

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 14, 2005

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

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

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

Recommendation

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

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

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

Purpose

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

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

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

Background/Analysis

1) Location:

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

2) OPA 450 Employment Land Needs study:

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

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

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

3) Regional Official Plan Amendment No. 19:

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

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

4) City of Vaughan OPA No. 600:

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

5) Environmental Assessment is stalled and Employment Land shortfall:

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

6) Development Applications are proceeding:

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

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

7) Recent Provincial Initiatives:

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

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

Relationship to Vaughan Vision 2007

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

Conclusion

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

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

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

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

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

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

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

Attachments:

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

/LG

Report prepared by:

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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.)