

2023-09-29

Fausto Filipetto, Senior Manager of Policy Planning & Sustainability
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Mr. Filipetto:

RE: City of Vaughan Official Plan Review (File PL-9550-16): Part A Official Plan Amendment

Lot 32, Concession 11, City of Vaughan

I am the owner of the property located on the east side of Albion Vaughan Road north of Kirby Road, municipally known as Lot 32, Concession 11 (subject site), in the City of Vaughan, as shown in **Figure 1**. I am writing in regard to the draft Part A Official Plan Amendment (OPA) which will bring the Vaughan Official Plan 2010 (VOP 2010) into conformity with updated Provincial policies, plans and legislation, and the York Region Official Plan. This letter serves to provide the City with my comments on the draft Part A OPA text as it relates to the developability of the subject site.

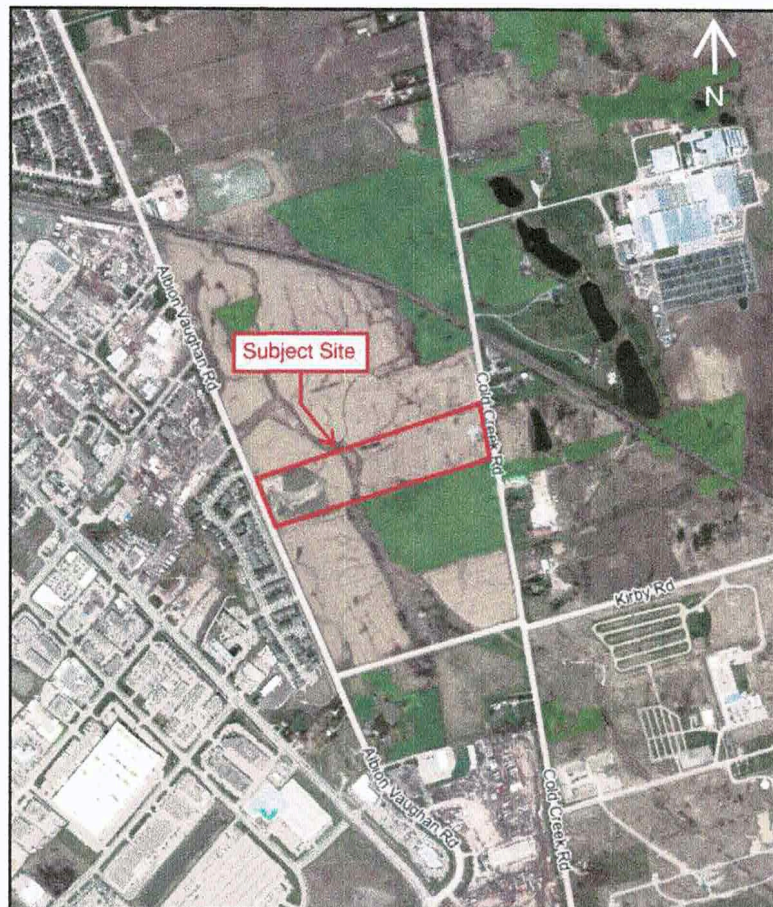


Figure 1: Aerial of Subject Site (Source: York Region, 2022)

The subject site is located along the east side of Albion Vaughan Road and has an area of approximately 7.80 hectares (19.29 acres), a frontage of 130 metres (426 feet), and a depth of 620 metres (2,034 feet). The subject site is currently vacant and contains a watercourse running north to south through the middle of the property.

The subject site is located outside of the Highway 413 Project Route Study Area (as shown in **Figure 2**), and as such, will not be considered for potential route location. The Highway 413 Project is following Ontario's process for an Individual Environmental Assessment (EA) and is developing materials required for the planning phase of the Federal Impact Assessment (IA) process. It is unknown at this time when the Provincial EA and Federal IA will be completed and it could be years away from completion.



DRAFT PART A OPA COMMENTS

Within the draft Part A OPA schedules, the subject site is located within the Urban Boundary and designated "Employment Area" and "Natural Areas and Agriculture" under the Urban Structure, as shown in **Figure 3**. Furthermore, the subject site is designated "New Employment Area" and located within the "West Vaughan Regional Employment Area".

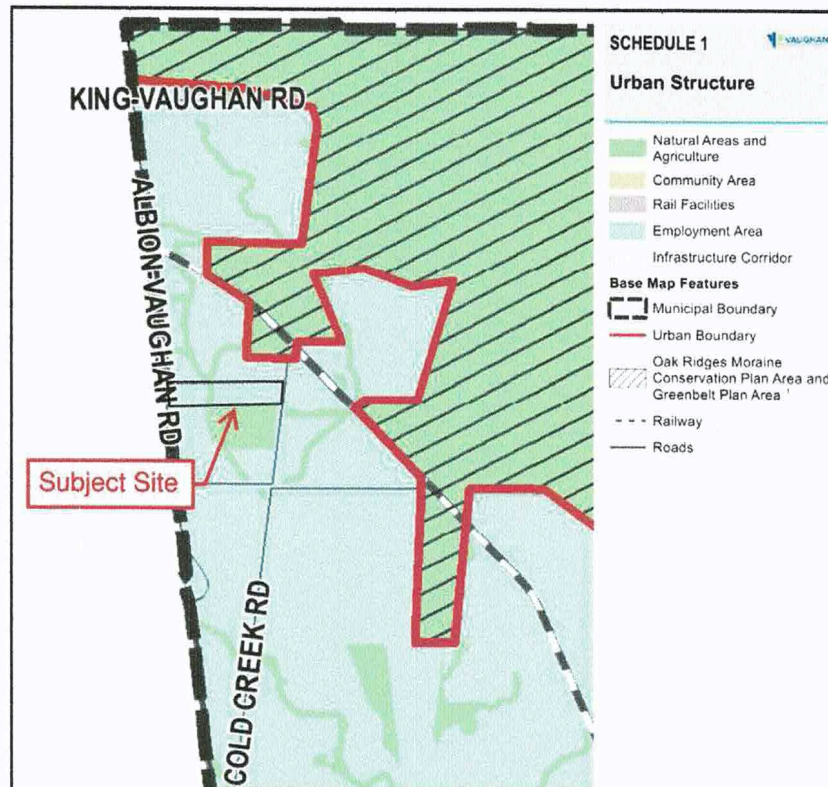


Figure 3: Extract from Draft Schedule 1: Urban Structure (Source: City of Vaughan)

My comments relate to Section 2.2.7 New Community Areas and New Employment Areas, Section 2.2.8 Phasing Growth, and Section 9.2.2 Land Use Designations New Employment Areas of the draft Part A OPA, specifically with regards to the following new policy:

2.2.7.2. That development in New Community Areas and New Employment Areas will occur in a phased manner pursuant to the conditions of Section 2.2.8 of this Plan and in alignment with delivery of Regional and/or City infrastructure as coordinated through Regional or City Master Plans. Permitted uses in New Community Areas and New Employment Areas will be limited to legal uses currently in existence at the time this Plan comes into effect until required service extensions are complete.

2.2.7.3. That development in New Community Areas and New Employment Areas is subject new communities are subject to a Secondary Plan process as set out in policy 10.1.1 and consistent with the requirements for new communities within the York Region Official Plan.

2.2.7.4. That the preparation of Secondary Plans for New Community Areas and New Employment Areas west of Highway 400 will not proceed until the Federal government's

Impact Assessment of the proposed Provincial Highway 413 has been completed and the highway's future route has been confirmed.

2.2.8.4. That development in designated greenfield areas:

a. will be guided by new Secondary Plans or updates to existing Secondary Plans; and

b. will proceed in a phased manner alongside development of infrastructure and provision of services to enable complete communities.

2.2.8.5. That development in New Community Areas or New Employment Areas will not occur until adjacent Community Areas or Employment Areas have achieved their minimum intensification targets or density targets.

9.2.2.27. That on lands designated on Schedule 13 as New Employment Area, the following policies apply:

a. development will be restricted until such time as the subject lands have been redesignated through a Secondary Plan, pursuant to policies for New Employment Areas in Section 2.2.7 of this Plan;

b. the continuation of existing uses as of the effective date of this Plan will be permitted; and

c. the expansion of agricultural uses will be permitted.

HIGHWAY 413 (DRAFT POLICY 2.2.7.4 & 9.2.2.27)

It should be noted that there are areas west of Highway 400 which are not located within the Highway 413 Planning Study Area, including the subject site and surrounding lands. Draft Policy 2.2.7.4 has the effect of delaying the development of these lands by freezing the preparation of Secondary Plans until the Federal IA is completed and the highway's future route is confirmed.

It is my opinion that lands outside of the Province's EA Study Area should not be implicated by Highway 413. These lands are not in the Study Area and therefore will not be impacted by Highway 413. As such, I would like to see draft Policy 2.2.7.4 scoped in a way which recognizes the lands outside of the Study Area and does not subject them to this policy. With this revision, it will allow for the lands to proceed with the preparation of Secondary Plans. This is particularly important as development is restricted in New Employment Areas until lands have been redesignated through a Secondary Plan (draft Policy 9.2.2.27).

ADJACENT AREAS (DRAFT POLICY 2.2.8.5)

It should be clarified what is meant by using the term "adjacent" in draft Policy 2.2.8.5. With this Policy, it assumes a south-to-north development approach and not an east-to-west approach. This policy would have the effect of delaying the development of the subject site until the lands south of Nashville Road (and this is unclear) have achieved their minimum targets. In my opinion, this is inappropriate development as there is existing servicing and available capacity (as further discussed in section below) to service the New Employment Area east of Albion Vaughan Road, including the subject site. The new policy framework does not take this into account.

In addition, this approach does not consider the adjacent Bolton Settlement Area which is largely developed and has achieved its 2031 growth targets allocated by the Region of Peel. Development on the east side of Albion Vaughan Road would be a logical and contiguous addition to the existing urban community to the west of the subject site. This policy should be revised to take into account the adjacent Bolton Settlement Area.

SECONDARY PLANS & INFRASTRUCTURE (DRAFT POLICY 2.2.7.2, 2.2.7.3, 2.2.8.4 & 2.2.8.5)

Within Section 2.2.7 and 2.2.8 of the draft Part A OPA, there are several policies which speak to restricting development in New Employment Areas until Secondary Plans are prepared and servicing is provided. The policies also limit permitted uses in New Employment Areas to current legal uses until the required service extensions are complete.

I would like to note that water and wastewater servicing is available along Albion Vaughan Road from the Region of Peel, as a new sanitary trunk sewer was built in 2017. Albion Vaughan Road is in the City of Vaughan's jurisdiction. However, historically cross-boundary services have been provided to urban uses in York Region, including the City of Vaughan. Servicing in the northwest area of the City of Vaughan, where the subject site is located, is ultimately received by and conveyed to Region of Peel Systems. The Provincial Policy Statement (2020) encourages this practice, stating that "a coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries ... including infrastructure ..." (Policy 1.2.1(d)).

C.F. Crozier and Associates Inc. were retained in 2019 to complete a preliminary servicing capacity review in order to determine whether there is sufficient capacity within the existing water and wastewater systems to support development of the subject site. The review determined that the existing water and wastewater systems under Albion Vaughan Road have available capacity. These services are owned by the Region of Peel and would provide a cost-effective and viable alternative for connection to the subject site. Cost-effective development patterns that minimize servicing costs are promoted in provincial policy and support the provision of employment uses.

The efficient use of infrastructure is a pressing issue for Ontario municipalities and should be of utmost consideration here. Additional serviceable land will be required to meet the City's future residential and employment demands, and the development of the subject site will help to meet this demand.

In my opinion, there is existing servicing and available capacity to service the New Employment Area east of Albion Vaughan Road but the new policy framework does not take this into account. The policy should be revised to not limit the development of New Employment Areas east of Albion Vaughan Road which is outside of the Highway 413 Study Area and can be serviced effectively and efficiently today.

Lastly, draft Policy 2.2.7.3 notes Secondary Plans are to be prepared as set out in Policy 10.1.1. Policy 10.1.1.4 states "that Secondary Plans shall be prepared by the City in consultation with the community". What is the City's plan for the Secondary Plans in the New Employment Areas east of Albion Vaughan Road? Would the City consider a privately initiated Secondary Plan for this area?

CONCLUSION

In summary, it is my respectful position that the draft Part A OPA be amended to reflect the development potential of the subject site and surrounding areas east of Albion Vaughan Road, which are outside of the Highway 413 Study Area, for the following reasons:

- there is existing water and wastewater services with available capacity;
- the area is adjacent to the Bolton Settlement Area and other urban uses; and,
- select areas, including the subject site, are located outside of the Highway 413 Study Area.

I request that my position outlined above be reviewed and considered. I would also like to reserve the right to provide further comments on the policies and/or schedules of the City of Vaughan Draft Official Plan, as it relates to the future development of the subject site. I respectfully request to be notified of any future reports, public meetings, and decisions in relation to this matter.

Thank you for your detailed review and consideration of this request. If you have any questions regarding the above comments, please contact the undersigned at [REDACTED]

or [REDACTED]

Yours sincerely,



Sam Morra c/o 1860938 Ontario Ltd.