

Submission Number
D05.2009. 002.1.004

Date of Submission:
June 11, 2010

Submission Author:
Cam Milani (on behalf of Rizmi Holdings)

Comments or Requested Change to Proposed ROPA 2

Analysis and Recommendation

I write further to your letter of June 8, 2009 and our subsequent response stating that we disagree with your positions as outlined, this is to further confirm our positions regarding your Official Plan.

First and foremost, as stated in our email of April 7, 2009, we are currently before the OMB /Courts regarding Map 7 (Aggregate Designations) to your official Plan as well as other Regional Official Plan designations on the lands in the attached mapping. As stated by the OMB in the attached decisions, the Oak Ridges Moraine Plan does not apply to our appeals/deferrals or referrals. Those include our appeal of Map 7, which is accurately reflected in the attached former map of Map 7, but not the new attached map of Map 7. At the very least, the current proposed map should show all of our lands as Mineral Aggregate Resource Area in the exact same manner as the map in the existing ROP.

I would like to point out the decision of the OMB in that our matters are transitional under section 15(3) of the Act and are therefore not subject to the Plan (decision attached), while your Leave to Appeal is subject to a deferral order of the Minister, the OMB decision has not been overturned.

Further, we would again like to reiterate our position as stated in the April 7, 2009 email that we object to any more restrictive policies under your new Official Plan that would serve to either complicate or restrict any aggregate uses on

The Region, City of Vaughan and TRCA are currently before the courts in regard to the status of the Rizmi/Milani lands, in the City of Vaughan.

All of the Rizmi lands are located within the Oak Ridges Moraine Conservation Plan, with a majority of the parcels designated as Natural Core Area and Natural Linkage Area. The parcels are also subject to key natural heritage and hydrologically sensitive features identification, which prohibits development and site alteration in the features and minimum vegetative buffer.

All of the Rizmi lands are located within the Oak Ridges Moraine Conservation Plan, with a majority of the parcels designated as Natural Core Area and Natural Linkage Area. The parcels are also subject to key natural heritage and hydrologically sensitive features identification, which prohibits development and site alteration in the features and minimum vegetative buffer.

In 1998, the Ontario Municipal Board approved all of the 1994 Official Plan as it related to the Rizmi lands except for the identification of Mineral Aggregate Resource Area. In 2004, the Minister's decision on the Regional Official Plan ORMCP designation for all lands was approved except for the west half, Lot 30, Concession 2 parcel where the pit application is located.

all of our lands or our current appeals/referrals/deferrals before the OMB/Courts.

We are currently in without prejudice settlement discussion, regarding our lands in the attached mapping and would suggest that all of our lands be placed in a Special Policy area whereby none of the current processes or policies regarding the Regional Official Plan Review would apply pending either a settlement resolution of the matters or a n OMB/Court determination of the matters . Our OMB/Court matters should not be further complicated or prejudiced by the Regional Official Plan Review that you are undertaking.

The approved Natural Core Area designation in Oak Ridges Moraine does not permit aggregate extraction and no Mineral Aggregate Resource Area is shown within lands subject to this approved designation. Further, none of the Oak Ridges Moraine designations permit urban development. On the lands or within key natural heritage features

Regional Council adopted the York Region Official Plan – in December 2009, except for the designation of the lands subject to the pit application which is deferred, As previously indicated Regional staff considers that the ORMCP land use designations are currently approved for all lands outside the pit application.

Regional staff considers that the ORMCP land use designations are currently approved for all lands outside the pit application.

Rizmi can request the Minister of Municipal Affairs and Housing not to approve the York Region Official Plan as it relates to the Rizmi Holdings or Rizmi can appeal the Minister's decision to approve the Official Plan if their first request is unsuccessful

Received June 11, 2010

D05.2009.002.1.004

From: Cam Milani [mailto:cammilani@bellnet.ca]
Sent: June-11-10 4:29 PM
To: 'john.waller@york.ca'; 'Jeff Davies'
Cc: 'Jeffrey, Barb'
Subject: Regional OP

Dear Ms Jeffrey and Mr. Waller,

I write further to your letter of June 8, 2009 and our subsequent response stating that we disagree with your positions as outlined, this is to further confirm our positions regarding your Official Plan.

First and foremost, as stated in our email of April 7, 2009, we are currently before the OMB /Courts regarding Map 7 (Aggregate Designations) to your official Plan as well as other Regional Official Plan designations on the lands in the attached mapping. As stated by the OMB in the attached decisions, the Oak Ridges Moraine Plan does not apply to our appeals/deferrals or referrals. Those include our appeal of Map 7, which is accurately reflected in the attached former map of Map 7, but not the new attached map of Map 7. At the very least, the current proposed map should show all of our lands as Mineral Aggregate Resource Area in the exact same manner as the map in the existing ROP.

I would like to point out the decision of the OMB in that our matters are transitional under section 15(3) of the Act and are therefore not subject to the Plan (decision attached), while your Leave to Appeal is subject to a deferral order of the Minister, the OMB decision has not been overturned.

Further, we would again like to reiterate our position as stated in the April 7, 2009 email that we object to any more restrictive policies under your new Official Plan that would serve to either complicate or restrict any aggregate uses on all of our lands or our current appeals/referrals/deferrals before the OMB/Courts.

We are currently in without prejudice settlement discussion, regarding our lands in the attached mapping and would suggest that all of our lands be placed in a Special Policy area whereby none of the current processes or policies regarding the Regional Official Plan Review would apply pending either a settlement resolution of the matters or a n OMB/Court determination of the matters . Our OMB/Court matters should not be further complicated or prejudiced by the Regional Official Plan Review that you are undertaking.

Yours Truly,
Cam Milani
Rizmi Holdings Limited

ISSUE DATE:

May 6, 2003

DECISION/ORDER NO:

0581



Ontario Municipal Board

Commission des affaires municipales de l'Ontario

PL010732

PL001029

PL957073

Rizmi Holdings Limited and Lucia Milani have appealed to the Ontario Municipal Board under subsection 17 (36) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, from a decision of the Regional Municipality of York to further approve those portions of proposed Amendment No. 600 to the Official Plan for the City of Vaughan located on the Oak Ridges Moraine
O.M.B. File No. O020094

Rizmi Holdings Limited has appealed to the Ontario Municipal Board under subsection 34 (19) of the *Planning Act*, R.S.O. 1990, c.P. 13, against Zoning By-Law 327-2000 of the City of Vaughan
O.M.B. File No. R000232

The Minister of Natural Resources has referred to the Ontario Municipal Board under subsection 11 (5) of the *Aggregate Resources Act*, R.S.O. 1990, c.A. 8, as amended, an application for a Class A Licence for the removal of aggregate from lands being composed of Part of Lot 30, Concession 2, in the City of Vaughan
O.M.B. File No. M020096

At the request of Lucia Milani, Lucia Milani In Trust, and Rizmi Holdings, the Honourable Minister of Municipal Affairs has referred to the Ontario Municipal Board under subsection 17(11) of the *Planning Act*, R.S.O. 1990, c. P.13, a portion of the York Region Official Plan, specifically those lands identified as Referral "C" on Maps 2 and 4 and the same portion of Maps 3 and 7 and Sections 2.1, 2.2 and 5.0, insofar as the relate to these lands
Ministry's File No. 19-OP-1994
O.M.B. File No. O 960161

APPEARANCES:

Parties

City of Vaughan

Regional Municipality of York

Toronto Region Conservation Authority

Rizmi Holdings Limited and Lucia Milani

Maple Downs Golf and Country Club
Limited

Counsel*/Agents

N. J. Pepino*
T. Halinski*

C. Grant*

J. Matera*

P. Van Loan*
A. Jeanrie*
C. Butler (student at law)

B. Horosko *

Woodland Acres Ratepayer Association
Group

D. Abrahams

L. Grimaldi

Maplewood Ravines Community
Association

DECISION DELIVERED BY M. F. V. EGER AND ORDER OF THE BOARD

Prehearing Matters

The Board has held two prehearing conferences on this matter and a hearing is scheduled to commence on August 5, 2003 for four (4) weeks. April 28 and 29th were scheduled to consider motions on any preliminary matters and to finalize the issue and witness lists of the parties, as well as the final procedural order.

At this prehearing the Woodland Acres Ratepayers Association Group requested a change from participant to party status. This request was granted. Mr. Grimaldi represents the Maplewood Ravines Community Association and requested party status. The Association is currently unincorporated but intends to become incorporated. The Board granted the Association party status subject to proof of incorporation being filed with the Board and other parties.

Representatives for the two participants were also in attendance – D. Izzard for Storm Coalition Inc. and M. Iafrate for Vaughan C.A.R.E.S.

As the Board's decision on the motion brought by the City, the Region and the Conservation Authority would affect the issues to be dealt with in the prehearing, the remainder of the prehearing was adjourned.

However, based on the Board's decision on the motion –

THE NEXT PREHEARING IS SCHEDULED TO COMMENCE AT 10:30 A.M. ON TUESDAY, JUNE 10, 2003 IN THE COUNCIL CHAMBERS, MUNICIPAL BUILDING 2141 MAJOR MACKENZIE DRIVE, VAUGHAN. NO FURTHER NOTICE WILL ISSUE EXCEPT AS NOTED WITH RESPECT TO REFERRAL 'C' OF THE YORK REGIONAL OFFICIAL PLAN.

COUNSEL FOR THE REGION OF YORK IS TO ENSURE THAT NOTICE IS GIVEN THAT THE BOARD WILL BE CONSIDERING THE REFERRAL 'C' MATTER

AT THE NEXT PREHEARING. NOTICE IS TO BE GIVEN IN ACCORDANCE WITH THE BOARD'S DIRECTIONS TO THE REGION DATED APRIL 4, 2003.

Motion

The City of Vaughan, The Regional Municipality of York and the Toronto and Region Conservation Authority have brought a motion for:

1. an Order of the Board determining that the *Oak Ridges Moraine Conservation Act*, S.O. 2001, c.31 and the Oak Ridges Conservation Plan, enacted by O.Reg. 140/02 apply to the matters before the Board; and
2. an Order dismissing the appeal of Zoning By-law No. 327-2000 of the City of Vaughan or, in the alternative, adjourning the matter *sine die*.

The motion is not granted and the matter is to proceed to a further prehearing where the issues list, witness lists and procedural details will be finalized. However in light of issues raised during the hearing and in the interests of fair and efficient process, the Board requests the parties to consider and make submissions at the next prehearing on a hearing process phased as follows. The first phase would determine the appropriate official plan designations and policies at the local and regional level and the zoning for the subject lands. If the Board allows all or part of Rizmi Holdings Limited appeal against Zoning By-law 327-2000 of the City of Vaughan, and the effect of that decision would permit aggregate extraction on the Rizmi lands, the hearing would then proceed to a further phase to determine details of the license application.

Rizmi Holdings Limited and Lucia Milani (Rizmi) own approximately 350 acres of land located between Dufferin and Bathurst Streets, north of Teston Road in the City of Vaughan. The lands are situated on the Oak Ridges Moraine.

The matters before the Board relate to a portion of these lands, about 100 acres, specifically the west half of Lot 30, Concession 2. At one time a portion of these lands were used for the extraction of aggregate, but this activity ended prior to Rizmi's ownership of the lands in 1979. Since 1991, Rizmi has used the lands for recycling concrete/asphalt to produce granular products for the construction industry. In September 1998, Rizmi made an application for a Class A License under the *Aggregate Resources Act*. The Ministry of Natural Resources referred the Aggregate Application

to the Board in September 2002 for a determination of all issues raised by objectors. This matter was consolidated with other matters before the Board, including a referral request by Rizmi of a portion of the York Region Official Plan and appeals by Rizmi of proposed Amendment No. 600 to the Official Plan for the City of Vaughan and Zoning By-law 327-2000 of the City of Vaughan.

There is a considerable planning, land use and legal history to these lands, fully detailed in the motion records, which the Board does not intend to repeat here. However, it is clear that since 1975, the approved Official Plan designations on the Rizmi lands have not permitted aggregate extraction uses, but the existing zoning permits aggregate uses. The City is seeking, through By-law 327-2000 to bring the "anomalous" zoning into conformity with the designation in their Official Plan. That history also documents Rizmi's reliance on the existing M4- Pit and Quarry Industrial zone, which has been in place since the 1960's, to undertake the concrete/asphalt recycling operation activities and in the future, an aggregate operation. Subsection 12.1 (1) of the *Aggregate Resources Act* stipulates that:

No license shall be issued for a pit or quarry if a zoning by-law prohibits the site from being used for the making, establishment or operation of pits and quarries.

The motion was argued on the basis that as a result of the coming into force of the *Oak Ridges Moraine Conservation Act* (the "Act"), and the enactment of the Oak Ridges Moraine Conservation Plan (the "Plan") aggregate extraction operations on a substantial portion of the Rizmi lands are prohibited and cannot be granted a license. The Plan indicates that the area which is subject to the application under the *Aggregate Resources Act* is designated as Natural Core, in part, and Countryside Area, in part. Subsection 11(3) of the Plan indicates that aggregate operations are not permitted in Natural Core Areas. Further, subsection 6(3) restricts an existing mineral aggregate operation or wayside pit within a Natural Core Area from expanding beyond the boundary of the area currently under license or permit and although aggregate extraction is permitted in the Countryside Areas, it is to strict regulation under the Plan. It was argued that these provisions in the Plan would prevent an aggregate use on the Rizmi lands.

The Oak Ridges Moraine Conservation Plan was established, by regulation, pursuant to subsection 3 (1) of the *Oak Ridges Moraine Conservation Act*. Subsection 7 (1) of this Act requires that decisions made under the *Planning Act* or the

Condominium Act, 1998 conform to the Plan. An application under the *Aggregates Resources Act* is not a decision under either the *Planning Act* or the *Condominium Act, 1998*, and the Plan does not directly apply to such applications. However, the parties agree that because the *Aggregates Resources Act* prohibits the issuance of a license where the zoning does not allow the aggregate resources use, the *Oak Ridges Moraine Conservation Act* and Plan do have an indirect impact on the subject license request.

Under Subsection 15(3) of the Act, outstanding applications, matters or proceedings commenced before November 17, 2001, if a decision has been made in respect of the application, matter or proceeding before that date, are not subject to Subsection 7(1). All the *Planning Act* matters before the Board meet the requirements of Subsection 15(3). Rizmi's position in response to the motion is that the discussion should end there and the Board process should continue. Counsel for the City and other moving parties disagree.

Section 8 of the Act states that, despite any other Act, the Oak Ridges Moraine Conservation Plan prevails in the event of a conflict with the Plan and an official plan amendment, a zoning by-law, or a policy statement issued under Section 3 of the *Planning Act*. The moving parties rely on the fact that there is no provision in the Act or Plan which grants transitional status or an exemption from Section 8 of the Act in concluding that Section 8 "guarantees the paramountcy of the Plan over all inconsistent zoning, official plan policies and Provincial Policy Statement policies" and "by providing transitional rules with respect to the application of s.7 but not s.8, the Legislature's intent to have s.8 apply immediately upon the ORM Act coming into force is clear". The Board does not agree.

The Act is organized into two parts. Sections 3 to 14 fall under the heading the Oak Ridges Moraine Conservation Plan. These sections include directions related to the Plan's establishment, objectives, contents, effect of the Plan, the process for bringing municipal official plans and zoning by-laws into conformity with the Plan and amendments to the Plan. Sections 15 to 25 are under the heading, Transitional Provisions, Regulations and Miscellaneous. Under the subheading Transition, application of s. 7, Section 15 provides guidance as to the applicability of Section 7 based on the status of applications in the planning process. The plain reading of the Act is that applications well into the planning process, before November 17, 2001, would be permitted to continue to completion and not strictly conform to the Plan. The Board

agrees with counsel for Rizmi when he says "the interpretation of section 8 of the Act provided by the Moving Party would have the effect of rendering section 15 of the Act without meaning. There is no need to have transition provisions exempting the need for conformity with the Plan for an application, matter or proceeding commenced before November 17, 2001 if the zoning of a property has already been amended and frozen by the implementation of the Plan through section 8 of the Act".

The Act also provides for a "conformity process". It sets out a tight timeline and process for municipalities to amend their official plans and zoning by-laws to implement the Plan. City of Vaughan Council has endorsed a timeline for this amendment process and anticipates adoption of the required Official Plan Amendment and enactment of the Zoning By-law Amendment in June 2003. Notice has already issued for a May 5, 2003 public hearing regarding the proposed amendments to bring the City's Official Plan and Zoning By-law into conformity with the Oak Ridges Moraine Conservation Plan. The Region of York has already adopted an amendment to its Official Plan to bring it into conformity with the Plan. Notice of adoption of Amendment 41 to the Official Plan for the Region of York issued on March 31, 2003. It is the position of the moving parties that these amendments, because they must be in conformity with the Plan which designates the subject lands Natural Core Area and Countryside Area will preclude aggregate extraction operations on at least the Natural Core Area designated portion of the subject lands.

By-law No. 327-2000 proposes to rezone the subject lands from M4-Pit and Quarry Industrial Zone to OS1 Open Space Conservation Zone and A Agricultural Zone. The OS1 Zone would permit conservation projects and forestry projects. The A Zone would permit agricultural, residential, home occupation, recreational, commercial, cottage industries, wayside pit and quarry uses. The moving parties submit that this zoning would conform to the Plan and because of the "imminent" enactment of the City's conformity instruments, Rizmi's appeal of By-law 327-2000 is moot and ought to be dismissed or adjourned *sine die*. The Board agrees that the timeframe in which the Rizmi matters have taken to come to hearing before the Board against the Act's directives with respect to conformity with the Plan are a frustration for the moving parties. But the Oak Ridges Moraine process itself caused the situation as all applications before the Board were required to be held until the Act and Plan were finalized. The Board finds that on a plain reading of the Act, Rizmi falls within the transition provisions and is entitled to a full and fair hearing of its appeals and referral.

While the Minister of Municipal Affairs and Housing is the approval authority for conformity instruments, the Act provides a process to resolve conflicts and includes the ability for the Minister to confer with persons or a public body who the Minister considers may have an interest in the proposed official plan and zoning by-law amendments. This would include the Minister considering a Board decision on a matter that falls squarely within the transition provisions of the Act.

The hearing should proceed as scheduled. The Ministry of Natural Resources' referral letter with respect to the application for license under the *Aggregate Resources Act*, states that-

Should the rezoning of the subject property be upheld by the Board, the implications of such on the Aggregate Resources Act application in general and the proposed rehabilitation end use of the proposed pit, would have to be examined.

The Board agrees. For this reason, consideration should be given to the hearing proceeding in phases. Phase 1 could determine whether mineral extraction uses are appropriate on any portion of the subject lands. If the Board finds that they are not then as noted above, the *Aggregate Resources Act* would prohibit the issuance of a license. If the Board finds that there is a basis upon which to permit the mineral extractive uses, Phase 2 would determine detailed issues related to the license.

The motion is not granted. This matter is to proceed to prehearing to finalize the procedural order.

I will continue to case manage this matter but am not seized of the hearing.

So orders the Board.

M. F. V. EGER
VICE-CHAIR



Scale: 1 : 10,000
Date: Sep 29, 2009



Gaizlos Planning +
Development Consultants Inc.

OPA 600 Appeal:
Parcels 1-4

Appeal of Downzoning from M4 Pits and Quarries (M4 P+Q) to
Agricultural and Open Space (OS-AG):
Parcel 2

Region of York Official Plan Appeal Map 7 Aggregate Resources Map:
Parcels 1-4

Aggregate Resources Act Licence to Extract Application:
Parcel 2

Consolidated OMB Hearing Subject to Ministerial Stay:
Parcels 1-4

Lands Subject to \$150M Lawsuit and OP58.89 and 7127.89:
Parcels 1 & 3

Map 7

MINERAL AGGREGATE RESOURCES

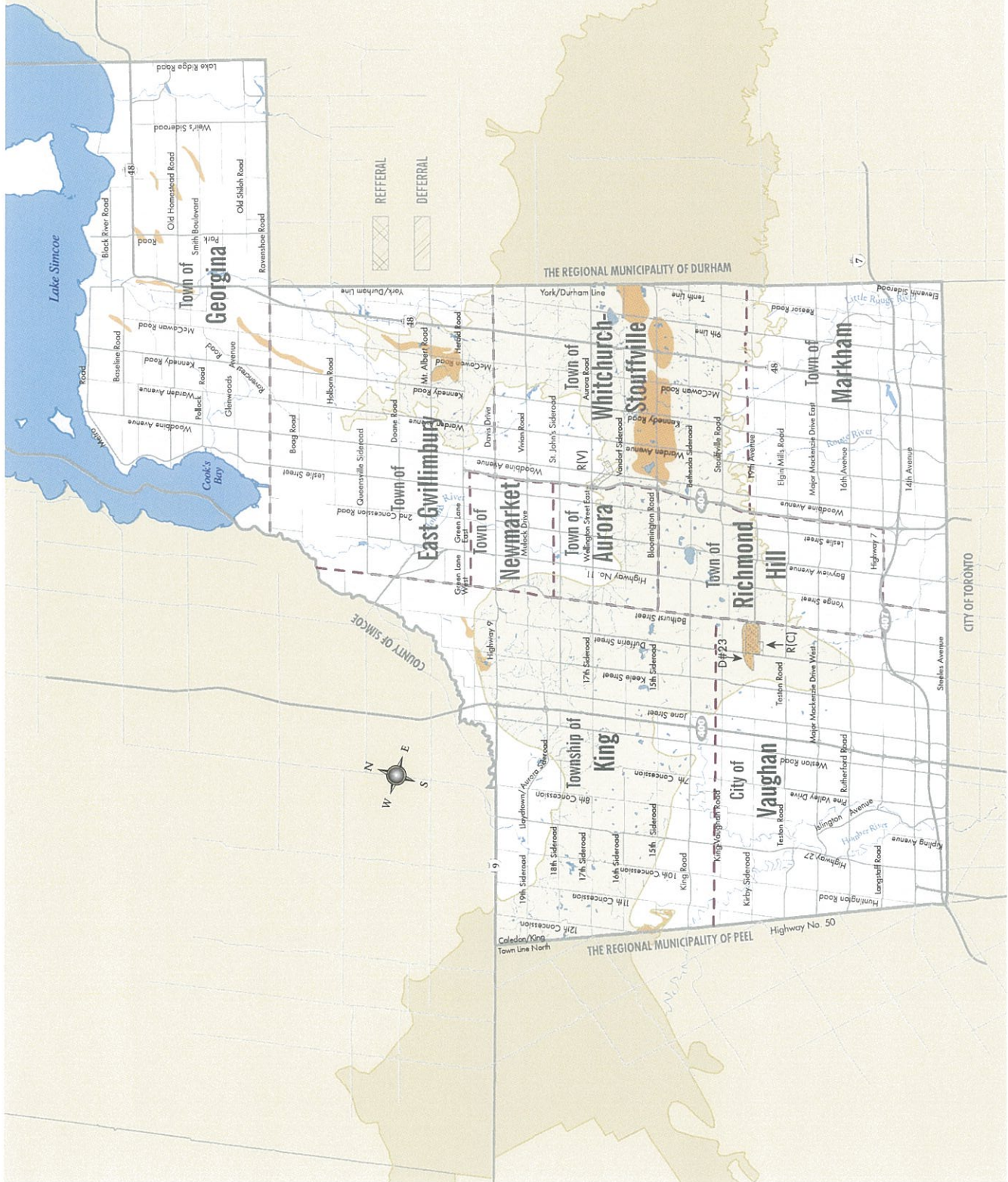
Mineral Aggregate Resource Area

Oak Ridges Moraine Conservation Plan Area - Refer to Section 2.5 and all other applicable sections of this Plan as it relates to the Oak Ridges Moraine, including the Oak Ridges Moraine Conservation Plan itself

REFERRAL

DEFERRAL

June 1, 2008



MAP 9

MINERAL AGGREGATE RESOURCES

-  Primary Mineral Aggregate Resource Area
-  Secondary Mineral Aggregate Resource Area
-  Oak Ridges Moraine Conservation Plan
-  Oak Ridges Moraine Boundary
-  Oak Ridges Moraine Plan Area
-  Provincial Highways
-  Existing
-  Controlled Access Highway
-  Under Construction
-  Municipal Boundary
-  Regional Boundary



5 2.5 0 5 Km

As Adopted by Council of
The Regional Municipality of York
December 16 2009

Submission Number
D05.2009.002.1.005

Date of Submission:
June 16, 2010

Submission Author:
Delta Urban Inc (on behalf of Giampaolo Investments Ltd and Vinview Development Inc)

Comments or Requested Change to Proposed ROPA 2

Analysis and Recommendation

Property: 96 hectares located at Highway 50 to the west, Huntington Road to the east and between Major Mackenzie and Nashville Rd.

Our clients' lands are readily accessible to existing and planned infrastructure. We would like to reiterate the viability of these lands for near term employment uses due to their access to:

1. Proximity to existing 400 series highways (Hwy 427 and Hwy 407)
2. Proximity to the planned extension of Hwy 427
3. CN Rail inter-modal
4. Access and proximity to existing and planned water and waste water infrastructure
5. Access to the future GO Transit station and extension to Bolton

Designating these lands would create complete communities by permitting the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road)

These lands could include a component of residential to complement the future residential east of Huntington Rd and act as a buffer to future employment use and Hwy 427 to the west

These lands could include a school site (we have been approached by the York Catholic District School Board regarding the potential for a school site on these lands to service the

York Region's municipal comprehensive review included the completion of forecasting and land budget work, a Regional Intensification Strategy, a comprehensive public consultation exercise throughout 2006 to 2009, infrastructure master plan updates for transportation, and water and wastewater and an updated Natural Heritage Strategy.

A thorough and detailed land budget report was made available in March, 2010. The Region's land budget is a key component of the regional municipal comprehensive review and Growth Plan conformity exercise. Detailed consultations were held with provincial staff on the land budget methodology and assumptions.

The land budget work included:

- The use of the Growth Plan's forecasts, densities and intensification for York Region.
- The completion of an intensification strategy that identifies a minimum 40% residential intensification target between 2015 to 2031, and plans for 88% of residential growth and 83% of employment growth to occur in existing Urban Areas.
- An assessment of the available residential and employment land supplies and demonstration of the need for a proposed urban expansion, and
- A demonstration of how the minimum designated greenfield area density target of 50 people and jobs per hectare is to be

community east of Huntington Rd)

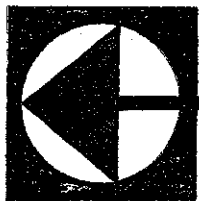
achieved.

A portion of the Whitebelt is required to accommodate the York Region's forecast growth. The Regional Official Plan and the urban area expansion Amendments ROPA's 1,2,3 implement the results of the regional municipal comprehensive review.

The boundaries for the urban area expansion amendments are:

- Clearly defined (i.e. concession streets, major natural features, utility corridors)
- Contiguous expansion to urban area
- Large enough for new generation of planned communities (block plan, secondary plan process)
- Consistent with local priorities

The Region will carefully monitor the pace and nature of intensification and growth.

**Delta Urban Inc.***Specialists in Land
Management & Development*

June 16, 2010

SENT BY E-MAIL

Planning and Economic Development Committee
Regional Municipality of York
c/o Denis Kelly, Regional Clerk
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Dear Sirs/Mesdames:

ROPA 2 – City of Vaughan Urban Expansion– (19OP-2009-002)

Delta Urban Inc. is the Project Manager for Giampaolo Investments Limited and Vinview Development Inc. who own approximately 96 hectares (238 acres) of land in the City of Vaughan. These lands are strategically located at Highway 50 to the west, Huntington Road to the east and between Major Mackenzie and Nashville Rd (Attachment 1). Currently, parcel 1 is within the City of Vaughan's Urban Boundary. The balance of our clients' land is designated as Agricultural in the City's Official Plan. Currently, these lands are outside of the City and Region's Urban Boundary.

We acknowledge that there is a public meeting being held on June 16th, 2010 regarding the proposed urban boundary expansions (ROPA 1,2,3) for York Region. It is our client's position that lands identified above in Attachment 1 should be included in the Region's proposed urban expansion, ROPA #2, for the following reasons:

- Our clients' lands are readily accessible to existing and planned infrastructure. As discussed in our previous submission (identified below) we would like to reiterate the viability of these lands for near term employment uses due to their access to:
 1. Proximity to existing 400 series highways (Hwy 427 and Hwy 407)
 2. Proximity to the planned extension of Hwy 427
 3. CN Rail inter-modal
 4. Access and proximity to existing and planned water and waste water infrastructure
 5. Access to the future GO Transit station and extension to Bolton
- Designating these lands would create complete communities by permitting the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road)
- These lands could include a component of residential to complement the future residential east of Huntington Rd and act as a buffer to future employment use and Hwy 427 to the west



Delta Urban Inc.

*Specialists in Land
Management & Development*

- These lands could include a school site (we have been approached by the York Catholic District School Board regarding the potential for a school site on these lands to service the community east of Huntington Rd)

Additionally, we note that our clients have been very involved throughout the process and have made several submissions including (Attachment 2):

- Letter to Clement Chong (City of Vaughan)- Official Plan Review Urban Expansion Areas- June 3rd, 2010
- Letter to Paul Robinson (City of Vaughan)- Official Plan Review "Where and How to Grow"- August 10, 2009
- Letter to Bryan Tuckey (York Region)- Vaughan OPA 699, York Region Land Evaluation Area Review (LEAR) Study Report- November 4, 2009
- Letter to John Waller (York Region)- York Region Draft Official Plan Review "Where and How to Grow"- September 30, 2009
- Letter to Heather Hood (MMAH)-City of Vaughan Urban Expansion Areas- May 10, 2010

We have also taken the time to meet with Regional Commissioner of Planning Bryan Tuckey and Director of Long Range and Strategic Planning John Waller, as well as, City of Vaughan Councillor Peter Meffe to express our desire and rationale for being included in the urban boundary in this conformity exercise.

We therefore would ask the Committee to amend ROPA 2 to include the above noted lands as proposed urban expansion lands.

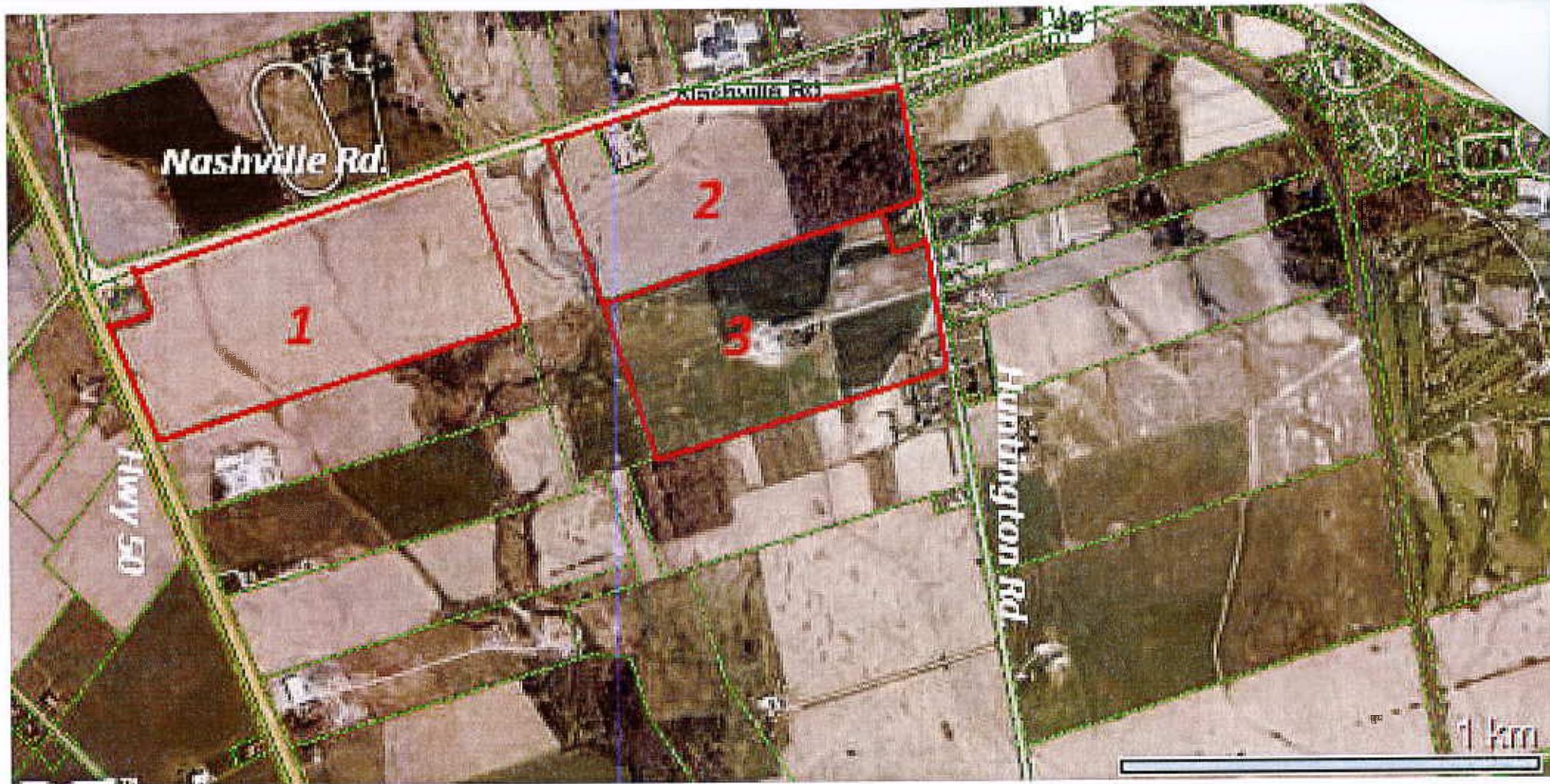
If you have any questions or need any additional details we can forward you information at your request.

Yours truly,

Templar Trinaistich B.E.S, MCIP, RPP
Senior Project Manager
Delta Urban Inc.

Encl: Attachment #1 -Subject Lands
Attachment #2 - Letter- June 3, 2010-Clement Chong
- Letter - August 10, 2009 - Paul Robinson
- Letter - November 4, 2009 - Bryan Tuckey
- Letter- Septemeber 30, 2009- John Waller
- Letter- May 10, 2010- Heather Hood

Cc: Giampaolo Investments Limited



Ownership

- 1) VINVIEW DEVELOPMENTS INC.***
- 2) VINVIEW DEVELOPMENTS INC.***
- 3) GIAMPAOLO INVESTMENTS LIMITED***



Delta Urban Inc.

*Specialists in Land
Management & Development*

June 3rd, 2010

Clement Chong
Policy Planner
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
Re: City of Vaughan – Official Plan Review - Urban Expansion Areas

Dear Clement,

Delta Urban Inc. is the Project Manager for Giampaolo Investments Limited and Vinview Development Inc. who own approximately 96 hectares (238 acres) of land in the City of Vaughan. These lands are strategically located at Highway 50 to the west, Huntington Road to the east, between Major Mackenzie and Nashville Rd. Currently, parcel 1 (*Appendix 1*) is within the City of Vaughan's Urban Boundary. The balance of our client's land is designated as Agricultural in the City's Official Plan and is outside of the City and Region's Urban Boundary.

We have previously provided you with our submission relating to the City's Where and How to Grow Report (2009) (Appendix #2 for your reference). We have also made submissions to the Region of York's Official Plan, adopted by Regional Council in December 2009 (Appendix #3). We were in attendance at the May 17th, 2010 Official Plan Review Public Meeting and have had the opportunity to review the City of Vaughan's recently released Draft Official Plan Volume 1, and related draft policies. We strongly encourage the City to include our client's lands within the Urban Boundary to accommodate the Region's forecasted growth.

As you know, these lands are bound on three sides by designated employment and Hwy 427 to the west and residential areas to the east. It is appropriate from a land use planning perspective to designate these lands to permit infill between Huntington Road and Hwy 50 (south of Nashville Road). Incorporating these lands into the urban boundary will promote the efficient use of water and wastewater infrastructure which is to be constructed along Huntington Rd. The lands have access to the future GO Transit station and extension to Bolton and are in close proximity to existing 400 series highways. Our clients' lands provide a strategic interface with the future extension of Hwy 427 and can provide a new link to Nashville Rd. via new Huntington Rd. We believe this supports the intent of the PPS and Places to Grow.



We would submit that the lands south of Nashville Road, west of Huntington Road pose significant benefits to the City as employment lands and possess a number of positive characteristics, which are supported by both the PPS and Places to Grow. These lands:

- Are readily accessible to existing and planned infrastructure (PPS and Places to Grow). As discussed in detail above, we would like to reiterate the viability of these lands for near term employment uses due to their access to:
 1. Proximity to existing 400 series highways (Hwy 427 and Hwy 407)
 2. Proximity to the planned extension of Hwy 427
 3. CN Rail inter-modal
 4. Access and proximity to existing and planned water and waste water infrastructure
 5. Access to the future GO Transit station and extension to Bolton
- Would create complete communities by permitting the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road)
- Have access to wide range of markets in the Greater Toronto Area as well as other Canadian and U.S. markets
- Have access to markets and labour forces
- Have the ability to deliver employment users in the near term

These findings support Provincial and Municipal objectives to ensure there is sufficient supply of urban land that would meet the needs and demands of the market. In addition, there may be an opportunity to transition some employment lands to residential lands to add to the residential lands to the east. The Growth Plan and the PPS also emphasize the importance of designating and protecting for urban uses particularly where there is access and efficient use of existing infrastructure. Our client's lands are strategically located adjacent to planned infrastructure.

As potential guidance through the review of the Region of Durham's OP conformity exercise (ROPA #128), we understand that the Province is considering re-examining the definition of net developable area under the Places to Grow Plan policies, thereby excluding the reference to major infrastructure, including freeway/transit way ROW, hydro corridors & generation stations, and airports. We urge the City and the Region to consider the implications of this proposed policy shift on the Land Budget and proposed urban expansion lands currently being contemplated for York Region and City of Vaughan

Moreover, our clients' consultants, MBTW Group, has calculated that the Hwy 427 right of way (ROW), including transit stations and interchanges, from Hwy 7 to Major Mackenzie Drive will consume approximately 220 gross hectares of designated employment lands. Furthermore, an additional 30 to 40 gross hectares of designated and future strategic employment lands will be taken up by the ROW when it is further extended to Nashville Road, at which point, the Hwy 427 extension will traverse our clients' lands. To this point, we want to ensure that the City and the Region has recognized and accounted for the loss of prime employment lands as a result of planned 400 Series highways.



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Further to the above, the City of Vaughan's Housing Analysis and Employment Land Needs Report- Committee of the Whole- May 11, 2010 indicates a shortfall of 30 hectares of employment land. This 30 hectare shortfall compounded with a loss of employment land from the Hwy 427 extension will result in an even greater need for additional urban lands.

In recognizing this, we urge the Region to note our clients' lands represents an excellent opportunity for immediate use, as noted above, and submit that our clients' lands should be included into the Regional Structure and included within the City's proposed Urban Expansion lands and Urban Structure for immediate development opportunities.

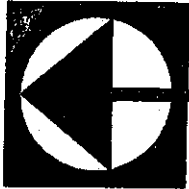
We welcome the opportunity to meet at your convenience, should you wish to discuss our concerns in more detail.

Kind Regards,

Peter Campbell
Vice President
Delta Urban

Encl: Attachment #1 - Subject Lands
Attachment #2 - Letter - August 10, 2009 - Paul Robinson
Attachment #3 - Letter - November 4, 2009 - Bryan Tuckey

Cc: Giampaolo Investments Limited



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August 10, 2009

Paul A. Robinson
Senior Planner – Policy
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Re: **City of Vaughan – Official Plan Review**
"Where and How to Grow"

Dear Paul,

We are writing to you as Project Manager for Giampaolo Investments Limited and Vinview Development Limited who own lands in the City of Vaughan, more particularly bound by Hwy 50 to the west, Nashville Road to the north, and Huntington Road to the east (See attachment #1). A portion of our clients' lands, those being the lands at the southeast corner of Hwy 50 and Nashville Road, are within the City of Vaughan's urban boundary. The balance of our clients' lands are designated as Agricultural lands in the City's Official Plan (OP). For clarity, these lands are currently outside of the City and Region's urban boundary. The primary focus of this letter is to concentrate on the future use of the lands outside of the urban boundary.

We appreciate having the opportunity to meet with you on July 29th, 2009 wherein we discussed the contents of the City's recently released report "Where and How to Grow", which forms part of the overall OP Review and Places to Grow conformity exercise. We understand that this discussion report is intended to generate comments and identify opportunities / constraints for accommodating growth, as opposed to being a "decision" report. We also recognize that the City is currently conducting an Employment Strategy Study (ESS), being prepared by Hemson Consulting, which is also an integral part of the overall OP Review process. The ESS, as we understand it, has not yet reached the point in the process to address the City's employment land needs to 2031 and concurrently, any need for expansions to the urban boundary for employment uses. We look forward to being engaged in the ESS process and provide comments at the appropriate time in the future.

At this time we would like to take this opportunity to provide you with our comments relating to the "Where and How to Grow" report.

Policy Context:

The report indicates that the Northwest part of Vaughan has the lowest LEAR scores for viable farm lands in Vaughan. As such, we agree with staff's findings that these lands are preferable for any future employment land needs and expansions from the standpoint of protecting other viable farm lands within the City which have higher LEAR scores. These findings support the policies of the Places to Grow – A Plan for the Greater Golden Horseshoe ('Places to Grow' or 'Growth Plan') and the Provincial Policy



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Statement 2005 (PPS) of protecting viable agricultural lands, while providing for sufficient employment land needs to meet the needs and demands of the market.

Moreover, while there are some regionally and locally identified environmental features, it is worthy to note that our clients' lands and the surrounding lands are outside of the Greenbelt Plan (2005) area and Oakridge's Moraine Conservation Plan (2002) area, thus furthering the argument that these lands are more suitable for future development as opposed to its preservation for agricultural use.

The Growth Plan and the PPS also emphasize the importance of designating and protecting for employment uses particularly where there is access and efficient use of existing infrastructure. Our client's lands are strategically located adjacent to existing and planned infrastructure. This is discussed in greater detail in the section below.

Places to Grow further emphasizes the need for the creation of Complete Communities. As you know, these lands are bound on three sides by designated employment and residential areas. It is appropriate from a land use planning perspective to designate these lands to permit the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road), we believe this supports the intent of the Places to Grow document.

We respectfully submit that, given the above, and subject to the details to be determined through the ESS study, that the lands south of Nashville Road, west of Huntington Road are appropriate and suitable locations for expansions of the City and Regional urban boundaries in order to accommodate additional employment lands.

Accommodating Grow to 2031

Places to Grow and the PPS direct municipalities, such as the City of Vaughan, to maintain a sufficient and viable inventory of designated employment lands. We understand from the Public Workshop regarding the ESS report, held on June 18, 2009, that there is a need for additional viable, and readily serviceable employment lands. Allowing for viable and serviceable employment lands will ensure the Region's projected employment growth targets are met, ensuring the ability to provide large continuous development parcels as it provides flexibility in demand with regard to changing market conditions.

We recognize that the "Where and How to Grow" report indicates that 540 gross ha of employment lands are needed to satisfy the employment land requirements to 2031, based on the density requirements of Places to Grow. We further recognize that the report identifies the approved OPA 637, namely the Hwy 400 corridor lands, as having sufficient area to satisfy these land needs. We understand that the earlier referenced Hemson report will look specifically at what additional lands are needed and may be required over and above the Hwy 400 corridor. The "Where and How to Grow" report recognizes that the lands south of Nashville Road, and west of Huntington are a possible and preferable location to meet any additional employment land needs to 2031.



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We would submit that the lands south of Nashville, west of Huntington pose significant benefits to the City as employment lands and possess a number positive characteristics, which are supported by both the PPS and Places to Grow. These lands:

- Are readily accessible to existing and planned infrastructure (PPS and Places to Grow). As discussed in detail above, we would like to reiterate the viability of these lands for near term employment uses due to their access to:
 1. Proximity to existing 400 series highways (Hwy 427 and Hwy 407)
 2. Proximity to the planned extension of Hwy 427
 3. CN Rail inter-modal
 4. Access and proximity to existing and planned water and waste water infrastructure
 5. Access to the future GO Transit station and extension to Bolton
- Would create complete communities by permitting the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road)
- Have access to wide range of markets in the Greater Toronto Area as well as other Canadian and U.S. markets
- Have access to markets and labour forces
- Have the ability to deliver employment users in the near term

Furthermore, as noted above, Hemson Consulting is in the process conducting the ESS as part of the OP Review process. The Phase 2 report, which will focus on a SWOT Analysis (Strengths, Weaknesses, Opportunities and Threats) and identifying preferred locations for possible employment land needs has not yet been released. The Phase 2 report would provide some insight into the amount of additional employment lands that the City may require to 2031. As noted above, initial indications are such that the lands south of Nashville Road, and west of Huntington are a higher priority for locating additional employment land needs, as may be required. The report "Where and How to Grow" also identifies that south of Nashville Road, and west of Huntington as an area that could proceed within the 2031 time period, should the need exist. We are encouraged by these preliminary findings, we believe that these two studies are contingent upon each other. In our respectful opinion, the City must complete the ESS prior to making any decisions relating to urban boundary expansion, primarily employment land expansions. We look forward to continued dialogue in this regard.

We also note, from our discussions in our meeting referenced above, that the "Where and How to Grow" report indicates that there is the possibility of certain existing designated employment lands being "converted" to residential uses. We recognize that the report identifies that should there be such a conversion, and a resulting need for additional employment lands, that those lands south of Nashville Road, and west of Huntington are a possible and preferable location to meet the employment land needs to 2031. We support this assertion.

Finally, while we understand that the Places to Grow does not account for the possible loss of designated lands caused by the development of Provincial infrastructure in the land area needs calculation, we urge the City to consider the possible loss of designated and future employment land opportunities that will occur with the construction of the Hwy 427 extension. Our client's consultant, MBTW Group, has calculated that the Hwy 427 right of way (ROW), including transit stations and interchanges, from Hwy 7 to Major Mackenzie Drive will consume approx. 220 gross ha of designated



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employment lands (See attached Attachment #2). Furthermore, at such a time that the Hwy 427 is extended north of Major Mackenzie Drive to Nashville Road, an additional 30 to 40 gross ha of designated and future employment lands will be taken up by the ROW. It is vital to recognize the ultimate reduction in developable employment land supply as a result of this infrastructure investment as part of the City's ESS and OP Review process. We would be supportive of the City pursuing this argument with the Province in order to properly account for such losses of designated and future employment lands. We would also reiterate that our client's lands will be adjacent to the proposed extension of the Hwy 427 to Major Mackenzie Road. Our client's lands represent an excellent opportunity for immediate employment uses upon the designation of these lands and inclusion in the City and Region's urban boundary.

Conclusion

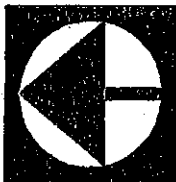
We would like to reiterate our appreciation for having the opportunity for providing comments to the City's "Where and How to Grow" report. We understand that this report forms one of the early steps in the City's Growth Plan Conformity Exercise, and that final decisions are pending with regard to growth needs or urban boundary expansions. We would also reiterate that we believe that it would not be appropriate to make any decision relating to urban boundary expansions until the City's ESS process is completed. We believe that our client's lands are suitable for inclusion in the City and Region's urban boundary as designated employment lands. Our client's are committed to providing immediate employment uses, should the City and Region include these lands in the urban boundary. We look forward to our on-going communication and participation in the OP Review process. Should you have any questions or comments relating to this letter, please feel free to contact the undersigned.

Yours Truly,

Templar Trinaistich, B.E.S
Project Manager
Delta Urban Inc.

Encl: Attachment #1 – subject lands map
Attachment #2 – Hwy 427 ROW land area

CC: Mr. Ted Radlack, Senior Planner – Kleinburg / Nashville Study area, City of Vaughan
Mr. Peter Campbell, Delta Urban Inc.
Mr. Todd Kerr, Giampaolo Investments Limited
Mr. Greg Watters, Giampaolo Investments Limited



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November 4, 2009

Mr. Bryan Tuckey, MCIP RPP
Commissioner of Planning
Regional Municipality of York
17250 Yonge Street
Newmarket, ON,
L3Y 6Z1

Dear Mr. Tuckey:

Re: **York Region Reports – November 4th Planning and Economic Development Committee**
1) **Vaughan OPA 699 – Nashville Heights &**
2) **Revisions to the York Region Land Evaluation Area Review (LEAR) Study Report**
September 2009

Delta Urban Inc. is writing to you as project manager for Giampaolo Investments Limited, Vinview Development Limited and Optimal Planning Solutions Inc. who own lands in the City of Vaughan, more particularly bound by Highway 50 to the west, Nashville Road to the north, Huntington Road to the east and Major Mackenzie Drive to the south (see Attachment #1). A portion of our clients' lands, those being the lands at the southeast corner of Highway 50 and Nashville Road, are within the City of Vaughan's urban boundary. The balance of our clients' lands are currently designated 'Agricultural' in both the City and Region Official Plans. For clarity, these lands are currently outside of the City and Region's urban boundary. The primary focus of this letter is the future use of the lands outside the urban boundary.

In particular, there are two staff reports which affect these lands and are being considered at the November 4th, 2009 meeting of Planning and Economic Development Committee. We wish to provide the following comments for the consideration of staff and Committee:

Report: "Vaughan OPA 699 – Nashville Heights"

We have been involved in on-going discussions regarding the Official Plan Review process with both City and Regional staff, and have met on several occasions to discuss same. Our clients have also previously provided written comments relating to the City's adoption of OPA 699, which was previously submitted to the Region.

Firstly, we wish to indicate that our clients support OPA 699. The basis for our comments relate more specifically to clarifications regarding the issues and recommendations outlined in the Region's staff report.

We understand that it is staff's position and recommendation to propose the following amendments to OPA 699:

- 1) Staff have identified that the preferred servicing solution for the subject lands will be determined by a future Regional EA. This EA will address not only servicing of the subject lands, but also the overall servicing strategy for the Western Vaughan Area. We look forward to participating in this



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- 2) future EA. We strongly believe there is a direct planning relationship between the development of Block 61, and the future development of Block 66.
- 3) We also understand that a modification to OPA 699 has been added to reflect the potential for GO Train service with a preferred station location at the southeast corner of Major Mackenzie Drive and the CP rail (to the immediate south of the Amendment area). We support this revision to OPA 699 as it provides excellent transit access to Block 61 and to Block 66 future employment uses.
- 4) The potential re-alignment of Huntington Road and the potential alignment of the Highway 427 extension north of Major Mackenzie Drive, Staff have indicated should be removed from the Amendment schedules. While we understand that these concepts still require a substantial amount of study, including alternative considerations, we continue to support the approved OPA 699 schedules, as adopted by Vaughan Council on June 15, 2009, which identify the City's long range strategic planning intent to include the lands west of Huntington Road in the urban boundary.

Report: "Revisions to the York Region Land Evaluation Area Review (LEAR) Study Report September 2009"

We have had the opportunity to review the update to the Region's Land Evaluation Area Review (LEAR) Study. We are concerned however and request clarification as to the methodology applied by the Region in the LEAR study which identifies the lands south of Nashville Road, west of Huntington Road as having a moderate level LEAR Score.

We would like to take the opportunity to reference the City's "Where and How to Grow" report, which forms part of the City's OP Review process, which concludes that the Northwest part of Vaughan has the lowest LEAR scores for viable farm lands within Vaughan. As such, we agree and support City's staff's findings in their report that these lands are preferable for any future employment land needs and expansions from the standpoint of protecting other viable farm lands within the City which have higher LEAR scores. These findings support the policies of the Places to Grow – A Plan for the Greater Golden Horseshoe ('Places to Grow' or 'Growth Plan') and the Provincial Policy Statement 2005 (PPS) of protecting viable agricultural lands, while providing for sufficient employment land needs to meet the needs and demands of the market.

Moreover, while there are some regionally and locally identified environmental features, it is worthy to note that our clients' lands and the surrounding lands are outside of the Greenbelt Plan (2005) area and Oakridge's Moraine Conservation Plan (2002) area, thus furthering the argument that these lands are more suitable for future development as opposed to preservation for agricultural use.

We would submit that the lands south of Nashville, west of Huntington pose significant benefits to the City and the Region as employment lands and possess a number positive characteristics, which are supported by both the PPS and Places to Grow. These lands:

- Are readily accessible to existing and planned infrastructure (PPS and Places to Grow). As discussed in detail above, we would like to reiterate the viability of these lands for near term employment uses due to their access and proximity to:
 1. Existing 400 series highways (Highways 427 and 407)
 2. Planned extension of Highway 427 and associated transitways
 3. CN Rail inter-modal yard



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4. Existing and planned water and waste water infrastructure
 5. Future GO Transit station and extension to Bolton
- Would create complete communities by permitting the infill of employment growth between Huntington Road and Highway 50 (south of Nashville Road)
 - Have access to a wide range of markets in the Greater Toronto Area as well as other Canadian and U.S. markets
 - Have access to labour forces and deliver employment users in the near term

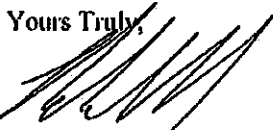
We submit that for the reasons above, the lands south of Nashville Road, west of Huntington Road should have a low LEAR score to reflect the lands being more suitable for future employment use, as opposed to agricultural use. Furthermore, while these lands are currently reflected as being outside the Region's Urban Structure boundary, that the designation of these lands should not be agricultural, but more appropriately designated as rural.

Conclusion

We agree with Staff's comments that OPA 699 provides a policy framework for a transit supportive and complete community. We respectfully submit that providing for future employment uses on the lands west of Huntington Road, south of Nashville road would further the Region's goals of completing neighborhoods and communities while providing near term employment lands with access to existing and planned infrastructure and services. This would allow for viable and serviceable employment lands to ensure the Region's projected employment growth targets are met, ensuring the ability to provide large continuous development parcels as it provides flexibility in demand with regard to changing market conditions. We submit that these lands should be considered for inclusion in the Regional Urban Structure, failing which, designating these lands as Special Policy Area should be provided to recognize the opportunities that exist for these lands.

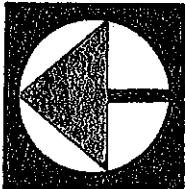
We request these comments be provided to Planning & Economic Development Committee for their consideration, and would be prepared to meet with you and your staff to discuss further.

Yours Truly,


Peter Campbell
Vice President
Delta Urban Inc

Encl: Attachment #1 – subject lands map

CC: Mr. Bill Fisch, Regional Chair
Mr. Bruce MacGregor, CAO, Region of York
Mr. John Zipay, Commissioner of Planning, City of Vaughan
Mr. Rudy Bratty, The Remington Group
Mr. Todd Kerr, Giampaolo Investments Limited
Mr. Greg Watters, Giampaolo Investments Limited



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Wednesday September 30th 2009

Mr. John Waller
Director of Policy Planning
The Regional Municipality of York
Planning and Development Services Department
17250 Yonge Street
Newmarket, ON, L3Y 6Z1

Dear Mr. Waller,

Thank you for the opportunity to review York Region's draft Official Plan at the Public Information Session on September 17, 2009.

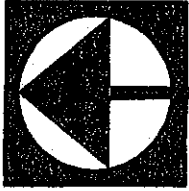
I would like to take this opportunity to commend you and your team's commitment in completing this exercise.

We represent Giampaolo Investments Limited and Vinview Development Limited who own approximately 96 hectares (238 acres) of land in the City of Vaughan. These lands are strategically located at Highway 50 to the west, Nashville Road immediately to the north, and Huntington Road to the east. As context, the southeast corner of Hwy 50 and Nashville Road are within the City of Vaughan's Urban Boundary. The balance of our clients' lands are designated as Agricultural in the City's Official Plan. Currently these lands are outside of the City and Region's Urban Boundary (refer to attachment 1)

The balance of this letter will outline the justification to include our client's lands within the Urban Boundary.

In concert with the 2009 Where and How to Grow Report published by the City of Vaughan, as part of the City's Official Plan Review process, we have reviewed the Region's draft policies and strongly encourage the Region to include the above mentioned lands within the Urban Boundary to accommodate the Region's forecasted employment growth.

We applaud your staff's commitment to ensuring the Region's economic stability through policies that; promote the Region's economic growth, and the protection of employment lands to ensure the development of complete communities.



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In keeping with this objective, we would like the Region to acknowledge that the northwest part of Vaughan has the lowest LEAR scores for viable farm lands. In light of this, we submit that our clients' lands are more preferable for future employment lands as opposed to agricultural uses. These findings support Provincial and Municipal objectives to ensure there is sufficient supply of employment land that would meet the needs and demands of the market.

We encourage the Region to recognize that these lands are suitable for future development, as opposed to their preservation for agricultural uses. Therefore, the Regional Structure Map (*Map 1*) should be revised to include and designate these lands within the Urban Boundary (refer to attachment 2)

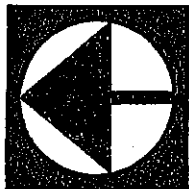
According to York Region's 2031 Population and Employment Forecasts, endorsed by Council on January 22 2009 to replace Table 1 in the Region's Official Plan, the City of Vaughan is expected to experience 34% employment growth between 2006 and 2031; the highest projected growth within York Region. Though, Table 1 of the Draft Official Plan does not reflect the Region's endorsed population and employment forecasts, it is important to recognize the value of these forecasts; as they are a true reflection of the Region's targeted employment growth.

Approximately 175,000 jobs are targeted to the 'employment land employment' category. Jobs within this employment category typically require large parcels of strategically located lands that can accommodate industrial and business park related employment uses.

From an appropriateness and accessibility perspective we submit that the lands south of Nashville Rd. and west of Huntington Rd. pose significant benefits to accommodate to the Region's forecasted job growth; primarily accommodating jobs within the Region's employment land employment category.

Our clients' lands have the ability to deliver employment uses in the near term, as they are:

- Strategically located along major planned infrastructure
- In close proximity to existing 400 series highways
- In close proximity to the planned Highway 427 extension
- Accessible to the CN Rail inter-modal
- In close proximity and access to existing and planned water and waste water infrastructure
- Access to the future Go Transit station and extension to Bolton, and
- Allow for strong inter-regional connections



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Furthermore we note that the Region's 2031 Population and Employment forecasts targets employment growth to 2031 as approximately 799,000 jobs, 20,000 more jobs than indicated in the Provincial Growth Plan. This is a positive indication of the Region's strong employment outlook, and the necessity for an Urban Boundary expansion to accommodate forecasted growth.

Lastly, we understand that the Region's developable land area was determined by excluding environmentally significant features outlined in the Growth Plan, as well as the items noted in Appendix 3 of the Region's Land Budget (January 2009).

Our clients' consultants, MBTW Group, has calculated that the Hwy 427 right of way (ROW), including transit stations and interchanges, from Hwy 7 to Major Mackenzie Drive will consume approximately 220 gross hectares of designated employment lands. Furthermore, an additional 30 to 40 gross hectares of designated and future strategic employment lands will be taken up by the ROW when it is further extended to Nashville Road, at which point, the Hwy 427 extension will traverse our clients' lands.

To this point, we want to ensure that the Region has recognized and accounted for the loss of prime employment lands as a result of planned 400 Series highways. In recognizing this, we urge the Region to note our clients' lands represents an excellent opportunity for immediate employment use, as noted above, and we submit that our clients' lands should be include into the Regional Structure (*Map 1*) for immediate employment development opportunities.

We assure you that our clients are committed to providing immediate employment uses, should the Region support the lands in the Urban Boundary.

We appreciate this opportunity to comment on the Region's Draft Official Plan. We welcome the opportunity to meet at your convenience, should you wish to discuss our concerns in more detail.

Kind Regards

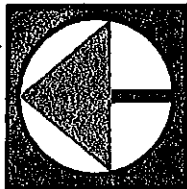
Carmela Liggio

Project Co-ordinator

Delta Urban

Encl: Attachment #1 – Subject Lands
Attachment #2 - Regional Structure – Map 1

Cc: Mr. Paul Robinson, Senior Policy Planner, City of Vaughan
Mr. Todd Kerr, Giampaolo Investments Limited
Mr. Greg Watters, Giampaolo Investments Limited



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Monday, May 10, 2010

Heather Hood
Community Planning and Development Planner
Central Municipal Services Offices
Ministry of Municipal Affairs and Housing
777 Bay St 2nd Floor
Toronto, ON, M7A 2J8

Re: City of Vaughan Urban Expansion Areas

Dear Heather,

Delta Urban Inc. is the Project Manager for Giampaolo Investments Limited and Vinview Development Inc. who own approximately 96 hectares (238 acres) of land in the City of Vaughan. These lands are strategically located at Highway 50 to the west, Huntington Road to the east and between Major Mackenzie and Nashville Rd. Currently, parcel 1 (*Map 1*) is within the City of Vaughan's Urban Boundary. The balance of our clients' land is designated as Agricultural in the City's Official Plan. Currently, these lands are outside of the City and Region's Urban Boundary.

In reviewing City of Vaughan's Where and How to Grow Report (2009) and York Region's draft policies we strongly encourage the Province to include the above mentioned lands within the Urban Boundary to accommodate the Region's forecasted growth.

In the effort to protect sufficient urban lands to ensure the development of complete communities it should be noted that the northwest part of Vaughan has the lowest LEAR scores for viable farm lands. In light of this, we submit that our clients' lands are more preferable for future urban uses as opposed to agricultural uses, whereas lands with high LEAR scores should be reserved for agricultural protection; additional rationale for designating the lands as urban use is discussed in greater detail below.

These findings support Provincial and Municipal objectives to ensure there is sufficient supply of urban land that would meet the needs and demands of the market. The Growth Plan and the PPS also emphasis the importance of designating and protecting for urban uses particularly where there is access and efficient use of existing infrastructure. Our client's lands are strategically located adjacent to existing and planned infrastructure.



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As you know, these lands are bound on three sides by designated employment and residential areas. It is appropriate from a land use planning perspective to designate these lands to permit infill between Huntington Road and Hwy 50 (south of Nashville Road). Incorporating these lands into the urban boundary will promote the efficient use of water and wastewater infrastructure along Huntington Rd. As well, the lands have access to the future GO Transit station and extension to Bolton and are in close proximity to existing 400 series highways. We believe this supports the intent of the PPS and Places to Grow.

We also note, that the "Where and How to Grow" report indicates that there is the possibility of certain existing designated employment lands being "converted" to residential uses. We recognize that the report identifies that should there be such a conversion, and a resulting need for additional employment lands, that those lands south of Nashville Road, and west of Huntington are a possible and preferable location to meet the urban land needs to 2031. We support this assertion.

Our clients' consultants, MBTW Group, has calculated that the Hwy 427 right of way (ROW), including transit stations and interchanges, from Hwy 7 to Major Mackenzie Drive will consume approximately 220 gross hectares of designated employment lands. Furthermore, an additional 30 to 40 gross hectares of designated and future strategic employment lands will be taken up by the ROW when it is further extended to Nashville Road, at which point, the Hwy 427 extension will traverse our clients' lands.

To this point, we want to ensure that the Region has recognized and accounted for the loss of prime employment lands as a result of planned 400 Series highways. In recognizing this, we urge the Region to note our clients' lands represents an excellent opportunity for immediate use, as noted above, and submit that our clients' lands should be included into the Regional Structure (*Map 2*) for immediate development opportunities.

We welcome the opportunity to meet at your convenience, should you wish to discuss our concerns in more detail.

Kind Regards,

Matthew Halladay
Junior Project Coordinator
Delta Urban

Encl: Attachment #1 – Subject Lands
Attachment #2 – Regional Structure – Map 1
Attachment #3 – Vaughan Where and How to Grow

Cc: Giampaolo Investments Limited

Submission Number
D05.2009.002.1.005

Date of Submission:
June 16, 2010

Submission Author:
Delta Urban Inc (on behalf of Giampaolo Investments Ltd and Vinview Development Inc)

Comments or Requested Change to Proposed ROPA 2

Analysis and Recommendation

Property: 96 hectares located at Highway 50 to the west, Huntington Road to the east and between Major Mackenzie and Nashville Rd.

Our clients' lands are readily accessible to existing and planned infrastructure. We would like to reiterate the viability of these lands for near term employment uses due to their access to:

1. Proximity to existing 400 series highways (Hwy 427 and Hwy 407)
2. Proximity to the planned extension of Hwy 427
3. CN Rail inter-modal
4. Access and proximity to existing and planned water and waste water infrastructure
5. Access to the future GO Transit station and extension to Bolton

Designating these lands would create complete communities by permitting the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road)

These lands could include a component of residential to complement the future residential east of Huntington Rd and act as a buffer to future employment use and Hwy 427 to the west

These lands could include a school site (we have been approached by the York Catholic District School Board regarding the potential for a school site on these lands to service the

York Region's municipal comprehensive review included the completion of forecasting and land budget work, a Regional Intensification Strategy, a comprehensive public consultation exercise throughout 2006 to 2009, infrastructure master plan updates for transportation, and water and wastewater and an updated Natural Heritage Strategy.

A thorough and detailed land budget report was made available in March, 2010. The Region's land budget is a key component of the regional municipal comprehensive review and Growth Plan conformity exercise. Detailed consultations were held with provincial staff on the land budget methodology and assumptions.

The land budget work included:

- The use of the Growth Plan's forecasts, densities and intensification for York Region.
- The completion of an intensification strategy that identifies a minimum 40% residential intensification target between 2015 to 2031, and plans for 88% of residential growth and 83% of employment growth to occur in existing Urban Areas.
- An assessment of the available residential and employment land supplies and demonstration of the need for a proposed urban expansion, and
- A demonstration of how the minimum designated greenfield area density target of 50 people and jobs per hectare is to be

community east of Huntington Rd)

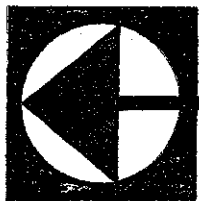
achieved.

A portion of the Whitebelt is required to accommodate the York Region's forecast growth. The Regional Official Plan and the urban area expansion Amendments ROPA's 1,2,3 implement the results of the regional municipal comprehensive review.

The boundaries for the urban area expansion amendments are:

- Clearly defined (i.e. concession streets, major natural features, utility corridors)
- Contiguous expansion to urban area
- Large enough for new generation of planned communities (block plan, secondary plan process)
- Consistent with local priorities

The Region will carefully monitor the pace and nature of intensification and growth.

**Delta Urban Inc.***Specialists in Land
Management & Development*

June 16, 2010

SENT BY E-MAIL

Planning and Economic Development Committee
Regional Municipality of York
c/o Denis Kelly, Regional Clerk
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Dear Sirs/Mesdames:

ROPA 2 – City of Vaughan Urban Expansion– (19OP-2009-002)

Delta Urban Inc. is the Project Manager for Giampaolo Investments Limited and Vinview Development Inc. who own approximately 96 hectares (238 acres) of land in the City of Vaughan. These lands are strategically located at Highway 50 to the west, Huntington Road to the east and between Major Mackenzie and Nashville Rd (Attachment 1). Currently, parcel 1 is within the City of Vaughan's Urban Boundary. The balance of our clients' land is designated as Agricultural in the City's Official Plan. Currently, these lands are outside of the City and Region's Urban Boundary.

We acknowledge that there is a public meeting being held on June 16th, 2010 regarding the proposed urban boundary expansions (ROPA 1,2,3) for York Region. It is our client's position that lands identified above in Attachment 1 should be included in the Region's proposed urban expansion, ROPA #2, for the following reasons:

- Our clients' lands are readily accessible to existing and planned infrastructure. As discussed in our previous submission (identified below) we would like to reiterate the viability of these lands for near term employment uses due to their access to:
 1. Proximity to existing 400 series highways (Hwy 427 and Hwy 407)
 2. Proximity to the planned extension of Hwy 427
 3. CN Rail inter-modal
 4. Access and proximity to existing and planned water and waste water infrastructure
 5. Access to the future GO Transit station and extension to Bolton
- Designating these lands would create complete communities by permitting the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road)
- These lands could include a component of residential to complement the future residential east of Huntington Rd and act as a buffer to future employment use and Hwy 427 to the west



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- These lands could include a school site (we have been approached by the York Catholic District School Board regarding the potential for a school site on these lands to service the community east of Huntington Rd)

Additionally, we note that our clients have been very involved throughout the process and have made several submissions including (Attachment 2):

- Letter to Clement Chong (City of Vaughan)- Official Plan Review Urban Expansion Areas- June 3rd, 2010
- Letter to Paul Robinson (City of Vaughan)- Official Plan Review "Where and How to Grow"- August 10, 2009
- Letter to Bryan Tuckey (York Region)- Vaughan OPA 699, York Region Land Evaluation Area Review (LEAR) Study Report- November 4, 2009
- Letter to John Waller (York Region)- York Region Draft Official Plan Review "Where and How to Grow"- September 30, 2009
- Letter to Heather Hood (MMAH)-City of Vaughan Urban Expansion Areas- May 10, 2010

We have also taken the time to meet with Regional Commissioner of Planning Bryan Tuckey and Director of Long Range and Strategic Planning John Waller, as well as, City of Vaughan Councillor Peter Meffe to express our desire and rationale for being included in the urban boundary in this conformity exercise.

We therefore would ask the Committee to amend ROPA 2 to include the above noted lands as proposed urban expansion lands.

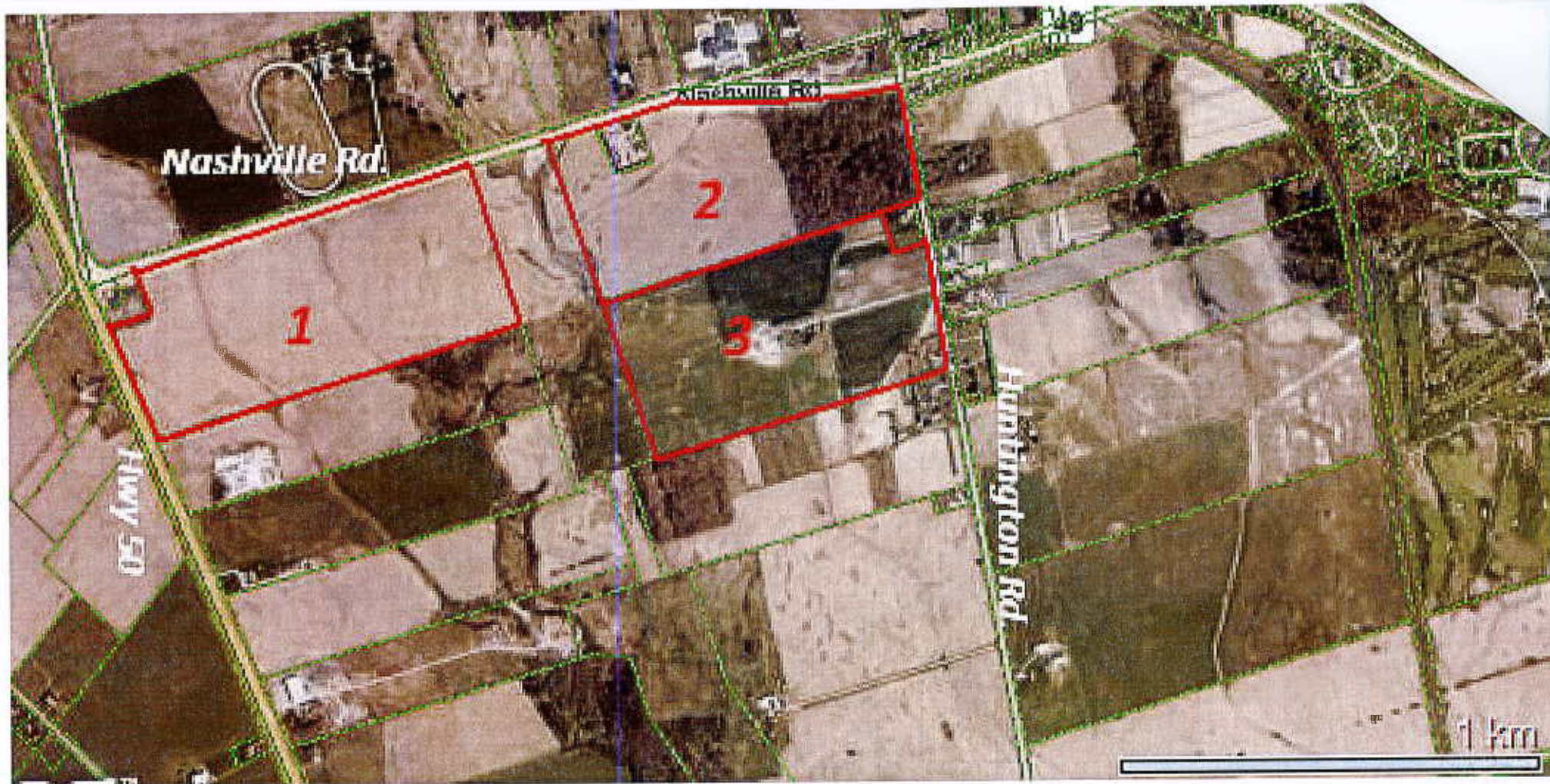
If you have any questions or need any additional details we can forward you information at your request.

Yours truly,

Templar Trinaistich B.E.S, MCIP, RPP
Senior Project Manager
Delta Urban Inc.

Encl: Attachment #1 -Subject Lands
Attachment #2 - Letter- June 3, 2010-Clement Chong
- Letter - August 10, 2009 - Paul Robinson
- Letter - November 4, 2009 - Bryan Tuckey
- Letter- Septemeber 30, 2009- John Waller
- Letter- May 10, 2010- Heather Hood

Cc: Giampaolo Investments Limited



Ownership

- 1) VINVIEW DEVELOPMENTS INC.***
- 2) VINVIEW DEVELOPMENTS INC.***
- 3) GIAMPAOLO INVESTMENTS LIMITED***



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June 3rd, 2010

Clement Chong
Policy Planner
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
Re: City of Vaughan – Official Plan Review - Urban Expansion Areas

Dear Clement,

Delta Urban Inc. is the Project Manager for Giampaolo Investments Limited and Vinview Development Inc. who own approximately 96 hectares (238 acres) of land in the City of Vaughan. These lands are strategically located at Highway 50 to the west, Huntington Road to the east, between Major Mackenzie and Nashville Rd. Currently, parcel 1 (*Appendix 1*) is within the City of Vaughan's Urban Boundary. The balance of our client's land is designated as Agricultural in the City's Official Plan and is outside of the City and Region's Urban Boundary.

We have previously provided you with our submission relating to the City's Where and How to Grow Report (2009) (Appendix #2 for your reference). We have also made submissions to the Region of York's Official Plan, adopted by Regional Council in December 2009 (Appendix #3). We were in attendance at the May 17th, 2010 Official Plan Review Public Meeting and have had the opportunity to review the City of Vaughan's recently released Draft Official Plan Volume 1, and related draft policies. We strongly encourage the City to include our client's lands within the Urban Boundary to accommodate the Region's forecasted growth.

As you know, these lands are bound on three sides by designated employment and Hwy 427 to the west and residential areas to the east. It is appropriate from a land use planning perspective to designate these lands to permit infill between Huntington Road and Hwy 50 (south of Nashville Road). Incorporating these lands into the urban boundary will promote the efficient use of water and wastewater infrastructure which is to be constructed along Huntington Rd. The lands have access to the future GO Transit station and extension to Bolton and are in close proximity to existing 400 series highways. Our clients' lands provide a strategic interface with the future extension of Hwy 427 and can provide a new link to Nashville Rd. via new Huntington Rd. We believe this supports the intent of the PPS and Places to Grow.



We would submit that the lands south of Nashville Road, west of Huntington Road pose significant benefits to the City as employment lands and possess a number of positive characteristics, which are supported by both the PPS and Places to Grow. These lands:

- Are readily accessible to existing and planned infrastructure (PPS and Places to Grow). As discussed in detail above, we would like to reiterate the viability of these lands for near term employment uses due to their access to:
 1. Proximity to existing 400 series highways (Hwy 427 and Hwy 407)
 2. Proximity to the planned extension of Hwy 427
 3. CN Rail inter-modal
 4. Access and proximity to existing and planned water and waste water infrastructure
 5. Access to the future GO Transit station and extension to Bolton
- Would create complete communities by permitting the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road)
- Have access to wide range of markets in the Greater Toronto Area as well as other Canadian and U.S. markets
- Have access to markets and labour forces
- Have the ability to deliver employment users in the near term

These findings support Provincial and Municipal objectives to ensure there is sufficient supply of urban land that would meet the needs and demands of the market. In addition, there may be an opportunity to transition some employment lands to residential lands to add to the residential lands to the east. The Growth Plan and the PPS also emphasize the importance of designating and protecting for urban uses particularly where there is access and efficient use of existing infrastructure. Our client's lands are strategically located adjacent to planned infrastructure.

As potential guidance through the review of the Region of Durham's OP conformity exercise (ROPA #128), we understand that the Province is considering re-examining the definition of net developable area under the Places to Grow Plan policies, thereby excluding the reference to major infrastructure, including freeway/transit way ROW, hydro corridors & generation stations, and airports. We urge the City and the Region to consider the implications of this proposed policy shift on the Land Budget and proposed urban expansion lands currently being contemplated for York Region and City of Vaughan

Moreover, our clients' consultants, MBTW Group, has calculated that the Hwy 427 right of way (ROW), including transit stations and interchanges, from Hwy 7 to Major Mackenzie Drive will consume approximately 220 gross hectares of designated employment lands. Furthermore, an additional 30 to 40 gross hectares of designated and future strategic employment lands will be taken up by the ROW when it is further extended to Nashville Road, at which point, the Hwy 427 extension will traverse our clients' lands. To this point, we want to ensure that the City and the Region has recognized and accounted for the loss of prime employment lands as a result of planned 400 Series highways.



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Further to the above, the City of Vaughan's Housing Analysis and Employment Land Needs Report- Committee of the Whole- May 11, 2010 indicates a shortfall of 30 hectares of employment land. This 30 hectare shortfall compounded with a loss of employment land from the Hwy 427 extension will result in an even greater need for additional urban lands.

In recognizing this, we urge the Region to note our clients' lands represents an excellent opportunity for immediate use, as noted above, and submit that our clients' lands should be included into the Regional Structure and included within the City's proposed Urban Expansion lands and Urban Structure for immediate development opportunities.

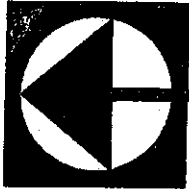
We welcome the opportunity to meet at your convenience, should you wish to discuss our concerns in more detail.

Kind Regards,

Peter Campbell
Vice President
Delta Urban

Encl: Attachment #1 - Subject Lands
Attachment #2 - Letter - August 10, 2009 - Paul Robinson
Attachment #3 - Letter - November 4, 2009 - Bryan Tuckey

Cc: Giampaolo Investments Limited



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August 10, 2009

Paul A. Robinson
Senior Planner – Policy
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Re: **City of Vaughan – Official Plan Review**
"Where and How to Grow"

Dear Paul,

We are writing to you as Project Manager for Giampaolo Investments Limited and Vinview Development Limited who own lands in the City of Vaughan, more particularly bound by Hwy 50 to the west, Nashville Road to the north, and Huntington Road to the east (See attachment #1). A portion of our clients' lands, those being the lands at the southeast corner of Hwy 50 and Nashville Road, are within the City of Vaughan's urban boundary. The balance of our clients' lands are designated as Agricultural lands in the City's Official Plan (OP). For clarity, these lands are currently outside of the City and Region's urban boundary. The primary focus of this letter is to concentrate on the future use of the lands outside of the urban boundary.

We appreciate having the opportunity to meet with you on July 29th, 2009 wherein we discussed the contents of the City's recently released report "Where and How to Grow", which forms part of the overall OP Review and Places to Grow conformity exercise. We understand that this discussion report is intended to generate comments and identify opportunities / constraints for accommodating growth, as opposed to being a "decision" report. We also recognize that the City is currently conducting an Employment Strategy Study (ESS), being prepared by Hemson Consulting, which is also an integral part of the overall OP Review process. The ESS, as we understand it, has not yet reached the point in the process to address the City's employment land needs to 2031 and concurrently, any need for expansions to the urban boundary for employment uses. We look forward to being engaged in the ESS process and provide comments at the appropriate time in the future.

At this time we would like to take this opportunity to provide you with our comments relating to the "Where and How to Grow" report.

Policy Context:

The report indicates that the Northwest part of Vaughan has the lowest LEAR scores for viable farm lands in Vaughan. As such, we agree with staff's findings that these lands are preferable for any future employment land needs and expansions from the standpoint of protecting other viable farm lands within the City which have higher LEAR scores. These findings support the policies of the Places to Grow – A Plan for the Greater Golden Horseshoe ('Places to Grow' or 'Growth Plan') and the Provincial Policy



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Statement 2005 (PPS) of protecting viable agricultural lands, while providing for sufficient employment land needs to meet the needs and demands of the market.

Moreover, while there are some regionally and locally identified environmental features, it is worthy to note that our clients' lands and the surrounding lands are outside of the Greenbelt Plan (2005) area and Oakridge's Moraine Conservation Plan (2002) area, thus furthering the argument that these lands are more suitable for future development as opposed to its preservation for agricultural use.

The Growth Plan and the PPS also emphasize the importance of designating and protecting for employment uses particularly where there is access and efficient use of existing infrastructure. Our client's lands are strategically located adjacent to existing and planned infrastructure. This is discussed in greater detail in the section below.

Places to Grow further emphasizes the need for the creation of Complete Communities. As you know, these lands are bound on three sides by designated employment and residential areas. It is appropriate from a land use planning perspective to designate these lands to permit the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road), we believe this supports the intent of the Places to Grow document.

We respectfully submit that, given the above, and subject to the details to be determined through the ESS study, that the lands south of Nashville Road, west of Huntington Road are appropriate and suitable locations for expansions of the City and Regional urban boundaries in order to accommodate additional employment lands.

Accommodating Grow to 2031

Places to Grow and the PPS direct municipalities, such as the City of Vaughan, to maintain a sufficient and viable inventory of designated employment lands. We understand from the Public Workshop regarding the ESS report, held on June 18, 2009, that there is a need for additional viable, and readily serviceable employment lands. Allowing for viable and serviceable employment lands will ensure the Region's projected employment growth targets are met, ensuring the ability to provide large continuous development parcels as it provides flexibility in demand with regard to changing market conditions.

We recognize that the "Where and How to Grow" report indicates that 540 gross ha of employment lands are needed to satisfy the employment land requirements to 2031, based on the density requirements of Places to Grow. We further recognize that the report identifies the approved OPA 637, namely the Hwy 400 corridor lands, as having sufficient area to satisfy these land needs. We understand that the earlier referenced Hemson report will look specifically at what additional lands are needed and may be required over and above the Hwy 400 corridor. The "Where and How to Grow" report recognizes that the lands south of Nashville Road, and west of Huntington are a possible and preferable location to meet any additional employment land needs to 2031.



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We would submit that the lands south of Nashville, west of Huntington pose significant benefits to the City as employment lands and possess a number positive characteristics, which are supported by both the PPS and Places to Grow. These lands:

- Are readily accessible to existing and planned infrastructure (PPS and Places to Grow). As discussed in detail above, we would like to reiterate the viability of these lands for near term employment uses due to their access to:
 1. Proximity to existing 400 series highways (Hwy 427 and Hwy 407)
 2. Proximity to the planned extension of Hwy 427
 3. CN Rail inter-modal
 4. Access and proximity to existing and planned water and waste water infrastructure
 5. Access to the future GO Transit station and extension to Bolton
- Would create complete communities by permitting the infill of employment growth between Huntington Road and Hwy 50 (south of Nashville Road)
- Have access to wide range of markets in the Greater Toronto Area as well as other Canadian and U.S. markets
- Have access to markets and labour forces
- Have the ability to deliver employment users in the near term

Furthermore, as noted above, Hemson Consulting is in the process conducting the ESS as part of the OP Review process. The Phase 2 report, which will focus on a SWOT Analysis (Strengths, Weaknesses, Opportunities and Threats) and identifying preferred locations for possible employment land needs has not yet been released. The Phase 2 report would provide some insight into the amount of additional employment lands that the City may require to 2031. As noted above, initial indications are such that the lands south of Nashville Road, and west of Huntington are a higher priority for locating additional employment land needs, as may be required. The report "Where and How to Grow" also identifies that south of Nashville Road, and west of Huntington as an area that could proceed within the 2031 time period, should the need exist. We are encouraged by these preliminary findings, we believe that these two studies are contingent upon each other. In our respectful opinion, the City must complete the ESS prior to making any decisions relating to urban boundary expansion, primarily employment land expansions. We look forward to continued dialogue in this regard.

We also note, from our discussions in our meeting referenced above, that the "Where and How to Grow" report indicates that there is the possibility of certain existing designated employment lands being "converted" to residential uses. We recognize that the report identifies that should there be such a conversion, and a resulting need for additional employment lands, that those lands south of Nashville Road, and west of Huntington are a possible and preferable location to meet the employment land needs to 2031. We support this assertion.

Finally, while we understand that the Places to Grow does not account for the possible loss of designated lands caused by the development of Provincial infrastructure in the land area needs calculation, we urge the City to consider the possible loss of designated and future employment land opportunities that will occur with the construction of the Hwy 427 extension. Our client's consultant, MBTW Group, has calculated that the Hwy 427 right of way (ROW), including transit stations and interchanges, from Hwy 7 to Major Mackenzie Drive will consume approx. 220 gross ha of designated



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employment lands (See attached Attachment #2). Furthermore, at such a time that the Hwy 427 is extended north of Major Mackenzie Drive to Nashville Road, an additional 30 to 40 gross ha of designated and future employment lands will be taken up by the ROW. It is vital to recognize the ultimate reduction in developable employment land supply as a result of this infrastructure investment as part of the City's ESS and OP Review process. We would be supportive of the City pursuing this argument with the Province in order to properly account for such losses of designated and future employment lands. We would also reiterate that our client's lands will be adjacent to the proposed extension of the Hwy 427 to Major Mackenzie Road. Our client's lands represent an excellent opportunity for immediate employment uses upon the designation of these lands and inclusion in the City and Region's urban boundary.

Conclusion

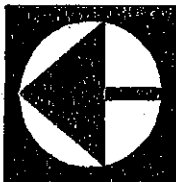
We would like to reiterate our appreciation for having the opportunity for providing comments to the City's "Where and How to Grow" report. We understand that this report forms one of the early steps in the City's Growth Plan Conformity Exercise, and that final decisions are pending with regard to growth needs or urban boundary expansions. We would also reiterate that we believe that it would not be appropriate to make any decision relating to urban boundary expansions until the City's ESS process is completed. We believe that our client's lands are suitable for inclusion in the City and Region's urban boundary as designated employment lands. Our client's are committed to providing immediate employment uses, should the City and Region include these lands in the urban boundary. We look forward to our on-going communication and participation in the OP Review process. Should you have any questions or comments relating to this letter, please feel free to contact the undersigned.

Yours Truly,

Templar Trinaistich, B.E.S
Project Manager
Delta Urban Inc.

Encl: Attachment #1 – subject lands map
Attachment #2 – Hwy 427 ROW land area

CC: Mr. Ted Radlack, Senior Planner – Kleinburg / Nashville Study area, City of Vaughan
Mr. Peter Campbell, Delta Urban Inc.
Mr. Todd Kerr, Giampaolo Investments Limited
Mr. Greg Watters, Giampaolo Investments Limited



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November 4, 2009

Mr. Bryan Tuckey, MCIP RPP
Commissioner of Planning
Regional Municipality of York
17250 Yonge Street
Newmarket, ON,
L3Y 6Z1

Dear Mr. Tuckey:

Re: **York Region Reports – November 4th Planning and Economic Development Committee**
1) **Vaughan OPA 699 – Nashville Heights &**
2) **Revisions to the York Region Land Evaluation Area Review (LEAR) Study Report**
September 2009

Delta Urban Inc. is writing to you as project manager for Giampaolo Investments Limited, Vinview Development Limited and Optimal Planning Solutions Inc. who own lands in the City of Vaughan, more particularly bound by Highway 50 to the west, Nashville Road to the north, Huntington Road to the east and Major Mackenzie Drive to the south (see Attachment #1). A portion of our clients' lands, those being the lands at the southeast corner of Highway 50 and Nashville Road, are within the City of Vaughan's urban boundary. The balance of our clients' lands are currently designated 'Agricultural' in both the City and Region Official Plans. For clarity, these lands are currently outside of the City and Region's urban boundary. The primary focus of this letter is the future use of the lands outside the urban boundary.

In particular, there are two staff reports which affect these lands and are being considered at the November 4th, 2009 meeting of Planning and Economic Development Committee. We wish to provide the following comments for the consideration of staff and Committee:

Report: "Vaughan OPA 699 – Nashville Heights"

We have been involved in on-going discussions regarding the Official Plan Review process with both City and Regional staff, and have met on several occasions to discuss same. Our clients have also previously provided written comments relating to the City's adoption of OPA 699, which was previously submitted to the Region.

Firstly, we wish to indicate that our clients support OPA 699. The basis for our comments relate more specifically to clarifications regarding the issues and recommendations outlined in the Region's staff report.

We understand that it is staff's position and recommendation to propose the following amendments to OPA 699:

- 1) Staff have identified that the preferred servicing solution for the subject lands will be determined by a future Regional EA. This EA will address not only servicing of the subject lands, but also the overall servicing strategy for the Western Vaughan Area. We look forward to participating in this



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- 2) future EA. We strongly believe there is a direct planning relationship between the development of Block 61, and the future development of Block 66.
- 3) We also understand that a modification to OPA 699 has been added to reflect the potential for GO Train service with a preferred station location at the southeast corner of Major Mackenzie Drive and the CP rail (to the immediate south of the Amendment area). We support this revision to OPA 699 as it provides excellent transit access to Block 61 and to Block 66 future employment uses.
- 4) The potential re-alignment of Huntington Road and the potential alignment of the Highway 427 extension north of Major Mackenzie Drive, Staff have indicated should be removed from the Amendment schedules. While we understand that these concepts still require a substantial amount of study, including alternative considerations, we continue to support the approved OPA 699 schedules, as adopted by Vaughan Council on June 15, 2009, which identify the City's long range strategic planning intent to include the lands west of Huntington Road in the urban boundary.

Report: "Revisions to the York Region Land Evaluation Area Review (LEAR) Study Report September 2009"

We have had the opportunity to review the update to the Region's Land Evaluation Area Review (LEAR) Study. We are concerned however and request clarification as to the methodology applied by the Region in the LEAR study which identifies the lands south of Nashville Road, west of Huntington Road as having a moderate level LEAR Score.

We would like to take the opportunity to reference the City's "Where and How to Grow" report, which forms part of the City's OP Review process, which concludes that the Northwest part of Vaughan has the lowest LEAR scores for viable farm lands within Vaughan. As such, we agree and support City's staff's findings in their report that these lands are preferable for any future employment land needs and expansions from the standpoint of protecting other viable farm lands within the City which have higher LEAR scores. These findings support the policies of the Places to Grow – A Plan for the Greater Golden Horseshoe ('Places to Grow' or 'Growth Plan') and the Provincial Policy Statement 2005 (PPS) of protecting viable agricultural lands, while providing for sufficient employment land needs to meet the needs and demands of the market.

Moreover, while there are some regionally and locally identified environmental features, it is worthy to note that our clients' lands and the surrounding lands are outside of the Greenbelt Plan (2005) area and Oakridge's Moraine Conservation Plan (2002) area, thus furthering the argument that these lands are more suitable for future development as opposed to preservation for agricultural use.

We would submit that the lands south of Nashville, west of Huntington pose significant benefits to the City and the Region as employment lands and possess a number positive characteristics, which are supported by both the PPS and Places to Grow. These lands:

- Are readily accessible to existing and planned infrastructure (PPS and Places to Grow). As discussed in detail above, we would like to reiterate the viability of these lands for near term employment uses due to their access and proximity to:
 1. Existing 400 series highways (Highways 427 and 407)
 2. Planned extension of Highway 427 and associated transitways
 3. CN Rail inter-modal yard



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4. Existing and planned water and waste water infrastructure
 5. Future GO Transit station and extension to Bolton
- Would create complete communities by permitting the infill of employment growth between Huntington Road and Highway 50 (south of Nashville Road)
 - Have access to a wide range of markets in the Greater Toronto Area as well as other Canadian and U.S. markets
 - Have access to labour forces and deliver employment users in the near term

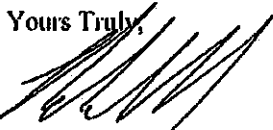
We submit that for the reasons above, the lands south of Nashville Road, west of Huntington Road should have a low LEAR score to reflect the lands being more suitable for future employment use, as opposed to agricultural use. Furthermore, while these lands are currently reflected as being outside the Region's Urban Structure boundary, that the designation of these lands should not be agricultural, but more appropriately designated as rural.

Conclusion

We agree with Staff's comments that OPA 699 provides a policy framework for a transit supportive and complete community. We respectfully submit that providing for future employment uses on the lands west of Huntington Road, south of Nashville road would further the Region's goals of completing neighborhoods and communities while providing near term employment lands with access to existing and planned infrastructure and services. This would allow for viable and serviceable employment lands to ensure the Region's projected employment growth targets are met, ensuring the ability to provide large continuous development parcels as it provides flexibility in demand with regard to changing market conditions. We submit that these lands should be considered for inclusion in the Regional Urban Structure, failing which, designating these lands as Special Policy Area should be provided to recognize the opportunities that exist for these lands.

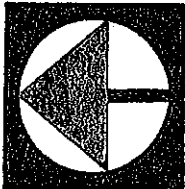
We request these comments be provided to Planning & Economic Development Committee for their consideration, and would be prepared to meet with you and your staff to discuss further.

Yours Truly,


Peter Campbell
Vice President
Delta Urban Inc

Encl: Attachment #1 – subject lands map

CC: Mr. Bill Fisch, Regional Chair
Mr. Bruce MacGregor, CAO, Region of York
Mr. John Zipay, Commissioner of Planning, City of Vaughan
Mr. Rudy Bratty, The Remington Group
Mr. Todd Kerr, Giampaolo Investments Limited
Mr. Greg Watters, Giampaolo Investments Limited



Delta Urban Inc.

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Wednesday September 30th 2009

Mr. John Waller
Director of Policy Planning
The Regional Municipality of York
Planning and Development Services Department
17250 Yonge Street
Newmarket, ON, L3Y 6Z1

Dear Mr. Waller,

Thank you for the opportunity to review York Region's draft Official Plan at the Public Information Session on September 17, 2009.

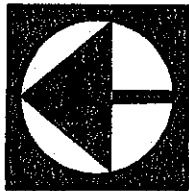
I would like to take this opportunity to commend you and your team's commitment in completing this exercise.

We represent Giampaolo Investments Limited and Vinview Development Limited who own approximately 96 hectares (238 acres) of land in the City of Vaughan. These lands are strategically located at Highway 50 to the west, Nashville Road immediately to the north, and Huntington Road to the east. As context, the southeast corner of Hwy 50 and Nashville Road are within the City of Vaughan's Urban Boundary. The balance of our clients' lands are designated as Agricultural in the City's Official Plan. Currently these lands are outside of the City and Region's Urban Boundary (refer to attachment 1)

The balance of this letter will outline the justification to include our client's lands within the Urban Boundary.

In concert with the 2009 Where and How to Grow Report published by the City of Vaughan, as part of the City's Official Plan Review process, we have reviewed the Region's draft policies and strongly encourage the Region to include the above mentioned lands within the Urban Boundary to accommodate the Region's forecasted employment growth.

We applaud your staff's commitment to ensuring the Region's economic stability through policies that; promote the Region's economic growth, and the protection of employment lands to ensure the development of complete communities.



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In keeping with this objective, we would like the Region to acknowledge that the northwest part of Vaughan has the lowest LEAR scores for viable farm lands. In light of this, we submit that our clients' lands are more preferable for future employment lands as opposed to agricultural uses. These findings support Provincial and Municipal objectives to ensure there is sufficient supply of employment land that would meet the needs and demands of the market.

We encourage the Region to recognize that these lands are suitable for future development, as opposed to their preservation for agricultural uses. Therefore, the Regional Structure Map (*Map 1*) should be revised to include and designate these lands within the Urban Boundary (refer to attachment 2)

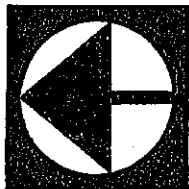
According to York Region's 2031 Population and Employment Forecasts, endorsed by Council on January 22 2009 to replace Table 1 in the Region's Official Plan, the City of Vaughan is expected to experience 34% employment growth between 2006 and 2031; the highest projected growth within York Region. Though, Table 1 of the Draft Official Plan does not reflect the Region's endorsed population and employment forecasts, it is important to recognize the value of these forecasts; as they are a true reflection of the Region's targeted employment growth.

Approximately 175,000 jobs are targeted to the 'employment land employment' category. Jobs within this employment category typically require large parcels of strategically located lands that can accommodate industrial and business park related employment uses.

From an appropriateness and accessibility perspective we submit that the lands south of Nashville Rd. and west of Huntington Rd. pose significant benefits to accommodate to the Region's forecasted job growth; primarily accommodating jobs within the Region's employment land employment category.

Our clients' lands have the ability to deliver employment uses in the near term, as they are:

- Strategically located along major planned infrastructure
- In close proximity to existing 400 series highways
- In close proximity to the planned Highway 427 extension
- Accessible to the CN Rail inter-modal
- In close proximity and access to existing and planned water and waste water infrastructure
- Access to the future Go Transit station and extension to Bolton, and
- Allow for strong inter-regional connections



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Furthermore we note that the Region's 2031 Population and Employment forecasts targets employment growth to 2031 as approximately 799,000 jobs, 20,000 more jobs than indicated in the Provincial Growth Plan. This is a positive indication of the Region's strong employment outlook, and the necessity for an Urban Boundary expansion to accommodate forecasted growth.

Lastly, we understand that the Region's developable land area was determined by excluding environmentally significant features outlined in the Growth Plan, as well as the items noted in Appendix 3 of the Region's Land Budget (January 2009).

Our clients' consultants, MBTW Group, has calculated that the Hwy 427 right of way (ROW), including transit stations and interchanges, from Hwy 7 to Major Mackenzie Drive will consume approximately 220 gross hectares of designated employment lands. Furthermore, an additional 30 to 40 gross hectares of designated and future strategic employment lands will be taken up by the ROW when it is further extended to Nashville Road, at which point, the Hwy 427 extension will traverse our clients' lands.

To this point, we want to ensure that the Region has recognized and accounted for the loss of prime employment lands as a result of planned 400 Series highways. In recognizing this, we urge the Region to note our clients' lands represents an excellent opportunity for immediate employment use, as noted above, and we submit that our clients' lands should be include into the Regional Structure (*Map 1*) for immediate employment development opportunities.

We assure you that our clients are committed to providing immediate employment uses, should the Region support the lands in the Urban Boundary.

We appreciate this opportunity to comment on the Region's Draft Official Plan. We welcome the opportunity to meet at your convenience, should you wish to discuss our concerns in more detail.

Kind Regards

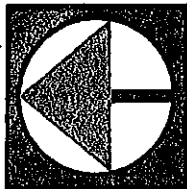
Carmela Liggio

Project Co-ordinator

Delta Urban

Encl: Attachment #1 – Subject Lands
Attachment #2 - Regional Structure – Map 1

Cc: Mr. Paul Robinson, Senior Policy Planner, City of Vaughan
Mr. Todd Kerr, Giampaolo Investments Limited
Mr. Greg Watters, Giampaolo Investments Limited



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Monday, May 10, 2010

Heather Hood
Community Planning and Development Planner
Central Municipal Services Offices
Ministry of Municipal Affairs and Housing
777 Bay St 2nd Floor
Toronto, ON, M7A 2J8

Re: City of Vaughan Urban Expansion Areas

Dear Heather,

Delta Urban Inc. is the Project Manager for Giampaolo Investments Limited and Vinview Development Inc. who own approximately 96 hectares (238 acres) of land in the City of Vaughan. These lands are strategically located at Highway 50 to the west, Huntington Road to the east and between Major Mackenzie and Nashville Rd. Currently, parcel 1 (*Map 1*) is within the City of Vaughan's Urban Boundary. The balance of our clients' land is designated as Agricultural in the City's Official Plan. Currently, these lands are outside of the City and Region's Urban Boundary.

In reviewing City of Vaughan's Where and How to Grow Report (2009) and York Region's draft policies we strongly encourage the Province to include the above mentioned lands within the Urban Boundary to accommodate the Region's forecasted growth.

In the effort to protect sufficient urban lands to ensure the development of complete communities it should be noted that the northwest part of Vaughan has the lowest LEAR scores for viable farm lands. In light of this, we submit that our clients' lands are more preferable for future urban uses as opposed to agricultural uses, whereas lands with high LEAR scores should be reserved for agricultural protection; additional rationale for designating the lands as urban use is discussed in greater detail below.

These findings support Provincial and Municipal objectives to ensure there is sufficient supply of urban land that would meet the needs and demands of the market. The Growth Plan and the PPS also emphasis the importance of designating and protecting for urban uses particularly where there is access and efficient use of existing infrastructure. Our client's lands are strategically located adjacent to existing and planned infrastructure.



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As you know, these lands are bound on three sides by designated employment and residential areas. It is appropriate from a land use planning perspective to designate these lands to permit infill between Huntington Road and Hwy 50 (south of Nashville Road). Incorporating these lands into the urban boundary will promote the efficient use of water and wastewater infrastructure along Huntington Rd. As well, the lands have access to the future GO Transit station and extension to Bolton and are in close proximity to existing 400 series highways. We believe this supports the intent of the PPS and Places to Grow.

We also note, that the "Where and How to Grow" report indicates that there is the possibility of certain existing designated employment lands being "converted" to residential uses. We recognize that the report identifies that should there be such a conversion, and a resulting need for additional employment lands, that those lands south of Nashville Road, and west of Huntington are a possible and preferable location to meet the urban land needs to 2031. We support this assertion.

Our clients' consultants, MBTW Group, has calculated that the Hwy 427 right of way (ROW), including transit stations and interchanges, from Hwy 7 to Major Mackenzie Drive will consume approximately 220 gross hectares of designated employment lands. Furthermore, an additional 30 to 40 gross hectares of designated and future strategic employment lands will be taken up by the ROW when it is further extended to Nashville Road, at which point, the Hwy 427 extension will traverse our clients' lands.

To this point, we want to ensure that the Region has recognized and accounted for the loss of prime employment lands as a result of planned 400 Series highways. In recognizing this, we urge the Region to note our clients' lands represents an excellent opportunity for immediate use, as noted above, and submit that our clients' lands should be included into the Regional Structure (*Map 2*) for immediate development opportunities.

We welcome the opportunity to meet at your convenience, should you wish to discuss our concerns in more detail.

Kind Regards,

Matthew Halladay
Junior Project Coordinator
Delta Urban

Encl: Attachment #1 – Subject Lands
Attachment #2 – Regional Structure – Map 1
Attachment #3 – Vaughan Where and How to Grow

Cc: Giampaolo Investments Limited