City of Vaughan
The City Above Toronto

Clerk's Department
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Vaughan, Ontario
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SENT VIA FAX NO. 1-905-895-3031 AND MAIL

June 5, 2008

Mr. Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street, Box 147
Newmarket, ON
L3Y 6Z1

Dear Mr. Kelly:

RE: OFFICIAL PLAN AMENDMENT 661
HIGHWAY 7 POLICY REVIEW
FILE: 15.87

Attached for your information is **Minute No.138,** regarding the above noted matter which was passed by the Council of the City of Vaughan at its meeting of June 3, 2008.

You will note that in dealing with this matter, Council has requested the following:

> *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.*

Also attached is **Minute No. 133,** regarding **Additional Review Of Official Plan Amendment 661,** indicating that the report of Councillor Carella, dated May 5, 2008, be received.

The Region of York's favourable consideration of this request would be appreciated.

Sincerely,

Jeffrey A. Abrams
City Clerk

Attachment:
Extracts
Attachments for Minute No. 138:
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

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CITY OF VAUGHAN

EXTRACT FROM SPECIAL COUNCIL MEETING MINUTES (2) JUNE 3 2008

138. OFFICIAL PLAN AMENDMENT 661
HIGHWAY 7 POLICY REVIEW
FILE: 15.87
(Item 23, Committee of the Whole Report No. 32)

MOVED by Councillor Carella
seconded by Regional Councillor Ferri

That the following recommendation of the Committee of the Whole meeting of June 3, 2008, be approved:

1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 3, 2008, be approved; and

2) That the following deputations and written submissions be received:

a) Mr. Nick Manno, 41 Coles Avenue, Vaughan, L4L 1L8;
b) Ms. Norma Basciano, 63 Coles Avenue, Woodbridge, L4L 1L8;
c) Mr. Dražen Bulat, 245 Veneto Drive, Woodbridge, L4L 8X7, and written submission dated June 3, 2008;
d) Mr. Ron Moro, 61 Tasha Court, Vaughan, L4L 8P1;
e) Ms. Audrey Frati, 21 Nadia Avenue, Woodbridge, L4L 8P2;
f) Mr. Nick Pinto, President, West Woodbridge Homeowners' Association, 57 Mapes Avenue, Woodbridge, L4L 8R4;
g) Mr. James Kennedy, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3, on behalf of Woodstream Plaza Inc.;
h) Mr. Jeff Davies, Davies Howe Partners, 99 Spadina Avenue, Fifth Floor, Toronto, M5V 3P8, on behalf of Pine Grove on Seven Inc., and written submission of Mr. Aaron I. Platt, Davies Howe Partners, dated June 2, 2008; and
i) Ms. Carole Davies, 288 Veneto Drive, Woodbridge, L4L 8X7.

CARRIED

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.

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CITY OF VAUGHAN

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Minute No. 138 – Page 2

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.

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CITY OF VAUGHAN

EXTRACT FROM SPECIAL COUNCIL MEETING MINUTES (2) JUNE 3 2008

Minute No. 138 – Page 3

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

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CITY OF VAUGHAN

EXTRACT FROM SPECIAL COUNCIL MEETING MINUTES (2) JUNE 3 2008

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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.

CITY OF VAUGHAN

EXTRACT FROM SPECIAL COUNCIL MEETING MINUTES (2) JUNE 3 2008

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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.

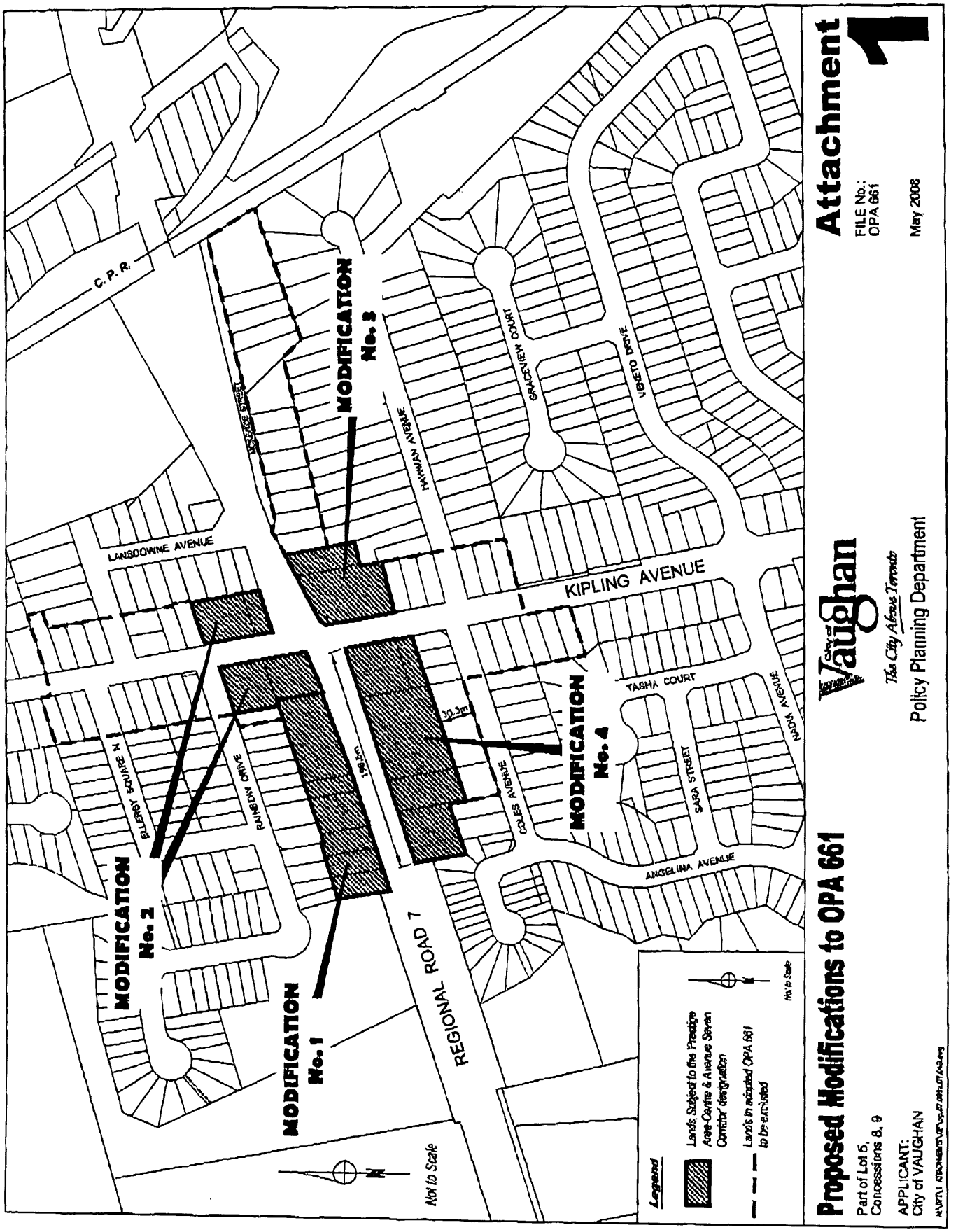
Attachments

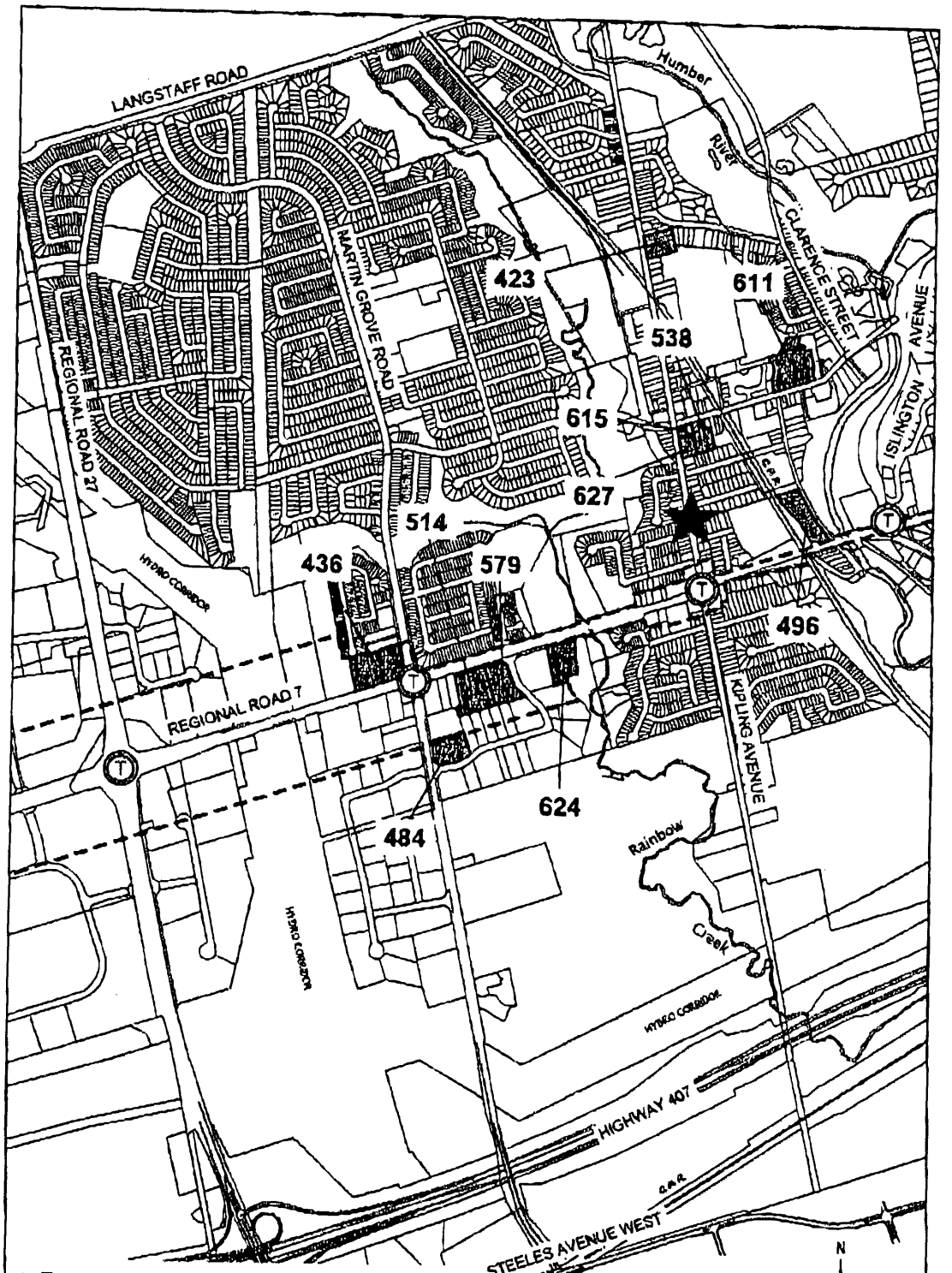
1. Proposed modifications to OPA 661
2. Modified Figure 1, Appendix 1, OPA 661
3. Modified Figure 2, Appendix 1, OPA 661
4. Modified Schedule A, OPA 661
5. Modified Schedule B, OPA 661

Report prepared by:

Paul Robinson, Senior Policy Planner, extension 8410.

(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.)


C.P.R.
MODIFICATION No. 3
MODIFICATION No. 2
MODIFICATION No. 1
MODIFICATION No. 4
LANSDOWNE AVENUE
KIPLING AVENUE
REGIONAL ROAD 7
HANWAY AVENUE
GRACEVIEW COURT
VIBERTO DRIVE
TASHA COURT
SARA STREET
NADIA AVENUE
ANGELINA AVENUE
COLES AVENUE
RAINBOW DRIVE
ELLERBY SQUARE N
Not to Scale
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



Modified Figure 1, Appendix 1, OPA 661

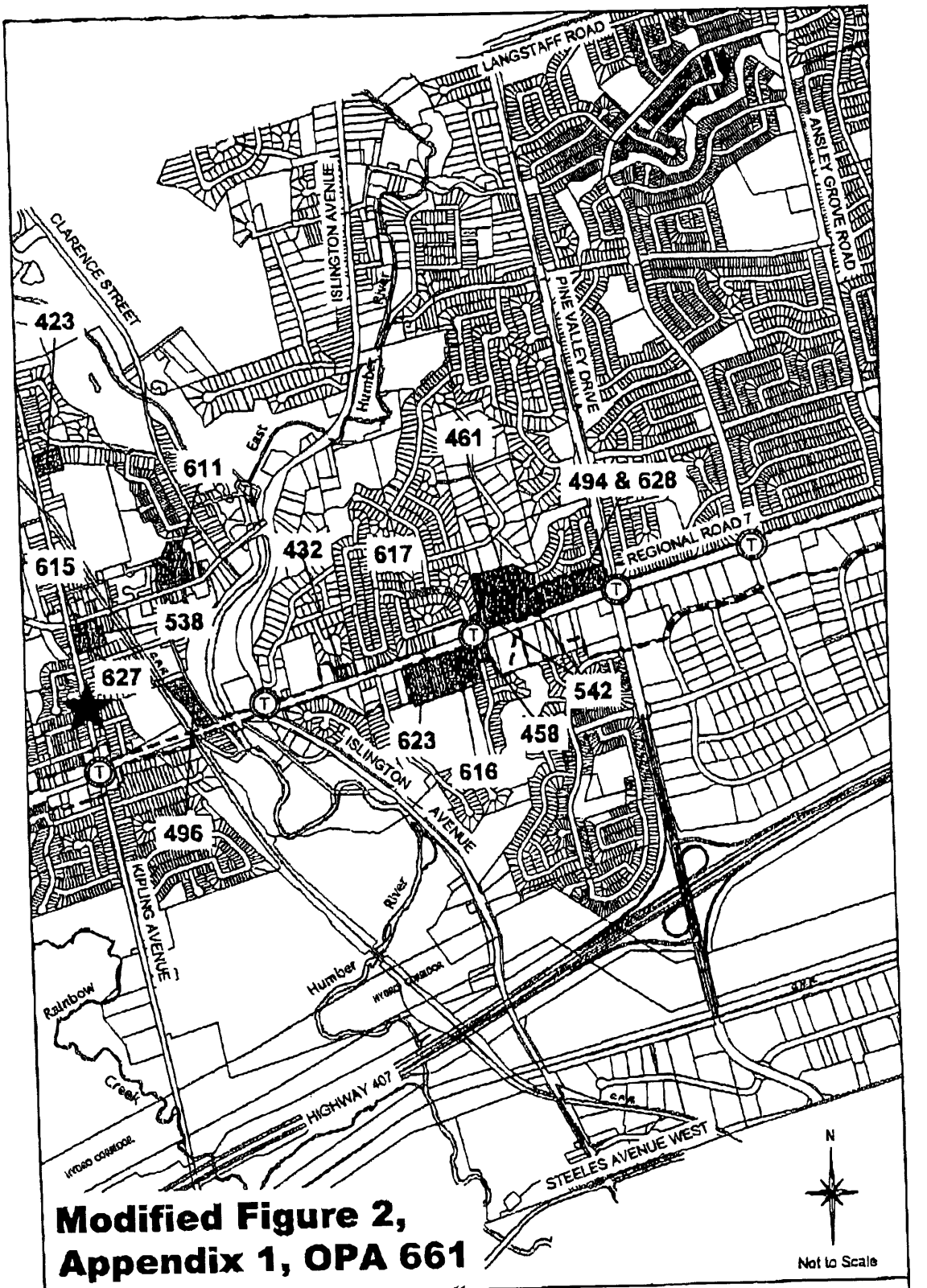
Attachment 2

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

N:\Projects\Highway 7 OPA Study\Highway 7 OPA Study.dwg

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)
- Approximate Limit of Avenue Seven Corridor
- Transit Stop Centre
- Site-Specific OPA #

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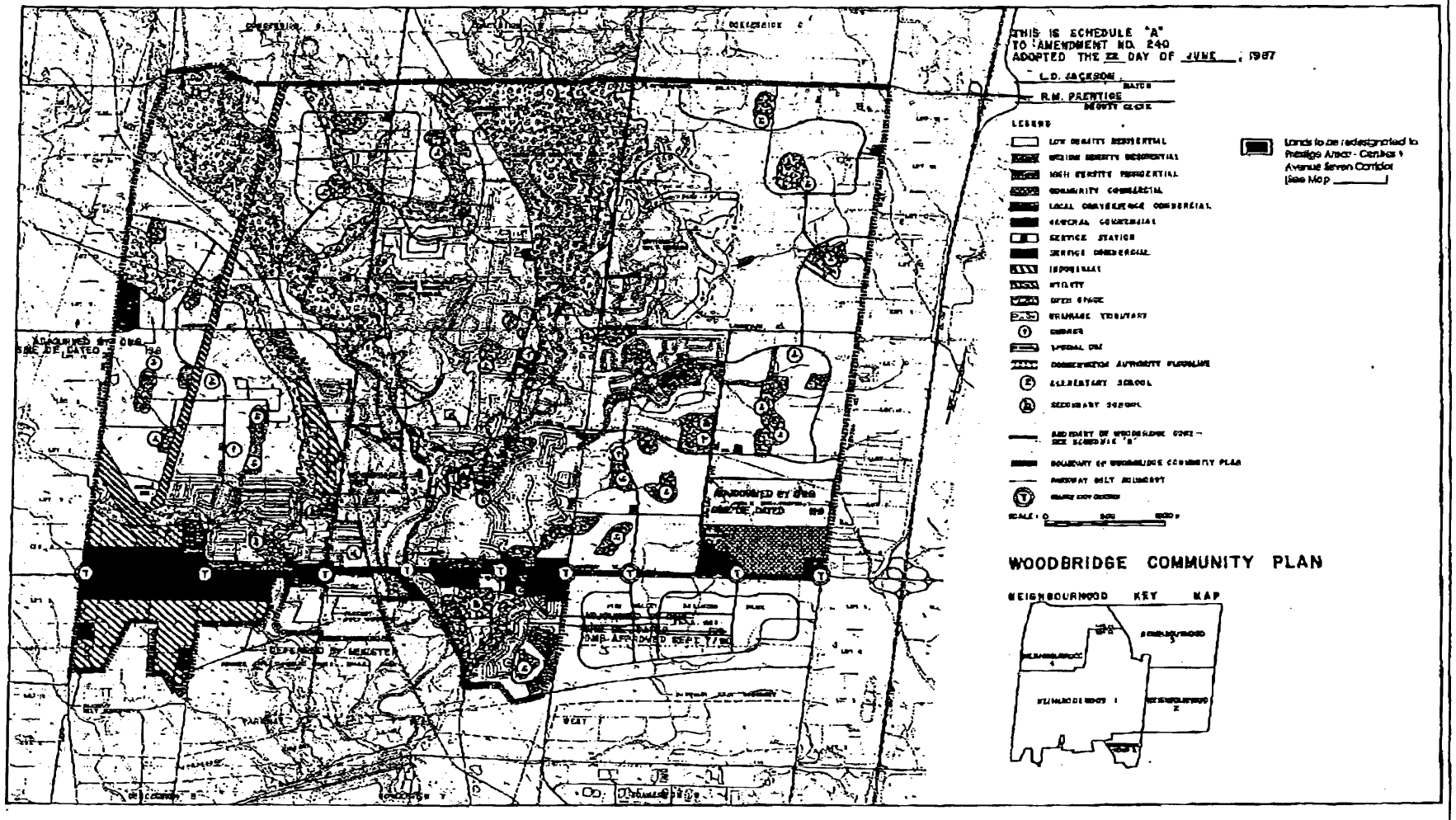


Modified Schedule 'A', OPA 661

APPLICANT:
City of VAUGHAN

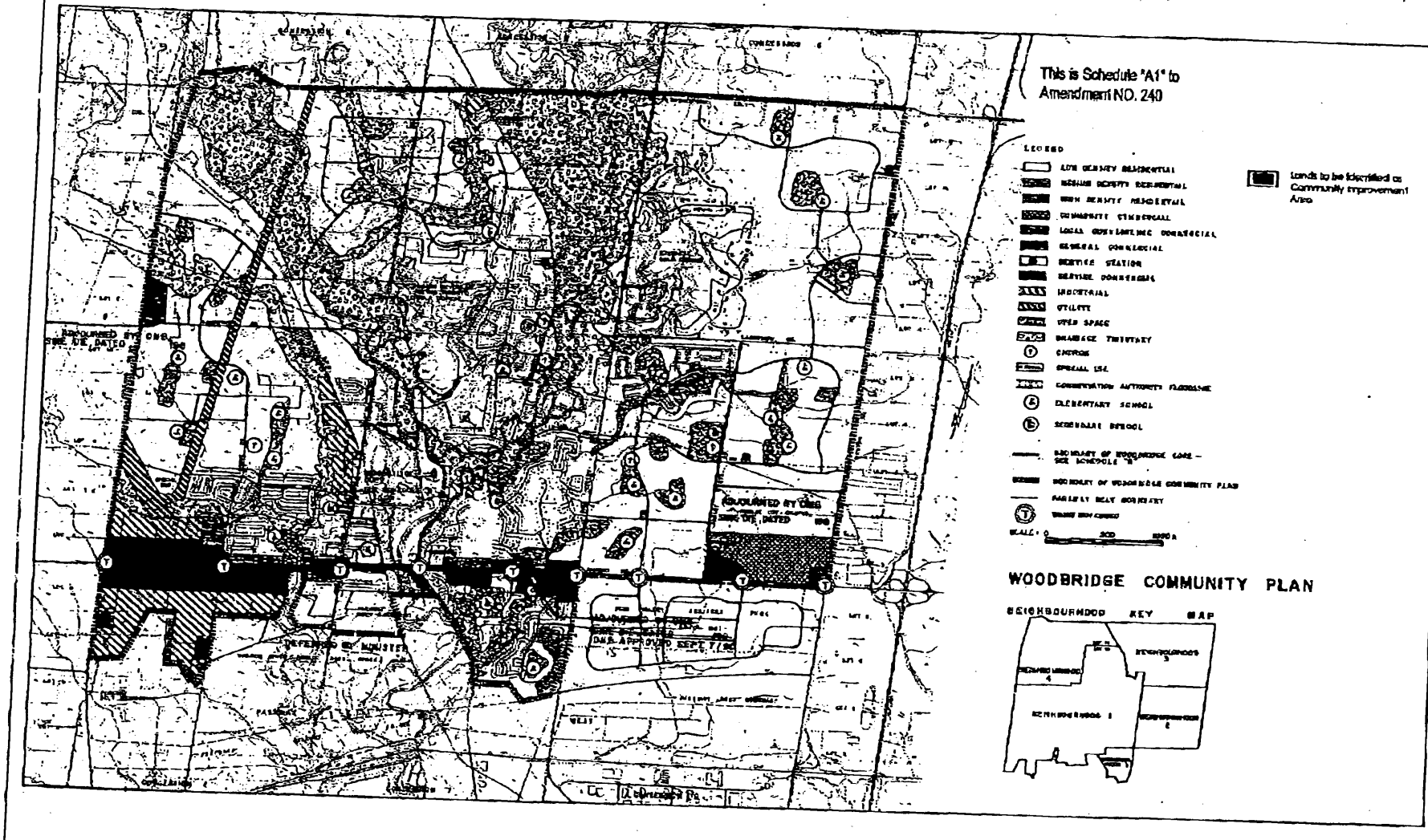
Part of Lots 5 & 6,
Concessions 8, 9

Vaughan
The City Above Toronto
Policy Planning Department

Attachment 4

FILE No.:
OPA 661

May 2008



Modified Schedule 'B', OPA 661

APPLICANT:
City of VAUGHAN

Part of Lots 5 & 6,
Concessions 8, 9

City of Vaughan
The City Above Toronto
Policy Planning Department

Attachment 5

FILE No.:
OPA 661

May 2008

CITY OF VAUGHAN

EXTRACT FROM SPECIAL COUNCIL MEETING MINUTES (1) JUNE 3, 2008

133. ADDITIONAL REVIEW OF OFFICIAL PLAN AMENDMENT 661
(Item 2, Committee of the Whole Report No. 32)

MOVED by Councillor Carella
seconded by Councillor Shefman

That the following recommendation of the Committee of the Whole meeting of June 3, 2008, be approved:

1) That the following report of Councillor Carella, dated May 5, 2008, be received; and

2) That the written submission of Ms. Ann Grech et al, dated May 30, 2008, be received.

CARRIED

Council, at its meeting of May 12, 2008, adopted the following:

"That this matter be referred to the Committee of the Whole meeting of June 3, 2008, to provide the opportunity for the Ward 2 Sub-Committee to meet with the community and the landowners of the Kipling and Hwy 7 quadrant to review opportunities for development. This provides an opportunity for Vaughan Council to receive more input for comments to York Region on OPA 661.

That the additional report of the Commissioner of Planning, dated May 12, 2008, be received;

That the following written submissions, be received:

a) Ms. Rosemarie L. Humphries, Humphries Planning Group Inc., 216 Chrislea Road, Suite 103, Vaughan, L4L 8S5, dated May 7, 2008;
b) Ms. Mary Attisano, 216 Veneto Drive, Woodbridge, L4L 8X6, dated May 5, 2008; and
c) Mr. James M. Kennedy, KLM Planning Partners Inc., 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, dated May 6, 2008; and

That the coloured rendering of the development at Hwy 7 and Woodstream, submitted by KLM Planning Partners Inc., be received."

Recommendation of the Committee of the Whole, May 5, 2008:

1) That the recommendation contained in the following report of Councillor Carella, dated May 5, 2008, be approved;

2) That staff provide a report to the Council meeting of May 12, 2008, with their opinion on expanding the review of OPA 661 and to identify which areas should be possibly reconsidered; and

3) That the following deputations and coloured photographs, be received:

a) Mr. Nick Manno, 41 Coles Avenue, Woodbridge, L4L 1L8, and coloured photographs;
b) Ms. Norma Basciano, 63 Coles Avenue, Woodbridge, L4L 1L8;
c) Mr. Anthony Barone, 101 Zinnia Place, Woodbridge, L4L 6O8;
d) Mr. John Packer, 87 Angelina Avenue, Woodbridge, L4L 8N9;
e) Mr. Anthony Sinisi, 60 Veneto Drive, Woodbridge, L4L 8X5;
f) Ms. Janet Peloso, 7694 Kipling Avenue, Woodbridge, L4L 1Y6;

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CITY OF VAUGHAN

EXTRACT FROM SPECIAL COUNCIL MEETING MINUTES (1) JUNE 3, 2008

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g) Ms. Ann Grech, 14 Tasha Court, Woodbridge, L4L 8P2;
h) Mr. Ronald Moro, 61 Tasha Court, Woodbridge, L4L 8P1; and
i) Mr. Nick Pinto, President, West Woodbridge Homeowners Association, 57 Mapes Avenue, Woodbridge, L4L 8R4.

Report of Councillor Carella dated May 5, 2008.

Recommendation

Councillor Tony Carella recommends that Council request that York Regional Council defer temporarily consideration of the City of Vaughan's Official Plan Amendment 661, pending review of the terms of the amendment as it applies to the residential areas in the vicinity of the intersection of Regional Road 7 and Kipling Avenue.

Economic Impact

Nil

Communication Plan

The ward councillor will inform residents of the area that the OPA is under further review.

Purpose

To respond to the request of area residents that the boundaries of the amendment area be reviewed, to protect further the residential character of the neighbourhoods immediately to the north and south of the intersection of Regional Road 7 and Kipling Avenue.

Background - Analysis and Options

In contacting various members of Council, the residents of the area have indicated their support in general for the principal of intensification along Regional Road 7, but they have concerns that the boundaries of the OPA as currently configured intrude into the settled residential communities to both the north and south of Regional Road 7, at Kipling Avenue. While there is a likelihood that the eventual development of a GO station along Kipling, north of Woodbridge Avenue, will result in some measure of intensification along that portion of the street, there are no plans to extend Kipling Avenue to Steeles Avenue from its present terminus some 1000 m south of Regional Road 7. Effectively then, the area frequently referred to as "Kipling South" is a closed community, composed entirely of newer single family dwellings, some older homes dating from the 1950s-1970s, and recreational/cultural sites such as the Ciociaro Club, the Veneto Centre, and the lands co-tenanted by the Minime Sisters of the Passion and the Calabro-Canadian group.

The neighbourhood is comparatively small (approximately 450 households) and tightly-knit, with most residences within 500 m of Regional Road 7---a fact reflected in the absence of any York Region Transit service within the Kipling South area. The absence of any such service in the Kipling North area as well lends credence to the view of area residents that the intersection of Regional Road 7 and Kipling Avenue can not be considered a true "public transit node" as a second (i.e., north-south) service does not intersect the YRT and VIVA services along Regional Road 7. Effectively then, the Kipling/Regional Road 7 intersection is, at this time, no more a public transit node than Lansdowne Avenue, Bruce Street, or Helen Street, as they intersect Regional Road 7 to the east of Kipling.

This in turn leads to another area of concern. All traffic into and out of Kipling South is by way of Kipling Avenue off of Regional Road 7---effectively a 'bottleneck' in case of any emergency, and one

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CITY OF VAUGHAN

EXTRACT FROM SPECIAL COUNCIL MEETING MINUTES (1) JUNE 3, 2008

Minute No. 133 – Page 3

which can only be aggravated by intensification at the very point of entry into and exit from the community, further complicated by the fact that Regional Road 7 at this point is reduced to four lanes from the six found to the east of Kipling and west of Islington Avenue.

Kipling South residents note that it is the intention of the OPA that older residential areas be protected. However, the boundaries of the OPA as they apply to Kipling South include existing low density, residential units, some just ten years old, and other estimated to date from the 1950s or 60s. Local residents would prefer seeing the southern boundary of the OPA in this area withdrawn to the north side of Coles Avenue, to better protect the low-density residential character of the community south of Coles Avenue.

Relationship to Vaughan Vision 20/20

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

Conclusion

The temporary deferral of consideration of OPA 661 by the Region of York will permit further discussion of its impact on the residential areas in the vicinity of Regional Road 7 and Kipling Avenue.

Report prepared by

Councillor Tony Carella, FRSA

Attachments

1) Additional report of the Commissioner of Planning, dated May 12, 2008.
2) Correspondence from Ms. Rosemarie L. Humphries, Humphries Planning Group Inc.
3) Correspondence from Ms. Mary Attisano.
4) Correspondence from Mr. James M. Kennedy, KLM Planning Partners Inc.

(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.)