

P-2160

June 8, 2020

Ministry of Energy, Northern Development and Mines
Network and Microgrid Policy
77 Grenville St, 6th Flr.
Toronto, ON
M7A 2C1

Attention: Ms. Kirby Dier, Senior Policy Advisor

**RE: Northwest GTA Transmission Corridor Identification Study (“Transmission Study”)
ERO No. 019-1503
Block 66 West Landowners Group Inc. (“Landowners”)
City of Vaughan (“City”)**

KLM Planning Partners Inc. is the land-use planning consultant acting on behalf of the Landowners, who collectively own approximately 153.8 hectares (380 acres) of land located within Block 66 West in the City (“**Subject Lands**”, see Attachment 1). Block 66 West is approximately 182.9 hectares in size; thus, our clients own approximately 84% of the Block.

On behalf of the Landowners, we are pleased to submit this letter in response to ERO No. 019-1503 respecting a proposal by your Ministry (“**ENDM**”) to identify and protect a corridor of land for future electricity infrastructure in the Greater Toronto Area (“**GTA**”).

Background: Block 66 West

The Subject Lands are generally located in the northwest corner of the City, in the Regional Municipality of York (“**Region**”), and are bounded by Major Mackenzie Drive to the south, Highway 50 to the west, Nashville Road to the north, and a mid-concession Hydro corridor to the east.

The Subject Lands are identified by the Province as a Provincially Significant Employment Zone (“**PSEZ**”), are located within a Regional Strategic Employment Area, and are currently designated to permit employment uses by the City’s Official Plan VOP 2010. Specifically, the West Vaughan Employment Area Secondary Plan (“**Secondary Plan**”) was approved by the former Ontario Municipal Board on June 4, 2014, designating the Subject Lands “Prestige Employment”, “General Employment” and “Natural Areas”.

However, a significant portion of the Block are also identified in the Secondary Plan as “GTA West Corridor Protection Area”; This designation prohibits the development of Subject Lands for their intended employment use until the Province has provided formal written notice that the lands have been released from the Corridor Protection Area. Current mapping released by the Province indicates that 113 hectares of the Block are in the “Study Focus Area”, within which 45 hectares are in the “Preferred Route Alternative”. In addition, the balance of the lands within Block 66 West cannot be developed for their

permitted employment uses because comprehensive Block Planning and Subdivision design are considered premature given that nearly 62% of the Block remain frozen under the Corridor Protection Area in the Secondary Plan.

The Transmission Study

The ENDM has identified a long-term need for transmission infrastructure to support the growing Regions of Halton, Peel and York. We understand that, given this growth and the known environmental features that constrain it, the ENDM wishes to identify an appropriate corridor today. The Independent Electricity System Operator initiated the Transmission Study in 2019, and has been seeking feedback on the proposed study area, as well as input on the guiding principles for conducting the study.

We further understand ENDM is proposing a narrowed area of interest which is generally consistent with the Ministry of Transportation's ("MTO") narrowed 2019 Focused Area Analysis for the GTA West Highway Environmental Assessment ("GTAWEA"), with some minor differences reflective of the specific needs of the transmission corridor.

Provincial policy, in particular the *Growth Plan, 2019* and the *Provincial Policy Statement, 2020*, as well as other policies and technical planning input, have informed the guiding principles. These include, among others, consideration of the need to co-locate the transmission corridor with other linear infrastructure wherever feasible, including the GTA West Transportation Corridor, 400 series highways, and other infrastructure corridors.

The GTA West Transportation Corridor Study

As you will be aware, the Subject Lands and other approved urban development lands are currently frozen by the GTAWEA.

The GTAWEA process began in 2007, with the completion of Stage 1 in 2012. Stage 2 commenced in early 2014, but was suspended by the previous government in December 2015, and then terminated in February 2018. Up to that point, the process had already identified the preferred alternative route, determined potential interchange locations, and arrived at a preliminary design.

In June 2019, under current Provincial government, Stage 2 was resumed.

We understand that the next consultation with stakeholders and the public, as well as the presentation of the final highway alignment, are not scheduled to take place until PIC #3 in November 2021, nearly 18 months from now. Following that, Stage 2 is expected to be completed, with a submission to the Ministry of Environment, Conservation and Parks forecasted for November 2022.

So, the remaining approval process for the GTAWEA could take between 1 to 3 years, on top of the 13 years to date.

Our clients believe that the anticipated completion date for the GTAWEA process is unreasonable. It will further delay the realization of employment uses and jobs in the Block.

Based on an historical average employment area density of 58 jobs *per* hectare¹, further prolonging the GTAWEA will result in delaying delivery of approximately 139 hectares of employment land and 8,050 jobs on the Subject Lands alone, which, to repeat, are identified by the Province as a PSEZ.

Conclusion

Our clients support both the transportation and utility corridors. And they think it is long past time for the infrastructure to actually be built.


Critical to that is ensuring that the corridors be advanced at the same time. Our clients therefore respectfully request that the ENDM work with MTO to expedite the completion of the GTAWEA and settle the final alignment of the highway and transmission corridors.

This will release employment lands that are strategically located, allow them to be developed, and create jobs. Particularly as the Province struggles to recover from the economic impact of COVID-19, this is extremely important. And it will serve the government's commitment to "More Homes, More Jobs".

Finally, we request notice of all future reports, public meetings and consultations regarding the Transmission Study, and stand ready to participate in the process wherever possible. If you have any questions or comments in relation to this letter or the Subject Lands, please do not hesitate to contact the undersigned.

Yours very truly,

KLM PLANNING PARTNERS INC.

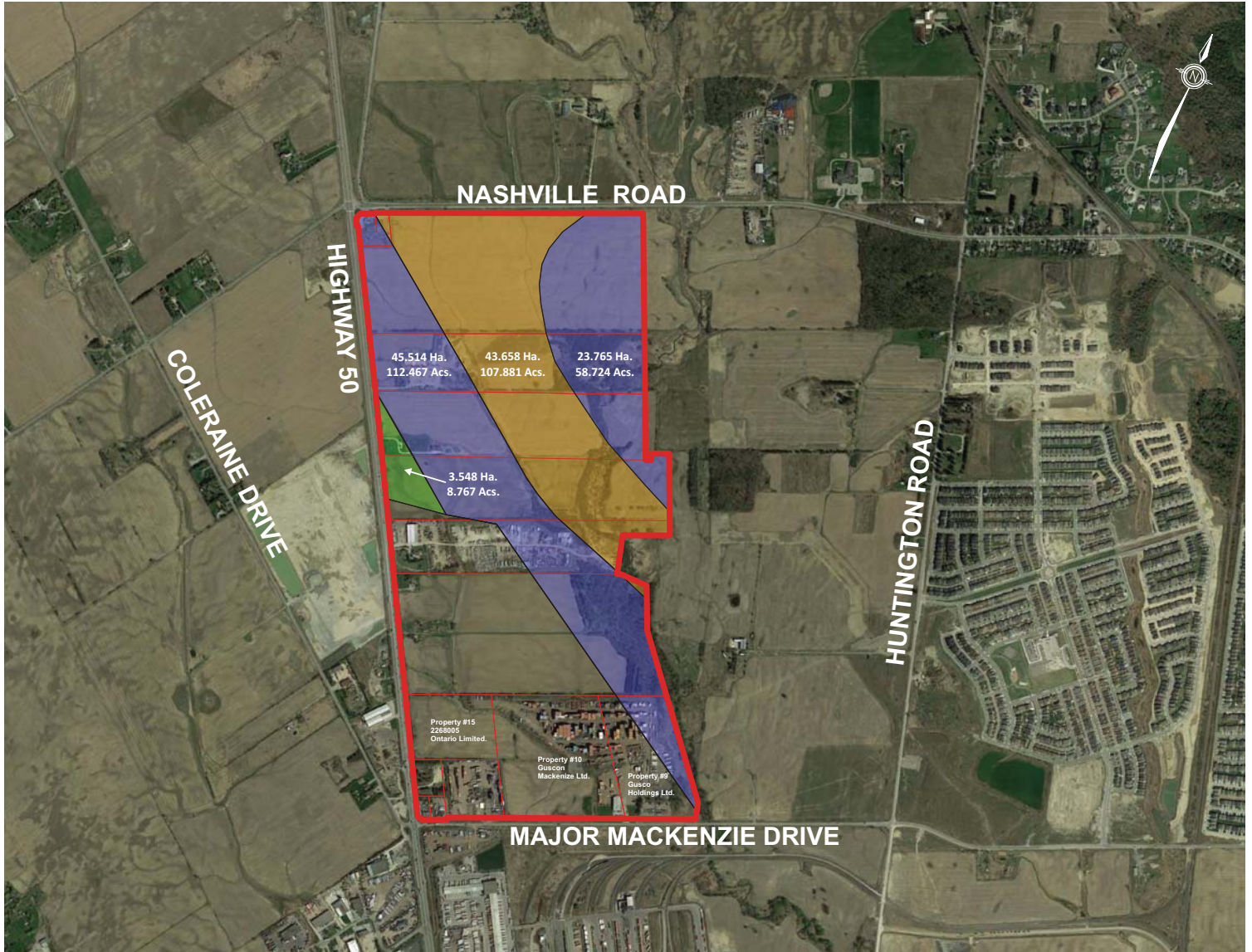


Ryan Mino-Leahan, MCIP, RPP
Partner

copy: Hon. Greg Rickford, Minister of Energy, Northern Development and Mines
Hon. Caroline Mulroney, Minister of Transportation,
Ms. Paula Tenuta, BILD
Mr. Michael Collins-Williams, OHBA
Client

¹ York Region *Planning for Employment Background Report*, May 2019.

BLOCK 66 WEST GTA WEST CORRIDOR POTENTIAL ALIGNMENT



- BLOCK 66 WEST
- PREFERRED ROUTE ALTERNATIVE
- 2019 FOCUSED ANALYSIS AREA FOR THE TECHNICALLY PREFERRED ROUTE
- MTO HAS REDUCED INTEREST IN THESE PROPERTIES

N.T.S.
NOV 5, 2019