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September 16, 2020

Office of the Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 4W5

Attn: Regional Clerk & Members of Regional Council

**RE: Region of York Municipal Comprehensive Review
Special Council Meeting – Planning for Employment and Employment Conversions
201 Millway Avenue, Vaughan – Request V15**

John Zipay and Associates represents York Region Condominium Corporation No. 945, the registered owner of the property municipally addressed as 201 Millway Avenue in the City of Vaughan (the “subject property”).

On behalf of YRCC 945, John Zipay and Associates has made submissions to the Province, York Region and to the City of Vaughan with a request to have the subject property converted from employment land to an appropriate designation which would allow mixed use development including residential. Submissions were made to Regional Staff on March 18, 2019, November 22, 2019 and June 19, 2020; to Regional Council on March 11, 2020; and to the City of Vaughan on May 19, 2020. An oral deputation was also made to Vaughan City Council on behalf of YRCC 945 on May 20, 2020.

At the City of Vaughan Council Meeting on May 27, 2020, Vaughan Council endorsed the conversion of the subject property from an employment designation to another land use category yet to be determined given the site’s strategic location in relation to the Vaughan Metropolitan Centre (VMC) and proximity to major transit facilities, in particular the VMC Subway Station and the Highway 7 bus rapid transit corridor which are within 500 metres of the subject property.

The full November 22, 2019 submission to Regional Staff and the May 19, 2020 submission to the City of Vaughan are attached herein for consideration by Regional Council. Our position remains the same and therefore, we request that Regional Council allow the conversion request. Subsequent to the submission to all three levels of government, it is requested that Regional Council consider the decisions made by the Province and the City of Vaughan, whereby the Province removed the property from the Provincially Significant Employment Zone and the City of Vaughan did not endorse the recommendation of the Regional Planning Department to retain the property as employment and instead has recommended to the Region that a conversion be granted. It is significant that the Province removed the subject property

from the Provincial Employment Zone signaling that the lands are not critical for employment and also, that the City of Vaughan has recommended to the Region that the property should be converted.

For the reasons outlined above and those given in our previous submissions and coupled with the decisions made by the Province and the City of Vaughan, we request that the employment conversion request V15 be permitted and that the property at 201 Millway Avenue be removed from the Regional employment designation accordingly.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Zipay', with a stylized, cursive script.

John Zipay MSc. U.R.P., RPP

c. Paul Freeman, Chief Planner, Region of York
YRCC 945

Enclosures

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November 22, 2019
File: 5275

Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 4W5

Attn: Paul Freeman, Chief Planner
Regional Municipality of York

Dear Sir,

**Re: Proposed MTSA and Employment Conversion Response Letter
201 Millway Avenue, City of Vaughan
Vaughan Metropolitan Centre**

John Zipay and Associates is the planning consultant for York Region Condominium Corporation 945 ("YRCC 945"), collectively on behalf of the owners of the property municipally addressed as 201 Millway Avenue in the City of Vaughan (the "subject property"). John Zipay and Associates has been engaged to provide assistance to YRCC 945 with respect to the York Region Municipal Comprehensive Review ("MCR") process and associated land use studies.

Previous submissions under Weston Consulting letterhead were filed with the Region of York on behalf of YRCC 945 as part of the ongoing MCR process requesting that the subject property be considered for conversion from employment uses to permit a greater range and mix of uses, including employment, commercial and residential mixed uses. In response to this request, a letter was received from the Region of York on July 15, 2019 advising that based on the results of their analysis, Regional Staff are recommending that the subject property not be converted to non-employment uses. A subsequent meeting was held with Regional Staff on August 8, 2019 to review this preliminary recommendation. A submission to the Ministry of Municipal Affairs and Housing was also filed on February 28, 2019 requesting that the subject property be removed from the Provincially Significant Employment Zone ("PSEZ").

The Region released a Staff Report dated October 10, 2019 which provided an update on the status of the employment conversion process to date. The Report identified that Regional Staff have largely completed the 'Phase 1' portion of their assessment of the requests filed for employment conversion, which included the application of the Region's employment conversion criteria only. We understand that 'Phase 2' of the evaluation process is to include a broader analysis and discussions with local municipal staff and stakeholders on employment planning and a more general assessment of employment areas. This will consider the context within the Regional and local structure, implications on land budget and infrastructure, and the changing nature of job delivery. Phase 2 will also assess the designation of employment lands in the Regional Official Plan and whether some employment areas should have more permissive uses or be appropriate for mixed-use (including non-employment uses).

At this time, we are requesting that the employment conversion request for the subject property be revisited

as part of the Region's second phase of evaluation in light of the proposed intensification and Major Transit Station Area ("MTSA") direction released as part of the Planning for Intensification Background Report, dated April, 2019, and the associated Attachment 2: Draft Major Transit Station Areas and Additional Strategic Growth Areas. This letter is intended to provide comments on this intensification and MTSA direction, as well as request consideration for the subject property to be added to the MTSA boundary applicable to the Vaughan Metropolitan Centre Subway Station (MTSA 1). This letter further requests that reconsideration be given to the conversion of the subject property to allow for mixed employment and non-employment uses. It is our opinion that this property will be better suited for a greater range and mix of uses, which includes maintaining the current level of employment on site and introducing compatible residential uses in a mixed-use context.

Subject Property and Surrounding Area

The subject property is located at the northwest corner of Portage Parkway and Jane Street, immediately bordering the Vaughan Metropolitan Centre Secondary Plan Area to the south. It consists of 28 employment-related condominium units and has an approximate lot area of 19,288 square metres (1.92 ha) in a rectangular shape. The subject property has frontage onto three separate public roadways, including Jane Street (124 m), Portage Parkway (160 m) and Millway Avenue (113 m). The site is further located approximately 457 metres walking distance north of the Vaughan Metropolitan Centre ("VMC") Subway Station, which is the northern terminus of the TTC Spadina Subway Extension (Line 1), and 156 metres walking distance from the SmartCentres Place Bus Terminal (refer to Attachment 2). Further, the property is adjacent to the Jane Street / Portage Parkway intersection on its eastern property line and the Millway Avenue / Portage Parkway intersection at the southwest corner giving the property direct pedestrian access to the subway station.

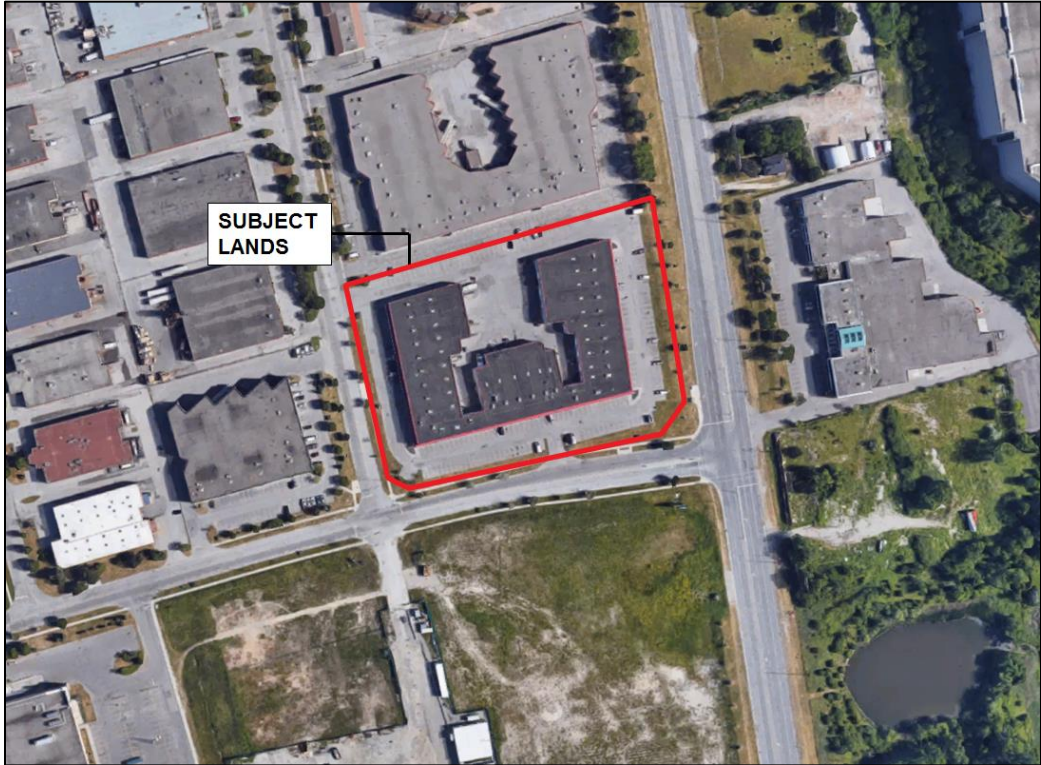


Figure 1: Aerial Photo of the Subject Property

The subject property abuts the northern boundary of the proposed draft MTSA 1 for the Vaughan Metropolitan Subway Station. The draft area of the proposed MTSA is bounded by Millway Avenue to the north, Maplecrete Road to the east, Highway 407 to the south and Edgeley Boulevard to the west (refer to Figure 2).

The subject property is located at the southeast edge of an area containing primarily employment uses, directly adjacent to the VMC, which is a mixed-use area that has experienced significant change in recent years. The VMC is considered Vaughan's new downtown, and is currently being redeveloped to include a broad range and mix of land uses in a high-density context based on its designation as an Urban Growth Centre under the Growth Plan and the associated permissions of the Vaughan Metropolitan Centre Secondary Plan. The subject property is adjacent to a mix of uses, including employment uses to north and existing and future high-rise (up to 55 storeys) mixed-use to the south. To the east, at the northeast corner of Jane Street and Portage Parkway is an office complex designated for employment uses; however, in the southeast quadrant of this intersection, the lands are within the VMC and are occupied by high-density, high-rise (35 storeys) mixed-use development. On the western boundary of the subject property, the lands are designated employment and are occupied by low-rise buildings.

Portage Landowners Group

The Portage Landowners Group ("Portage Landowners") have land holdings on the north side of Portage Parkway, west of Jane Street and east of Applewood Crescent (the "Portage Lands"), as shown in Attachment 2 to this submission. The Portage Lands include our client's property located at 201 Millway. A formal request has been made to the Region of York by Malone Given Parsons ("MGP") on behalf of the Portage Landowners Group asserting that the Region's current MCR process should consider opportunities for the planning for a future transition from the VMC and that as part of this process, the Portage Lands should be converted to permit non-employment uses to recognize their location as a transitional area from the VMC to the existing employment area to the north.

We are generally supportive of the position held by the Portage Landowners and agree that given the locational context of the Portage Lands adjacent to the northern boundary of the VMC, transitional heights and densities are required in this area. This submission is generally consistent with the Portage Landowners' request in that we maintain that an employment land conversion should be granted for the Portage Lands in order to allow for the addition of non-employment uses along this corridor in order to support the lands as a transitional area between the high-density character of the VMC and the low-density employment area. We also hold that given the strategic location of the subject property (201 Millway) as a corner site with frontage along an Intensification Corridor and a Regional Rapid Transit Corridor (Jane Street), as well as its location within 500 metres of the Vaughan Metropolitan Centre Subway Station and 300 metres of the SmartCentres Place Bus Terminal, the failure to convert these lands would represent a lost opportunity to diversify the land use and make efficient use of this land, which has the potential to support increased heights and densities.

Planning Policy Context

Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe, 2019 (the "Growth Plan") generally defines Major

Transit Station Areas as “the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as *“the area within an approximate 500 to 800 metre radius of a [higher order] transit station, representing about a 10-minute walk.”* As previously noted, the subject property is located just over 400 metres from the VMC subway station, which falls within the definition of a higher order transit stop. Additionally, the property is also within 300 metres of the SmartCentres Place Bus Terminal, which is a 9-bay YRT bus terminal within the VMC, also falling within the definition of a higher order transit station. Attachment 2 to this submission demonstrates the approximate 500 and 800 metre radii from the subway station and the bus terminal taken from the closest station entrances, which are consistent with the Growth Plan’s definition of MTSA.

The Region’s ongoing MTSA delineation exercise is required by the Growth Plan, which mandates through Policy 5.2.5.3 that in order to support the implementation of the minimum intensification and density targets set out by the Growth Plan, upper- and single-tier municipalities will delineate Major Transit Station Areas in their official plans through an MCR. The Region has prepared a draft delineation of the Vaughan Metropolitan Centre Subway Station MTSA as part of their ongoing MCR process, which includes lands within a 500 metre radius of the subway station, as well as lands outside the 500 metre radius to the south of the station (see Figure 2). The draft MTSA 1 has a proposed gross area of 99.41 hectares (245.6 acres) and excludes the lands within 500 metres of the subway station located on the north side of Portage Parkway.

With respect to the delineation of MTSA, Section 2.2.4.2 of the Growth Plan directs that MTSA on priority transit corridors or subway lines be delineated *“in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.”* As currently proposed, the draft delineation of the MTSA 1 boundary does not appropriately maximize the size and area of the MTSA based on the number of potential transit users. The draft delineation excludes lands that are located within 500 metres of the subway station and 300 metres of the bus terminal, including the subject property, which are within walking distance and provide opportunity to increase potential transit users. Additionally, the draft boundary does not meet the minimum distance requirements of 500 metres, where the Growth Plan calls for even greater distances of up to 800 metres and a 10-minute walking distance.

It is noted that the 2019 Growth Plan came into force and effect on May 16, 2019 replacing the 2017 Growth Plan which took effect on July 1, 2017. York Region’s draft MTSA delineations and general intensification direction were released in April, 2019, which predates the updates to the 2019 Growth Plan, including significant updates to the MTSA policies. As a result, it appears that the draft delineations are based on the previous definition of MTSA, which defined these areas as within a 500 metre radius of a higher order transit station. Under the 2019 Growth Plan, the definition was expanded to be the area within 500 to 800 metres of a transit station, which fully encompass the subject property as well as the lands beyond the subject property generally within the Portage Lands.

Vaughan Metropolitan Centre Subway Station

On Subway Line 1 / Highway 7 BRT Corridor
Near Highway 7 and Millway Avenue, Vaughan

MTSA 1

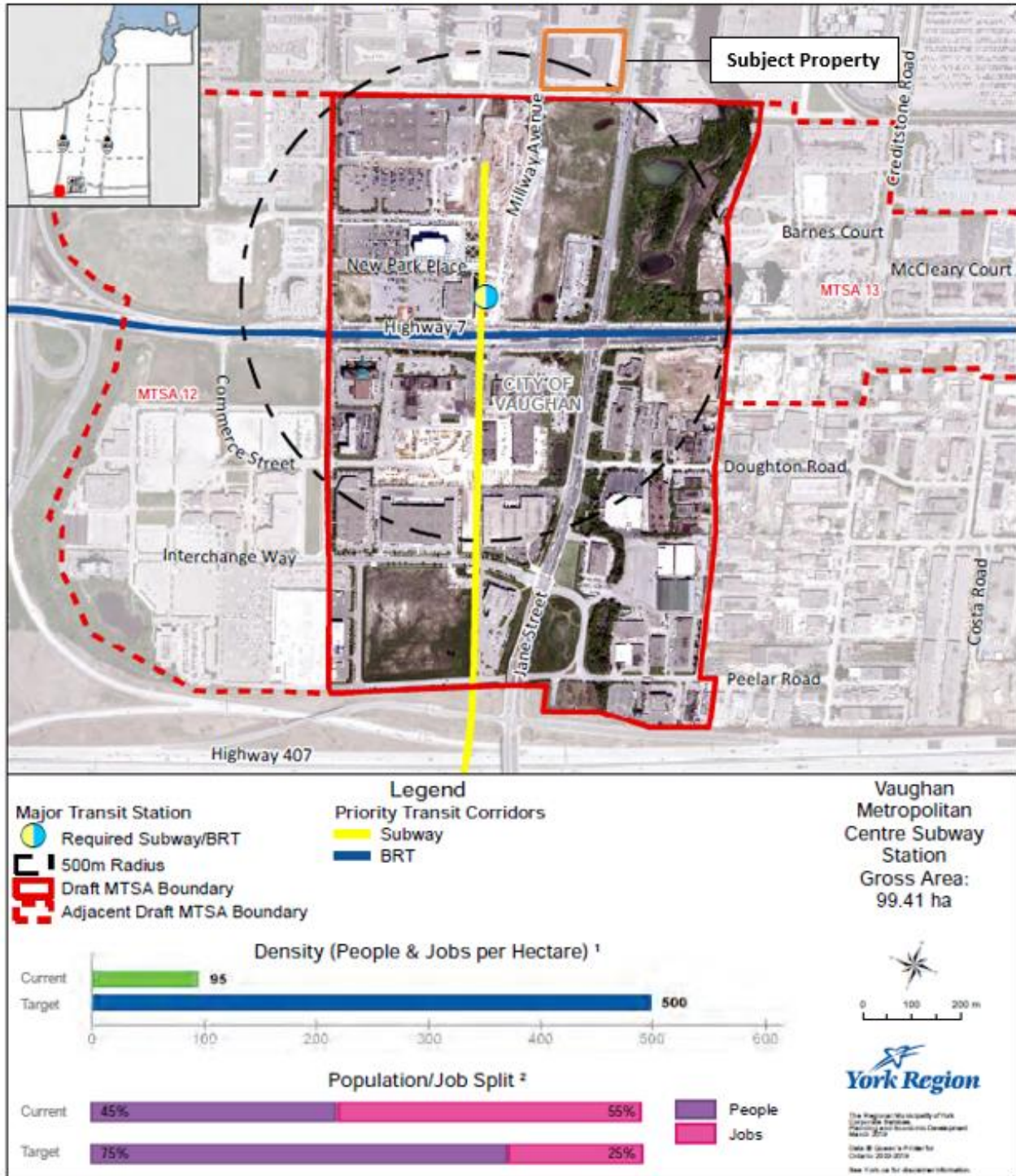


Figure 2: Draft MTSA 1 Delineation

Based on the policies of the 2019 Growth Plan, it is our opinion that the subject property is appropriate for inclusion in the VMC Subway Station MTSA boundary, being within 500 metres of the subway station and 300 metres of the bus terminal. The subject property offers significant opportunity for redevelopment and intensification in order to support the minimum targets set out for MTSA's and to increase transit ridership to support the investment in higher order transit, while also providing an opportunity to create an appropriate transition to the existing employment area north of Portage Parkway. In conjunction with the other Portage Lands, a mixed-use transition area should be created between the high-density character of the VMC to the south and the low-density nature of the employment area to the north. As part of such a transition area, the subject property would provide the opportunity to complement the uses within the VMC while also replacing and enhancing the existing employment uses currently on site. This will allow for the long-term protection of the larger employment area, while also providing for a complementary transition to the height and density planned for the VMC.

Regional and Municipal Official Plans

Both the current York Region Official Plan ("YROP") and City of Vaughan Official Plan 2010 ("VOP") identify the subject property for employment uses. Additionally, the subject property is located immediately north of the Vaughan Metropolitan Centre Secondary Plan area and has frontage on Jane Street, which is identified as an Intensification Corridor and Regional Rapid Transit Corridor. The property's frontage along Jane Street is also notable given the role of Jane Street as the primary linkage between the Vaughan Metropolitan Centre to the south and the Vaughan Mills Centre to the north. With both areas permitting high-density, mixed uses, there is opportunity for the lands along Jane Street to supplement and complement the uses and densities in these two major centres of the City, as well as support current and future transit investment on Jane Street to support its function as the only major corridor linking the VMC and Vaughan Mills. The YROP recognizes the importance of Jane Street as a Regional Rapid Transit Corridor and a link between these two major centres.

The York Region Transportation Master Plan, 2016 ("YRTMP") identifies Jane Street as part of the Viva Network Expansion Plan, which is to include curbside Viva Bus services and later evolve into a rapidway with dedicated bus lanes by 2041. The plan also explores the opportunity of a possible future extension of the Line 1 subway north along Jane Street. The YROP and the YRTMP both identify the Jane Street corridor as a priority for current and future transit investment.

As previously noted, the subject property is located within 500 metres of the VMC Subway Station and 300 metres of the SmartCentres Place bus terminal, and should therefore be included within the MTSA 1 boundary. Further to the policies of the Growth Plan discussed above, York Region has developed Draft Guidelines to Delineate and Set Density Targets for Major Transit Station Areas to guide the establishment of MTSA's. This document provides a number of principles for the delineation of these areas across the Region, including that MTSA's should:

1. *Reinforce the planned regional and local municipal urban structure*
2. *Provide a diverse range and mix of land uses, if the MTSA is not located in an employment area (e.g. residential, employment, community services)*
3. *Include existing higher density land uses*
4. *Include areas that are anticipated or ideally situated to develop or redevelop to higher densities*
5. *Connect with adjacent MTSA's so that as much of the priority transit corridors are included, as*

possible

6. *Be walkable*
7. *Collectively support the creation of complete communities for the broader community beyond the MTSA boundaries*
8. *Collectively provide a range of amenities (e.g. parks, schools, cultural facilities, retail, etc.)*
9. *Collectively provide opportunities to live and work along the priority transit corridors.*

Based on the requirements of the Growth Plan, as well as the guidelines set out by the Region for the delineation of MTSA's, the subject property is appropriate for inclusion within the VMC Subway Station MTSA boundary. The redevelopment of the lands and the requested conversion to allow for a mix of employment and non-employment uses on site to support the function of the MTSA and achieve the objectives outlined above represents an opportunity that should be considered and supported.

The Vaughan Metropolitan Centre Secondary Plan ("VMCSP") identifies the lands immediately south of the subject property as within the Station Precinct and as appropriate to accommodate high-rise, high-density development up to 30 storeys in height and up to 5.0 FSI in density. The Station Precinct is intended to accommodate a broad mix of uses, including a mix of high- and mid-rise uses, including residential, office and retail uses. Further to the policies of the VMCSP, applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval have been filed with the City to permit three 35, 45 and 50 storey residential towers on the lands immediately south of the subject property. Additionally, the lands to the southwest of the subject property have been approved for two 55-storey residential towers. Given the height and density both planned and approved for the lands to the south, it is appropriate for the subject property to accommodate higher densities and a greater mix of uses in order to provide for a more adequate transition between the high-rise, high-density uses to the south and the lower rise employment/ commercial uses to the north.

The subject property, in conjunction with the Portage Lands area, offers an opportunity to create a mixed-use transition area that will recognize the VMC as the main focus of growth and intensification as the City's Urban Growth Centre, while also providing complementary land uses that will assist in providing a transition from the high-density character of the VMC to the low-density nature of the existing employment area to the north of Portage Parkway. The subject property represents an opportunity for redevelopment and intensification in a form that complements the heights and densities along the southern side of Portage Parkway while replacing and enhancing the existing employment uses. The intent is not to compete with the function of the VMC, but rather complement it in a way that also provides for the protection of the long-term viability of the existing employment area.

The Secondary Plan identifies Portage Parkway as a Major Collector street and contemplates a future BRT rapidway station at the intersection of Portage Parkway and Jane Street. Given the higher order nature of the proposed future transit along Jane Street, the subject property will be located within the MTSA of the future Jane/Portage BRT station. This provides further support for the intensification of the subject property for mixed uses, including higher density residential uses to support the existing and planned higher order transit investments and increase the number of potential transit users within walking distance of higher order transit facilities.

Based on our evaluation of the physical and policy context of the subject property, it is our opinion that the subject property is appropriate for an employment conversion in order to support the intensification and

complete community function of the VMC Subway Station MTSA, provide a more appropriate transition from the approved and planned high-density residential uses immediately to the south, to support the function of the VMC area as an Urban Growth Centre, to encourage increase transit ridership and support current and future investment in higher order transit facilities, and to support Jane Street as an intensification corridor and major connection between the VMC and Vaughan Mills. The subject property should be converted to allow for non-employment uses and should be included in the VMC Subway Station MTSA boundary, in accordance with Provincial policy direction and the objectives of the YROP and VOP.

Transition: City Building and Liveable Communities

This submission has put forward a strong case for conversion based on a number of locational attributes of the subject property, such as being within proximity of higher order transit routes and facilities, its adjacency to high density development along the south side of Portage Parkway, and the fact that the property falls within 500 metres of the VMC Subway Station which defines the subject property as being within a Major Transit Station Area.

Portage Parkway is a Major Collector street. Given the more diverse land use permissions, as well as the current and planned physical conditions of the VMC on the south side of the street compared with the existing and restrictive land uses and low-rise employment development of the north side of the street, it creates an environment which provides little incentive for the employment lands to the north to be redeveloped under an employment designation in a more contemporary way. In terms of a liveable city, complete communities, and city building in the context of urban design and built form within a City Centre, it is not appropriate for a major road, such as Portage Parkway which functions as a major artery for pedestrian and vehicular movement, to act as a separation between modern current architecture, high-density and diverse land uses on the south side juxtaposed with bland, low-rise and out-of-date employment buildings on the north side. The stark contrast created by the current VOP designations between the two sides of the street will create an unappealing appearance with respect to community design and community living.

The principles of complete communities, city building through design, and liveable and animated streetscapes should be another factor in consideration of the north side of Portage Parkway. Conversion to a more diverse range of land uses and consideration of a transition of height and density along the north side of Portage Parkway would incentivize landowners to redevelop this area of Portage Parkway resulting in more contemporary architecture along both sides of the street and ultimately creates a more liveable community and animated streetscape. This would also serve to make more efficient use of infrastructure, services and land. This can be achieved through a transition area along the north side of Portage Parkway that would be complementary to the VMC.

Development Opportunity

As described in our previous submission (Attachment 1) and with recognition of the importance of employment areas to the Region's economy, this request proposes to preserve employment uses on the subject property, while also providing for residential and commercial development in a mixed-use context similar to other developments in the area. The proposal for the subject property would comprise a mixed-use development, consisting of an office and residential uses with ground level commercial, similar in nature to the developments occurring in the VMC, but at a lower scale. The proposed redevelopment of the property would provide for significantly more employment GFA than the current condition.

Given the context of the subject property directly adjacent to the Vaughan Metropolitan Centre Secondary Plan area, approximately 416 metres from the VMC Subway Station, and located at a corner site with frontage onto a designated Intensification Corridor (Jane Street), there are many factors that support the development of the subject property for mixed-uses and greater densities. The subject property has three frontages, as it fronts onto Jane Street, Portage Parkway and Millway Avenue. These three frontages in addition to the property's corner location at the exterior edge of the employment area and abutting the VMC, present a unique context that is accommodating to the redevelopment of the site in a manner that does not compromise the integrity of the employment area.

Employment Lands Conversion

A formal request for employment lands conversion was submitted for the subject property as part of the original submission filed with the Region on March 18, 2019. It is recognized that in order to facilitate the conversion of the subject property, the criteria set out by Section 2.2.5.9 of the Growth Plan, as well as the additional conversion criteria developed by York Region.

Our previous submission letter addressed each of the 14 criteria conversion individually for the subject property and came to the conclusion that the proposal adequately addresses the criteria and is suitable for conversion. Largely the proposed conversion will maintain a significant amount of employment GFA to support the employment goals of the Region and protected the viability of the employment area over the long-term, while also providing for a more appropriate transition to the land uses within the VMC and better supporting the MTSA objectives for the VMC Subway Station MTSA. Based on the nature of the proposed redevelopment of the subject property to achieve a true transition between the VMC and the employment area to the north, the site will have the ability to create more jobs that what currently exist today. The subject property does not fall under the two mandatory criteria which prohibit support for conversions on a site-specific basis for lands within recently designated and largely vacant employment areas (Criterion 6) or for lands in areas where the entire perimeter of the site is surrounded by employment area lands (Criterion 7). Please refer to Attachment 1 for a full evaluation of the 14 criteria for employment conversion as they relate to the subject property.

Based on the information presented in this submission and the analysis contained in Attachment 1, it is our opinion that the subject property is appropriate for conversion to allow for the accommodation of a mix of employment and non-employment uses. Given the physical and policy context of the subject property and the appropriateness of including the site within the VMC Subway Station MTSA, we believe that the request for conversion should be revisited as part of the Region's Phase 2 assessment. In our opinion, the subject property is an appropriate candidate for more permissive uses, including mixed-uses containing non-employment uses.

Proposed Provincially Significant Employment Zone ("PSEZ")

The Ministry of Municipal Affairs and Housing's proposed Amendment 1 to the Growth Plan released on January 15, 2019, was approved and came into effect as the 2019 Growth Plan on May 16, 2019. The amendment allowed the Minister to identify a number of employment areas as Provincially Significant Employment Zones ("PSEZ"), in particular, within Zone 10 (400-407, Vaughan North), which includes the subject property. Comments to the Ministry of Municipal Affairs and Housing were submitted on behalf of

YRCC 945 respecting the proposed PSEZ mapping, including justification as to why the subject property should not be considered as Provincially Significant Employment Lands. It is our understanding that notwithstanding the proposed PSEZ mapping, the Region's position is to proceed with considering conversion requests comprehensively through the MCR process.

Summary

Based on the location of the subject property at the southeast corner and periphery of the existing employment area, and considering the changing land use context being experienced immediately south of the property within the VMC, it is our opinion that:

- The subject property is appropriate for inclusion in the MTSA 1 (VMC Subway Station) boundary being within 416 metres of the VMC Subway Station and 300 metres of the SmartCentres Place Bus Terminal with frontage on Jane Street, which is a designated Regional Rapid Transit Corridor.
- The subject property forms part of the Portage Lands. This request is supportive of and complementary to the request for conversion filed on behalf of the Portage Landowners and we maintain that an employment conversion should be granted for the Portage Lands in order to support the lands as a transitional area between the high-density character of the VMC and the low-density employment area.
- The subject property would be better suited for a greater range and mix of uses, which includes maintaining the current level of employment on site and adding to it, while also introducing compatible residential uses in a mixed-use context.
- Increased density permissions for the subject property would allow the site to develop in accordance with intensification and transit-oriented development objectives of the Province, Region and municipality.
- The subject property is appropriate for employment conversion in order to support the intensification targets and complete community function of the VMC Subway Station MTSA, provide a more appropriate transition from the approved and planned high-density residential uses to the south of Portage Parkway, support the function of the VMC as the City's Urban Growth Centre, encourage increased transit ridership and support current and future investment in higher order transit, and support Jane Street as an intensification corridor.
- It is inappropriate to treat a Major Collector, such as Portage Parkway which serves as a major artery for pedestrian and vehicular traffic, as a separation between the starkly different high-rise residential development to the south and the low-rise employment development to the north.
- Conversion of the subject property and the Portage Lands to allow more diverse land uses and considerations of these lands as a transition area in terms of height and density would create incentive for their redevelopment in order to support the creation of a more complete and liveable community and animated streetscape.

We are interested in continuing to work with the Region of York and the City of Vaughan as part of the Phase

2 assessment process and throughout the remaining MCR process to ensure the respective Official Plans are updated to incorporate a progressive and forward-thinking planning vision based on analysis of the relevant emerging land use planning and development issues.

We will continue to monitor the MCR process and kindly request to be notified of any future reports and/or meetings regarding the Regional Municipal Comprehensive Review. We also request to be notified of any discussion or decision pertaining to this request, and we hope to be able to engage with the Region of York and City of Vaughan further on this matter.

Thank you for the opportunity to provide these comments. We reserve the right to provide further comments as the MCR process progresses. Please contact the undersigned at extension 245 should you have any questions regarding this submission.

Yours Truly,



John Zipay MSc., U.R.P., RPP

c. Client

Hon. Steve Clark, Minister of Municipal Affairs and Housing
Paul Bottomley, York Region, Manager of Policy, Research and Forecasting
Sandra Malcic, York Region, Director of Long-Range Planning
Hon. Mayor Bevilacqua, City of Vaughan
Councillor Yeung Racco, Ward 4, City of Vaughan
Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management
Bill Kiru, City of Vaughan, Director of Policy Planning & Environmental Sustainability
Christina Bruce, City of Vaughan, Director of Vaughan Metropolitan Centre Program
Don Given, Malone Given Parsons on behalf of the Portage Landowners

- Att. 1. Employment Conversion Request Letter, prepared by Weston Consulting, dated March 18, 2019
2. Air Photograph with Portage Lands, prepared by Weston Consulting, dated November 22, 2019

John Zipay and Associates
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May 19, 2020

Attn: Mayor Bevilacqua and Members of City Council

Your worship and members of Committee, my name is John Zipay and I am making this presentation on behalf of the owners (York Region Condominium Corporation 945) municipally addressed as 201 Millway Avenue, the land situated at the northwest corner of Jane Street and Portage Parkway which is adjacent to the Vaughan Metropolitan Centre (VMC). We have participated in the Official Plan Reviews of both the Region of York and City of Vaughan in addition to the Provincial Review Process regarding Provincially Significant Employment Zones.

With respect to the Provincial Review, I am pleased to inform you that the Province, in response to our submission, made the decision to remove the subject property from the Provincially Significant Employment Zone. It is the only property located on Portage Parkway that was granted this relief, which was based on a submission to the Province very similar to the submission made to the Region and shared with the City of Vaughan Planning Department. The Province was persuaded by our submission that this

particular parcel was unique; that it could serve to function as a northern gateway to the VMC; that its proximity to the subway station on Millway Avenue made effective use of this facility and encouraged public transit use; and that from a land use compatibility perspective with high density development on the southeast and southwest corners of Jane Street and Portage Parkway, respectively, it made good planning sense to replicate a similar type of development, but at a smaller scale. These reasons, along with others, persuaded the Province to remove this property from the Provincially Significant Employment Zone. Unfortunately, the Region and the City of Vaughan Planning Department have not been persuaded, which is why I am here today to ask that you, as a Council, not endorse the recommendation of the Planning Department in so far as this property is concerned at this time. I am requesting that you not make any decision or endorsement of a particular land use designation at this time and I am also requesting that you take a pause and direct staff to undertake a more fulsome public engagement as to the appropriate land use planning for the intersection of Jane Street and Portage Parkway by conducting a Secondary Plan Review of the VMC with particular attention to this intersection. We also support a review of land use along the rest of Portage Parkway in general.

This intersection is a significant element of the VMC. A boundary line drawn on paper down the middle of a road or through the middle of an intersection does not define the

planning relationship between two sides of the same street nor does it foster the best land use and attain the potential synergy that could evolve to create a great street or a gateway. The lands abutting the intersection of Jane Street and Portage Parkway, and perhaps the lands on the north side of Portage Parkway itself, should be part of the VMC as a transition area and planned for in a cohesive holistic way. The plan as it currently exists divides the intersection and street into two separate or distinct paradigms; one side representing modern architecture, high density, predominately residential with some mixed use, and the other side represented by mundane architecture, low profile, outdated employment buildings that have no functional synergy with the emerging modern city centre on the other side of the street. Regardless of lines on a map, the Jane Street-Portage Parkway intersection and Portage Parkway as a street are physically perceived to be a part of the VMC and should be planned as a unit and not separate entities.

As you are aware, the conversion of employment land can only occur through a Municipal Comprehensive Review of the Official Plan which occurs every 10 years. The Region and City Staff have taken a position to simply maintain the status quo as opposed to accepting the Official Plan review as an opportunity to revisit this boundary area and explore its potential in developing a contemporary and much better plan for the future. To this end, I respectfully request that Council not consider any

endorsement of the Regional and City staff position for this particular area as it would be premature until such time that the City has completed a thorough review of the VMC Secondary Plan and that a more fulsome public engagement and consultation with landowners and the general public has taken place. One possibility is to conduct a charrette with stakeholders. This was one of the very successful methods employed during the 2010 Official Plan review.

I would like to briefly comment on the reasons given by City staff for recommending non-support for the conversion. These are listed on page 329 of your agenda.

1. “VMC residential targets are being met and there is no need for additional residential.”

Reply: The residential build out of the VMC is a relatively new development that has seen rapid building in the last few years and is accelerating because of the subway and a lack of affordable ground related housing. We should not wait for another 10 years before this issue is re-evaluated as in the meantime the VMC will experience much more development at an accelerated pace.

2. “Conversion of lands north of Portage Parkway for residential uses will destabilize the surrounding employment lands, which is a part of the largest and fastest growing employment area in the City.”

Reply: The subject lands at this intersection of Jane Street and Portage Parkway represent a very small fraction of the current employment area. The location is absolutely unique because of its proximity to the VMC and to the Subway Station which is within walking distance, the same as with the new residential developments directly across the road on the south side of Portage Parkway, and municipally addressed as such. The extent of the subject property which also has extensive frontage on Portage Parkway is a confined parcel forming one quadrant of the intersection of Jane Street and Portage Parkway, so the argument that a conversion will destabilize this vast employment area is not logical. If that were the case, then the argument should follow that the high density residential on the south side should never have been approved. The problem in our opinion is that not enough attention was paid to how the north and south sides of the street would coexist as a community.

3. "There is no existing east/west road north of the lands that are proposed for conversion, therefore this would create an unclear boundary between residential and employment lands."

Reply: City building is not about creating artificial boundaries that are easy to recognize. It is about design, good architecture, efficient land use and

compatibility of uses, and creating memorable pedestrian friendly places, intersections and streets and the use of transitional scale between uses that should define the land use landscape. None of this is achieved under the current land use plan. The landscape and physical presence of the area is evolving and is undergoing a dynamic process of change which requires us to re-evaluate the current plan with the aim of creating something better in response to the evolving development that is taking place.

4. "Portage Parkway is an appropriate boundary between residential and non-residential because it is a truck route and follows existing property lines."

Reply: This premise really needs to be examined and re-thought. Is it still good planning to have designated this significant street as a truck route given the tremendous amount of high density residential development that is occurring on the south side? A review of the VMC Secondary Plan is absolutely necessary and should address this issue.

5. "The subject lands are important employment lands and can be considered for further intensification for employment uses."

Reply: The question should be, what kind of intensification should be permitted and does it have to be exclusively for employment? Can the

intensification in proximity of the VMC be a combination of employment and residential?

One of the conclusions of Vaughan's Economic Development and Employment Sectors Study is that structural changes are occurring in the broader economy and employment lands are increasingly driven by growth in the knowledge-based and creative class economies, such as scientific and technical services; financial; real estate; information and culture; health care and social assistance and education all of which is impacting the built form so that the typical manufacturing building form is no longer the dominant aspect. Given this conclusion, would it not make sense to take the time right now to review the land use opportunities within proximity of the current VMC boundary and in particular as it relates to the intersection of Jane Street and Portage Parkway in the context of a changing world? If the trend is toward a knowledge-based employment paradigm, could there not be a mixed use scenario which incorporates these employment uses with residential uses especially where the VMC and the current employment lands interface with each other on the same street?

Mayor and Members of Council, I simply ask that you defer making any endorsement of the Regional and City staff position in regard to the subject lands and that City staff be directed to conduct a charrette and Secondary Plan Review of VMC to consider the land use opportunities and potential in proximity of the Jane Street and Portage Parkway Intersection before Council gives any endorsement to the Region. This is a very important issue because once the decision is made it will not likely be reviewed again for the next 10 years. For your information, the submissions made to the Region, City and Province are included with today's presentation.

I thank you for the opportunity to express the views of my client and hopefully look forward to a more in-depth review and consultation before any endorsement of the Region's position is given. Land use policies should be determined by the local City Council as much as possible and the best way to achieve this is through a more fulsome public engagement.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Zipay', written in a cursive style.

John Zipay MSc. U.R.P., RPP