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February 23, 2015

Clerk's Office, Corporate Services Department  
York Region Administrative Centre  
17250 Yonge Street  
Newmarket, ON L3Y 6Z1

Attn: Mr. Denis Kelly, Regional Clerk

Dear Mr. Kelly,

Re: York Region Official Plan 5-Year Review  
Part of Lots 1, 2, 3 and 5 Concession 3

Evans Planning Inc. acts on behalf of the Ms. Asha Rani Batra, the owner of two parcels of land comprised of approximately 54.5 hectares (134.7 acres) located to the west of Highway 404 and north of Stouffville Road. The most northerly parcel abuts Bethesda Road to the north and the Ontario Hydro corridor to the west, is approximately 11.1 hectares in size (27.3 acres) and is legally described as Part of Lot 5, Concession 3. The southerly parcel is located on the north side of Stouffville Road, is comprised of 43.5 hectares (107.4 acres) of land and is described as Part of Lots 1, 2 and 3, Concession 3. This parcel is traversed by the aforementioned Ontario Hydro corridor. Each of the above-described lands abuts Highway 404 to the east and is shown on Figure 1, attached hereto.

In response to the Region's request for public input to its Official Plan 5-Year Review, we herewith offer our comments and suggestions related to our client's landholdings. This submission should complement the materials previously forwarded to Ms. Karen Whitney by Malone Given Parson Ltd. on June 12, 2014.



It is respectfully requested that the Region of York provide consideration to the removal of these lands from the Greenbelt Plan area and that the designation of said holdings within the Oak Ridge Moraine Conservation Plan (ORMCP) be modified to permit urban employment uses.

It is our understanding that the Ministry of Municipal Affairs Housing (MMAH) Staff will be concurrently reviewing the ORMCP, the Greenbelt Plan, the Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the Niagara Escarpment Plan, and that this review will be commencing this year. It is reasonable to expect that through these reviews, the Ministry will be consulting with Local and Region municipalities. As such, policy recommendations provided by the Region of York regarding urban structure and future growth, both residential and employment based will be critical to the Province's future direction for the Greater Toronto Area's economic/environmental sustainability.

#### The Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) has been updated and said amendments have been in effect since April 30, 2014. It is evident through the Provincial government's approval of specific policies oriented to nurturing the employment base of the province, that long range planning for employment uses is encouraged and that the public investments in transportation infrastructure are to be protected and efficiently utilized.

Policies 1.3.2.3, 1.3.2.4 and 1.6.8 have specifically been introduced into the PPS to ensure that long term use of lands in "...proximity to major goods movement facilities and corridors for employment uses ..." In light that our Client's lands abut Highway 404, it would appear that these policies are focussed at ensuring that the long term use of the lands shall be for employment purposes.

#### Amendment 2 to the Growth Plan for the Greater Golden Horseshoe, 2013

Amendment 2 to the Growth Plan for the Greater Golden Horseshoe (GGH) took effect on June 17, 2013. Through this amendment, the population and employment forecasts for the planning areas within the Plan area were modified and targets were developed for an expanded planning horizon.

Employment growth targets were increased for the 2031 planning period and an additional target was established for the horizon year of 2041. The target for employment for the Region of York by 2041 is 900,000 jobs, an increase of 120,000 jobs from the previous 2031 target and 110,000 jobs from the updated forecast.

The Regional Official Plan provides a principle that employment lands achieve an average minimum density of 40 jobs per hectare. It is further recognized that employment will be at a higher density adjacent to centres and corridors, such as the Highway 404 corridor. If the average minimum job density is assigned to the additional employment target established in the GGH (110,000 jobs), approximately 2750 hectares are to be utilized for employment needs.

It is logical that the Region will ultimately be charged with the responsibility of assuring that sufficient lands are set aside for employment purposes to enable these targets and densities to be accommodated

In light of the prominence of Highway 404 as a major transportation spine, serving the needs the Greater Toronto area, it is a reasonable land use response for the future employment base for York Region, future urban employment uses be directed to areas adjacent to the highway.

### Locational Attributes

While it is acknowledge that Highway 404 traverses several municipalities within the Region of York, it would be logical locations which serve to extend existing or planned employment area be considered as candidate locations for future growth. In this regard, lands to the east of Highway 404, located in the Town of Whitchurch-Stouffville are largely designated industrial and commercial via the Gormley Industrial Secondary Plan. The designation of our Client's lands for similar type uses would have the effect of creating an employment node at a location which is easily accessed by residents form the north and south locales of York Region. This action, in conjunction with the re-designation of other lands to the south of these lands, within the Town of Markham and Town of Richmond Hill, will extend upon success of business areas which abut Highway 404. In doing so, the vision extolled within the PPS can be brought to fruition.

As an indication of these lands strategic location, Metrolinx has purchased a portion of our Client's southerly parcel for the purpose of constructing the Gormley GO Station. This facility is slated for completion in 2016 (Figure 2).

Metrolinx has also has recently completed the construction of its Bethesda Rail Facility, a train layover facility, which was opened in late 2014. This facility is located adjacent to our Client's lands, which abut the south side of Bethesda Road (Figure 3). It would be appropriate response to respect and efficiently build upon the public investment to be made by Metrolinx at this location, by creating attractions, such as industrial/employment/commercial uses, which can support this transportation service.

Urban development, in the form of residential and community uses, are currently permitted on lands located to the west of Leslie Street, north of Stouffville Road in the Town of Richmond Hill. The West Gormley Secondary Plan anticipates that an array of ground-related residential and institutional uses will be developed, and as such it can be reasonably expected that the municipal services which are extended to this community can be sized to accommodate future use by Employment lands to the east of Leslie Street. In doing so, the PPS principle espousing of the efficient use of municipal infrastructure can be implemented.

In the Province's original consideration of the land use designations for the ORMCP, the subject lands were thought to be appropriate for inclusion in the Settlement Area category. As shown on Figure 4 attached, dated November 1, 2001, Map 3 to the ORMCP depicted these lands as Settlement Area, and appropriate for urban development. Should the policy review being completed by the MMAH, deem it prudent to direct future urban growth particularly Employment Lands, to transportation corridors such as Highway 404, then it would seem reasonable that lands which were once included in the Settlement Area and at some time deemed acceptable for urban development, and once again be considered favourably for said purposes.

### Summary

In light of the employment policy provision put forth by the PPS (2014), the employment targets forecasted for 2041 by Amendment 2 in the GGH, it would appear that additional lands within the Region of York should be set aside for future employment development. The encouragement found in the PPS for such uses to be directed to locations which can efficiently utilize the significant capital expenditures on 400-series highway infrastructure, should allow our Client's lands to be considered as a candidate for future urban employment expansion. When considered in the context of proximal employment uses to the south and east and Metrolinx's recent investment in this area, the urban re-designation of these lands will capitalize on this infrastructure and create inertia for compact, contiguous employment development.

Based on the analysis contained herein, we respectfully request that the Region of York, through its Official Plan 5-Year Review, consider the re-designation of these lands for urban use and that they be included in the Region's Urban Area boundary.

We would be pleased to meet with Regional Staff to discuss this matter further.

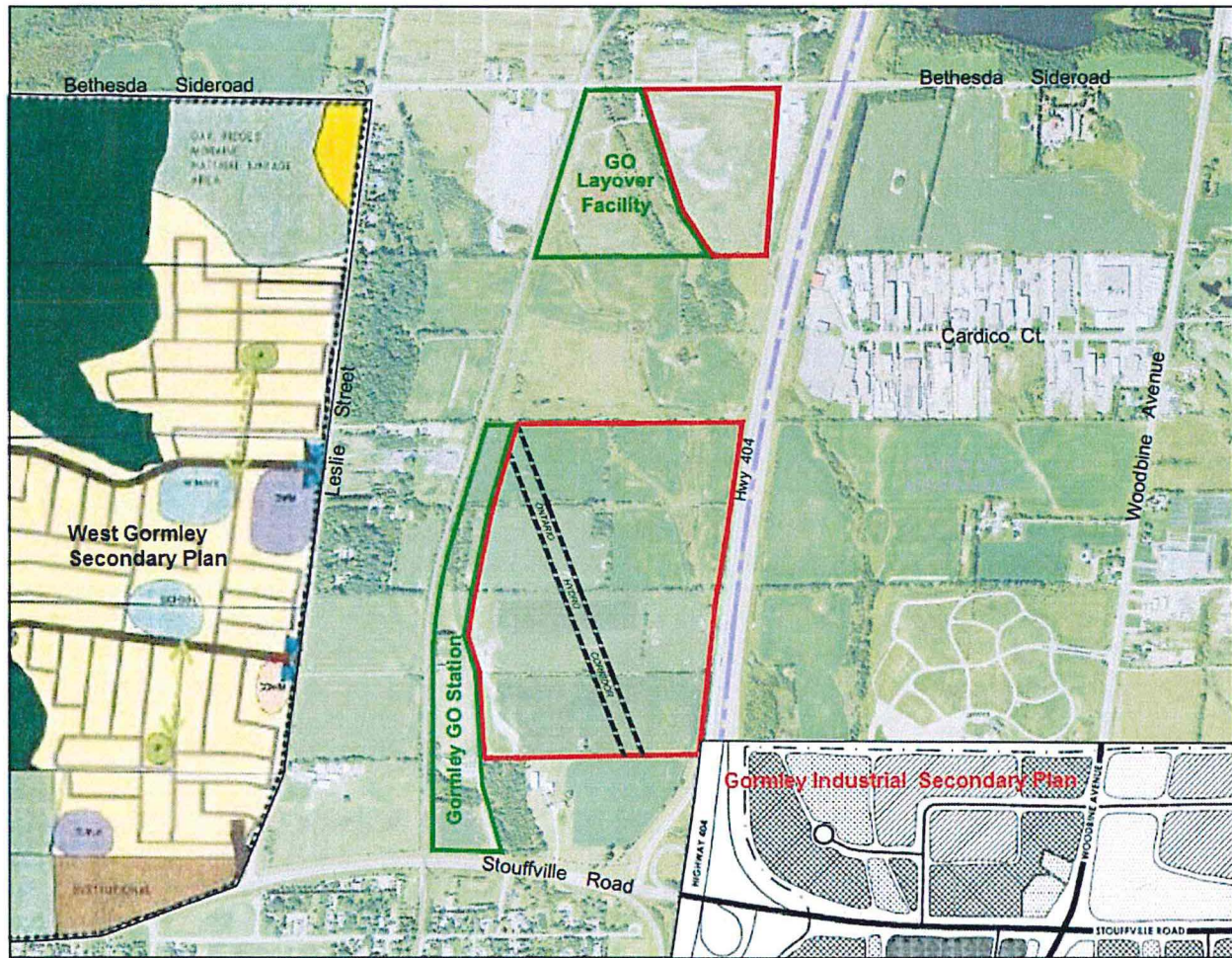
Should you require any additional information, please contact the writer at your earliest convenience.

Yours very truly,



Paul Tobia

cc. Ms. Asha Rani Batra  
Ms. Teresa Cline, Regional Municipality of York  
Ms. Ana Bassios, Commissioner of Planning and Regulatory Services



Subject Property



Municipal Boundary



0 500 1000  
Feet



Subject Land

Figure 1 - Location Map

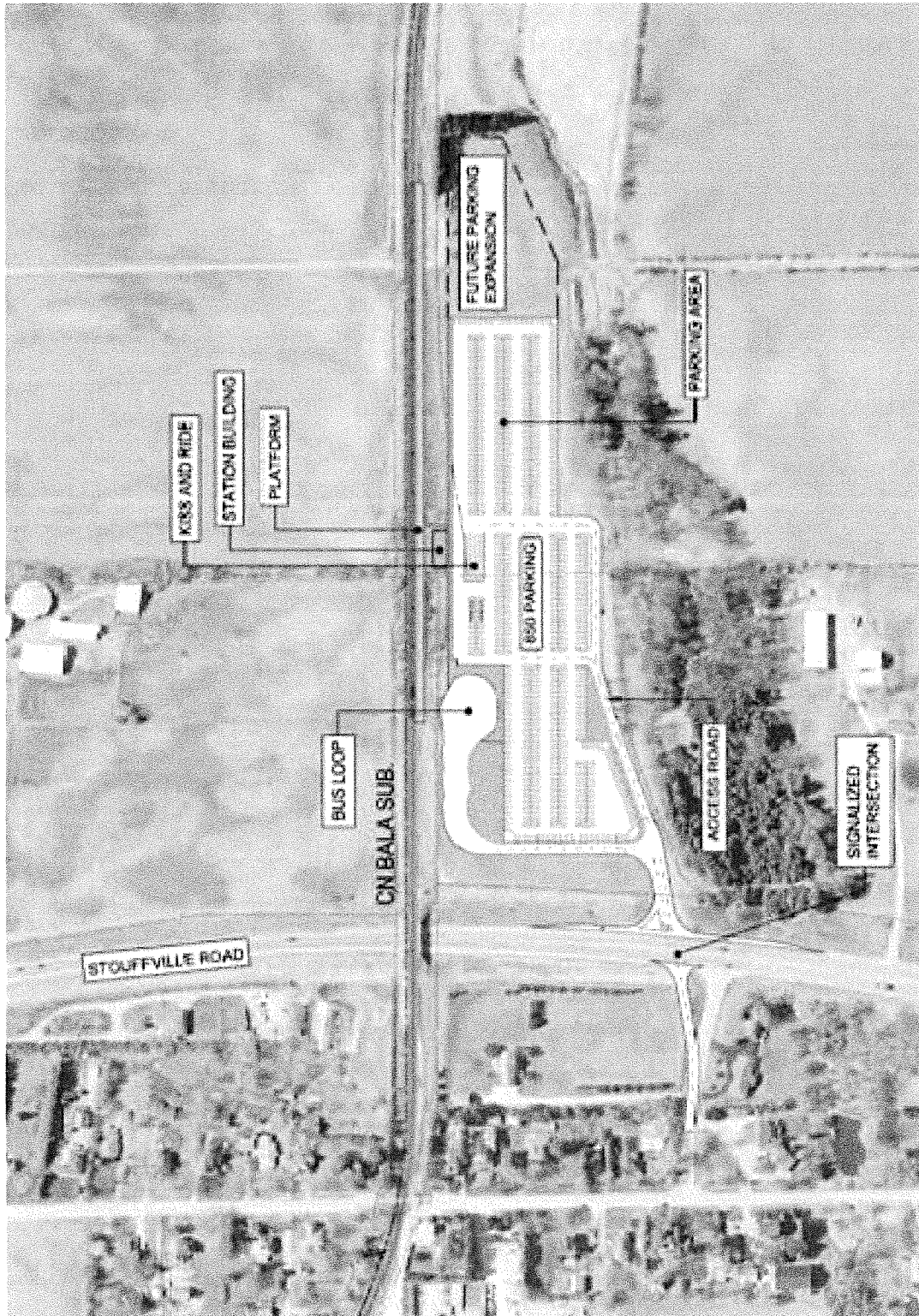
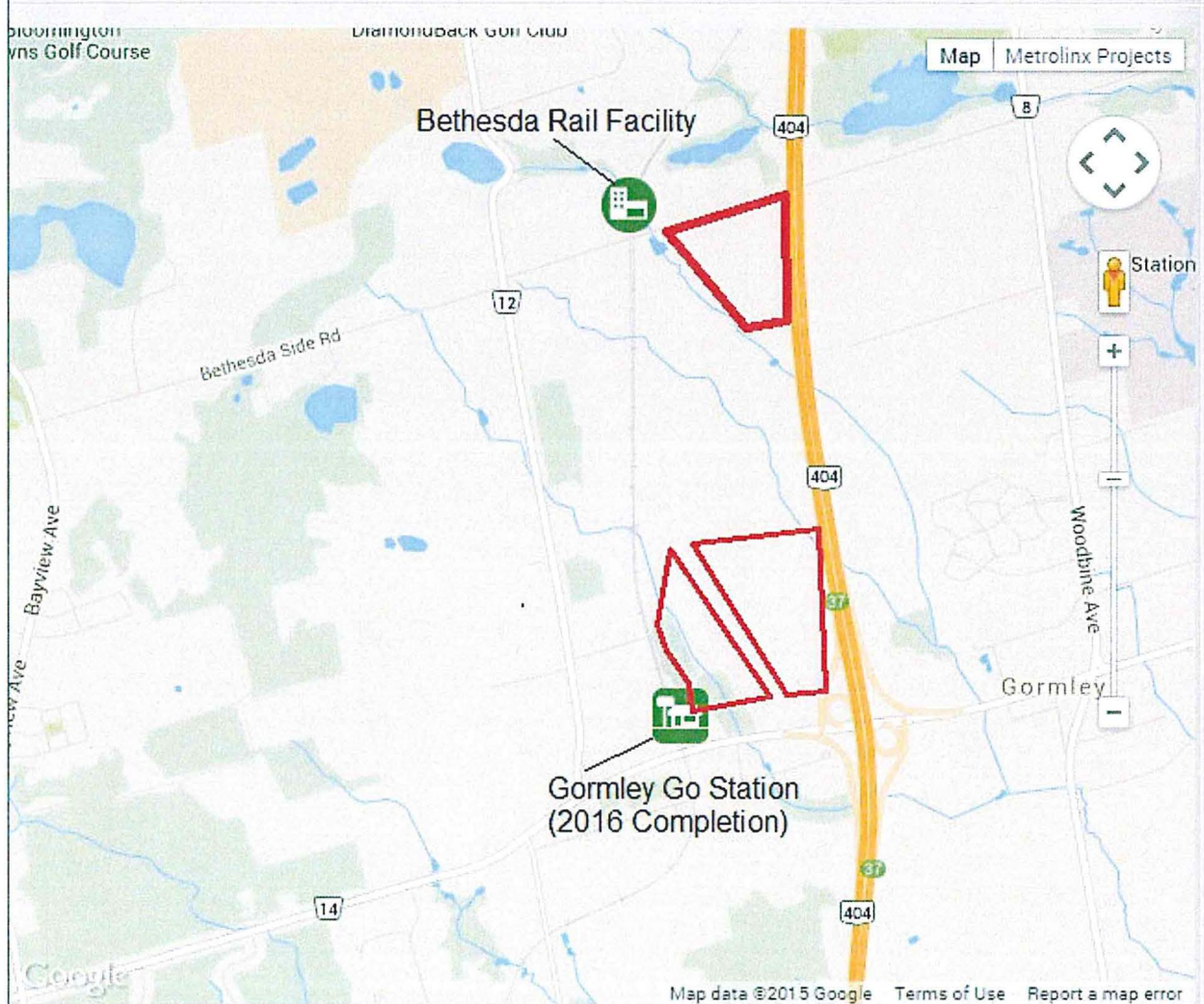



Figure 2 – Metrolinx Gormley GO Station, (2016 Completion)

# PROJECT MAP



Please note that Metrolinx is involved in over 200 infrastructure improvement projects; not all of those projects are displayed on the map above. We'll be adding projects to the map in phases. Come back soon to check on the progress.

Figure 3 – Metrolinx Rail Infrastructure

 Subject Lands



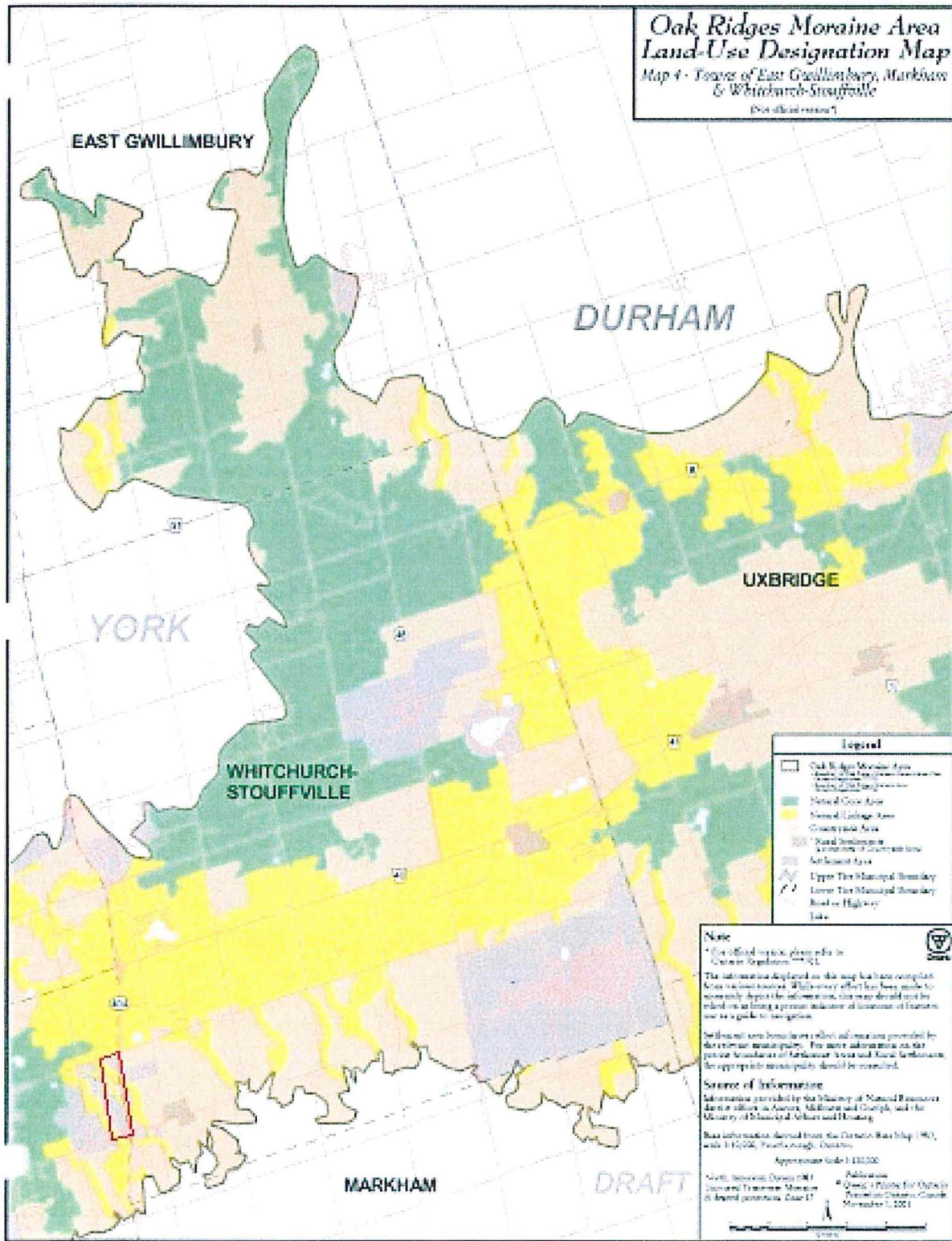


Figure 4 – November 1, 2001 Draft Oak Ridges Moraine Conservation Plan

Subject Lands