

Policy Planning and Special Programs
City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, Ontario
L6A 1T1

June 3, 2025
File 12143

Attn: Fausto Filipetto, Project Manager, Policy Planning and Special Programs

**RE: Comment Letter in Response to Draft Vaughan Official Plan 2025
291-307 Edgeley Boulevard
City of Vaughan**

Weston Consulting has been retained to provide planning assistance to National Homes, the registered landowners of properties municipally addressed as 291 and 307 Edgeley Boulevard (herein referred to as the “subject properties”) in the City of Vaughan. A previous letter, submitted on February 28, 2025 (Appendix B), offered preliminary comments on the earlier draft of the Vaughan Official Plan. In addition, a letter has also been submitted in response to the Vaughan Metropolitan Centre (“VMC”) Transportation Master Plan on February 13, 2025. Subsequent meetings were held with City and VMC staff on March 28 and April 3, 2025, respectively, to discuss the comments raised in these letters.

Since that time, the owners have initiated coordination with neighbouring landowners and are in the process of coordinating a future development framework and vision for properties municipally known as 259–357 Edgeley Boulevard (herein referred to as the “*subject area*”), as shown in Figure 1. The purpose of this letter is to provide formal comments on the Draft Vaughan Official Plan, released on May 15, 2025 (the “Draft OP”), as it relates to the subject properties and the broader subject area and to update staff on National Homes’ coordination efforts. This letter should be read in conjunction with Appendix B. This correspondence does not make representations on behalf of any other landowners, with the exception of the owners of 291 and 307 Edgeley Boulevard.

Summary of Previous Comments

The following is a summary of the requested revisions and considerations outlined in the letters submitted in February 2025:

- Add a *Special Policy Area A* along Edgeley Boulevard, south of Pennsylvania Avenue and north of the VMC area, to allow for a mix of uses subject to supporting technical studies;
- Add a *Supportive Intensification Corridor* along Edgeley Boulevard, recognizing its role in connecting two Secondary Plan areas (Vaughan Mills and the VMC) and its function in supporting the Jane Street corridor;
- Request for further information regarding future Subway and BRT locations, in the proximity of the subject properties; and
- Request for further clarification regarding the proposed Right-of-Way (ROW) along Edgeley Boulevard—specifically, whether the ROW is intended to be 30 metres as identified in the Draft OP, or 33 metres as proposed in the VMC Transportation Master Plan.

The subject properties and area are situated between two major strategic growth areas, are in close proximity to major transit infrastructure, and are directly north of the Vaughan Metropolitan Centre (VMC) Secondary Plan Area. Given its strategic location and evolving context, the area warrants a Policy Framework that supports a higher level of intensification for mixed-use development than what is currently proposed.

Updates and Additional Comments

The landowners of the subject properties are in the process of coordinating with other landowners in support of a proposal for a *Special Policy Area*, as referenced in Appendix A. The subject area consists of 13 properties fronting Edgeley Boulevard, located south of Pennsylvania Avenue, north of Portage Parkway, and immediately north of the VMC Secondary Plan ("VMCSP") Area, as illustrated in Figure 1.

The existing land uses within the subject area primarily consist of commercial buildings accommodating office spaces, restaurants, showrooms, and warehousing. These uses are consistent with those found in the surrounding area, which include similar commercial, office, warehousing, and light manufacturing functions to the north, east, and south. The subject area is also directly adjacent to Expansion Area B of the VMC. This area represents a strategic location for establishing a *Supportive Intensification Corridor* that can serve as a secondary growth area between the VMC and Vaughan Mills growth centres. In addition, as referenced in Appendix A, the majority of the subject area is located within an 800-metre radius of the VMC Bus Terminal. This proximity supports higher-density development, consistent with the 2024 Provincial Planning Statements ("PPS"), which emphasizes the importance of transit-supportive growth.

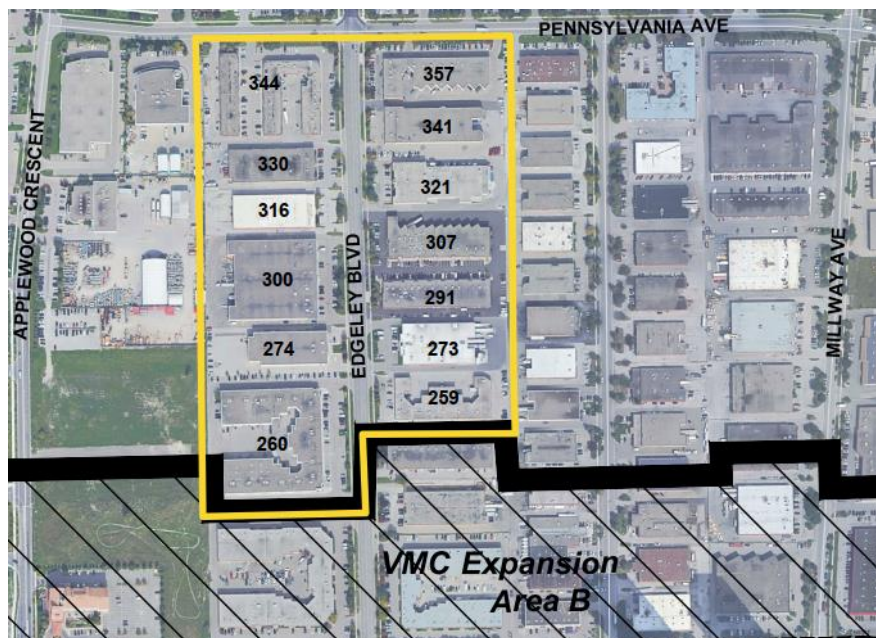


Figure 1- Aerial Image of Subject Area

Request for Revisions to Policies

Following the request for the introduction of *Special Policy Area A*, the following policies have been reviewed and assessed to provide feedback that would align with the intent and requirements of this request:

2.2.4 Employment Areas

The Employment Areas designation is intended to protect lands for economic activities that require separation from other more Sensitive Uses. While Vaughan is anticipated to see significant job growth in its Employment Areas, their planned function for economic activity related to industrial, manufacturing, warehousing and ancillary and Accessory uses should be maintained. Vaughan's Employment Areas shall be protected from encroachment or displacement by incompatible non-employment uses.

Currently, the Employment Area designation lies adjacent to the mixed-use land use designation proposed within VMC Expansion Area B. The proposed *Special Policy Area* would facilitate more compatible uses compared to the uses permitted in the Employment Use designation, which are adjacent to residential uses within the VMC area and would reflect the evolving nature of uses in the area.

It is the policy of the Council:

2.2.4.4 That, in accordance with Provincial policy, conversion of lands in Employment Areas to uses other than manufacturing, warehouse, or ancillary uses directly related to a manufacturing or warehouse use, may only be permitted through an amendment to this Plan, and only where it has been clearly demonstrated to the satisfaction of the City that:

- a. there is an identified need for the conversion and the land to be converted is not required for Employment Area uses beyond 2051;*
- b. the proposed uses would not negatively impact the overall viability of the Employment Area by:

 - i. avoiding, or where avoidance is not possible, minimizing and mitigating potential adverse impacts to Sensitive Land Uses by existing or planned Employment Area uses in accordance with land use compatibility policies in Section 3.1.1 and 4.2.3 of this Plan;*
 - ii. maintaining access to major goods movement facilities and corridors;*
 - iii. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts on the long-term operational and economic viability of employment uses within existing or planned Employment Areas; and*
 - iv. minimizing risk to public health and safety.**
- c. existing or planned Infrastructure and Public Service Facilities are available to accommodate the proposed uses; and*
- d. Vaughan shall still have sufficient lands in Employment Areas to accommodate projected employment growth to 2051.*

2.2.4.5 That further to policy 2.2.4.4, where conversions of lands in Employment Areas are proposed, it should be shown the conversion:

- a. does not impact the configuration, location, and contiguous nature of the Employment Area;*
- b. maintains access to major transportation corridors from the Employment Area;*
- c. does not impact the City's ability to provide a variety of land types and sizes in the Employment Area;*
- d. does not introduce direct or indirect potential adverse impacts such as odour, noise and other contaminants to future residents or employees; and*

e. *does not create risks to public health and safety.*

It is our opinion that the criteria outlined in Sections 2.2.4 and 2.2.4.5 of the Draft OP, which provide additional policy considerations than those found in the PPS 2024 should be revised to be consistent with the policies of the PPS 2024 to enable clarity and consistency in the application of good planning principles associated with the conversion of employment uses to other uses.

The intent of the proposed *Special Policy Area A* is to maintain the employment base currently established on the subject site, while also enabling transition to a mixed-use land use framework. *The Special Policy Area* is envisioned to support a diverse range of employment, residential and retail uses, ensuring continued job creation and economic vitality as well as provision of housing supply in the City of Vaughan that is accessible to higher order transit. Through the implementation of appropriate mitigation measures, the proposal seeks to ensure that new and evolving uses will be compatible with existing employment functions and the surrounding community, effectively balancing growth with land use compatibility and public health considerations.

To substantiate and inform the proposed *Special Policy Area* designation, the landowners of the subject properties are undertaking a comprehensive suite of technical studies. These will include a Land Use Compatibility Study to assess potential impacts and appropriate mitigation strategies for sensitive uses; a Traffic Study to evaluate transportation demands and connectivity; a Servicing and Stormwater Management Study to confirm infrastructure capacity; and a preliminary Market Analysis Study to analyze economic viability and support a mix of uses. Collectively, these studies will provide the necessary technical foundation to demonstrate that the proposed policy framework is sound, supports the long-term objectives of the Draft OP, and addressed the City and PPS requirements for Employment Area conversions.

We acknowledge that City staff have recently released a Public Comment Matrix summarizing feedback received on a previous iteration of the Draft Vaughan Official Plan. Upon review, we understand that the responses provided are general in nature and are not specific to individual comments. As noted on page 3 of the matrix, *site-specific requests are not being considered as part of the current process for preparing the new VOP 2025. Instead, such requests are to be evaluated on a case-by-case basis through the submission of an Official Plan Amendment (OPA) or other appropriate development application to the Development Planning Department, in accordance with the process prescribed by the Planning Act.*

We maintain that there is merit in considering our comments, specifically, the proposal to establish a secondary growth corridor that would support a mixed-use development and both existing and planned transit and provides a strategic connection between two of the City's urban centres. We request that the City modify the Draft OP to include the proposed site-specific policies, attached as Appendix 2 to our letter dated February 28, 2025.

We appreciate the opportunity to provide input and look forward to ongoing discussions with City staff regarding this approach and our comments. If you have any questions or require further information, please contact the undersigned at extension 241.

Yours truly,

Weston Consulting

Per:

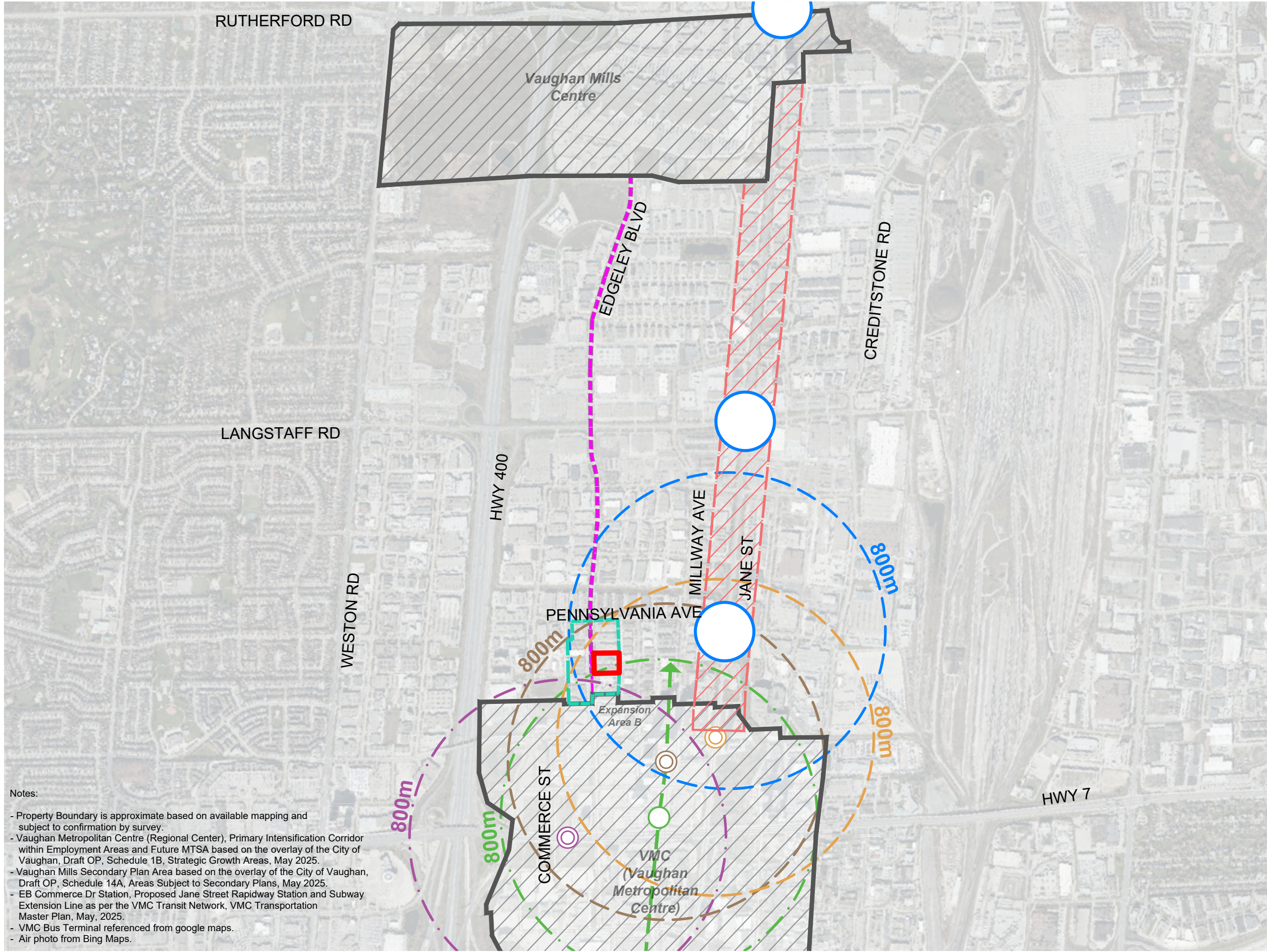


Ryan Guetter, BES, MCIP, RPP
President

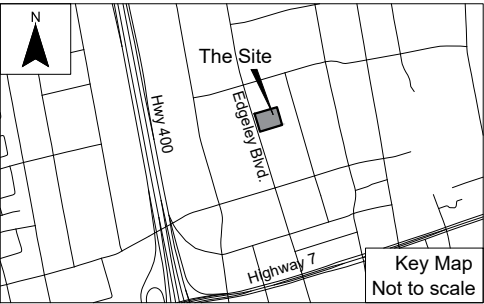
- C. Travis Nolan, Vice President, National Homes
 Jason Pantalone, President & CEO, National Homes
 Todd Coles, MCIP, RPP, City Clerk

Appendix A- Site and Context Analysis for the Subject Area

Appendix B- Comment Letter in Response to Draft Vaughan Official Plan 2025



- Notes:
- Property Boundary is approximate based on available mapping and subject to confirmation by survey.
 - Vaughan Metropolitan Centre (Regional Center), Primary Intensification Corridor within Employment Areas and Future MTSA based on the overlay of the City of Vaughan, Draft OP, Schedule 1B, Strategic Growth Areas, May 2025.
 - Vaughan Mills Secondary Plan Area based on the overlay of the City of Vaughan, Draft OP, Schedule 14A, Areas Subject to Secondary Plans, May 2025.
 - EB Commerce Dr Station, Proposed Jane Street Rapidway Station and Subway Extension Line as per the VMC Transit Network, VMC Transportation Master Plan, May, 2025.
 - VMC Bus Terminal referenced from google maps.
 - Air photo from Bing Maps.



- LEGEND
- Subject Lands
 - Vaughan Metropolitan Centre (VMC) and Vaughan Mills Centre
 - Local Corridor Within Employment Areas
 - Future MTSA
 - 800m radius from Future MTSA
 - VMC Subway Station
 - VMC Subway Extension Line
 - 800m radius from VMC Subway Station
 - EB Commerce Drive Station
 - 800m radius from EB Commerce Drive Station
 - VMC Bus Terminal
 - 800m radius from VMC Bus Terminal
 - Proposed Jane Street Rapidway Station
 - 800m radius from Proposed Jane Street Rapidway Station
 - Proposed Potential Supportive Intensification Corridor
 - Proposed Special Policy Area A

DRAWN / REVISED	
03 JUN 2025	Minor adjustments to policy overlay
28 FEB 2025	First Draft

SITE AND CONTEXT ANALYSIS
291 - 307 EDGELEY BOULEVARD
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK

SCALE 0 200 400m

WESTON CONSULTING

File Number: 12143
Date: 2025-06-03
Drawn By: ZW
Planner: RG
CAD: 2025-06-03_Site Context_12143

Drawing SC

Appendix B

Policy Planning and Special Programs
City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, Ontario
L6A 1T1

February 28, 2025
File 12143

Attn: Fausto Filipetto, Project Manager, Policy Planning and Special Programs

**RE: Comment Letter in Response to Draft Vaughan Official Plan 2025
291-307 Edgeley Boulevard
City of Vaughan**

Weston Consulting has been retained to provide planning assistance to the registered landowners of properties municipally addressed as 291 and 307 Edgeley Boulevard (herein referred to as “the subject properties”) in the City of Vaughan. An Open House was held on Monday, January 27, 2025, to present information regarding Vaughan’s Draft Official Plan 2025. The purpose of this letter is to formally submit comments on the draft Vaughan Official Plan 2025 (“draft OP”) as it pertains to the subject properties. It is our opinion that they are ideally located between strategic growth areas, in addition to being proximate to the planned and existing transit facilities, that warrant consideration of a Policy Framework that would enable intensification above what is currently proposed through the City’s draft OP, including potential for mixed uses.

Description of the Subject Properties

The subject properties are adjacent parcels with frontage on Edgeley Boulevard south of Pennsylvania Avenue and north of Portage Parkway and north of the Vaughan Metropolitan Centre (“VMC”) area (Figure 1). The subject properties are situated 150 metres from Expansion Area B of the VMC. The properties have a total area of approximately 1.25 hectares (3.09 acres) with an approximate frontage of 99 metres along Edgeley Boulevard. The lands are currently occupied by two commercial buildings containing office spaces, showrooms, and warehousing and are surrounded by similar commercial buildings containing, offices, warehousing, and light manufacturing uses to the north, east, and south. The land uses surrounding the subject properties are as follows:

North: to the north are low-rise commercial uses, light manufacturing, and office uses including furniture showrooms, contracting establishments a law office, and restaurant.

East: to the east are commercial uses and office uses, fabric showroom, and small restaurants.

West: to the west are commercial uses including a workplace health and safety consultant, multiple hotel-related uses, a commercial sports facility, small personal service establishments, a contractor’s establishment and the associated outdoor storage of equipment. Further on west is Highway 400.

South: to the south are commercial and institutional uses including personal service shops, restaurants, a YMCA with an associated daycare centre and library and the Vaughan Metropolitan Centre transit station. Further on the south is

Highway 407.

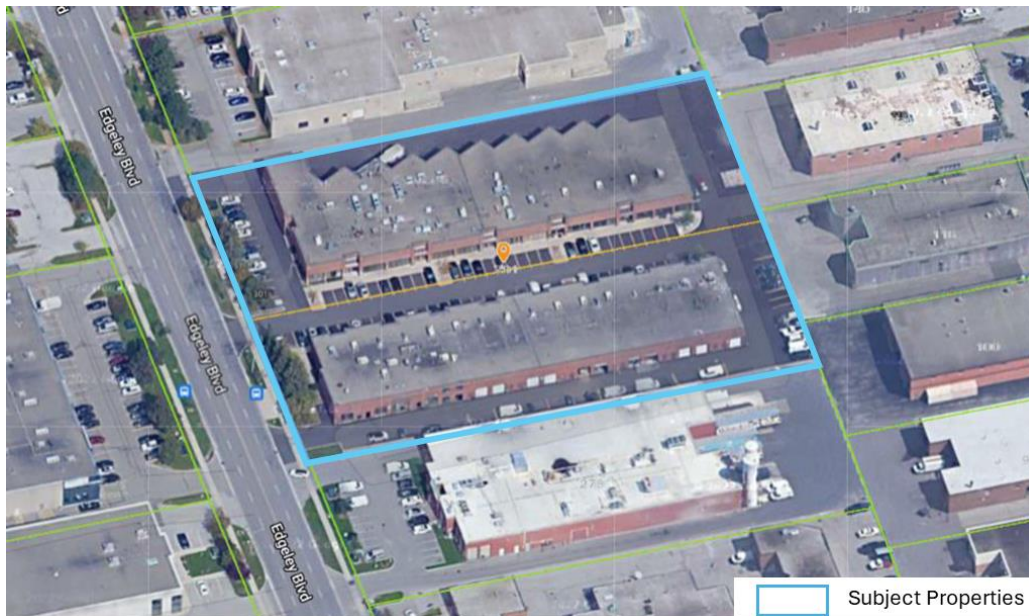


Figure 1- Aerial Image of Subject Properties

Transportation and Transit Infrastructure

The subject properties are well-served by both transit and vehicular transportation infrastructure, with convenient access to the public transit network:

Public Transit

Edgely Boulevard is served by York Regional Transit's bus route #26 which operates from the VMC Bus Terminal and provides frequent service to Maple GO Station (Figure 2). Maple GO Station connects the City of Vaughan to the City of Barrie to the north and Union Station in the City of Toronto. The boundaries of the MTSAs along the planned Jane Street Rapid Bus Transit System are shown on Schedule 1A. The subject properties are within an 800-metre radius (less than a 10-minute walking distance) of the Future Major Transit Station located at the intersection of MacIntosh Blvd (Figure 3).

The recently released VMC Transit Network Schedule, part of the VMC Secondary Plan and Transportation Master Plan, illustrates an extension of the subway line along Millway Avenue toward Major Mackenzie Drive. This extension would position the subject properties in close proximity to the future subway line, further enhancing their accessibility to transit.

The subject properties are also currently within a 10-minute walking distance of both the Vaughan Subway Station and the Vaughan Metropolitan (SmartCentres) Bus Terminal. Additionally, the subject properties are in close proximity to the existing Commerce BRT station at Commerce Way and Highway 7, which is also within an approximately 10-minute walking radius, ensuring convenient access to public transit.

These factors underscore the excellent access of the subject lands to both existing and planned public transit services. To support the investments of this transit infrastructure, it is important to plan for appropriate growth.

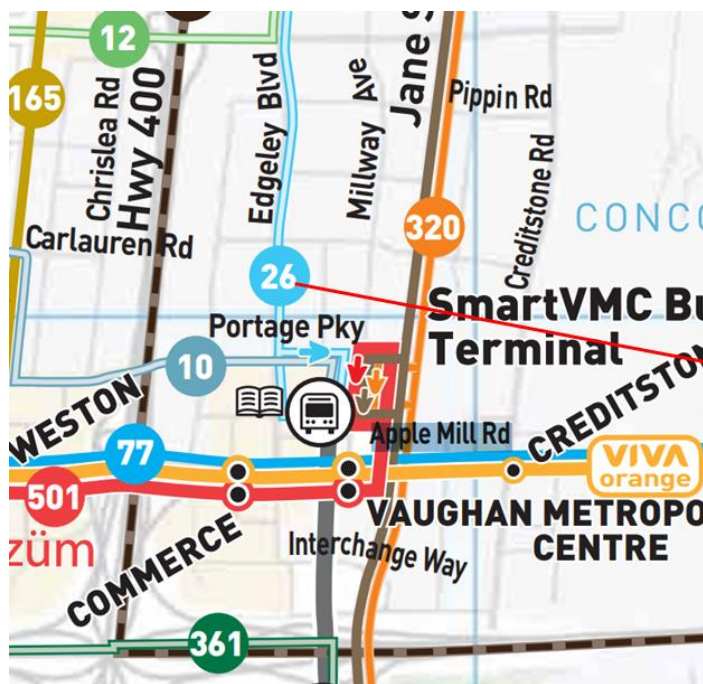


Figure 2- York Region Transit System Map

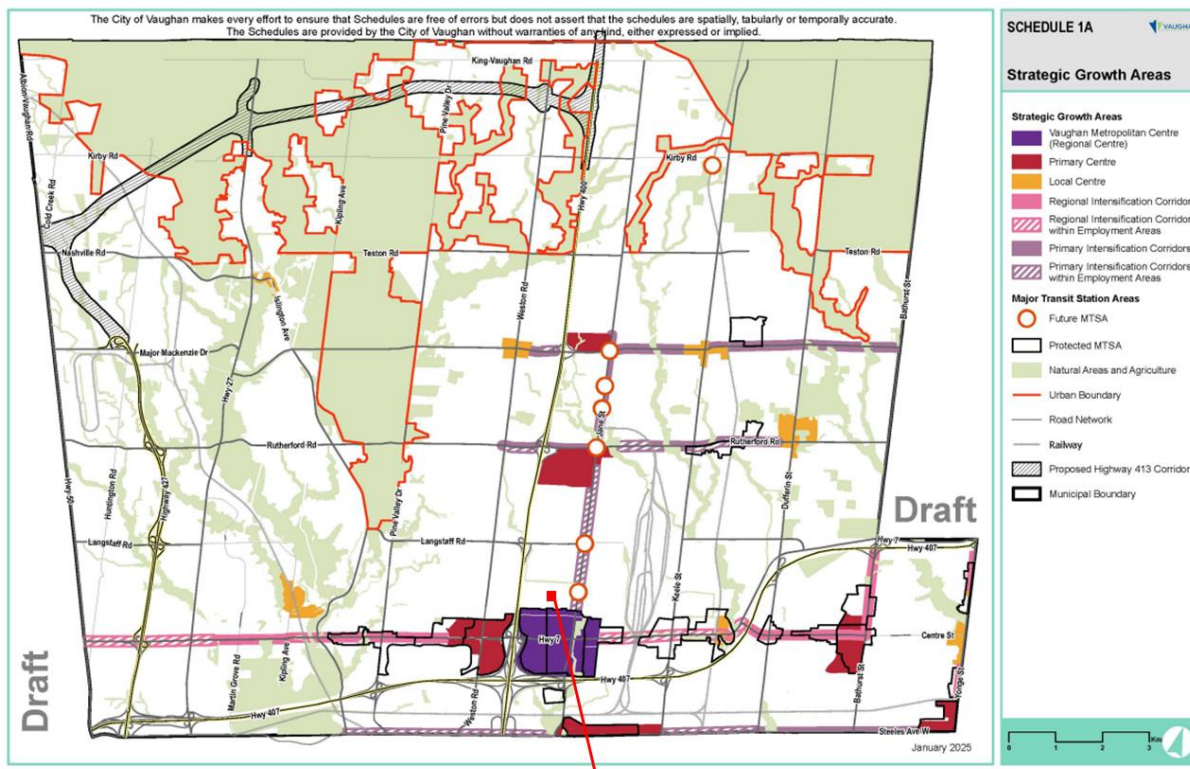


Figure 3- Schedule 1A- Strategic Growth Areas (Draft OP)

Right of Way and Street Network

The in-force City of Vaughan 2010 (2020 Office Consolidation) Schedule 9 – Future Transportation Network identifies a 26-metre Major Collector Right-of-Way (“ROW”) for Edgeley Boulevard. In contrast, the draft OP, Schedule 9A, Employment Major Collector Roads identifies Edgeley Boulevard as a 30-metre ROW to provide vehicular, transit, and active transportation (Figure 4). Currently, the estimated ROW for Edgeley Boulevard is 24 metres; redevelopment of the land would require widening. The basis of this additional widening is unclear and we ask that more information be provided for our review. The proposed widening will also cause impacts on the operation of existing owners (drive aisles for deliveries, parking, etc).

The subject properties are located in close proximity to higher-order roads, including the provincial highways Highway 400 and Highway 407, as well as Highway 7 and Jane Street, as Regional Arterial roads. This extensive transportation network supports the subject properties as a prime location for future development.

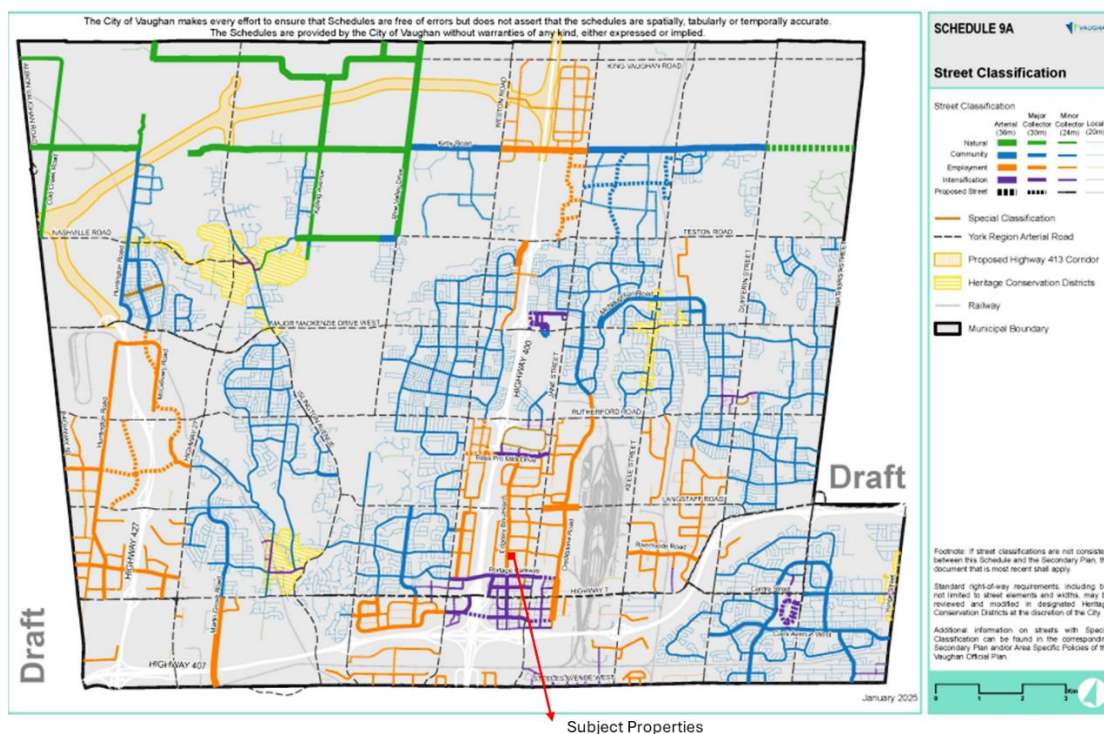


Figure 4- Schedule 9A- Street Classification (Draft OP)

Draft New Vaughan Official Plan 2025

The City released the draft of the new Vaughan Official Plan 2025 in January 2025 as part of the Official Plan Review process. The following provides an analysis and review of the policies in the draft OP as they pertain to the subject properties:

Urban Structure

The subject properties are located between two Secondary Plan Areas: the Vaughan Mills Secondary Plan Area to the north and the VMC Secondary Plan Area to the south, both of which are identified as Strategic Growth Areas on Schedule 1- Urban Structure. They are also identified as Primary Centre and Regional Centre, respectively, on Schedule 1A of the draft OP (Figure 3). The lands along Jane Street are identified as Strategic Growth Areas as well. Section 2.2.2 of draft OP identifies these areas to support the development of a mix of uses and appropriate densities to align with existing or planned high-level transit while promoting walking and cycling.

Given the planned northbound extension of the subway and additional transit upgrades planned to the west of Jane Street, it is expected that growth areas will continue to expand north of VMC and west of Jane Street. The subject properties present a strategic opportunity to connect two Secondary Plan Areas to the north and south, a Primary Intensification Corridor and future MTSA corridor to the east, and Provincial Highways 400 and 407 to the west and south.

Additionally, it is our opinion that Edgeley Blvd. would be an appropriate transitional corridor, linking the density and height planned for the VMC area (subject to future policies) to the south with the density planned for the Vaughan Mills area to Jane Street Corridor. The maximum permitted density in the Vaughan Mills Area is a Floor Space Index (FSI) of 6, though recent development applications within this Secondary Plan. Edgeley Blvd. could serve as a secondary intensification north-south corridor to Jane Street and be introduced as a Supportive Intensification Corridor in the draft OP, complementing the proposed growth centres and corridors concept in this area of Vaughan.

Land Use

The Subject properties are identified as a *Core Employment Area* and designated as *General Employment* on Schedule 1 – Urban Structure and Schedule 13 – Land Use of the draft OP. This designation is consistent with the 2010 Official Plan which was established before the recent updates to the VMC area and planned transportation infrastructure in close proximity to the subject properties.

The permitted uses within the *General Employment* designation are:

- i. *industrial uses, including manufacturing, warehousing (excluding Retail warehouses), processing, transportation, distribution, any of which may or may not include outdoor storage; and*
- ii. *office and/or Retail uses ancillary to and directly associated with any of the uses listed in policy 4.2.3.1b.i, provided that the ancillary use is located on the same lot as the primary use.*

The lands along Jane Street and Highway 400 are identified as *Supporting Employment Areas* on Schedule 1 designated as *Prestige Employment* on Schedule 13. Section 2.2.4 of the draft OP notes that *Supporting Employment Areas do not meet the definition of an “area of employment” under Section 1 of the Planning Act and allow for a broader range of uses, including certain Employment-Supportive Uses. Lands within Supporting Employment Areas are designated as Prestige Employment or Employment Commercial Mixed-Use on Schedule 13 of this Plan. The proposed definition of Supporting Employment Areas state:*

Employment Areas and/or portions of Employment Areas to be designated in local official plans that are on the periphery of Employment Areas and/or may be candidates for mixed employment uses because of their location within existing or proposed Strategic Growth Areas. This generally includes Employment Areas that:

- a) *are adjacent to major Regional arterial or on the fringe of Employment Areas;*
- b) *have significant portions of commercial, retail, and/or other service or knowledge-based uses;*
- c) *are directly abutting or in close proximity to residential or other Sensitive Uses sensitive uses and could benefit from more appropriate buffering from existing or future employment uses that may be incompatible. Examples include noxious uses, clusters of manufacturing or other traditional employment uses.*

Employment Areas and/or portions of Employment Areas to be designated in local official plans that are on the periphery of Employment Areas and/or may be candidates for mixed employment uses because of their location within existing or proposed Strategic Growth Areas. This generally includes Employment Areas that: a) are adjacent to major Regional arterial or on the fringe of Employment Areas; b) have significant portions of commercial, retail, and/or other service or knowledge-based uses; c) are directly abutting or in close proximity to residential or other sensitive uses and could benefit from more appropriate buffering from existing or future employment uses that may be incompatible.

Examples include noxious uses; clusters of manufacturing or other traditional employment uses.

The heavy manufacturing and industrial uses permitted in *Core Employment Areas* are not appropriate for the subject properties considering their strategic location and the current composition of the surrounding area. The subject properties are situated in a strategic area with the potential for growth and development to support surrounding intensification areas for mixed uses. Introducing Edgeley Blvd. as a Supportive Intensification Corridor would accommodate a broader range of uses including the potential for high-density mixed-use development, that better aligns with the area's current and evolving character and would support planned and existing transit. This approach is particularly relevant given surrounding constraints, East of Jane Street lies the CN rail facilities area (McMillan Yard) which is more suitable for traditional industrial uses given the land use compatibility challenge and south of Highway 407 are the Parkway Belt West Lands reserved by the Province for transit infrastructure. Shifting the focus of the lands along Edgeley Blvd., north of the VMC Expansion area, toward a more flexible mix of uses would create a transition between growth areas that better align with the City's vision for serving Vaughan's growing population.

Considering the strategic location of the subject properties in relation to both existing and planned public transit infrastructure, a more flexible land use designation would better align with the evolving character of the area.

The subject properties are not adjacent to heavy industrial uses and are suitable to allow for a more flexible range of permitted uses to support nearby growth areas, major transit station areas, and corridors. The subject properties are located 150 metres north of the boundary of Expansion Area B within the VMC. This area has already been approved for employment conversion (Figure 5). Given that the subject properties are in close proximity to this area and offer similar development potential, they should be considered appropriate for mixed uses in our opinion.

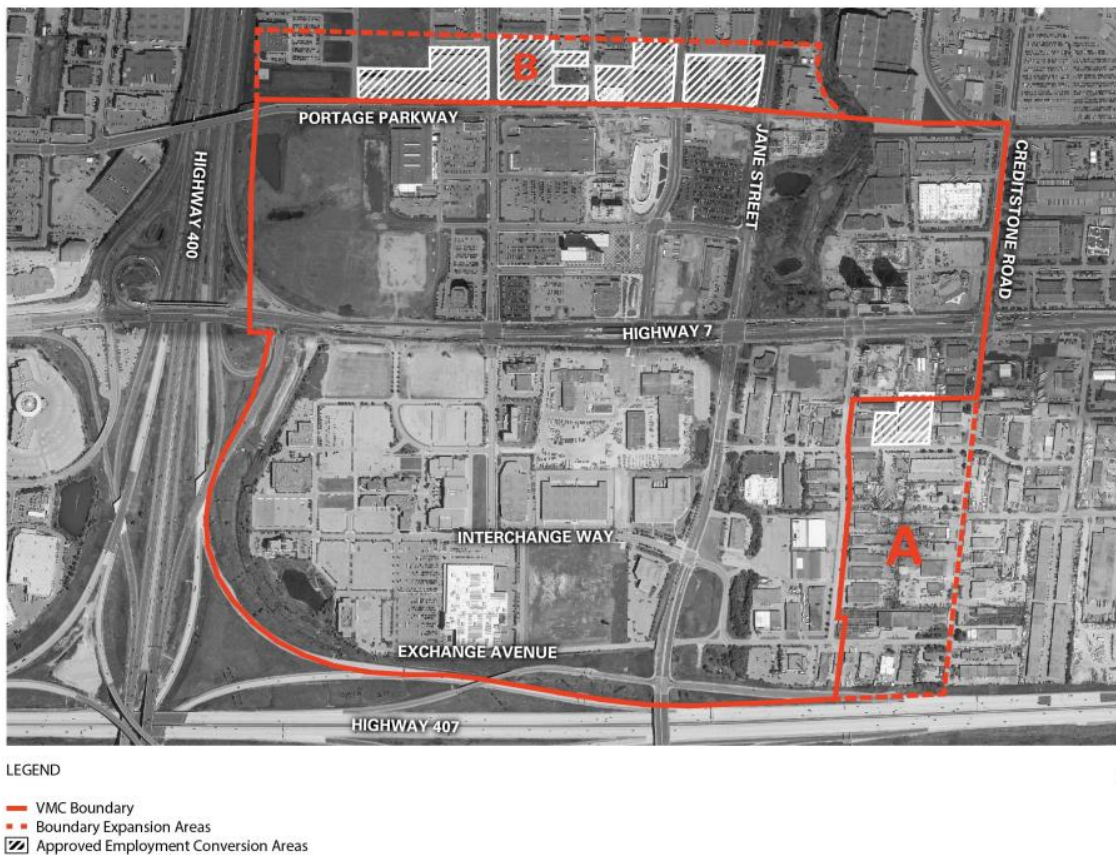


Figure 5- The Boundary of VMC Area

Furthermore, the surrounding area, with recent development applications illustrates a shift towards higher-density residential and commercial uses. With this shift in development focus, the traditional employment use designation for the subject properties is no longer appropriate. The transition from industrial or traditional employment uses to more flexible, mixed-use development aligns better with the surrounding area's current function. Further studies would be required as part of the development application process to assess the potential impacts of such a land use conversion along this corridor. These requirements are listed in Section 2.2.4.5 of the draft OP for the Approved Employment Conversions:

2.2.4.5 That lands marked "Approved Employment Conversions" on Appendix 1 to this Plan are considered to be part of the City's Community Areas, but will require redesignation through an amendment to this Plan to an appropriate land use designation described in Chapter 4, subject to the following criteria:

a. it must be demonstrated that the permitted uses on the redesignated lands will not affect the operations or viability of existing or permitted employment uses on nearby lands, and that the proposed uses are Compatible with and safe for surrounding land uses; and

b. there must be existing or planned Infrastructure and Public Service Facilities to accommodate the proposed uses for the lands.

The 2024 Provincial Planning Statement made modifications to Employment Conversion policies to allow planning authorities to remove lands from Employment Areas without the need for a Municipal Comprehensive Review. Employment conversions can now be addressed through amendments to municipal Official Plans. Additionally, as a result of the latest legislative changes under the Cutting Red Tape to Build More Homes Act, 2024 (Bill 185), the Region of York became a Region without planning responsibilities as of July 1, 2024. Therefore, it is our understanding that the York Regional Official Plan is now considered to be merged with the Vaughan Official Plan, the later taking precedence where there is a conflict, and as it relates to lands within the City of Vaughan, amendments are facilitated by the City of Vaughan.

Proposed Revisions to Draft OP

As shown in Appendix 1, the corridor between the VMC and Pennsylvania Avenue, along Edgeley Blvd., is located within the future major station area along Jane Street. This area should be utilized as a Supportive Intensification Corridor providing a secondary growth potential between the VMC and Vaughan Mills growth areas. As the strategic growth areas evolve the Supportive Intensification Corridor could expand north of Pennsylvania Avenue and eventually connect both growth nodes over the long term.

In our view, it is appropriate to introduce a Special Policy Area on this corridor permitting higher density and a mix of land uses and could be considered to be part of the City's Community Areas, enabling its future mixed use character and visions to be realized. We acknowledge that the introduction of any sensitive uses would be subject to future Land Use Compatibility assessments and additional technical studies to evaluate the potential impacts. These studies would be required at the time of zoning amendment, without the need to amend the Official Plan, to ensure that the proposed development is both feasible and compatible with the surrounding area. By implementing Special Policies for the lands within the Supportive Intensification Corridor, the criteria set out in Sections 2.8.2.5, 3.5.1, and 3.5.2 of the PPS for the removal of lands from employment areas would be satisfied.

By adopting this approach, development in a strategically important location within the City of Vaughan can be supported, while minimizing any negative impacts on the surrounding areas.

In summary, it is our opinion that a *Special Policy Area* designation with more flexible uses is more suitable for this corridor and the subject properties. This Special Policy Area permits employment uses, as well as supportive community and residential uses, subject to a policy framework that addresses consistency in the PPS. It is acknowledged that further study would be required to assess the compatibility of residential land uses along this corridor. In addition to the recommended change to *Special Policy Area*, we request that Staff identify this corridor as a new *Secondary Intensification Corridor* that will allow residential and commercial uses subject to further study that is consistent with Provincial and local policies. Appendix 2 outlines the proposed policies applicable to this Special Policy Area. This is supported by the emerging intensification within the VMC and Vaughan Mills Secondary Plan areas, in addition to the existing and planned transit facilities in the immediate context. This would offer a unique opportunity to connect two key growth areas in the City.

We kindly request that staff review the comments outlined above and consider them during the finalization of the Official Plan policies and schedules. The proposed policy changes represent a unique opportunity within the City of Vaughan to create a secondary growth corridor that supports the planned intensification with two of the City's centres. We appreciate the opportunity to provide these comments and look forward to further discussions with City staff regarding these matters.

If you have any questions or require further information, please contact the undersigned at extension 241.

Yours truly,

Weston Consulting

Per:



Ryan Guetter, BES, MCIP, RPP
President



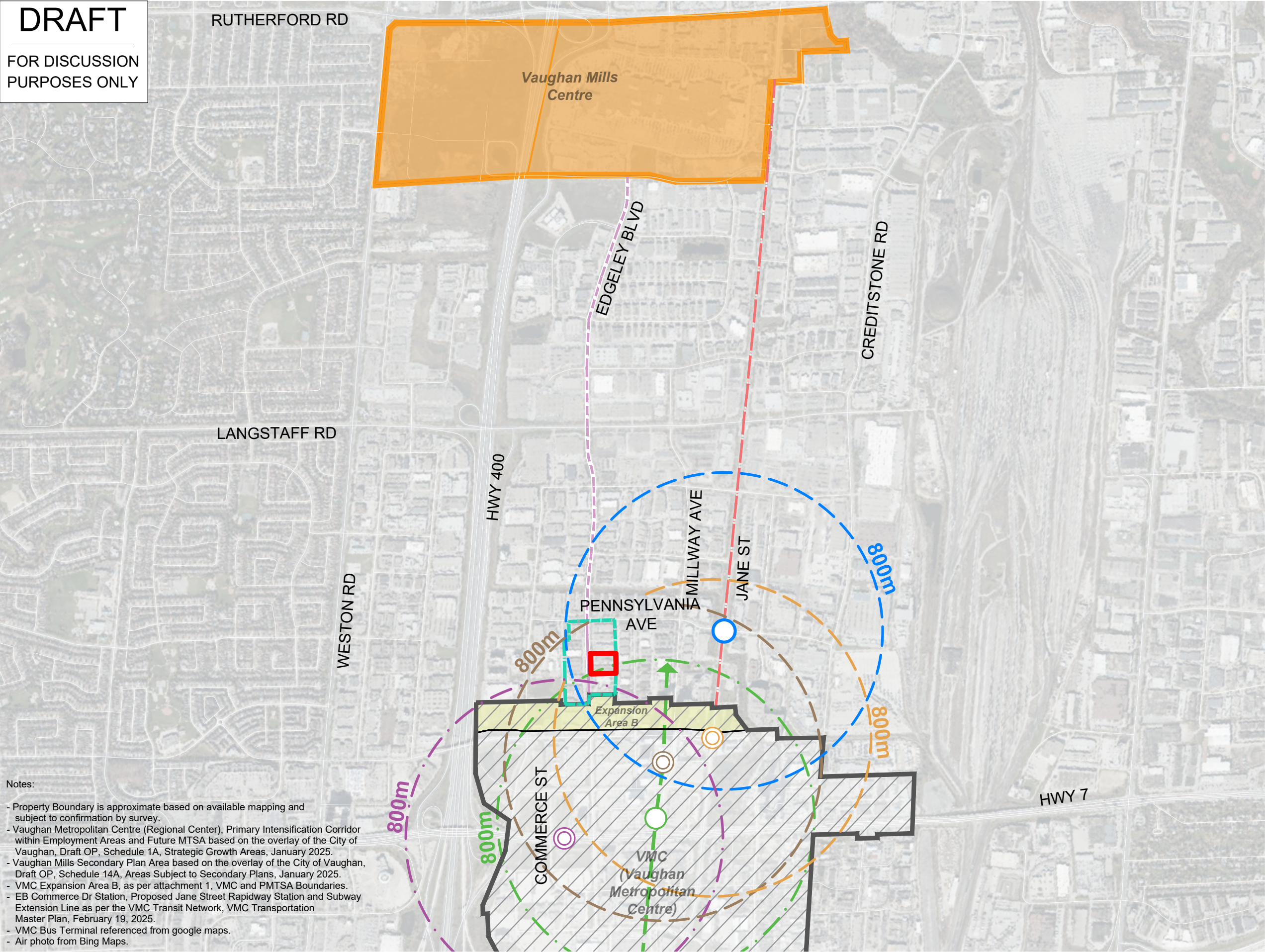
Martin Quarcoopome, BES, MCIP, RPP
Vice President

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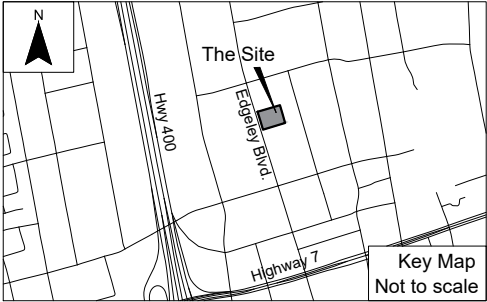
Appendix 1- Site Context Analysis

DRAFT

FOR DISCUSSION
PURPOSES ONLY



- Notes:
- Property Boundary is approximate based on available mapping and subject to confirmation by survey.
 - Vaughan Metropolitan Centre (Regional Center), Primary Intensification Corridor within Employment Areas and Future MTSA based on the overlay of the City of Vaughan, Draft OP, Schedule 1A, Strategic Growth Areas, January 2025.
 - Vaughan Mills Secondary Plan Area based on the overlay of the City of Vaughan, Draft OP, Schedule 14A, Areas Subject to Secondary Plans, January 2025.
 - VMC Expansion Area B, as per attachment 1, VMC and PMTSA Boundaries.
 - EB Commerce Dr Station, Proposed Jane Street Rapidway Station and Subway Extension Line as per the VMC Transit Network, VMC Transportation Master Plan, February 19, 2025.
 - VMC Bus Terminal referenced from google maps.
 - Air photo from Bing Maps.



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 - 800m radius from Future Jane Street Rapidway Station
 - Primary Intensification Corridor Within Employment Areas
 - Proposed Potential Supportive Intensification Corridor
 - Proposed Special Policy Area A

DRAWN / REVISED	
28 FEB 2025	First Draft

SITE AND CONTEXT ANALYSIS
291 - 307 EDGELEY BOULEVARD
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK

SCALE
0 200 400m

WESTON CONSULTING

File Number: 12143
Date: 2025-02-28
Drawn By: ZW
Planner: RG
CAD: 2025-02-27_Site Context_12143

Drawing
SC

Appendix 2- Proposed Special Policies

X. Special Policy Area “A”

X.1. The uses permitted under the Special Policy Area “A” designation are as follows:

- a) Uses permitted in Employment Land Use Designation.
- b) The following uses shall also be permitted through an amendment to the City of Vaughan Zoning By-law, subject to criteria outlined in Sections X.2 and X.3:
 - i. Community Uses; and
 - ii. Residential Uses.

X.2. Prior to the enactment of the Zoning By-law, the following shall be fulfilled:

- a) the proposed uses would not negatively impact the overall viability of the employment area by:
 - 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy X.3;
 - 2. maintaining access to major goods movement facilities and corridors;
- b) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and
- c) The proposed development accommodates mixed uses and provides an appropriate number of jobs that contributes to and does not detract from the Municipality's ability to projected employment growth to the horizon of the approved official plan.

X.3. Land Use Compatibility

X.3.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

X.3.2 Where avoidance is not possible in accordance with policy X.3.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.