



REGION OF YORK
CLERK'S OFFICE
FILE NO. *104*

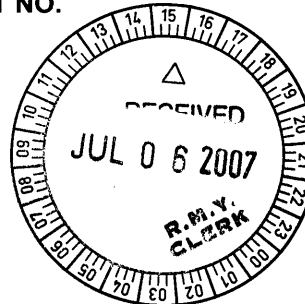
Clerk's Department
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1

Tel (905) 832-8504
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FOR INQUIRIES: PLEASE QUOTE ITEM & REPORT NO.

June 29, 2007

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



Dear Mr. Kelly:

**RE: DRAFT OFFICIAL PLAN AMENDMENT NO. 660, 661, 662, 663 AND 664
HIGHWAY 7 POLICY REVIEW
FILE: 15.87**

Attached for your information is **Item 63, Report No. 34**, of the Committee of the Whole regarding the above-noted matter which was adopted without amendment by the Council of the City of Vaughan at its meeting of June 25, 2007.

I draw your attention to the following clause:

THAT the Region of York be requested to rename Highway 7 to "Avenue Seven" in keeping with its intended urban, transit-supportive future role in Vaughan.

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

Sincerely,

Sylvie Fernandes

for J. D. Leach
City Clerk

Attachment:
Extract
Attachment 1 – Letter from Rice Development, dated May 14, 2007

JDL/pa

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 63, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**63 DRAFT OFFICIAL PLAN AMENDMENT NO. 660, 661, 662, 663 AND 664
 HIGHWAY 7 POLICY REVIEW
 FILE: 15.87**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007, be approved;**
- 2) That any application for intensified development along Highway 7 be subject to a traffic impact study prepared by the proponent to the satisfaction of the City and York Region, to ensure that the road network and public transit infrastructure is adequate to support the proposed development;**
- 3) That the deputation of Mr. Sam Sperenza, Zzen Group of Companies Limited, be received, and the comments be incorporated in the comprehensive review of the official plan; and**
- 4) That the written submission of Mr. Roy Mason, KLM Planning Partners Inc., 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, dated June 14, 2007, be received.**

Recommendation

The Commissioner of Planning recommends:

- 1. THAT draft Official Plan Amendments 660, 661, 662, 663 and 664 (pursuant to the Highway 7 Land Use Futures Study and Jane/7 Employment Area Redevelopment Study), BE ADOPTED, as further modified by the Recommendations contained in the Committee of the Whole report of April 30, 2007, the Council report of May 7, 2007, and this report which proposes the following modification to Clause #6 of OPA 661:**

"Notwithstanding the foregoing valleyland buffer requirement, for the property fronting onto the north side of Highway 7, and located east of Wigwoss Drive adjoining the west side of the cosmetic surgery hospital site, and known municipally as 4700 Highway 7, a minimum 3-metre vegetated buffer area shall be provided along the Jersey Creek Valleylands."
- 2. THAT the Region of York be requested to rename Highway 7 to "Avenue Seven" in keeping with its intended urban, transit-supportive future role in Vaughan;**
- 3. THAT the Policy Planning Department be directed to initiate discussions with the Region of York with respect to the preparation and implementation of streetscaping requirements to complement transit objectives to the satisfaction of the City;**
- 4. THAT the Commissioner of Economic/Technology Development and Communications in consultation with the Commissioner of Planning be directed to undertake a marketing strategy to guide and promote the "Avenue Seven" initiative and that the funds required for the marketing strategy be addressed through the budget process; and**

Economic Impact

The policy changes introduced by the draft amendments will encourage redevelopment of lands along the Highway 7 corridor, resulting in increased development charge and property tax revenue for the City as the area is intensified.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 63, CW Report No. 34 – Page 2

Communications Plan

The Vaughanwood Ratepayers' Association and affected landowners will be advised of the decision, and provided with a copy of this report and minutes of the Committee of the Whole Meeting.

Purpose

The purpose of this report is to address concerns outlined in written submissions to the Council meeting of May 7, 2007, and by subsequent correspondence submitted by Rice Development, dated May 14, 2007.

Background - Analysis and Options

At the Council Meeting on May 7, 2007, written submissions were received from the ZZEN Group of Companies Limited, the Vaughanwood Ratepayers' Association, and Rice Development.

The ZZEN Group Submission:

- The lands in the southwest quadrant of Highway 7 and Highway 427 are intended to become a major transit terminal as required by MTO; therefore, the lands should be considered for mixed use development, including high density residential uses, in conjunction with employment uses.

Response

The Seven/427 Centre is intended to develop as a focus of major office commercial development within the planned major employment area surrounding it. The Centre will become the most intensely developed area within the West Vaughan Employment Lands. It is ideally positioned to fulfill this role, given its proximity to major highways and accessibility from Pearson International Airport. The area west of Highway 27 is ill-suited to accommodate residential development, given its physical separation from the balance of the Woodbridge community; the complete absence of community services and facilities west of Highway 27, and the area's planned development as a new employment area.

The Vaughanwood Ratepayers' Association Submission

The Vaughanwood Ratepayers' Association written submission requested more time to address its concerns to Council. Since the Council meeting on May 7, 2007, no further submission has been received.

The Rice Development Submission

A letter from Rice Development, dated May 14, 2007 proposed the following changes to their development:

- A reduction in the building height from a 4-8 storey building to a 4-6 storey building.
- A 3-metre vegetated buffer along the north property line will be provided, as agreed by the Toronto Regional Conservation Authority (TRCA).

Response

The Policy Planning Department concurs with the proposed building height which conforms within the policies of OPA 661, which state:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 63, CW Report No. 34 – Page 3

“Notwithstanding the height limits noted above, the property fronting onto Highway 7 located east of Wigwoss Drive adjoining the west of the cosmetic surgery hospital site shall permit a maximum height of 4 storeys within the 30 metres of the existing low density residential designation and maximum height of 6 storeys at a greater distance.”

The site can accommodate higher density development with minimal impact on the character and stability of the adjacent low density neighbourhood. However, given the immediate context of newly approved, and partially constructed, 3 to 4 storey residential buildings to the east, and the older low rise, stable residential neighbourhood to the west, the proposed maximum height limit of 4-6 storeys on this site is appropriate. The majority of the building will be 6 storeys in height, which is consistent with the intent of the OPA to intensify development. However, the building will be limited to 4-storeys in height within 30 metres of the existing low density residential designation, providing a suitable height transition.

The Policy Planning Department also agrees with the proposed solution to the valleyland buffer. Council's current policy is to require that a 10-metre ecological buffer adjacent to valleylands be dedicated to the City or the TRCA. However, Rice Development originally received site plan approval for development in 2005. The approval required only a 1.5-metre landscape strip to be provided, with no valleyland buffer. The size and shape of the property imposes limits on its developability. Dedication of a 10-metre buffer would severely limit the potential of the site. The landowner has consulted with TRCA staff, who have reviewed the development application (OP.06.013 and Z.06.35), and are satisfied with a 3-metre vegetated buffer along the Jersey Creek valleylands (see Attachment 1, May 14, 2007 letter from Rice Development, which includes correspondence from TRCA).

Consequently, a modification is proposed to OPA 661, Clause #6, amending OPA 240, Subsection "6.B Drainage Tributary" part e). The modification reads as follows:

“Notwithstanding the foregoing valleyland buffer requirement, for the property fronting onto the north side of Highway 7, and located east of Wigwoss Drive adjoining the west side of the cosmetic surgery hospital site, and known municipally as 4700 Highway 7, a minimum 3-metre vegetated buffer area shall be provided along the Jersey Creek Valleylands.”

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, Sections 4 (Planning and Managing Growth) and Section 3 (Transportation and Transit Infrastructure), and specifically with Section 3.2.1, which states: “Support the Region of York and other agencies to ensure higher order transit”.

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

Regional Implications

The five draft OPA's applicable to properties in the Highway 7 corridor will foster transit-supportive development complementing the Region's public transit initiatives there.

Conclusion

The Highway 7 Policy Review provides Vaughan with a long-term land use planning structure and policy framework that will guide development and ensure that it supports higher order transit.

The Policy Planning Department has carefully considered the concerns expressed in the recent deputation to Council, and continue to recommend the five draft amendments now subject to Council's consideration, with the one modification noted in this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 63, CW Report No. 34 – Page 4

OPA 660, 661, 662, 663 and 664 establish a policy framework that:

- Introduces a range of new land uses;
- Provides for increases densities;
- Guides the delivery of the necessary infrastructure and community services;
- Sets out clear rules for the design of development; and
- Established an incentive-based strategy for implementation, where appropriate.

The amendments conform with and support Provincial and Regional policy. Should Council concur with the policy framework established in the draft amendments, they should be adopted.

Attachments

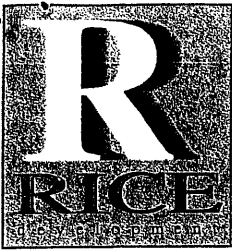
Attachment 1 – Letter from Rice Development, dated May 14, 2007

Report prepared by:

Clement Chong, Planner 1, ext. 8214

Paul Robinson, Senior Policy Planner, ext. 8026

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



ATTACHMENT 1

63.5

May 14th, 2007

Mr. Paul Robinson
Senior Policy Planner
Policy Planning Department
THE CORPORATION OF THE CITY OF VAUGHAN
2141 Major MacKenzie Drive
Vaughan, Ontario
L6A 1T1

CITY OF VAUGHAN POLICY PLANNING/URBAN DESIGN	
RECEIVED	
MAY 17 2007	
FOR	RECEIVED
PR	
FILE	

Dear Mr. Robinson:

RE: OPA 661 - HEIGHT RESTRICTIONS
RICE DEVELOPMENT PROPERTY
4700 HIGHWAY #7
FILE : 15.87

Rice Development is the proponent of an OPA and rezoning application at 4700 Highway 7 for the development of a 4 and 8 storey residential condominium building comprising 122 units. The application was submitted in April, 2006.

The proposal was developed having specific regard for the Province's policies relating to intensification, efficient use of services, and access to and support of transit facilities.

The application was submitted in conformity with the City's draft OPA 661 document. OPA 661 was the culmination of significant study to reinforce Highway 7 as 'Avenue Seven', an urban corridor of mixed-use development with a commitment to intensify land use and transit supportive building programs.

The application as submitted conformed to the policies of the draft version of OPA 661 as regards to land use, density and height limit of 8 storeys for this portion of Avenue Seven. Additionally, it was felt that in working with Planning staff, a building design sympathetic to area surroundings could be achieved, and indeed, would be expected.

The site specific application was circulated for comments as OPA 661 continued to be reviewed and finalized by Policy staff.

63.6

Mr. Paul Robinson
May 14th, 2007
Page 2

At its meeting of February 26th, 2007, Council approved allocation of water and sanitary servicing to the subject lands for the proposed 122 units based on the application satisfying several of the necessary criteria of the servicing report, being:

1. It is an infill development at a location in the urban area where the City strategically chooses to provide for deliberate growth;
2. It is the second phase of a development underway; and
3. The density increase supports increased transit usage along the Highway 7 corridor.

Subsequently, staff presented the updated draft OPA 661 document to the Committee of the Whole on April 30th, 2007. No modifications were proposed to the designation of the subject lands. Building height concerns were specifically discussed with area ratepayers through 2006 and early 2007 prior to the issuance of the report and staff recommended that no changes were required to the 4 and 8 storey height limits applicable to the site.

We note that the subject lands are located adjacent to a proposed Transit Stop Centre. Policies pertaining to lands surrounding these Centres permit heights up to 10 storeys, an additional 2 storeys over the otherwise permitted 8 floors. Additionally, an FSI increase up to 3.0 could also be considered.

Due to ratepayer's continued concerns on the matter, Council deferred the Report to allow additional time for staff to meet with residents. Subsequent to that meeting, staff prepared an amending report revising the recommendation on height limit from 4 and 8 storeys to 4 and 6 storeys for the subject lands.

We respectfully suggest that an attractive, appropriate stepped building of 4 and 8 storeys would be desirable for the site. Visual interest through the incorporation of a range of building heights along an urban corridor is an important element of creating an attractive streetscape. Avoidance of a repetition of building heights must be given due weight in evaluating the overall impact of a specific structure as well as the streetscape as a whole.

With respect to the specifics of the subject site, as you are aware, the lands abut Highway 7 to the south, the Jersey Creek valley lands and a residential condominium under construction to the east, additional open space and the Cosmetic Surgery Hospital to the north and 3 single family dwellings to the west. With the exception of the southerly dwelling at the corner of Wigwoss Drive and Highway 7, the homes and yards to the west are oriented in a north-east direction and

do not have direct views to the proposed building. Additionally, we note there is a significant mature tree line between the existing homes and the subject lands which further mitigates and reduces the views between sites.

In light of continued ratepayer concerns and our desire to work with staff, Council and area residents, we have reviewed our building program in detail and propose the following:

1. That the proposed building be 4 storeys in height at the west end within 30 m of the adjacent single family dwellings. The balance of the building would be 6 storeys, however, due to site grading and the natural slope of the land across the site moving east towards Jersey Creek, the east end and north-east side of the basement or lower level would be exposed, resulting in 7 storeys in these locations. These exposed sections would be at the opposite end of the building from the single family dwellings and would not increase the overall height of the building. The attached elevation drawing reflects this design approach and is an attractive and appropriate response to the natural sloped setting.
2. The lands are currently zoned to permit apartment uses under By-law 521-2001. This zoning specifically allows that:
 - “bi) no landscape strip, earthen berm, or evergreen hedgerow shall be required within the lot as a buffer or screening around the periphery of an outdoor parking area.”

This zoning provision permitted the outdoor rear parking area to abut the northerly property line and the Cosmetic Surgery lands without need for a landscape strip. The subject lands are relatively shallow and configured in a modified ‘L’ shape, making room for a building, parking and significant landscaping difficult.

We understand the City has introduced a general policy requiring a 10.0m buffer strip for development adjacent to open space or environmentally sensitive areas. We note lands to the north are zoned Agricultural at this time and form the front lawn of the Cosmetic Surgery Hospital rather than a natural, ‘ravine’ setting. Application of the 10.0m buffer requirement across the rear of these lands would significantly impact and restrict their development potential.

Through on-going dialogue with the TRCA over the past 6 months, we have arrived at a mutually agreeable solution by providing a 3.0m buffer strip along the north property line. In addition, we have suggested additional planting within the

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Mr. Paul Robinson

May 14th, 2007

Page 4

Cosmetic Surgery lands to offset the reduced buffer width. TRCA's attached letter confirms their agreement to this position and provides comments on the site specific OPA and rezoning application.

Having regard for the existing approvals in place permitting no buffer at all, the TRCA position, and the unique situation applying to the site, we would respectfully request that the City agree to the 3.0m buffer area as appropriate for these lands.

We appreciate the opportunity for continued discussions on these lands and for input on OPA 661. We trust that the proposed modification to the building height as outlined above reflects our continued desire to work in good faith with all parties and reach a mutually beneficial solution.

Prior to OPA 661 returning to Council for approval, please provide staff comments on the matters outlined in this letter. We are hopeful staff is supportive and that we may move forward together on this application.

If you would like to meet to discuss any portion of this letter, please do not hesitate to contact us.

Yours truly,

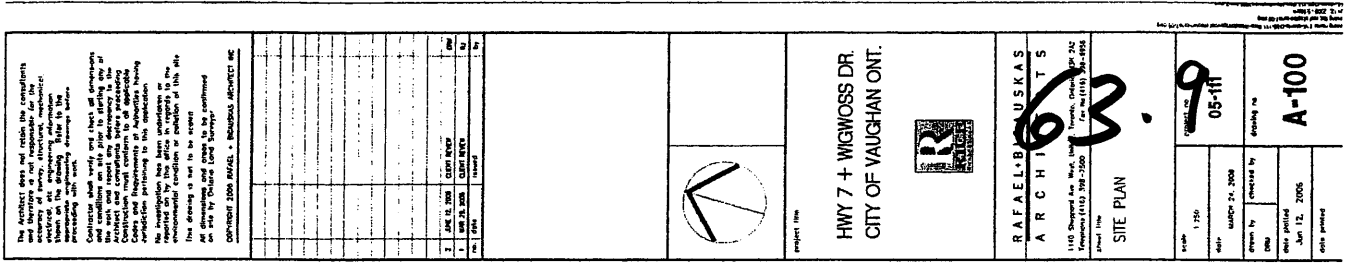
RICE DEVELOPMENT COMPANY INC.



Roger Howard

encls.

c. Councillor Tony Carella
Eugene Fera
J. C. Rice



63.10

**HWAY 7 + WIGWASS DR.
CITY OF VAUGHAN ONT.**

**RAFAEL-BIGAUSKAS
ARCHITECTS**

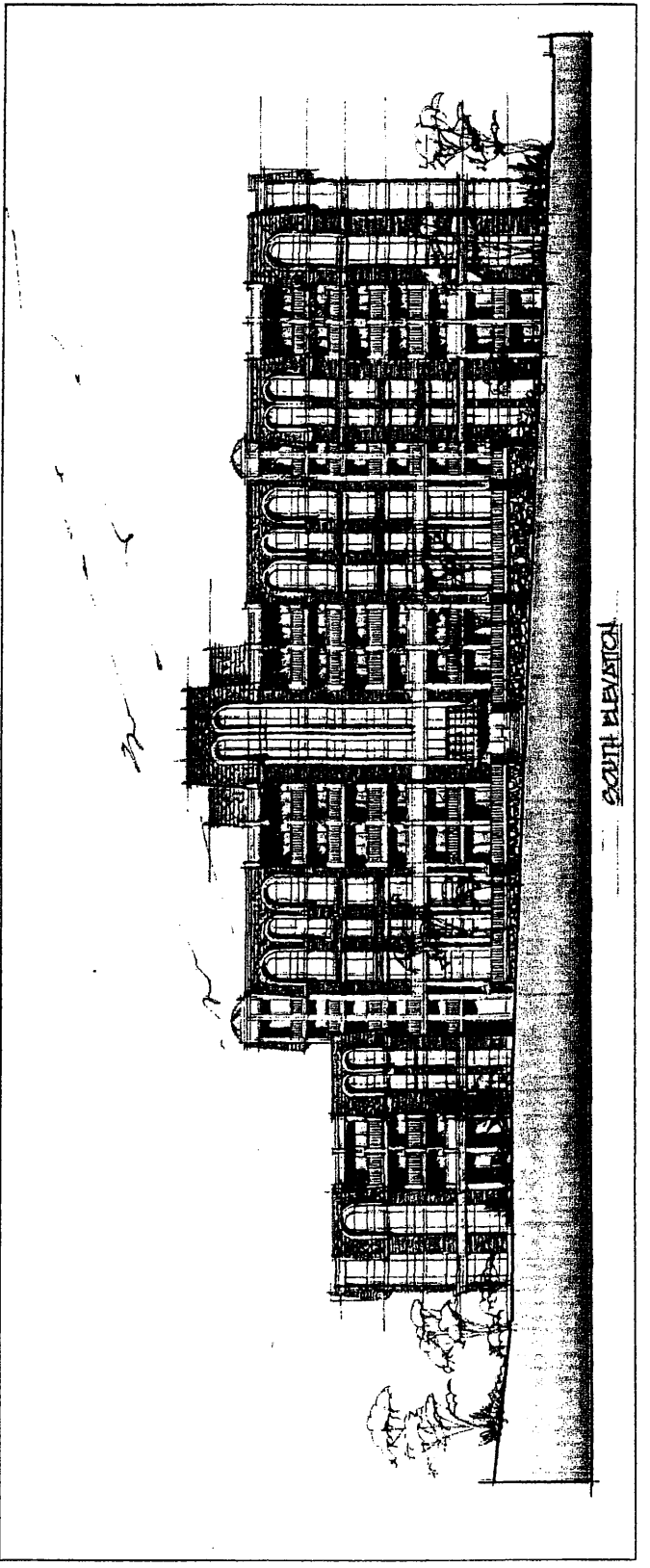
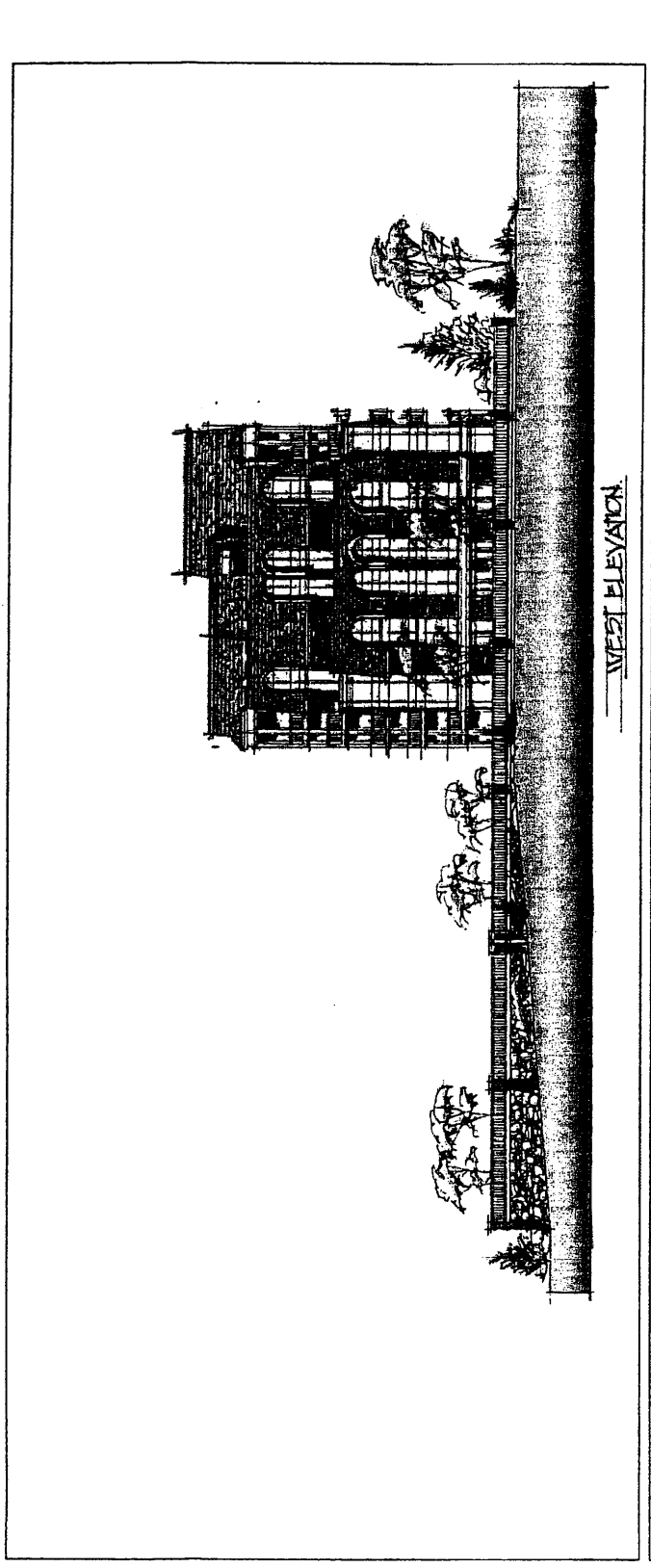
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 TORONTO AND REGION
Conservation
for The Living City

63.11

May 2, 2007

CFN 37374.10

VIA MAIL AND FAX (905) 832-6080

Mr. Eugene Fera
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Mr. Fera:

Re: Official Plan Amendment Application OP.06.013
Zoning By-law Amendment Application Z.06.035
Municipally known as 4700 Highway 7, City of Vaughan
(1643750 Ontario Limited (Rice Development))

Thank you for your circulation of the above noted applications. Staff at the Toronto and Region Conservation Authority (TRCA) have now had an opportunity to review the proposed amendments and wish to provide the following comments.

Purpose of the Applications

We understand that the purpose of the applications is to permit the construction of an 8 storey residential condominium building comprised of 122 residential units. It is also our understanding that the applicable site-specific Official Plan policies and Zoning By-law provisions currently permit a residential building having a maximum height of 4 storeys.

Site Context and Limits of Development

TRCA staff have provided comments, conditions and permits for previous proposals on the subject lands and for surrounding lands because the site is adjacent to the Jersey Creek- a tributary of the Humber River. The closeness of the subject lands to the Jersey Creek and its associated valleylands results in portions of the site being located within the Regional Storm Flood Plain and are therefore susceptible to flooding during a Regional Storm. It is important that the Limits of Development of the site respect the natural hazard posed by the flood plain with the need to protect the ecological integrity of the Jersey Creek valley corridor. It is within this context that we have evaluated the proposed Official Plan and Zoning By-law amendment applications.

Having reviewed our files, the subject lands were created by consent (Application No. B1/01) which was previously reviewed and approved by TRCA staff. During our review of the consent application TRCA staff assisted in the establishment of the lot lines vis-a-vis the adjacent Jersey Creek valleylands and requested that a Hydraulic Cut and Fill Analysis be undertaken in order to remove the lands from the Regional Storm Flood Plain via the placement of fill material. The Hydraulic Cut and Fill Analysis report was completed in 2001 to satisfy the consent and a previous site plan application for the site.

Since that time TRCA has updated flood plain modelling information for the Jersey Creek. In addition, it is important to ensure that the grades proposed for this new site plan application ensure that the site will be outside of the Regional Storm Flood Plain. In summary, we recognize that TRCA assisted in and agreed to the limits of development adjacent to the Jersey Creek through the previous consent application subject to the provision of an acceptable Hydraulic Cut and Fill Analysis Report. Additionally, the applicable site specific Official Plan Amendment and Zoning By-law did not contain any provisions for an environmental buffer in a separate block.



May 2, 2007

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