

# WESTON CONSULTING

planning + urban design

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

June 9, 2021  
File 10488

**Attn: Paul Freeman, MCIP, RPP**

**RE: York Region Municipal Comprehensive Review  
Block 28 and 11730, 11770, 11790 & 11800 Keele Street  
City of Vaughan**

Weston Consulting is the planning consultant for the owners of the lands located in Block 28 at 11730, 11770, 11790 and 11800 Keele Street in the City of Vaughan (herein referred to as the 'subject lands'). The subject lands have a combined total area of approximately 44.74 hectares and are located northwest of the Kirby Road and Keele Street intersection. Weston Consulting has been retained to monitor and advise on the Region of York's Municipal Comprehensive Review ('MCR') process.

The subject lands are currently occupied commercial and industrial land uses, including a boating showroom and accessory service and repair shop, as well as a retail nursery and nursery services, and are surrounded by industrial and vacant lands. To the southeast of Kirby Road and Keele Street are residential neighbourhoods consisting of single-family detached dwellings. Additionally, a new GO Station along the Barrie GO Train line is proposed at the southwest corner of Keele Street and Kirby Road within walking distance of the subject lands.

The owners of the subject lands own additional lands in Block 28 being 11650 Keele Street. Weston Consulting has also prepared and filed a written submission as it relates to these additional landholdings, together with 11700 Keele Street.

We have reviewed the Staff Reports and associated attachments on the March 18, 2021 Regional Council agenda and Council's subsequent adoption of Staff's recommendations on the Proposed 2051 Forecast and Land Needs Assessment, and offer the following comments.

## **Item F.1 - Proposed 2051 Forecast and Lands Needs Assessment**

We have reviewed the Proposed 2051 Forecast and Land Needs Assessment and support the staff recommendations as shown on Map 2 in Attachment 4 (Figure 1). This mapping proposes that the subject lands be included within the Urban Boundary and be designated *Community Area* with a small portion of 11730 Keele Street and the northeastern portions of 11790 and 11800 Keele Street designated *Greenbelt*.

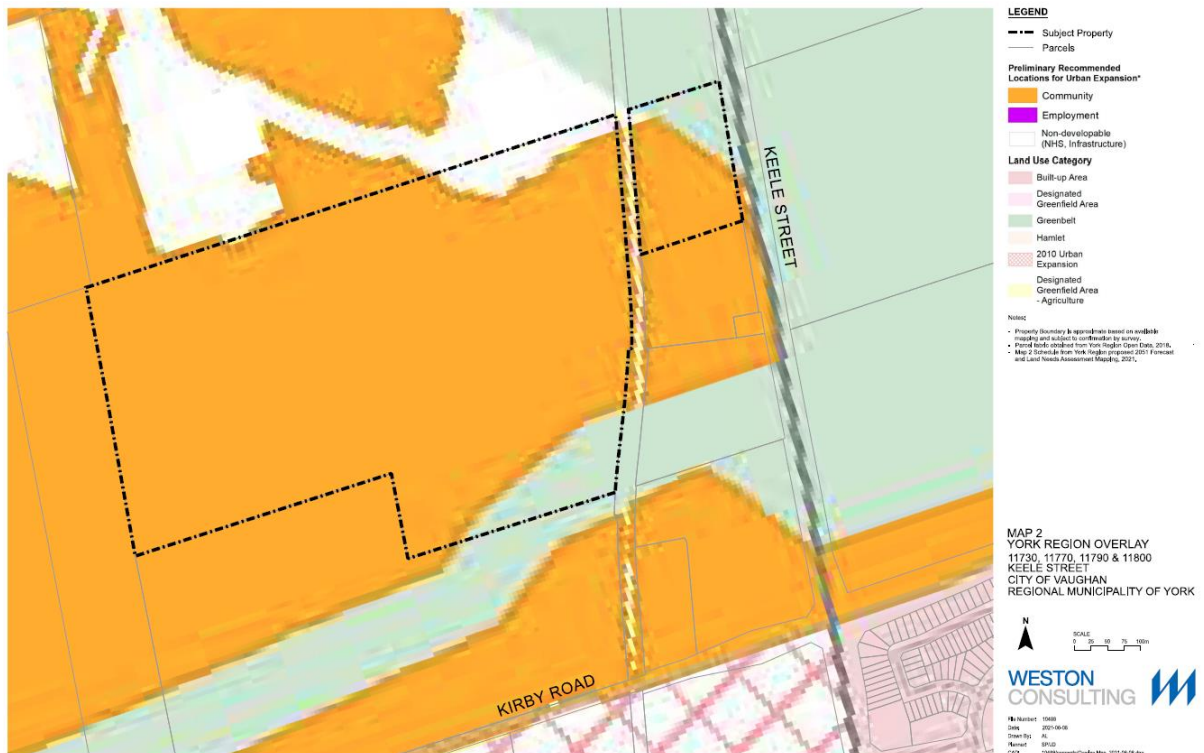


Figure 1 - Map 2 Extract – Preliminary Recommended Locations for Urban Expansion

There are many considerations that hinder the potential of a successful farm or agricultural operation on the subject lands. The subject lands are largely fragmented by the rail corridor, Greenbelt lands, existing non-agricultural uses in the surrounding area, and low capability for agriculture production, as well as their close proximity to urban development and the proposed Kirby GO Station. As such, the subject lands do not provide for a continuous, productive or permanent agricultural land base. Therefore, it is our opinion that the subject lands should be included in the Urban Boundary as a Community Area as contemplated by the Preliminary Recommended Locations for Urban Expansion mapping (Map 2, Attachment 4).

Through the in-process planning applications and LPAT approval granted in principle, it was established that the properties at 11650 and 11700 Keele Street are situated within a local Special Policy Area, which recognizes that these lands are within an area which is physically separated from the larger, predominantly agricultural area to the west of the rail line, and the viability of field crop farming on the subject lands is reduced and is of low capability for agriculture production (Member Resolution, November 27, 2012 COW). Although only a portion of the subject lands appear to be included within the Special Policy Area at that time, they are subject to the same context and the viability of productive field crop farming and agricultural production remains low for these properties. The rail corridor physically separates the subject lands from the waning farming activities and their proximity to fully serviced, existing built-up areas together with the existing land use characteristics do not make them viable for farming operation. There are also little to no farmers in the area, as it is becoming difficult for farmers to travel great distances through urban areas with large farming equipment to farm the lands. It is anticipated that when the subject lands are included within the Urban Boundary and designated Community Area, the local

municipality would appropriately designate them through their Official Plan with the objective of developing complete communities and to make best use of Regional and local infrastructure and services, and investment in future transit projects.

Recognizing that the land forecast is to the year 2051 and that it is the first time that municipalities are required to plan for a 30-year planning horizon, it is our opinion that the proposed urban expansion area as depicted on Map 2, Attachment 4 is appropriate and that the development of these new urban areas can be adequately addressed through phasing. In considering areas for urban boundary expansion, we also believe it is important to consider the ability to provide for complete communities that offer a range of housing, employment and commercial uses that will meet the daily needs of new residents. The subject lands represent a key location for community development given the planned and existing surrounding context, including the close proximity of existing residential uses and the proposed Kirby GO Station, which will require increased densities and wider range of uses to support the viability of this transit investment. Similarly, there is significant employment growth projected along the Highway 400 corridor in the northern end of Vaughan, and the subject lands provide an opportunity to locate additional housing opportunities to accommodate the increase in employees.

Furthermore, contextually, Block 28 is located between King City and the community of Maple, which are two communities experiencing significant growth. In conjunction with the proposed Go Station, the subject lands represent a strategically located area to accommodate growth between these two growing communities in order to assist in accommodating the projected growth targets. In consideration of the development planning process for Block 27, Block 28 would be a logical extension to the existing urban area as a new community area. Block 27 includes a mix of land uses and permissions for high-density residential uses supportive of the proposed GO Station at Kirby Road and Keele Street. This further supports the need for accommodating community uses within Block 28 in order to provide for a complete and balanced community to the year 2051.

#### **Item F.2 - Regional Official Plan Update – Policy Directions II**

We have also reviewed the Region's preliminary background studies and evaluation of the Province's agricultural system. Based on the second Policy Directions report, it appears that the subject lands are still identified as within the *Agricultural Area* designation on Attachment 2, West Preliminary Agricultural Land Base Analysis mapping (Figure 2). In light of Staff's recommendation to include the subject lands as Community Area within the Urban Boundary, it is our opinion that the subject lands should be removed from the *Agricultural* designation on Map 8 to align with a designated Community Area intended to accommodate future growth and a greater variety of future residential, commercial and employment land uses, in close proximity to a future Go Station. This will allow for compatible additional urban land uses to be considered for these lands in the future.



Figure 2 - Attachment 4 Extract – West Preliminary Agricultural Land Base Analysis

The portion of the subject lands on the east side of the rail corridor were the subject of development approvals which provides for site-specific zoning permissions for these lands. 11770 and 11790 Keele Street are currently zoned “M2” – General Industrial, which permits a range of industrial uses including open storage, a boating showroom and accessory service and repair shop, and the storage and warehousing of products which is reflective of the existing operations. 11800 Keele Street is currently zoned “C2” – General Commercial, which permits a range of commercial uses, including a retail nursery and nursery services reflective of the existing operations. As such, the eastern portion of the subject lands are not currently used for agricultural purposes, but rather for uses that are commercial in nature. This supports the request for removal of the subject lands from the Agricultural Area designation, identified on Map 8.

#### Item H.2.4 – Regional Official Plan Update – Policy Directions Report III

In addition to the above, we have also reviewed the third Policy Directions Report and associated attachments on the June 10, 2021 Regional Committee of the Whole agenda. We have reviewed the proposed Regional Official Plan mapping contained in Attachment 2 to the Report and offer the following comments as it relates to the subject lands.

The subject lands are to be located within the “Urban Area” in accordance with proposed Map 1 – Regional Structure. A portion of 11730 Keele Street is to continue to be located within the Greenbelt Plan Boundary and the northeastern portions of 11790 and 11800 Keele Street are to continue to be located within the Oak Ridges Moraine Conservation Plan (‘ORMCP’) Boundary.

Additionally, the subject lands are to be designated "Community Area" in accordance with proposed Map 1A – Land Use Designations. A portion of the lands corresponding with the Greenbelt designation is to be designated "Rural Area" and the northeastern portion of the lands corresponding with the ORMCP designation are to be designated "Agricultural Area". Given the above discussion and the existing Greenbelt and ORMCP designations, we are supportive of these designations as depicted on the proposed mapping.

Proposed Map 1B – Urban System proposes to designate the subject lands "Designated Greenfield Area" and "New Community Area", which we support.

We look forward to continuing to work with Regional staff through the MCR process to ensure the evolving policy framework is flexible enough to accommodate the detailed technical studies and delineation of natural feature boundaries to accurately reflect the situation on the ground.

Please accept this correspondence as our client's formal submission to the MCR process and part of the public record. We intend to continue to monitor the Region's MCR process and request to be notified of any future developments, including reports, meetings and decisions regarding this matter.

Should you have any questions or require further information, please contact the undersigned at ext. 245.

**Yours truly,  
Weston Consulting**



Sandra K. Patano, BES, MES, MCIP, RPP  
Vice President

cc. Heidi Kreiner-Ley, Kreiner Real Estate Ltd.  
John Zipay, Zipay & Associates  
Sandra Malcic, York Region  
Paul Bottomley, York Region  
Mayor Maurizio Bevilacqua  
Regional Councillor Gino Rosati  
Regional Councillor Linda Jackson  
Regional Councillor Mario Ferri  
Councillor Marilyn Iafrate  
Fausto Filipetto, Manager of Long-Range Planning, City of Vaughan