

# DEPUTATION REQUEST

COMMITTEE OF THE WHOLE

SEPTEMBER 10, 2020

**Subject:** Major Transit Station Areas Endorsement Report

**Spokesperson:** Ryan Mino-Leahan

**Name of Group or person(s) being represented (if applicable):** York Major Holdings Inc.

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**Brief summary of issue or purpose of deputation:**

To request lands be included within boundary of MTSA #58

OFFICE OF THE REGIONAL CLERK

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File: P-3075

September 9, 2020

Regional Municipality of York  
Administrative Centre  
17250 Yonge Street  
Newmarket, ON  
L3Y 6Z1

**Attention: Regional Council, Regional Municipality of York**

**Re: Region of York - Committee of the Whole September 10, 2020  
Major Transit Station Areas Endorsement Report (Item H.2.1)  
10,000 Dufferin Street  
York Major Holdings Inc.  
City of Vaughan  
Region of York**

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KLM Planning Partners Inc. ("KLM") is the land use planning consultant representing York Major Holdings Inc. ("YMHI") with respect to lands they own at the northeast corner of Major Mackenzie Drive West and McNaughton Road East (the "Subject Lands"). The Subject Lands are comprised of an area of approximately 2.8 hectares (7 acres) and consist of approximately 500 metres of frontage along McNaughton Road, extending a depth of approximately 50 metres from McNaughton Road, between Major Mackenzie Drive W and Eaglet Court and are currently part of the Eagles Nest Golf Club lands. On behalf of YMHI, we have had an opportunity to review the "Major Transit Station Areas Endorsement Report" ("MTSA Report") which is being considered at the September 10, 2020 Committee of the Whole meeting and we are pleased to provide our comments at this time

KLM submitted a letter to Mr. Michael Skelly on June 1, 2020 (copy attached) in support of a request to expand the Major Transit Station Area ("MTSA") adjacent to the Maple GO Station in Vaughan. The Maple Go Station MTSA is identified by the Region of York (the "Region") as MTSA 58. In attachment 5 of the report, staff acknowledge the receipt of our letter requesting the Subject Lands be included within the boundary of MTSA 58. However, we note that our request was not accommodated and staff provided the following response:

"Lands not included in the MTSA as they are designated Private Open Space in City of Vaughan Official Plan"

This response from staff does not acknowledge our request to be included within the boundary of MTSA 58, or the pre consultation we have had with the City of Vaughan and Region with respect to the development potential of the Subject Lands. We believe now is the time to consider the inclusion of the Subject Lands within the boundary of MTSA 58 (Maple GO Station). In our letter to Mr. Skelly, we outlined our rationale for the inclusion of the Subject Lands within MTSA 58, which includes the following:

- The Subject Lands were likely excluded from consideration by the Region because they are currently part of the Eagles Nest Golf Club and are designated 'Private Open Space' in the Vaughan Official Plan. As a result, the potential for redevelopment would have been less obvious.
- The boundary for MTSA 58 (Maple GO Station) was drafted under the Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2017 (the "Growth Plan 2017"), which generally defined an MTSA as an area within 500 metres or a 10-minute walk of a transit station.
- Since that time, the Growth Plan 2017 has been repealed and replaced by A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the "Growth Plan 2019"), which has expanded the definition of MTSA to include a radius of 500 to 800 metres.
- The Subject Lands are located approximately 600 metres from the Maple GO Station within the area defined in the 2019 Growth Plan and can appropriately be included in the MTSA 58 boundary.
- YMHI has already had a formal pre consultation meeting with the City of Vaughan for the development of the Subject Lands and is preparing applications for an Official Plan Amendment and Zoning By-law Amendment.
- Lands currently within the proposed MTSA 58 boundary include lands which are currently developed for commercial uses with very long term leases. The ability for these lands to develop in the short term for densities supported by their inclusion in the MTSA are limited.
- Expanding the boundary of MTSA 58 to include the Subject Lands will immediately support the continued investments in public transit that exist along the Barrie GO Line including the provision of all-day two-way service while allowing the lands that are currently developed for commercial uses and within the MTSA boundary to be planned for intensification over the longer term.
- Only 16.72% (33.44ha.) of the lands within the 2019 Growth Plan 800m radius are proposed by Regional staff to be included within the boundary of MTSA 58. We believe this is due in part to the fact that the majority of the lands to the south, west and north

are already developed with existing low density residential, institutional and employment uses.

- The inclusion of an additional 2.8ha. parcel of land within the MTSA boundary would further utilize lands within the area identified by the Province for intensification as set out by the Growth Plan 2019.

For the above noted reasons, it is our opinion that the inclusion of the Subject Lands in the Maple GO Station MTSA (58) is appropriate and represents good land use planning.

We appreciate your consideration of these comments and look forward to continue working with Staff with respect to our request for the inclusion of the Subject Lands within the boundary of MTSA 58. Please consider this our formal request to be notified of any future meetings related to this matter.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

Yours truly,

**KLM PLANNING PARTNERS INC.**



Ryan Mino-Leahan, MCIP, RPP  
Partner

Copy: Paul Freeman, Chief Planner, Regional Municipality of York  
Sandra Malcic, Director, Long Range Planning, Regional Municipality of York  
Michael Skelly, Long Range Planning, Regional Municipality of York  
Bruce Macgregor, Chief Administrative Officer, Regional Municipality of York  
Regional Clerk, Regional Municipality of York  
Duane E. Aubie, York Major Holdings Inc.



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SENT VIA EMAIL

KLM File: P-3075

June 1, 2020

Regional Municipality of York  
Community Planning and Development Services  
17250 Yonge Street, 4th Floor,  
Newmarket, ON  
L3Y 6Z1

**Attention: Michael Skelly**  
**Senior Planner, Long Range Planning**

**Re: Request for Expansion to the Maple GO Station MTSA**  
**East side of McNaughton Road, part of Eagles Nest Golf Course**  
**10,000 Dufferin Street**  
**City of Vaughan**  
**Region of York**

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Dear Mr. Skelly,

On behalf of our client, York Major Holdings Inc., we are pleased to submit a request for an expansion to the Major Transit Station Area (“MTSA”) related to the Maple GO Station, identified by the Region of York (the “Region”) as MTSA 58. Our client owns the above noted lands (the “Subject Lands”) which are located adjacent to and wholly outside of MTSA 58 as currently proposed. This letter has been prepared to provide a planning justification for the proposed expansion.

The Subject Lands are located on the east side of McNaughton Road East, north of Major Mackenzie Drive West and are currently part of the Eagles Nest Golf Club lands. They are comprised of an area of approximately 2.8 hectares (7 acres) and consist of approximately 500 metres of frontage along McNaughton Road, extending a depth of approximately 50 metres from McNaughton Road, between Major Mackenzie Drive W and Eaglet Court.

The Subject Lands are designated “Urban Area” in the Region of York Official Plan (ROP). Development within the Region of York is directed to Urban Areas. The Subject Lands are designated “Private Open Space” on Schedule 13-Land Use of the Vaughan Official Plan 2010 (VOP 2010) and are identified as “Private Open Space” and “Policy Area 3” as shown on Map 12.3.A (Keele Valley Land Fill Area) of Volume 2 to VOP2010. This designation does not permit the proposed residential development and an amendment to the Vaughan Official Plan is therefore required. The subject lands are zoned Open Space – OS2 with site specific exceptions in Vaughan Zoning By-law 1-88. The existing zoning does not permit the proposed residential development and an amendment to Zoning By-law 1-88 is required.

Our client is preparing to file applications with the City of Vaughan for an Official Plan Amendment and Zoning By-law Amendment to facilitate the development of the Subject Lands for proposed residential uses. A formal pre-application consultation (PAC.19.085) was held with City staff on November 28, 2019. The proposed applications will seek to re-designate and re-zone the subject lands to facilitate residential development in the form of five (5) residential towers with an expected total gross floor area of approximately 84,000 square metres. The proposed development would include approximately 1,100 units providing a density of approximately 391 units per hectare and an estimate population of 2,230 residents. The proposed development would be part of an overall re-development of the area to the east of the Maple GO Station as part of a longer-term master plan.

The Region, through its ongoing Municipal Comprehensive Review (the "MCR"), has prepared a draft boundary for the Maple GO Station MTSA, from which the Subject Lands have been excluded. It is our opinion that it is an appropriate time, given the pending development applications and the justification provided below, to expand the MTSA 58 boundary to include the Subject Lands.

At the time that the MTSA 58 boundary was drafted, Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2017 (the "Growth Plan 2017") was then in-effect and defined an MTSA generally as an area within 500 metres or a 10-minute walk of a transit station. Since that time, the Growth Plan 2017 has been repealed and replaced by A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the "Growth Plan 2019"), which has expanded the definition of MTSA to include a radius of 500 to 800 metres. The Subject Lands are located approximately 600 metres from the Maple GO Station and should therefore now be included in an updated MTSA 58 boundary, as the Subject Lands are completely within this range.

The Subject Lands would have also been excluded from consideration by the Region because they are currently part of the Eagles Nest Golf Club and the potential for redevelopment is less obvious. The Region has determined that only lands suitable for development or redevelopment at higher densities will be considered in the drafting of MTSA boundaries. Given the above noted application for Official Plan Amendment to re-designate the Subject Lands for residential development, and that other lands within MTSA 58 are currently encumbered by long-term commercial uses, it would be appropriate to expand the MTSA 58 boundary at this time.

It is important to note that the commercial lands which form part of the York Commercial Village on the west side of McNaughton Road are currently developed for commercial uses with very long terms leases on these properties. The ability for these lands to develop in the short term for densities supported by their inclusion in the MTSA are limited. The expansion of the MTSA boundary to lands just east of McNaughton Road East will immediately support the continued investments in public transit that exist along the Barrie GO Line including the provision of all-day two-way service while allowing the lands that are currently developed for commercial uses and within the MTSA boundary to be planned for intensification over the longer terms.

Further, the lands around the Maple GO Station consist of existing low density residential to the west and south, an existing cemetery to the south, and industrial uses to the north. The Maple Heritage Conservation District is also located to the south and west. The redevelopment of a large portion of the area surrounding the Maple GO Station that would otherwise be included in the MTSA is thereby unlikely, especially at the densities that are required to assist the City and Region in achieving the intensification targets. Based on a 500 metre radius, an area of approximately 78.5 hectares could potentially be

included within the MTSA 58 boundary, whereas the draft boundary prepared by the Region includes only 33.44 hectares. When an 800 metre radius is applied in accordance with the Growth Plan 2019, this discrepancy is amplified as an area of approximately 200 hectares, which could potentially be included. It would therefore be appropriate to include the Subject Lands in order to assist the City and Region in achieving the minimum intensification targets as set out by the Growth Plan 2019.

For the above noted reasons, it is our opinion that the inclusion of the Subject Lands in the Maple GO Station MTSA is appropriate and represents good land use planning.

We trust the foregoing is in order. Should you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

**KLM PLANNING PARTNERS INC.**



Ryan Mino-Leahan, B.U.R.Pl., MCIP, RPP  
Partner



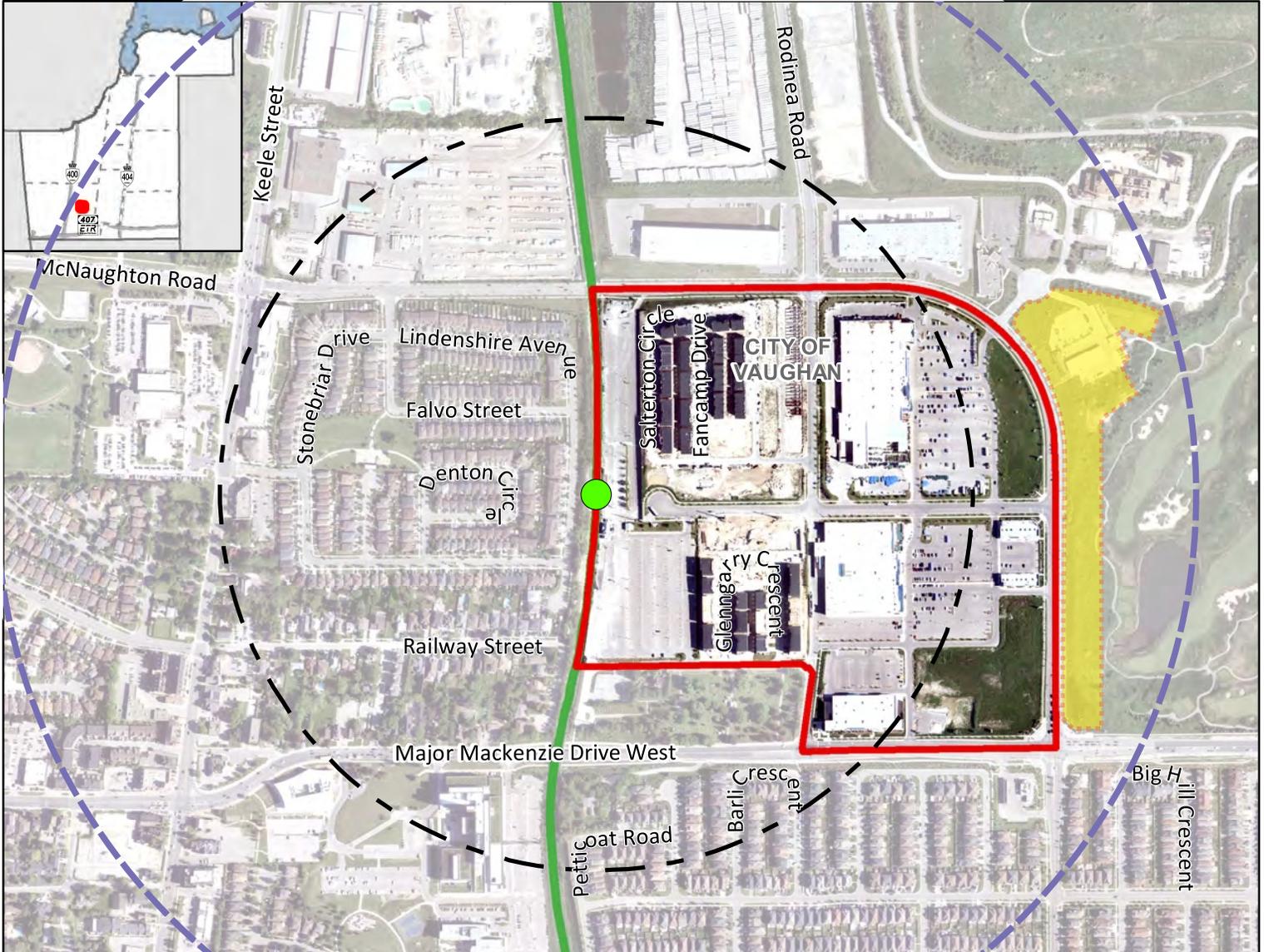
Alistair Shields  
Senior Planner

Copy: Duane E. Aubie, York Major Holdings Inc.

# Maple GO Station

## On Barrie GO Line Corridor

Near Major Mackenzie Drive at Keele Street, Vaughan



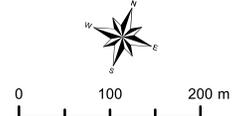
### Legend

- Major Transit Station**
  - Required GO Rail
  - 500m Radius
  - Draft MTSA Boundary
- 800m Radius
  - Subject Lands

- Priority Transit Corridors**
- GO Rail

**Maple GO Station**  
**Gross Area:**  
 33.44 ha

**Subject Lands Area:**  
 +/-2.8 ha



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MAY 29, 2020