

**ADDITIONAL INFORMATION**  
ITEM NO. 19  
Report No. 18 Council Apr 14 | 09  
*ew*

# Memorandum

**TO:** Mayor and Members of Council  
**COPY:** Jeffrey Abrams, City Clerk  
**FROM:** Regional Councilor/Acting Mayor Joyce Frustaglio  
**DATE:** April 8, 2009  
**RE:** Committee of the Whole, March 31, 2009, Item 19  
(Ward Boundary Review / Ward Configuration Options)

As I indicated was my intention prior to my motion to defer the above-captioned item to the Council meeting of April 14, 2009, I have now had an opportunity to consult with more of my constituents, and as a result I intend to move the following recommendation at that meeting:

- 1. That Council maintain the present total of five wards, with boundaries adjusted as indicated on the attached map labeled '5D'; and***
- 2. That Council permit the hearing of any deputations with respect to this motion at its meeting of April 14, 2009***

I am also asking the Clerk to post this memorandum to the City's website, as additional information for consideration by Council next week, and I thank him for his assistance in respect of the population figures shown below and the attached map.

## Background

As recently as 1991, there were only three wards in the City of Vaughan, and five ward Councillors: one elected in Ward 1 (Maple, Kleinburg and Nashville), two elected in Ward 2 (Woodbridge), and two elected in Ward 3 (Concord and Thornhill). Then, prior to the 1994 municipal election, Wards 2 and 3 were divided, creating more or less the present five-ward configuration, with only slight changes over the intervening years, most recently prior to the 2006 election.

During the 2003-2006 term, Council gave consideration to three options in regards to wards: (1) maintaining five wards, (2) creating six wards, or (3) creating seven wards, the latter options being intended to address the growth in population in the years since 1994. After some debate, it was decided that a change in the number of wards was not in order, and that any further consideration of the matter should be deferred to the 2006-2010 term.

As part of that initiative, the present Council directed the Clerk to conduct a public consultation process, to determine whether the present number of wards should be maintained, or increased to six, and in either case, how the boundaries of the wards might be realigned. To guide this process, specific factors were to be taken into account, more or less in the following order.

1. No population variances greater than 15% based on the average population between the wards
2. The maintenance of distinct communities
3. Acknowledgement of natural or built boundaries between communities
4. Use of easily identifiable boundaries
5. Recognition of communities of interest
6. Accommodation of future growth

In my view, the public's preference is for the retention of five wards, with boundaries adjusted in light of the aforementioned criteria---perhaps not surprising in light of the downturn in the economy and the consequent added burden of an additional Councillor on the City's budget. Nevertheless, in response to Council's direction, the Clerk provided to Council the option of approving five wards (proposal '5B') or six (proposal '2A').

As was clear from the several deputations received at the recent Committee of the Whole meeting the preference for retaining five wards remains strong with the public. The only question that remains to be settled is the re-configured boundaries of the five wards.

### **Option 5B**

This proposal has much to recommend it, achieving as it does the goal of balanced populations across the wards by 2018, and providing easily identifiable built boundaries (e.g., only major roadways---Highway 400, Rutherford Road, Major Mackenzie Drive, Dufferin Street, and Highway 7---serve as boundaries). Population figures used in developing this option included existing census counts and projections for the future in blocks already approved for development.

It does not, however, acknowledge what is for purposes of this discussion the most significant natural feature in the City of Vaughan---the portion of the Greenbelt running north to south, that includes the Boyd Conservation Area, itself bisected by the east branch of the Humber River Valley. This tract of open space has been the primary determinant of the pattern of Vaughan's growth west of Highway 400 for nearly thirty years, dividing Woodbridge into western and eastern sections beginning at Langstaff Road between Islington Avenue and Pine Valley Drive and continuing northward to the King-Vaughan Line, some ten kilometers or six miles away.

As an alternative to acknowledging this natural boundary, and using it as a base for the division of west-end wards, Option 5B splits the west half of Vaughan (i.e., the larger "half" as it includes all of the City west of Highway 400) into two wards separated by Major Mackenzie Drive. Option 5B thereby flies in the face of another important criterion in the process of reconfiguring ward boundaries: recognition of communities of interest. By making Major Mackenzie Drive the divider of the west half of the City, 5B separates the Woodbridge Expansion Area (also known as "Sonoma Heights") from Woodbridge itself!

5B fails to recognize communities of interest in several other instances. While the size of Woodbridge necessitates its division into at least two wards, that need not be the case with Maple, which 5B divides, again along Major Mackenzie Drive, into two wards.

Carrville Village, an important node for future development centred around the intersection of Rutherford Road and Dufferin Street, will fall into two wards, according to 5B, with the northeast quadrant of the intersection in one ward, and the northeast and southern quadrants in another.

Lastly, Concord, which has maintained its distinction from Thornhill ever since the former Ward 3 was divided into Wards 4 and 5 fifteen years ago, will now be absorbed in an expanded Ward 5.

Taken as a whole, these deficiencies suggest another option may make more sense. To that end, and as an alternative to option 5B, I propose a wholly new alignment, which while it is not perfect in terms of factors to be considered in any ward boundary realignment (and no option offered to date has reflected perfectly all of the factors noted above), I believe it addresses most of the problems with option 5B, without creating significant new ones. I have labeled this option 5D

### **Option 5D**

This option is shown on the attached map, with the boundaries described below in detail. In terms of the factors to be considered in reconfiguring ward boundaries according to this option, I offer the following information:

No population variances greater than 15% based on the average population between the wards

This population information in this table, supplied the Clerks Department, confirms that according to Option 5D the average deviation in the next three elections will be 3%, 9%, and 6%, well below the maximum of 15%.

<b>5 'D'</b>	<b>2010</b>	<b>2010</b>	<b>2014</b>	<b>2014</b>	<b>2018</b>	<b>2018</b>
<i>Ward</i>	<i>Population</i>	<i>Variation from average (%)</i>	<i>Population</i>	<i>Variation from average (%)</i>	<i>Population</i>	<i>Variation from average (%)</i>
1	53,183	-1	56,609	-7	79,000	9
2	56,528	5	56,528	-7	66,000	-9
3	55,474	3	69,358	15	70,405	-2
4	50,615	-6	65,333	8	75,341	4
5	53,275	-1	55,026	-9	70,000	-3
<i>Total</i>	<i>269,075</i>		<i>302,854</i>		<i>360,746</i>	
<i>Avg</i>	<i>53,815</i>		<i>60,571</i>		<i>72,149</i>	
<i>Av Dev</i>	<i>1,749</i>	<i>3</i>	<i>5,420</i>	<i>9</i>	<i>4,017</i>	<i>6</i>

The maintenance of distinct communities

- the Woodbridge Expansion Area will not be separated from the rest of Woodbridge
- all of Carrville Village will be contained in the same ward
- Concord will be contained in a ward separate from Thornhill
- the community of Maple will be in one ward, demarcated from Carrville Village

Acknowledgement of natural or built boundaries between communities

As indicated previously and as shown on the attached map, option 5D pays attention to natural boundaries (such as the north-south greenbelt) and built boundaries (such as Highway 400 and 7). The boundary between Wards 4 and 5 may be viewed as problematic, but given the actual and projected population growth in this relatively small corner of the City, I view it is unavoidable.

Use of easily identifiable boundaries

Whether or not there are clearly identifiable dividers within the City----such as the north-south Greenbelt, the actual boundaries of each ward are easily identifiable, be they a 400-series highway, a regional road, the proposed Avondale Park and the former Keele Valley Landfill Site, or a mid-block collector such as New Westminster Drive (presently a ward divider), or Thornhill Woods Drive, or Peter Rupert Avenue.

Recognition of communities of interest

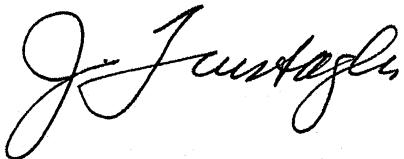
See above

Accommodation of future growth

Option 5D is based on reasonable assumptions that over and above planned growth areas, some sort of development will take place in Nashville, Kleinburg, north Maple, and along Yonge Street, in this last case due to enhancements to VIVA service and/or the extension of the Yonge Street subway to Richmond Hill.

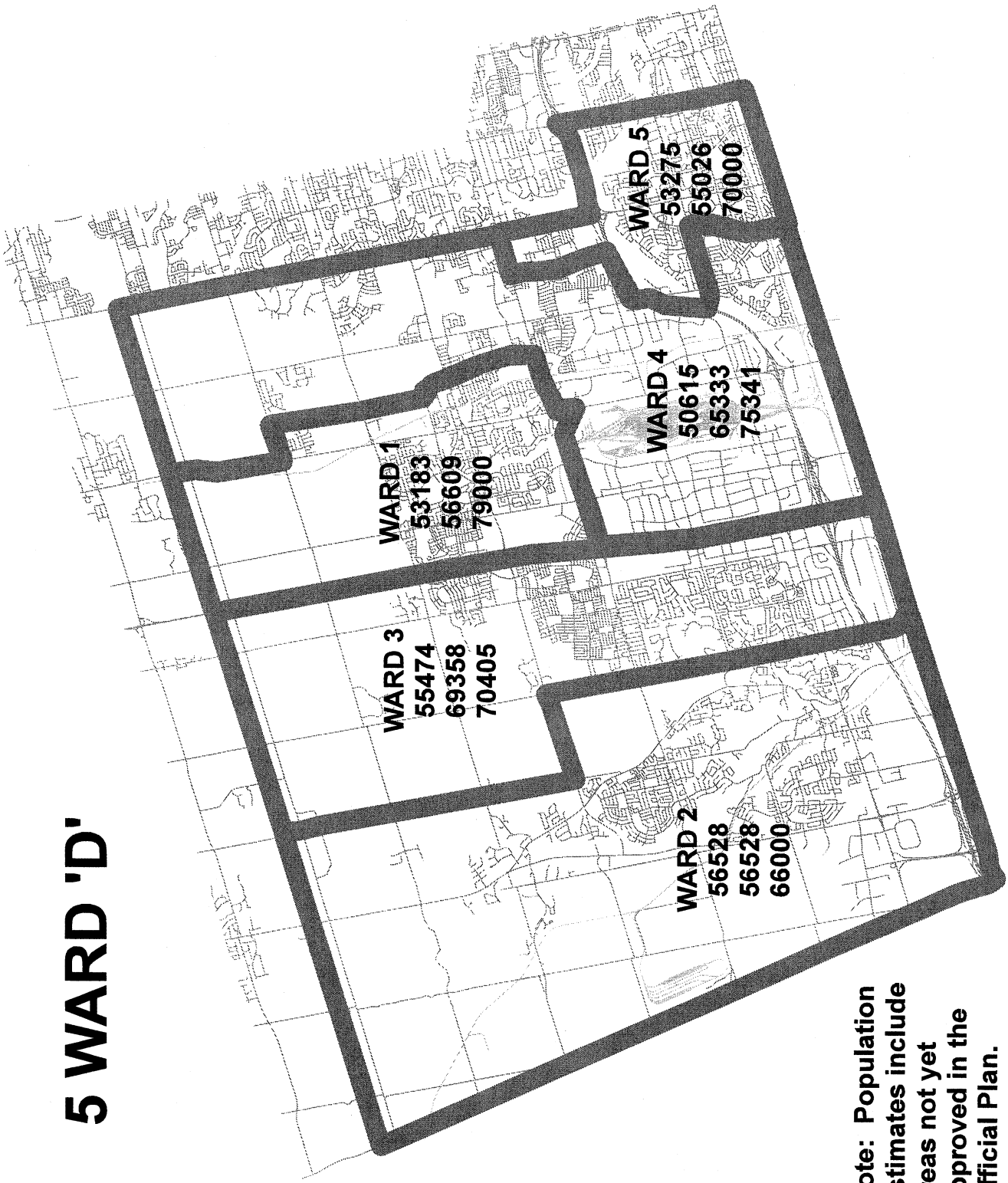
**Conclusion**

Option 5D addresses a number of the shortcomings of Option 5B, by better reflecting the original criteria set in anticipation of reconfiguring the boundaries of the existing five wards, to reflect planned and anticipated growth across the City over the next nine years.



Joyce Frustaglio  
Regional Councillor/Acting Mayor

# 5 WARD 'D'



Note: Population estimates include areas not yet approved in the Official Plan.

## Attachment #2

### **Option 5D Boundaries**

**(Subject to Clerk's office technical review for insertion in Ward Boundary By-Law)**

**Ward 1:** *From Highway 400, east along Rutherford Road to a point approximately 500 m west of Keele Street, thence along the branch of the Don River to a point on Keele Street approximately 500 m south of Rutherford Road, north to Rutherford Road, east Peter Rupert Avenue, north to Major Mackenzie Drive, thence along a line running north from Major Mackenzie Drive through Blocks 19 and 20 midway between Keele and Dufferin Streets, to Kirby Road, west to Keele Street, north to the city limits, west to Highway 400 and south to Rutherford Road.*

**Ward 2:** *From Highway 50, east along Steeles Avenue West to Pine Valley Drive, north to Major Mackenzie Drive, west to the unopened portion of the Kipling Avenue road allowance (approximately 500 m east of Islington Avenue), north along the unopened and opened portions of the allowance to the city limits, west along the city limit to Highway 50 and south to Steeles Avenue.*

**Ward 3:** *From Pine Valley Drive, east along Steeles Avenue West to Highway 400, north to the city limit, west to Kipling Avenue, south along Kipling Avenue and the unopened portion of the Kipling Avenue road allowance, to Major Mackenzie Drive, east to Pine Valley Drive, and south to Steeles Avenue West.*

**Ward 4:** *From Highway 400, east along Steeles Avenue West to New Westminster Drive, north to Centre Street, west to Regional Road 7, north and east to Thornhill Woods Drive, north to Rutherford Road, east to Bathurst Street, north to the city limits, west to Keele Street, south to Kirby Road, east to the midpoint between Keele and Dufferin Streets, thence along a line running from Kirby Road through Blocks 19 and 20 midway between Keele and Dufferin Streets to Major Mackenzie Drive and thence south along Peter Rupert Avenue to Rutherford Road, then west to Keele Street, south approximately 500 m, thence along the branch of the Don River to a point approximately 500 m west of Keele Street, and west along Rutherford Road to Highway 400.*

**Ward 5:** *From New Westminster Drive, east along Steeles Avenue West to Yonge Street, north Regional Road 7, west to Bathurst Street, north to Rutherford Road, west to Thornhill Woods Drive, south to Regional Road 7, west and south to Centre Street, east to New Westminster Drive, and south to Steeles Avenue West.*