. Vito Bellicoso, 34 Garriock Court, Woodbridge, L4L 8S7, be received; and**
- 3) **That the written submission of Ms. Mattia Bellicoso, 1 Gram Street, Maple, L6A 3Z2, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing report for Files OP.06.014 and Z.06.036 (William Grobanopoulos, Et Al) BE RECEIVED; and that any issues identified be addressed by the Development Planning Department in a comprehensive report to the Committee of the Whole.

Economic Impact

This will be addressed when the technical report is completed.

Purpose

The Owner has submitted the following applications to amend the Official Plan and Zoning By-law on the subject lands shown on Attachment #1, specifically to:

1. Amend OPA #350 (Maple Community Plan) to permit a business and professional office and personal service shop as additional uses in the "Low Density Residential" designation; and,
2. Amend Zoning By-law 1-88 to permit a business and professional office and personal service shop as additional uses in the R1V Old Village Residential Zone, and any other exceptions required to facilitate the development of the site for the proposed uses as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the south side of Major Mackenzie Drive, west of Keele Street, being Lot 5 on Registered Plan 4626 (2401 Major Mackenzie Drive), in Part of Lot 20, Concession 4, City of Vaughan. The subject lands contain an existing detached residential dwelling with a lot that has an area of 0.153ha, and 30.68m frontage on Major Mackenzie Drive, and a lot depth of 50m.

The subject lands are designated "Low Density Residential" by OPA #350 (Maple Community Plan), and zoned R1V Old Village Residential Zone by By-law 1-88. The surrounding land uses are:

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- North - Major Mackenzie Drive; gas bar (C6 Service Commercial Zone)
- South - existing residential (R1V Old Village Residential Zone)
- East - existing day care (R1V Old Village Residential Zone)
- West - existing residential (R1V Old Village Residential Zone)

On May 5, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Maple Landing Ratepayers Association. To date, no comments have been received. Any comments received will be addressed in the technical review and included in a comprehensive staff report to a future Committee of the Whole meeting.

Preliminary Review

Following a preliminary review of the proposed applications, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the applications will be reviewed in the context of the applicable Provincial, Regional and City Official Plan policies, to determine the appropriateness of adding the proposed uses to the "Low Density Residential" designation and the R1V Old Village Residential Zone; or alternatively, to a commercial designation and zone category, if appropriate;
- ii) the applications will be reviewed in the context of the existing land uses in the surrounding area, with particular consideration given to the appropriateness and compatibility of the proposed commercial uses including zoning standards, site design, noise, site access and parking;
- iii) the applications will be reviewed in the context of the Maple Streetscape and Urban Design Guidelines;
- iv) the proposed access location and design must be approved by the Region of York; and
- v) the appropriate zoning category and exceptions that may be required to implement the proposal, if approved, will be reviewed.

Relationship to Vaughan Vision 2007

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the applications, together with comments from the public and Council expressed at the Public Hearing or in writing, and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the applications will be reviewed in the context of the Provincial, Regional and City Official Plan policies, compatibility with the adjacent land uses, and in consideration of the Maple Streetscape and Urban Design Guidelines.

Attachments

1. Location Map
2. Preliminary Site Plan

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Report prepared by:

Margaret Holyday, Planner, ext. 8216

Mauro Peverini, Senior Planner, ext. 8407

Grant Uyeyama, Manager of Development Planning, ext. 8635

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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 4, Report No. 35, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on June 12, 2006.

4
OFFICIAL PLAN AMENDMENT FILE OP.06.011
ZONING BY-LAW AMENDMENT FILE Z.06.032
ISRAEL LANDA, TRUSTEE AND BETH CHABAD ISRAELI COMMUNITY CENTRE

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 29, 2006, be approved;**
- 2) That the comprehensive report be provided to a Committee of the Whole meeting in September 2006;**
- 3) That the following deputations be received:**
 - a) Mr. Peter Weston, Weston Consulting Group, 201 Millway Avenue, Suite 19, Vaughan, L4K 5K8, on behalf of the applicant;**
 - b) Rabbi Israel Landa, Beth Chabad Israeli Community, 1136 Centre Street, Suite No. 209, Thornhill, L4J 3M8; and**
 - c) Mr. Henry Silberman, 388 Spinnaker Way, Concord, L4K 4W1; and**
- 4) That the following written submissions be received:**
 - a) Mr. Fred Darvish, Liberty Development Corporation, 505 Highway 7 East, Suite 303, Thornhill, L3T 7T1, dated May 26, 2006; and**
 - b) Mr. Eli Swirsky, The Torgan Group, Madison Centre, 4950 Yonge Street, Suite 1103, Toronto, M2N 6K1, dated May 29, 2006.**

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing report for Files OP.06.011 and Z.06.032 (Israel Landa, Trustee and Beth Chabad Israeli Community Centre) BE RECEIVED; and that any issues identified be addressed by the Development Planning Department in a comprehensive report to the Committee of the Whole.

Economic Impact

This will be addressed when the technical report is completed.

Purpose

The Owner has submitted the following applications to amend the Official Plan and Zoning By-law on the subject lands shown on Attachment #1, specifically to:

- 1. Amend OPA #210 (Thornhill-Vaughan Community Plan) to:**
 - i) redesignate the subject lands from "Town Centre Commercial" to "Mixed Use 2" under OPA #671 (Centre Street Study), to permit high density residential uses on Floors 2-17 of an apartment building comprised of 128 units, and ground floor commercial uses developed in conjunction with a place of worship (synagogue) and community centre, as shown on Attachment #2; and,**

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- ii) permit a maximum net residential density of 247 units/ha on the 0.52 ha subject lands.
2. Amend Zoning By-law 1-88 to rezone the subject lands from A Agricultural Zone to CMU2 Mixed Use 2 – Town Centre Zone (Centre Street Study zoning).

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Bathurst Street, north of Centre Street (7770 Bathurst Street), in Part of Lot 6, Concession 2, in the City of Vaughan. The 0.52ha site represents the assembly of 3 parcels all having frontage onto Bathurst Street, including an approximately 3m (10 ft) wide strip of land owned by the Metrontario Group through the central portion of the property as shown on Attachment #2. The transfer of ownership from Metrontario to the applicant will need to occur prior to any development proceeding on the subject lands. The lands are presently vacant. The subject lands are designated "Town Centre Commercial" by OPA #210 (Thornhill-Vaughan Community Plan), which does not permit residential uses, and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - future eastward extension of North Park Drive and existing sales office (C2 General Commercial Zone)
- South - vacant/proposed Wal-Mart application (Agau Developments, File DA.06.017 - CMU2-H Mixed Use 2- Town Centre Zone)
- East - Bathurst Street; residential (R5 Residential Zone)
- West - vacant/approved high rise condominium apartment (RA3 Apartment Residential Zone) and proposed Walmart application (CMU2-H Mixed Use 2- Town Centre Zone)

On May 5, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Beverley Glen Ratepayers Association and the Brownridge Ratepayers Association. To date, no comments have been received. Any responses received will be addressed in the technical review, and included in a comprehensive staff report to a future Committee of the Whole meeting.

Preliminary Review

Following a preliminary review of the proposed applications, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the applications will be reviewed in the context of the Provincial Policy Statement, and Regional and City Official Plan policies, to determine the appropriateness of the proposed density, height, and intensity of the mixed use development;
- ii) the application will be reviewed in the context of the approved and existing land uses in the surrounding area, including the high density permitted in the Liberty project to the north, and in the Centre Street Study to the west, with particular consideration given to the appropriateness and compatibility of the proposed density and height, and impact on traffic and transportation road improvements/phasing and impact on community services and schools;
- iii) the availability of water and sanitary servicing capacity must be identified and allocated by Council, should the applications be approved;
- iv) the appropriateness of redesignating the subject lands from the "Town Centre Commercial" designation and redesignating and rezoning the subject lands to a designation and zoning created specifically as a result of the Centre Street Study

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for properties along Centre Street, will be reviewed; the proposed "Mixed Use 2" designation permits mixed use development, however, the maximum building height is restricted to 14-storeys or 44m, whichever is less, and a maximum Floor Space Index (FSI) of 2.0 the area of the lot;

- v) a complete site plan application submission should also be submitted to allow for a comprehensive review of the proposal; and
- vi) the necessary studies will be required to be submitted in support of the applications, including but not limited to the following planning justification, traffic, parking, noise, sun/shade and wind studies, and environmental reports.

Relationship to Vaughan Vision 2007

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the applications, together with comments from the public and Council expressed at the Public Hearing or in writing, and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the applications will be reviewed in the context of the Provincial, Regional and City Official Plan policies, compatibility with adjacent land uses, and the appropriateness of the proposed density, height and intensity of the mixed use development, will be reviewed.

Attachments

1. Location Map
2. Conceptual Site Plan

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 5, Report No. 35, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on June 12, 2006.

5
DRAFT OFFICIAL PLAN AMENDMENT NO. 620
STEELES CORRIDOR - JANE TO KEELE- SECONDARY PLAN
FILE NO. 15.90

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 29, 2006, be approved;
- 2) That the presentation material, be received;
- 3) That the following deputations and written submission be received:
 - a) Mr. Chris Wong, York University Development Corporation, 4700 Keele Street, Toronto, M3J 1P3;
 - b) Mr. Tim Bermingham, Blake, Cassels and Graydon LLP, Suite 2800, Box 25, Commerce Court West, 199 Bay Street, Toronto, M5L 1A9 and written submission dated May 29, 2006, on behalf of UPS Canada Ltd.;
 - c) Mr. Jeffrey Stone, 7601 Bathurst Street, Suite No. 304, Vaughan, L4J 4H5; and
 - d) Mr. Ted Cymbaly, Weston Consulting Group Inc., 201 Millway Avenue, Suite 19, Vaughan, L4K 5K8, on behalf of Serenity Park Cemetary Corporation; and
- 4) That the written submission of Mr. Peter Weston, President, Weston Consulting Group Inc., 201 Millway Avenue, Suite 19, Vaughan, L4K 5K8, dated May 29, 2006, on behalf of Serenity Park Cemetary Corporation, be received.

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing for File 15.90 (Steeles Corridor-Jane to Keele-Secondary Plan OPA 620) BE RECEIVED, and that the issues identified by the public and Council be addressed by Staff in a future report to Committee of the Whole.

Purpose

The purpose of this report is to present the key elements of the revised draft OPA 620.

Location

The Steeles Corridor-Jane to Keele-Secondary Plan area is bounded by Steeles Avenue on the south and the CN Rail York Subdivision on the north, and by Jane Street on the west and Keele Street on the east. The boundaries of the Plan are identified on Schedule "A" to the draft amendment, which forms Attachment 1 to this report. The subject lands have an area of approximately 43 hectares (106 acres)

Background – Analysis and Options

Process Followed to Prepare the OPA

- June 24, 2002 - Council approved the Terms of Reference for the Steeles Avenue Corridor Land Use Review – Jane Street to Keele Street.

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- October 15, 2002 - Council adopted the recommendation from the Commissioner of Planning that the firm 'Urban Strategies Inc.' be retained to conduct the review. In addition to being the lead land use consultant, Urban Strategies Inc. also provided the urban design services. The Study Team was joined by Marshall Macklin Monaghan Ltd. for the transportation analysis, and urbanMetrics Inc. for real estate and market analysis.
- January – February 2003: Phase I of the Study

Phase I of the study produced an "Inventory and Assessment of the Current Situation" that included:

- Analysis of previous planning studies and existing regulatory framework
- Land use analysis
- Urban design analysis
- Base mapping/modeling
- Transportation and servicing analysis
- Market opportunities
- A review of opportunities and constraints

To assist in conducting the review, a Technical Advisory Committee (TAC) was established, including staff representation from:

- Region of York
 - City of Toronto
 - York University
 - York Region Transit
 - York Consortium (YRTP)
 - Toronto Transit Commission
 - GO Transit
 - Ministry of Transportation
 - Smart Commute Association of Black Creek
 - York Region Catholic and District School Boards
 - Toronto and Region Conservation Authority
 - City of Vaughan Planning, Urban Design, Engineering, Economic and Technology Development, and Real Estate departments.
- January 2003: Individual interviews were held with many of the key TAC members and study area landowners.
 - February 2003: The first full TAC meeting was held to present the draft Phase I Working Paper.
 - February 25, 2003: A presentation of the Phase I Working Paper was made to the Committee of the Whole Working Session.
 - February 27, 2003: a Public Information Meeting was held at the Dufferin Clark Library to present the findings of the Phase I Working Paper.
 - February 2003: Individual meetings were held with study area landowners.
 - March 2003-December 2003: Phase II of the Study
 - Based on the Phase I "Issues and Opportunities" Working Paper, the objective of Phase II was to "Develop the Vision for a New Planning Framework." This involved preparing conceptual development and urban design options, for refinement through subsequent consultation with the Technical Advisory Committee, landowners, and public.

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To determine whether lands in the hydro corridor were available to provide all or part of the critical east-west road connection, meetings were held during the summer of 2003 with staff from the Province of Ontario and Hydro One.

- December 2003: The draft Phase II results were presented to a TAC meeting for input.
- January 15, 2004: The draft Phase II report was presented to a Public Information Meeting at Dufferin Clark Library and to area landowners for their input.
- February-May, 2004: The draft consultant report and first draft of the Official Plan Amendment were prepared.
- June 11, 2004: Staff made an informal presentation on the study to the Spadina-York Subway Extension Committee.
- June 15, 2004: Urban Strategies presented the study recommendations to the Committee of the Whole Working Session. On June 28, 2004 Council adopted the Committee of the Whole recommendations to:
 - provide a further report addressing the comments from members of Council (provided herein);
 - receive the presentation and material from Urban Strategies Inc.
 - schedule a statutory Public Hearing in the fall subsequent to receiving input from the Technical Advisory Committee and making any necessary changes to the draft report; and,
 - have Staff consult with the landowners in the amendment area to discuss the final results of the study, and provide a summary of this consultation in the Public Hearing report (provided herein).
- June 25, 2004: The draft final report and initial draft of Official Plan Amendment Number 620 were presented to the TAC for comment. Comments from TAC members on the draft final report were received up to the end of July, and on the draft OPA 620 up to September 3, 2004.
- September 9, 2004: Notice of a statutory Public Hearing was distributed to property owners in and around the study area, to attendees at previous public meetings, and published in the Vaughan Weekly.
- September 13, 2004: The consultant's Final Report and initial draft of Official Plan Amendment Number 620 were made available to the public and posted on the City's website.
- November, 2005: A report was presented to Committee of the Whole Working Session, summarizing the results of further work completed by the City's consultants, examining the introduction of increased development densities throughout the subject lands.

PLANNING CONTEXT

Existing Uses

From west to east, the Amendment area includes the following uses:

- a vacant site that is approved for a mausoleum/crematorium;
- a stormwater management pond on Steeles Avenue owned by the City of Vaughan;

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- the United Parcel Service (UPS) distribution facility;
- York Region's vacant 5 acre site acquired for a transit terminal/commuter facility;
- a vacant parcel owned by the Glen Corporation;
- four single storey employment buildings; and
- vacant lands owned by the Steeles–Keele Investments Ltd., including a 4 storey office building under construction on the northwest corner of Keele Street and Steeles Avenue West.

On the north side of these parcels is the Hydro One transmission corridor that is owned by the Province of Ontario.

Official Plan

The amendment area is currently designated as “Employment Area” under OPA 450, which was approved in 1996. It is primarily aimed at providing for industrial/employment and related service uses. The Hydro One transmission corridor forms the north border of the amendment area and is subject to the policies of the Parkway Belt West Plan.

Approved in 2001, OPA 529 designates a below grade higher order transit right-of-way to accommodate the extension of the Spadina subway to the Vaughan Corporate Centre. OPA 529 also directed that a land use study be conducted in the Steeles Avenue corridor from Jane Street to Keele Street to provide for land uses that would respond to and support the transit initiatives. The Steeles Corridor study was prepared in response to this policy.

Regional Official Plan

As the upper tier planning document that provides the framework for achieving the Region's urban structure, the Secondary Plan must conform to the York Region Official Plan (ROP). The ROP currently designates the amendment area as a Regional Corridor. The ROP includes policies in Section 5.4. – “Corridors” encouraging area municipalities to comprehensively examine such areas to provide opportunities for mixed use and higher densities. OPA 620 satisfies these goals.

Early in 2005, the Region amended the ROP (Amendment 43), strengthening the policy support for identified nodes and corridors. ROPA 43 provides for area municipalities to identify ‘Key Development Areas’, and would support the identification of the lands subject to OPA 620 as one of Vaughan's ‘Key Development Areas’. York Region staff have indicated that the proposed policies in OPA 620 are consistent with and supportive of the ROPA 43.

Zoning

Almost the entire area is zoned Prestige Employment Area Zone - EM1 except for three properties: 1) the northeast corner of Jane and Steeles was zoned C1 by a 1998 OMB decision permitting two (2 and 4 storey) buildings for a crematorium and columbarium; 2) more central to the amendment area is an exception that permits eating establishments, banks and financial institutions, with or without a drive-through, and business and professional offices; and 3) on the north edge of the amendment area, the Hydro Corridor is zoned PB1S - Parkway Belt Linear Facilities Zone.

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Development Applications

The OMB has approved development of a mausoleum/crematorium on a site on the northeast corner of Jane Street and Steeles Avenue. The owner has not yet submitted a site plan application to proceed with this development.

United Parcel Service (UPS), owner and operator of a large parcel distribution facility on the lands just east of Jane Street, has submitted a site plan application to permit a significant expansion of their building eastward into the vacant portion of their site. This vacant area has also been identified as a possible location for a part of the proposed transit station facilities, and is subject to the EA currently being completed for the Spadina subway extension. The City is in discussions with UPS regarding their proposed expansion.

Steeles–Keele Investments Ltd. (SKI) is the owner of approximately 16 hectares, which constitutes the eastern third of the Amendment Area. Construction of a 4-storey office building on the northwest corner of Keele and Steeles is already complete. In addition, the owner wishes to proceed with approvals to develop the balance of the property, which could include high density mixed-use development with a range of office, commercial, and residential uses. Staff have met with the owner and his architect several times, and continue to work with them toward a master plan for the site.

Outside the Amendment Area, on the northeast corner of Steeles Avenue and Keele Street, a site plan application for a four-storey office building has recently been approved.

Planned Transit Improvements

There are Environmental Assessments currently underway for two projects that will, if implemented, dramatically improve transit service to this area. The policies of OPA 620 are designed to provide for a development regime that will support the introduction of higher order services to the area by providing uses and densities that can take advantage of the higher level of accessibility. The status of the EA studies is discussed below.

The Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements

This individual environmental assessment is being conducted by the Region of York. Its purpose is to improve public transit infrastructure in the Region's primary east-west corridor and its western north-south corridor to increase ridership and support linkages to other GTA transit systems. The EA was completed in August of 2005 and has been submitted to the Ministry of the Environment for approval. The EA is recommending that rapid transit services be introduced along Highway 7 and in the Vaughan North-South Link, which connects the Vaughan Corporate Centre to the York Regional Terminal site on Steeles Avenue across from York University.

Initially the system will be operated as a Bus Rapid Transit service, with the buses primarily running in dedicated lanes. In areas of constraint, the buses will operate in mixed traffic. The EA will also confirm the subway alignment, which will provide for the further extension of the Spadina subway, north from Steeles Avenue to the Vaughan Corporate Centre.

A subway alignment was originally identified in OPA 529. The EA study confirms the portion of the OPA No. 529 subway alignment that is located on the west side of Jane Street north of Highway 7, which ultimately intersects with the Millway Road road allowance at Highway 7. How the subway extension reaches the west side of Jane Street will depend on the alignment that is ultimately approved in the ongoing Toronto/TTC Spadina Subway Extension EA. In advance of the approval of this work, the Highway 7/Vaughan North-South Link EA identifies a "Tie In" zone where the alignment can be adjusted to link to the Toronto/TTC EA. The "Tie In" would occur through a later amendment to the EA.

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The Highway 7/Vaughan North-South Link EA is more advanced in the process than the Toronto/TTC Spadina Subway Extension EA. This EA could receive approval in the summer of 2006.

The Toronto/TTC Spadina Subway Extension EA

The purpose of this EA is to identify the alignment of a subway extension from Downsview Station at Sheppard Avenue to Steeles Avenue in the vicinity of the York Region terminal site. The EA was approved for submission by Toronto City Council in December, 2005, and was submitted to the Ministry of Environment in February, 2006. Approvals could be obtained by early autumn, 2006.

The Toronto/TTC EA has confirmed the role of the Steeles West Station as a major inter-regional facility, featuring commuter parking in the hydro corridor north of Steeles Avenue and three bus terminals with 30 to 40 bays to accommodate the TTC, GO and the Viva/YRT services. The preferred subway alignment varies from what was originally identified in OPA 529. The EA alignment crosses Steeles Avenue diagonally with the station straddling the north and south sides of the street. The OPA 529 alignment was contained entirely within the Steeles Avenue right-of-way, curving north to the Corporate Centre closer to Jane Street.

The preferred Toronto/TTC subway alignment has been examined and it can tie in with the alignment that was identified in OPA 529 from a point immediately to the south of Highway 407. It then heads into the Corporate Centre along the OPA 529 alignment, ultimately intersecting with Highway 7 at Millway Road.

On March 23, 2006, the Province announced its commitment to the extension of the Spadina subway to the Vaughan Corporate Centre at Highway 7. This will negate the need for the interim bus rapid transit service, and allow for the immediate implementation of subway technology. This will enhance access to the OPA 620 amendment area making it a major focus for subway riders, bus passengers and drivers using the planned commuter lot.

Analysis and Options

The revised draft OPA 620 is the result of a lengthy planning and public consultation process. Based on technical analysis from the City's planning, urban design, transportation and market consultants, as well as agency comments and public/landowner input, a 'preferred option' was developed in the form of the initial draft OPA 620, which was presented to Public Hearing on October 4, 2004.

The initial draft of OPA 620 was intended to provide densities that take advantage of their proximity to higher order transit service and supply the necessary ridership support. However, due to concern that the proposed densities might not be high enough to properly support the introduction of higher order transit to the area, Council directed that higher densities be examined to determine their planning implications. Council also directed that townhouses and semi-detached dwellings be deleted as permitted uses from the Plan, in favour of higher intensity uses.

Subsequently, the City's consultants examined additional higher density scenarios for the Amendment Area, and concluded that higher development densities, consistent with the "Increased Density Scenario", can be supported, as they have a relatively modest impact upon the functioning of the major intersections in the Study Area. This conclusion makes clear that the proposed new east-west road, and the north-south roads linking to Steeles Avenue are crucial to the efficient operation of the road network. These new roads significantly enhance the capacity of the network and facilitate traffic movement throughout the subject lands, thereby reducing the pressure on the existing arterial network and its major intersections. A similarly enhanced road network on the south side of Steeles is equally important to the viability of new development there.

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The distribution of development densities, and the character of new development are important considerations in minimizing the impact of new development on the road network. A concentration of density in close proximity to the new transit station will serve to maximize transit ridership and reduce the generation of auto trips originating from or destined to the new development within the subject lands. A concentration of residential development is the preferred solution as residential uses are a significantly lower generator of auto trips than major office or large format retail commercial development.

The increased amount of permitted development reflected in the revised OPA 620 implies an increase in the number of workers and residents, and greater needs for hard services, schools, parks and community services. Greater attention to urban design and streetscaping is also required, as well as additional requirements to address noise and other micro-environmental concerns (ie. wind, weather protection, etc.). Consequently, the revised OPA 620 incorporates a number of policy modifications and refinements to ensure that these concerns are appropriately addressed.

Revised Draft OPA 620

To achieve higher density development, revised draft OPA 620 includes three levels of land use intensity that are related to their proximity to the transit station, with the highest density at the station site. The densities are reduced as the distance from the station increases. This approach to the distribution of densities within the development area recognizes that transit ridership is related to distance from the transit stop, with the highest levels of ridership being achieved within a 400-metre distance, or about a five minute walk.

Key components of the revised draft OPA 620 (see Attachment 1), include:

- **“Transit Core” designation**
 - within 250 metres of the proposed Transit Station site
 - Floor Space Index (FSI) target of 4.0
- **“Transit Transition” designation**
 - from 250 metres to 500 metres of the proposed Transit Station site
 - FSI target of 2.5
- **“Corridor” designation**
 - beyond 500 metres from the proposed Transit Station site
 - FSI target of 1.5

Revised draft OPA 620 includes a range of land uses that provide the opportunity for transit riders to walk short distances between multiple activities. The range of permitted uses include:

- high density residential;
- prestige office employment;
- commercial uses in mixed-use development, and
- public and institutional uses.

	Area (Hectares)	Area (Acres)	%
Total Study Area	48,03	118.7	100
Development Parcel Area	27,08	66.9	56.4
Open Space Area	3,93	9.7	8.2
Institutional Area	1,75	4.3	3.6
City Owned SWMP	1,03	2.5	2.1
Primary and Secondary Road Area	14,25	35.2	29.7

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Table 1: Land Use Distribution

	<u>Hectares (ac.)</u>	<u>% of Total</u>
Total Study Area	48.03 (118.7)	100.0
Development Parcel	27.08 (66.9)	56.4
Open Space	3.93 (9.7)	8.2
Institutional	1.75 (4.3)	3.6
Stormwater Pond	1.03 (2.5)	2.1
Primary & Secondary Roads	14.25 (35.2)	29.7

The “Transit Core” designation provides for major office development directly on Steeles Avenue at the transit station, as well as an Urban Plaza, High Density Residential uses, including apartments and townhouses, Public and Institutional Uses, and Mixed Use development.

The “Transit Transition” designation provides for a transition in scale between the high density development in the Transit Core, and the lower density development further east and west. The “Transit Transition” designation permits essentially the same range of uses as the “Transit Core” designation, but limits single use prestige office employment uses to a maximum density of 0.5 FSI.

The “Corridor” designation provides further for transition to the low density development surrounding the Amendment Area. The “Corridor” designation has the same range of permitted uses at a lower scale than the “Transit Transition” designation.

Retail uses are permitted in all areas of the plan but may be provided only at grade, as a component of a multi-storey building, and only as an ancillary use to the main use in a building combined with High Density Residential, Prestige Office, or Public/Institutional uses.

Public/Institutional uses, including schools, parks and community facilities, are permitted in all areas of the plan without requiring an amendment. Draft OPA 620 conceptually identifies the locations of three Neighbourhood Parks, five Neighbourhood Squares/Green, an Urban Plaza, and one elementary school site (Attachment 3). The school site has been identified at the request of the York Region District School Board.

Revised OPA 620 includes policies respecting noise and vibration, which are a particular concern considering the Amendment Area’s proximity to the CN rail corridor and railyards. Identification of the limits and levels of noise sources and their mitigation is required. Residential and other sensitive land uses will require a noise and vibration study to be undertaken to the satisfaction of the City and CN; if feasible, mitigative measures will be required as a condition of approval. Residential and other sensitive land uses may also be required to undertake mitigation to address impacts associated with noise originating from the subway, bus and truck traffic.

Revised OPA 620 incorporates significant improvements to the road network north and south of Steeles Avenue (see Attachment 2). North of Steeles Avenue, a new east-west road running continuously from Jane Street to Keele Street is proposed, together with seven north-south roadways linking the east-west road to Steeles Avenue. A similar road network is shown conceptually south of Steeles, anticipating that additional roads will likely be needed to accommodate future development there, but recognizing that it is outside the Amendment Area and will be subject to the outcome of the process to update the York University Campus Master Plan. Revised OPA 620 also supports the continued protection of the subway corridor to the Vaughan Corporate Centre as established by OPA 529.

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Respecting existing uses, given that the ultimate target densities provided in the plan may take time to achieve, policies are included in the plan that permit those existing uses to continue. As well, policies allow those existing uses to have extensions or expansions subject to a number of tests (e.g. protection of road network).

Revised OPA 620 also makes provision for establishment of a Community Improvement Plan within the Amendment Area. Until recently, the Amendment Area has been viewed primarily as a place for low-density employment uses. To help make a shift towards the transit-based vision embodied by this plan, it will be necessary for the City to take a supportive role towards transit-supportive development densities. The plan includes policies to allow the City to designate all or part of the amendment area as a Community Improvement Area under Section 28 of the Planning Act. This gives the City an opportunity to develop and provide a financial and/or land use incentive package (e.g. including development charges, parking requirements, parkland dedication, municipal fees, etc.) to development that helps to fulfill the new transit-supportive vision.

Revised OPA 620 includes urban design policies intended to create buildings and spaces to complement the permitted uses and densities of the plan, and help to establish an environment, which is strongly transit-supportive and pedestrian-oriented in character. The proposed OPA 620 includes policies regarding: built form, building heights, setbacks, street wall, building massing, open space, pedestrian realm, and road allowance and streetscaping. The key elements of the urban design policies include: a 'build-to' line to provide building fronts on Steeles Avenue and the north-south local roads; setbacks that support the street edge, as well as enhanced streetscapes on Steeles Avenue and the north-south local roads.

Relationship to Vaughan Vision 2007

This report and the draft OPA will serve to implement priorities previously set by Council in Vaughan Vision 2007. The following sections of Vaughan Vision are applicable:

Section 3 (Transportation and Transit Infrastructure):

- 3.1.1. the TTC Spadina subway extension project to Vaughan
- 3.2. solutions to traffic gridlock
 - 3.2.1. the Region of York and other agencies to ensure higher order transit
 - 3.2.2. land use designation and urban form to support transit usage
 - 3.2.3. growth that does not outpace the road network
 - 3.2.4. regional and provincial initiatives on transportation infrastructure
 - 3.2.5. bicycle and pedestrian networks

By providing land use support for the high order transit to Steeles Avenue, the City of Vaughan is also supporting the ultimate extension of the subway to the Vaughan Corporate Centre (Section 4.1.).

The necessary resources were allocated and approved by Council upon adoption of this project's initial terms of reference.

Conclusion

The Steeles Avenue Corridor Land Use Review – Jane to Keele Street – provides Vaughan with perhaps the best near term opportunity to implement land use policies that will support the introduction of high order transit.

Extensive consultation with members of the Technical Advisory Committee, landowners, and the public has resulted in a land use vision and plan that can guide development in the area for many years to come.

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OPA 620 establishes a policy framework that:

- introduces a range of new land uses;
- provides for increased densities;
- guides the delivery of the necessary infrastructure, open space and community services; and
- sets out clear rules for the design of development.

Following Council's receipt of the public hearing, staff will prepare a comprehensive report to a future Committee of the Whole meeting, to address all identified issues relevant to revised OPA 620.

Attachments

1. Schedule A – Land Use and Density, Draft OPA 620
2. Schedule B – Conceptual Street Network, Draft OPA 620
3. Schedule C – Conceptual Open Space Network & Public Amenities, Draft OPA 620
4. Draft Official Plan Amendment 620 (Members of Council ONLY)

Report prepared by:

Paul Robinson, Senior Planner, ext. 8410
Wayne McEachern, Manager of Policy, ext. 8026

/RF

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

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Item 6, Report No. 35, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on June 12, 2006.

**6 DRAFT OFFICIAL PLAN AMENDMENT 637
HIGHWAY 400 NORTH EMPLOYMENT AREA SECONDARY PLAN STUDY
FILE 15.73.8**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 29, 2006, be approved;
- 2) That the presentation material, be received;
- 3) That the following deputations and written submissions be received:
 - a) Ms. Deborah Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8;
 - b) Mr. Roy Mason, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3, on behalf of Block 34 (East) Landowners Group;
 - c) Mr. Darrel Carvalho, 4095 Starlight Crescent, Mississauga, L4W 4R4 and written submission dated May 29, 2006, on behalf of Goan Overseas Association; and
 - d) Mr. Carino Principe, 88 Abbruzzese Court, Woodbridge, L4L 8Z1 and written submissions both dated May 29, 2006, on behalf of Vaughanwood Estates and Rimwood Estates Homeowners' Associations; and
- 4) That the following written submissions be received:
 - a) Mr. James Kennedy, President, KLM Planning Partners Inc., 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, dated May 19, 2006, on behalf of Block 34 (East) Landowners Group; and
 - b) Ms. Rosemarie L. Humphries, Humphries Planning Group Inc., 216 Chrislea Road, Suite 402, Woodbridge, L4L 8S5 dated May 29, 2006, on behalf of 400 North Landowners Group.

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing for File 15.73.8 (Highway 400 North Employment Area Secondary Plan Study – OPA 637) BE RECEIVED, and that the issues identified by the public and Council be addressed by Staff in a future report to Committee of the Whole.

Economic Impact

Development of the lands subject to the Highway 400 North Employment Area Secondary Plan will have a substantial positive impact upon the City of Vaughan in terms of new development, assessment, job opportunities, etc.

Purpose

The purpose of draft OPA 637 is to implement the findings and recommendations of the Highway 400 North Employment Area Secondary Plan Study. The Study was undertaken to examine the rationale for an urban boundary expansion on the Highway 400 corridor, adding to the City's supply of employment lands, and to prepare a secondary plan. This report summarizes the Study process to date, and the draft Secondary Plan (OPA 637) for the Highway 400 North employment lands.

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Background – Analysis and Options

The Study Process to Date

On January 14, 2005, Council approved the Terms of Reference for the Highway 400 North Employment Area Secondary Plan Study. Subsequently, on 15 June 2005, Council approved the selection of the consulting firm, Macaulay Shiomi Howson Ltd. to lead a team of consultants in carrying out the Study.

During the summer of 2005, Staff met with staff from the Region of York, and the Province (Ministry of Municipal Affairs and Housing, Ministry of Public Infrastructure Renewal) regarding the Study Terms of Reference, and requirements and issues associated with securing approval for an urban boundary expansion.

On November 9, 2005, an Open House was held to introduce the consulting team to the public, to outline the Study Process, and to identify residents, public agencies and representatives of the development community who were willing to become members of a Stakeholder Consultation Group (SCG) to work with the consulting team and staff through the Study Process. A group of approximately 40 people indicated their desire to participate, including residents, representing the Vaughanwood Estates Homeowners, and the Rimwood Estates Homeowners' Association, landowners, and staff from the Region of York and the Toronto and Region Conservation Authority (TRCA).

A Technical Advisory Committee (TAC) composed of representatives from City departments was also formed to keep the departments advised about the progress of the Study, and to receive their input.

On December 23, 2005, two draft reports, "Highway 400 North: Working Paper On Employment Land Need" by Hemson Consulting, and "Highway 400 North Employment Lands Secondary Plan" were completed and loaded onto the City's web site to provide the public with access to the work completed to date. Subsequently, the latter report was updated to include additional information, and put onto the web site early in March.

On January 26, 2006, SCG Meeting #1 was held to discuss the background work and analysis, to present three alternative Development Scenarios, and to outline a set of evaluation criteria to be employed in assessing the Scenarios. The meeting was attended by 28 individuals.

On March 9, 2006, SCG Meeting #2 was held. This workshop meeting was used to evaluate the Development Scenarios and identify which scenario was preferred by the SCG. The meeting was attended by 29 individuals.

On March 28, 2006, at a Working Session of Committee of the Whole, the three alternative Development Scenarios were presented, and a Recommended Scenario was approved as the basis for preparation of a Secondary Plan.

On April 20, 2006, SCG Meeting #3 was held. The Recommended Scenario was discussed in detail and participants provided their comments. The meeting was attended by 31 individuals.

The Policy and Planning Context

1. Province of Ontario Policies

The current Provincial government has undertaken three significant policy initiatives which have modified the planning and policy context in terms of Provincial policy. These include the updated Provincial Policy Statement, The Greenbelt Plan, and the Places To Grow Act.

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These new statements of Provincial policy establish the parameters and requirements to be addressed by municipalities when engaging in growth management processes and decisions, including expansions of settlement area boundaries.

These Provincial policies are of particular relevance to the Highway 400 North Employment Lands Study, given that the Study intends to justify an expansion of the City's urban area. Provincial Policy requires a comprehensive analysis as a basis for any urban expansion. In August 2005, City and York Region staff met with Provincial staff to discuss issues of relevance to the Study. Provincial staff identified the need for a comprehensive analysis as a basis for any urban expansion, based on the requirements of the Provincial Policy Statement (PPS) and the Places To Grow Plan. Addressing this requirement would mean establishing the need for the expansion within the Region of York as a whole, and demonstrating that the Study Area was the best location in Vaughan for the proposed employment area. In particular, the need was identified to look beyond the Study Area at the remaining lands outside the existing urban boundary and the Greenbelt Plan as part of the Study's planning process.

2. York Region Official Plan

The York Region Official Plan is the upper tier planning document that provides the framework for achieving the Region's urban structure. Amendments to the City's Official Plan must conform to the Region's Official Plan. The Regional Official Plan also includes criteria relating to urban boundary expansions, similar to those articulated by the PPS.

The Highway 400 North Employment Lands Study

The Study was initiated in the summer of 2005, with the retention of the consulting team. The Terms of Reference identified a Study Area focused on the Highway 400 corridor from Weston Road to Jane Street, and extending from Teston Road northward to the City boundary with King Township. An existing estate residential development located at the northeast corner of Weston Road and Teston Road was excluded from the Study Area.

The Study's objectives included:

- Determining the location and scale of appropriate employment area land uses for the Study Area, including Prestige Areas and Employment Area – General uses as identified in OPA 450;
- Assessing the need for new developable employment areas within the City of Vaughan in general, and in particular the near-term potential for establishing such uses within the Study Area;
- Identifying the major servicing systems and strategy for the employment lands;
- Identifying sensitive environmental features including valley and stream corridors;
- Producing conceptual lot, block and supporting local and regional road options;
- Preparing a Secondary Plan that will form an amendment to the City's employment area official plan, OPA 450, and an accompanying zoning by-law and urban design guidelines; and
- Preparing the appropriate documents necessary to establish the case for a formal request to the Region of York to expand the Urban Area Boundary in the Region of York Official Plan to permit employment uses to proceed.

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The Study was undertaken to address the City's future needs for employment lands. As of 2004, the available supply of developable and designated employment lands had dwindled to a two-year supply based on prevailing rates of employment land absorption. Although the West Vaughan Employment Area was designated by OPA 600 and the York Region Official Plan (ROPA 19) in 2001 to address the City's ongoing need for employment land, lack of progress in completing an Environmental Assessment (EA) for the Highway 427 corridor extension effectively precluded development decisions in the area. Although the Province finally initiated the EA in 2005, with expected completion in 2008, significant uncertainty remains respecting the timing of future development of the West Vaughan Employment Area. The 'Places To Grow' Growth Plan for the Greater Golden Horseshoe was approved on June 13, 2005. While it recognizes the importance of the transportation system, it indicated that the Highway 427 extension is not an immediate Provincial priority. The Plan also sets out criteria for evaluating urban boundary expansions, and conceptually identifies an 'Economic Corridor' – a potential future growth area – located near the City's northern boundary and extending west to the Kitchener/Waterloo area.

The Study Area encompasses approximately 860 gross hectares, most of which is designated 'Agriculture Area' by OPA 600, and is currently in agricultural use. The Study Area also includes a significant area west of Highway 400 which is included in the Province's Greenbelt Plan, as well as a variety of environmental features. There are also a few scattered farm dwellings, rural industrial uses with outdoor storage, and two service station sites on Highway 400 north and south of Kirby Road.

The Study was carried out in three phases as summarized below.

Phase One: Background Analysis and Conclusions of the Highway 400 North Study

Phase One focused on background data collection and analysis of all of the information relevant to the Study Area, and its future development. It also included a detailed examination of employment land supply and demand on a City-wide and Region-wide basis, to determine whether an urban expansion to add employment lands is warranted, and if so, to provide the technical justification for the expansion, to comply with Regional and Provincial policy.

Phase One concluded with two reports assessing the City's and Region's employment land needs, and evaluating the suitability of the study area from a planning perspective as a location for employment uses. The key conclusions of these reports included:

- York Region requires additional employment lands beyond the existing designated supply to accommodate projected employment growth on employment lands.
- The Highway 400 North employment lands have excellent potential to become a successful employment land area. There are few alternative potential locations in the City or Region with the same level of "400 – highway" access and central location.
- York Region and Vaughan have a limited supply of available employment lands to respond to forecast high levels of demand for employment lands in the future.
- The designation of this land is required now or the Region is at risk of not being able to provide an adequate employment land supply in the medium term.
- The proposed urban expansion satisfies the criteria in the new Provincial Policy Statement, and the requirements of the Region of York Official Plan.

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- Lands in the Greenbelt Plan on the west side of Highway 400 provide a unique setting for employment development, but isolate small parcels of non-Greenbelt lands along Highway 400. The lands in the Greenbelt Plan also present resource management constraints (coldwater fisher, wetlands) that will affect adjoining land use practices. Environmental constraints on lands outside the Greenbelt Plan, apart from stream corridors, do not appear to be significant based on existing data, but will require more detailed examination at the block planning stage.
- The majority of the Study Area is used for agricultural or rural uses which generally do not create any significant constraints to new employment uses. However, there are some existing residential uses which will require careful integration with proposed employment uses. In addition, the existing service stations, Highway 400, the gas pipeline and railway create some limitations for future development.
- Potential heritage buildings and structures have been identified in the Study Area and can contribute to the creation of the character of the proposed employment area.
- Transportation and servicing infrastructure is limited, reflecting the current rural uses, and will require significant upgrading to service the proposed employment uses.

Phase Two: Defining the Recommended Land Use Scenario

Phase Two involved the formulation of three development scenarios, their evaluation, public review, and the determination of a recommended scenario. The development scenarios were intended to provide a focus for discussion by City Council and staff, residents, landowners, agencies and other stakeholders, leading to the formulation of a preferred scenario.

Two scenarios, Scenario 1 (see Attachment 1) and Scenario 2 (Attachment 2), were formulated for the lands within the Study Area. In contrast, Scenario 3 (Attachment 3) includes lands east of Jane Street, outside the Study Area defined by Council.

The decision to include Scenario 3 was a direct result of input from stakeholders, and Provincial Staff. Provincial Staff had indicated that there was a need as part of the Study, to conduct a comprehensive analysis of all the land outside the City's urban boundary in order to justify any expansion of the urban boundary in the Study Area. During the review of the background work, members of the Stakeholders Consultation Group (SCG) identified a similar concern. They felt that the Study Area should not be looked at in isolation, but rather should be examined in the context of potential future development of lands to the east and west. Building on this direction, some members of the SCG expressed the view that the lands west of the Study Area would be appropriate for residential development in the future. They suggested further that the Greenbelt Plan Area west of Highway 400 in the Study Area should be considered as an appropriate buffer between employment uses to the east, and future residential development to the west.

In response to the public and Provincial input, a review of the lands outside the urban boundary was undertaken as part of the background analysis. In addition, in the initial review necessary as a basis for the preparation of the development scenarios, general consideration was given to the relationship of the Study Area to potential future development east and west of the Study Area. Through that process it became apparent that, at least at a general level of analysis, there was potential for additional employment land east of Jane Street, because of the amount of available land there, and the lack of constraints to development, particularly limited environmental features. Further, this review indicated that there was also potential for future residential uses east and west of the Study Area.

In the more detailed development of the actual scenarios, it was felt that the submissions of the public with respect to using the Greenbelt west of Highway 400 as a boundary between

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employment land and future residential development should be considered, to make sure that a full, comprehensive analysis of all possible options was conducted. However, in order to ensure that such an option included sufficient employment land to make it comparable to the other options, additional land was required for employment uses outside the Study Area. Given the results of the general review, the lands east of Jane Street were included in Scenario 3.

Through the background review, the analysis undertaken as a basis for the preparation of the three scenarios, and the evaluation of the scenarios, consideration was given to the potential development of lands east and west of the Study Area, as well as the appropriateness of the development of Study Area in relation to other areas outside the urban boundary. The review determined that the lands east of Jane Street do not have the same level of accessibility to Highway 400 as the lands within the Study Area. Truck traffic related to the employment uses would have a negative impact on existing residential areas to the south and the function of Keele Street. However, the analysis supported the selection of the Study Area for the development of a future employment area. It also indicated that introducing employment land designations in the Study Area would not preclude either future residential or employment land uses on non-Greenbelt lands east or west of the Study Area.

Description of Development Scenarios

The three development scenarios have a number of similarities, in that each one recognizes physical constraints to development such as the Provincial Greenbelt, natural features, the Highway 400 corridor right-of-way, the TransCanada pipeline, service stations, and existing arterial road network. The scenarios are presented on Attachments A, B and C. Table 1 in Attachment D outlines the area and employment statistics for each scenario. Each scenario provided for a 'Landscape Buffer' along the east side of Highway 400 to present a more pleasing and attractive face to the passing public at this 'gateway' to Vaughan. Each scenario also anticipates establishment of a Regional Park, conceptually identified east of Weston Road, north of Kirby Road. Each of the three development scenarios proposes to introduce a similar range of new land use designations providing opportunity for new employment land development, including 'Prestige Employment', 'Employment – Higher Order Public Realm' (similar to the City's designation, 'Employment – General'), and 'Mixed Use – Employment/Commercial'. Each scenario also identified an 'Employment Area/ Activity Centre' along Kirby Road as a focus of more intense activity for the surrounding area.

Scenarios 1 and 2 focused on the lands within the Study Area between Weston and Jane Street. Both scenarios anticipate that an 'Estate Residential' designation would be applied to the remaining vacant parcel north of the existing estate residential development at Weston and Teston Roads. Both scenarios also envisioned 'Prestige Employment' lining the developable lands adjacent to Highway 400.

These two scenarios differ in that Scenario 1 focuses 'Prestige Employment' uses primarily east of Highway 400 in the block between Teston Road and Kirby Road, with the 'Mixed Use-Employment/Commercial' designation along King-Vaughan Road. On the other hand, Scenario 2 proposes 'Prestige Employment' primarily west of Highway 400 between Kirby Road and King-Vaughan Road, and has a more limited 'Mixed Use-Employment/Commercial' designation on Kirby Road east of Highway 400. Scenario 1 has a greater allocation of 'Prestige Employment' lands (238 ha.) while Scenario 2 includes more of the 'Employment – Higher Order Public Realm' designation (287 ha.).

Scenario 3 is entirely different from Scenarios 1 and 2 in that, with the exception of the lands flanking King-Vaughan Road and a small pocket between Kirby and King-Vaughan, it concentrates new employment land designations east of Highway 400 and extends them east of Jane Street to the defined boundary of the Oak Ridges Moraine. The lands adjacent to Highway 400 are primarily 'Prestige Employment', and the 'Mixed Use-Employment/Commercial' and

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'Activity Centre' are focused on Kirby Road east of the highway. The balance of the scenario is proposed for the 'Employment – Higher Order Public Realm' designation. Given its larger overall area, Scenario 3 includes substantially greater area devoted to the 'Employment – Higher Order Public Realm' designation (460 ha.), as well as a substantial 'Prestige Employment' area (205 ha.)

The 'Mixed Use-Employment/Commercial' designation varies in area from a high of 79 hectares in Scenario 1, to 63 hectares in Scenario 3, to 39 hectares in Scenario 2.

Evaluation of Scenarios

The three development scenarios were evaluated by the consulting team. This exercise was based upon seven evaluation criteria which were developed through the background analysis:

- compact efficient development form
- compatibility of employment uses with adjacent land uses
- transit/pedestrian friendly development form
- implementation potential
- ability to address the employment land needs of the Region of York, as well as the City of Vaughan
- ability to create an attractive "Gateway" to the City of Vaughan
- transportation considerations.

The team's detailed evaluation of the scenarios concluded that Scenario 2 was the scenario which best satisfied the criteria. However, while it ranked significantly higher than Scenario 3, it was only marginally better than Scenario 1.

A further review of Scenarios 1 and 2 alone reinforced the conclusions of the evaluation with respect to the ranking of Scenario 2. It was concluded that the Scenario had:

- i. the best potential for implementation, particularly with respect to the Prestige Employment Areas; and
- ii. the least impacts with respect to truck traffic.

This conclusion was further reinforced by the results of the SCG Workshop on March 9, 2006. All four sub-groups at the workshop, carried out their own independent evaluation of the scenarios and concluded that Scenario 2, with some modifications, was the preferred scenario.

"The Recommended Scenario"

Staff and the consulting team completed its analysis and evaluation, taking account of the input and comments from the SCG, and defined the "Recommended Scenario" presented on Attachment 4. The Recommended Scenario is very similar to Development Scenario #2, with the following modifications:

- A new 'Prestige Employment-Office' designation has been added west of Highway 400 north of Kirby, in order to reflect an emphasis on securing major office uses in this area to take advantage of its unique setting adjacent to the Greenbelt;
- The 'Prestige Employment' designation has been added along the frontages of most of the Study Area's arterial roads to ensure higher quality design and development in the areas most visible to the passing public;
- The 'Mixed Use-Employment/Commercial' has been added along Kirby Road west of Highway 400;

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- The 'Mixed Use-Employment/Commercial' designation has been added north of Teston Road east of Highway 400 adjacent to the existing residential area in Maple;
- 'Significant Interface Areas' have been added at the major existing intersections (e.g. Kirby and Jane) at the edge of the Study Area recognizing that consideration should be given in these locations to future land uses in the quadrants outside the Study Area where land uses remain to be determined; and
- Along the Highway 400 corridor, 'Potential Interchange Study Areas' have been identified at Kirby Road, and further north to the King boundary where one or two interchanges need to be planned and designed recognizing existing environmental constraints.

The consulting team supports the Recommended Scenario which is the result of a comprehensive review of planning and development considerations associated with the three defined development scenarios. The Recommended Scenario is very similar to Development Scenario 2 (which was widely endorsed by the public at the SCG workshop) but incorporates a number of modifications consistent with the issues and concerns identified at the workshop, and by members of the consulting team.

Phase Three: The Secondary Plan, Urban Design Guidelines and Zoning Bylaw

Phase Three entails the preparation of the draft Secondary Plan Urban Design Guidelines and a draft zoning bylaw for review by the public and Council. This report summarizes the draft Secondary Plan, presented as draft OPA 637. The Secondary Plan is based upon the Recommended Scenario approved by Council. The Urban Design Guidelines and draft zoning bylaw will be undertaken subsequent to Council's adoption of the amendment.

Overview of the Draft Secondary Plan (OPA 637)

The draft Secondary Plan implements the recommendations of the Highway 400 North Employment Lands Study by creating new employment areas on both sides of Highway 400 north of Teston Road. The Subject Lands are presented on Attachment 5. Draft OPA 637 amends both OPA 600, from which the Subject Lands are removed, and OPA 450, to which the Subject Lands are added. OPA 450 is further amended by the policies of OPA 637.

The Amendment builds upon OPA 450, the City's Employment Area Growth Management Plan, by designating the majority of the Amendment Area for a variety of typical general and prestige employment uses, and by introducing a new Prestige Employment – Office/Business Campus Area designation. The only exception is a small area proposed for residential uses abutting existing estate residential development on the west side of Highway 400, north of Teston Road.

The Amendment also establishes a Plan for the area which is transit-supportive, while also recognizing the need for additional interchanges with Highway 400, to ensure the viability of the proposed development, particularly with respect to truck movement. Further, the Plan recognizes the "Gateway" nature of this area, on the Highway 400 corridor at the northern limit of the City's urban development, with enhanced urban design and landscaping requirements.

1. Land Use Designations

The Amendment introduces five land use designations within the Subject Lands:

a. Prestige Areas

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- Provides for uses which require high visual exposure, good access and an attractive working environment;
 - Located along arterial roads and the Highway 400 right-of-way; and
 - Prohibits retail warehousing, banquet halls and open storage, and requires building elevations facing a street to present a “front” elevation.
- b. Employment Area – General
- Permits a wide range of uses, including those which occur outside, or require outside storage;
 - Located internal to concession blocks, served by local roads; and
 - Provides for uses not requiring a high profile location.
- c. Prestige Areas – Office/Business Campus
- Provides opportunities for a higher order of employment uses, including office and business campus-style development;
 - Prohibits retail warehousing, banquet halls and open storage; and
 - Located west of Highway 400 and adjacent to Greenbelt lands, to appeal to businesses requiring good access in an urban environment enhanced by a location close to attractive natural features.
- d. Employment Area Activity Centre
- Encourages a concentration of uses to provide services to the surrounding employment area and adjacent areas, in addition to the uses permitted in the underlying land use designations;
 - Located along Kirby Road east and west of Highway 400; and
 - Envisioned as a pedestrian-oriented focal point for the area, and focus of public transit service.
- e. Mixed Use Areas – Employment/Commercial
- Permits a range of retail and service commercial uses, in addition to other permitted uses in the Prestige Areas designation;
 - Located at the intersection of Teston and Jane Street, and also applies to existing; and commercial uses on the west side of Highway 400; and
 - Intended to service employment areas north of Teston Road, the residential area south of Teston, and passing traffic.

2. Urban Design Policies

Urban design policies are being added to OPA 450 with respect to the Amendment Area. These policies address the following matters:

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- To ensure that the new designations, “Employment Areas Activity Centres” and “Mixed Use Areas – Employment/Commercial” are treated as priority areas in terms of their urban design requirements and reflects the role of these areas as focal points for the Highway 400 North Employment Area. Kirby Road, in particular, is identified as a ‘character road” requiring special treatment, given that it will function as both a transportation corridor, potentially with an interchange at Highway 400, and as a pedestrian-oriented place within the “Employment Area Activity Centre”;
- To ensure that the design of development within the “Prestige Areas – Office/Business Campus” designation focuses on enhancing the relationship between the development and the lands in the Greenbelt and other natural features, and facilitates creation of attractive private development and public streetscapes; and
- To require urban design guidelines for the lands along Highway 400 which will enhance the City’s image, the prestige nature of the Amendment Area, and its gateway location. The guidelines will also provide detailed direction respecting requirements for the “Significant Enhanced Landscape Area” along the Highway 400 frontage, and the “Significant Interface Areas” located at arterial intersections, “gateways’ into the employment area, to anticipate and address the lands at the intersection outside the Amendment Area.

3. Environmental Planning Framework

Environmental policies are being added to OPA 450 to recognize the Provincial Greenbelt Plan, and to provide for the environmental designations in the Plan to be examined in detail during the subsequent Block Plan process, to finalize the actual extent of the designations, based on development limits and buffering requirements.

4. Transportation Policies

Transportation policies are being added to OPA 450 to:

- recognize the need to conduct an Environmental Assessment to determine the location of one or two new interchanges with Highway 400;
- develop an integrated, multi-modal transportation network within the Amendment Area, supplemented by a traffic demand management plan to improve the efficiency of the transportation system and encourage public transit ridership; and
- develop a comprehensive walkway and bikeway system, and a continuous trail system in the Greenbelt Area.

5. Servicing Policies

Servicing policies are being added to OPA 450, to:

- provide for the final location and design of stormwater management ponds to be determined to the satisfaction of the City and TRCA, and integrated with the open space and trail system; and
- require preparation of a Master Servicing Study to comprehensively address servicing requirements for the entire Amendment Area.

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Amendment of OPA 600, Schedules A and F

Draft OPA 637 also amends OPA 600, Schedules A and F, to reflect the deletion of the lands now being incorporated within OPA 637, and to redesignate lands abutting existing estate residential use in OPA 600 from 'Agriculture Area' to 'Estate Residential'.

Next Steps Toward Implementing A Plan For The Study Area

On June 19, 2006, Staff will submit a report responding to the comments received at the May 29 Public Hearing. Upon Council adoption of the draft Secondary Plan, the consulting team will proceed with the preparation of Urban Design Guidelines and a preliminary zoning framework in support of OPA 637, with the intention of presenting them for Council's consideration in September 2006.

Staff will also be meeting with York Region staff regarding the necessary steps involved in defining and implementing the servicing infrastructure required to enable development to proceed within the Highway 400 North employment lands. Affected landowners will be consulted on an ongoing basis to reach a conclusion on these requirements, including the required financial commitments.

Relationship to Vaughan Vision 2007

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

Conclusion

The City's consulting team and Staff have now completed most of the Study requirements, and recommend that the draft Secondary Plan (OPA 637) for the Study Area proceed to the Committee of the Whole meeting on June 19, 2006. The Secondary Plan is the result of a comprehensive review and analysis of all relevant planning considerations pertaining to the Study, reflects the public input received through the SCG consultation process, and is consistent with the approved Terms of Reference. Furthermore, the Secondary Plan will supplement the City's employment land supply, and provides part of the basis for an urban boundary expansion consistent with Regional and Provincial policy requirements. Should Council concur, the Commissioner of Planning's recommendation should be endorsed.

Attachments

- Attachment 1 – Scenario 1
- Attachment 2 – Scenario 2
- Attachment 3 – Scenario 3
- Attachment 4 – Recommended Scenario
- Attachment 5 – Draft OPA 637, Schedule C, Land Use
- Attachment 6 – Official Plan Amendment Number 637 (Members of Council ONLY)

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/RF

(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.)