

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2020

Item 10, Report No. 20, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 27, 2020, as follows:

By approving the following request for conversion:

ID #	ADDRESS
7	<i>Lots 26 to 35, Vaughan Concession 5 & Lot 1, King Concession 5 (3440 Kirby Road and 11720 Jane Street)</i>

By receiving the following communications:

- C11** *Mr. Richard Lorello, dated May 21, 2020;*
C12 *Mr. Rob Lavecchia, KLM Planning Partners, Jardin Drive, Concord, dated May 20, 2020;*
C13 *Mr. Tony Volpentesta, Bousfields Inc., Church Street, Toronto, dated May 20, 2020;*
C14 *Ms. Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated May 22, 2020;*
C18 *Mr. Michael Bissett, Bousfields Inc., Church Street, Toronto, dated May 26, 2020; and*
C20 *Acting Deputy City Manager, Planning and Growth Management, dated May 26, 2020.*

Councillor Carella declared an interest with respect to the foregoing matter as he is a corporate secretary of a not-for-profit corporation that owns lands abutting one of the subject properties and did not take part in the discussion or vote on the matter.

10. REQUEST FOR COMMENTS: YORK REGION EVALUATION OF EMPLOYMENT LAND CONVERSION REQUESTS

The Committee of the Whole recommends:

- 1) That Staff Recommendation for the following request be approved:**

ID	Address	Nature of Request	Applicant / Owner	Recommendations
1	45, 65, 85, 115 Bowes Road and 1950 and 1970 Highway 7	A request to re-designate lands from "Employment Commercial Mixed-Use" to "Mixed-Use Commercial / Residential".	Brookvalley Project Management Inc.	Support the conversion of lands identified within Deferral Area A in VOP 2010 to continue to pursue a GO station at this location through the Concord GO Mobility Hub Study.

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2) That the following requests for conversion be approved:

ID #	ADDRESS
3	233 Four Valley Drive and 1040-1080 Edgeley Boulevard
4	11, 27 and 37 Jacob Keefer Parkway
5	7625 Martin Grove Road and 211 Woodstream Boulevard
11	6241 Rutherford Road
13	2267 Highway 7 and 7700 Keele Street
15	201 Millway Avenue
16	163 and 175 Bowes Road
17	4600 Steeles Ave West
18	7777 Keele St and 2160-2180 Highway 7
21	140 Doughton Road
22	676 to 696 Westburne Drive
24	705 Applewood Crescent, 200, 207 & 225 Edgeley Boulevard, 10, 11, 38 & 27 Buttermill Avenue and 190 Millway Avenue
25	Part of Lots 4 and 5, Concession 9, South of Highway 7 (Adjacent) between Huntington Road and Highway 427
26	2104 Highway 7
28	130 Doughton Road
30	20 Roysun Road

3) That the following requests for conversion be not approved:

ID #	ADDRESS
6	661 and 681 Chrislea Road
8	8083 Jane Street
9	8821 Weston Road
10	Part of Lot 14 and 15, Concession 5
12	2739 Highway 7

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14	156 Chrislea Road and 15 Jevlan Drive
19	31 Jevlan Drive and 172 Chrislea Road
20	7171 Jane Street
23	2780 Highway 7
27	80, 82 and 220 Doney Crescent
29	7250 Keele Street

- 4) That consideration of this request for conversion be deferred to the May 27, 2020 Council meeting:

ID #	ADDRESS
7	Lots 26 to 35, Vaughan Concession 5 & Lot 1, King Concession 5 (3440 Kirby Road and 11720 Jane Street)

- 5) That the following request was withdrawn:

ID #	ADDRESS
2	11421 Weston Road; Part of Lot 30, Concession 5

- 6) That recommendation 4. contained in the report of the Acting Deputy City Manager, Planning and Growth Management dated May 20, 2020, be approved;
- 7) That the presentation by the Senior Planner, Policy Planning and Environmental Sustainability and C22, presentation material titled “*Request for Comment: Evaluation of Employment Land Conversion Requests*” be received;
- 8) That the following Deputations and Communications be received:
1. Mr. Don Given, Malone Given Parsons, Renfrew Drive, Markham, and C6, dated May 15, 2020;
 2. Mr. Barry Horosko, Horosko Planning Law, North Queen Street, Etobicoke, and C16, dated May 20, 2020;
 3. Mr. Lucio Polsinelli, Arcovit Holdings, c/o Canvas Developments, Strada Drive, Vaughan, and C3, dated May 14, 2020;

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4. **Ms. Jenna Thibault, Weston Consulting, Millway Avenue, Vaughan, on behalf of De Poce Management Ltd.;**
 5. **Mr. Ryan Mino-Leahan, KLM Planning Partners Inc., Jardin Drive, Concord, and C7, dated May 19, 2020;**
 6. **Ms. Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, and C8, C9 and C10, dated May 19, 2020;**
 7. **Mr. Jonathan Sasso, Humphries Planning Group, Pippin Road, Vaughan;**
 8. **Mr. Martin Quarcoopome, Weston Consulting, Millway Avenue, Vaughan;**
 9. **Mr. Michael Bissett, Bousfields Inc., Church Street, Toronto, and C20, dated May 19, 2020;**
 10. **Mr. Ryan Guetter, Weston Consulting, Millway Avenue, Vaughan, and C12, C18 and C21, dated May 19, 2020;**
 11. **Mr. Kevin Bechard, Weston Consulting, Millway Avenue, Vaughan, and C11, dated May 19, 2020;**
 12. **Mr. Robert Lavecchia, KLM Planning Partners, Jardin Drive, Concord, and C14, dated May 19, 2020;**
 13. **Mr. Michael Melling, Davies Howe LLP; and**
 14. **Mr. John Zipay, John Zipay and Associates, Gilbert Court, Burlington, and C15, dated May 19, 2020;**
- 9) **That the following Communications be received:**
- C4 **Mr. Kurt Franklin, Vice President, Weston Consulting, Millway Avenue, Vaughan, dated May 14, 2020;**
 - C17 **Ms. Sandra K. Patano, Associate, Weston Consulting, Millway Avenue, Vaughan, dated May 20, 2020; and**
 - C19 **Mr. Mark N. Emery, President and Mr. Ryan Guetter, Senior Vice President, Weston Consulting, Millway Avenue, Vaughan, dated May 19, 2020; and**
- 10) **That the report of the Acting Deputy City Manager, Planning and Growth Management dated May 20, 2020, be received.**

Councillor Carella declared an interest with respect to the foregoing matter as he is a corporate secretary of a not-for-profit corporation that owns lands abutting one of the subject properties and did not take part in the discussion or vote on the matter.

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Recommendations

1. THAT Council support the conversion of employment area lands to allow non-employment uses, identified in Attachment 5 to this report, in the 2041 Regional Municipal Comprehensive Review for the following sites:
 - a. 4600 Steeles Ave West (ID 17)
 - b. Various landholdings in Concord GO Center Secondary Plan area (45, 65, 85, 115 Bowes Road and 1950 and 1970 Highway 7, Vaughan) (ID 1)
 - c. 163 and 175 Bowes Road (ID 16)
 - d. 140 Doughton Road (ID 21)
 - e. 130 Doughton Road (ID 28);
2. THAT Council not support the conversion of employment area lands to allow non-employment land uses, identified in Attachment 5 to this report, in the 2041 Regional Municipal Comprehensive Review for the following sites:
 - a. 233 Four Valley Drive and 1040-1080 Edgeley Boulevard (ID 3)
 - b. 11, 27 and 37 Jacob Keefer Parkway (ID 4)
 - c. 7625 Martin Grove Road and 211 Woodstream Boulevard (ID 5)
 - d. 661 and 681 Chrislea Road (ID 6)
 - e. Lots 26 to 35, Vaughan Concession 5 and Lot 1, King Concession 5 (3440 Kirby Road and 11720 Jane Street) (ID 7)
 - f. 8083 Jane Street (ID 8)
 - g. Part of Lot 14 and 15, Concession 5 (Anland) (ID 10)
 - h. 6241 Rutherford Road (ID 11)
 - i. 2739 Highway 7 (ID 12)
 - j. 2267 Highway 7 and 7700 Keele Street (ID 13)
 - k. 201 Millway Avenue (ID 15)
 - l. 7777 Keele St and 2160-2180 Highway 7 (ID 18)
 - m. 7171 Jane St. (ID 20)
 - n. 676 to 696 Westburne Drive (ID 22)
 - o. 2780 Highway 7 (ID 23)
 - p. 705 Applewood Crescent, 200, 207 & 225 Edgeley Boulevard, 10, 11, 38 & 27 Buttermill Avenue and 190 Millway Avenue (ID 24)
 - q. Part of Lots 4 and 5, Concession 9, South of Highway 7 (Adjacent) between Huntington Road and Highway 427 (ID 25)

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- r. 2104 Highway 7 (ID 26)
 - s. 80, 82 and 220 Doney Crescent (ID 27)
 - t. 7250 Keele Street (ID 29)
 - u. 20 Roysun Road (ID 30);
- 3. THAT Council not support the conversion of employment area lands to allow non-employment land uses because a conversion is not required for the request, identified in Attachment 5 to this report, in the 2041 Regional Municipal Comprehensive Review for the following sites:
 - a. 8821 Weston Road (ID 9)
 - b. 156 Chrislea Road and 15 Jevlan Drive (ID 14)
 - c. 31 Jevlan Drive and 172 Chrislea Road (ID 19); and
- 4. THAT this report and Council's decision be forwarded to York Region as Vaughan Council's input on the Region's review of employment conversion requests in the City of Vaughan, as part of the 2041 Municipal Comprehensive Review.

Committee of the Whole (2) Report

DATE: Wednesday, May 20, 2020

WARD(S): ALL

**TITLE: REQUEST FOR COMMENTS: YORK REGION EVALUATION OF
EMPLOYMENT LAND CONVERSION REQUESTS**

FROM:

Bill Kiru, Acting Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek Council endorsement of City staff recommendations on the 30 employment land conversion requests submitted by landowners to York Region as part of the Region's 2041 Municipal Comprehensive Review.

Report Highlights

- The Region has received 71 employment land conversion requests and 30 of these are within Vaughan
- In March 2019, York Region Council endorsed criteria to be used when assessing employment land conversion requests
- Vaughan Staff also established criteria to assess the employment land conversion requests
- City staff are generally aligned with the Region's assessment of conversion requests

Recommendations

1. THAT Council support the conversion of employment area lands to allow non-employment uses, identified in Attachment 5 to this report, in the 2041 Regional Municipal Comprehensive Review for the following sites:
 - a. 4600 Steeles Ave West (ID 17)
 - b. Various landholdings in Concord GO Center Secondary Plan area (45, 65, 85, 115 Bowes Road and 1950 and 1970 Highway 7, Vaughan) (ID 1)
 - c. 163 and 175 Bowes Road (ID 16)
 - d. 140 Doughton Road (ID 21)
 - e. 130 Doughton Road (ID 28);
2. THAT Council not support the conversion of employment area lands to allow non-employment land uses, identified in Attachment 5 to this report, in the 2041 Regional Municipal Comprehensive Review for the following sites:
 - a. 233 Four Valley Drive and 1040-1080 Edgeley Boulevard (ID 3)
 - b. 11, 27 and 37 Jacob Keefer Parkway (ID 4)
 - c. 7625 Martin Grove Road and 211 Woodstream Boulevard (ID 5)
 - d. 661 and 681 Chrislea Road (ID 6)
 - e. Lots 26 to 35, Vaughan Concession 5 and Lot 1, King Concession 5 (3440 Kirby Road and 11720 Jane Street) (ID 7)
 - f. 8083 Jane Street (ID 8)
 - g. Part of Lot 14 and 15, Concession 5 (Anland) (ID 10)
 - h. 6241 Rutherford Road (ID 11)
 - i. 2739 Highway 7 (ID 12)
 - j. 2267 Highway 7 and 7700 Keele Street (ID 13)
 - k. 201 Millway Avenue (ID 15)
 - l. 7777 Keele St and 2160-2180 Highway 7 (ID 18)
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 - o. 2780 Highway 7 (ID 23)
 - p. 705 Applewood Crescent, 200, 207 & 225 Edgeley Boulevard, 10, 11, 38 & 27 Buttermill Avenue and 190 Millway Avenue (ID 24)
 - q. Part of Lots 4 and 5, Concession 9, South of Highway 7 (Adjacent) between Huntington Road and Highway 427 (ID 25)
 - r. 2104 Highway 7 (ID 26)
 - s. 80, 82 and 220 Doney Crescent (ID 27)
 - t. 7250 Keele Street (ID 29)
 - u. 20 Roysun Road (ID 30);

3. THAT Council not support the conversion of employment area lands to allow non-employment land uses because a conversion is not required for the request, identified in Attachment 5 to this report, in the 2041 Regional Municipal Comprehensive Review for the following sites:
 - a. 8821 Weston Road (ID 9)
 - b. 156 Chrislea Road and 15 Jevlan Drive (ID 14)
 - c. 31 Jevlan Drive and 172 Chrislea Road (ID 19); and
4. THAT this report and Council's decision be forwarded to York Region as Vaughan Council's input on the Region's review of employment conversion requests in the City of Vaughan, as part of the 2041 Municipal Comprehensive Review.

Background

Planning Act

The *Planning Act* sets the legislated rules for land use planning in Ontario, including the authority of the Province to identify matters of provincial interest through provincial policy statements.

The *Planning Act* identifies the uses permitted in areas of employment: manufacturing, warehousing, office, as well as retail and facilities that are associated with these uses. The *Planning Act* also requires municipal Councils to have regard for the adequate provision of employment opportunities and restricts the ability to remove lands from employment areas, unless the request to remove lands is made during a municipal comprehensive review.

Provincial Policy Statement (PPS)

The PPS requires municipalities to keep their official plans up to date with the PPS. All land use decisions of Council must be consistent with the PPS. Provincial policy requires York Region and the City of Vaughan to plan for employment and protect employment area lands. Section 1.3 of the PPS provides policy direction to promote economic development and protect employment areas by:

- i. providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- ii. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

- iii. encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities; and
- iv. ensuring the necessary infrastructure is provided to support current and projected needs.

Protection of employment lands is further reinforced in Section 1.3.2, specifically by allowing planning authorities to convert employment areas to non-employment areas only through a municipal comprehensive review, only where it has been demonstrated that the land is not required for employment purposes in the long term, and that there is a need for conversion. The following policies apply:

- i. protecting and preserving employment areas for current and future uses;
- ii. within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas;
- iii. protecting employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations; and
- iv. providing the opportunity to plan for (but not designate lands) beyond 25 years for the long-term protection of employment lands.

Growth Plan 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan 2019) builds on the policy foundation of the PPS with planning policies that manage employment lands in the Greater Golden Horseshoe. Municipalities are required to bring their Official Plans into conformity with the Growth Plan 2019, and municipal planning authorities' decisions related to planning matters must conform with this Plan.

The updated Growth Plan 2019 provides employment forecasts to 2041 that upper-tier municipalities must plan for. The Growth Plan 2019 policies address a range of employment land matters including protection of employment lands. Some of these protections include:

- a) protecting employment lands from introducing sensitive non-employment uses (i.e. residential and retail);
- b) establishing a structure for employment by identifying where specific types of employment uses should be directed;
- c) identifying employment lands in upper-tier and lower-tier official plans;

- d) minimize and mitigate adverse impacts on industrial and manufacturing;
- e) identifying provincially significant employment zones; and
- f) promoting intensification and higher densities in employment lands to encourage active transportation.

The Growth Plan 2019 now requires the assessment of employment land conversion requests to occur through a Regional Municipal Comprehensive Review (MCR) and the designation of employment areas in the Region's Official Plan.

York Region Official Plan

The Regional MCR is now underway and conversion requests are being evaluated. Assessing employment conversion requests through an MCR is an important component of planning for employment lands at a regional level. Now that the Regional MCR is underway, it is appropriate for conversion requests to be considered comprehensively with the Regional land budget exercise.

York Region is forecasted to grow to 790,000 jobs by 2031 with approximately 266,100 of those jobs located in Vaughan by 2031. The updated Growth Plan 2019 requires York Region to designate employment areas in the York Region Official Plan (YROP) to help accommodate these jobs.

The YROP is required to conform to the Growth Plan 2019. The Vaughan Official Plan in turn is required by the *Planning Act* and Growth Plan 2019 to conform to the YROP.

Vaughan Official Plan 2010

The Official Plan Review is underway, and the City is required to produce a plan that conforms to the Region's updated Official Plan

The City of Vaughan is undertaking its Official Plan Review, which has two purposes: to conform with the updated Regional Official Plan and to review the policies of Vaughan Official Plan 2010 (VOP 2010). Any employment lands that are identified through the Regional MCR must be reflected in the City's updated Official Plan policies and schedules.

VOP 2010 was developed with the objective of protecting Employment Areas to promote the long-term health of the industrial, manufacturing, and warehousing sectors. Vaughan Metropolitan Centre was planned to attract major office developments.

Employment areas are major drivers of economic activity within York Region

Emerging evidence indicates that the City's employment lands will be critical to the future economic health of both the Region and the City.

On May 9, 2019, York Region staff brought forward a "Planning for Employment Background Report" to Regional Council which gave an overview and analysis of key findings and recent employment trends. These include:

- Employment areas continue to be major drivers of economic activity
- York Region has developed into a top destination in the Greater Golden Horseshoe and Canada for business across a number of industries
- York Region is also the home to the largest technology sector concentration in Canada
- York Region is well positioned to withstand the impacts of automation, which will likely create additional jobs in the long term
- Regional Centres and Corridors make the backbone of the Region's urban structure and support a range of employment opportunities
- Major office employment is projected to grow exponentially compared to all employment types
- Work environments that are accessible by transit and have access to amenities are necessary to attract and retain new employees
- Protection of employment areas is vital
- Higher densities in employment areas will be fueled by increasing office uses and intensification
- Retail locations will continue to be valuable as their role continues to shift

Vaughan is positioned to lead and respond to the trends identified above. Vaughan's supply of employment lands facilitates the Region's future employment growth: it accounts for 40% of the total vacant employment lands in York Region. The employment areas within the City of Vaughan are strategically located, with access to two national rail networks, the TTC subway, three 400-series highways, GO train and bus rapid transit service. Access to transportation infrastructure, corridors, and gateways is critical for employment lands. This is especially true with industrial development. The City is also in close proximity to the Toronto Pearson International Airport. Toronto Pearson contributes roughly \$42 billion annually to Ontario's economy, or about 6.3% of GDP, and piloted the Pearson Eco-business Zone with Partners in Project Green.

The Economic Development and Employment Sectors Study (EDESS) updates Vaughan's Economic Development Strategy (EDS) with new action plans to meet Vaughan's employment needs in the face of an evolving marketplace

The premise of the employment policies within the YROP and VOP are informed by a number of strategic plans and business plans. In addition to the Vaughan 2010 Economic Development Strategy: *Building a Gateway to Tomorrow's Economy*, the City recently completed its inaugural Business Satisfaction and Needs Survey, the Economic Development and Employment Sectors Study (EDESS) and prepared a Strategic Business Plan with alignments to the 2018-2022 Term of Council Service Excellence Strategic Plan.

The findings of the Economic Development and Employment Sector Study (EDESS) in particular are critical to updating employment land policies through the Official Plan Review. The trends and needs identified will be used in the policy development process to guide the outcome of those recommendations.

Employment areas are critical to the economic prosperity of the City of Vaughan

To position itself for sustained growth, the City will have to anticipate and respond to the evolving needs of businesses. The EDESS identifies employment lands which accommodate a significant share of the municipality's businesses and employment sectors as crucial to Vaughan's economic development potential. These include sectors like manufacturing, construction, wholesale trade, professional, scientific and technical services, and transportation warehousing. Construction, wholesale trade, scientific and technical service sectors alone accounted for 55% of the City's job growth over the last ten years.

Phase 1 of EDESS provided the following recommendations:

1. Ensure that employment lands are well adapted to structural changes occurring in the evolving macro-economy
2. Provide stronger direction regarding employment-supportive uses in employment areas
3. Explore opportunities for intensification of employment lands
4. Undertake regular and ongoing monitoring of employment land supply and demand to assist with longer-term land use planning and land needs
5. Undertake a detailed employment lands competitiveness analysis

A critical factor for employment lands is the need for a variety of parcel sizes to accommodate a diverse number of employers. The City needs to ensure there is sufficient supply and market choice of employment lands to continue to be a competitive and attractive location for all employment sectors. The EDESS identified Vaughan as having a healthy supply of small to medium sized parcels, but there is a limited number of large vacant land parcels. Large employment lands are needed to accommodate and attract large-scale industrial employers such as manufacturers and distribution centres. The EDESS further identified that the City will need to provide a greater number of larger serviced industrial sites to remain competitive.

The City of Vaughan contains strategically valuable Employment Areas in York Region

The City's employment lands accommodated 67% of the City's jobs as of 2017, according to the EDESS. Vaughan's employment areas are expected to accommodate approximately 52% of the City's total employment growth until 2024 (11,800 jobs). Vaughan's employment base is expected to increase by 22,700 jobs, resulting in 261,000 jobs in 2024.

In York Region, Vaughan has the largest supply of vacant employment lands, accounting for 40% of the total vacant net inventory, a total of 1,042 net hectares. In addition, of all the local municipalities within York Region, the City of Vaughan has the largest portion of developed employment lands. The EDESS also made the following key findings:

1. York Region has 17% of the GTHA's developed employment lands
2. 50% of York Region's employment lands are located within the City of Vaughan
3. In 2017, 54% of York Region's employment was located in the Region's employment lands
4. York Region has an average employment density of 70 jobs per net hectare which is relatively high compared to the GTHA Average
5. Maintaining an appropriate supply of employment areas is critical to provide employers flexibility over the long term and attracting skilled and talented employees

To support the Region's continued employment growth, York Region's "Planning for Employment Background Report" identified that York Region needs to continue to protect employment areas in order to accommodate the needs of employers and increased demand for warehouse and distribution facilities.

As e-Commerce continues to grow, there is a strong demand for logistics and warehouse facilities. Employment areas in strategic locations along highway corridors and intermodal facilities are important assets for the Region's economy to grow. Of Vaughan's 2017 employment base within employment lands: 38% is located within the Concord /CN Railway Lands, 27% is located within the Highway 400 Industrial District, 25% is located within the Highway 407 Industrial District and 10% is located within the Highway 427 Industrial District. Large parcels of employment lands at strategic locations will support the goods movement sector which is an integral part of York Region's economy.

Previous Reports/Authority

NA

Analysis and Options

The Growth Plan 2019 has given York Region new responsibilities in planning for employment to be addressed through their Municipal Comprehensive Review

York Region is now required to designate and set density targets for employment areas in the Regional Official Plan (ROP) and assess requests for employment land conversions (Growth Plan 2019). These are new Regional responsibilities. Previously, employment designations were only included in local Official Plans.

The Growth Plan contains five tests for Employment Land Conversions

The Growth Plan 2019 contains requirements for the conversion of employment lands through Policy 2.2.5.9, chief among them that conversions may only be permitted through a municipal comprehensive review. During this process, a request must pass the five tests in the Growth Plan 2019. The five tests are:

1. There is a need for the conversion (Growth Plan 2.2.5.9 a).
2. The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated (Growth Plan 2.2.5.9 b).
3. The municipality will maintain sufficient employment lands to accommodate forecasted employment growth, to the horizon of the Growth Plan (Growth Plan 2.2.5.9.c).
4. Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (Growth Plan 2.2.5.9 d).

5. There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (e.g. sewage, water, energy, transportation) (Growth Plan 2.2.5.9 e).

York Region developed conversion criteria based on Growth Plan 2019 conversion criteria

On March 7, 2019, Regional Council endorsed the draft Regional employment land conversion criteria, which have been applied by Regional staff to analyze the employment conversion requests within York Region. The Regional criteria (Attachment 1) build on the five conversion tests provided in the Growth Plan 2019 to support a comprehensive and equitable review process. Existing policies in York Region and other Ontario municipalities informed the development of the Region's criteria and were refined through consultation with local municipal staff.

The Region's criteria will assist with assessing employment conversion requests in the context of the Region's employment areas. The Region's criteria address Regional objectives to ensure a diverse and adequate supply of employment lands and protect employment areas adjacent to major transportation corridors such as the 400 series highways, and CP and CN rail corridors. City staff has continued to engage with regional staff throughout the employment conversion evaluation process.

The Region has provided 14 separate employment conversion criteria which were organized into five theme areas: Supply, Viability, Access, Infrastructure and Region-Wide Interests. These five themes represent core principles that are considered during the review of each employment conversion request. Further detail on each theme is listed below:

- **Supply** – Preserving an adequate and diverse supply of employment lands and protecting lands planned beyond the 2041 planning horizon. The Region's criteria will preserve large-size employment parcels and prohibit employment area conversion in largely vacant employment areas in order to meet the future needs of businesses.
- **Viability** – The ability of the employment area to operate and sustain success over the long-term. The Region's criteria prohibit the consideration of requests if the site is entirely surrounded by lands designated and intended to remain designated for employment purposes.
- **Access** – The location of the site, specifically, if the site will be valuable for goods movement purposes, and if the site has access to major transportation infrastructure.

- **Infrastructure** – Recognizes and considers the importance of ensuring high quality public services and infrastructure systems are available to residents and employers.
- **Region-Wide Interests** – Ensures that local or regional municipal planning objectives are not compromised, and consideration is made for potential issues that cross regional boundaries.

Overall, the Region has received 71 site-specific employment land conversion requests with 30 requests located within Vaughan. Staff will continue to engage with York Region staff during their assessment of final recommendations for each conversion request, the Region's employment forecast, policy updates, and designation of employment areas in the Regional Official Plan.

York Region has undertaken a review of the conversion requests received

On October 10, 2019, Regional staff updated Regional Council on the Employment Area Conversion Process. The report addressed work completed to-date, outlined the preliminary results of Regional staff's Phase 1 review of requests submitted to that date, set a cut-off for requests to be received as of November 29, 2019, and outlined next steps in the process. The next step in the review of conversion requests for the Region was a Phase 2 review of all requests received up to the November 29, 2019 cut-off date.

The Phase 1 process included one-on-one meetings with applicants seeking a conversion request with Regional and local planning staff. As part of these Phase 1 discussions, at each meeting, staff clarified the evaluation process, and noted that consideration of requests would continue in Phase 2 to consider the range of employment uses and potential for more sensitive uses.

Phase 2 of the employment area conversion evaluation process included a broader analysis of employment lands, their implications on the land budget and infrastructure, as well as the employment context within Regional and Local structure. Following the completion of Phase 2, York Region staff provided results of the final assessment and preliminary recommendations to Regional Council on March 12, 2020.

The Region has requested local Council to provide endorsed positions on Employment Land Conversion Requests

As part of the next steps discussed in the October 19, 2019 report, Regional staff requested local municipal comments to help inform the review process. The

recommendations contained in this report will be forwarded to Regional Council as Vaughan Council's input to-date on the conversion requests forming part of the MCR.

City staff have prepared additional criteria to provide Council with local context for Employment Land Conversion Requests

Unwise employment land conversions present a risk to local municipalities. Employment land conversion requests are typically submitted to pursue uses that would not be permitted in employment areas, such as residential or major retail. There are inherent risks associated with these types of conversions. The approval of an employment area conversion could contribute to the destabilization of the adjacent employment lands by introducing a non-compatible use and creating expectations that the surrounding area may be converted in the next Municipal Comprehensive Review. This could result in disinvestment and the decline of the area, resulting in the loss of productive businesses, business parks, and physical decline.

City-based conversion criteria highlight the importance of community building and ensuring quality residential development and viable employment areas. The criteria are set out below.

Local Criteria to Assess Employment Land Conversion Requests

1. The conversion involves the introduction of a sensitive use (i.e. residential) into an area that is predominated by uses that are incompatible with sensitive uses.
2. The conversion is located close to major public infrastructure that, either individually or cumulatively, provides a further level of incompatibility (e.g. rail yards, major highways).
3. The conversion is in an area that would constitute an unplanned expansion of a defined secondary plan area that is either approved or identified as an area requiring a secondary plan.
4. The conversion is located in an area where its approval would constitute piecemeal planning, potentially prejudicing the future of the current uses and creating expectations of further conversions.
5. The conversion is located in an area that is deficient in the appropriate urban design/streetscape and services, (e.g. for residential) such as walkability, parks, community level retail and amenities, schools and community facilities.

6. The conversion area is part of a logical planning unit. In this case, the conversion request is considered to be premature and identifies the need for a comprehensive planning exercise to establish the long-term future (e.g. via a secondary plan) to confirm the appropriate uses and densities, and ensure that all the required infrastructure (e.g. internal roads and accesses, water, sewers, stormwater management), services and amenities are in place to support the community.

To maintain integrity of local community planning, employment land conversions should be assessed in a comprehensive manner

An issue that is not well addressed in the Growth Plan 2019 employment conversion criteria is the impact that employment land conversions can have on local planning. The ability to introduce retail and more particularly residential uses into employment areas entirely on the basis of the Growth Plan 2019 conversion criteria is highly problematic. Local municipalities plan employment areas and residential communities holistically, not on the basis of one-off site-specific approvals. It is assumed that the local planning system will absorb and adapt to the conversions and maintain the integrity of community planning and all the considerations this would entail. This would include the avoidance of incompatible uses, connections to transit, the provision of community services such as parks, community centres, schools, shopping, and foremost an attractive and highly livable community environment.

Granting approval on the basis of the level of information provided in a typical employment land conversion request is risky from a community development perspective given the over-arching objective in the Growth Plan 2019 to build complete communities. Building complete communities requires a comprehensive community planning process that examines logical planning areas and allows for the provision of required services and amenities and may result in the creation of a new community area or form the logical extension of an existing community planning area.

While the Growth Plan 2019 criteria are important considerations, local municipalities also need to examine the impacts of all conversions on the overall community planning regime, especially since the need for such conversions is difficult to demonstrate. The City should only support conversions that are strategically beneficial to the City and its current and future residents and businesses. As such, this is a lens that staff have applied to the requests that have been received by York Region for the City of Vaughan in developing responses to the Region's request for comment.

Piecemeal development creates a number of challenges that need to be considered as part of the conversion requests

Staff have identified several sites as constituting piecemeal development through the review of the employment land conversion requests. Piecemeal development is an important consideration in this process, and the following description provides background to this consideration.

The challenge of piecemeal development is particularly acute in the employment land conversion process. The following provides a breakdown of this process:

1. Conversions only occur during a municipal comprehensive review (MCR), which can only happen every five or ten years (as required by the *Planning Act*);
2. If a conversion is approved at the edge of an employment area, the surrounding area needs to be studied to determine the necessary land uses, amenities, roads, and other elements that would make a viable community area;
3. Those elements identified through study cannot be approved until the next MCR, which may occur five or ten years in the future; and
4. The lands approved for conversion are effectively isolated from any community attributes that may exist nearby or would have no planned community elements that could be approved until the next MCR.

Piecemeal development can risk creating residential areas that are isolated from larger community areas, lacking walkability, schools, parks, and other community amenities. It is critical that areas being considered for residential uses, particularly those being considered for higher density development, be considered in the context of the wider area that support complete community objectives.

There are areas of strategic importance to the City of Vaughan that could be affected by several conversion requests, and requests in these areas should be considered in light of major corporate objectives

Several clusters of conversion requests have become clear since the request process closed. Near the Vaughan Metropolitan Centre (VMC), Keele St./Highway 7, and the Concord GO Centre Secondary Plan (Mobility Hub Study) Area, concentrated numbers of requests merit consideration of the wider implications that they would have on city building in Vaughan. These clusters are discussed below.

While there is no demonstrated need for any employment land conversions, conversion requests may best be understood as a means for advancing the City's corporate

objectives, such as securing a GO station or advancing the success of the current VMC Secondary Plan. The approval of certain sites will therefore support important corporate objectives.

Adjacent to the VMC – North side of Portage Parkway between Jane Street and Applewood Crescent – Conversion of land is not supported

There are two employment land conversion requests outside the northern boundary of the Vaughan Metropolitan Centre Secondary Plan (VMCSP). They are on the north side of Portage Parkway between Jane and Applewood Crescent (Attachment 5, ID 15 and ID 24) and together propose over 10 hectares of mixed-use residential uses. One of the requests consists of multiple properties that extend a significant length along the north side of Portage Parkway between Applewood Crescent and Millway Avenue. The other is a single site on the north side of Portage Parkway between Millway Avenue and Jane Street. Both are requesting employment land conversion to allow for mixed-use development including residential uses. These lands are part of the employment area known as Vaughan 400. The following outlines the main points that were considered in this review:

- Approximately 70% of mixed-use lands in the VMC remain vacant.
- The Vaughan 400 employment area (that these lands are part of) has the highest and fastest growing number of jobs of any employment area in the City.
- Portage Parkway is identified in the City's Official Plan as a truck route to bypass Highway 7.
- Portage Parkway has been a logical boundary between the VMC and the Vaughan 400 employment area since the VMC's inception.
- Residential growth is significantly out-pacing job growth within the Highway 7 intensification corridor.

The following points outline why staff does not support these conversion requests:

- VMC residential targets are being met and there is no need for additional residential lands.
- Conversion of lands north of Portage Parkway for residential uses will destabilize the surrounding employment lands, which are part of the largest and fastest growing employment area in the City.
- There is no existing east/west road north of the lands that are proposed for conversion, therefore this would create an unclear boundary between residential and employment lands.

- Portage Parkway is an appropriate boundary between residential and non-residential lands because it is a truck route and follows existing property lines.
- The subject lands are important employment lands and can be considered for further intensification for employment purposes.

Staff are undertaking further study to determine the future of the VMC

The City will be undertaking a review and update of the VMCSPP. As part of the update, an analysis of potential boundary expansion of the VMCSPP area will be undertaken to assess the benefits and drawbacks related to the potential expansion areas. Boundary expansion does not necessarily mean expanding residential uses but can consider intensification for both residential and employment uses.

Adjacent to the VMC – South of Highway 7, east of Maplecrete Road and west of Creditstone Road – Conversion of lands is supported

Staff is recommending the conversion of two sites east of Maplecrete Road and west of Creditstone Road, which are to the south and east of the VMC (Attachment 3, ID 21 and ID 28). The requests are supportable based on local and regional criteria.

Currently, the eastern boundary of the VMC is partly delineated by an unbuilt planned-for local road south of Highway 7, through the centre of a block. It is not a logical planning boundary such as a major collector road and does not follow existing property lines. This boundary has led to implementation issues: it has created split land use permissions on the block south of Highway 7, and inconsistently bisects properties.

These conversions will create a more logical employment area boundary on Doughton Road, an existing minor collector, where they each have frontage. This will also be consistent with land use permissions that share property lines immediately north of these properties, where the VMCSPP is in effect. As mentioned earlier, the VMCSPP update has identified this area to examine potential boundary expansion of the VMCSPP, which will ensure appropriate study and planning will take place for land uses in the area.

Near Keele Street and Highway 7, conversion of lands is not supported

There are four large conversion requests centered around Keele Street and Highway 7. Together they constitute a large portion of the employment lands between Bowes Road and the Rail Yard on the Highway 7 axis. Individually, they would constitute piecemeal

development as they propose development of sensitive uses (residential) in an area with several compatibility issues.

Two of the requests are immediately adjacent to the CN McMillan Yard and have spur lines leading directly to those properties. The other two requests located in the northeast of Keele Street and Highway 7 intersection are within and at the edge of a large employment block.

Granting these conversion requests would destabilize that employment area by creating a condition where more conversions may be expected. This would in turn push up land values and rents, driving out long term employers.

Support for these requests is considered premature on the basis that they are part of a currently functioning employment area that is not needed to accommodate future population growth by the City or Region. Instead, it is an important node of employment activity.

Given the risk of putting unplanned residential community in the area, these conversion requests should not be supported.

***Within the Concord GO Centre Secondary Plan (Mobility Hub Study) Area,
Conversion of lands is supported***

The Concord GO Centre Secondary Plan (Mobility Hub Study) is currently underway and will support the case for the corporate priority of attracting a GO station. The underlying studies that support the Mobility Hub Study will determine the appropriate land uses. The “market-based approach” to the delivery of the station is currently being explored. The study will include the accommodation of the GO station and its infrastructure to inform the future Transit Project Assessment.

The study needs to maintain momentum in order to achieve the priority of attracting a GO station. A change in the scope will jeopardize the achievement of this objective by adding another level of complexity given the premature nature of the conversion requests around Keele Street and Highway 7. For this reason, conversion requests for the lands east of Bowes Road and in the Concord GO Centre Secondary Plan MHS Area are recommended for consideration.

City of Vaughan staff identified employment land conversion requests that do not require an employment land conversion

Select sites within the City of Vaughan have been submitted to be considered for an employment land conversion to allow more flexibility to the permitted use and excludes more sensitive uses. Increased flexibility in the permitted uses for these sites can be accommodated within the City's existing employment lands framework. Therefore, City staff found that the following employment land conversion requests do not require an employment land conversion, and are recommending that these conversion requests are not supported:

- 8821 Weston Road (ID 9)
- 156 Chrislea Road and 15 Jevlan Drive (ID 14)
- 31 Jevlan Drive and 172 Chrislea Road (ID 19)

Financial Impact

There are no direct financial implications to the City as a result of this report. There are potential indirect financial implication and economic implications which could result from the conversion of employment lands.

Broader Regional Impacts/Considerations

The Growth Plan 2019 now requires the assessment of employment land conversion requests to occur through a Regional MCR, and the designation of employment areas in the Region's Official Plan. The Regional MCR is underway and requests for employment land conversion will be considered comprehensively with the Region's land budget exercise. Of the 71 employment land conversion requests, 30 are in the City of Vaughan: the most in the Region. The City of Vaughan's employment land conversion requests could therefore have major implications on the Region's employment lands and overall land budget.

Conclusion

City staff have evaluated the 30 conversion requests originating in the City and have provided Council with recommendations on their disposition. Out of the 30 conversion requests evaluated, staff have identified three requests that do not require an employment conversion. Of the remaining 27 requests evaluated, staff recommend support for five requests and do not recommend support for 22 requests. These requests, particularly in areas of strategic importance identified in this report, could have substantial and long-term impacts on the viability of the employment lands in the City, which form the backbone of Vaughan's economic success and potentially impact the City's community planning process. Utilizing the strengths of Vaughan's infrastructure

assets to support businesses operating in Vaughan will ensure long-term economic stability and growth.

For more information, please contact: Fausto Filipetto, Manager of Long-Range Planning, extension 8699

Attachments

1. York Region Conversion Criteria
2. City of Vaughan Conversion Criteria
3. Map of All Conversion Requests in the City of Vaughan
4. Summary Table of Staff Recommendations
5. Staff Recommendations for each Request

Prepared by

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Fausto Filipetto, Manager of Long-Range Planning, extension 8699

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YORK REGION CONVERSION CRITERIA

	Criteria
1	The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville, Highway 404 (ROPA 1), ROPA 3, and Highway 400 North (ROPA 52).
2	The employment area will not be considered for conversion if the entire perimeter of the site is surrounded by lands designated for employment uses and is not viable to continue as an employment area.
3	The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated (Growth Plan 2.2.5.9 b).
4	The Region and local municipality will maintain sufficient employment lands to accommodate forecasted employment growth, including sufficient employment land employment growth, to the horizon of the Growth Plan (modified Growth Plan 2.2.5.9.c).
5	Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (modified Growth Plan 2.2.5.9 d).
6	There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (e.g. sewage, water, energy, transportation) (modified Growth Plan 2.2.5.9 e).
7	There is a need for the conversion (GP 2.2.5.9 a)
8	The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to: a) Hindering the operation or expansion of existing or future businesses b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over the long term c) Attracting a broad range of employment opportunities and maintaining clusters of business and economic activities d) Providing appropriate buffering of employment uses from non-employment uses.
9	Cross-jurisdictional issues have been addressed
10	The conversion to a non-employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts.

ATTACHMENT 1

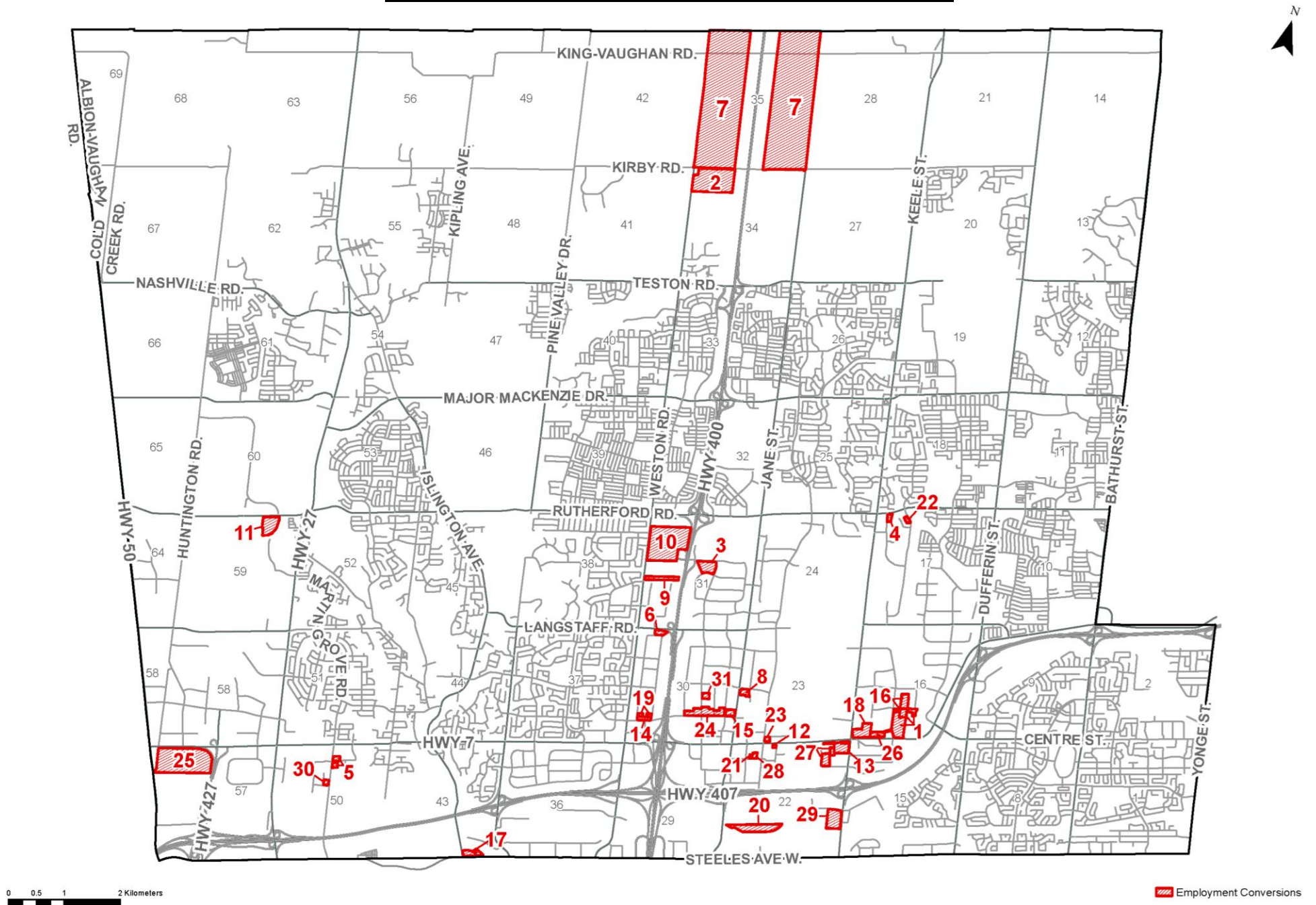
11	Conversion of the site would not compromise the Region's and/or local municipality's supply of large sized employment area sites (i.e. 10 ha or greater) which allow for a range uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics.
12	The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions
13	The proposed site is not visible from or adjacent to 400-series highways, or is not located in proximity to existing or planned highways and interchanges, intermodal facilities, airports and does not have access to rail corridors
14	The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.

ATTACHMENT 2

CITY OF VAUGHAN – LOCAL CRITERIA TO ASSESS EMPLOYMENT LAND CONVERSION REQUESTS

	Criteria
1	The conversion involves the introduction of a sensitive use (i.e. residential) into an area that is predominated by uses that are incompatible with sensitive uses
2	The conversion is located close to major public infrastructure that, either individually or cumulatively, provides a further level of incompatibility (e.g. rail yards, major highways)
3	The conversion is in an area that would constitute an unplanned expansion of a defined secondary plan area that is either approved or identified as an area requiring a secondary plan
4	The conversion is located in area where its approval would constitute piece-meal planning, potentially prejudicing the future of the current uses and creating expectations of further conversions
5	The conversion is located in an area that is deficient in the appropriate ambience and services, (e.g. for residential) such as walkability, parks, community level retail and amenities, schools and community facilities
6	The conversion area is part of a logical planning unit, which would speak to prematurity and the need for a comprehensive planning exercise to establish the long-term future (secondary plan) and confirm the appropriate uses and densities; and ensure that all the required infrastructure (e.g. internal roads and accesses , water, sewers, stormwater management) , services and amenities are in place to support the community

MAP OF ALL CONVERSION REQUESTS IN THE CITY OF VAUGHAN



SUMMARY TABLE OF STAFF RECOMMENDATIONS

ID	Address	Nature of Request	Applicant / Owner	Recommendations
1	45, 65, 85, 115 Bowes Road and 1950 and 1970 Highway 7	A request to re-designate lands from "Employment Commercial Mixed-Use "to "Mixed-Use Commercial/Residential".	Brookvalley Project Management Inc.	Support the conversion of lands identified within Deferral Area A in VOP 2010 to continue to pursue a GO station at this location through the Concord GO Mobility Hub Study.
2	11421 Weston Road; Part of Lot 30, Concession 5	A request to re-designate lands to allow mixed-use permissions (including residential use) beyond employment uses permitted by the City of Vaughan OPA 637.	Western Point Builders Inc.	Withdrawn.
3	233 Four Valley Drive and 1040-1080 Edgeley Boulevard	A request to re-designate employment land to support mixed-use development on site, including residential.	Typhon Group	Do not support the request for conversion.
4	11, 27 and 37 Jacob Keefer Parkway	A request to permit residential use on the subject lands currently designated as "Employment Commercial Mixed-use" in the 2010 Vaughan Official Plan.	Robvit Developments Inc. / Alvit Developments Inc.	Do not support the request for conversion.
5	7625 Martin Grove Road and 211 Woodstream Boulevard	A request to re-designate lands from employment uses to mid-rise mixed-use.	716051 Ontario Limited & 1214420 Ontario Limited	Do not support the request for conversion.
6	661 and 681 Chrislea Road	A request to re-designate subject lands from Employment use to High-Rise Mixed Use.	Battcorp Holdings (Vaughan) Ltd. (Battista)	Do not support the request for conversion.
7	Lots 26 to 35, Vaughan Concession 5 & Lot 1, King Concession 5 (3440 Kirby Road and 11720 Jane Street)	A request to re-designate the subject lands from employment to residential uses.	Vaughan 400 North Landowners Group Inc.	Do not support the request for conversion.
8	8083 Jane Street	A request to re-designate lands from "Prestige and General Employment" to high density residential, office and commercial uses.	Chris Barnett	Do not support the request for conversion.

ID	Address	Nature of Request	Applicant / Owner	Recommendations
9	8821 Weston Road	A request to re-designate subject lands from "Prestige Employment" to "Employment Commercial – Mixed use".	Kevin Bechard (Weston Consulting) / Andrew Zappone	Do not support the request for conversion.
10	Part of Lot 14 and 15, Concession 5	A request to re-designate the subject lands from employment to residential/ mixed-uses.	Vaughan Mills Mixed Use Centre Landowners Group	Do not support the request for conversion.
11	6241 Rutherford Road	A request to convert employment lands from the current "Prestige Employment" designation to facilitate the development of a banquet hall.	Di Poce Management Limited	Do not support the request for conversion.
12	2739 Highway 7	A request to convert employment lands to allow residential uses	2276771 Ontario Inc.	Do not support the request for conversion.
13	2267 Highway 7 and 7700 Keele Street	A request to convert employment lands to permit residential uses.	Humphries Planning Group	Do not support the request for conversion.
14	156 Chrislea Road and 15 Jevlan Drive	A request to allow greater flexibility in the permitted uses including more retail and service commercial type uses.	FDF Investments Ltd and Playacor Holdings Ltd.	Do not support the request for conversion.
15	201 Millway Avenue	A request to re-designate lands from "Prestige Employment" to include employment, commercial and residential mixed uses.	John Zipay and Associates	Do not support the request for conversion.
16	163 and 175 Bowes Road	A request to convert the subject employment lands to permit residential and commercial uses.	Weston Consulting	Support the conversion of lands identified within Deferral Area A in Vaughan Official Plan 2010 to allow the City to continue to pursue a GO station at this location through the Concord GO Mobility Hub Study.
17	4600 Steeles Ave West	A request to re-designate "Employment Commercial Mixed Use" lands to facilitate mixed use development on site.	MHBC	Support the request for conversion.

ID	Address	Nature of Request	Applicant / Owner	Recommendations
18	7777 Keele St and 2160-2180 Highway 7	A request to convert the subject employment lands to permit residential and commercial uses.	MHBC	Do not support the request for conversion.
19	31 Jevlan Drive and 172 Chrislea Road	A request to broaden land permission to allow for a greater range of development opportunities on the subject lands.	Glen Schnarr & Associates Inc.	Do not support the request for conversion.
20	7171 Jane Street	Request that lands be re-designated from their current employment designation to a mixed-use designation permitting higher density residential and commercial uses.	Stellarbridge Management Inc.	Do not support the request for conversion.
21	140 Doughton Road	Request to convert the subject lands from "General Employment" to "Station Precinct" and include the subject property in the Vaughan Metropolitan Centre Secondary Plan boundary.	Weston Consulting	Support the request for conversion.
22	676 to 696 Westburne Drive	To redesignate the lands to allow for mixed used high density residential.	KLM	Do not support the request for conversion.
23	2780 Highway 7	To redesignate the lands from "Employment Commercial Mixed Use" to allow residential uses.	Evans Planning Inc.	Do not support the request for conversion.
24	705 Applewood Crescent, 200, 207 & 225 Edgeley Boulevard, 10, 11, 38 & 27 Buttermilk Avenue and 190 Millway Avenue	To redesignate the lands to create a mixed-use transitional area from the Vaughan Metropolitan Centre.	MGP	Do not support the request for conversion.
25	Part of Lots 4 and 5, Concession 9, South of Highway 7 (Adjacent) between Huntington Road and Highway 427	To redesignate the lands to allow for mixed-use high-density/residential development.	KLM Planning Partners	Do not support the request for conversion.

ID	Address	Nature of Request	Applicant / Owner	Recommendations
26	2104 Highway 7	To redesignate the subject lands to allow for a more diverse mix of land uses.	Weston Consulting	Do not support the request for conversion.
27	80, 82 and 220 Doney Crescent	To consider the entire area north of Doney Crescent south of Highway 7 and west of Keele Street to be included in the conversion.	Doney 80 Corp and Doney Hill Holdings	Do not support the request for conversion.
28	130 Doughton Road	To redesignate the lands to a “Station Precinct Designation” to permit residential and major retail uses.	KLM Planning Partners	Support the request for conversion.
29	7250 Keele Street	To redesignate the lands to permit greater retail uses on the property.	Weston Consulting	Do not support the request for conversion.
30	20 Roysun Road	To redesignate the lands to allow a more diverse mix of land uses including residential.	Weston Consulting	Do not support the request for conversion.

STAFF RECOMMENDATIONS FOR EACH REQUEST

ID	Applicant	Address
1	Brookvalley Project Management Inc.	45, 65, 85, 115 Bowes Road and 1950 and 1970 Highway 7

Location

The subject property is bounded by Highway 7 to the south and Bowes Road to the west.

Request

To re-designate lands from "Employment Commercial Mixed-Use" to "Mixed-Use Commercial/Residential".

Staff Recommendation

Support the conversion of lands identified within Deferral Area A in VOP 2010 to continue to pursue a GO station at this location through the Concord GO Mobility Hub Study.

**Staff Comment**

- The City is currently undertaking a Mobility Hub Study for this area to support the case for the corporate priority of attracting a GO station. The supporting studies undertaken through the Mobility Hub Study will determine the appropriate land uses.
- The lands are currently within Deferral Area A as identified in the Concord Go Centre Secondary Plan, Volume 2 of Vaughan Official Plan 2010.
- The lands form part of a logical planning unit identified by the Concord Go Centre Secondary Plan that is currently being planned.

ID	Applicant	Address
2	Western Point Builders Inc.	11421 Weston Road; Part of Lot 30, Concession 5

Location

The subject property is located in the southeast quadrant of Kirby Road and Weston Road.

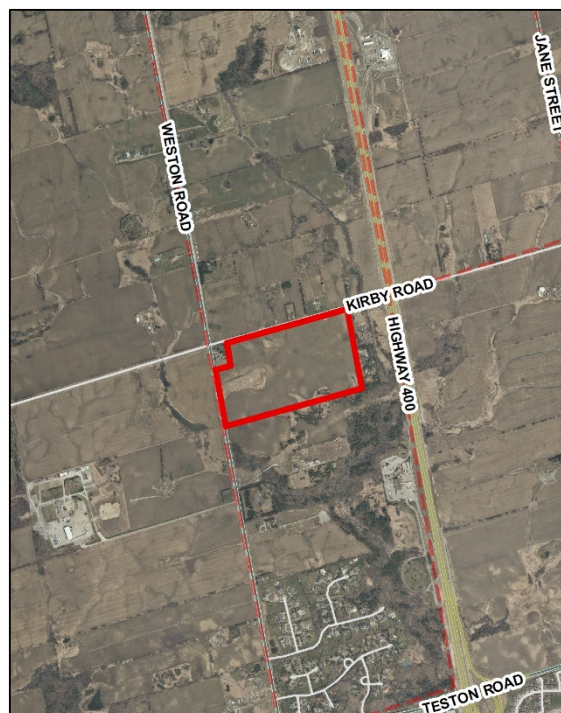
Request

A request to re-designate lands to allow mixed-use permissions (including residential use) beyond employment uses permitted by the City of Vaughan OPA 637.

WITHDRAWN.

Staff Recommendation

Not applicable.



Staff Comment

Not applicable.

ID	Applicant	Address
3	Typhon Group	233 Four Valley Drive and 1040-1080 Edgeley Boulevard

Location

The property is located in the southeast quadrant of Bass Pro Mills Drive and Edgeley Boulevard.

Request

A request to re-designate employment land to support mixed-use development on site, including residential.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The site is part of a larger employment area.
- The site has strong potential as employment lands.
- The lands are located in proximity to the Highway 400 which provides a further level of incompatibility with sensitive uses.
- The conversion would introduce sensitive uses to an area that is predominated by uses that are incompatible with sensitive uses.
- A conversion at this site will potentially create expectations of further conversions in the area.
- The land is located in an area that is deficient in the appropriate ambience and services. The land does not have sidewalks, parks, schools or community facilities.
- The conversion would constitute an unplanned expansion of a defined secondary plan area. The land is outside the Vaughan Mills Centre Secondary Plan area.

ID	Applicant	Address
4	Robvit Developments Inc.	11, 27 and 37 Jacob Keefer Parkway

Location

The subject property is located at the southeast corner of Rutherford Road and Jacob Keefer Parkway.

Request

A request to permit residential use on the subject lands currently designated as "Employment Commercial Mixed-Use" in the 2010 Vaughan Official Plan.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The site is bounded on three sides by industrial uses. As per the Region's Criteria, the approval of the request may destabilize or adversely affect current or future viability and/or identity of the employment area.
- The conversion will potentially prejudice the future of the current uses and create expectations of further conversion.
- The site has strong potential as employment lands. The surrounding employment area would require a Mobility Hub Study centred on the Rutherford GO Station, which could be identified in a future Municipal Comprehensive Review.

ID	Applicant	Address
5	716051 Ontario Limited & 1214420 Ontario Limited	7625 Martin Grove Road and 211 Woodstream Boulevard

Location

The subject property is located south of Highway 7, east of Martin Grove Road on the north and south sides of Woodstream Boulevard.

Request

A request to re-designate lands from employment uses to mid-rise mixed-use.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The larger employment planning unit, of which the site is a part, is not being examined for other uses. A conversion would constitute piecemeal planning.
- The site is almost entirely bounded by employment uses (with institutional uses to the south). The requested conversion is located in an area where its approval would constitute piece-meal planning and will potentially prejudice the future of the current uses and create expectations of further conversion.
- The site has strong potential as employment lands.
- The requested conversion would introduce of sensitive uses to an area that is predominated by uses that are incompatible with sensitive uses.

ID	Applicant	Address
6	Battcorp Holdings (Vaughan) Ltd.	661 and 681 Chrislea Road

Location

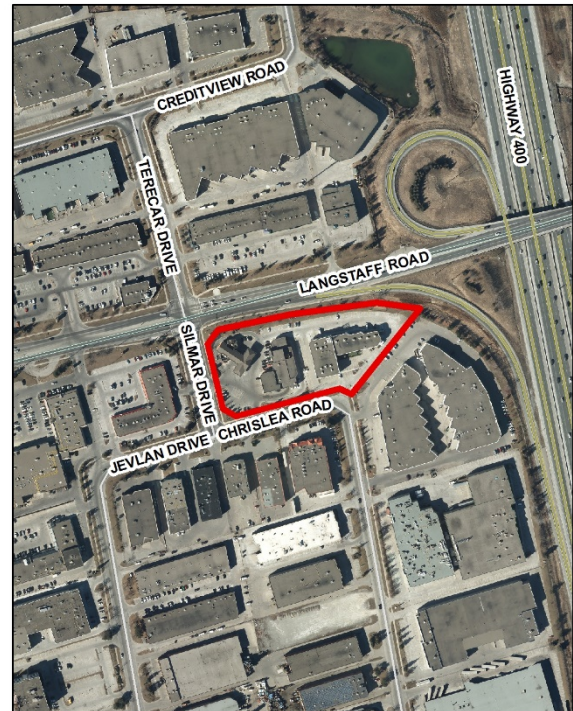
The subject property is located in the southwest quadrant of Langstaff Road and Highway 400.

Request

A request to re-designate subject lands from Employment use to High-Rise Mixed Use.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The site is almost entirely surrounded by industrial uses. Permitting non-employment uses can potentially introduce compatibility issues with surrounding employment uses.
- The site is located in proximity to the Highway 400 and abuts a ramp to the highway which provides a further level of incompatibility with sensitive uses.
- The site is located in an area where its approval would constitute piece-meal planning and will potentially prejudice the future of the current uses and create expectations of further conversion. As per the Region's Criteria, the approval of the request may destabilize or adversely affect current or future viability and/or identity of the employment area.
- The site is considered as a viable functioning employment land.
- The site is located in an area that is deficient in the appropriate ambience and services. The land does not have sidewalks, parks, schools or community facilities.

ID	Applicant	Address
7	Vaughan 400 North Landowners Group Inc.	3440 Kirby Road and 11720 Jane Street

Location

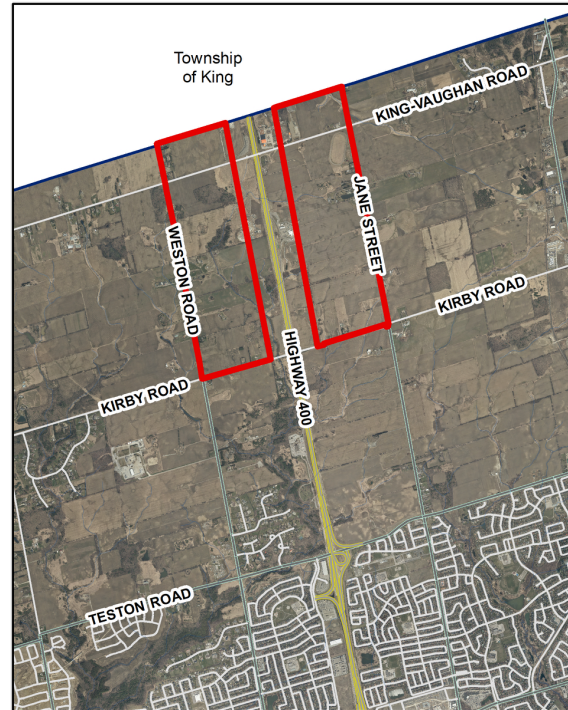
The subject lands are located on the east and west sides of Highway 400.

Request

A request to re-designate the subject lands from employment to residential uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The lands form part of Vaughan's 400 North Employment Area (known Regionally as ROPA 52). As per the Region's Criteria, employment areas within ROPA 52 will not be considered for conversion as the lands were brought into the urban boundary to accommodate employment growth to 2031 and have not yet had the opportunity to properly develop due to servicing constraints.
- The lands are 291 hectares of prime employment land and represent some of the largest vacant employment lands in the Region. As per the Region's Criteria, conversion of a site that is 10 hectares or greater would compromise the Region's and the City's supply of large sized employment area sites and limit the range of potential employment uses within the City (i.e. manufacturing, warehousing, distribution).
- The lands have access to and are located in proximity to the Highway 400 which provides a further level of incompatibility with sensitive uses. The site is also adjacent to a potential interchange between Highway 400 and the GTA West Corridor.

ID	Applicant	Address
8	Chris Barnett	8083 Jane Street

Location

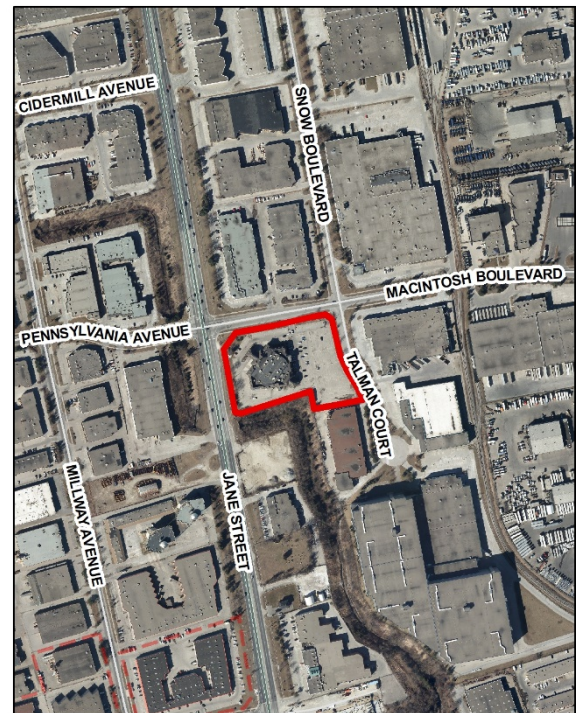
The subject lands are located at the southeast corner of Jane Street and Macintosh Boulevard.

Request

To re-designate lands from “Prestige and General Employment” to high density residential, office, and commercial uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The land is entirely surrounded by employment uses. As per the Region’s Criteria, and employment area will not be considered for conversion if the entire perimeter of the site is surrounded by employment uses. Permitting non-employment uses can potentially introduce compatibility issues with surrounding employment uses.
- The lands form part of a logical employment planning unit.
- As identified in previous reports to Council, Jane Street requires a comprehensive review through a corridor study.

ID	Applicant/Agent	Address
9	Andrew Zappone/Kevin Bechard	8821 Weston Road

Location

The subject lands are located south of Rutherford Road, north of Langstaff Road, on the east side of Weston Road and west of Highway 400.

Request

A request to re-designate the subject lands from “Prestige Employment” to “Employment Commercial – Mixed Use”.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The request received by the applicant proposes changing the designation of the site to “Employment Commercial – Mixed Use”. Staff opinion is that a conversion is not required because the “Employment Commercial – Mixed Use” designation is considered an employment land designation.
- This is a site-specific request that can proceed through the regular development review process.

ID	Applicant	Address
10	Vaughan Mills Mixed Use Centres Landowners Group	Part of Lot 14 and 15, Concession 5 (Anland)

Location

The subject property is located in the southeast quadrant of Rutherford Road and Weston Road

Request

A request to re-designate the subject lands from employment to residential/ mixed-uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The lands represent 39 hectares of prime employment land. As per the Region's Criteria, conversion of a site that is 10 hectares or greater would compromise the Region's and the City's supply of large sized employment area sites and limit the range of potential employment uses within the City (i.e. manufacturing, warehousing, distribution).
- The site has strong potential as employment lands.
- The lands have access to and are located in proximity to the Highway 400 which provides a further level of incompatibility with sensitive uses.

ID	Applicant	Address
11	Di Poce Management Limited	6241 Rutherford Road

Location

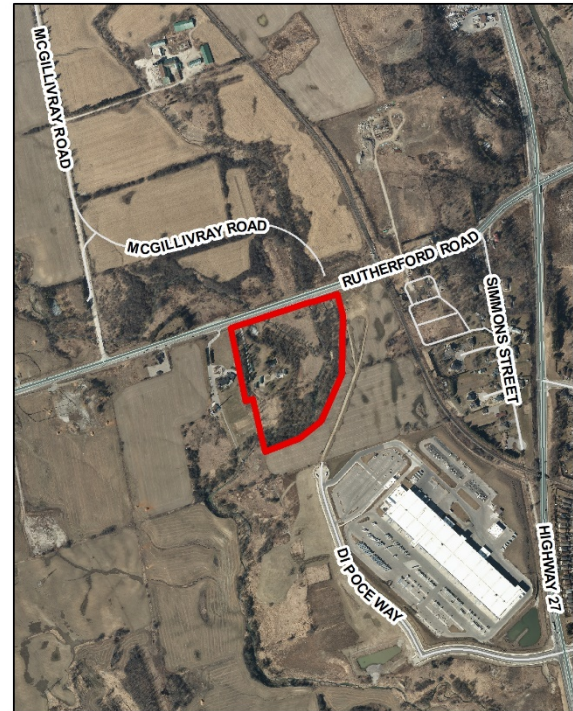
The subject property is located on the south side of Rutherford Road, to the west of Highway 27.

Request

A request to convert employment lands from the current “Prestige Employment” designation to facilitate the development of a banquet hall.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The site is entirely surrounded by employment uses. As per the Region’s Criteria, an employment area will not be considered for conversion if the entire perimeter of the site is surrounded by employment uses. Permitting non-employment uses can potentially introduce compatibility issues with surrounding employment uses.
- The site should be maintained as employment. There may be opportunity through the Region’s review of their employment policy framework to identify more permissive employment uses.

ID	Applicant	Address
12	N/A	2739 Highway 7

Location

The subject lands are bounded by Highway 7 to the north and Costa Road to east.

Request

To convert employment lands to allow residential uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The land is entirely surrounded by employment uses. As per the Region's Criteria, a site will not be considered for conversion if the entire perimeter of the site is surrounded by employment uses. Permitting non-employment uses can potentially introduce compatibility issues with surrounding employment uses.
- The requested conversion would introduce sensitive uses to an area that is predominated by uses that are incompatible with sensitive uses.
- The land is in proximity to the Vaughan Metropolitan Centre Secondary Plan area. The conversion would constitute an unplanned expansion of a defined secondary plan area.

ID	Applicant	Address
13	Humphries Planning Group	2267 Highway 7 and 7700 Keele Street

Location

The subject lands are bounded by Highway 7 to the north and Keele Street to the east.

Request

To convert employment lands to permit residential uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- A conversion at this location would set a precedent for further conversion requests in the surrounding stable employment area of which it is part. The employment uses are in proximity to the CN MacMillan Rail Yard. As per the Region's Criteria, the approval of the request may destabilize or adversely affect current or future viability and/or identity of the employment area.
- The lands form part of a logical employment planning unit.
- This land is not an appropriate place to put a community. This area is deficient in services and amenities that would be required to create a livable and attractive environment for residents - it is currently an isolated area; future residents would not have access to community facilities or amenities.
- Highway 7 to the north and Keele Street to the east are solid boundaries that separate the heavy employment uses surrounding the site from the adjacent residential uses to the east (the Concord West Community).
- A conversion at this location introduces compatibility issues in proximity to the CN rail yard. CN will likely object to this request.
- The site is part of an MTSA (Keele BRT Station, MTSA 14) area that serves an important function of providing transit to an employment area.
- Current permissions in VOP 2010 already meet and exceed MTSA density objectives.
- See Analysis and Options subsection of this report titled "Keele Street/Highway 7".

ID	Applicant	Address
14	FDF Investments Ltd and Playacor Holdings Ltd.	156 Chrislea Road and 15 Jevlan Drive

Location

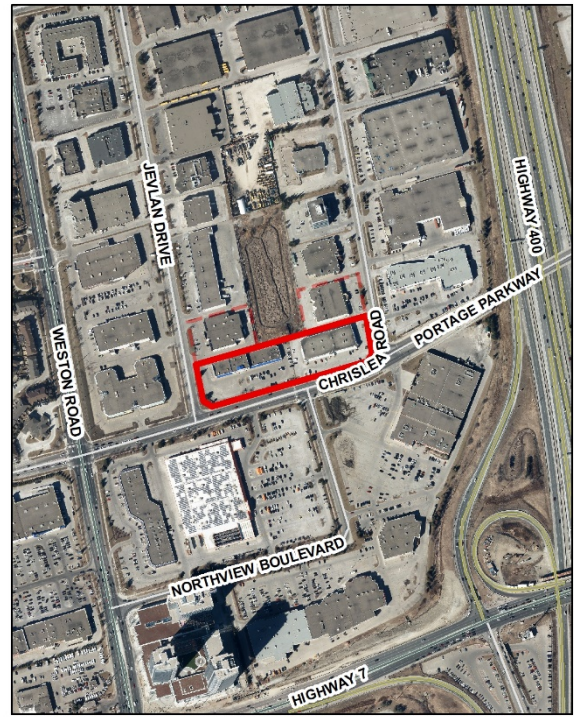
The subject property is bounded by Jevlan drive to the west, Chrislea Road to the south and east.

Request

A request to allow greater flexibility in the permitted uses including more retail and service commercial type uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- Staff opinion is that a conversion is not required because the “Employment Commercial Mixed-Use” designation is considered an employment land designation.
- This is a site-specific request that can proceed through the regular development review process.

ID	Applicant	Address
15	John Zipay and Associates	201 Millway Avenue

Location

The subject lands are located at the northwest corner of Portage Parkway and Jane Street.

Request

To re-designate lands from “Prestige Employment” to include employment, commercial and residential mixed uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

See Analysis and Options subsection of this report titled “Adjacent to the VMC – North side of Portage Parkway between Jane Street and Applewood Crescent, Conversion of land is not supported”.

ID	Applicant	Address
16	Weston Consulting	163 and 175 Bowes Road

Location

Located southeast of Oster Lane and Bowes Road.

Request

To convert the subject employment lands to permit residential and commercial uses.

Staff Recommendation

Support the conversion of lands identified within Deferral Area A in VOP 2010 to continue to pursue a GO station at this location through the Concord GO Mobility Hub Study .



Staff Comment

- The subject lands are partially within Deferral Area A in the Concord GO Centre Secondary Plan, Volume 2 of Vaughan Official Plan 2010, as identified by York Region.
- The City is currently undertaking the Concord GO Mobility Hub Study (MHS) to determine the future land uses within the study area.
- The portion of the lands outside the Concord GO MHS should remain employment lands.
- The underlying studies that support the MHS will determine the appropriate land uses. The “market-based approach” to the delivery of the station is currently being explored. The study will include the accommodation of the GO station and its infrastructure to inform the future Transit Project Assessment.
- The lands form part of a logical planning unit which is currently part of a developing Secondary Plan study.

ID	Applicant	Address
17	MHBC	4600 Steeles Avenue West

Location

The subject property is at the northeast corner of Islington and Steeles Avenue

Request

A request to re-designate "Employment Commercial Mixed Use" lands to facilitate mixed use development on site.

Staff Recommendation

Support the request for conversion.



Staff Comment

- The request is supportable based on Regional and local criteria.
- The area forms a logical planning unit; the site is surrounded by residential areas, with the rail corridor forming a logical border to the employment area east of the request.
- The site is a logical extension of compatible residential uses to the west and south.

ID	Applicant	Address
18	MHBC	7777 Keele St and 2160-2180 Highway 7

Location

Located north of and fronting onto Highway 7 between Keele Street and Bowes Road.

Request

To convert the subject employment lands to permit residential and commercial uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The lands form part of a logical employment planning unit.
- The conversion is located in an area where its approval would constitute piece-meal planning and will potentially prejudice the future of the current uses and create expectations of further conversion. As per the Region's Criteria, the approval of the request may destabilize or adversely affect the current or future viability and/or identity of the employment area.
- The location of the subject lands is deficient in amenities and isolated as a potential community.
- The site is located on the edge of an established large employment area and is almost entirely surrounded by employment uses. Permitting non-employment uses can potentially introduce compatibility issues with surrounding employment uses.
- The subject lands are adjacent to major industrial uses and in proximity the CN MacMillan Rail Yards.
- The site is part of an MTSA (Keele BRT Station, MTSA 14) area that serves an important function of providing transit to an employment area.
- Current permissions in VOP 2010 already meet and exceed MTSA density objectives.
- Highway 7 is a logical boundary between the closest residential area, Concord West to the south, and the broader employment area that the subject lands are a part of.
- The conversion would constitute an unplanned expansion of a defined secondary plan area.
- See Analysis and Options subsection of this report titled "Keele Street/Highway 7".

ID	Applicant	Address
19	Glen Schnarr & Associates Inc.	31 Jevlan Drive and 172 Chrislea Road

Location

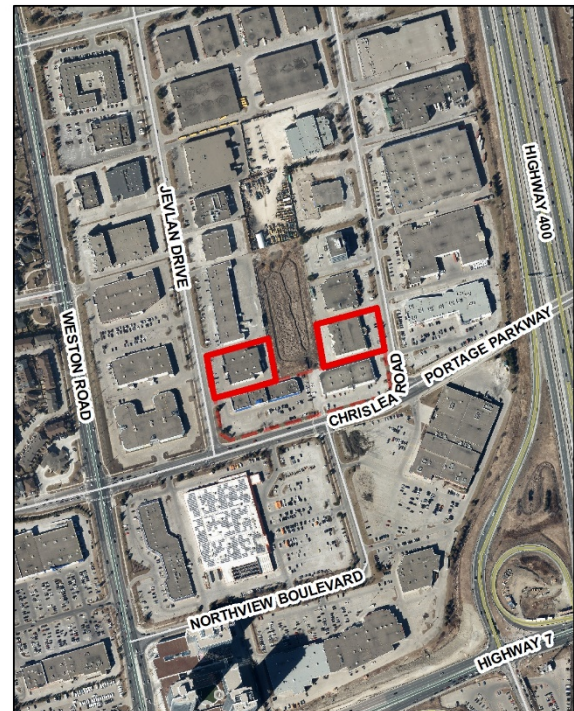
The subject lands are located on the north of Chrislea Road, south of Carlauren Road, east of Jevlan drive and west of Chrislea Road.

Request

A request to broaden land permission to allow for a greater range of development opportunities on the subject lands.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- Staff opinion is that a conversion is not required because the “Employment Commercial Mixed-Use” designation is considered an employment land designation.
- This is a site-specific request that can proceed through the regular development review process.

ID	Applicant	Address
20	Stellarbridge Management Inc.	7171 Jane Street

Location

The subject property is located on the east side of Jane Street and south of Highway 407.

Request

Request that lands be re-designated from their current employment designation to a mixed-use designation permitting higher density residential and commercial uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- There is a health and safety hazard with large scale residential development on a single road access site. Furthermore, there is increased risk for this site as it is adjacent to a major rail line that conveys significant amount of hazardous goods at grade.
- The land is entirely surrounded by employment uses. As per the Region's Criteria, an employment area will not be considered for conversion if the entire perimeter of the site is surrounded by employment uses. Permitting non-employment uses can potentially introduce compatibility issues with surrounding employment uses.
- The lands are adjacent to employment uses (including a large recycling facility) and in proximity to the Highway 407, the CN MacMillan Rail Yard and a major east-west rail corridor with a high volume of rail traffic which provides a further level of incompatibility with sensitive uses.
- The land is located in an area that is deficient in the appropriate ambience and services. Community facilities and amenities are over 1 kilometre away from the subject lands.
- The site has strong potential as employment lands.
- Vehicle access to the site is by a right-in/right-out and would likely not receive signalized access due to proximity to other signalized intersections.

ID	Applicant	Address
21	Weston Consulting	140 Doughton Road

Location

The subject property is located south of Highway 7 between Maplecrete Road and Creditstone Road.

Request

Convert the subject lands from “General Employment” to “Station Precinct” and include the subject property in the Vaughan Metropolitan Centre Secondary Plan boundary.

Staff Recommendation

Support the request for conversion.



Staff Comment

- The request is supportable based on Regional and local criteria.
- See Analysis and Options subsection of this report titled “Adjacent to the VMC – South of Highway 7, east of Maplecrete Road and west of Creditstone Road, Conversion of lands is supported”.

ID	Applicant	Address
22	KLM	676 to 696 Westburne Drive

Location

The subject property is located west of Westburne Drive and south of Rutherford Road.

Request

To redesignate the lands to allow for mixed used high density residential.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The land is entirely surrounded by industrial uses. As per the Region's Criteria, an employment area will not be considered for conversion if the entire perimeter of the site is surrounded by employment uses as permitting non-employment uses can potentially introduce compatibility issues with surrounding employment uses.
- The requested conversion would introduce sensitive uses to an area that is predominated by uses that are incompatible with sensitive uses.
- A conversion will potentially prejudice the future of the current uses and create expectations of further conversion. As per the Region's Criteria, the approval of the request may destabilize or adversely affect the current or future viability and/or identity of the employment area.
- The lands form part of a logical employment planning unit.
- The site will require a Mobility Hub Study centred on the Rutherford GO Station which could be identified in a future Municipal Comprehensive Review.

ID	Applicant	Address
23	Evans Planning Inc.	2780 Highway 7

Location

The subject property is located on the northeast corner of Highway 7 and Creditstone Road

Request

To redesignate the lands from “Employment Commercial Mixed Use” to allow residential uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The site is located at the entrance of a cul-de-sac that leads to a Regional waste dump facility. The lands are within 800 metres of the CN MacMillan Rail Yard which provides a further level of incompatibility with sensitive uses.
- The requested conversion is located in an area where its approval would constitute piece-meal planning and will potentially prejudice the future of the current uses and create expectations of further conversion. As per the Region’s Criteria, the approval of the request may destabilize or adversely affect the current or future viability and/or identity of the employment area.
- The request is part of a logical planning unit.
- The land is outside of and adjacent to the Vaughan Metropolitan Centre Secondary Plan area. The conversion would constitute an unplanned expansion of a defined secondary plan area.

ID	Applicant	Address
24	MGP	705 Applewood Crescent, 200, 207 & 225 Edgeley Boulevard, 10, 11, 38 & 27 Buttermilk Avenue and 190 Millway Avenue

Location

The subject property is north of Portage Parkway and west of Jane Street ("Portage Lands").

Request

To redesignate the lands to create a mixed-use transitional area from the Vaughan Metropolitan Centre.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

See Analysis and Options subsection of this report titled "Adjacent to the VMC – North side of Portage Parkway between Jane Street and Applewood Crescent, Conversion of land is not supported".

ID	Applicant	Address
25	KLM Planning Partners	Part of Lots 4 and 5, Concession 9, South of Highway 7 (Adjacent) between Huntington Road and Highway 427

Location

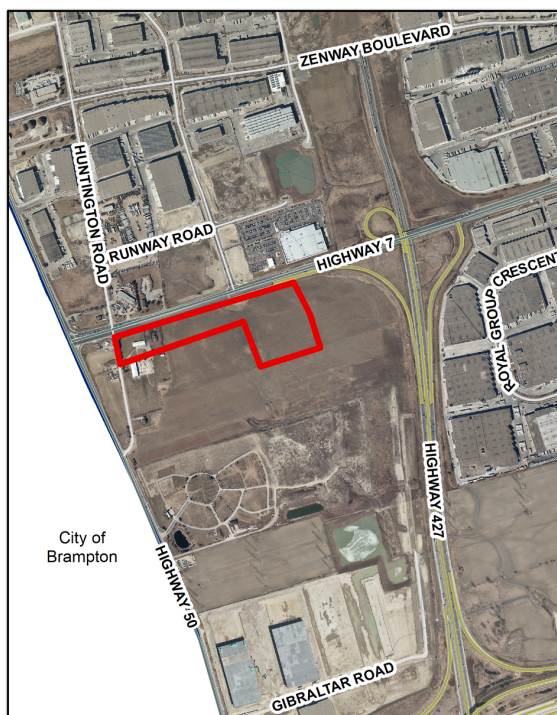
The subject property is located on the south side of Regional Road 7 and east of Huntington Road

Request

To redesignate the lands to allow for mixed-use high-density/residential development.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- There are no nearby communities. The closest residential area is 1 km away in Brampton.
- This site is one of the few remaining vacant employment lands with direct access to both Highway 7 and Highway 427 and is directly adjacent to Highway 427 with good visibility from the highway.
- The site is located in the centre of a larger employment area and would constitute the introduction of a sensitive use and result in compatibility issues in an area predominated by employment uses.
- The requested conversion is located in an area where its approval would constitute piece-meal planning and will potentially prejudice the future of the current uses and create expectations of further conversion. As per the Region's Criteria, the approval of the request may destabilize or adversely affect the current or future viability and/or identity of the employment area.
- The land is located in an area that is deficient in the appropriate ambience and services. The land does not have parks, schools or community facilities.
- The site has strong potential as employment lands. The site is one of the few remaining vacant employment lands in this employment area.

ID	Applicant	Address
26	Weston Consulting	2104 Highway 7

Location

The subject property is located on the north side of Highway 7, east of Keele Street and west of Bowes Road.

Request

To redesignate the subject lands to allow for a more diverse mix of land uses.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The lands form part of a logical employment planning unit.
- The conversion is located in an area where its approval would constitute piece-meal planning and will potentially prejudice the future of the current uses and create expectations of further conversion. As per the Region's Criteria, the approval of the request may destabilize or adversely affect the current or future viability and/or identity of the employment area.
- The location of the subject lands is deficient in amenities and isolated as a potential community.
- The site is located on the edge of an established large employment area and is almost entirely surrounded by employment uses. Permitting non-employment uses can potentially introduce compatibility issues with surrounding employment uses.
- The subject lands are adjacent to major industrial uses and in proximity the CN MacMillan Rail Yards.
- The conversion would constitute an unplanned expansion of a defined secondary plan area.
- The site is part of an MTSA area that serves an important function of providing transit to an employment area.
- Current permissions in VOP 2010 already meet and exceed MTSA density objectives.
- Highway 7 is a logical boundary between the closest residential area, Concord West to the south, and the broader employment area of which the subject lands are a part.
- See Analysis and Options subsection of this report titled "Keele Street/Highway 7".

ID	Applicant	Address
27	Doney 80 Corp and Doney Hill Holdings	80, 82 and 220 Doney Crescent

Location

The subject property is located south of Highway 7 and west of Keele Street.

Request

To consider the entire area north of Doney Crescent south of Highway 7 and west of Keele Street to be included in the conversion

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- A conversion at this site would set a precedent for further conversion requests in the surrounding stable employment areas in which the site is located. The site is in proximity to the CN MacMillan Rail Yard. As per the Region's Criteria, the approval of the request may destabilize or adversely affect the current or future viability and/or identity of the employment area.
- The lands form part of a logical employment planning unit.
- This land is not an appropriate place to put a community. This area is deficient in services and amenities that would be required to create a livable and attractive environment for residents. It is currently an isolated area. Future residents would not have access to community facilities or amenities.
- Highway 7 to the north and Keele Street to the east are solid boundaries that separate the heavy employment uses surrounding the site from the adjacent residential uses to the east (the Concord West Community).
- A conversion at this location introduces compatibility issues in proximity to the CN rail yard. CN will likely object to this request.
- See Analysis and Options subsection of this report titled "Keele Street/Highway 7".

ID	Applicant s	Address
28	KLM Planning Partners	130 Doughton Road

Location

The subject property is located to the south of Highway 7.

Request

To redesignate the lands to a “Station Precinct” Designation to permit residential and major retail uses.

Staff Recommendation

Support the request for conversion.



Staff Comment

- The request is supportable based on Regional and local criteria.
- See Analysis and Options subsection of this report titled “Adjacent to the VMC – South of Highway 7, east of Maplecrete Road and west of Creditstone Road, Conversion of lands is supported”.

ID	Applicant	Address
29	Weston Consulting	7250 Keele Street

Location

The subject property is located north of Highway 407

Request

To redesignate the lands to permit greater retail uses on the property.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The land is entirely surrounded by employment uses. As per the Region's Criteria, and employment area will not be considered for conversion if the entire perimeter of the site is surrounded by employment uses. Permitting non-employment uses can potentially introduce compatibility issues with surrounding employment uses.
- The lands are near major industrial uses and in proximity to the CN MacMillan Rail Yard spur line which provides a further level of incompatibility with sensitive uses.
- The requested conversion will potentially prejudice the future of the current uses and create expectations of further conversion. As per the Region's Criteria, the approval of the request may destabilize or adversely affect the current or future viability and/or identity of the employment area.
- There is an opportunity for a limited expansion of permissions for retail.

ID	Applicant	Address
30	Weston Consulting	20 Roysun Road

Location

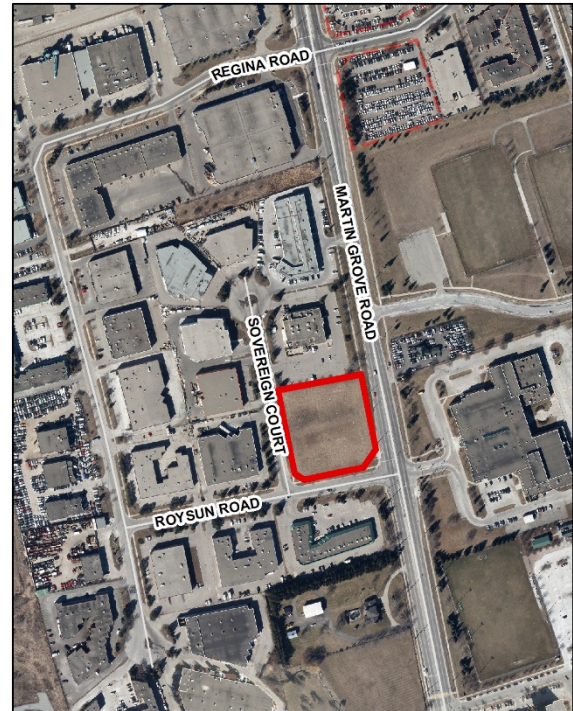
The subject property is located west of Martin Grove Road and south of Highway 7.

Request

To redesignate the lands to allow a more diverse mix of land uses including residential.

Staff Recommendation

Do not support the request for conversion.



Staff Comment

- The site is surrounded on three sides by stable employment uses and it is part of a larger employment area. It is a viable employment site with access to three roads. As per the Region's Criteria, the approval of the request may destabilize or adversely affect the current or future viability and/or identity of the employment area.
- The requested conversion would introduce sensitive uses to an area that is predominated by uses that are incompatible with sensitive uses.
- A conversion will potentially prejudice the future of the current uses and create expectations of further conversion.