

## COMMITTEE OF THE WHOLE JUNE 3, 2008

### **OFFICIAL PLAN AMENDMENT 661 HIGHWAY 7 POLICY REVIEW FILE: 15.87**

#### **Recommendation**

The Commissioner of Planning recommends:

A. THAT the following modifications to adopted OPA 661 be approved:

1. Adding the following clause to Section 8.3 Prestige Areas – Centres & Avenue Seven Corridor, subsection f) 2) Policies for Transit Stop Centres:

“vi) Notwithstanding subsection v) above, the properties which have frontage on the north side of Highway 7 west of Kipling Avenue, and back onto existing low density residential development to the north shall be subject to a maximum building height of 4 storeys.”

2. Modifying Schedules A and B, and Figures 1 and 2 of Appendix 1, to establish a northern limit for the application of the Prestige Areas – Centres & Avenue Seven Corridor designation to coincide with the south side of Rainbow Drive, consisting of the properties fronting the east and west sides of Kipling south to Highway 7.

3. Modifying Schedules A and B, and Figures 1 and 2 of Appendix 1, to limit the application of the Prestige Areas – Centres & Avenue Seven Corridor designation in the southeast quadrant of Kipling/7 to the property at the southeast corner of Kipling/7.

4. Modifying Schedules A and B, and Figures 1 and 2 of Appendix 1, to limit the application of the Prestige Areas – Centres & Avenue Seven Corridor designation in the southwest quadrant of Kipling/7 to the property at the southwest corner of Kipling/7 and the vacant parcel immediately south of it, and those properties fronting Highway 7 within approximately 200 metres west of Kipling excluding the portions of such properties abutting Coles Avenue to a depth of 30.5 metres.

B. THAT this report be forwarded to the Region of York with a request that the approved modifications be incorporated within the version of OPA 661 to be considered for approval by the Region in June 2008.

#### **Economic Impact**

The policy changes introduced by OPA 661 will encourage redevelopment of lands along the Highway 7 corridor and Kipling Avenue, resulting in increased development which is needed to support public transit and to conform to the intensification policies of the provincial government.

#### **Communications Plan**

The president of the West Woodbridge Homeowners Association, and local residents, who made deputations on behalf of residents in the area, will be advised of the decision, and provided with copies of this report, and the minutes of the meeting of Council.

#### **Purpose**

The purpose of this report is to consider a number of modifications to OPA 661 pursuant to a meeting with the Ward 2 Sub-Committee, the Commissioner of Planning and local residents

regarding the policies of OPA 661, and their application to lands in the vicinity of the Kipling and Highway 7 intersection.

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

- On June 25, 2007, Council approved a resolution adopting OPAs 660 – 664.
- On May 5, 2008, Committee of the Whole received several deputations from residents of the Woodbridge community regarding OPA 661. Committee of the Whole approved a recommendation requesting “that York Region defer consideration of OPA 661, pending review of the terms of the amendment as it applies to the residential area in the vicinity of the intersection of Regional Road 7 and Kipling Avenue”. Committee of the Whole also directed staff to provide a report to the May 12 Council meeting, with an opinion on expanding the review of OPA 661, and to identify which areas should possibly be reconsidered.
- On May 12, 2008, Council directed that OPA 661 be referred to the Committee of the Whole meeting on June 3, 2008, to provide the opportunity for the Ward 2 Sub-Committee and the Commissioner of Planning to meet with the community and the landowners of the Kipling and Highway 7 quadrant to review opportunities for development, to enable Council to receive more input for comments to York Region on OPA 661.

This report responds to the direction of Council on May 12, 2008.

### **Proposed Modifications To Adopted OPA 661**

On May 22, 2008, the Ward 2 Sub-Committee and the Commissioner of Planning met with local residents of the Kipling/7 area. The focus of discussion was the policies of OPA 661 as they apply to the lands along Kipling Avenue, in the vicinity of the four quadrants of the Kipling/7 intersection. Based on the information provided at this meeting and a further review of OPA 661, the modifications to OPA 661 noted below are proposed.

#### **Modification #1:**

Adding the following clause to Section 8.3 Prestige Areas – Centres & Avenue Seven Corridor, subsection f) 2) Policies for Transit Stop Centres:

“vi) Notwithstanding subsection v) above, the properties which have frontage on the north side of Highway 7 west of Kipling Avenue, and back onto existing low density residential development to the north shall be subject to a maximum building height of 4 storeys.”

**Planning rationale:** This policy clearly articulates a height limit for the affected properties which abut existing low density residential properties to the north. This policy will ensure that any redevelopment of the properties fronting Highway 7 will be appropriate and complementary to the scale of existing development to the north.

#### **Modification #2:**

Modifying Schedules A and B, and Figures 1 and 2 of Appendix 1, to establish a northern limit for the application of the Prestige Areas – Centres & Avenue Seven Corridor designation to coincide with the south side of Rainbow Drive, consisting of the properties fronting the east and west sides of Kipling south to Highway 7.

**Planning rationale:** The properties close to the intersection of Kipling and Highway 7 are already occupied by commercial uses and are well-suited to redevelopment/intensification, given their

proximity to transit service on Highway 7. In contrast, those properties further north are primarily in residential use. The land use north of Rainbow Drive can be addressed by the ongoing Kipling Avenue Study which will provide the community with an appropriate forum to discuss issues in more detail, in the preparation of a new land use plan in this area.

Modification #3:

Modifying Schedules A and B, and Figures 1 and 2 of Appendix 1, to limit the application of the Prestige Areas – Centres & Avenue Seven Corridor designation in the southeast quadrant of Kipling/7 to the property at the southeast corner of Kipling/7.

Planning rationale: The property at the southeast corner of Kipling/7 is currently occupied by a gas station and is well-suited to intensification given its proximity to the Highway 7 transit service. The properties further to the east fronting McKenzie Street are excluded from the new designation owing principally to the difficult and unsafe access afforded by the intersection of McKenzie Street with Highway 7, and the lack of a good practical alternative to it. The properties located further south and east of Kipling are part of a stable residential neighbourhood which has been experiencing renovation and new replacement and therefore should be maintained.

Modification #4:

Modifying Schedules A and B, and Figures 1 and 2 of Appendix 1, to limit the application of the Prestige Areas – Centres & Avenue Seven Corridor designation in the southwest quadrant of Kipling/7 to the property at the southwest corner of Kipling/7 and the vacant parcel immediately south of it, and those properties fronting Highway 7 within approximately 200 metres west of Kipling excluding the portions of such properties abutting Coles Avenue to a depth of 30.5 metres.

Planning rationale: The property at the southwest corner of Kipling/7 and the vacant parcel south of it are well-suited to intensification given their proximity to the Highway 7 transit service. Properties further to the west are also well-suited to intensification. However, these properties abut a stable low density residential neighbourhood to the south. OPA 661 limits the height of buildings within 30 metres of low density residential designations to a maximum of 4 storeys to provide an appropriate transition in height and scale. Consequently, intensification of the properties fronting Highway 7 will mean that a 10-storey building height can only be achieved close to the Highway 7 frontage. Along the Coles Avenue frontage, the existing low density residential designation will be retained to a depth of 30.5 metres coincident with the depth of other existing low density development there.

Attachment #1 illustrates the lands proposed to be redesignated by the modified OPA 661 to the Prestige Areas – Centres & Avenue Seven Corridor designation, as well as identifying those which were included in the adopted OPA 661 which are now proposed for exclusion. Attachments #2 and #3 present the modified Figures 1 and 2 which would be included in the new Appendix 1 of modified OPA 661. Attachments 4 and 5 are the modified Schedules A and B to be included in modified OPA 661.

The proposed modifications reflect a fine tuning of the policies in OPA 661 as a result of local citizen input and field observations. The proposed modifications will permit the larger properties on the Highway 7 corridor to achieve the maximum permitted densities and heights of OPA 661. Virtually all of the properties being excluded from OPA 661 as a result of the proposed modifications are occupied by low density residential uses with limited potential for intensification. Before these properties could be redeveloped, they would first require assembly into larger parcels, owing to their narrow width, followed by demolition of residences which are currently in good condition. This would likely be a long, laborious and costly process to achieve a modest degree of intensification. The marginal potential improvement in transit ridership that might result must be balanced against the community's concerns, and the impact on a stable residential neighbourhood.

In considering solutions to any planning matter, the public interest is the first and foremost concern. The recommended planning solution must strike a balance between the local and broad public interest. The community has now had an opportunity to clearly articulate its views and concerns, and it is appropriate that these be considered and balanced with the planning goals and objectives of OPA 661. The proposed modifications to OPA 661 reflect a balancing of these matters, and one that recognizes the merits of the concerns expressed by local residents. At the same time, OPA 661 retains significant opportunity for intensification on the parcels closest to Highway 7, where the greatest potential for significant intensification exists.

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

This report is consistent with Vaughan Vision 2020's Strategic Initiatives respecting planning and managing growth and economic vitality, specifically "Work with other levels of government to continue to support the expansion of the GO System and public/rapid transit", and "Support and coordinate land use planning for high capacity transit at strategic locations in the City".

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

### **Regional Implications**

OPA 661 will foster transit-supportive development complementing the Region's public transit initiatives there.

### **Conclusion**

Recent discussions with residents of the Kipling/7 area have provided the opportunity for greater public input and appreciation of a number of specific concerns. In light of this input, the modifications noted above are proposed for incorporation into OPA 661. They are intended to address the public concerns which have recently come to light, while maintaining the essential aspects of OPA 661, enabling transit-supportive intensification on the Highway 7 corridor

The proposed modifications to OPA 661 should be adopted by Council and forwarded to the Region of York. The Region should be asked to approve the modified version of OPA 661.

### **Attachments**

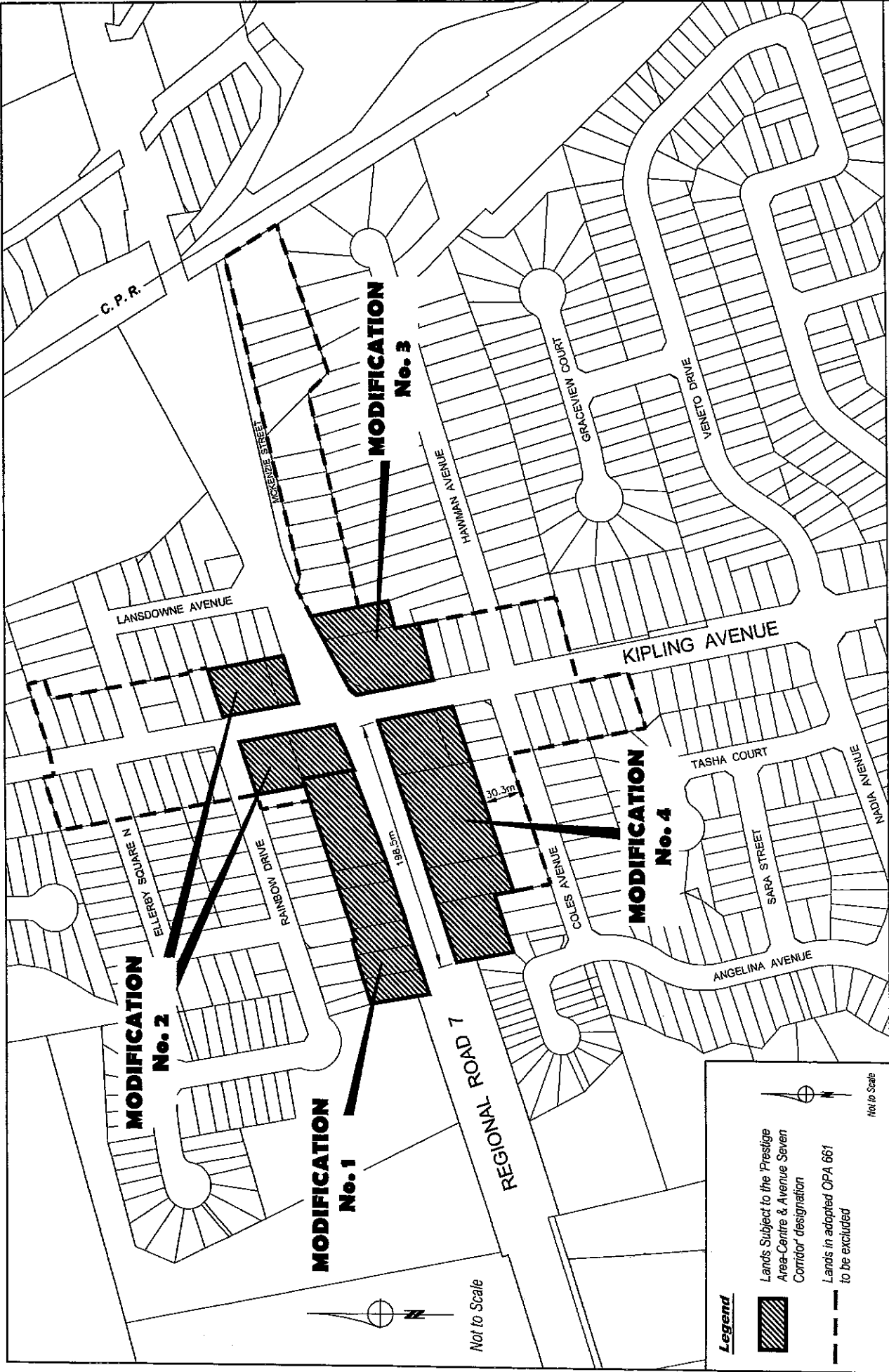
1. Proposed modifications to OPA 661
2. Modified Figure 1, Appendix 1, OPA 661
3. Modified Figure 2, Appendix 1, OPA 661
4. Modified Schedule A, OPA 661
5. Modified Schedule B, OPA 661

### **Report prepared by:**

Paul Robinson, Senior Policy Planner, extension 8410.

Respectfully submitted,

John Zipay  
Commissioner of Planning



**Legend**

- Lands Subject to the Prestige Area-Centre & Avenue Seven Corridor designation
- Lands in adopted OPA 661 to be excluded

Not to Scale

**Attachment** **1**

FILE No.: OPA 661

May 2008

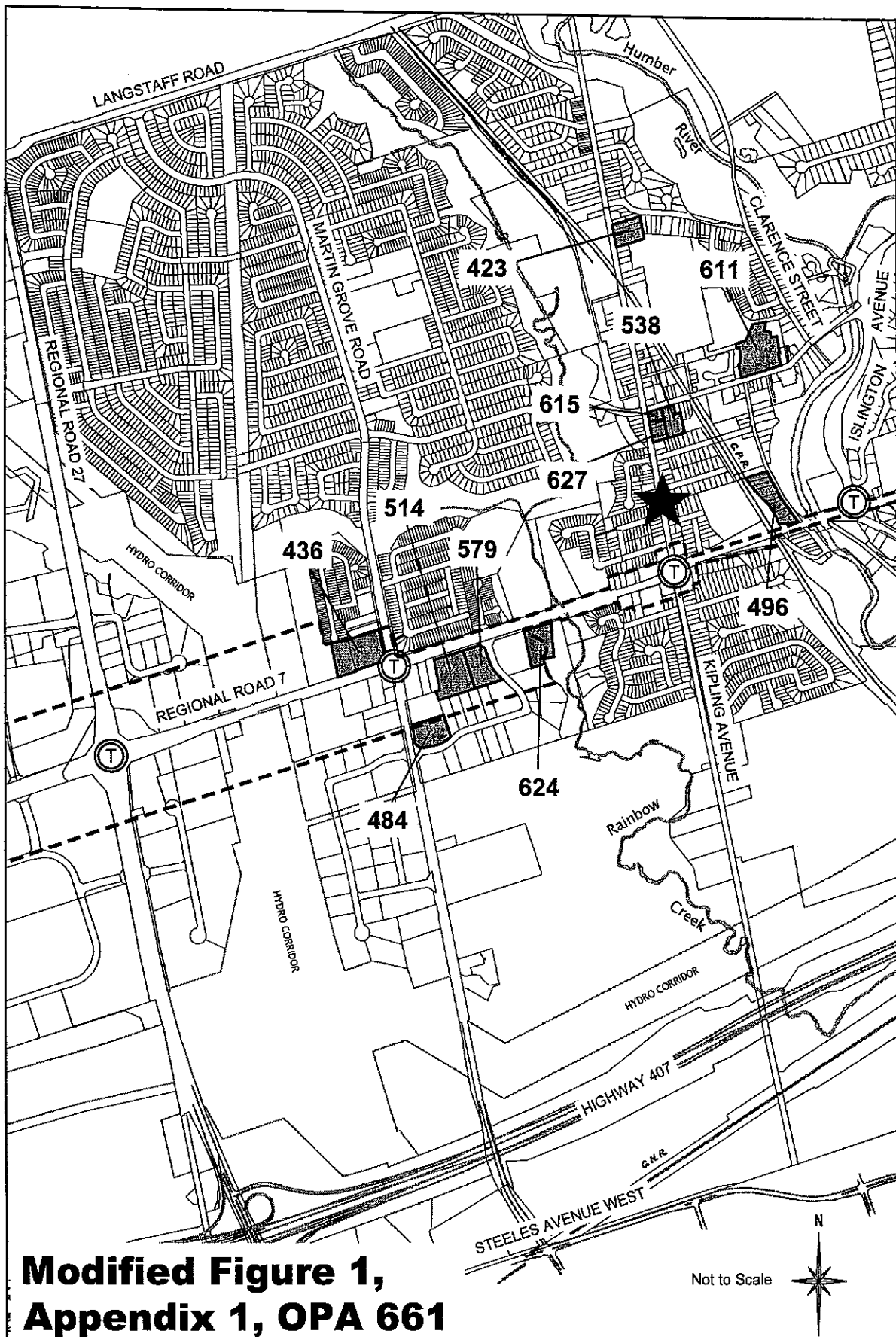
**City of Vaughan**  
*The City Above Toronto*  
 Policy Planning Department

**Proposed Modifications to OPA 661**

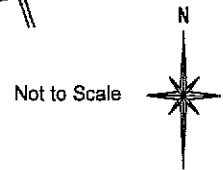
Part of Lot 5,  
 Concessions 8, 9

APPLICANT:  
 City of VAUGHAN

16-0071 ATTACHMENTS\OP\07-0092-07-046.dwg



**Modified Figure 1,  
Appendix 1, OPA 661**

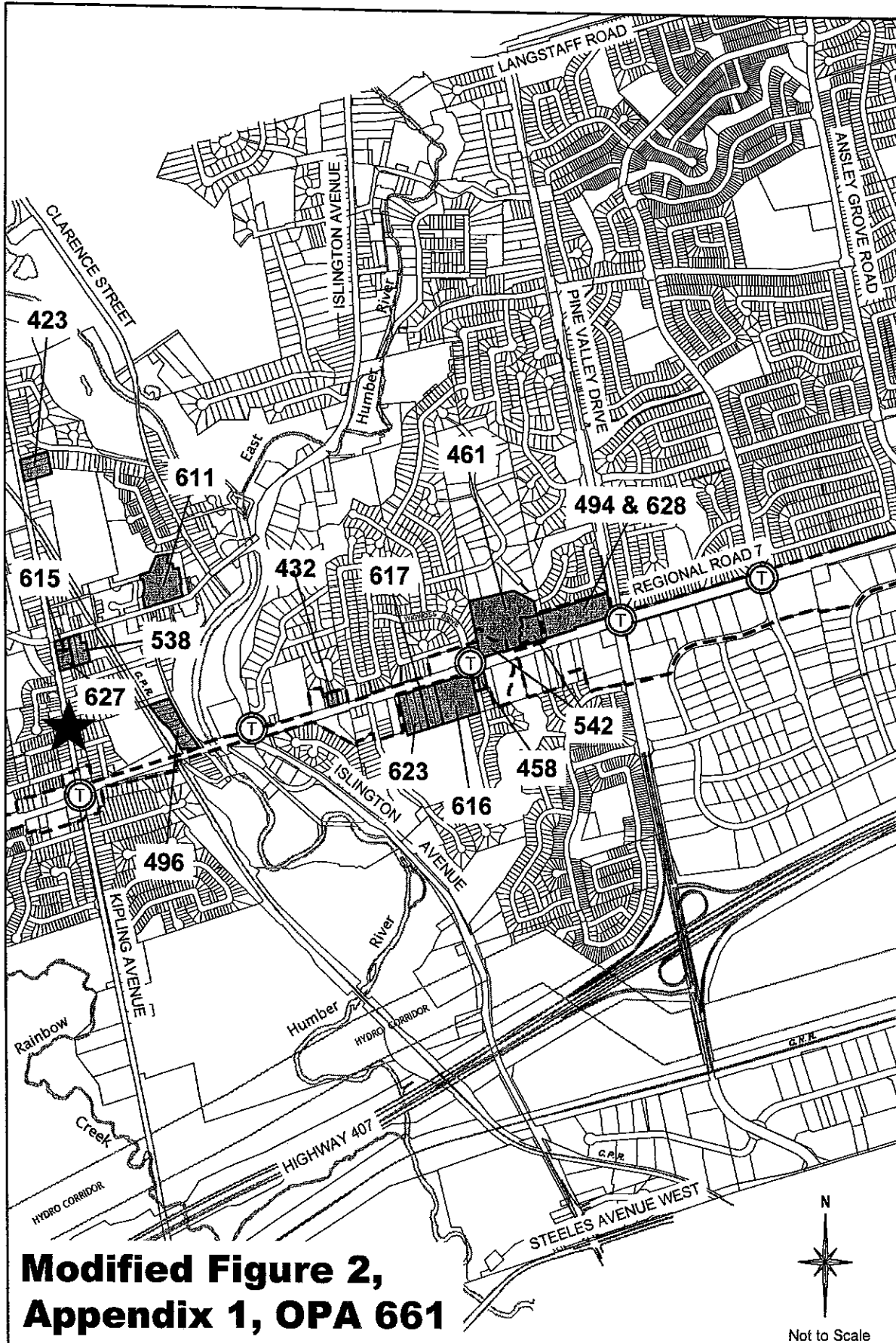


**Attachment**

**2** Part of Lots 5 & 6,  
Concession 8 & 9  
FILE No. OPA 661  
May 2008

**LEGEND**

- ★ Woodbridge GO Centre  
(Study Area To Be Determined)
- Approximate Limit of  
Avenue Seven Corridor
- Ⓣ Transit Stop  
Centre
- ▨ Site-Specific OPA #



**Modified Figure 2,  
Appendix 1, OPA 661**

**Attachment**

**3**

Part of Lots 5 & 6,  
Concession 8 & 9  
FILE No. OPA 661  
May 2008

**LEGEND**



Woodbridge GO Centre  
(Study Area To Be Determined)



Transit Stop  
Centre



Approximate Limit of  
Avenue Seven Corridor



Site-Specific OPA #

THIS IS SCHEDULE "A"  
TO AMENDMENT NO. 240  
ADOPTED THE 22 DAY OF JUNE, 1987

L.D. JACKSON MAYOR  
R.M. PRENTICE DEPUTY CLERK

Lands to be redesignated to  
Prestige Area - Centres +  
Avenue Seven Corridor  
(See Map)

- LEGEND**
- LOW DENSITY RESIDENTIAL
  - MEDIUM DENSITY RESIDENTIAL
  - HIGH DENSITY RESIDENTIAL
  - COMMUNITY COMMERCIAL
  - LOCAL CONVENIENCE COMMERCIAL
  - GENERAL COMMERCIAL
  - SERVICE STATION
  - SERVICE COMMERCIAL
  - INDUSTRIAL
  - UTILITY
  - OPEN SPACE
  - DRAINAGE TRIBUTARY
  - CHURCH
  - SPECIAL USE
  - CONSERVATION AUTHORITY FLOODLINE
  - ELEMENTARY SCHOOL
  - SECONDARY SCHOOL

BOUNDARY OF WOODBRIDGE CORE -  
SEE SCHEDULE "B"

BOUNDARY OF WOODBRIDGE COMMUNITY PLAN

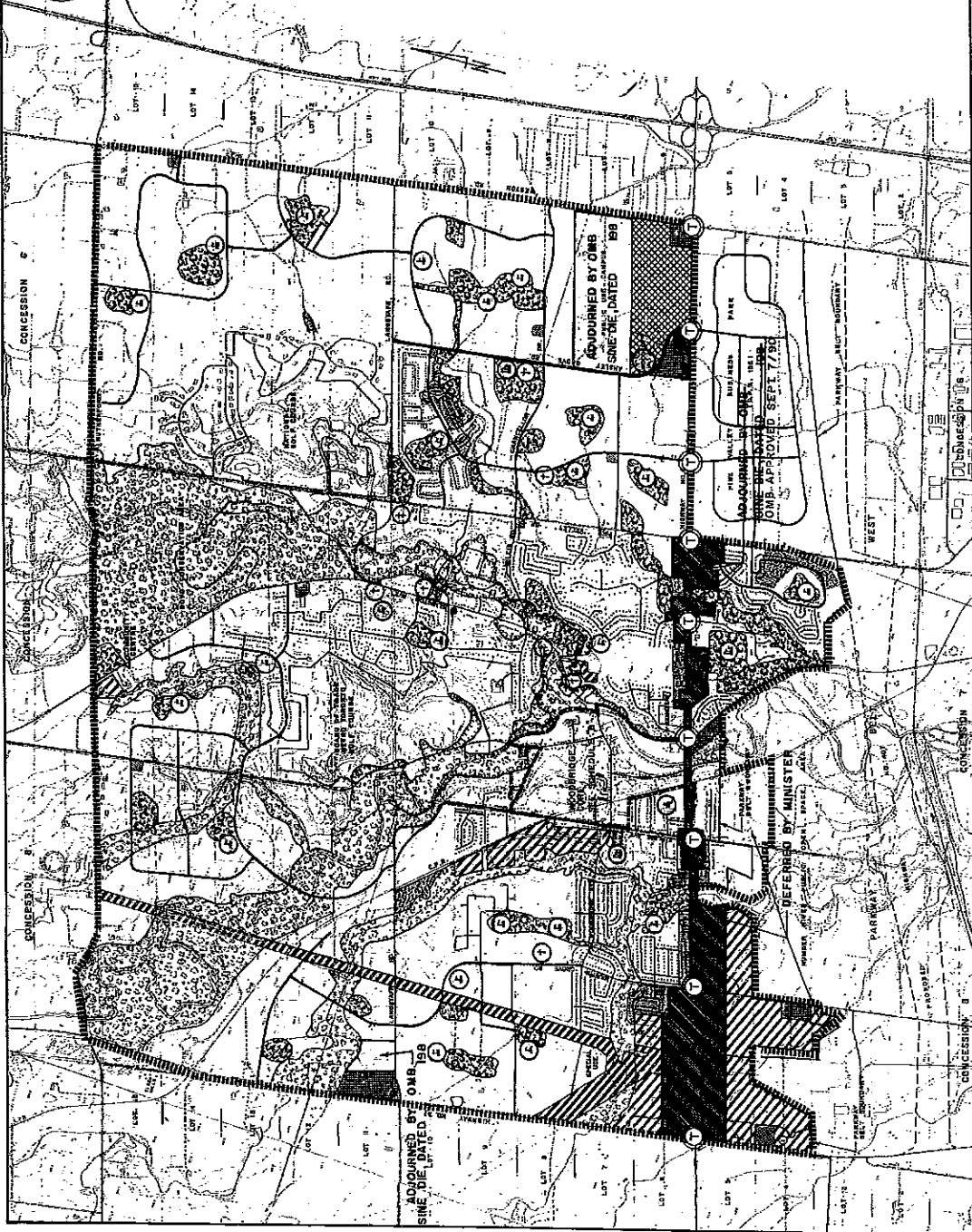
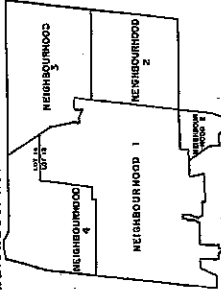
PARKWAY BELT BOUNDARY

TRANSIT STOP CENTRES

SCALE: 0 500 1000 M

### WOODBRIDGE COMMUNITY PLAN

#### NEIGHBOURHOOD KEY MAP



## Modified Schedule 'A', OPA 661

APPLICANT:  
City of VAUGHAN

Part of Lots 5 & 6,  
Concessions 8, 9

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The City Above Toronto

Policy Planning Department

# Attachment 4

FILE NO.:  
OPA 661

May 2008

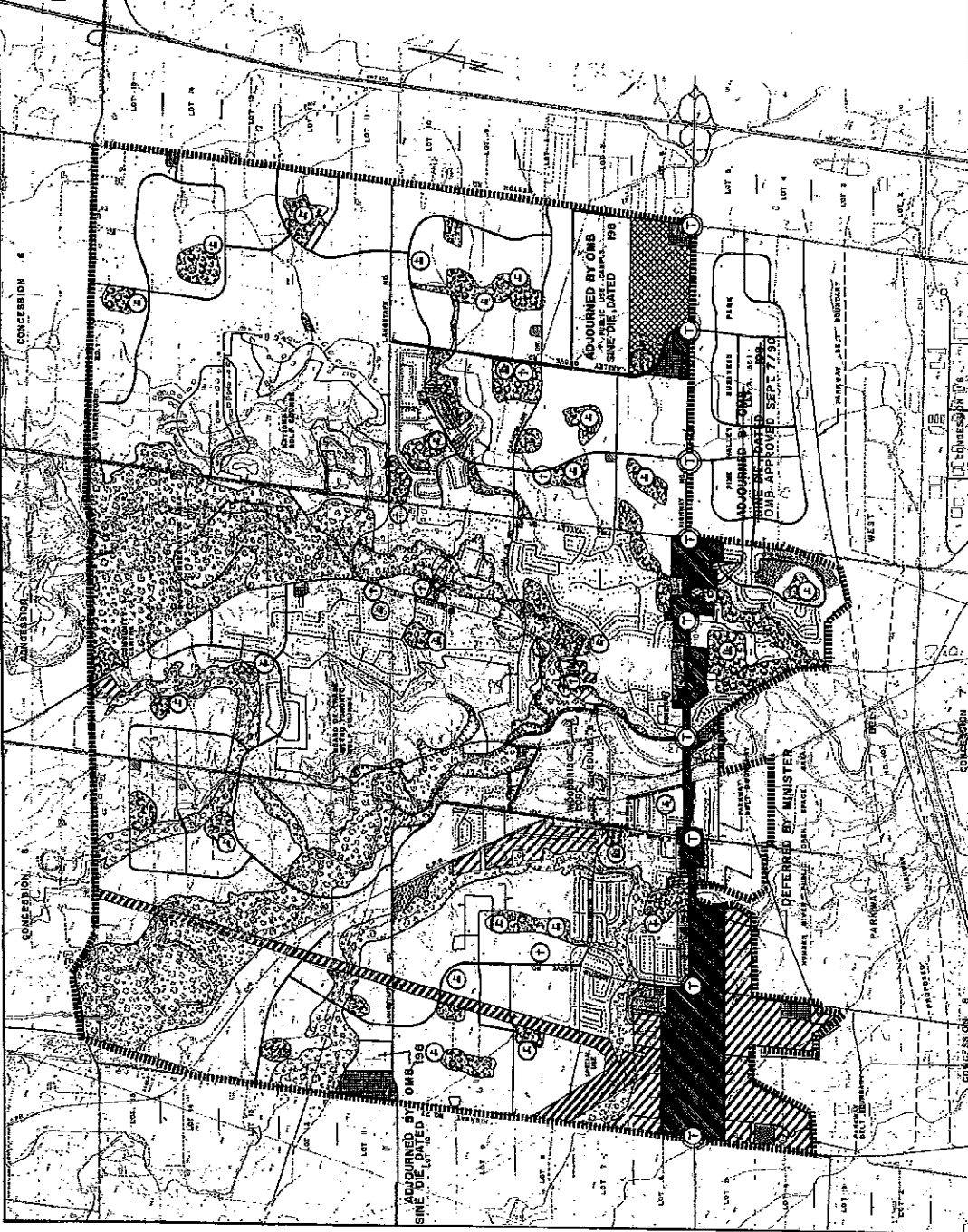
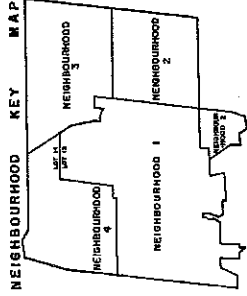


This is Schedule 'A1' to  
Amendment NO. 240

- LEGEND**
- LOW DENSITY RESIDENTIAL
  - MEDIUM DENSITY RESIDENTIAL
  - HIGH DENSITY RESIDENTIAL
  - COMMUNITY COMMERCIAL
  - LOCAL CONVENIENCE COMMERCIAL
  - GENERAL COMMERCIAL
  - SERVICE STATION
  - INDUSTRIAL
  - UTILITY
  - OPEN SPACE
  - DRAINAGE TRIBUTARY
  - CHURCH
  - SPECIAL USE
  - CONSERVATION AUTHORITY FLOODLINE
  - ELEMENTARY SCHOOL
  - SECONDARY SCHOOL
  - BOUNDARY OF WOODBRIDGE CORE - SEE SCHEDULE 'B'
  - BOUNDARY OF WOODBRIDGE COMMUNITY PLAN
  - PARKWAY BELT BOUNDARY
  - TRANSIT ROUTE
- Scale: 0 500 1000 m

Lands to be identified as  
Community Improvement  
Area

**WOODBRIDGE COMMUNITY PLAN**



**Attachment 5**

FILE NO.:  
OPA 661

May 2008



Policy Planning Department

**Modified Schedule 'B',  
OPA 661**

Part of Lots 5 & 6,  
Concessions 8, 9

APPLICANT:  
City of VAUGHAN

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