



BOUSFIELDS INC.

Project No.: 15109

November 4, 2015

Chair Michael Di Biase
Planning and Economic Development Committee
c/o Mr. D. Kelly
Regional Clerk, Corporate Services Department
York Region Administrative Centre
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Via email: regionalclerk@york.ca

Dear Mr. Kelly;

**Re: *Item E.2.1 – York Region 2041 Preferred Growth
Scenario Nashville Road, Vaughan***

We are the planning consultants for Lesa Cozzi, the owner of approximately 2.2 hectares (5.4 acres) located on the north-west corner of Nashville Road and Huntington Road in the City of Vaughan, with the municipal address Nashville Road (subject site). Figure 1 (Location Map) outlines the location of the subject site.

We are writing in response to the recommendation report entitled “*York Region 2041 Preferred Growth Scenario*” and identified as item E.2.1 (Report), which is scheduled to be considered by the Regional Municipality of York’s (Region) Committee of the Whole on November 5, 2015. For the reasons set out below we respectfully request that the subject site be reconsidered for inclusion in the urban boundary and that preferred growth scenario be refined accordingly.

Background

On July 23, 2015 we met with Regional Planning and Economic Development Department Staff to outline our client’s desire to be included in the urban boundary as part of the Region’s Municipal Comprehensive Review process. And on August 14, 2015 we submitted a follow up letter to Staff outlining that the subject site, as part of a larger expansion with the lands to the south, should be considered for urban boundary expansion, since it will help to achieve the land

needs required; it provides an opportunity for a logical urban boundary expansion; and it is well serviced by existing and planned municipal infrastructure.

York Region 2041 Preferred Growth Scenario Report

The Report outlines a preferred growth scenario as part of the Region's Municipal Comprehensive Review. The recommended preferred growth scenario is based on a 45% intensification level, which requires approximately 1,600 hectares of urban land expansion in order to deliver the preferred growth scenario. The recommended locations for urban area expansions are illustrated on Appendix I to Attachment 4 of the Report (see Figure 2).

Section 8 of Attachment 4 to the Report outlines the applicable criteria and evaluates potential locations for urban area expansions. These criteria are most relevant when considering the subject site as an urban area expansion. Our analysis of the criteria is set out below:

Section 8.1 applies the criteria contained in policy 5.1.12 of the 2010 York Region Official Plan, which include:

- a. *Population and employment forecasts for the Region dictate the need for an expansion;*

Response

The Region's land budget analysis indicates the need for additional land to accommodate the population and employment forecasts for the Region.

- b. *The role of the lands proposed for expansion in the context of local municipal growth management;*

Response

The subject site represents a logical extension of existing communities. As we have noted in our previous submission, the inclusion of these lands into the urban boundary would fill in a gap and provide a logical boundary. It is our opinion that the southern portion (lands west of Huntington Road and south of Nashville Road) provide a logical urban boundary expansion and should include the subject site in order to provide an appropriate frontage and interface with the surrounding urban areas and complete the Nashville Road and Huntington Road intersection with urban uses and built form. Also previously noted, the *Vaughan Tomorrow* report acknowledged that the *whitebelt* lands in Northwest Vaughan, which includes the subject site, is strategically located should be considered for urban expansion.

- c. *The protection and integration with the Regional Greenlands System;*

Response

The subject site does not include Regional Greenlands System lands.

- d. *The amendment is large enough (e.g. a concession block) with clear and identifiable boundaries, such as concession streets, major natural features, rail or major utility corridors;*

Response

As outlined above (item b) and illustrated in Figure 2 (attached), the addition of the subject site, as part of the recommended expansion lands located south of Nashville Road and west of Huntington Road, represents a large enough parcel with clear and identifiable boundaries that includes urban areas to the Regional Greenlands System to the west, urban areas to the south and east, and the Nashville Road corridor to the north. Including the subject site as part of the recommended expansion lands to the south is logical and will provide an urban frontage along Nashville Road, completing its intersection with Huntington Road and the surrounding urban areas to the north-east, south-east, and south-west. Furthermore, Roe Road provides a clear and identifiable boundary that allows the subject site to complete the intersection with urban uses.

- e. *The role of the lands proposed for expansion that is supportive of the Region's urban structure of centres and corridors;*

Response

As we have noted previously, the subject site includes a number of locational attributes, which further support the inclusion of these lands into the urban boundary. The existing and planned transportation infrastructure surrounding these lands include an existing rail corridor, future commuter GO rail line, proposed GO station, major roads and highways, and future provincial highways (GTA West Corridor and Highway 427 extension). Inclusion of the subject site is supportive of the Region's urban structure and corridors.

- f. *That expansions of the Urban Area are contiguous to an existing Urban Area;*

Response

The subject site is contiguous to existing urban areas to the east and a recommended urban area to the south.

- g. The completion of local municipal strategies and policies to phase in and achieve the intensification targets.*

Response

The Report notes that all nine local municipalities have completed or are in the process of completing intensification strategies to address the Regional targets.

- h. The existing or planned infrastructure required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner;*

Response

The Report notes that additional financial analysis of the required infrastructure will be undertaken following Council's consideration of the preferred growth scenario.

- i. Future expansions, to the Urban Area are directed to lands outside the boundary of the Urban Area and outside the Greenbelt Plan area boundary;*

Response

The subject site is located outside of the existing urban area and outside of the Greenbelt Plan area.

- j. The Region and local municipalities shall protect for the opportunity for new community areas and employment lands within such lands that could be considered through any future municipal comprehensive review; and,*

Response

Including the subject site as an urban expansion area does not preclude the opportunity for new community areas and employment lands through future municipal comprehensive review.

- k. Other policies of this plan are considered.*

Response

The Report acknowledges that the proposed expansions have been reviewed in the context of other policies of the York Region Official Plan (2010).

Sections 8.2 and 8.3 applies urban boundary expansion criteria contained in the *Growth Plan* and the *Provincial Policy Statement (PPS)*.

Response

In reviewing the criteria contained in Sections 8.2 and 8.3, the Region's review concluded that 'Whitebelt' lands to the south are appropriate and comply with the *Growth Plan* and PPS. Given the subject site's size and surrounding context, the addition of the subject site as part of the larger urban expansion to the south would not further compromise the prime agricultural areas and agricultural operations.

Section 8.4 outlines other general principles for urban expansion, which include:

1. *Fill in existing 'Whitebelt' "gaps" in the urban fabric before extending outwards from the existing urban area, avoiding "leap frog" development patterns.*

Response

As noted earlier, the site fills in a gap in the urban fabric and provides a logical and clear boundary that completes four corners of the Nashville Road and Huntington Road intersection with urban uses and built form.

2. *Supports the Region's investment and planned investment in transit and other transportation infrastructure.*

Response

As noted earlier, the existing and planned transportation infrastructure surrounding these lands include an existing rail corridor, future commuter GO rail line, proposed GO station, major roads and highways, and future provincial highways (GTA West Corridor and Highway 427 extension). Inclusion of the subject site into the urban area would support the Region's investment and planned investment in transit and other transportation infrastructure.

3. *Urban expansion area should be easily accessible by existing and potential future road infrastructure.*

Response

The subject site has frontage on three existing roads (Nashville Road, Huntington Road, and Roe Road), and is within close proximity to other major road, highways and future provincial highways (GTA West Corridor and Highway 427 extension). The small size and location of the subject site would not present constraints to the planned highway extensions and corridors.

4. *Areas adjacent to existing or future 400 series highways should be generally reserved for employment uses.*

Response

The subject site is located east of the future Highway 427 extension. As we noted in our previous submission, the inclusion of the subject site will help to achieve the forecasted employment land needs. Given the small size (2.2 hectares) of the subject site, the inclusion of these lands would not negatively impact the overall projected land needs. In this regard, Section 8.5 of Attachment 4 to the Report indicates that the total lands proposed for Urban Area expansion is slightly less (5 hectares to 2036 and 14 hectares to 2041) than the calculated need. As a result, inclusion of the subject site would help to achieve the calculated need.

5. *Promote live/work opportunities and reduced commuting distances.*

Response

The subject site is located adjacent to existing urban areas, which includes residential and community uses to the east. The addition of the subject site to the urban area would provide additional employment and live/work opportunities for the existing and planned nearby residents, ultimately reducing commuting distances.

Section 8.5 provides additional justification for the recommended urban expansion areas for each municipalities. Regarding the subject site, Section 8.5 states:

“Urban expansion employment lands are proposed in west Vaughan from 2036 to 2041, as it builds upon the existing designated employment lands and takes advantage of the highway infrastructure and proximity to the CP intermodal terminal. Land can be serviced with wastewater services by the West Vaughan servicing project which is scheduled for completion in 2028. Additional water supply infrastructure, if required, will be considered in the Water and Wastewater Master Plan update.

Including the subject site as part of the larger block to the south takes advantage of the highway infrastructure and proximity to the CP intermodal terminal as well as other municipal infrastructure resources identified earlier, and would provide a logical urban boundary with appropriate frontage and interface with the surrounding urban areas.

Conclusion

For the reasons set out throughout this letter, we respectfully request that the subject site be reconsidered for inclusion in the urban boundary and that preferred growth scenario be refined accordingly. On behalf of the landowner we would ask that you consider this submission as part of your review of the recommendations contained in the Report.

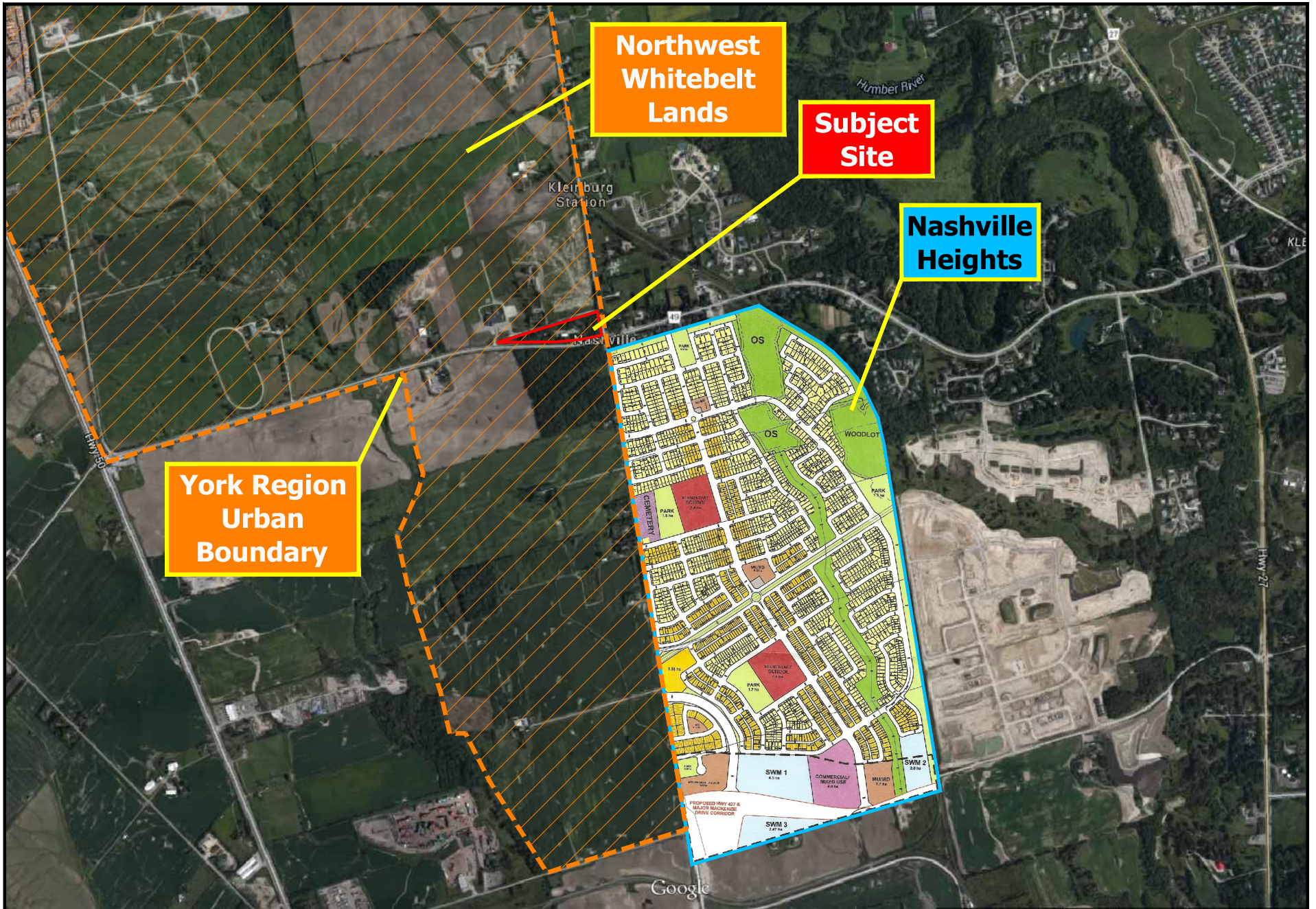
If necessary, please contact the undersigned at any time to discuss matters related to the inclusion of this property within the regional urban area.

Respectfully Submitted,
Bousfields Inc.



Michael Bissett, MCIP, RPP

Cc John Reble (for the owner)
Sandra Malcic, Planning & Economic Development Department, York Region
Roy McQuillin, Policy Planning, City of Vaughan



Nashville Road, Vaughan

MAP 3
YORK REGION
 VAUGHAN & KING
 URBAN EXPANSION

- 2036 Urban Area Expansion*
- 2041 Urban Area Expansion*
- GTA WEST ROUTE ALTERNATIVES & POTENTIAL INTERCHANGE LOCATIONS (July 2015)*
- GTA West Route Planning Study Area
- GTA West Highway Route Alternatives
- Primary Full Interchange
- Opportunity for Partial Interchange
- Freeway to Freeway Interchange
- Planned Future Highway 427 Alignment

*NOTE: Boundaries are approximate

YORK REGION OFFICIAL PLAN INFORMATION

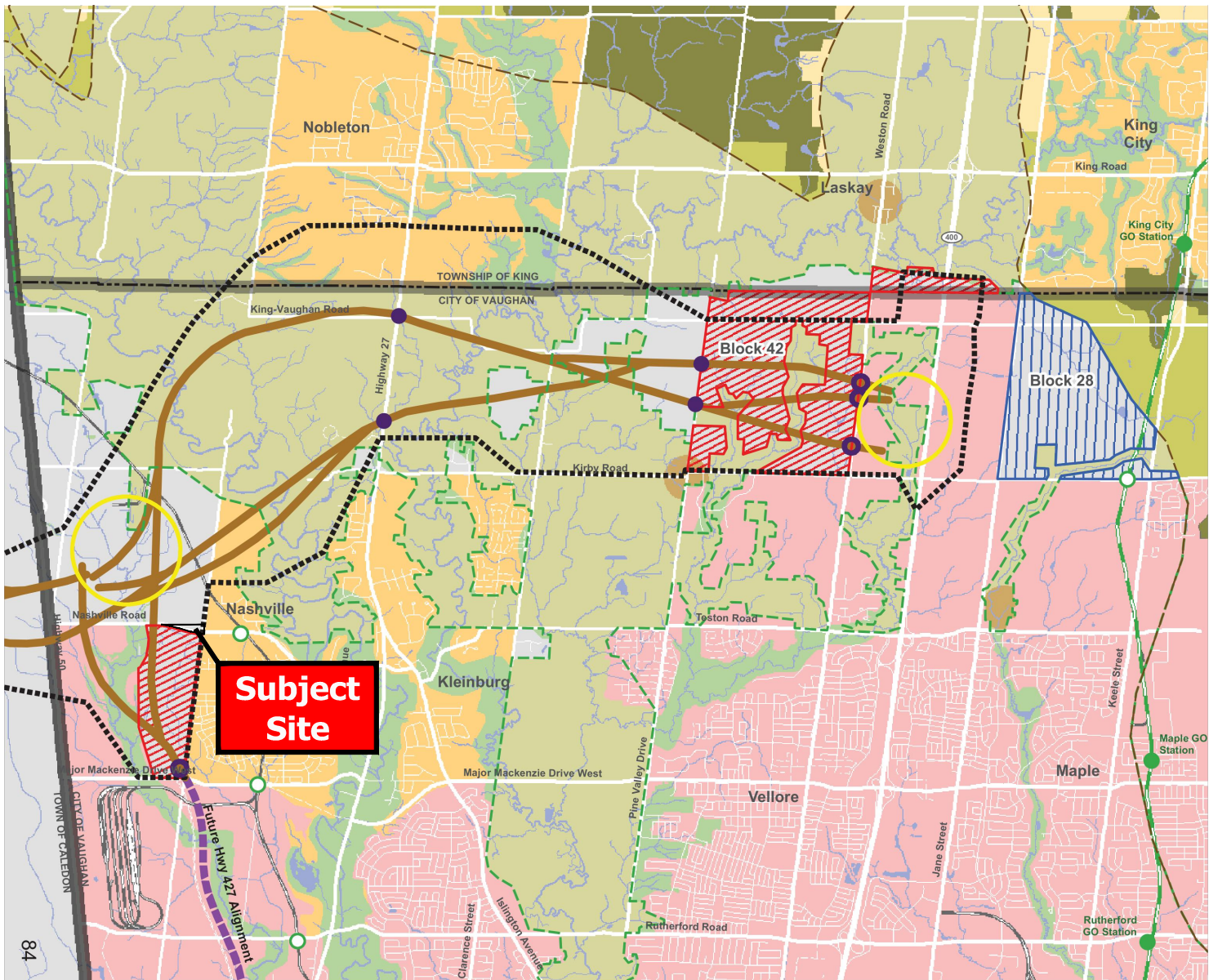
- Towns and Villages
- Urban Area
- Regional Greenlands System
- Existing GO Station
- Proposed GO Station
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Natural Core Area Designation
- Natural Linkage Area Designation
- Countryside Area Designation
- Greenbelt Plan*
- Greenbelt Plan Area
- Greenbelt Protected Countryside/Hamlet

BASE MAP INFORMATION

- Provincial Freeway Road
- Road
- Railway
- Municipal Boundary
- Regional Boundary



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Appendix I to Attachment

Figure 2 - York Region Urban Expansions