

COMMUNICATION C6
ITEM NO. 9
COMMITTEE OF THE WHOLE (2)
October 13, 2021

From: Eugenio Covello [REDACTED]
Sent: Tuesday, October 5, 2021 6:04 PM
To: Clerks@vaughan.ca
Cc: Brandon Correia
Subject: [External] Committee of the Whole - Oct 13, 2021 - Item 9 - City-Wide Comprehensive Zoning By-law - Submission Letter - 1983 Highway 7
Attachments: 1983 Highway 7 - Submission Letter (29 Sept 2021).pdf; Graphics Package - 1983 Highway 7.pdf
Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon,

Please find attached to this email my written submission regarding the Vaughan City-Wide Comprehensive Zoning By-law, that will be considered at Committee of the Whole as Item 9 on the agenda. This submission was previously provided to Mr. Brandon Correia, Manager, Special Projects, on September 29, 2021. I kindly ask that this correspondence be submitted to Council for consideration.

Please confirm receipt of this correspondence and the attachments. Should you have any questions or difficulty accessing the attachments, do not hesitate to contact me.

Kind regards,

Eugenio Covello

Begin forwarded message:

From: Eugenio Covello [REDACTED]
Date: September 29, 2021 at 22:43:50 EDT
To: brandon.correia@vaughan.ca
Subject: Vaughan City-Wide Comprehensive Zoning By-law - Submission Letter - 1983 Highway 7

Dear Mr. Correia,

Please find attached to this email my written submission regarding the Vaughan City-Wide Comprehensive Zoning By-law that will be submitted to Committee of the Whole on October 13, 2021. The submission outlines in greater detail the site-specific considerations applicable to my property at 1983 Highway 7, which support higher residential permissions than the single-detached zoning currently included in the draft by-law. Enclosed with the submission letter is a graphics package with supporting information for your review.

I kindly ask that you confirm receipt of this submission. I also kindly request that you provide me any information regarding staff's position on the requested changes to the draft by-law at your earliest convenience.

Thank you in advance for considering my submission. Should you have any questions, do not hesitate to contact me.

Kind regards,

Eugenio Covello

Mr. Eugenio Covello
[REDACTED] Highway 7
Vaughan, Ontario
[REDACTED]

September 29, 2021

ATTENTION:

Mr. Brandon Correia, BES PMP
Manager, Special Projects
City of Vaughan
Office of the Deputy City Manager, Planning and Growth Management Portfolio
2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1

Dear Mr. Correia,

**Re: Vaughan City-Wide Comprehensive Zoning By-law
Committee of the Whole Item 8, June 8, 2021
Request for Consideration of Site-Specific Concerns
1983 Highway 7 (PL 2468 PT LTS 13 &14), City of Vaughan**

I am the owner of the lands known municipally as 1983 Highway 7 in Vaughan (the "Site"). The Site is located at the southwest corner of Highway 7 and Baldwin Avenue, and is currently occupied with a 2-storey single detached dwelling with vehicular access taken from Baldwin Avenue.

(i) Introduction of Site-Specific Considerations for Site

On March 30th and May 14th 2021, we met to discuss the ongoing City-Wide Comprehensive Zoning By-law (the "New ZBL") process and the appropriate zoning for the Site given its location along a designated regional intensification corridor. Currently, the latest draft of the proposed New ZBL dated June 2021 shows the Site on Schedule "A", Map 54, as zoned R1E-348.¹ While reflective of the current use of the property, the R1E zoning in the New ZBL is not consistent and does not conform with the direction in Provincial, Regional, and Municipal level policy that supports higher density development in this location along the Highway 7 intensification corridor. Further, the site-specific context of this particular Site, as a corner condition with frontage directly on Highway 7, with vehicular access off the flanking Baldwin Avenue, and adjacent to an already signalized four-way intersection with direct access to transit, supports the use of the property for a higher form of development and renders the single-family permissions that are currently proposed in the New ZBL as unnecessarily restrictive and contrary to the goals of good planning.

(ii) Committee of the Whole Direction to Consider Site-Specific Concerns

On June 8, 2021, Committee of the Whole considered the New ZBL as Item 8, and adopted modified recommendations that included the following:

¹ https://www.vaughan.ca/services/business/zoning_services/General%20Documents/Schedule%20A%20-%20Mapping.pdf

"1) That further consideration of this matter be deferred to the Committee of the Whole meeting of October 13, 2021, and that staff report back with an updated by-law;

2) That as a part of the deferral, staff be directed to address all site-specific concerns raised with a view to having the By-law conform to the VOP 2010 (as amended), legally existing uses and all Provincial plans;"² [underlining added]

As a result of the Committee's express direction, I am formally making this submission to request that staff address the site-specific considerations applicable to the Site and to permit the zoning of the property in the New ZBL to conform to the Vaughan Official Plan 2010 (the "**VOP 2010**"), the York Region Official Plan 2010 (the "**YROP 2010**"), and the Growth Plan for the Greater Golden Horseshoe 2020 (the "**GP**") and be consistent with the Provincial Policy Statement, 2020 (the "**PPS**").

As explained in more detail below, given the unique site-specific characteristics of this property and as supported by applicable planning policies, I am requesting staff consider a higher residential permission for the Site that would permit intensification through multiple residential dwellings such as Semi-Detached Dwelling and Townhouses, specifically the R5 or RT zones.

(iii) Provincial Policies Support Optimization of Site through Intensification

The PPS, in Part IV: Vision for Ontario's Land Use Planning System and in Policy 1.1.1.(e), promotes land use planning that permits efficient development that optimizes the uses of land, resources, and public investment in infrastructure and public service facilities. This is achieved through intensification and the creation of transit-supportive developments.

Similarly, the GP provides an emphasis on "optimizing the use of the existing urban land supply" (p.12). This represents "an *intensification* first approach to development and city-building, one which focuses on making better use of our existing *infrastructure* and *public service facilities*, and less on continuously expanding the urban area" (p.12). In order to achieve the goal of optimization, particularly of provincial investment in higher order transit, the GP "also identifies *priority transit corridors* and the Province expects municipalities to complete detailed planning for *major transit station areas* on these corridors to support planned service levels". (p.11)

The Site is located directly on Highway 7, which is designated a "Priority Transit Corridor" on Schedule 2 of the GP. The Site is also located approximately 200 metres west from the future Concord BRT Station, comfortably within the standard 500 metres walking radius of the rapid transit station. As a result, the Site is within the proposed delineated major transit station area ("**MTSA**") boundary for the Concord BRT Station, known as MTSA 14, as shown on p.26 of Attachment 3 to the Major Transit Station Areas Endorsement Report to York Region's Committee of the Whole dated September

² <https://pub-vaughan.escrimemeetings.com/FileStream.ashx?DocumentId=77646>

10, 2020.³ The Concord BRT Station MTSA has a density target of 160 people and jobs per hectare, however, the current density in MTSA 14 as noted in the report is only 20 people and jobs per hectare. In order to achieve the density target, greater intensification within the Concord BRT Station MTSA, particularly on properties like the Site which fronts onto Highway 7, is required. In fact, Vaughan City Planning staff acknowledged the need to intensify sites currently used for single-detached uses in their report to the Committee of the Whole dated March 9, 2020, which provided comments on the Region's delineation of MTSA boundaries.⁴ On p.7 of that report, City Planning staff outline certain "land use assumptions" for different property types that are included in MTSA boundaries, and sets out the "[p]otential outcome if developed lands are included within the interior of a MTSA". For single-detached properties included in an MTSA (such as this Site), City Planning states that such areas "[m]ay be considered areas for future intensification."

The GP provides further direction requiring the municipality to plan for and permit intensification on properties along transportation and transit corridors like Highway 7 and the Site. Policy 2.2.1.3(c) states that:

"Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will: ...

c) provide direction for an urban form that will optimize *infrastructure*, particularly along transit and transportation corridors, to support the achievement of *complete communities* through a more *compact built form*;"

As shown above, the applicable provincial policies support the optimization of the Site through land use permissions that permit greater intensification beyond the current single-detached use.

(iv) Site is Located on Designated Regional Intensification Corridor in YROP 2010 and VOP 2010

The Site, located directly on Highway 7 at the corner of Baldwin Avenue, falls within lands specifically intended for further intensification in both the YROP 2010 and the VOP 2010.

The YROP 2010, on Map 1 – Regional Structure, delineates Highway 7 where the Site is located as a "Regional Corridor". Policy 5.4.28 of the YROP 2010 explains the intended function and built form for such Regional Corridors:

"5.4.28 That Regional Corridors are planned to function as urban mainstreets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form."

³ <https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=15052>

⁴ <https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=30784>

The VOP 2010 reflects the direction set out in the regional plan. On VOP 2010 Map 1 – Urban Structure, the Site is located within a "Regional Intensification Corridor within Employment Areas" and is located directly adjacent to a "Local Centre". The Regional Intensification Corridor within which the Site is located falls within the definition of "Intensification Areas" in the VOP 2010. In addition, the Site meets the definition of a "Key Development Areas", which are "[t]hose properties with frontage directly on the street forming a Regional Intensification Corridor." Policy 2.2.1.2, explaining Vaughan's Urban Structure, clearly identifies Intensification Areas and Regional Intensification Corridors as the primary areas for growth and intensification within the city. The policy states:

"2.2.1.2. That the areas identified on Schedule 1 as the Vaughan Metropolitan Centre, Primary Centres, Local Centres, Regional Intensification Corridors and Primary Intensification Corridors are collectively known within this Plan as *Intensification Areas*. *Intensification Areas* will be the primary locations for the accommodation of growth and the greatest mix of uses, heights and densities in accordance with the prescribed hierarchy established in this Plan. The policies related to *Intensification Areas* shall be consistent with policies for such areas as contained in the Provincial Policy Statement, the Provincial Growth Plan for the Greater Golden Horseshoe and the York Region Official Plan."

Despite the location of the Site on Highway 7 and in an Intensification Area, VOP 2010 Map 13 – Land Use designates the lands as "Low Rise Residential".

However, within the Low Rise Residential designation, more intense forms of uses beyond the single-detached use currently proposed in the New ZBL for the Site are permitted. Policy 9.2.2.1(c) permits detached houses, semi-detached houses, townhouses, and public and private institutional buildings within Low Rise Residential areas. Therefore, the New ZBL permissions for the Site can conform to the direction for greater intensification on the Site found in of both the VOP 2010 and YROP 2010 by appropriately permitting semi-detached and townhouses on this property.

(v) Conclusion and Request to Address Site-Specific Considerations for Site in New ZBL

As demonstrated above, Provincial, Regional, and Municipal policies clearly identify the Site as being appropriate for further intensification. The Site is located within the future MTSA for the Concord BRT Station, whose existing density of people and jobs per hectare is significantly below the provincially directed target. To achieve the intensification target, the City is required to facilitate greater intensification on properties that can accommodate higher uses such as the Site. Finally, the location of the Site along Highway 7, a Regional Intensification Corridor, and within a municipally designated Intensification Area requires the lands to be appropriately considered for more intense forms of use than are currently permitted by the single-detached "R1E" zone recommended in the current draft of the New ZBL.

For further information, please find enclosed a graphics package with relevant maps, photos, and excerpts of the policy and zoning documents for the Site.

As a result of these site-specific policy considerations and given the unique site-specific characteristics of this property, I kindly request staff consider a higher residential permission for the Site that would permit intensification through multiple residential dwellings such as Semi-Detached Dwelling and Townhouses, specifically the R5 or RT zones.

Thank you,

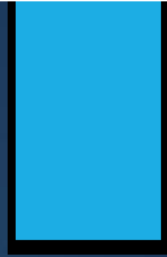
Eugenio Covello

Eugenio Covello

[REDACTED]
[REDACTED]

Encl: 1983 Highway 7 Graphics Package

1983 Highway #7

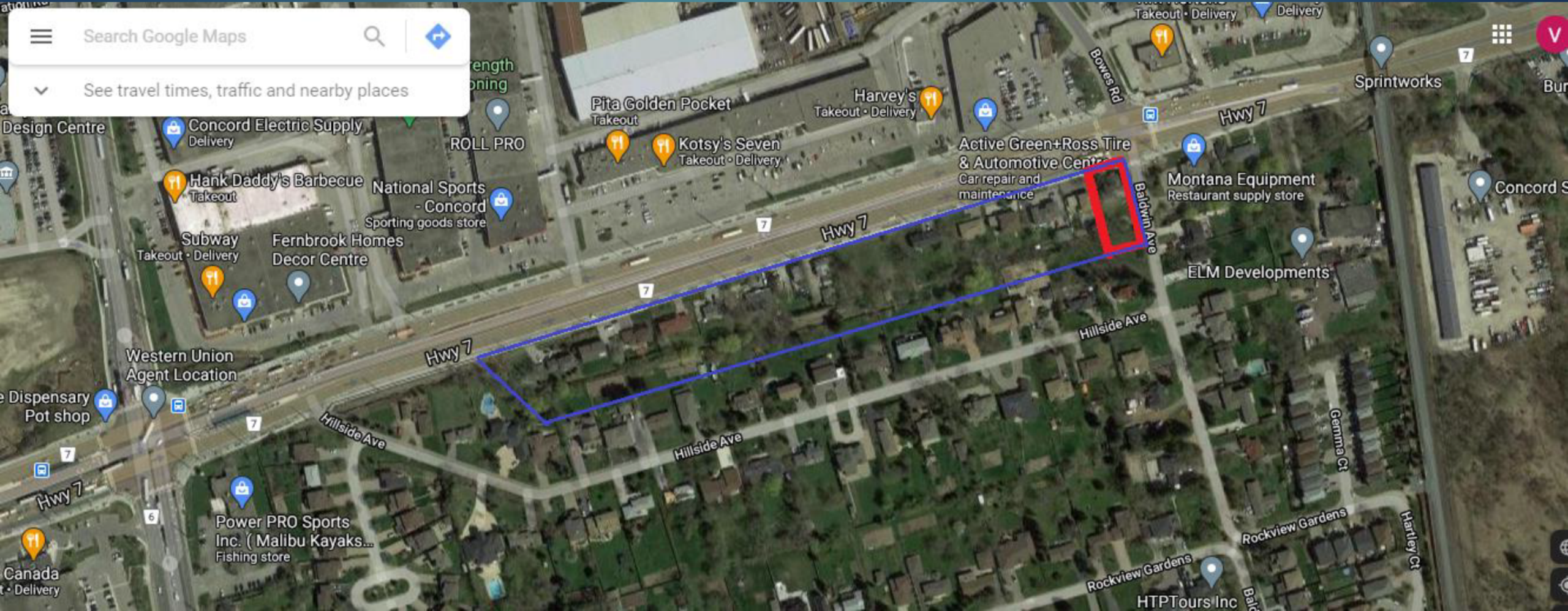


Graphics Package

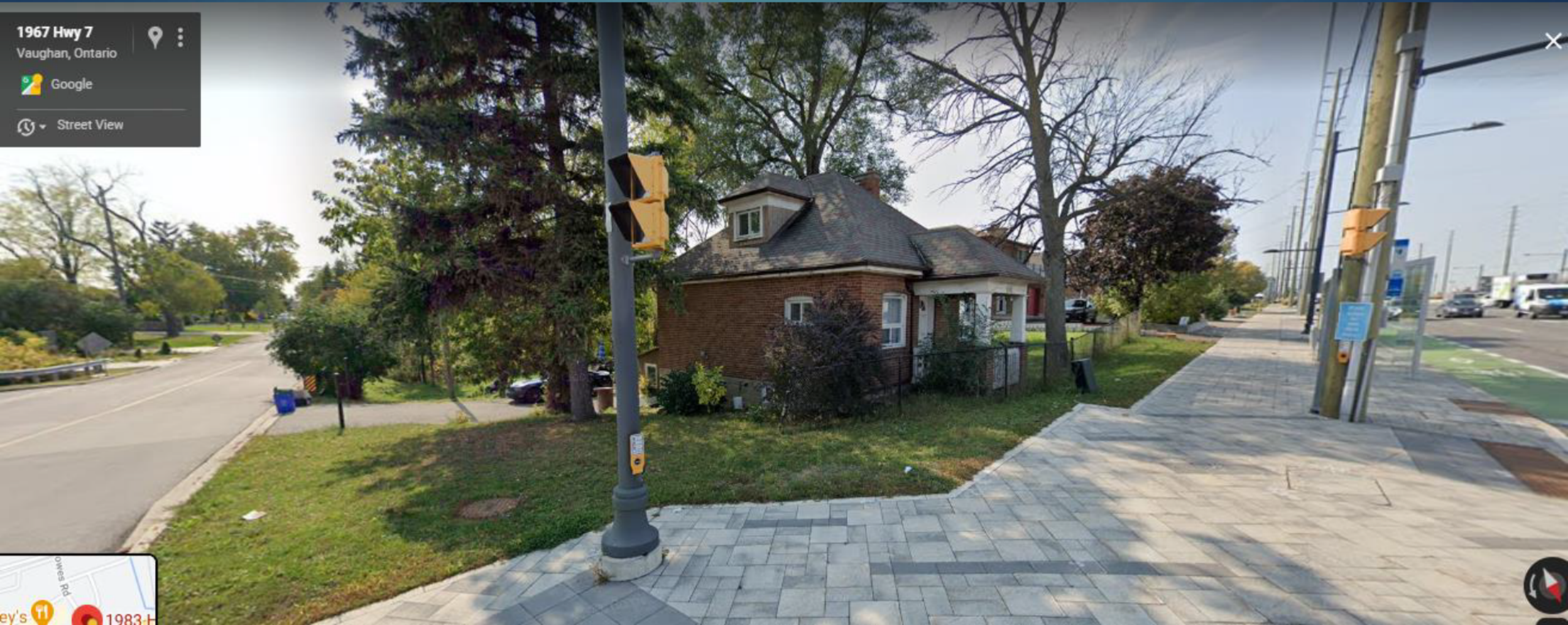
1983 Highway #7



SUBJECT PROPERTY



1983 Highway #7



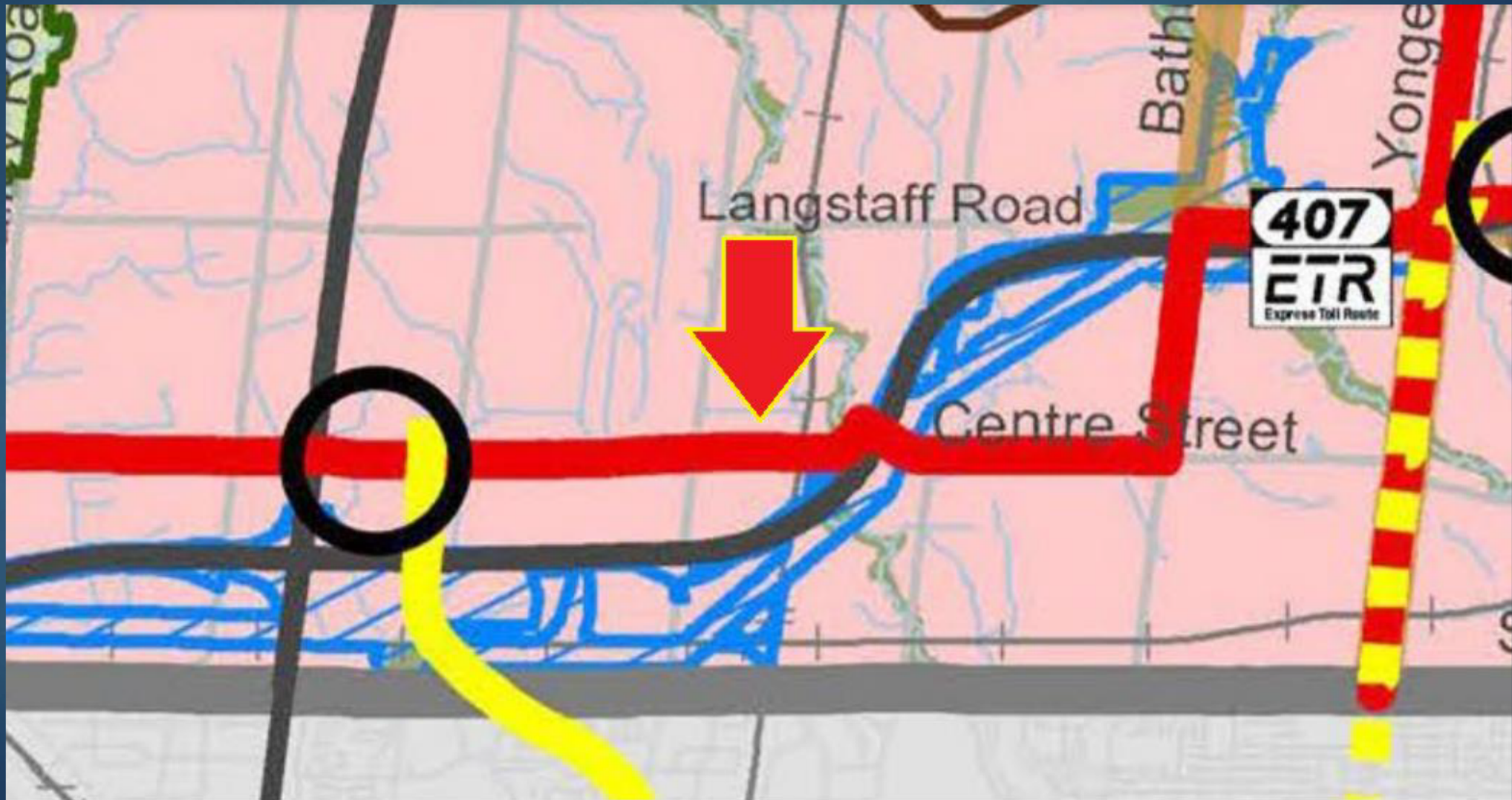
1983 Highway #7



1983 Highway #7

York Region Official Plan, Map 1 – Regional Structure

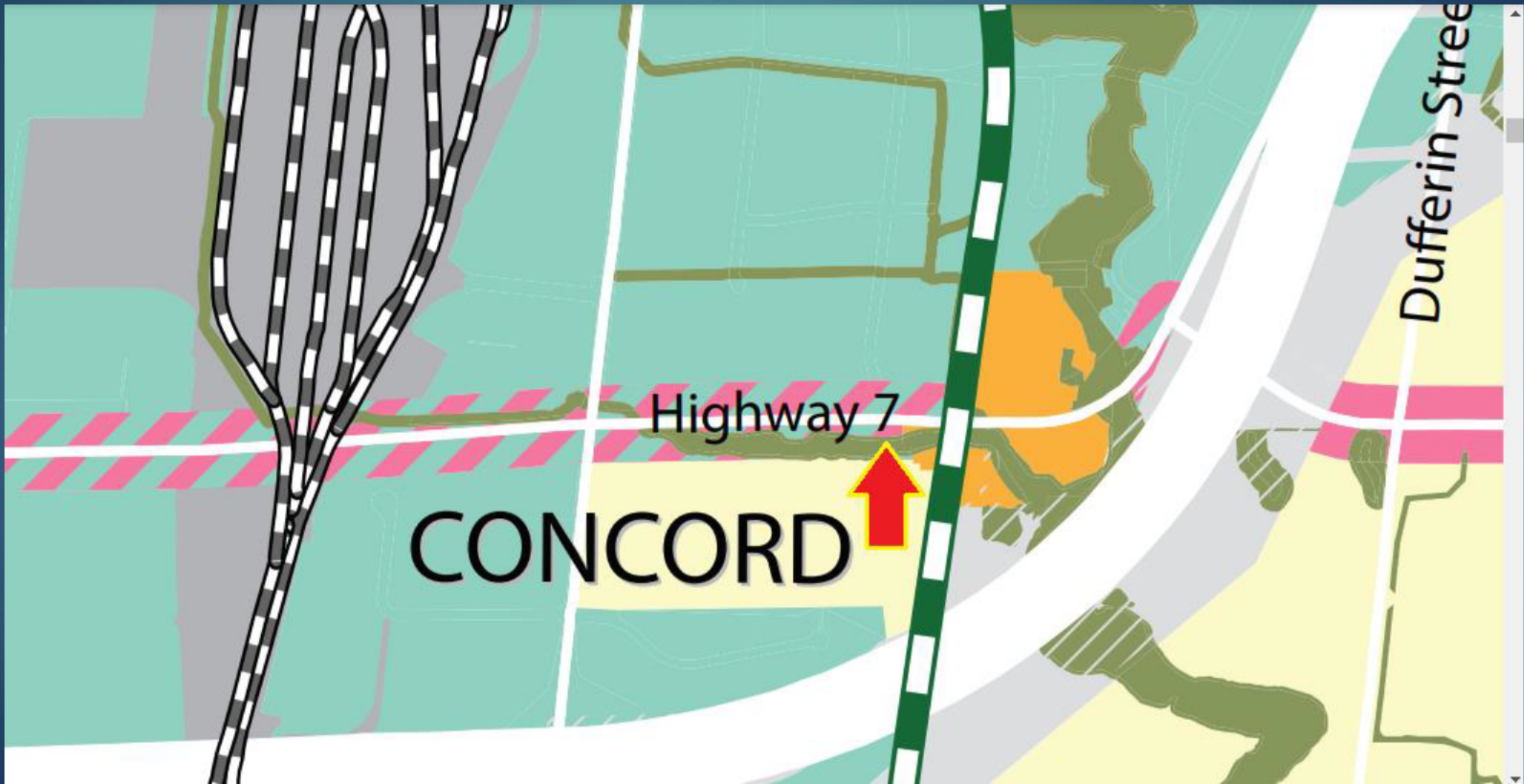
Located along “Regional Corridor” (Highway #7)



1983 Highway #7

Vaughan Official Plan, Map 1 – Urban Structure

Located within “Regional Intensification Corridor within Employment Areas” & Adjacent to “Local Centre”



1983 Highway #7

Vaughan Official Plan, Map 13 – Land Use

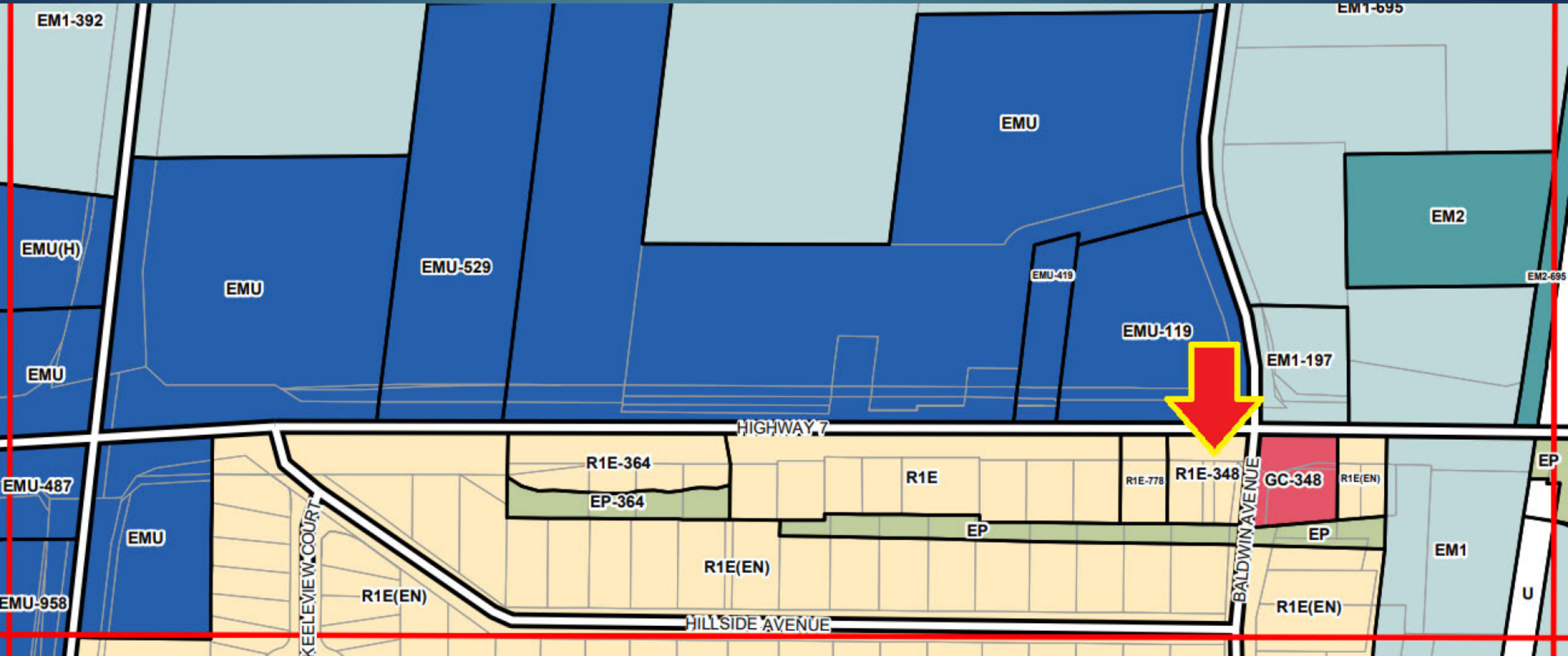
Designated “Low Rise Residential”



1983 Highway #7

New Vaughan Comprehensive By-law, Final Draft, Schedule A

Zoned "R1E-348"



1983 Highway #7

New Vaughan Comprehensive By-law, Final Draft, Section 7.3.1

7.3.1 Permitted Uses in the RT and RM Zones

Table 7-6: Permitted Uses in the RT and RM Zones

	RT1	RT2	RM1	RM2	RM3
Residential Uses					
<u>Apartment dwelling</u>			•	•	•
<u>Block townhouse dwelling</u>	•	• ⁽¹⁾			
<u>Independent living facility</u>	•	• ⁽¹⁾	•	•	•
<u>Multiple-unit townhouse dwelling</u>			•		
<u>Podium townhouse dwelling</u>				•	•
<u>Retirement residence</u>			•	•	•
<u>Street townhouse dwelling</u>	•	• ⁽¹⁾			

Community Uses					
<u>Community garden</u> ⁽²⁾	•	•	•	•	•
<u>Urban square</u>	•	•	•	•	•
Other Uses					
<u>Model home</u> ⁽²⁾	•	•			
<u>Temporary sales office</u> ⁽²⁾	•	•	•	•	•
Specified Accessory Uses					
<u>Home occupation</u> ⁽²⁾	•	•	•	•	•
<u>Secondary suite</u> ⁽²⁾	•	•			