

COMMITTEE OF THE WHOLE MARCH 3, 2008

**OFFICIAL PLAN AMENDMENT FILE OP.04.019
ZONING BY-LAW AMENDMENT FILE Z.04.059
SITE DEVELOPMENT FILE DA.08.003
AMARDEEP DEOL/3942198 CANADA INC.**

Recommendation

The Commissioner of Planning and recommends:

1. THAT Official Plan Amendment File OP.04.019, Zoning By-law Amendment File Z.04.059 and Site Development File DA.08.003 (Amardeep Deol/3942198 Canada Inc.) BE REFUSED.
2. AND THAT Staff be directed to attend at the Ontario Municipal Board in support of the refusal.

Economic Impact

There are no requirements for new funding associated with this report.

Communications

On November 9, 2007, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. The recommendation of the Committee of the Whole to receive the Public Hearing report of December 3, 2007 and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on December 10, 2007.

Two letters were received from the adjacent residential property owners on the west side of the subject lands, objecting to the applications. Their concerns related to negative impacts associated with the proposed use including noise, privacy, visual impacts (height of the storage containers), as well as, risk of contamination of the water table.

Letters of objection were also received from the City of Brampton and the Ministry of Transportation, which will be discussed further in this report.

On February 27, 2008, the two residents objecting to the applications and the applicant's agent were contacted by telephone advising them of this Committee of the Whole meeting.

Purpose

The Owner has submitted the following applications:

1. An Official Plan Amendment Application (File OP.04.019) to amend OPA #600 to redesignate the subject lands from "Agriculture Area" to "Employment Area General", as shown on Attachment #2;
2. A Zoning By-law Amendment Application (File Z.04.059) to:
 - a) rezone the subject lands shown on Attachment #1 from A Agricultural Zone to M2 General Industrial Zone to permit a truck terminal with outside storage and a portable administrative office on the property as shown on Attachment #2; and,
 - b) permit the necessary zoning exceptions to implement the proposed site plan including the following:

- i) an interior side yard setback (east) of 10 m, whereas 15 m is required; and
 - ii) permitting all parking spaces and maneuvering area surfaces on the subject lands to be gravel, whereas asphalt or concrete maneuvering surfaces are required.
3. A Site Development Application (File DA.08.003) to facilitate the development of a truck terminal for the storage and parking of trucks, trailers and storage containers along with a temporary building for an administrative office on the subject lands, as shown on Attachment #2. It is noted that the Owner does not depict where the open storage of containers would occur on the site plan.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Major Mackenzie Drive, east of Highway 50, municipally known as 7290 Major Mackenzie Drive, in Part of Lot 21, Concession 10, City of Vaughan. The subject lands are designated "Agriculture Area" and located within the "Employment Secondary Plan Study Area" by OPA #600. The lands are zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(786). The surrounding land uses are shown on Attachment #1.

A site visit to the property by the Development Planning Department has revealed that the Owner has installed a gate on the main driveway to the subject property, which appears to be in the general location shown on Attachment #2. In addition, a trailer exists on the property in the general location of the proposed temporary sales trailer shown on Attachment #2. The Owner has also installed a sign advertising the business on the entry gate. It also appears that some of the berming around the property may have been installed, or partially installed.

On October 19, 2004, the applicant submitted Official Plan and Zoning By-law Amendment Applications (Files OP.04.019 and Z.04.059) to redesignate the subject lands from "Agriculture Area" to "Industrial" and to rezone the subject lands from A Agricultural Zone to M2 General Industrial Zone to permit a truck terminal with outside storage.

On November 29, 2004, the Development Planning Department advised the applicant that the development applications would be held in abeyance, pending the completion of the City's Employment Area Secondary Plan Study, of which an important component would be the future alignment of the Highway 427 extension.

On October 24, 2007, the applicant appealed the Official Plan and Zoning By-law Amendment Applications to the Ontario Municipal Board (OMB) on the grounds that Council neglected to make a decision on the applications within the time frames stipulated by the Planning Act. An OMB Prehearing and Mediation date has been scheduled for March 11, 2008. A Hearing dated has not yet been scheduled to consider these applications.

On November 22, 2007, and November 26, 2007, the applicant advised the Development Planning Department that the applications should proceed on the basis that the proposal is for an interim use, with no permanent structures.

On January 11, 2008, the applicant submitted a Site Development application for the subject lands to permit the development of a truck terminal, for the storage and parking of trucks and trailers and containers, along with a temporary building for administrative purposes. At this time, the applicant submitted a Planning Justification Report, prepared by Weston Consulting Group Inc., dated January 2008, and a Traffic Impact Study prepared by Cole Engineering, dated December, 2007.

Land Use Status/Planning Considerations

The Development Planning Department has reviewed the applications to permit the proposed truck terminal and storage facility on the subject lands shown on Attachment #2, and cannot support the proposal for the following reasons:

i) Prematurity

OPA #600 designates the subject lands as "Employment Secondary Plan Study Area" pending future incorporation of these lands into OPA #450 (Employment Area Growth and Management Plan). OPA #600 states that this area is subject to the Rural Area General, Agriculture Area and Rural Area policies of OPA #600 until a secondary plan(s) amendment is adopted by Council and approved, giving the lands status, and providing appropriate policies and a detailed land use schedule. Accordingly, until a secondary plan(s) is adopted, the lands are designated "Agriculture Area" by OPA #600.

The secondary planning exercise required by OPA #600 has not been started due to the Provincial study on the alignment of the future Highway 427 extension. The Highway 427 route selection process is currently being undertaken by the Province and it would be premature to proceed with the applications prior to the completion of the alignment study. Once the final determination on the Highway route is completed then a comprehensive secondary planning exercise will be required to determine the most suitable land uses, road alignments, environmental protection, et cetera, on a comprehensive basis. On February 14, 2005, Council adopted a motion that provides direction with respect to the preparation of the required studies as follows (in part):

- “1. THAT a Request for Proposals be prepared based upon the attached draft Terms of Reference for the Employment Secondary Plan Study Area as identified in OPA 600 consisting of two phases:
 - a. Phase 1 – Highway 427 Corridor Identification Study; and
 - b. Phase 2 – Land Use Study and Secondary Plan.
2. THAT following Council direction, the Phase 1 – Highway 427 Corridor Identification Study commence under a Request for Proposals at a cost not to exceed \$75,000, to be completed in June of 2005;
3. THAT after Phase 1 is completed a decision of Council will be required to proceed with the Phase 2 – Land Use Study and Secondary Plan;
4. THAT following Council direction, the Phase 2 Study will commence under a second Request for Proposals at a cost not to exceed \$160,000 to be completed in the fall of 2005;...”

To approve any applications within this study area at this time may prejudice the future planning exercise for the entire area. The lands subject to the study area have significant potential given their location abutting with, or in close proximity to, significant future infrastructure. A comprehensive review of the environmental considerations, efficient road network and land use planning matters should be undertaken first, in order to determine the most appropriate development plan for the study area.

Ministry of Transportation (MTO)

The Ministry of Transportation advised in letters dated November 30, 2007 and February 19, 2008, that they do not support the applications proceeding for the following reasons:

- “1. The site falls directly within an area that may be impacted by the future re-alignment of Major Mackenzie Drive and/or potential new east-west arterial connections being proposed by the Region of Peel.
2. Although the applicant appears to be only applying for a “temporary” use it would be prudent to not permit any development until several transportation planning issues are resolved.
3. In light of the above it would be prudent for Vaughan to not approve this OPA and rezoning application at this time.
4. We would suggest to Vaughan to circulate this application to the Regions of Peel and York for their comments.”

City of Brampton

In a letter dated January 15, 2008, the City of Brampton Planning, Design and Development Department advised that they do not support the proposed applications because the proposed use will be visible from Highway 50. Brampton notes that the proposal has the potential to attract similar development applications to this area. Brampton does not consider these types of applications to be appropriate for lands that are visible from Highway 50. The letter also states as follows:

“We note that the subject site is designated “Employment Secondary Plan Study Area” by Vaughan OPA #600, with the clear intention that these “West Vaughan Enterprise Lands” be comprehensively developed for urban employment uses by means of the formulation and adoption of a Secondary Plan. Policy 4.2.3 of OPA #600 states that transportation studies will be completed to identify the transportation infrastructure within and beyond the secondary plan area. Both requirements have yet to be completed.

At the moment there is no context for this temporary use in terms of an approved secondary plan for the surrounding lands. Furthermore, there are a number of ongoing multi-municipal transportation studies and environmental assessment studies in the Highway 50 area that will determine the preferred corridor for Highway 427 and a supporting arterial road network that includes a realigned Major Mackenzie Drive. Accordingly, it is not appropriate that any development permissions be approved in this area until these studies have clarified Highway 427 along with related interchange and arterial road network requirements.

In conclusion, the City of Brampton does not support the temporary use application and it should not be approved for the reasons noted herein.”

ii) Applications Do Not Have Regard to Matters of Provincial Interest Identified in the Planning Act

Section 2 of the Planning Act, requires that Council shall have regard for the following provincial matters of interest including:

- *the adequate provision of and efficient use of communication, transportation, sewage and water services and waste management systems*

At this time, the appropriate studies have not been undertaken to determine what the most efficient transportation system for the Block 66 area and the lands on the west side of Highway #50. Approving the applications now could impede achieving the most efficient transportation system for the overall Block.

- *the orderly development of safe and healthy communities and the co-ordination of planning activities of public bodies*

As stated above, OPA #600 requires that a secondary planning study be undertaken for Block 66. A similar secondary planning process will be undertaken on the west side of Highway 50, in the City of Brampton. The Highway 427 route selection has not been finalized and the Ministry of Transportation has advised that the applications are premature. The Region of York Official Plan requires that a secondary study be completed. Approval of these applications in advance of the appropriate secondary planning studies being undertaken is not considered "orderly development" and would not have regard for the comprehensive planning initiatives being undertaken by the Ministry of Transportation, the Region of York and the City of Vaughan. Approval of a single development within a planning area designated as a study area represents "piecemeal" planning, contrary to the orderly and comprehensive approach required by the Official Plan, and required by the Planning Act.

iii) Applications Do Not Have Regard For The Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Official Plan and Zoning By-law Amendment applications were submitted in October, 2004 and therefore, the Provincial Policy Statement (1997) is applicable. The applications do not have regard for the Provincial Policy Statement as follows:

- "1.1 b) Development and land use patterns that would hinder the efficient expansion of urban areas or rural settlement areas are not permitted in adjacent areas;"

Given the long term development intentions for the subject lands, the approval of a land use and site development application could hinder the long term planning and implementation of an employment area secondary plan.

- "1.1 e) A coordinated approach should be achieved when dealing with issues which cross municipal boundaries, including:

1. Infrastructure and Public Service Facilities;"

The Development Planning Department has been advised by the City of Brampton that they are currently studying the lands on the west side of Highway 50 for employment uses. Given that it is anticipated that employment lands will be located along both sides of Highway 50 there will be a need to coordinate road patterns and land uses to ensure the long term efficient movement of goods and traffic. To permit the proposed use at this point may frustrate the ability to achieve a coordinated traffic network.

- "1.3.3.1 Corridors and rights-of-way for significant transportation and infrastructure facilities will be protected."

The Ministry of Transportation (MTO) have provided comments to the City, advising that the applications are premature until the completion of the Highway 427 route selection process is complete.

iv) Applications Do Not Have Regard For the Region of York Official Plan

Section 6.1 Regional Infrastructure, Paragraphs 13 and 19, of the Region of York Official Plan requires that it is Council policy to support the planning, corridor protection and the early construction of (in part):

- *Highway #427 north, by a local official plan amendment and secondary plans that integrate land and transportation planning and development for the Regional Official Plan Amendment 19 area;*
- and,*
- *to address matters of cross-boundary traffic with adjacent regions and municipalities; coordinated planning with such municipalities is supported and encouraged in order to establish a planned network of roads which considers and coordinates the road hierarchy across municipal boundaries.*

Regional Official Plan Amendment #19 (ROPA 19) states that:

"The secondary plans that must be completed and approved by the City and Region require the results of the environmental assessment in order to establish detailed land use designations and policies. Development within the ROPA 19 area cannot occur until the secondary plans are approved and the alignment of the Highway 427 extension is established through the E.A. process."

The subject applications would not integrate land use and transportation planning for the subject lands within a secondary plan, and this could impact on the planning of the cross border road network between Vaughan and Brampton.

The Cities of Vaughan and Brampton will both be undertaking comprehensive secondary planning exercises to determine the best future land use and transportation planning regime with respect to the overall development in the area. The applications represent the land use desire of one land owner, which could impact on the integrated and coordinated approach to the planning for this area being undertaken by Vaughan and Brampton.

Approval of the subject applications would not be consistent with the requirements of ROPA 19, which promotes a comprehensive approach to land use planning in the study area.

vi) Applications Do Not Conform to OPA #450 – Employment Area Growth and Management Study

As previously noted, OPA #600 designates the subject lands as "Employment Secondary Plan Study Area" pending future incorporation of these lands into OPA #450 (Employment Area Growth and Management Plan). If the lands were to be included in OPA #450, the following policies would most likely be applicable:

Section 1.7.2 of OPA #450 establishes a structural plan including Prestige Areas, which are intended to be:

"located along provincial highways and arterial roads. Generally, these areas will be expected to accommodate a wide range of users requiring higher visibility. Quality design will be essential in these areas and some restrictions on uses will be applied to secure attractive streetscapes."

Section 2.2.3 of OPA #450 sets out the development policies applicable to Prestige Areas and includes the following (in part):

"Purpose

1. To provide locational opportunities for activities which require high visual exposure, good accessibility and an attractive work environment.

2. To define areas where it is appropriate to restrict uses which, by nature of their operating characteristics, would not contribute to an attractive streetscape.”

Development Policies

1. Land Use

- “b) A wide range of industrial, office and business and civic uses shall be permitted. No outside storage of goods or materials shall be permitted in this designation. The zoning by-law shall establish the permitted uses and development standards.”
- “d) In instances where through lots are provided, buildings shall be designed so that all elevations facing a street provide a “front” elevation. Loading areas are not considered appropriate in any front yard facing a street. The location of loading areas will be controlled in the zoning by-law.”

OPA #450 identifies Major Mackenzie Drive as an arterial road, where outside storage would not be permitted and where a higher level of urban design and streetscape is expected. The proposed trucking and storage facility is not consistent with these requirements of the official plan.

The Owner has submitted a Planning Justification report prepared by Weston Consulting Group Inc., dated January, 2008, which suggests that Major Mackenzie Drive “may” be realigned and “if” this happens the proposed use would be appropriately suited for General Employment Uses. However, at this point in time there has been no final decision made about the realignment of Major Mackenzie Drive, and therefore, it is premature and inappropriate to make land use planning decisions based on the possibility that Major Mackenzie Drive “may” be relocated.

OPA #450 also states that any use proposed within the Employment Area must meet the following criteria:

“The use must be functionally compatible with those in the same or neighbouring designations;

The use must be physically compatible with adjacent uses and the resulting built form and land use shall not conflict with the urban design or streetscape character of the area;

The use must be appropriate to an employment area setting and the specific structural designation. Any use which is more appropriately located in the commercial hierarchy of a residential community or in another structural designation of the Employment Area should not be permitted.”

In respect of these criteria, at this point in time it is premature to assess whether or not the proposed use is functionally compatible with the same or neighbouring designation because the employment designations have not been established. However, in OPA #450, sites that permit open storage (to a maximum of 30% of the lot area in the Zoning By-law) are restricted to the interior of established employment areas, and not abutting arterial roads and highways. In addition, in the interim, the proposed use is not compatible with the existing adjacent residential use located to the west.

There is no built form on the site, save and except for a temporary trailer, and therefore, will not be physically compatible with the adjacent sites since OPA #450 does not permit sites that are essentially used 100% for open storage purposes.

vi) Site-Specific Applications Compromise Comprehensive Planning

The subject applications propose a truck terminal with open storage and an office trailer on a site-specific basis for the subject lands. The Agent representing the Owner has also submitted applications to amend the Official Plan and Zoning By-law for lands fronting onto the east side of Highway #50 (Files - OP.99.014, Z.99.034, DA.07.080 - Danlauton Holdings Inc.) to permit a waste recycling facility and commercial uses, which has been appealed to the Ontario Municipal Board OMB). The Danlauton applications were recently refused by Council on February 25, 2008. On November 1, 2001, the OMB approved applications (Files OP.97.009 & Z.97.040 – Guscon Mackenzie Ltd.) to redesignate and rezone lands on Major Mackenzie Drive within Block 66 to permit a trucking facility with the outside storage of trucks. Approval of the subject applications may set a precedent for continued site specific land use permissions, which cumulatively will impact on the City's ability to undertake and implement a proper secondary plan study process. The nature of the uses approved and proposed by these applications, a trucking facility and outside storage, and a waste recycling facility (refused by Council but subject to future OMB Hearing) would begin to establish a land use character for the area, which may not be in keeping with the recommended secondary plan upon completion of the study and potentially impact on the future planned function for the employment area. Again, the site by site approach for approvals/applications in this area represents "piecemeal" planning, which will potentially impact on a comprehensive land use plan for the Block.

It should be noted that on April 26, 2002, the Danlauton Holdings Inc. parcel (noted earlier) submitted Official Plan and Zoning By-law Amendment Applications (Files OP.02.009 and Z.02.037) to permit commercial uses (sale of used cars, including outside storage of vehicles and a portable sales office) in the Agriculture Area, as a temporary (maximum 3 years) use, restricted to the 0.607 ha portion fronting onto Highway 50 of the total site. On June 3, 2003, City of Vaughan Council refused these applications.

vii) Applications are Not in the Public Interest

As noted earlier, the final route selection for the Highway 427 extension has not been determined at this point in time. The final Highway 427 route selection may impact on the location of existing roads (i.e. Major Mackenzie Drive), internal roads, and lands required for potential ramps and overpasses. Approving the private development application prior to determination of the Highway 427 route, and the associated road network in Block 66 would not be in the public interest since future infrastructure (particularly road) and land use decisions that could benefit the municipality in terms of achieving an efficient and attractive employment area could be compromised. The proposal represents "piecemeal" planning for the purpose of advancing the interests of the land owner, potentially at the expense of the surrounding land owners, the municipality, and the general public if future road patterns, land uses and environmental conditions are not assessed on a comprehensive basis.

Draft Official Plan and Zoning Documents Do Not Represent Good Planning

The Owner has submitted a Planning Justification Study in support of the applications, wherein a draft Official Plan Amendment and Zoning By-law are included. The planning justification report refers to the proposed uses as being "interim" in nature, since there would be no permanent structures on the site, and therefore, when the Secondary Plan Study for the area is complete, the use can be easily removed and the subject lands used for those uses contemplated by the new land use designation. The planning justification also states that the implementing official plan and zoning documents contemplate a "full range of uses".

If approved, the draft Official Plan and Zoning By-law Amendment documents would permit the proposed trucking, open storage and trailer uses to exist in perpetuity. The removal of the uses would be at the sole discretion of the landowner, despite any future planning exercise that may propose different land uses for the area and the City would have no ability to compel the

landowner to remove the uses. The draft Official Plan Amendment does not mention the notion of an "interim use" in either the "Basis" or "Details Of the Amendment" sections and proposes to outright redesignate the site from "Agriculture Area" to "Employment Area General". The draft zoning by-law states that all buildings and structures shall be temporary structures, however, the uses proposed, would be principally the open storage of trucks and containers. Although the site plan on Attachment #2 illustrates the location of the trailers, it does not depict where the open storage of containers would occur. The applicant has indicated in the Planning Justification Report that the site would also be used for the storage of containers, and has verbally indicated to Development Planning Department as well as at the Public Hearing meeting, that storage containers would also be stored and stacked 3 containers high. The Development Planning Department has not received any detailed information regarding the location or maximum height of the stacked containers. It is also noted that the draft Official Plan Amendment states as one of it's' basis for the decision to amend the Official Plan, the following:

"The basis of this Official Plan Amendment is to recognize and allow for the range of permitted uses contemplated by Official Plan Amendment 450 – Employment Growth and Management Plan."

In this respect, OPA #450 does not permit 100% open storage uses.

Applications Do Not Represent Good Planning

The applications do not represent good planning for the following reasons:

- i) they do not have regard for the requirements of the Planning Act, Provincial Policy Statement, the Regional and City Official Plans, including the Employment Area Growth and Management Plan (OPA #450);
- ii) they do not have regard for the comments expressed by the Ministry of Transportation with respect to advancing the applications in the context of the Highway 427 route selection studies currently being undertaken;
- iii) they do not have regard for the comprehensive multi-jurisdictional planning and transportation co-ordination efforts being undertaken for this broader area by the Ministry of Transportation, Regions of York and Peel, and the City's of Vaughan and Brampton;
- iv) they propose to locate a 3.374 ha, 169 truck trailer and container storage (including stacking) facility immediately abutting existing residential uses, which would result in land use incompatibilities;
- v) the applications propose to establish a use, which in the long term could impact on the planned function of the broader employment area; and,
- vi) the cumulative impact of approving site-specific development applications within the Employment Study Area, could compromise the comprehensive planning efforts required by the Official Plan.

In view of the above, the Development Planning Department is of the opinion that the applications represent "piecemeal" planning, which does not meet the intent of any local, Regional or Provincial Policy. In addition, locating an industrial facility immediately abutting existing residential uses would result in land use compatibility issues. To allow the use and site development of the subject lands at this time would not only compromise the secondary planning process, but would also severely prejudice the adjacent land holdings by limiting the range of uses that would or could locate adjacent to this type of use. In summary, the applications do not represent good planning.

City Engineering Department

On February 27, 2008, comments received from the Vaughan Engineering Department indicate that the Region of York has initiated the "Western Vaughan Individual Environmental Assessment" to review the potential realignments/widenings of Major Mackenzie Drive, and that the proposed access to the subject development may affect the future Major Mackenzie Drive re-alignment.

The Engineering Department also commented on the Traffic Impact Study dated December, 2007 and prepared by Cole Engineering in support of the development:

- the submitted 'short-term traffic impact study' analyzed a scenario of "interim use of a truck terminal and temporary office" with one access on Major Mackenzie Drive. This access should be reviewed in conjunction with the future road re-alignment of Major Mackenzie Drive, considering the worst case scenario of Highway 427, being the westerly alignment;
- the traffic impact study should address the following:
 - without any geometric improvements, would the intersection of Highway 50 and Major Mackenzie Drive/Coleraine Drive be able to accommodate the anticipated growth in background traffic over the interim periods, such as, the next four years? (it should be noted that the subject intersection is heavily utilized and is currently operating at level of service "F" on the minor approach during peak hours.
 - Traffic operation at Major Mackenzie Drive and Huntington Road; provide Synchro analysis). The existing and future signals/timing/phasing used in the Synchro analysis is to be verified by the Region of York.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan and Manage Growth and Economic Vitality".

Regional Implications

The Region of York Planning Department has advised by letter dated February 14, 2008, that the site is located within the Regional Official Plan Amendment 19 (ROPA 19) area, which is designated "Urban Area" by the Regional Official Plan. Policies of the Regional Official Plan support development within "Urban Areas" through comprehensive secondary plans that take into consideration environmental issues, infrastructure requirements, including roads, water, sewer and transit, and high quality urban design. Similar policies are set out in the City's Official Plan (OPA #600). The comprehensive secondary plan process for the ROPA 19 area is awaiting the completion of the Environmental Assessment (EA) for the Highway 427 extension or at least determination of the preferred alignment. Possible alignment options identified at the first Public Information Centre for the Highway 427 extension appear to indicate this site will not be impacted.

However, the site is located east of Highway 50, on the north side of Major Mackenzie Drive. Major Mackenzie Drive is a Regional Road having a 36 metre right-of-way in this area. It is anticipated that Major Mackenzie Drive will play a key role in providing an east-west connection to the Highway 427 extension. Improvements to Major Mackenzie Drive are part of an Individual EA which the Region is carrying out for the road network in West Vaughan. East/west connections to the Highway 427 extension, improvements and/or realignment of Major Mackenzie Drive could impact the proposed site.

Conclusion

The Development Planning Department has reviewed the applications to amend the Official Plan and Zoning By-law (Files OP.04.019 and Z.04.059) and the Site Development Application (File DA.08.003) in accordance with the applicable policies of the Official Plan, the Provincial Policy Statement (1997), and the Regional Official Plan. The applicant has not appropriately justified the need for the applications proceeding in advance of the completion of the Employment Secondary Plan Study. The Development Planning Department is of the opinion that the applications are premature and are not in the public interest, since the approval of the proposed uses in the "Employment Secondary Plan Study Area" could prejudice the future transportation network and land uses in the area. Comments received from the City of Brampton and the Ministry of Transportation also indicate that the proposed applications are premature from a land use and transportation planning perspective.

Furthermore, the approval of site-specific applications will create a precedent in the "Employment Secondary Plan Study Area" and may result in additional applications proceeding in advance of the completion of the Secondary Plan. It is the Development Planning Department's opinion that this site by site approach for approvals of applications within the Study Area represents "piecemeal" planning that may potentially impact the comprehensive plan for the entire block. Accordingly, the Development Planning Department cannot support the approval of the Official Plan Amendment, Zoning By-law Amendment and Site Development Applications as shown on Attachment #2, and recommends that the applications BE REFUSED.

Attachments

1. Location Map
2. Site Plan

Report prepared by:

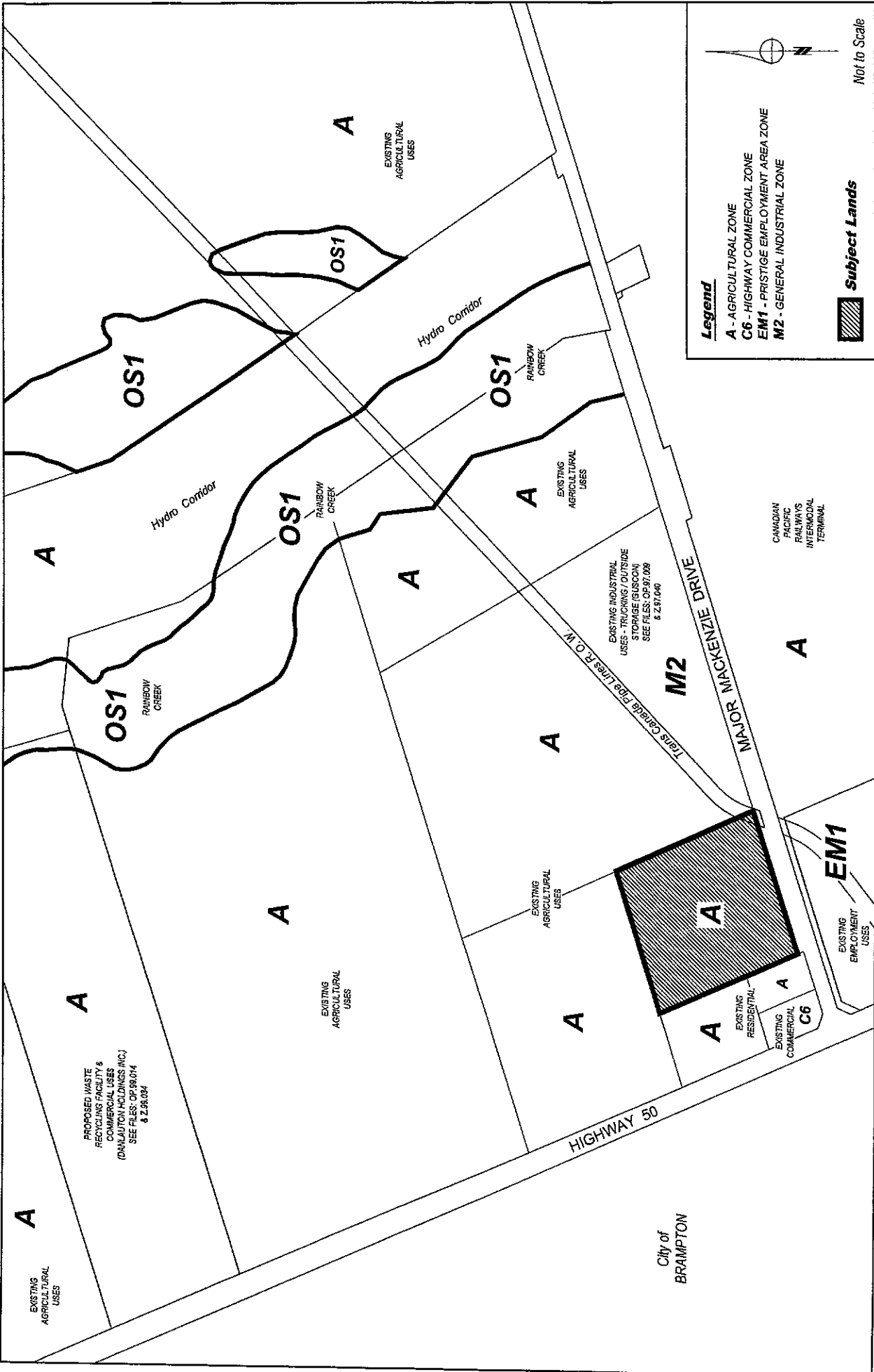
Carmela Marrelli, Planner, ext. 8791
Mauro Peverini, Senior Planner, ext. 8407

Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

GRANT UYHEYAMA
Manager of Development Planning

/CM



Legend

- A - AGRICULTURAL ZONE
- C6 - HIGHWAY COMMERCIAL ZONE
- EM1 - PRISTIGE EMPLOYMENT AREA ZONE
- M2 - GENERAL INDUSTRIAL ZONE

Subject Lands

Not to Scale

Attachment

FILE No.: DA.08.003
 RELATED FILE(S):
 OP.04.019, Z.04.059

February 27, 2008

City of Vaughan
The City Above Toronto

Development Planning Department

Location Map

Part of Lot 21,
 Concession 10

APPLICANT:
 3942198 CANADA INC. (AMARDEEP DEOL)

MAP0711 ATTACHMENT 1530464.03.002.dwg

Attachment 2

FILE No.: DA.08.003
 RELATED FILE(S):
 OP.04.019, Z.04.059

February 27, 2008



Development Planning Department

Site Plan

Part of Lot 21,
 Concession 10

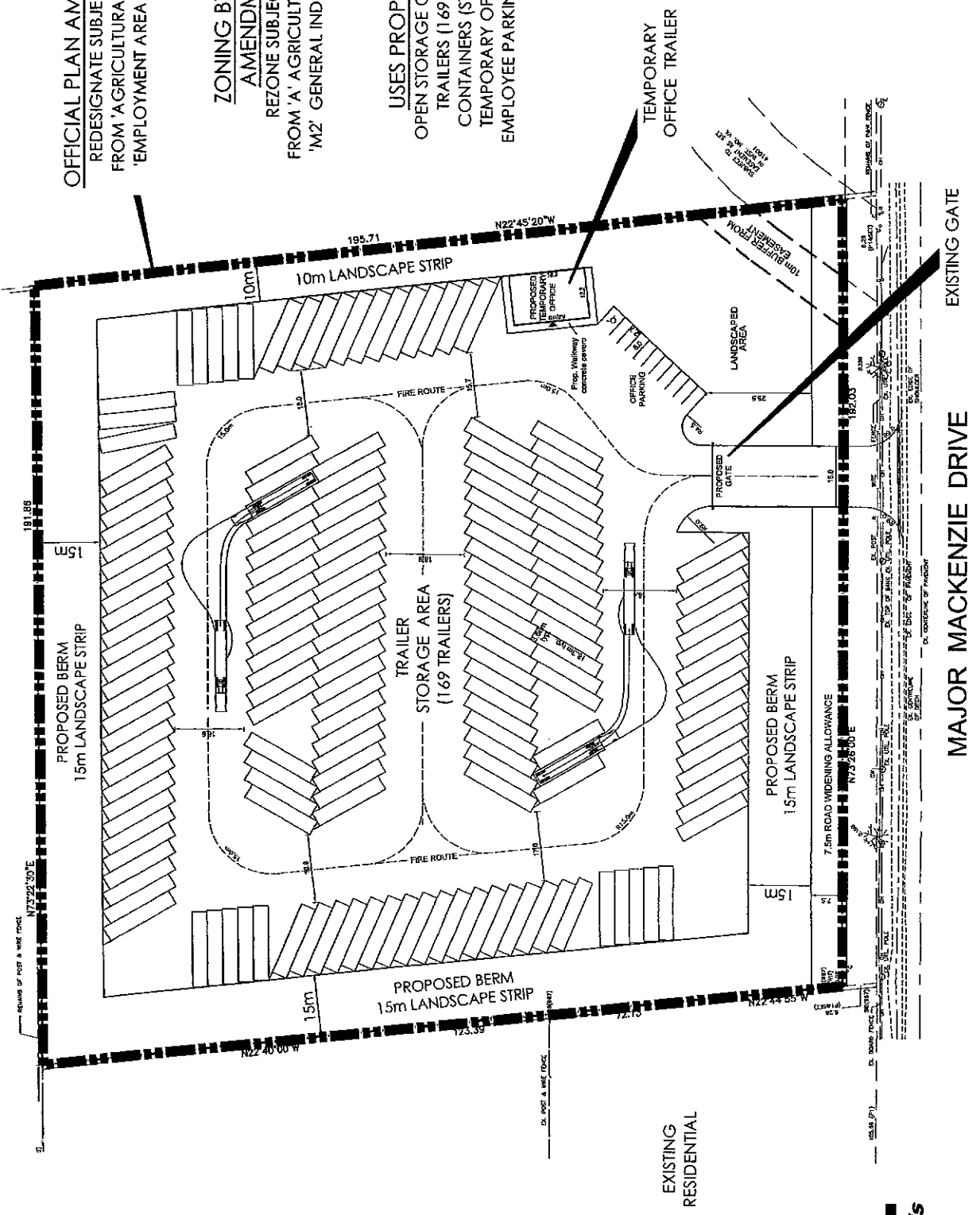
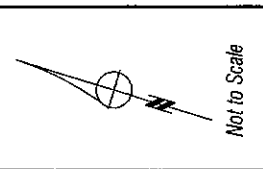
APPLICANT:
 3942198 CANADA INC. (AMARDEEP DEOL)

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OFFICIAL PLAN AMENDMENT
 REDESIGNATE SUBJECT LANDS
 FROM 'AGRICULTURAL AREA' TO
 'EMPLOYMENT AREA GENERAL'

**ZONING BY-LAW
 AMENDMENT**
 REZONE SUBJECT LANDS
 FROM 'A' AGRICULTURAL ZONE TO
 'M2' GENERAL INDUSTRIAL ZONE

USES PROPOSED
 OPEN STORAGE OF TRUCKS,
 TRAILERS (169 MAX.),
 CONTAINERS (STACKED),
 TEMPORARY OFFICE & 11
 EMPLOYEE PARKING SPACES



Subject Lands