COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JUNE 4, 2025

COMMUNICATIONS

Distributed June 3, 2025

C98.	Presentation material	1
C99.	Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated June 2, 2025	10
C100.	Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated June 2, 2025	10
C101.	Nick Pileggi, Macaulay Shiomi Howson Ltd., Annette Street, Toronto, dated June 2, 2025	10
C102.	Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated June 2, 2025	10
C103.	Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated June 2, 2025	10
C104.	Rob Lavecchia, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 2, 2025	10
C105.	Rob Lavecchia, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10
C106.	Adam Porcelli, Wainfleet Crescent, Woodbridge, dated June 2, 2025	4
C107.	Lisa Ventura, Vaughan, dated June 2, 2025	4
C108.	Michael Cauchi, Seraville Street, Vaughan, dated June 2, 2025	4
C109.	Harpreet Kaur, Mukhtiar Singh, and Kritveer Singh, Winthrop Crescent, Woodbridge, dated June 2, 2025	4
C110.	Anna Maria Masi and Pasquale Masi, Wainfleet Crescent, Woodbridge, dated June 2, 2025	4
C111.	Arsim Firza and Marina Kupriyeva, Ballantyne Boulevard, Woodbridge, dated June 2, 2025	4
C112.	Laura Suppa, Winthrop Crescent, Vaughan, dated June 3, 2025	4
C113.	Salvina Greco, Bolton, dated June 2, 2025	6, 7, 8 & 9

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COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JUNE 4, 2025

COMMUNICATIONS

Distributed June 3, 2025 continued		Item No.
C114.	Pina Zanelli, dated June 2, 2025	6, 7, 8 & 9
C115.	Carmela Roberts, Sant Farm Drive, Bolton, dated June 3, 2025	6, 7, 8 & 9
C116.	David Milano, Bousfields Inc., Church Street, Toronto, dated June 3, 2025	10
C117.	Aidan Pereira and Courtney Fish, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 2, 2025	10
C118.	Rob Lavecchia, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 2, 2025	10
C119.	Ryan Virtanen, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 2, 2025	10
C120.	Signe Leisk, Cassels Brock & Blackwell LLP, Temperance Street, Toronto, dated June 3, 2025	10
C121.	Adam Layton, Goldberg Group, Avenue Road, Toronto, dated June 3, 2025	10
C122.	Dana Anderson, MHBC, James Street North, Hamilton, dated June 3, 2025	10
C123.	Dana Anderson, MHBC, James Street North, Hamilton, dated May 26, 2025	10
C124.	Aidan Pereira, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10
C125.	Joan MacIntyre, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 3, 2025	10
C126.	Joan MacIntyre, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 3, 2025	10
C127.	Sabrina Sgotto, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025	10
C128.	Tim Schilling, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10

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COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JUNE 4, 2025

COMMUNICATIONS

Distributed June 3, 2025 continued		Item No.
C129.	Presentation material	3
C130.	Presentation material	6
C131.	Presentation material	7
C132.	Presentation material	9
C133.	Philip Stewart, Pound & Stewart Associated Limited, Renfrew Drive, Markham, dated June 3, 2025	10
C134.	Sandra K. Patano, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025	10
C135.	Meaghan McDermid, Davies Howe LLP, Adelaide Street W., Toronto, dated June 3, 2025	10
C136.	Adam Layton, Goldberg Group, Avenue Road, Toronto, dated June 3, 2025	10
C137.	Kevin Bechard, Innovative Planning Solutions, Steeles Avenue W., Vaughan, dated June 2, 2025	10
C138.	Kevin Bechard, Innovative Planning Solutions, Steeles Avenue W., Vaughan, dated June 3, 2025	10
C139.	Lauren Capilongo, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 3, 2025	10
C140.	Billy Tung, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10
C141.	Jacob Lapointe, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025	10
C142.	Patrick Pearson, Glen Schnarr & Associates Inc., Kingsbridge Garden Circle, Mississauga, dated June 3, 2025	10
C143.	Michael Bissett, Bousfields Inc., Church Street, Toronto, dated June 3, 2025	10
C144.	Michael Bissett, Bousfields Inc., Church Street, Toronto, dated May 28, 2025	10

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COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JUNE 4, 2025

COMMUNICATIONS

Distributed June 3, 2025 continued		Item No.
C145.	Allyssa Hrynyk, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 3, 2025	10
C146.	Allyssa Hrynyk, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 3, 2025	10
C147.	Eric Del Favero c/o The Remington Group Inc., Nine-Ten West Limited, Keele Street, Vaughan, dated June 3, 2025	10
C148.	Sabrina Sgotto, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025	10
C149.	Joan MacIntyre, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 3, 2025	10
C150.	Joan MacIntyre, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 3, 2025	10
C151.	Ryan Guetter and Darrin Cohen, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025	10
C152.	Emma West, Bousfields Inc., Church Street, Toronto, dated June 3, 2025	10
C153.	Sandra K. Patano and Jessica Damaren, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025	10
C154.	Mathew Halo, Innovative Planning Solutions, Steeles Avenue W., Vaughan, dated June 2, 2025	10
C155.	Anna Wynveen, Bousfields Inc., Church Street, Toronto, dated June 3, 2025	10
C156.	Joan MacIntyre, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated June 3, 2025	10
C157.	Adam Layton, Goldberg Group, Avenue Road, Toronto, dated June 3, 2025	10
C158.	Tim Schilling, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10

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VAUGHAN

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JUNE 4, 2025

COMMUNICATIONS

Distributed June 3, 2025 continued		Item No.
C159.	Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated June 2, 2025	10
C160.	Ryan Mino-Leahan and Aidan Pereira, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10
C161.	Michael Bissett, Bousfields Inc., Church Street, Toronto, dated May 28, 2025	10
C162.	Ryan Mino-Leahan and Madison Van West, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10
C163.	Scott Snider and Shelley Kaufman, TMA Law Associates, Main Street W., Hamilton, dated January 21, 2025	10
C164.	Tim Schilling, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10
C165.	John M. Alati, Davies Howe LLP, Adelaide Street W., Toronto, dated June 3, 2025	10
C166.	John M. Alati, Davies Howe LLP, Adelaide Street W., Toronto, dated June 3, 2025	10
C167.	Natalie Ast, Overland LLP, Yonge Street, Toronto, dated June 3, 2025	10
C168.	Ryan Guetter and Darrin Cohen, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025	10
C169.	Ryan Guetter, Weston Consulting, Millway Avenue, Vaughan, dated June 4, 2025	10
C170.	Adam Layton, Goldberg Group, Avenue Road, Toronto, dated June 3, 2025	10
C171.	Ryan Mino-Leahan and Aidan Pereira, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10
C172.	Lia Cutrara, York Region Condominium Corporation No. 945, Millway Avenue, Vaughan, dated June 3, 2025	10

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COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JUNE 4, 2025

COMMUNICATIONS

Distributed June 3, 2025 continued		Item No.
C173.	Ryan Mino-Leahan and Madison Van West, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10
C174.	Removed - Administrative Error	
C175.	Ryan Mino-Leahan and Ian Franklin, KLM Planning Partners Inc., Jardin Drive, Concord, dated June 3, 2025	10
C176.	Claudio Brutto, Brutto Planning Consultant Ltd., Miranda Avenue, Toronto, dated June 3, 2025	10
C177.	Anthony Joseph Cocomile, dated June 3, 2025	10
C178.	Mathew Halo, Innovative Planning Solutions, Steeles Avenue W., Vaughan, dated June 3, 2025	10
C179.	Mathew Halo, Innovative Planning Solutions, Steeles Avenue W., Vaughan, dated June 3, 2025	10
C180.	Ryan Guetter, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025	10
C181.	Ryan Guetter, Weston Consulting, Millway Avenue, Vaughan, dated June 4, 2025	10
C182.	Claudio Brutto, Brutto Planning Consultant Ltd., Miranda Avenue, Toronto, dated June 3, 2025	10
C183.	Franca Stirpe, dated June 2, 2025	10
C184.	Haroon Meer, Ballantyne Boulevard, Woodbridge, dated June 3, 2025	4
C185.	Amandeep Uppal, Pine Heights Drive, Vaughan, dated June 3, 2025	4
C186.	Francesco, Mary, Daniel and Jessica Gucciardi, Winthrop Crescent, dated June 3, 2025	4
C187.	Dr. Alexandra Makos, Ballantyne Boulevard, Vaughan, dated June 3, 2025	4

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COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JUNE 4, 2025

COMMUNICATIONS

Distributed June 3, 2025 continued		Item No.
C188.	Jennifer Rosa, Vaughan, dated June 3, 2025	4
C189.	Amanda Orsi, dated June 3, 2025	4
C190.	Angelo Perna, Wainfleet Crescent, Vaughan, dated June 3, 2025	4
C191.	Olivia Biscardi-Vallozzi, Vaughan, dated June 3, 2025	4
C192.	S. Orsi, Vaughan, dated June 3, 2025	4
C193.	Vincent Bourret, The Council of the Wendat Nation, Place Chef Michel Laveau, Wendake, Quebec, dated June 2, 2025	4
C194.	Amarjeet Saini, Winthrop Crescent, Vaughan, dated June 3, 2025	4
C195.	Lucy Emanuele, Vaughan, dated June 3, 2025	4
C196.	Babita Sankar, Biswajeet Singh and Melissa Singh, Wainfleet Crescent, Woodbridge, dated June 3, 2025	4
C197.	Jenna Thibault, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025	10
C198.	Jenna Thibault, Weston Consulting, Millway Avenue, Vaughan, dated June 2, 2025	10
C199.	Anna Maria Bianco, Riverwood Terrace, Bolton, dated June 2, 2025	6, 7, 8 & 9
C200.	Sandra Ettore, dated June 3, 2025	6, 7, 8 & 9
C201.	J. DiPoce, dated June 3, 2025	6, 7, 8 & 9
C202.	Rosa Ciantar, dated June 3, 2025	6, 7, 8 & 9
C203.	Amanda Corbett, Bolton, dated June 4, 2025	6
C204.	Amanda Corbett, Bolton, dated June 4, 2025	7
C205.	Mathew Halo, Innovative Planning Solutions, Steeles Avenue W., Vaughan, dated June 2, 2025	3

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C98.
Communication
CW(PM) – June 4, 2025
Item No. 1

Block 1 East

7540 Jane Street & 55 Interchange Way

Statutory Public Meeting – Committee of the Whole

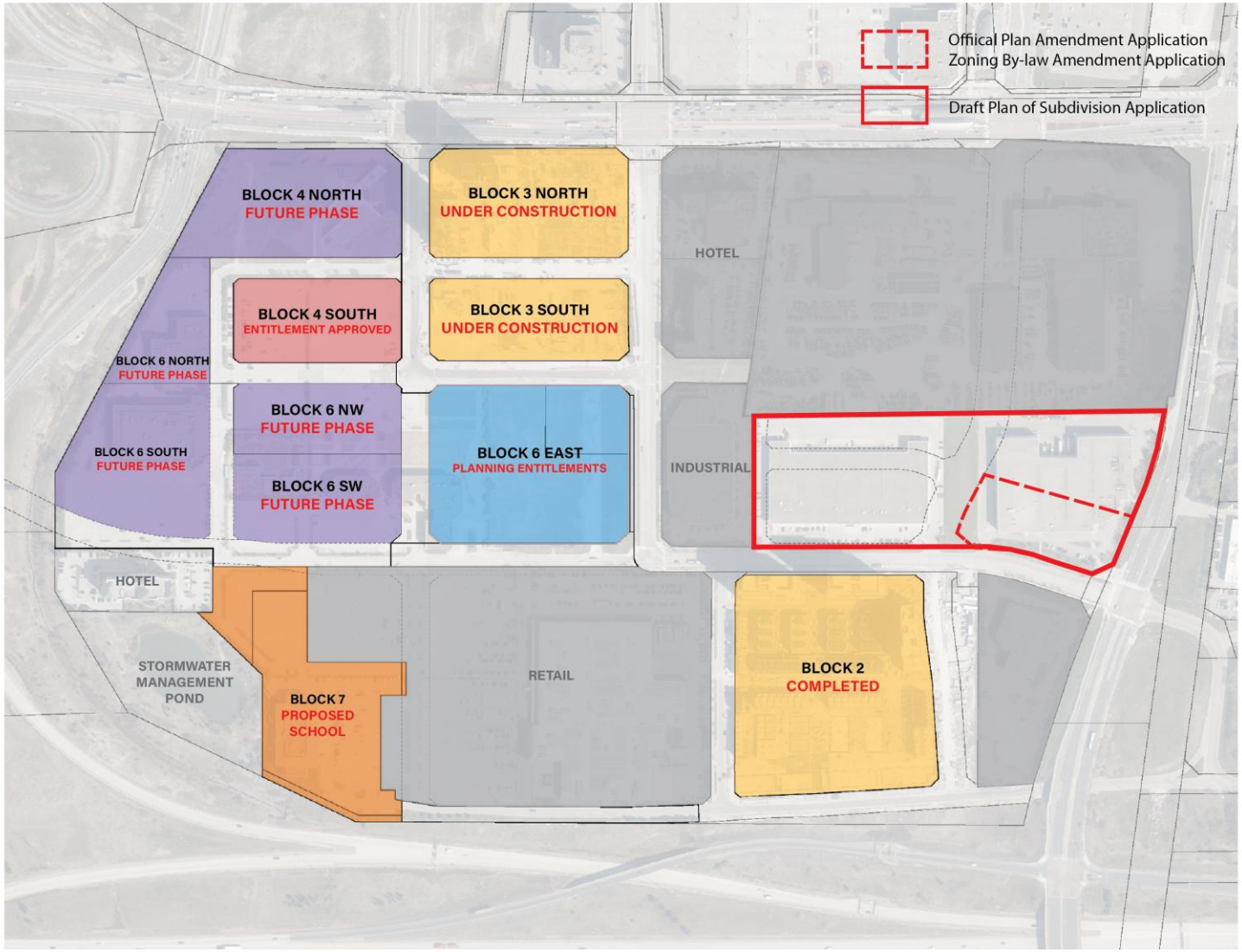
Official Plan Amendement, Zoning By-law Amendement (OP.25.004, Z.25.008)

Related Application: Draft Plan of Subdivision (19T-25V003)

June 4, 2025

ASSEMBLY PARK

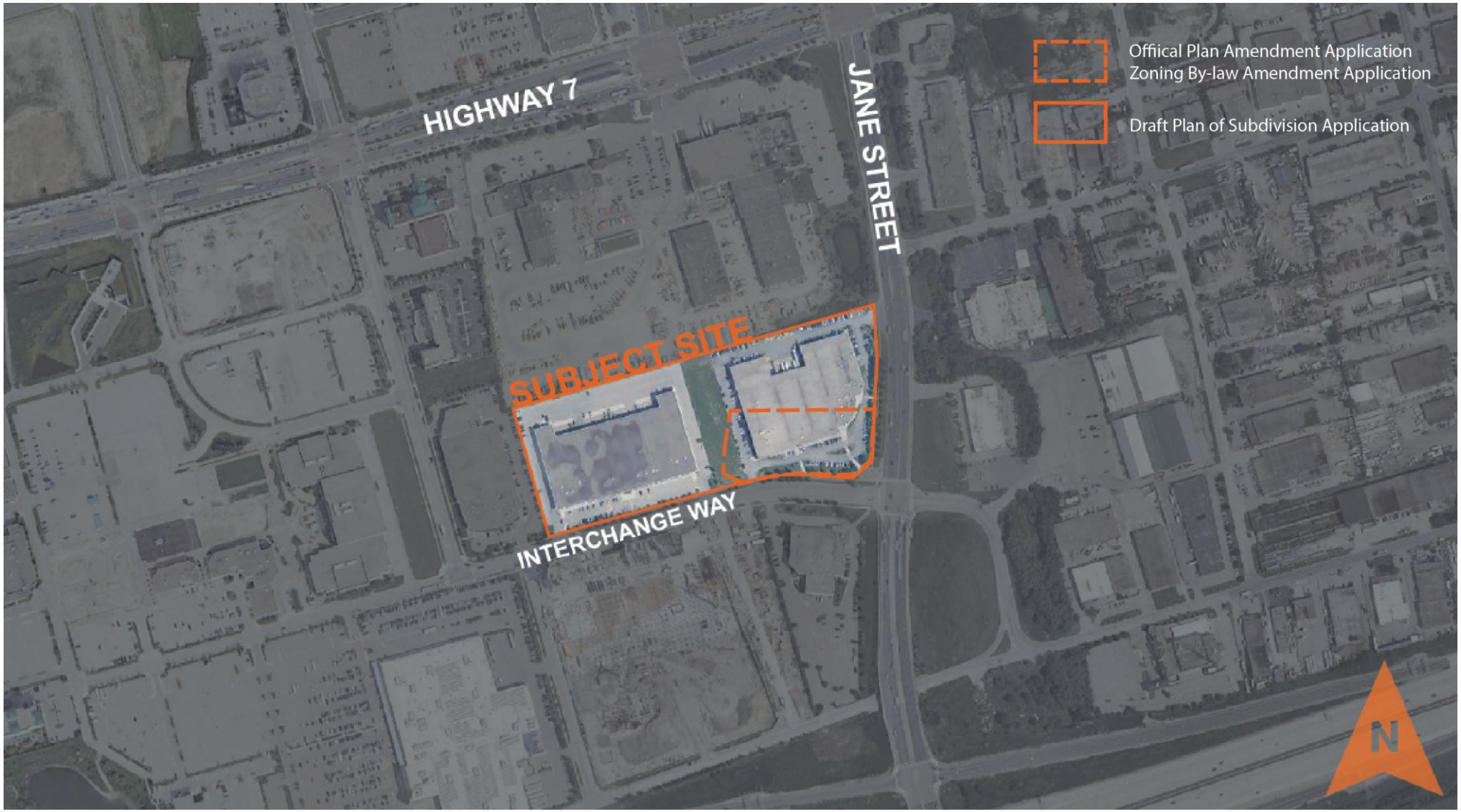
LAND HOLDINGS AND STATUS MAP



ASSEMBLY PARK



SUBJECT SITE



PROPOSED AMENDMENTS

Official Plan Amendment

To amend Schedule “K” of the existing VMC Secondary Plan (2010) to add a new Site-Specific Policy Area on a portion of the subject site, shown as Block 1 of the DPS, located north of Interchange Way, west of Millway Avenue and east of Jane Street, to:

a) Increase the maximum permitted residential tower floor plate size from 750 m2 to 845 m2.
b) To permit a minimum podium height of 2-storeys.

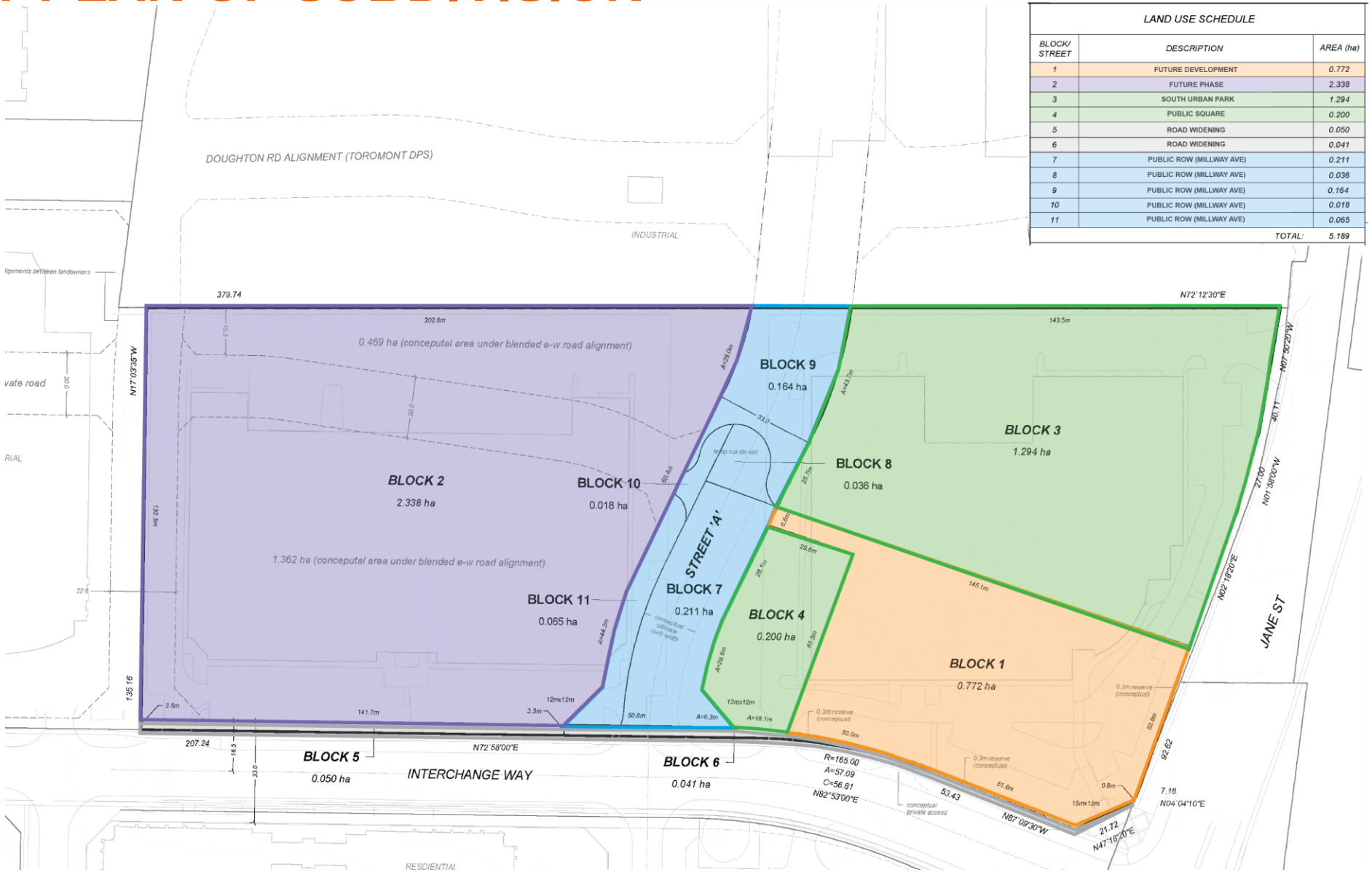
Zoning By-law Amendment

Under Zoning By-law 1-88, the subject site includes rezoning the subject site to C9 – Corporate Centre Zone as well as site-specific zoning exceptions to setbacks, maximum GFA, and parking requirements.

Under Zoning By-law 001-2021, the subject site includes rezoning a portion of the subject site to OS1 – Public Open Space Zone as well as site-specific zoning exceptions to podium height, setbacks, residential tower floor plates, and landscaping requirements.

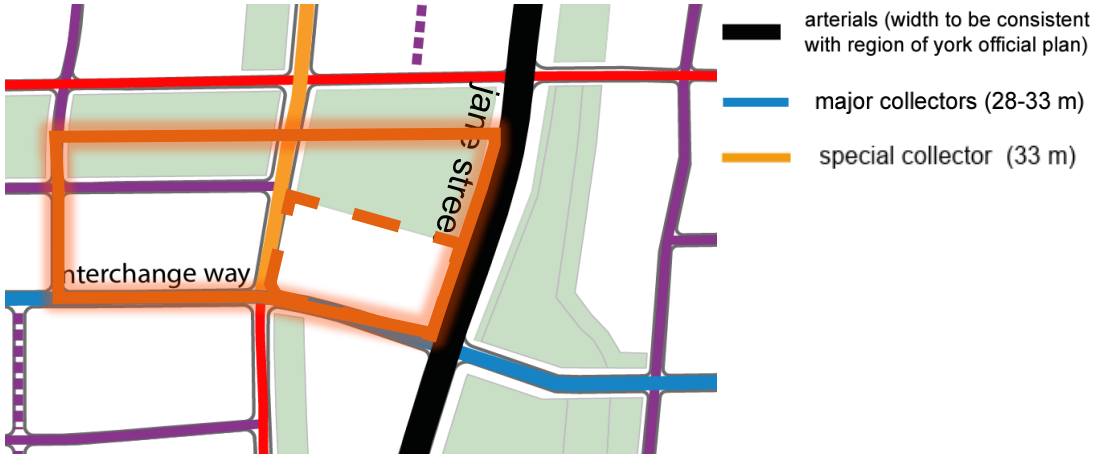
DRAFT PLAN OF SUBDIVISION

LAND USE SCHEDULE		
BLOCK/ STREET	DESCRIPTION	AREA (ha)
1	FUTURE DEVELOPMENT	0.772
2	FUTURE PHASE	2.338
3	SOUTH URBAN PARK	1.294
4	PUBLIC SQUARE	0.200
5	ROAD WIDENING	0.050
6	ROAD WIDENING	0.041
7	PUBLIC ROW (MILLWAY AVE)	0.211
8	PUBLIC ROW (MILLWAY AVE)	0.036
9	PUBLIC ROW (MILLWAY AVE)	0.164
10	PUBLIC ROW (MILLWAY AVE)	0.018
11	PUBLIC ROW (MILLWAY AVE)	0.065
	TOTAL:	5.189

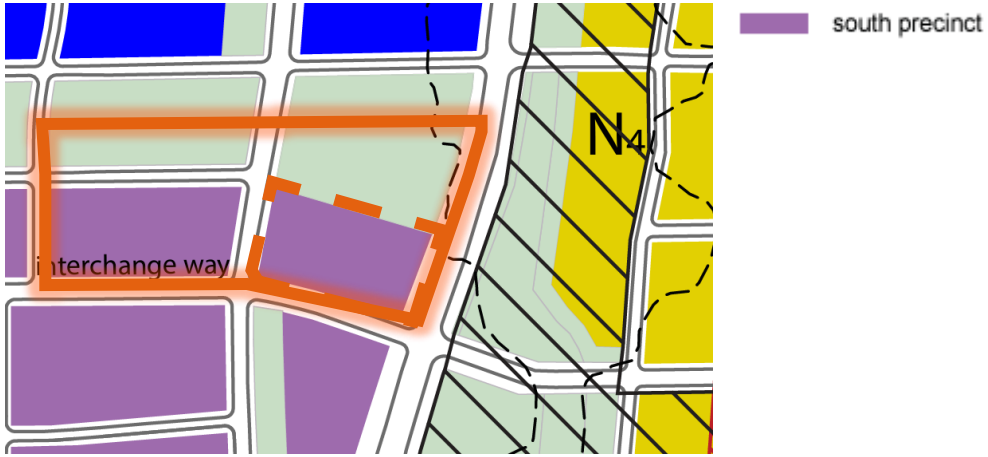


EXISTING VMC SECONDARY PLAN

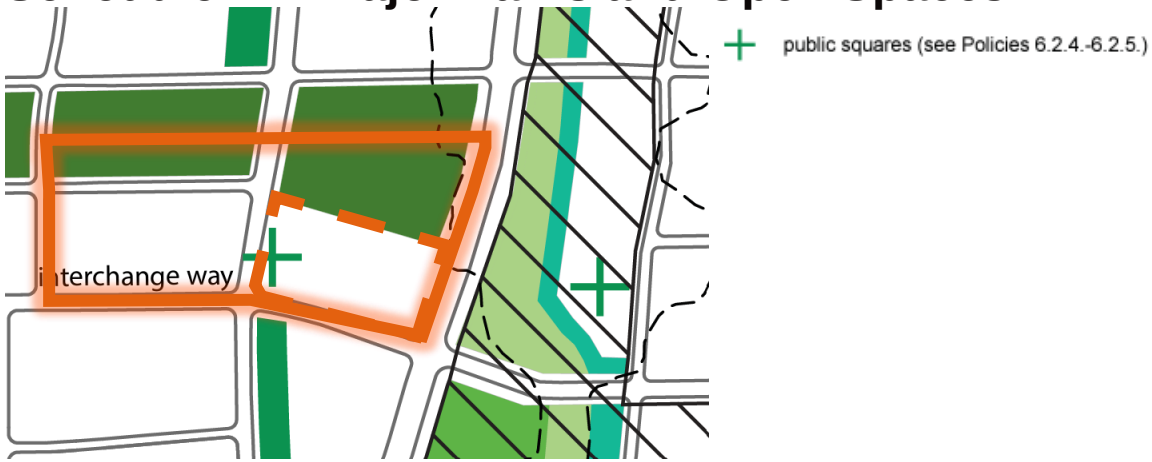
Schedule C > Street Network



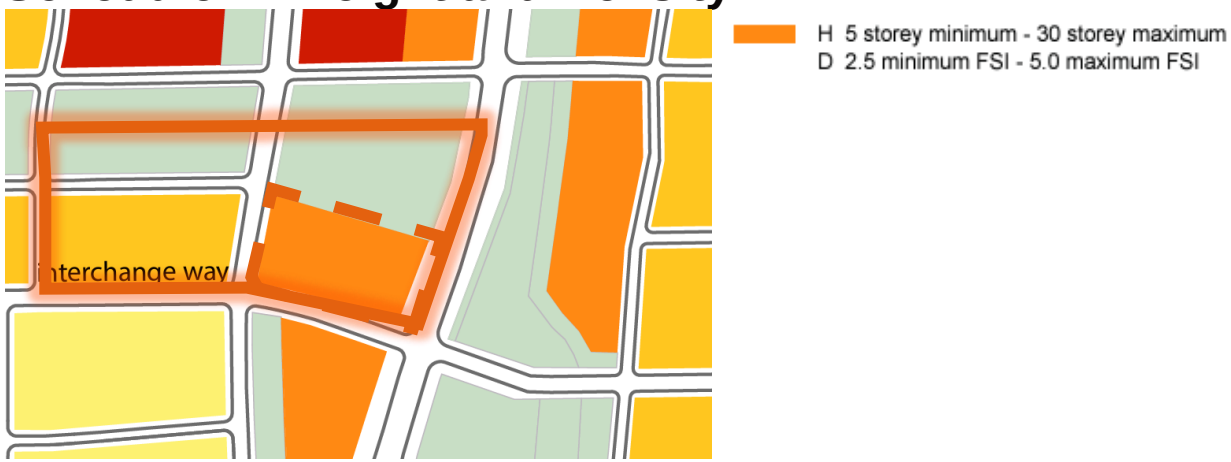
Schedule F > Land Use Precincts



Schedule D > Major Parks and Open Spaces



Schedule I > Height and Density



DRAFT VMC SECONDARY PLAN

Schedule C > Street Network

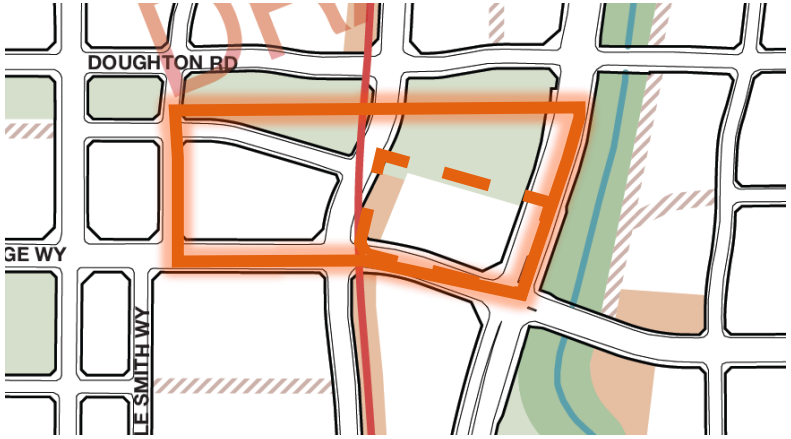


Major Collector (33m)

Special Collector (33m)

Local (20-22m)

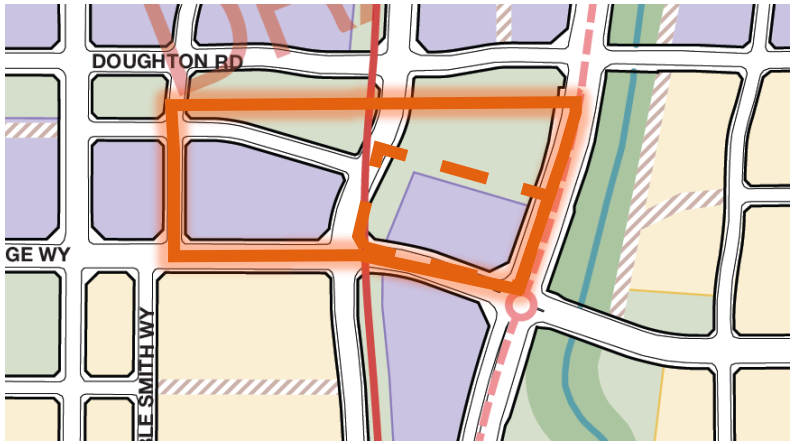
Schedule E > Parks and Open Spaces



Urban Park

Public Square

Schedule F > Land Uses



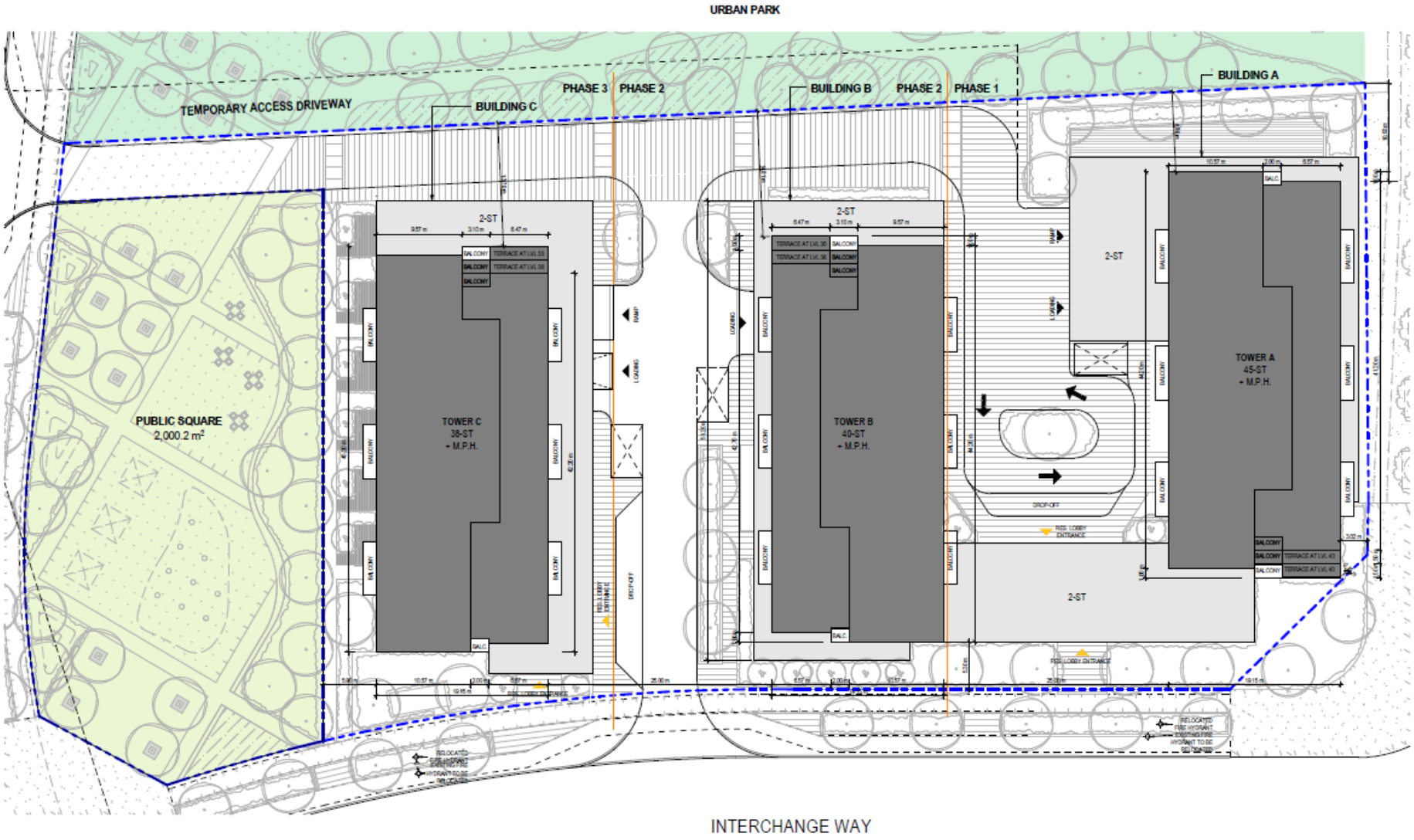
Mixed Use

Public Park

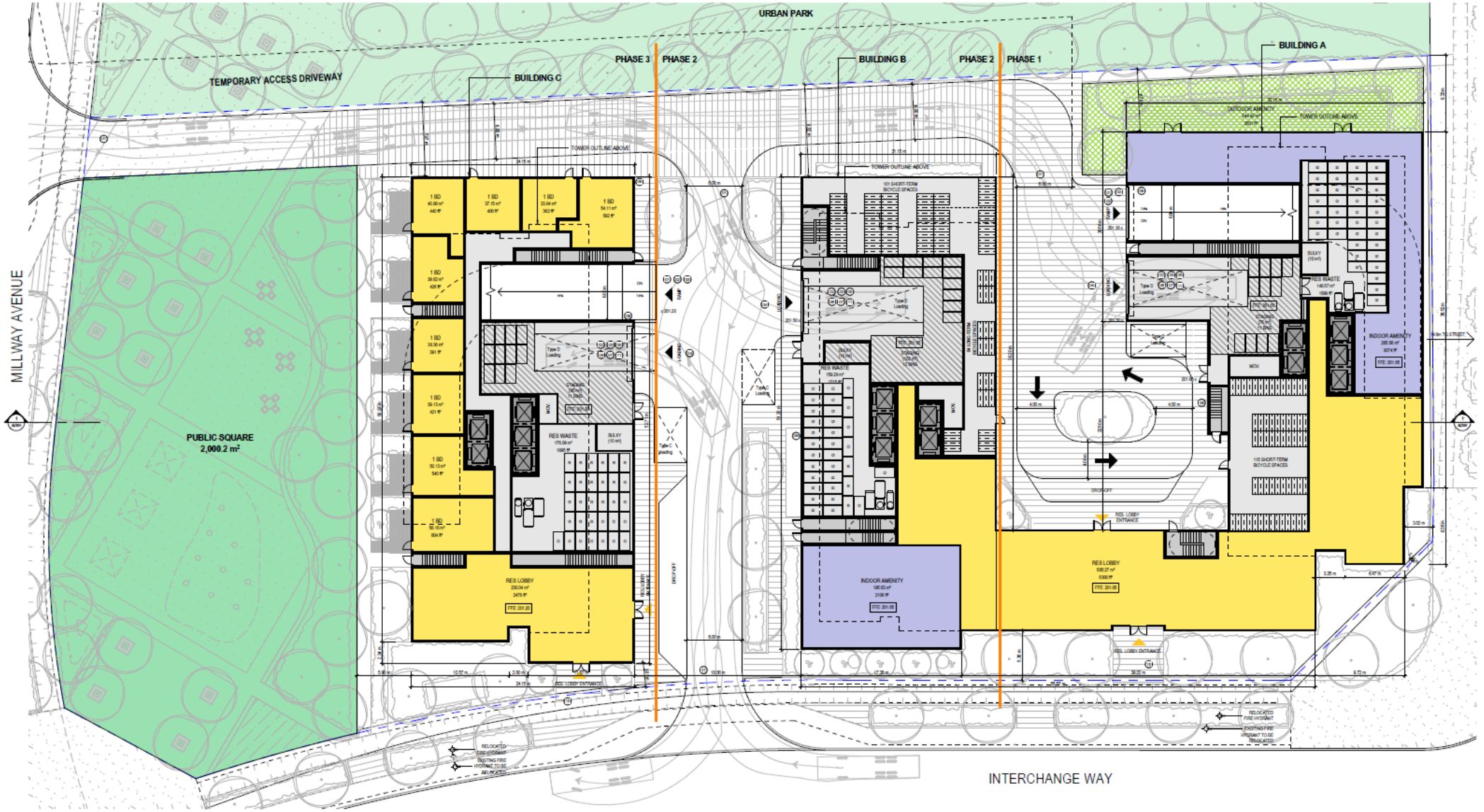
DEVELOPMENT STATISTICS

	Proposed
GFA	99,730.42 m²
Height	38, 40, and 45 storeys
FSI	10.52 (Excluding Public Square, TTC Easement)
Target Residential Units	**Total: 1,560** Bachelor: 384 1 Bedroom: 561 2 Bedroom: 615
Target Parking	Vehicular (Residential): 468 **Vehicular (Residential) Parking Ratio: 0.30** Vehicular (Visitor): 156 **Vehicular (Visitor) Parking Ratio: 0.10** Bicycle: 1,562
Parkland Conveyance	1.294 ha

SITE PLAN


URBAN PARK
TEMPORARY ACCESS DRIVEWAY
BUILDING C
PHASE 3
PHASE 2
BUILDING B
PHASE 2
PHASE 1
BUILDING A
PUBLIC SQUARE
2,000.2 m²
TOWER C
38-ST
+ M.P.H.
TOWER B
40-ST
+ M.P.H.
TOWER A
45-ST
+ M.P.H.
2-ST
INTERCHANGE WAY

GROUND FLOOR PLAN



3D RENDERINGS

AERIAL VIEW LOOKING NORTH WEST



3D RENDERINGS

AERIAL VIEW LOOKING SOUTH WEST



3D RENDERINGS

STREET VIEW LOOKING FROM INTERCHANGE WAY LOOKING NORTH EAST



3D RENDERINGS

STREET VIEW LOOKING FROM INTERCHANGE WAY LOOKING NORTH WEST



3D RENDERINGS

STREET VIEW FROM BUILDINGS A+B DROP-OFF AREA LOOKING SOUTH



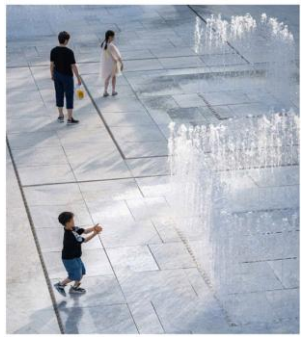
LANDSCAPE & OPEN SPACE

URBAN SQUARE PRECEDENT IMAGES

WATER FEATURE







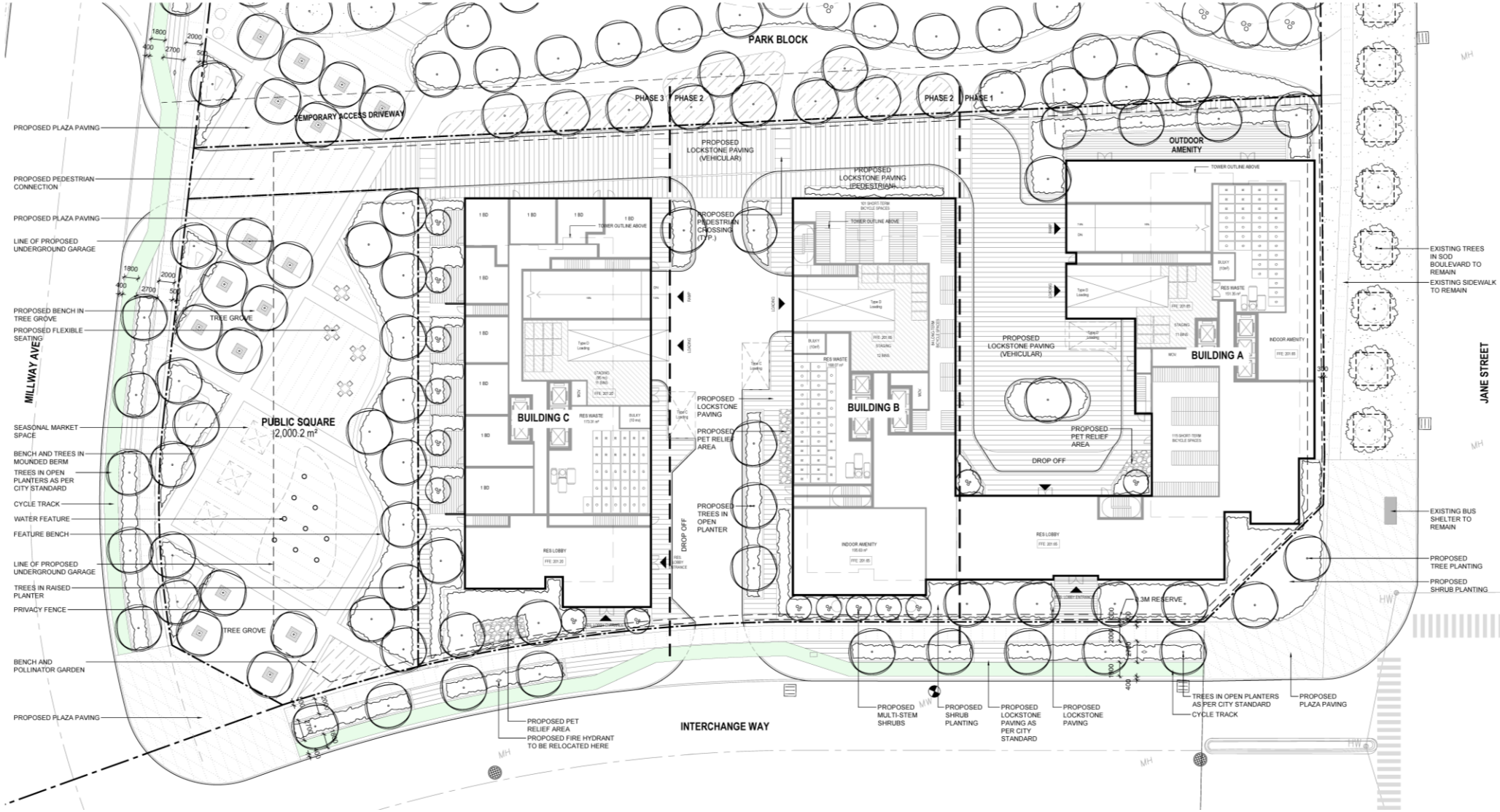
FEATURE BENCH



TREE GROVE







QUESTIONS / THANK YOU

C99.
Communication
CW(PM) – June 4, 2025
Item No. 10

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

June 2nd, 2025
HPGI File: 25934

SUBMITTED VIA EMAIL: oprmanager@vaughan.ca

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attn: Fausto Filipetto, Project Manager

Re: Request for Modification – Draft New Vaughan Official Plan 2025
6700 Highway 7 West
10000760596 Ontario Inc.

Humphries Planning Group Inc. (HPGI) has prepared this information with respect to lands located at 6700 Highway 7, City of Vaughan.

The Subject Site is located on the north side of Highway 7, between Huntington Road and New Huntington Road. The site currently occupies a hotel, located approximately 240 metres east of the major intersection of Highway 50 and Highway 7. The area of the site is approximately 1.43 ha (3.5 acres) with 94 metres of frontage along Highway 7.

The lands located immediately west of the site is occupied by a tire shop. Further west is the Avid Hotel and an electric supply store, followed by Highway 50. Abutting the site to the east is a large vacant parcel followed by New Huntington Road. The land immediately north of the site is occupied by a dumpster rental service, followed by an excavating contractor service and electrical supply store to the north of Runway Road. Immediately south of the subject site is Highway 7, followed by a farm/garden centre.

190 Pippin Road
Suite A
Vaughan ON
L4K 4X9

T: 905-264-7678
F: 905-264-8073



Figure 1. Aerial Image of Subject Site – YorkMaps: 2024 Imagery

York Region Official Plan (2022):

Effective June 2022, the York Region Official Plan (YROP) (2022), as approved by the Ministry of Municipal Affairs is now the responsibility of the City of Vaughan to interpret and implement as it applies to the City of Vaughan planning area. The YROP locates the Subject Site within the "Urban Area" and "Employment Area."

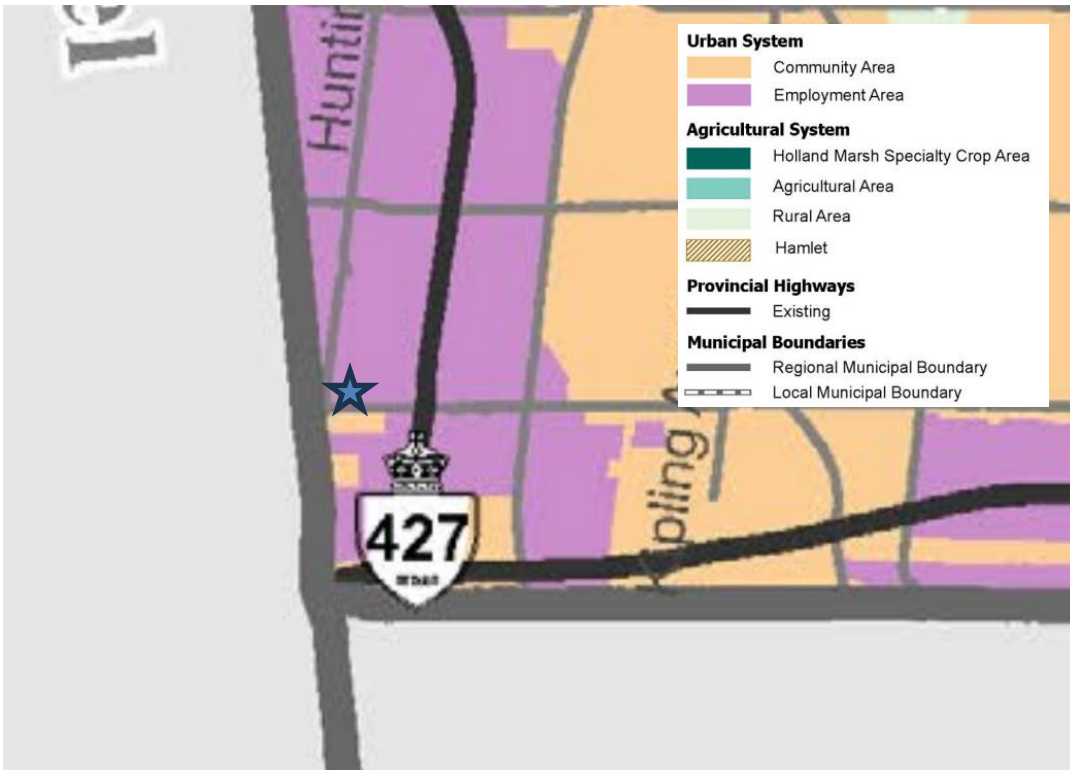


Figure 2. York Region Official Plan – Map 1A: Land Use Designations

In accordance to the YROP – Map 1A the Subject Site is located within the "Employment Area." The lands to the south of Highway 7 opposite the subject site are located within the "Community Area" designation.

Section 4.3.3 of the YROP states the following policy:

> *That Employment Areas, as shown on Map 1A, shall be designated in local official plans for employment uses for clusters of business and economic activities including, manufacturing, warehousing, industrial, offices, and associated retail and ancillary facilities.*

Section 4.3.8 states the following policy:

> *That local municipalities shall make efficient use of existing employment lands, including vacant and underutilized employment lands, by increasing employment densities where appropriate.*

Section 4.3.14 states the following:

> *That the following uses shall not be permitted in Employment Areas identified on Map 1A:*
>
> *a. Residential;*
> *b. Long-term care homes;*

c. *Retirement homes;*
d. *Boarding schools; and*
e. *Other uses where individuals reside on a temporary or permanent basis, excluding hotels.*

City of Vaughan Official Plan 2010:

The Subject Site is designated "Employment Commercial Mixed-Use" per the City of Vaughan (2010) Official Plan, Schedule 13 – Land Use. Building Height and Density of 10 storeys and 3 FSI is also applicable.

The site is also located within a 'Regional Intensification Corridor within Employment Areas' per Schedule 1 – Urban Structure.

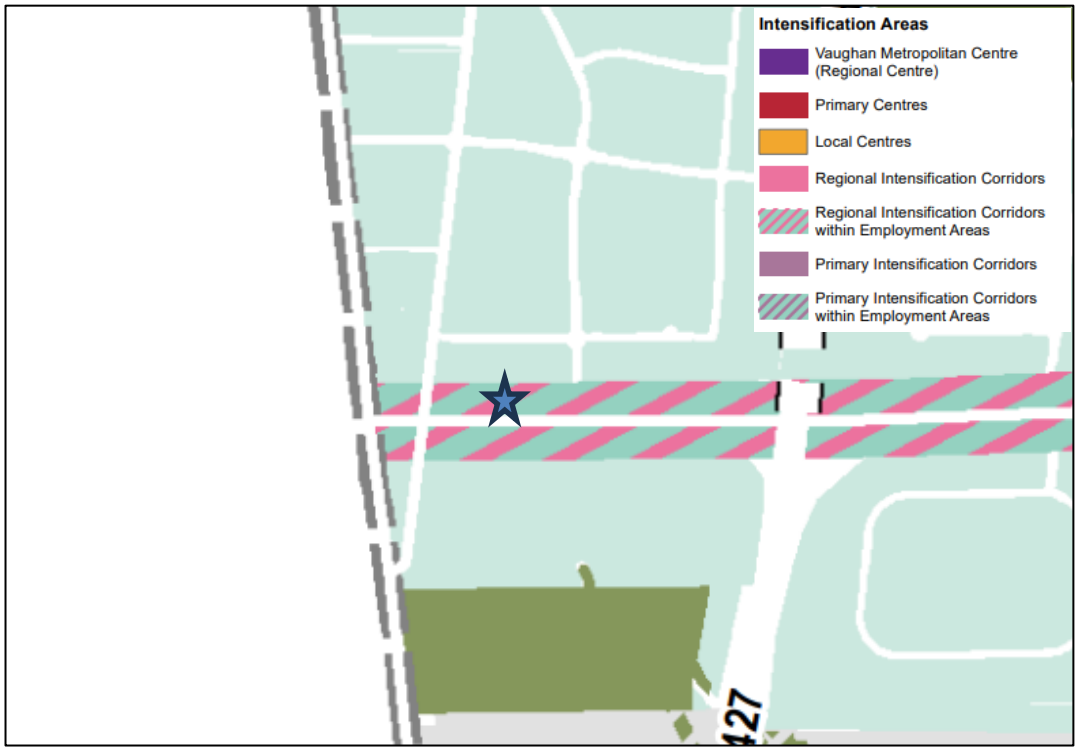


Figure 3. City of Vaughan Official Plan – Schedule 1: Urban Structure

Section 2.2.1.1(d)(ii) states that:

> *Regional Intensification Corridors will be a major focus for intensification on the lands adjacent to major transit routes, at densities and in a form supportive of the adjacent higher-order transit. The Regional Intensification Corridors link the Vaughan Metropolitan Centre with other Intensification Areas in Vaughan and across York Region.*

Section 2.2.5 states that:

Regional Intensification Corridors *(e.g., Highway 7 and Yonge Street) will link Regional centres both in Vaughan and beyond and are linear places of significant activity. They may accommodate mixed-use intensification or employment intensification.*

Section 9.2.2.7 of the Official Plan discusses the relevant policies; See Figure 3 for Schedule 13 – Land Use Designations.

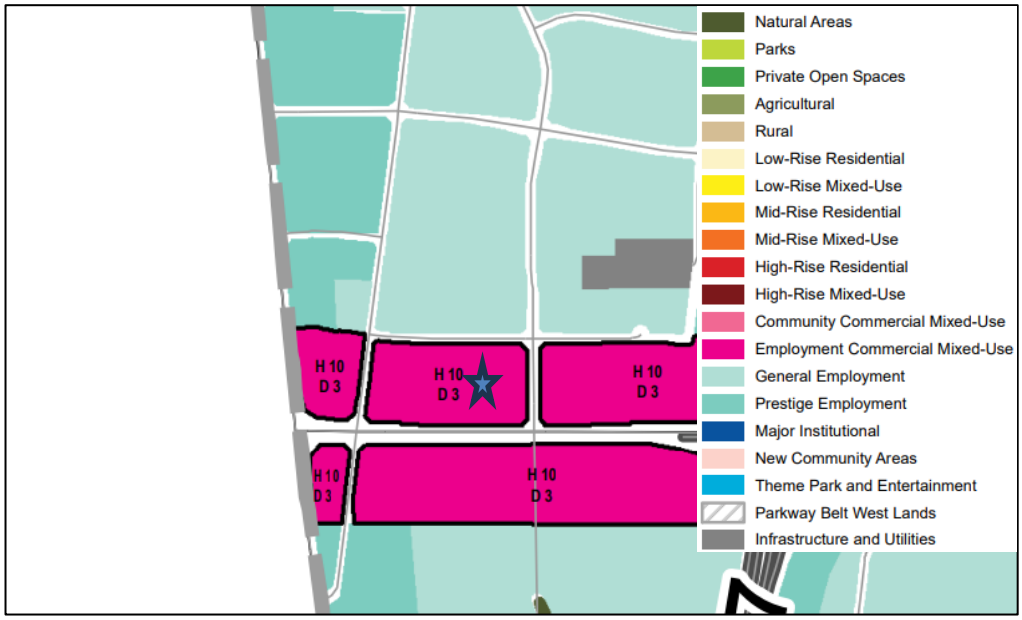


Figure 3. City of Vaughan Official Plan – Schedule 13: Land Use Designations

Section 9.2.2.7 states that:

i. The following uses shall be permitted in areas designated as Employment Commercial Mixed-Use in addition to the uses permitted in Policy 9.2.1.9:

i. In Intensification Areas as shown on Schedule 1:

- *A. Office uses;*
- *B. Hotel;*
- *C. Cultural and Entertainment Uses;*
- *D. Retail Uses; provided that no Retail unit shall exceed a Gross Floor Area of 3,500 square meters; and*
- *E. Gas Stations subject to Policy 5.2.3.12.*

ii. In non-Intensification Areas:

- *A. Office Uses to a maximum of 12,500 m2 GFA per lot;*
- *B. Cultural and Entertainment Uses;*
- *C. Retail Uses; provided that no Retail unit shall exceed a Gross Floor Area of 3,500 square metres; and*
- *D. Gas Stations, subject to Policy 5.2.3.12.*

d. *In Employment Commercial Mixed-Use Areas located in Regional Intensification Corridors within Employment Areas and Primary Intensification Corridors within Employment Areas as identified on Schedule 1, a minimum of 30% of the total gross floor area of all uses shall consist of uses other than retail uses.*
e. *The following building types are permitted in areas designated as Employment Commercial Mixed-Use:*
    i. *Low Rise Buildings (only in Employment Commercial Mixed-Use areas not located in Regional Intensification Corridors within Employment Areas or Primary Intensification Corridors within Employment Areas);*
    ii. *Mid-rise buildings;*
    iii. *Public and Private Institutional Buildings; and*
    iv. *Gas Stations;*

Draft City of Vaughan Official Plan (2025):

The City of Vaughan is in the process of undertaking an Official Plan Review. Schedule 1 – Urban Structure indicates that the Highway 7 frontage is in a Strategic Growth Area with a Community Area Underlay.

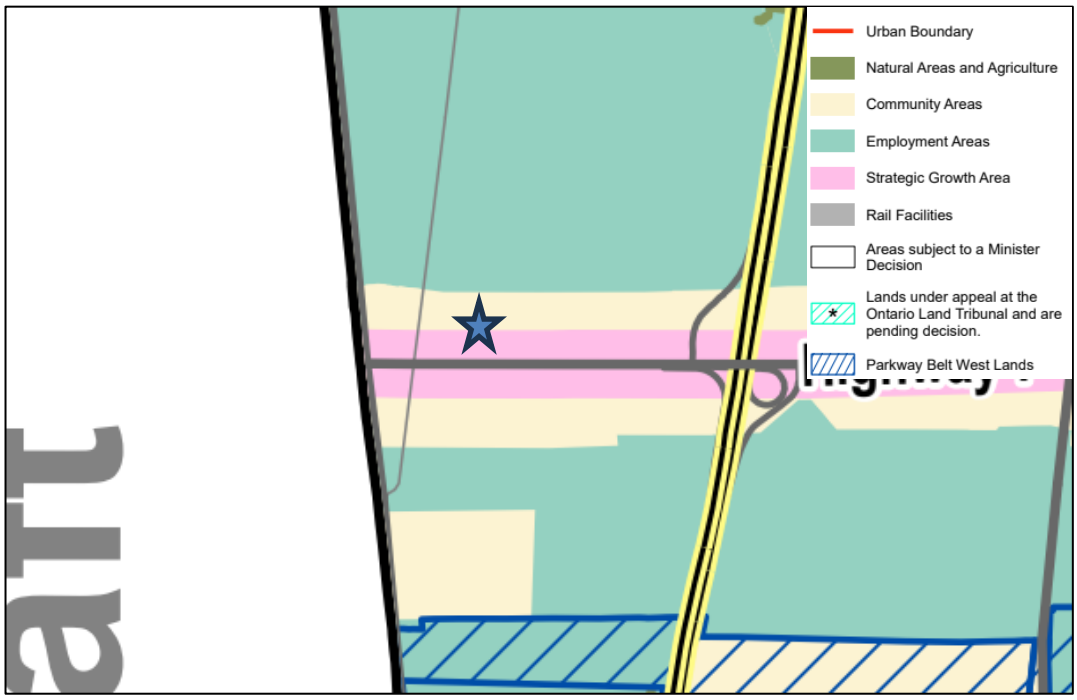


Figure 4. City of Vaughan Official Plan – Schedule 1: Urban Structure

Section 2.4.1 states the following regarding Strategic Growth Areas:

> *Strategic Growth Areas facilitate the development of a mix of uses and appropriate densities to support high level existing or planned transit, walking, cycling and other forms of Active Transportation. Strategic Growth Areas shall have the highest rate of new residential growth, and shall support Major Office, Major Institutional and Retail uses.*

It is further noted that the lands to the south of Highway 7 opposite the subject site are also designated as "Community Area" which occurred by way of a land use conversion during the Region of York MCR process.

Section 2.2.3 states the following regarding Community Areas:

> *Vaughan's existing Community Areas are those parts of the City that are characterized by predominantly low-rise housing stock, with local amenities, including local Retail, Community Facilities, libraries, Schools and parks. Community Areas also provide access to the City's natural heritage and open spaces. The policies of this Plan shall allow these areas to evolve as neighbourhoods that shall serve the changing needs of the community with a mix of housing types and tenures, providing Housing Options for a greater range of people. Incremental change is expected as a natural part of maturing neighbourhoods and this change should be sensitive to and respectful of the existing character of the area.*
>
> *Small Retail and community uses, such as Schools, parks, community centres and libraries, intended to serve the local area are encouraged throughout Community Areas to reduce the need of residents to travel to mixed-use centres to meet their regular daily needs for such amenities and services.*
>
> *New Community Areas are identified on Schedule 1A. These areas shall be compact, vibrant, inclusive and diverse. They shall be planned as Complete Communities, with a mix of uses and densities. They shall have the Infrastructure to support and encourage Active Transportation and transit use. These New Community Areas shall prioritize people, Sustainability and liveability, and shall be developed with high-quality urban design.*

Schedule 1B designates Highway 7 as a Primary Corridor within the Strategic Grown Area. Policy 2.2.1.1.a iii) as contained within the draft official plan state "Primary Corridors are a major focus for intensification on the lands adjacent to major transit routes as densities and in a form supportive of the adjacent Higher Order Transit."

Schedule 13 – Land Use Designations designates the land as Non-Residential Mixed-Use; See Figure 5 for Schedule 13 – Land Use Designations below.



Figure 5. City of Vaughan Official Plan – Schedule 13: Land Use Designations

Section 4.2.3.4 states the following goal for "Non-Residential Mixed-Use":

3.2.2.6 That on lands designated on Schedule 13 as Non-Residential Mixed-Use, the following policies shall apply:

a. Non-Residential Mixed-Use lands shall:

i. support the City's Intensification objectives for Primary Corridors and Local Corridors adjacent to Employment Areas;

ii. provide a focus for business activity providing for the largest and most comprehensive concentrations of Employment-Supportive Uses and amenities in the City including larger scale Employment-Supportive Uses;

iii. be designed to a high standard of architecture and Public Realm pursuant to Section 4.3 of this Plan; and

iv. contribute to an urban environment with a strong pedestrian orientation and attractive streetscapes;

b. the following uses shall be permitted in addition to the uses permitted in policy 3.1.1.7:

i. in Strategic Growth Areas as shown on Schedule 1B to this Plan:

c. office uses, including Major Office;

d. Hotels;

e. cultural and entertainment uses;

f. Retail uses, provided that no Retail unit shall exceed a GFA of 3,500 square metres; and

g. gas stations subject to subsections 4.2 and 4.3 of this Plan;

i. outside Strategic Growth Areas as shown on Schedule 1B to this

Plan:

ii. office uses to a maximum of 4,000 square metres GFA per lot;

iii. cultural and entertainment uses;

iv. Retail uses, provided that no Retail unit shall exceed a GFA of 3,500 square metres; and

v. gas stations, pursuant to subsections 4.2 and 4.3 of this Plan; and

h. the following building types are permitted pursuant to policies in subsection 4.3.2 of this Plan:

i. Low-Rise Buildings, except on lands within a Primary Corridors or Local Corridors as shown on Schedule 1B;

ii. Mid-Rise Buildings;

iii. Public and Private Institutional Buildings; and iv. gas stations.

<u>City of Vaughan Zoning By-law 001-2021</u>:

The subject site is zoned *'Employment Commercial Mixed-Use',* with a Site-Specific exception which specifically permits the existing hotel use on the property, per the City of Vaughan Zoning By-law 001-2021 – Schedule A: Map 41.

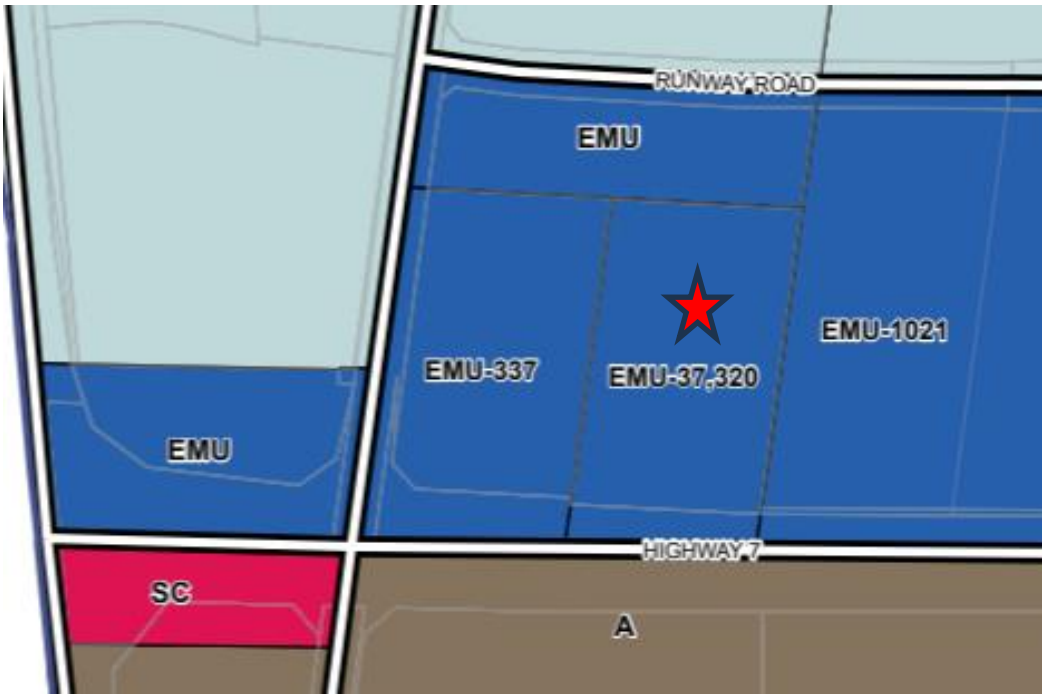


Figure 6. City of Vaughan Zoning By-law – Schedule A: Map 41

Exception Number 320	Legal Description: 6700 Highway 7
Applicable Parent Zone: EMU	
Schedule A Reference: 41	Figure E Link (if applicable)
By-law / Tribunal Decision Reference	Figure T Link (if applicable)
14.320.1 Permitted Uses	
1. A hotel shall be the only permitted use.	
14.320.2 Lot and Building Requirements	
1. The maximum number of units in the hotel shall be 50 units. 2. The maximum gross floor area of an accessory office use shall be 65.0 m^2. 3. The maximum gross floor area of an accessory restaurant use shall be 125.0 m^2. 4. No part of a building shall be located closer to a lot line than the minimum distances shown on Figure E-592. 5. The minimum width of a abutting the front lot line shall be 15.0 m.	
14.320.3 Parking	
1. The minimum number of required parking spaces shall be 78. 2. Parking spaces shall be provided only in the area labelled "Parking Area" on Figure E-592.	

Proposed Land Use

A preliminary development concept has been prepared which proposes a mixed-use residential project on the subject site wherein a 6-storey hotel use (more significant in size and scale) will be retained on site. It includes a total Gross Floor Area (GFA) of 71,839 square metres, supported by a building footprint of 6,551 square metres. The proposed development represents a total Floor Space Index (FSI) of 6.04. The built form is organized into a podium-and-tower configuration, with a mid-rise podium base and three high-rise towers above. The podium rises to six storeys, followed by Tower A, which extends to 32 storeys, Tower B to 30 storeys, and Tower C to 28 storeys.

An application to amend the Official Plan from employment to community land uses can happen at any time. However, given that the property has historically been used for hotel uses and that continues to be the proposed use with the additional of residential land use a separate application does not appear to be warranted given the ongoing Official Plan review process.

Criteria for a conversion include the following per Section 2.8.2.5 of the Provincial Planning Statement (2024).

"Planning authorities may remove lands from employment areas where it has been demonstrated that:

a) there is an identified need for the removal and the land is not required for employment area uses over the long term;

b) the proposed uses would not negatively impact the overall viability of the employment area by:
1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;
2. maintaining access to major goods movement facilities and corridors;
c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and
d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan."

Given that the site has long standing permissions for hotel uses on the property and has functioned in the same manner for many years, the proposed maintenance of such for the long term coupled with residential uses is considered to be appropriate. The proposed change in land use designation request would not remove land/jobs from the current employment base given the history of the use on the site. In fact, it is anticipated that there would in an overall increase in the number of jobs on the site. No changes to the transportation network are anticipated and detailed study work is proposed to be undertaken as part of zoning and site plan application. Further to such, the proposed community land use designation for this site would be complementary to the community area opposite the site on the south side of Highway 7.

Requested Change: That 6700 Highway 7 be redesignated as a community area with a High Rise Mixed Use designation along with an assigned maximum height of 32 storeys and density of 6.05 FSI on Schedules 1 and 13 respectively.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

R Humphries

Rosemarie Humphries BA, MCIP, RPP
President

C100.
Communication
CW(PM) – June 4, 2025
Item No. 10

HUMPHRIES PLANNING GROUP INC.
FOUNDED IN 2003

June 2, 2025
HPGI File: 25930

SUBMITTED VIA EMAIL:
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City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attn: Fausto Filipetto, Project Manager

Re: Request for Modifications
Draft New Vaughan Official Plan 2025
Part of Lots 33-35, Concession 7 (Block 49)
11860 Pine Valley Drive: Lorwood Holdings Incorporated
12000 Pine Valley Drive: Lorwood Holdings Incorporated
4581 King Vaughan Line Road: 130 Doughton Road Investments Inc.
12100 Pine Valley Drive: Vittoria Guglietti

Humphries Planning Group Inc. ("HPGI") represents Lorwood Holdings Incorporated, 130 Doughton Road Investments Inc. and Vittoria Guglietti, owners of the lands legally known as Part of Lots 33-35, Concession 7 and addressed as 4581 King Vaughan Road, and 11860, 12000, 12100 Pine Valley Drive, all being within the southwest quadrant of King Vaughan Road and Pine Valley Drive (Block 49) in the City of Vaughan.

Contextual Description
The lands are currently used for farming and residential uses and comprise a total combined area of 122.9 ha.

Greenbelt Plan
The Greenbelt Plan boundary is located along the west/southern limits of the lands which comprise an estimated 18.1ha of the total land holdings.

Toronto and Region Conservation Authority Regulation
The Toronto and Region Conservation Authority ('TRCA') has completed its annual review

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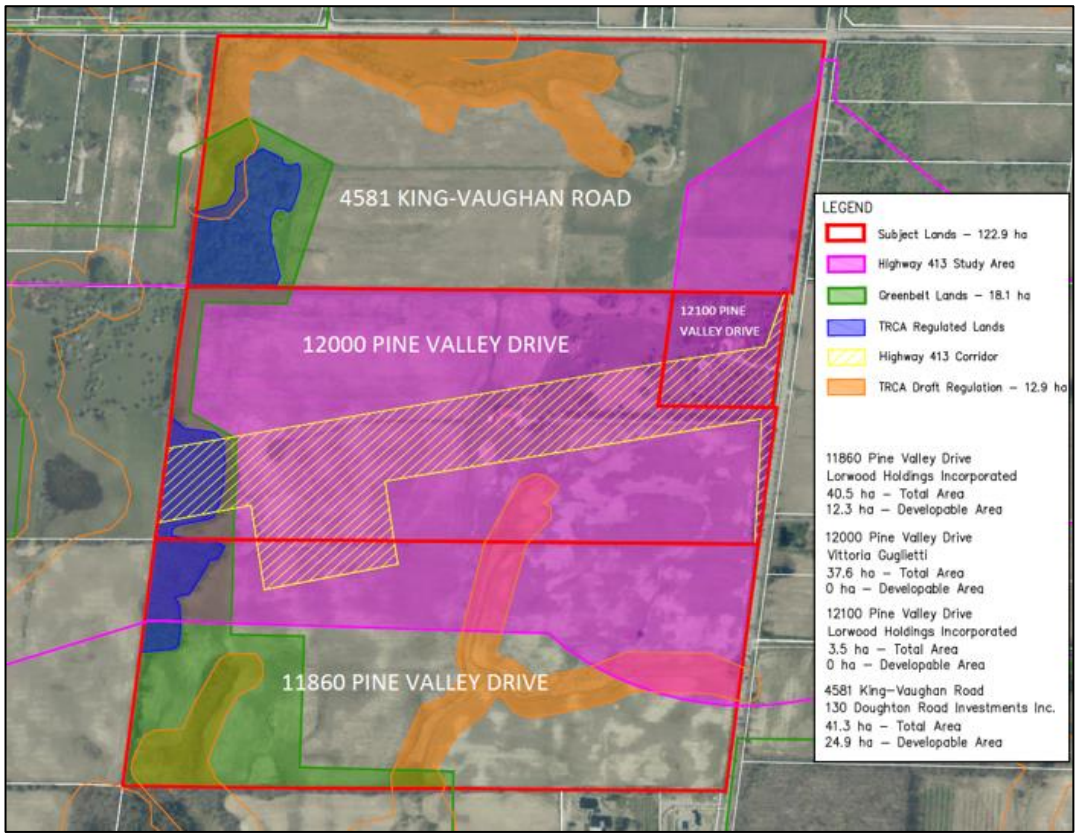
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and draft updates to the mapping that shows the TRCA Regulated Area across their jurisdiction. Based on current draft regulation mapping, it is estimated that an area of 12.9 ha of land is regulated by TRCA thereby further fragmenting developable area of the lands and potentially affecting access and development efficiencies for large lot employment users.

Highway 413 Alignment

The MTO Highway 413 Study materials effective May 2025 depict the Preliminary Highway Design which includes the Focused Analysis Area (May 2025) traversing through the area of the lands in an east/west direction. It is also noted that there is no direct access to the 413 is proposed at/near these lands. Based on current design plans it is estimated that an area of 15.4ha of land will be impacted.

Given the above major land use planning considerations, a reduced land area of 37.2ha may be available for development.



City of Vaughan Draft Official Plan

We have undertaken a cursory review of the draft document and schedules and provide the following comments as they relate to the owners Lands.

Land Use

The current mapping for the lands on **Schedule 1 – Urban Structure** illustrates that the lands are proposed to be located in the Employment Area. Further, **Schedule 14A- Areas Subject to Secondary Plans** indicates that these lands will be subject to Required Secondary Plan Area 4 for New Employment Area.

The anticipated land area available for development is limited and fragmented in nature given greenbelt plan boundary and Highway 413 land requirements. The proposed Employment land use designation is also questionable for these lands. Employment land need requirement trends are for large properties suitable and capable of housing logistic uses. As the lands are affected by the Greenbelt Plan and Highway 413 alignment, a comprehensive /efficient design of development blocks for large footprint users may be difficult to achieve.

Employment uses also require convenient access to major access routes. It is noted that no access to the 413 from Pine Valley Drive is proposed as part of the MTO plans. Pine Valley Drive will require a bridge over the proposed 413 at this location which will further limit potential points of access. The closest full interchange areas are located at Highway 27 to the west and Highway 400 to the east. Further to such, it is not clear how employment lands will be able to access this area without substantial arterial roadway improvements being undertaken along many major roads linking the lands to major highway/ 400 series highways. Further, the existance of the 413, when /if it is constructed will preclude interconnectivity within the block because of the highway further fragmenting the land area.

In accordance with Section 2.8.2.5 of the Provincial Planning Statement (2024) planning authorities may remove lands from employment areas where it has been demonstrated that:

a) there is an identified need for the removal and the land is not required for employment area uses over the long term;

b) the proposed uses would not negatively impact the overall viability of the employment area by:

1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;

2. maintaining access to major goods movement facilities and corridors;

c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and

d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

The above noted policies have been considered specifically as related to the lands as follows:

a) As discussed in the contextual description provided above, portions of the lands are being removed for provincial infrastructure and will not be developed due to natural heritage systems and associated features. These removals would be permanent in nature and reduce the overall utility of the remainder of the land for viable employment use commensurate with current employment development trends of large tracts of land for logistic warehousing uses.

b) Due to the nature of the constraints the land will be fragmented and isolated from other employment areas. The removal of the land from the employment designation will not affect adjacent employment areas east of Pine Valley Drive. The location of the land as discussed above has no direct or near access to major goods movement facilities and corridors and will not have any impact on such. In fact, existing roads and proposed overpasses will be required which may further impede convenient access to existing arterial roads.

c) Future secondary planning will be required for the lands. Currently no servicing infrastructure exists nearby. Employment lands historically have not expedited servicing infrastructure into new development areas while other lands are able to be developed. Redesignating the lands for Community land uses would accelerate the demand for servicing infrastructure and public facilities to the area in a more expedient manner.

d) The removal of the lands from the overall employment land base is anticipated to have a minor impact on projected employment growth to the horizon of the approved official plan.

For these reasons, *community land uses which can be more easily accommodated for the subject lands is considered to be more appropriate.*

Requested Change: We request that the employment land use designation be replaced with a community land use designation for the lands and that the secondary plan requirement also be modified such that it corresponds with a community use plan, *not* an employment plan.

New Community Areas and New Employment Areas (Section 2.3.1)

Further clarification is required with respect to proposed Policy 2.3.1.4 which states that "*the preparation of secondary plans for new community areas and new employment areas west of Highway 400 shall proceed until the future route of the proposed Provincial highway 413 has been confirmed or at the discretion of the Province."* It is unclear what the precise intention is for this policy. Does this mean an amendment to an existing secondary plan can proceed? Does this mean that as of May 2025 accounting for the provinces 413 online mapping a planning process can proceed as long as development is located outside the reduced Focus Area? As currently worded this policy is overly vague and needs to be clarified.

Requested Change: Revise policy 2.3.1.4 as currently written to establish clarity/certainty.

Secondary Plans (Section 5.1.1)

It is not apparent that a separate secondary plan will be undertaken for the lands west of Pine Valley Drive. We request that given the smaller land area involved for the lands in Block 49 fronting Pine Valley Drive, a separate secondary plan process be undertaken on the basis of better efficiencies and timing to complete such.

Requested Change: that these lands be entitled to their own secondary plan application.

Block Plans (Section 5.1.2)

Given the small area of land involved, we request that these lands be exempt from a Block Planning process requirement. Detailed study can be undertaken during either the secondary plan study process or as part of subdivision/site plan application process.

Requested Change: That these lands specifically be exempt from the Block Plan process.

Natural Heritage

Policy 2.7.3.2 states that *the policy text of Section 2.7.3 prevails over the mapping shown on Schedule 2 in determining the Natural Heritage Network. The precise limits of mapped Natural Heritage Features and Areas, and any modifications to the mapped network, shall be determined through appropriate study undertaken in consultation with the TRCA and the Province. This may occur on a site-by-site basis through the Development process or through studies carried out by the City or other government agencies. Unmapped features identified through fieldwork and appropriate technical studies via the planning process, including those for natural hazard management, are part of the Natural Heritage Network*

and, as such, are subject to applicable policies prior to mapping refinement. Consultation with TRCA seems inappropriate given their new regulatory role under the Conservation Authorities Act.

Requested Change: Remove all statements referring to the review, approval, clearance and/or recommendation by the TRCA from this policy.

Infrastructure

Section 4.7.3.11 states that it is the policy of Council *"To require that proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural features be developed as part of a Master Environment and Servicing Plan to permit proper assessment of Development impacts upon environmental features".*

Requested Change: Modify policy to include "at the Block Plan stage" and "subdivision" to provide additional clarity and guidance.

Section 4.7.3.16 states that it is the policy of Council *"To require that all Significant Developments provide post-Development stormwater quantity control to pre-Development levels for all storm events and stormwater quantity control in accordance with current guidelines in consultation with the TRCA and the Ministry of Environment, Conservation and Parks. Should a subsequent TRCA-approved Watershed hydrology study indicate that an alternative runoff control requirement is appropriate, alternative criteria may be established by the City in consultation with TRCA".*

Requested Change: Removing the word "subsequent" as approved watershed hydrology studies already exist that require alternative criteria in specific areas.

4.7.3.8(a), 4.7.3.12, and 4.7.3.14 reference consultation with the Province or MECP. There are several instances that make reference to consultation with the Province or the MECP. **However, we ask that the City add "where applicable" to these sections as consultation with MECP is not always required. In most cases, it may be sufficient to address technical concerns with only the City and the Conservation Authority**.

Thank you for your consideration of our comments and we look forward to working closely with Council, Staff and other stakeholders throughout the completion of the Official Plan Update.

We request to be notified concerning the City's Official Plan Review including any and all future Council/Committee meetings, community meetings and consultation as well as the release of any discussion papers or proposed amendments to the VOP.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

R Humphries

Rosemarie Humphries BA, MCIP, RPP
President

cc. client
Mayor and Members of Council

MSH
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C101.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 2, 2025

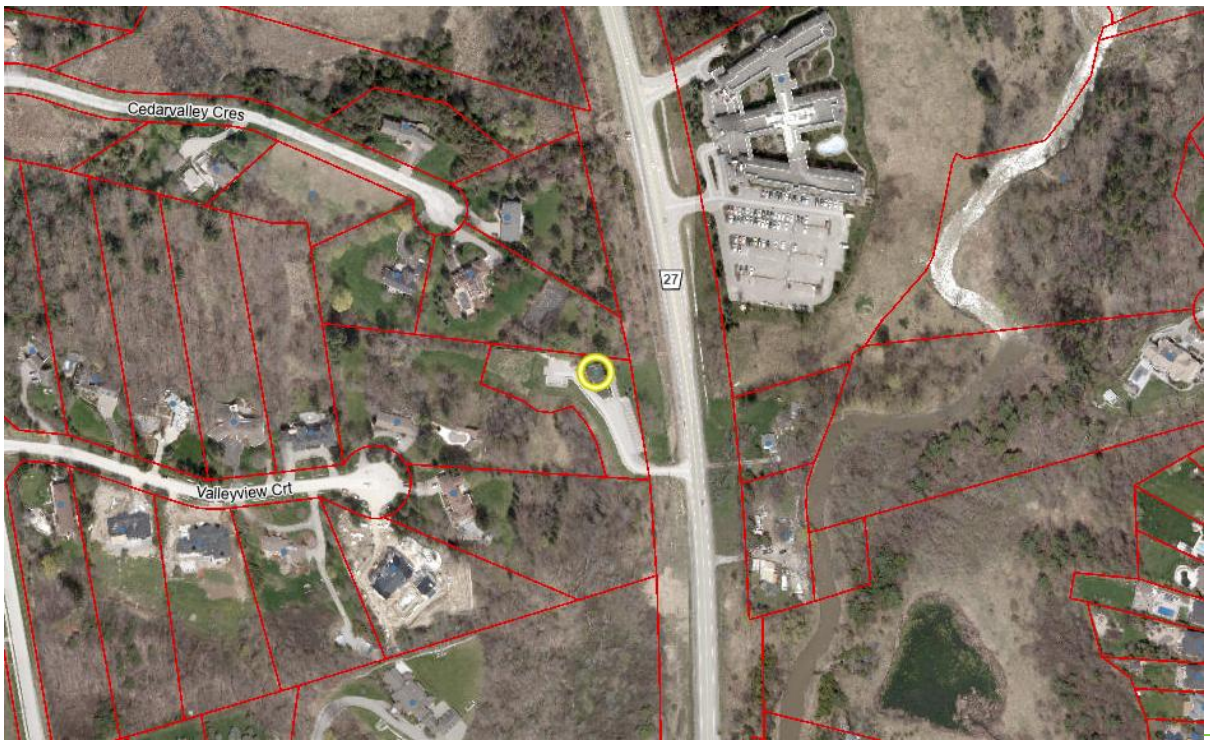
Fausto Filipetto, Project Manager
Official Plan Review

Mayor Del Duca and Members of Council

Re: New City of Vaughan Official Plan
Statutory Public Meeting
Bruco Hills Development (BT) Inc.
10340 Highway 27
Official Plan Amendment File OP.24.001 and Zoning By-law Amendment File Z.24.005
City of Vaughan

Macaulay Shiomi Howson Ltd. (MSH) is the planning consultant for Bruco Hills Development (BT) Inc. for lands at 10340 Highway 27 in the City of Vaughan, as outlined below. The current relevant designations in the existing Vaughan Official Plan (VOP) are also provided:

Location: Located on the west wide of Highway 27, south of Nashville Road (see air photo below).



The Subject Lands are designated “Low-Rise Residential” in the Vaughan Official Plan 2010. A small portion of the Subject Lands located at the westerly limits of the site are also designated “Natural Areas”. Similarly, the lands are proposed to be designated “Low-Rise Residential” and “Natural Areas” as part of the Official Plan Review.

Comments on Vaughan Official Plan Review

We have reviewed the draft City of Vaughan Official Plan and would like to provide the following comments. We would also like to request a meeting with staff to review these matters in more detail.

1) *Density and Height within a Highway Corridor*

The current Official Plan was completed in 2010, and since that date, the Provincial, Regional and Local planning landscape has vastly changed. The new Provincial Planning Statement (PPS) which has placed greater emphasis on intensification and additional housing. Previous ‘maximum’ intensification targets are now ‘minimum’.

Along with the change in Provincial policy initiatives, the City of Vaughan has undergone transformational change in its intensification areas.

While this transformational change has taken place, the draft VOP has not taken any steps to address this and generally proposes no changes to the height and density regime proposed on the Bruco Hills site.

Bruco Hill has prepared and submitted development applications for the subject lands, which are proposed for a mid-rise building of up to 7 storeys, for a retirement home, a use which is much in demand, in a building that is appropriate for the site. These include applications for Official Plan Amendment File OP.24.001 and Zoning By-law Amendment File Z.24.005.

The proposed development is consistent with and conforms to current provincial policies for intensification and redevelopment within an existing settlement area that is necessary and encouraged by the Provincial Planning Statement.

The proposed seven storey, 143-unit retirement residence will provide a new option for residents who wish to remain within their community when moving to a retirement residence. The modest increase in density may promote transit investment to an area that is presently not well served by transit. It will utilize municipal services, and infrastructure; and, provide additional open space and linkages to the surrounding community and municipally owned open space areas. The scale and proposed design of the development is in keeping and is sensitive to the housing in proximity to the site.

The new Official Plan should respond to the up to date policy initiatives, the subject lands are not located within a low density residential area, they simply abut one. Topography is such that the lands are not at the same grade level as the low density

residential area to the south, west and north. Access is only from Highway 27 and the site does not share any common access routes or roads with low density residential.

Simply put, the site is mis-cast as a low-rise residential site, it is a site that is better and more suited to the types of uses, heights and densities that one may propose for a Highway corridor, one with great arterial road access, and one with topography which can incorporate a mid-rise structure, without impacting nearby low density residential areas.

In closing, the proposed designation of Low- Rise Residential is not appropriate for the subject lands, this designation is not reflective of or an appropriate response to recent policy updates.

As it sits, Bruco Hills cannot support the draft VOP in its current form. We would recommend that staff review these comments and prepare the necessary revisions to the draft VOP to appropriately respond to these matters.

MSH and the owners would like to continue to engage in meaningful discussions with the City regarding the draft VOP. Should you have any questions regarding the information contained herein, please contact me directly, thank you.

Sincerely,

MACAULAY SHIOMI HOWSON LTD.

Nick Pileggi

Nick Pileggi, MCIP, RPP
Principal

C102.
Communication
CW(PM) – June 4, 2025
Item No. 10

HUMPHRIES PLANNING GROUP INC.
FOUNDED IN 2003

June 2, 2025
HPGI File: 19592

SUBMITTED VIA EMAIL:
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City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attn: Fausto Filipetto, Project Manager

Re: Draft New Vaughan Official Plan 2025 (May 2025 Draft)
2863, 2889 and 2901 Teston Road, City of Vaughan (the "Subject Lands")
Teston Road Landowners Group Inc. (the "Group")

Humphries Planning Group Inc (HPGI) represents the Group, which consists of the owners of the properties municipally addressed 2863, 2889, and 2901 Teston Road in the City of Vaughan (the "City''). In May 2025, the latest draft New Vaughan Official Plan 2025 (the draft 'new VOP') was released to the public for review and comment. It is our understanding that the City is now receiving comments for the draft new VOP in order to allow staff to consider them while revising/updating the draft new VOP. HPGI had previously sent in a comment letter on July 18, 2024, attached herein for reference to our previous comments. Based on our review of the latest draft, we wish to provide the following comments as they relate to the Group's Lands.

Applications in Process

In June 2023, Applications for Official Plan Amendment (City File OP.23.008) and Zoning By-law Amendment (City File Z.23.016) were submitted to permit the development of 370 townhouse units comprised of 337 stacked back-to-back townhouses and 33 street townhouses. The applications are currently under review.

Large Lot Neighbourhoods

In accordance with Schedule 1C – Established Large Lot Neighbourhoods, the Subject Lands are identified as being located in one of Vaughan's Established Large-Lot Neighbourhoods (30m+). Large Lot Neighbourhoods ("LNN") form part of the City's mature

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neighbourhoods, which are typically characterized by their substantial rear, front and side yards, and by lot coverages that contribute to expansive amenity areas, which provide opportunities for attractive landscape development and streetscapes. OPA 15 and the introduction of the LLN policies of VOP 2010 was intended to protect low-rise residential neighbourhoods in established community areas as well as prevent lot severances in established neighborhoods which, at the time, were experience a high degree of development pressure.

It is our opinion that the Subject Lands do not belong to or form part of an established LLN based on the following considerations. Firstly, the Subject Lands are comprised of three (3) existing lots of record and one (1) remnant block/parcel from a previous subdivision process. Further, only 2863 Teston Road has been developed with a single detached dwelling while the other parcels remain vacant. In our opinion, a cluster of 3 lots, 2 of which are undeveloped, does not constitute a LLN in its traditional sense. It is unusual that a geographic area comprised of only 3 lots would represent a large lot neighbourhood – this is anomalous and not representative of Vaughan's other LLN.

Secondly, the existing residential subdivision located to the west and east of the Subject Lands have not been included as forming part of this large lot neighbourhood on Schedule 1C, leaving the Subject Lands as an isolated parcel which is also not characteristic of an established community area or neighbourhood. Based on the above, it appears that the inclusion of the Subject Lands within the LLN designation is the result of a mapping error. For the reasons stated above, we kindly request that the Subject lands be removed from Schedule 1C - Vaughan Large Lot Established Neighbourhoods.

Recommendation: Revise Schedule 1C to remove the Established Large-Lot Neighbourhood designation from the Subject Lands.

Road Network

As part of the Group's development, the proposal contemplates the completion of the missing link of Ashton Drive where it currently terminates at Queensberry Crescent to the east and Giotto Crescent to the west, as originally intended in the Maple Community Plan (OPA 350). However, Schedule 9A does not depict this.

Thank you for your consideration of our comments and we look forward to working closely with Council, Staff and other stakeholders throughout the completion of the Official Plan Update.

On behalf of the Group, we request to be notified concerning the City's Official Plan Review including any and all future Council/Committee meetings, community meetings and consultation as well as the release of any discussion papers or proposed amendments to the VOP.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

R Humphries

Rosemarie Humphries BA, MCIP, RPP
President

cc. *Teston Road Landowners Group Inc.*

Attch. Letter – HPGI Comment Letter on Draft 1 Comprehensive Official Plan Amendment to the Vaughan Official Plan, dated July 18, 2024

ATTACHMENT 1

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

July 18, 2024
HPGI File 19592

SUBMITTED VIA EMAIL: oprmanager@vaughan.ca

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Attn: Fausto Filipetto, Project Manager

Re: Draft 1 Comprehensive Official Plan Amendment to the Vaughan Official Plan
Teston Road Landowners Group Inc. (the "Group")
2863, 2889 and 2901 Teston Road, City of Vaughan (the "Subject Lands")

Humphries Planning Group Inc (HPGI) represents the Group, which consists of the owners of the properties municipally addressed 2863, 2889, and 2901 Teston Road in the City of Vaughan (the "**City**"). In June 2024, the comprehensive Official Plan Amendment to the City of Vaughan Official Plan (the draft '**VOP**') was released to the public for review and comment. It is our understanding that the deadline for receipt of comments for the draft VOP is August 2024 in order to allow staff to consider them while revising/updating the draft Amendment. Based on our review of the draft VOP, we wish to provide the following comments as they relate to the Subject Lands and its future development.

Development Applications

In June 2023, Applications for Official Plan Amendment (City File OP.23.008) and Zoning By-law Amendment (City File Z.23.016) were submitted to permit the development of 380 townhouse units comprised of 347 stacked back-to-back townhouses and 33 street townhouses with a Floor Space Index ('FSI') of 1.66 times the area of the lot. The applications are currently under review.

Large Lot Neighbourhoods

In accordance with Schedule 1D – Vaughan Large Lot Established Neighbourhoods the Subject Lands are identified as being located in one of Vaughan's Established Large-Lot Neighbourhoods (30m+). Large Lot Neighbourhoods ("**LNN**") form part of the City's mature neighbourhoods, which are typically characterized by their substantial rear, front and side yards, and by lot coverages that contribute to expansive amenity areas, which provide opportunities for attractive landscape development and streetscapes. OPA 15 and the introduction of the LLN policies of VOP 2010 was intended to protect low-rise residential neighbourhoods in established community areas as well as prevent lot severances in

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established neighborhoods which, at the time, were experience a high degree of development pressure.

It is our opinion that the Subject Lands do not belong to or form part of an established LLN based on the following considerations. Firstly, the Subject Lands are comprised of three (3) existing lots of record and one (1) remnant block/parcel from a previous subdivision process. Further, only 2863 Teston Road has been developed with a single-detached dwelling while the other parcels remain vacant. In our opinion, a cluster of 3 lots, 2 of which are undeveloped, does not constitute a LLN in its traditional sense. It is unusual that a geographic area comprised of only 3 lots would represent a large lot neighbourhood – this is anomalous and not representative of Vaughan's other LNN.

Secondly, the existing residential subdivision located to the west and east of the Subject Lands have not been included as forming part of this large lot neighbourhood on Schedule 1D, leaving the Subject Lands as an isolated parcel which is also not characteristic of an established community area or neighbourhood. Based on the above, it appears that the inclusion of the Subject Lands within the LLN designation is the result of a mapping error. For the reasons stated above, we kindly request that the Subject Lands be removed from Schedule 1D – Vaughan Large Lot Established Neighbourhoods and Schedule 1D be updated to reflect same.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

Rosemarie Humphries BA, MCIP, RPP
President

cc. *Teston Road Landowners Group Inc.*

C103.
Communication
CW(PM) – June 4, 2025
Item No. 10

HUMPHRIES PLANNING GROUP INC.
FOUNDED IN 2003

June 2, 2025
HPGI File: 22824

SUBMITTED VIA EMAIL:
oprmanager@vaughan.ca
clerks@vaughan.ca

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attn: Fausto Filipetto, Project Manager

Re: Draft New Vaughan Official Plan 2025 (May 2025 Draft)
Part of Lots 23, 24 and 25, Concession 10 (Block 66E)
Block 66 (East) Landowners Group Inc.

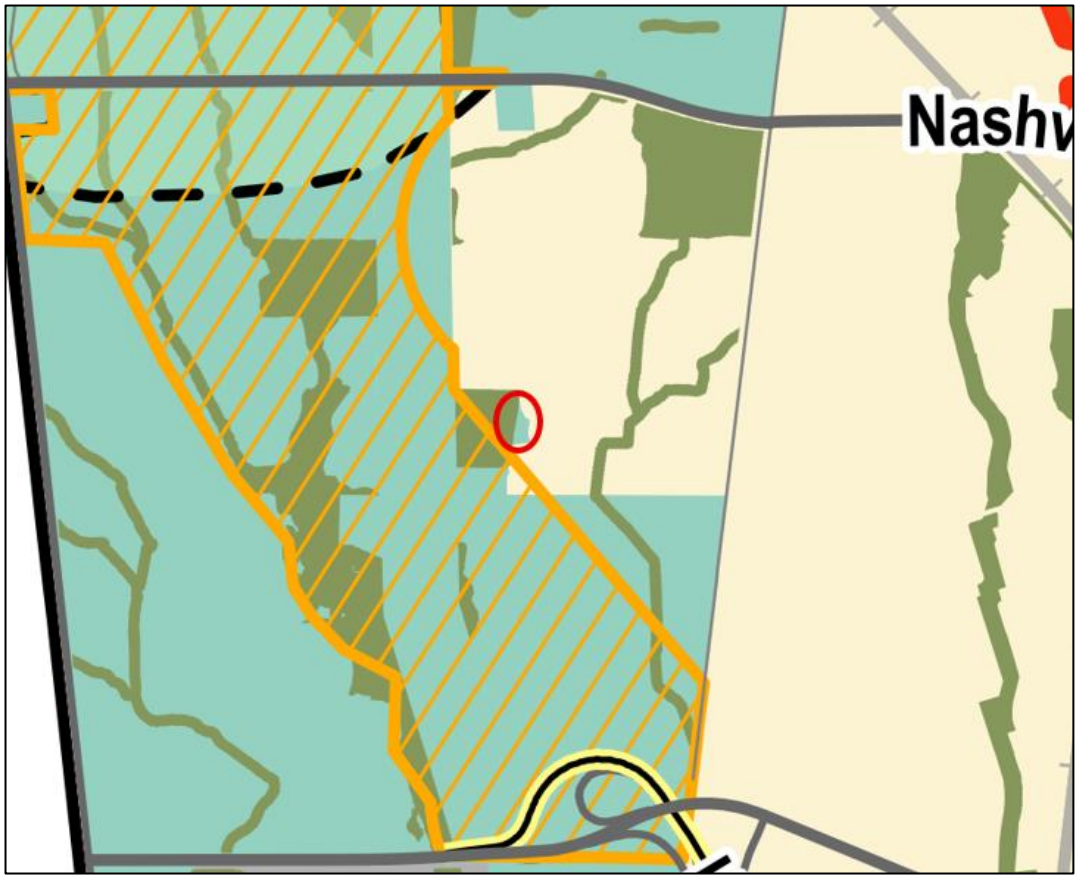
Humphries Planning Group Inc. ("HPGI") represents the Block 66 (East) Landowners Group Inc. (the "Group"), owners of the lands legally known as Part of Lots 23, 24 and 25, Concession 10 in the City of Vaughan. In May 2025, the latest draft New Vaughan Official Plan 2025 (the draft 'new VOP') was released to the public for review and comment. It is our understanding that the City is receiving comments for the draft new VOP in order to allow staff to consider them while revising/updating the draft new VOP. HPGI had previously sent in a comment letter on February 26, 2025, attached herein for reference to our previous comments. Based on our review of the latest draft, we wish to provide the following comments as they relate to the Group's Lands.

Land Use

The current mapping for the lands on Schedule 1 – Urban Structure indicates that a small portion of the Block 66E area near the southern woodlot is designated as *Employment Area* (circled in red below). This is incorrect and should be revised to show it as *Community Area*.

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Recommendation: Schedule 1 be revised to correct the mapping error near the southern woodlot.

Built Form & Development Policies

Section 4.3 of the draft VOP provides for built form and development policies which seek to provide a clear set of intentions and expectations for how buildings should be developed in different parts of the City. Comments were previously provided regarding this section (previously known as Section 3.3 in earlier drafts); refer previous comments regarding this section and the policies within the attached letter February 2025. As per our previous letter, we believe the language used in this section is too prescriptive and should be removed and subsequently implemented through the Zoning By-law.

Recommendation: Remove prescriptive language from the draft new VOP and implement through the Zoning By-law.

Road Network

Schedule 9A – Street Classification shows an east-west major collector road. It is our understanding that this road is to be eliminated. As such, the schedule should be revised by removing the east-west collector major collector road.

Recommendation: Schedule 9A of the new draft VOP 2025 be revised to remove the east-west major collector road.

Infrastructure

Section 4.7 of the draft new VOP sets of infrastructure policies including water, sanitary, stormwater and other servicing provisions.

Section 4.7.2.2 states that " *To ensure deep foundations for tall buildings in the Urban Area be fully waterproofed".*

Recommendation: Refine policy to state that "fully waterproofed parking garages should only be required if within the seasonally high groundwater table".

Section 4.7.2.14(a) states:

That, in coordination with York Region, water and wastewater systems shall be sized to consider the potential for expansion of the service area, Intensification and increased servicing allocation where permitted by this Plan, York Region Master Plans and Provincial plans, based on planning horizons, as determined by the City of Vaughan, into areas designated for urban Development and to accommodate all natural tributary areas subject to:

a. *phasing growth in new communities to provide for substantial completion, approximately 75%, of one phase prior to proceeding to future phases;*

Recommendation: Add "unless otherwise approved by the City" to Policy 4.7.2.14(a).

Section 4.7.3.6 states that it is the policy of Council *"To work with the Region and relevant agencies to implement the long-range Integrated Urban Water Master Plan that assesses existing and planned stormwater facilities and systems and outlines stormwater Infrastructure requirements for new and existing Development".*

It is recognized that the wording of this policy was revised to specify the long-range

Integrated Urban Water Master Plan instead of a long-range stormwater master plan. However, the reference to York Region should still be removed as their involvement in stormwater master planning is not required.

Recommendation: Remove reference to the Region of York as their involvement in stormwater master planning is not required.

Section 4.7.3.11 states that it is the policy of Council *" To require that proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural features be developed as part of a Master Environment and Servicing Plan to permit proper assessment of Development impacts upon environmental features".*

Recommendation: Modify policy to add "where applicable at the Block Plan and subdivision stage".

Section 4.7.3.16 states that it is the policy of Council *" To require that all Significant Developments provide post-Development stormwater quantity control to pre-Development levels for all storm events and stormwater quantity control in accordance with current guidelines in consultation with the TRCA and the Ministry of Environment, Conservation and Parks. Should a subsequent TRCA-approved Watershed hydrology study indicate that an alternative runoff control requirement is appropriate, alternative criteria may be established by the City in consultation with TRCA".*

Recommendation: Removing the word "subsequent" as approved watershed hydrology studies already exist that require alternative criteria in specific areas.

4.7.3.8(a), 4.7.3.12, and 4.7.3.14 reference consultation with the Province or MECP. There are several instances that make reference to consultation with the Province or the MECP. **However, we ask that the City add "where applicable" to these sections as consultation with MECP is not always required. In most cases, it may be sufficient to address technical concerns with only the City and the Conservation Authority**

In addition to the above, for policies related to the Greenbelt Plan, such as policy 2.9.2.21, **it is unclear why the City is not relying on the Greenbelt Plan wording. For example, remove clauses a, b and c, and add "in accordance with the Greenbelt Plan", similar to policy 2.9.2.16 for stormwater management infrastructure within the Greenbelt.**

Thank you for your consideration of our comments and we look forward to working closely with Council, Staff and other stakeholders throughout the completion of the Official Plan Update.

On behalf of the Group, we request to be notified concerning the City's Official Plan Review including any and all future Council/Committee meetings, community meetings and consultation as well as the release of any discussion papers or proposed amendments to the VOP.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

R Humphries

Rosemarie Humphries BA, MCIP, RPP
President

cc. *Block 66 (East) Landowners Group Inc.*

Attch. Letter – HPGI Comment Letter on January 2025 version of Draft New Vaughan Official Plan 2025, dated February 26, 2025

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

February 26, 2025
HPGI File: 22824

SUBMITTED VIA EMAIL: oprmanager@vaughan.ca

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attn: Fausto Filipetto, Project Manager

Re: Draft New Vaughan Official Plan 2025
Part of Lots 23, 24 and 25, Concession 10 (Block 66E)
Block 66 (East) Landowners Group Inc.

Humphries Planning Group Inc. ("HPGI") represents the Block 66 (East) Landowners Group Inc. (the "Group"), owners of the lands legally known as Part of Lots 23, 24 and 25, Concession 10 in the City of Vaughan. In January 2025, the draft New Vaughan Official Plan 2025 (the draft 'new VOP') was released to the public for review and comment. It is our understanding that the City is beginning to receive and review comments for the draft new VOP in order to allow staff to consider them while revising/updating the draft new VOP. Based on our review of the draft new VOP, we wish to provide the following comments as they relate to the Group's Lands.

Land Use

The current mapping for the lands on Schedule 1 – Urban Structure show that a small portion of the Block 66E area near the southern woodlot is designated as *Core Employment Area*. This is incorrect and should be revised to show it as *Community Area*. As well, the mapping on Appendix 1 – Provincial Decisions show the approved regional employment conversion for the lands. However, the boundary of the conversion is showing that the southern woodlot is part of that conversion and that 10356 Huntington Road is not. This is incorrect; the noted woodlot does not form part of the approved conversion while 10356 Huntington Road does – the mapping should be revised to reflect this. Further, it is shown that the lands directly south of Block 66E are part of an approved regional employment conversion which does not match what is shown on the Region's Land Use Designations (i.e., Employment Area).

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Recommendation: Schedule 1 and Appendix 1 of the new draft VOP 2025 be revised to reflect the approved employment area conversion correctly.

Block Plans

Policy 5.1.1.14 of the draft VOP provides policy related to the Block Plan process. The following is stated:

That the City may, at its discretion, identify areas subject to a Block Plan process through:

a. the Secondary Plan process; or
b. the development review process, to address complexities in smaller planning units, scoped as required in accordance with policy 5.1.1.15.

The Group is in the process of preparing a Privately Initiated Official Plan Amendment with subdivision level detail. **As such, we request that the Group be exempt from the Block Plan process.**

Road Network

Schedule 9A – Street Classification and Schedule 9B – Street Types shows an east-west major collector road. It is our understanding that this road is to be eliminated. As such, the schedules should be revised by removing the east-west collector major collector road.

Recommendation: Schedule 9A and 9B of the new draft VOP 2025 be revised to remove the east-west major collector road.

Natural Heritage

Policy 3.6.3.2 states that *the policy text of Section 3.6.3 prevails over the mapping shown on Schedule 2 in determining the Natural Heritage Network. The precise limits of mapped natural heritage features, and any modifications to the mapped network, will be determined through appropriate study undertaken in consultation with the Toronto and Region Conservation Authority and the Province*. Consultation with TRCA seems inappropriate given their new regulatory role under the Conservation Authorities Act.

Recommendation: Remove all statements referring to the review, approval, clearance and/or recommendation by the TRCA from this policy.

Section 3.6.3.6, which applies to all naturals features but is mostly relevant for valley and stream corridors, states that the feature limits *is inclusive of any natural hazard*

components, including but not limited to, the long-term stable top of slope/bank, stable toe of slope, regulatory floodplain, and or meander belt and any contiguous natural features or areas.

This policy is concerning as it relates to:

- The consideration of natural hazard limit for natural features. It would be better to consider natural hazards and natural features separately as in some cases hazard limits can be re-engineered (floodplain spill way); and,
- the reference to *contiguous natural features or areas* (TRCA concept) which can lead to encompassing any kind of non significant treed vegetation contiguous to wetland/streams.

Recommendation: Review this policy and take into consideration the potential concerns listed above.

Section 3.6.3.19 provides scoped down guidance on how lands adjacent to core areas should be evaluated for identification as Enhancement Areas:

a. *corridors and/or Linkages of an appropriate width and design to facilitate movement of target species, for the main branch of West Robinson Creek and in the upper Purpleville Creek subwatershed;*
b. *upland habitat of Wetlands within which biophysical functions or attributes directly related to the Wetland occur, and based on knowledge of species present and their use of habitat types; and*
c. *Woodland enhancements to improve forest connectivity, size, shape, and interior habitat*

Precise/explicit criteria for the definition of Enhancement Areas is not provided in the draft new VOP. For example, Core Features (within the BOP 2010 Unapproved Areas) can be deleted or added based on criteria within the existing VOP/PPS but the Enhancement Areas are not supported by any specific definitions/criteria.

Recommendation: Provide precise/explicit criteria for the definition of Enhancement Areas.

Sections 3.6.4.20 to 3.6.4.22 provides policies related to Wetland protection. Section 3.6.4.21.d states that non-Provincially Significant Wetlands outside of provincial plan areas that are *determined by the TRCA to have features to be protected shall be maintained in*

their current location and their current state. This is not consistent with the new Conservation Authority Act under which protection of natural heritage features/ecological function has explicitly been removed from the mandate of Conservation Authorities.

This section also states that this determination by TRCA does not apply *if it is demonstrated through technical studies (i.e., Environmental Impact Study) completed to the satisfaction of the TRCA, that the ecological and hydrological function of the wetland area is minimal and all efforts to protect the wetland through the mitigation hierarchy (i.e., avoid, minimize, mitigate, compensate) have been exhausted*. As stated above, TRCA is no longer required to be consulted for reviewing impacts to ecological functions.

Recommendation: Remove all statements referring to the review, approval, clearance and/or recommendation by the TRCA from this policy.

It is further stated in this section that compensation must be directed to *on-the-ground ecosystem restoration*. It is unclear whether if cash-in-lieu payment is permitted or not and further clarity is required.

Recommendation: Clarification be provided in this section to make clear if cash-in-lieu payment is permitted.

Infrastructure

Section 3.2 of the draft new VOP sets of infrastructure policies including water, sanitary, stormwater and other servicing provisions.

Section 3.10.2.2 (f) states that *"To prioritize the efficient and sustainable use of drinking water sources, including ensuring deep foundations for tall buildings in the Urban Area be fully waterproofed".*

Recommendation: Revise policy to include additional guidance that states "full waterproofed parking garages should only be required if within the seasonally high groundwater table".

Section 3.10.3.9 states that it is the policy of Council "To *work with the Region and relevant agencies to develop and implement a long-range stormwater master plan that assesses existing and planned stormwater facilities and systems and outlines stormwater infrastructure requirements for new and existing development".*

Recommendation: Remove reference to the Region of York as their involvement in stormwater master planning is not required.

Section 3.10.3.17 states that it is the policy of Council *"To require that proposed storm water management quality, quantity, erosion control and water balance for ground water and natural features be developed as part of a Master Environment and Servicing Plan in order to permit proper assessment of development impacts upon environmental features".*

Recommendation: Modify policy to include "at the Block Plan stage" and "subdivision" to provide additional clarity and guidance.

Section 3.10.3.25 states that it is the policy of Council *"To require that all significant development provide post-development stormwater quantity control to pre-development levels for all necessary storm events and stormwater quantity control in accordance with current guidelines in consultation with the Toronto and Region Conservation Authority and the Ministry of the Environment. Should a subsequent Toronto and Region Conservation Authority approved watershed hydrology study indicate that on alternative runoff control requirement is appropriate, alternative criteria may be established by the City in consultation with the Toronto and Region Conservation Authority".*

Recommendation: Removing the word "subsequent" as approved watershed hydrology studies already exist that require alternative criteria in specific areas.

Section 3.10.3.11(a), 3.10.3.18(a), and 3.10.3.21 reference consultation with the Province or MECP. There are several instances that make reference to consultation with the Province or the MECP. However, formal consultation with MECP is not always required.

Recommendation: Including "where applicable" as consultation with MECP is not always required. In most instances, it may be sufficient to address technical concerns with only the City and Conservation Authority.

Built Form & Development Policies

Section 3.3.2 of the draft VOP provides for built form and development policies which seek to provide a clear set of intentions and expectations for how buildings should be developed in different parts of the City. Specifically, Section 3.3.2.20 states that:

"To ensure permeability between groupings, any given block of Townhouses, Stacked Townhouses, and/or Back-to-Back Townhouses shall have a maximum linear length of 40

metres."

However, within the City's Urban Design Guidelines, Performance Standard No. 5.3.5, Townhouse Design, states the following:

"a. Townhouse blocks should not exceed 80 metres"

Imposing a maximum linear length of 40 metres per block is too restrictive, and there should be greater flexibility and consistency with the City's UDG. Furthermore, these are detailed design matters not appropriate to be located in an Official Plan document and there should be no prescriptive design policies incorporated in the document.

Recommendation: Remove Policy 3.3.2.20.

Sections 3.3.2.16 to 3.3.2.33 provide for additional policy requirements which relate to the design of the built environment. In many instances, prescriptive requirements associated with setbacks, unit sizes, building separation, etc. are provided which in our opinion are more appropriately defined in the implementing zoning by-law. The draft new VOP policies appear to be drafted in a compulsory manner and if rigidly applied would result in excessively strict obligations which, in our view, will stifle and unnecessarily restrict development or create the requirement for unnecessary OPA's.

As a general rule, official plans are intended to be broad documents of municipal planning and their policies should be broad and purposive while still being capable of clear interpretation. The Draft OPA fails to achieve this balance through the unduly prescriptive nature of the policies. Official Plan policies are generally not required to achieve the desired outcomes and technical site issues can be adequately addressed through zoning by-laws.

Recommendation: Remove prescriptive language from the draft new VOP and implement through the Zoning By-law.

Thank you for your consideration of our comments and we look forward to working closely with Council, Staff and other stakeholders throughout the completion of the Official Plan Update.

On behalf of the Group, we request to be notified concerning the City's Official Plan Review including any and all future Council/Committee meetings, community meetings and

consultation as well as the release of any discussion papers or proposed amendments to the VOP.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

R Humphries

Rosemarie Humphries BA, MCIP, RPP
President

cc.
Block 66 (East) Landowners Group Inc.

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C104.
Communication
CW(PM) – June 4, 2025
Item No. 10

P-3422

June 2, 2025

Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attention: **Hon. Mayor Del Duca & Members of Council,**

Re: **City of Vaughan Official Plan Review (May 2025 Draft)**
Livwest North Inc. c/o ZZEN Group of Companies Limited
6701 & 6751 Highway 7
Part of Lots 4 & 5, Concessions 9 & 10 and Part of the Road Allowance between Concession 9 & 10
City of Vaughan, Regional Municipality of York

Hon. Mayor Del Duca & Members of Council,

KLM Planning Partners Inc. is the land use planning firm representing Livwest North Inc., c/o ZZEN Group of Companies Limited (the "Owners"), with respect to the lands legally known as Part of Lots 4 & 5, Concessions 9 & 10 and Part of the Road Allowance between Concessions 9 & 10, City of Vaughan (the "Subject Lands"). We are writing on behalf of the Owner to provide our comments on the Draft City of Vaughan Official Plan 2025 and participate in the City of Vaughan's Official Plan Review process. This letter supplements the letters that was previously submitted to the City on behalf of the Owner dated October 2, 2023 and August 10, 2024.

The Subject Lands consist of lands east and west of Gibraltar Road on the south side of Highway 7, generally between Highway 50 and Highway 427, in the City of Vaughan Planning Area Block 57. The lands are municipally known as 6701 and 6751 Highway 7 and include a portion of the now stopped up and closed right-of-way between Highway 7 and Highway 50, formerly a portion of Huntington Road. The parcels have a combined area of approximately 16.45 hectares (40.64 acres) with approximately 750 and 235 metres of frontage on Highway 7 and Highway 50 respectively. The lands are currently vacant agricultural fields with no primary or accessory structures with the former road allowance being occupied by a gravel roadway. The lands are generally rectilinear in shape with no discernible natural features.

<u>Employment Conversion Request Background</u>

The Owners of the Subject Lands previously participated in the review of the Regional Official Plan and submitted an employment land conversion request to the Region of York (the "Region"). The City was also provided with an opportunity to assess each employment land conversion request within the City. Through this assessment, City of Vaughan Council (the "City Council") considered and endorsed the

employment land conversion request at its meeting on May 27, 2020 and the Region of York Council (the "Regional Council") approved the request at its meeting on October 15, 2020.

The Region of York Official Plan (the "Regional OP") currently designates the Subject Lands as *Urban Area*, *Community Area and Designated Greenfield Area* on Map 1 Urban Structure, Map 1A Land Use Designations and Map 1B Urban System Overlays respectively. Highway 7 abutting the Subject Lands is identified as a *Regional Corridor* on both Map 1 Urban Structure and Map 1B Urban System Overlays. In this regard, the Subject Lands are no longer within the Employment Area designation in the Regional OP.

Vaughan Official Plan 2010

The current City of Vaughan Official Plan (the "City OP") designates the Subject Lands *Employment Area and Urban Area* on Schedule 1 Urban Structure and Schedule 1A Urban Area respectively. Highway 7 abutting the Subject Lands is identified as *Regional Intensification Corridors within Employment Areas*, *Major Arterial (Regional)* and *Regional Rapid Transit Corridor* on Schedule 1 Urban Structure, Schedule 9 Future Transportation Network and Schedule 10 Major Transit Network respectively. Huntington Road between Highway 7 and Highway 50 is identified as a local road.

Comments on the City of Vaughan Official Plan 2025 Volume 1

The Draft City of Vaughan Official Plan 2025 (the "Draft OP") designates the Subject Lands as *Community Areas* with the portion of the lands abutting Highway 7 also being designated *Strategic Growth Areas* on Schedule 1 Urban Structure. The *Strategic Growth Areas* is further designated as Primary Corridor on Schedule 1B Strategic Growth Areas. Areas of the Subject Lands are also designated as *To be Determined Through Future Studies*) on Schedule 2 Natural Heritage Network and *Significant Groundwater Recharge Area* on Schedule 11 Source Water Protection Areas. The Subject Lands are designated Non-Residential Mixed-Use on Schedule 13 Land Use Designations. Lastly, the Subject Lands are designated as *Approved Regional Employment Conversions* on Appendix 1 Provincial Decisions which policy 2.2.4.6 of the Draft OP confirms are considered to be part of the *Community Areas* but will by subject to criteria through future amendment to determine an appropriate land use designation. Huntington Road between Highway 7 and Highway 50 is shown as a local road bisecting the Subject Lands on multiple schedules.

Given the approved employment land conversion request on the Subject Lands, the criteria of policy 2.2.4.6 noted above would require a partial repeat of a process already approved by Regional Council and endorsed by City Council. This approach would be wasteful and will unnecessarily prolong the Planning Act approval processes for lands already approved for employment conversion. Furthermore, it appears that the Draft OP now removes additional lands from Employment Areas along Highway 7 which were never subject to review by the Region or City and are not identified as being subject to policy 2.2.4.6 requiring further analysis. In this regard, the Owners request that the *Approved Regional Employment Land Conversion* designation on Appendix 1 and policy 2.2.4.6 be removed from the Draft OP to recognize the decisions of Regional and City Councils as well as ensure consistency as it relates to the other lands abutting Highway 7 that are no longer designated Employment Area.

Section 2.7.3 provides policies for Vaughan's Natural Heritage Network and includes policies for the designation *To be Determined Through Future Studies* from Schedule 2 Natural Heritage Network. Policies 2.7.3.17 to 2.7.3.23 inclusive pertain to this designation with Policy 2.7.3.17 indicating that lands

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C105.
Communication
CW(PM) – June 4, 2025
Item No. 10

P-2958

June 3, 2025

Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario,
L6A 1T1

Attention: Hon. Mayor Del Duca & Members of Council,

Re: Vaughan Official Plan Review (May 2025 Draft)
Comments from the Block 60 (West) Landowners Group Inc.
Lots 16, 17, 18, 19 and 20, Concession 9
City of Vaughan, Regional Municipality of York

Hon. Mayor Del Duca & Members of Council,

KLM Planning Partners Inc. ("KLM") is the land use planning firm representing the Block 60 (West) Landowners Group Inc. (the "Owners"), with respect to their land holdings within Block 60 West (the "Subject Lands"). We are writing on behalf of the Owners to provide comments and participate in the City of Vaughan's Official Plan review process. This letter supplements the letters that were previously submitted to the City by KLM on behalf of the Owners on October 26, 2023, September 13, 2024 and March 21, 2025.

The Subject Lands are generally located in the southwest quadrant of the City of Vaughan (the "City") and are bounded by Huntington Road to the west, the CPKC Rail Mac Tier subdivision line to the east, McGillivray Road to the north, and Rutherford Road to the south. Planning Block 60 (West) has an area of approximately 240.15 ha (593.42 ac). The Subject Lands are presently occupied by a mix of agricultural and rural land uses and transportation logistics and truck and trailer storage facilities. There is significant encumbrance and fragmentation of the lands resulting from expropriations for the Ministry of Transportation (the "MTO") Highway 427 Extension, the adjacent Hydro One high voltage transmission corridor and Enbridge natural gas easements.

<u>Vaughan Official Plan (VOP 2010) and West Vaughan Employment Area Secondary Plan (WVEASP)</u>

Land Use Schedule 13 in the VOP 2010 identifies the Block 60 West lands as "*Refer to the West Vaughan Employment Area Secondary Plan (Section 11.9 in Volume 2*)". The land use designations and policies applicable to the Block 60 West Plan are provided in the WVEASP that are in Volume 2 of the VOP 2010.

The WVEASP was approved by the former Ontario Municipal Board (OMB) on June 4, 2014, and was included in Volume 2 of the Vaughan Official Plan (VOP) 2010 within Chapter 11 – Secondary Plans as 11.9 *West Vaughan Employment Area Secondary Plan*. The Block 60 West lands are included within and subject to the WVEASP and are also subject to the general policies contained in Volume 1 of the main VOP 2010 document. The land use designations shown on Schedule 3 of the WVEASP are General

Employment, Prestige Employment, Natural Area, and Utility with the Highway 427 Extension shown cutting through the block in a north-south direction.

On July 11, 2024, the Owners formally submitted a Block Plan application to the City for Block 60 West that was accompanied by a Master Environmental Servicing Report and other required materials and is currently under review.

Comments on the City of Vaughan Official Plan 2025 Volume 1 (VOP 2025) Applying to Planning Block 60 West

1. **Schedule 9A – Street Classification, Schedule 9B – Street Type, Schedule 9C – Cycling Facilities and Trails and Schedule 10 - Major Transit Network Respecting the Rail Overpass Issue (between the Re-aligned McGillivray Road and Major Mackenzie Drive):** As stated in previous submissions, we request that the VOP 2025 remove the Proposed Major Collector Road connection to Major Mackenzie Drive within Planning Block 60 on all schedules. The landowners have spent considerable time and expense to advance the City's desire for the connection to Major Mackenzie Drive. The landowners have also attempted to negotiate with CPKC Railway on a number of occasions and have prepared and shared preliminary feasibility plans to demonstrate the lands required for the overpass with input from CPKC Railway and with the intent of limiting any impacts to future use of their lands. Further, the sensitivity analysis conducted by the landowner's traffic consultant confirms that the connection to Major Mackenize Drive does not materially improve the function of the City's arterial road network and the development of the Block Plan area can be supported without the connection to Major Mackenize Drive. CPKC Railway has stated on multiple occasions that they are not prepared to accommodate the connection due to the resulting encumbrance on their lands. **Further, we were informed by engineering staff on January 27, 2025 that the City acknowledges the obstacles in delivering this overpass and will no longer pursue its implementation.** Notwithstanding, VOP 2025 continues to show a collector road connection to Major Mackenze Drive through Planning Block 60 West. We reiterate our request that the VOP 2025 remove this connection of the Block 60 West collector road network to Major Mackenzie Drive on all schedules to align with the confirmed direction from staff.

   We also note that McGillivray Road is identified on Schedule 9 as a Major Collector road requiring a 30 metre right of way where as VOP 2010 requires a 26 metre right of way for Major Collector Roads. Accordingly, the submitted Block Plan provides for a 26 metre right of way for McGillivray Road. As noted in greater detail in comment #3 below, we request that Block Plan applications also be transitioned allowing for the planned right of way width to be provided in accordance with the current requirements from VOP 2010. This approach is consistent with the City's approach to having Volume 2 policies read in conjunction with Volume 1 for the purposes of interpretation and implementation.

2. **Section 1.4.1.10:** This section indicates that the Volume 2 policies are derived from Area-Specific land-use planning studies, such as secondary plans, and provide more specific direction than found in Volume 1 policies. It is further indicated that where the policies of Volume 1 conflict with policies in Volume 2, the Volume 2 policies shall prevail. We request a site specific policy for Block 60W that confirms the Volume 1 transportation network shown on Schedules 9A, 9B and 9C, as updated per request #1 above, take precedent over the road network identified in the West Vaughan Employment Area Secondary Plan.

3. **Section 1.4.2:** This section provides policies related to the repeal of VOP 2010 and indicates that Volume 1 of VOP 2010 remain in force only for the purposes of interpretation and implementation of Volume 2 and transition. It is further stated that, except for two exceptions, Volume 2 of VOP 2010 remains in force for lands within Secondary Plans, Area Specific Plans and Site Specific Plans. In this regard, it is our understanding that VOP 2025 will not apply to Planning Block 60 West until such time that the Secondary Plan may be updated.

   This section also provides transition policies for 'Applications in Process' however there are no policies explicitly for the transition of Block Plan applications which are not required to be 'deemed complete'. Given that the Block Plan application process involves an Official Plan conformity component, we believe it would be appropriate to provide the clarity that the transition polices are intended to apply to Block Plan applications.

4. **Section 2.14.1.36:** This section requires a "… minimum of two north/south and two east/west collector streets in new block development, where feasible, including grade-separated crossings of 400-series highways and rail corridors …". The stated goal of this policy is to provide for local traffic within and between concession blocks without the use of arterial streets. This policy contradicts policy 2.14.1.33 which states that the collector street network provides for short to medium distract trips, not long distance trips between concession blocks, and that these streets augment, not replace, the capacity or need for the arterial street network. Furthermore, grade-separated crossings of 400 series highways and rail corridors require approvals that cannot be granted by the City of Vaughan and for which the City therefore has no authority to ensure are implemented. This is particularly relevant in the context of the Block 60W Block Plan, which has attempted to negotiate with CPCK Railway who's activity is federally regulated and where municipal land use planning policy does not explicitly apply. We recommend replacing the first sentence of this policy to state that it is the goal of council "To provide north/south and east/west collector streets in new block **Development**, including grade-separated crossings of 400-series highways and rail corridors, where feasible…".

5. **Section 4.3.3.19:** This section indicates "*that the following key urban design principles, policies and Development criteria apply to employment / industrial buildings: … h) surface parking between the front or side of an employment/industrial building and a public street is limited to one aisle of parking spaces and shall generally occupy no more than 50% of the building frontage*". Limiting parking in the front yard to one aisle and a maximum of 50 % of the building frontage can be onerous as it may require parking to be provided in the side yard and/or in the rear yard which could impact manoeuvrability and access for loading areas and outside storage areas. We recommend that the wording be changed from "is limited" to "should be limited" or "is discouraged to exceed" so that this design consideration is optional and not a requirement. We believe that the site and parking layout are best addressed through the site plan or simple site plan process, and that the policy text be written to be flexible with respect to parking arrangement.

6. **Policies regarding Office, Major Office, and Accessory Office to a Primary Employment Use in Various Sections:** Together, these sections propose policies and a definition that identifies a Major Office use as having a GFA of greater than 4,000 m^2 or with approximately 200 jobs or more and directs Major Office Uses to Strategic Growth Areas. This is in contrast to the in-effect VOP 2010 which recognizes a Major Office use in employment areas as having a GFA of greater than 12,500 m^2 and an Office use as having a GFA of less than 12,500 m^2.

We acknowledge that the new Provincial Planning Statement (PPS, 2024) that came into effect on October 20, 2024 restricts Major Office uses to Strategic Growth Centres and limits the use to "accessory office to primary Employment uses" in Employment Areas. The PPS 2024 prohibits retail and office uses that are not associated with a primary employment use in Employment Areas. We do not believe it is necessary to limit the amount of Office use within Employment Areas when associated with a permitted employment use. In general, these proposed policy changes have the effect of creating non-conformity with the official plan and non-compliance with the zoning by-law for existing buildings in Vaughan and could unnecessarily limit the availability of future office space and jobs in the City of Vaughan.

7. **Section 4.7.4.8:** This section proposes *that "where appropriate, the City, in consultation with the utility provider, shall encourage the use of major utility rights-of-way for Greenways, recreational uses, community and private gardening, trails, commuter parking lots and stormwater management ponds…*". We also recommend that vehicular parking and outside storage (which may include landscape / screening elements) be permitted within the utility corridor for abutting landowners. This approach is consistent with the policy text in Section 3.2.8.1 (Page 135) which explicitly states the permission for parking lots and outdoor storage within the *Infrastructure and Utilities* designation. There are several examples in Vaughan where this has been permitted.

Summary

We trust that the above comments will assist the City to understand and address our client's concerns within a revised draft VOP 2025 document. We appreciate your consideration and look forward to further discussions on these matters.

Our client hereby requests to be notified of any future statutory and non-statutory Committee and Council meetings and respective decisions. Our client reserves their right to provide further comments on this and any future draft Vaughan Official Plan iterations.

Please do not hesitate to contact the undersigned if there are any questions or concerns or if you require any additional information.

Yours truly,
KLM PLANNING PARTNERS INC.



Rob Lavecchia BURPl, MCIP, RPP
Associate

cc. Block 60 (West) Landowners Group Inc.
Ryan Virtanen, KLM Planning Partners Inc.
Fausto Filipetto, City of Vaughan

with this designation would have the potential to enhance, maintain, or improve elements of the Natural Heritage Network. There are no elements of the known Natural Heritage Network on or abutting the Subject Lands and portions of the lands identified with this designation on abutting lands have been developed for urban uses diminishing any potential natural heritage function or value. The Owners request this designation be removed from the Subject Lands.

With respect to Huntington Road, this portion of public right of way was stopped up and closed as public highway by By-law 032-2022 and all local road references should be removed from all schedules of the Draft OP. Further, the Owners request that staff consider designating the Subject Lands as *High-Rise Mixed-Use* and *Primary Centre* in order to accelerate the development of the lands.

The Subject Lands also directly abut lands owned by the Ontario Ministry of Transportation (the "MTO") transit facility which is contemplated to include a commuter parking area, passenger pickup and drop off and bus loop that will have direct access to the proposed Highway 427 Transitway. In addition, Metrolinx in consultation with the MTO, is undertaking an assessment of a 24 kilometre extension to the existing Highway 7 Bus Rapid Transit route (the "Highway 7 BRT"), which currently terminates approximately 4.5 kilometres east of the Subject Lands. This contemplated extension, the Queen-Highway 7 Bus Rapid Transit Corridor (the "BRT Extension") would provide a higher order transit connection into Peel Region, and result in a transit corridor connecting the northwest and north central sections of the Greater Toronto and Hamilton Area. Further, the BRT Extension would provide connections to transit hubs such as the Downtown Brampton Transit Hub and Vaughan Metropolitan Centre, which would provide connections to other existing regional networks operated by GO Transit and the Toronto Transit Commission as well as the future Yonge North Subway Extension into Richmond Hill.

As it relates to the planned BRT Extension, the Region of Peel Official Plan (the "RPOP"), identifies the Highway 7 and Highway 50 intersection as a designated *Planned Major Transit Station Area* on Schedule E-2 – Strategic Growth Areas and Schedule 1A – City Structure of the City of Brampton Official Plan. In this regard, it may be appropriate that the abutting lands in the Region of York and City of Vaughan be designated in a similar and coordinated manner.

The Subject Lands would be near the midpoint of the route between the Vaughan Metropolitan Centre and Downtown Brampton along this extended transportation corridor being roughly 13.5 kilometres from Main Street and Queen Street in Brampton and 9.5 kilometres from the Vaughan Metropolitan Centre. The designation of the Subject Lands as *High-Rise Mixed-Use* and *Primary Centre* as well as identifying lands for a *Protected Major Transit Station Area* would represent the integration and coordination of infrastructure planning, land use planning, and infrastructure investment. Further, designating the Subject Lands as a *Primary Centre,* which is a strategic growth area, would coincide with the location and distribution of existing strategic growth areas in the City along the Highway 7 corridor and other Regional Corridors and at locations adjacent to 400 series highways and interchanges. Similarly, the designation of the lands as *High-Rise Mixed-Use* would coincide with the location of existing *High-Rise Mixed-Use* lands along the Highway 7 corridor and within strategic growth areas.

Designating the Subject Lands for a mix of high density uses and as a strategic growth area will have the long-term effect of reducing private automobile dependent trips and encourage public transit usage within the City and abutting municipalities. Further, the critical mass and emphasis to support the viability of transit infrastructure can be provided and strengthened making for efficient use of financial resources that have been dedicated to this infrastructure. In addition, the Provincial objective of mixed-

use complete communities that provide for a live, work and play environment that is supportive of the Province and Region's investments in infrastructure can be achieved. Lastly, providing for population growth on the Subject Lands will relieve development pressure in peripheral designated greenfield areas, rural areas and agricultural areas allowing the City to more efficiently accommodate planned growth within the existing *Urban Area* of the City and Region.

Summary

The Owners request that the City remove the *Approved Regional Employment Land Conversion* overlay and *To be Determined through Future Studies* designation from the Subject Lands on Appendix 1 and Schedule 2 respectively as well as designate the Subject Lands as *Primary Centres* and *High-Rise Mixed-Use* on Schedule 1B and Schedule 13 respectively. Further, the Owners request that all local road references to the stopped up and closed portion of Huntington Road be removed from the Draft OP.

We believe that the Owners' requests align with the relevant Provincial planning objectives and conform to the land-use policies established in the Regional OP. We respectfully request that City staff consider the above opinion and redesignation requests though the Vaughan Official Plan Review.

We appreciate your consideration and look forward to further discussions on the matter. Please do not hesitate to contact the undersigned, if there are any questions or concerns or if you require any additional information.

Yours truly,
KLM PLANNING PARTNERS INC.



Rob Lavecchia B.U.R.P.I, MCIP, RPP
Associate

CC: Joseph Sgro, ZZEN Group of Companies Limited
Sam Speranza, ZZEN Group of Companies Limited
Fausto Filipetto, City of Vaughan

C106.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Notice of Objection - 19T-25V002 (OP.25.003 + Z.25.004)
Date: Monday, June 2, 2025 4:10:52 PM
Attachments: Objection Letter - Countrywide (AP).pdf

From: Adam Porcelli [redacted]
Sent: Monday, June 2, 2025 4:10 PM
To: Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Linda Jackson <Linda.Jackson@vaughan.ca>; Mario Ferri <Mario.Ferri@vaughan.ca>; Gino Rosati <Gino.Rosati@vaughan.ca>; mayor@vaughan.ca; Adriano Volpentesta <Adriano.Volpentesta@vaughan.ca>; Chris Ainsworth <Chris.Ainsworth@vaughan.ca>; Mario G. Racco <MarioG.Racco@vaughan.ca>; Clerks@vaughan.ca; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; DevelopmentPlanning@vaughan.ca
Subject: [External] Notice of Objection - 19T-25V002 (OP.25.003 + Z.25.004)

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City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Good afternoon all,

Please see the attached correspondence, objecting to the proposed amendment to the Official Plan/By-Law to construct two high-rise towers at Pine Valley and Teston Road.

I am disappointed that the City would even consider such an amendment. I will be attending the public meetings and expect that the City will demonstrate some accountability and consider the objections and ramifications of this proposed plan amendment.

I look forward to your response.

Adam Porcelli, J.D.
[redacted]

June 2, 2025

City Clerk's Office
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

RE: Objection to Official Plan Amendment File OP.25.003 and Zoning By-law Amendment File Z.25.004 – Country Wide Homes (Pine Valley Estates Inc.), 10390 Pine Valley Drive

Dear Mayor and Members of Council,

I am writing as a concerned resident and homeowner living near Pine Valley Drive and Teston Road, in strong opposition to the proposed Official Plan and Zoning By-law amendments submitted by Country Wide Homes (Pine Valley Estates Inc.).

This development proposes to introduce two high-rise residential towers (10- and 12-storeys), 51 podium townhomes, and 7 detached homes within a quiet, low-density residential enclave that is entirely inappropriate for this scale of urban intensification. I urge Council to reject this application for the reasons outlined below.

1. Bait-and-Switch Tactics by the Developer and Planning Process
Country Wide Homes has been selling luxury detached homes in this exact community, marketing the subdivision as a quiet, exclusive estate community nestled in a ravine setting. This proposal is a profound betrayal of that vision - and of the trust of dozens of families who made life-changing investments under that premise.

- This amounts to a bait-and-switch, not just by Country Wide, but with the tacit support of the City of Vaughan, which approved and facilitated the original plans and is now entertaining such a radical deviation.
- Families from other adjacent builders (namely, Gold Park Homes, Lormel Homes, and Mosaik Homes) also bought these homes based on a shared expectation of low-rise residential character and natural surroundings. Their quality of life, home value, and community cohesion are now all at risk.

2. Incompatible Scale and Character
The introduction of high-rise towers is completely out of scale with the surrounding built form. The area is composed of 2-storey homes, and this proposal would visually dominate the neighborhood, disrupting views, privacy, and sunlight access.

- There is no transitional design to soften the impact between the towers and surrounding detached homes.
- High-density towers belong near arterial roads and transit hubs — not in the middle of a cul-de-sac like Rideout Court.
- The City of Vaughan approved Country Wide Homes' "Woodend Place" townhome development at Major Mackenzie and Pine Valley. This location would have been a more appropriate site for higher-density towers, given its location on a main artery with HOV lanes, transit access, and proximity to the Capo Di Monte condominium.
- Neither this site, nor the surrounding areas feature any such high-rise condominium towers. The closest example would be the Capo Di Monte condominiums, located at 9099 Pine Valley

Drive. However, even in that instance, the condominium was limited to only 5 storeys tall – even though it was located adjacent to main roads.

3. Traffic Congestion and Inadequate Access

Rideout Court and Longboat Crescent are local residential streets, not designed to carry traffic for over 500 additional residential units.

- There is no direct access to major roads, and the expected increase in vehicles (potentially 800+ cars) will create dangerous congestion, especially during school and work hours.
- Pine Valley Drive is limited to 1 lane in each direction, and is not suitable for any road widening. This will further exacerbate Vaughan's shortage in suitable routes for North-South traffic.
- Emergency response times, pedestrian safety, and school bus routing will be negatively affected.

4. Environmental and Ravine Impacts

This development borders sensitive environmental lands, including a designated Environmental Protection (EP) Zone and Open Space (OS1).

- Mature trees are slated for removal, and no robust plan has been shared for how this proposal will protect local flora, fauna, or ravine health.
- Shadowing, wind tunneling, and construction disruption will permanently alter the surrounding ravine ecosystem.

5. Incomplete and Premature Application

The application is still incomplete - key studies such as the Hydrogeological Report and Environmental Servicing Plan amendment have not yet been submitted.

- Any decision to advance the application before these are received and reviewed would be premature and irresponsible.

6. Breach of Trust and Planning Principles

Residents expect the City to act in good faith and according to its own Official Plan and Urban Design Guidelines. Approval of this development would erode community trust and raise serious questions about transparency and the long-term vision for Vaughan's suburban areas.

Conclusion

This proposal is not just about one parcel of land - it's about protecting the integrity, trust, and long-term livability of our neighborhoods. Residents made major life decisions based on the City's and developer's original vision for this area. To now allow such a dramatic deviation would be fundamentally unfair.

I respectfully urge Council to reject this application in its current form and protect the character and well-being of our community.

Sincerely,

Adam Porcelli, J.D.
[redacted] Wainfleet Crescent
Woodbridge, ON L3L 0E7
[redacted]

C107.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] RE: 19T-25V002:Opposition to Proposed Condo Development at 10390 Pine Valley Drive, Woodbridge, Ontario
Date: Tuesday, June 3, 2025 8:22:52 AM
Importance: High

From: Lisa Ventura [redacted]
Sent: Monday, June 2, 2025 4:53 PM
To: Clerks@vaughan.ca
Subject: [External] RE: 19T-25V002:Opposition to Proposed Condo Development at 10390 Pine Valley Drive, Woodbridge, Ontario
Importance: High

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From: Lisa Ventura
Sent: June 2, 2025 4:49 PM
To: 'Rosanna.defrancesca@vaughan.ca' <Rosanna.defrancesca@vaughan.ca>; 'clers@vaughan.ca' <clers@vaughan.ca>; 'marilyn.iafrate@vaughan.ca' <marilyn.iafrate@vaughan.ca>; 'linda.jackson@vaughan.ca' <linda.jackson@vaughan.ca>; 'mario.ferri@vaughan.ca' <mario.ferri@vaughan.ca>; 'gino.rosati@vaughan.ca' <gino.rosati@vaughan.ca>; 'mayor@vaughan.ca' <mayor@vaughan.ca>; 'Adriano.volpentesta@vaughan.ca' <Adriano.volpentesta@vaughan.ca>; 'gila.martow@vaughan.ca' <gila.martow@vaughan.ca>; 'chris.ainsworth@vaughan.ca' <chris.ainsworth@vaughan.ca>; 'marioG.racco@vaughan.ca' <marioG.racco@vaughan.ca>
Subject: RE: Opposition to Proposed Condo Development at 10390 Pine Valley Drive, Woodbridge, Ontario
Importance: High

Dear Councillors,

I am writing as a resident of Purple Creek Road, the area near 10390 Pine Valley Drive, to express my strong opposition to the proposed condominium and townhouse development by Countrywide Homes, which includes 486 apartment units and 51 townhomes.

As someone who lives in a single-family home within the immediate vicinity of the proposed development, I am deeply concerned about the significant and lasting impact this project would have on the livability, safety, and character of our neighbourhood.

Pine Valley Drive is a major concern. It is a one-lane road in each direction and already experiences congestion during peak hours. Adding hundreds of new residential units will substantially increase traffic volumes, placing undue strain on an infrastructure that is simply not designed to handle it. This will not only increase commute times but also raise safety concerns for pedestrians, cyclists, and existing residents.

Beyond traffic, the scale and density of this proposal are not in keeping with the established character of our community. The area is primarily composed of single-family homes, and introducing high-density towers would dramatically alter its suburban feel and overwhelm existing amenities and services.

I urge you to consider the long-term consequences of this development and to stand with residents in opposing this proposal. Responsible planning must take into account infrastructure limitations, community input, and the need to preserve the integrity of established neighbourhoods.

I trust you will consider the voices of local residents as you make decisions that will shape the future of our community.

Sincerely,

Lisa Ventura

C108.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Objection letter is relating to Application 19T-25V002 - Michael And Nicole Cauchi - [redacted] Seraville Street
Date: Tuesday, June 3, 2025 8:23:21 AM

From: Michael Cauchi [redacted]
Sent: Monday, June 2, 2025 7:38 PM
To: Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Linda Jackson <Linda.Jackson@vaughan.ca>; Mario Ferri <Mario.Ferri@vaughan.ca>; Gino Rosati <Gino.Rosati@vaughan.ca>; mayor@vaughan.ca; Adriano Volpentesta <Adriano.Volpentesta@vaughan.ca>; Gila Martow <Gila.Martow@vaughan.ca>; Chris Ainsworth <Chris.Ainsworth@vaughan.ca>; Mario G. Racco <MarioG.Racco@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Clerks@vaughan.ca; Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] Objection letter is relating to Application 19T-25V002 - Michael And Nicole Cauchi - [redacted] Seraville Street

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Dear Ms. DeFrancesca, Vaughan Planning Department and Council,

This proposal objection letter is relating to Application 19T-25V002.

I am writing as a concerned resident of the Pine Valley Estates to formally oppose the proposed development consisting of 486 apartment dwellings and 51 podium townhouses by Countrywide Homes in the heart of our established residential neighbourhood.

This long list of obvious details can be summed up simply, Countrywide is currently selling estate homes in the area adjacent – INTENTIONLLY not mentioning this future development – Why? Maybe because it's a major detracting factor that would prevent people from purchasing these homes. The builder loses all credibility in my mind instantly and proves they have misleading tendencies - this is a cash grab disguised as affordable housing.

The area has been under tight security preventing traffic to gain access to the proposed development sign. This is unlawful and again misleading!

The scale and density of this proposal are completely incompatible with the existing character of the community. Pine Valley Estates is a low-density residential area designed with single-family homes and green space in mind. Introducing a high-density development of this magnitude would severely disrupt the neighborhood fabric, increase traffic congestion, and strain existing infrastructure and public services that were never designed to support this level of population.

Key concerns include:

Zoning: Not consistent with the City's Block Plan for Block 40/47. All local residents are shocked and completely disappointed by this high rise condo development proposal and we were not informed of this while purchasing our new home in this new build community.

First Nations: This area is a significant National Heritage Site. First Nations fought for its protection in 2010 published by the Toronto Star. This high rise condo development has significant impacts on the archaeological heritage of the Skandatut site. This high rise condo development is a disgrace and is offensive against our community, our City, our Country and to all First Nations people.

Traffic and Safety: The surrounding roads are narrow, residential streets not intended to support the traffic volume that nearly 550 new residences would bring. This raises serious concerns about cyclists and pedestrian safety—especially for children and seniors—and the increased likelihood of accidents. This increases the number of traffic movement along Ballantyne Blvd and Brant Drive, which is adjacent to a future school and local park, resulting in a serious safety concern for small children. It will increase traffic congestions on Pine Valley Drive and Teston Road. Also, roads and public transit will become congested, leading to longer commutes and reduced quality of life. Emergency vehicles could face delays due to congestion.

Overburdened Infrastructure: Small neighborhoods are not designed to handle a sudden population surge. The development will place significant pressure on water, sewage,

and waste management systems, not to mention local schools and emergency services, which are already operating near capacity.

Loss of Community Character: The height, scale, and design of the proposed buildings clash with the established aesthetic of the neighborhood. The resulting loss of sunlight, privacy, and green space will degrade the quality of life for current residents.
Environmental Impact: Removing mature trees and green areas to make way for this development will negatively affect local wildlife, local ecological systems, natural heritage, and increase the urban heat island effect from large concrete structures.

Parking Problems: Hundreds of new residents mean more cars, worsening street parking. Emergency vehicles could face delays due to congestion.

Pressure on Local Services: Schools, clinics, parks and community centers may become overcrowded. Longer wait times for healthcare, daycare, and other essential services. Parks and recreational facilities could become overused and poorly maintained.

Health Concerns: Vehicle pollution (noise, dust, emissions) and Noise pollution disrupts daily life.
Neighbourhood Watch: More people mean less familiarity among neighbors, potentially reducing neighborhood watch effectiveness.

Privacy Issues: Overlooking windows from high rise 10-12 storey condos can invade the privacy of existing homes.
Crime and Drugs: Studies and reports indicate that condo and apartment complexes, particularly larger ones, can have higher rates of certain types of crime compared to single-family homes. In addition, condo and apartment complexes are susceptible to drug-related issues and attract other problems like loitering, vandalism, and violence.

We understand the need for new housing, but this proposal is out of context and contrary to principles of responsible and sustainable urban planning. Adding two large condo towers to a small residential area often does more harm than good. The strain on infrastructure, loss of community identity, and increased living costs outweigh the potential benefits, making this a bad idea for long-term residents. We urge the City to reject this project and instead consider development that respects the existing community and infrastructure limitations.

We respectfully request that our concerns be formally recorded and that we be notified of all future meetings and decisions regarding this application.

Thanks,

Michael Cauchi
[redacted]

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C109.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Committee of the Whole for the Official Plan Amendment File OP.25.003 - Resident Concerns
Date: Tuesday, June 3, 2025 8:24:06 AM

From: Kritveer Singh [redacted]
Sent: Monday, June 2, 2025 10:07 PM
To: Clerks@vaughan.ca
Subject: [External] Committee of the Whole for the Official Plan Amendment File OP.25.003 - Resident Concerns

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Members of Council,

I hope this message finds you well. I am writing in regards to the Notice of Public Meeting

I am writing on behalf of my household as recent residents of [redacted] Winthrop Crescent, where we moved with the understanding that this was a peaceful and low-density residential area. We were extremely disappointed to learn only after settling into our new home that there are now plans to construct apartment dwellings by Country Wide Homes (Pine Valley Estates).

Had we known about this planned development beforehand, we would have seriously reconsidered moving into this area. One of the primary reasons we chose this location was the quiet, community-oriented environment with privacy and minimal congestion. The proposed apartment project threatens to drastically alter the character of the neighbourhood and undermine what drew us here in the first place.

Our concerns include:

- Loss of Privacy: The close proximity of a multi-unit building will significantly reduce the sense of privacy that is currently enjoyed by residents.
- Increased Noise and Traffic: More residents mean higher traffic

volume, more parked vehicles, and increased noise levels—particularly disruptive for a neighborhood that was previously quiet and serene.

- Overcrowding and Infrastructure Strain: A dense development may place unnecessary strain on local infrastructure, including roads, green spaces, and public services.
- Negative Impact on Property Value: The aesthetic and lifestyle changes resulting from this build will impact the value of surrounding homes including ours.

We understand the need for housing, but respectfully ask that you reconsider this development. Local residents and our neighbours deserve to have a say in decisions that affect their quality of life and long-term wellbeing. We ask that you prioritize the voices of those already living here and preserve the environment we call home.

Thank you for your time and attention to this matter.

Sincerely,

Harpreet Kaur, Mukhtiar Singh, and Kritveer Singh

[redacted] Winthrop Crescent, Woodbridge ON L3L0E5

[redacted]

C110.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Citing Proposal 19t-25v002
Date: Tuesday, June 3, 2025 8:24:40 AM
Attachments: Citing Proposal 19t-25v002.docx

From: Anna Masi [redacted]
Sent: Monday, June 2, 2025 11:27 PM
To: Clerks@vaughan.ca; roseanna.defrancesca@vaughan.ca
Subject: [External] Citing Proposal 19t-25v002

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Rosanna,

I am writing on behalf of myself and the residents of Lindvest Homes at Pine Valley and Brant St. to formally express our strong concerns regarding the proposed development outlined in citing proposal 19T-25V002. While we recognize the importance of growth and economic progress, we firmly believe that the introduction of large condominium towers will pose significant challenges that far outweigh any potential benefits.

We take great pride in our neighborhood—a community built on trust, safety, and a shared appreciation for its distinct character. The proposed high-density development threatens to disrupt not only the visual landscape but the well-being and quality of life of those who call this area home. Our concerns are rooted in deep appreciation for our surroundings and the values we hold dear.

Our major concerns include:

1. **Overcrowding & Infrastructure Strain** – Our neighborhood lacks the infrastructure to support a sudden surge in population. Water, sewage, electricity, and waste management services are already under pressure, and the additional burden could lead to service disruptions and a decline in our overall quality of life.
2. **Loss of Community Identity & Character** – The charm and integrity of our low-rise, family-oriented neighborhood will be significantly diminished with the introduction of towering high-rises. The character we cherish—our gardens, our sunlight, and the openness of our space—will be overshadowed by dense urbanization.
3. **Exacerbation of Traffic & Parking Challenges** – Pine Valley Drive is already a busy and hazardous roadway with a troubling history of accidents. An influx of additional vehicles will worsen congestion, create safety hazards, and further limit parking availability for current residents.

4. **Strain on Local Schools & Healthcare Facilities** – Our community schools, healthcare centers, and essential services are already operating at near-full capacity. Increased demand could result in overcrowding, making vital resources less accessible and diminishing the quality of education and healthcare for our families.
5. **Rising Cost of Living & Forced Displacement** – The introduction of luxury condominiums is likely to drive up property values, leading to higher taxes and rent increases that could displace long-term residents, including seniors and low-income families who have built their lives here.
6. **Environmental & Health Impact** – Large-scale construction will bring noise, pollution, and the loss of precious green space. These changes will negatively affect mental well-being and the health of residents, particularly children and older adults who rely on outdoor spaces for recreation.
7. **Safety & Privacy Concerns** – Increased population density and towering structures could impact neighborhood security. Additionally, residents fear that their privacy will be compromised, with high-rise windows overlooking family homes and backyards.
8. **Lack of Transit & Essential Commercial Services** – Our area currently lacks sufficient public transportation and nearby commercial hubs to accommodate high-density living. Residents already travel long distances to access essential goods and services, and further population growth would only worsen this inconvenience.

While we acknowledge the necessity of urban development, we urge decision-makers to consider a more balanced approach that respects the integrity of established communities. We implore you to reconsider this proposal and explore alternative solutions that promote sustainable, thoughtful growth without sacrificing the well-being of long-term residents.

We deeply appreciate your time and consideration and welcome the opportunity for an open dialogue on this matter. We hope that together, we can achieve a solution that supports both progress and the preservation of our community's values.

Sincerely,
Anna Maria Masi & Pasquale Masi
[redacted]

Anna Maria & Pasquale Masi
[redacted] Wainfleet Cres
Woodbridge, Ontario L3L 0E7
[redacted]

To: Clerks@vaughan.ca Rosanna.defrancesca@vaughan.ca
Subject: Urgent Concerns Regarding Citing Proposal 19T-25V002

Dear Rosanna,

I am writing on behalf of myself and the residents of Lindvest Homes at Pine Valley and Brant St. to formally express our strong concerns regarding the proposed development outlined in citing proposal 19T-25V002. While we recognize the importance of growth and economic progress, we firmly believe that the introduction of large condominium towers will pose significant challenges that far outweigh any potential benefits.

We take great pride in our neighborhood—a community built on trust, safety, and a shared appreciation for its distinct character. The proposed high-density development threatens to disrupt not only the visual landscape but the well-being and quality of life of those who call this area home. Our concerns are rooted in deep appreciation for our surroundings and the values we hold dear.

Our major concerns include:

1. **Overcrowding & Infrastructure Strain** – Our neighborhood lacks the infrastructure to support a sudden surge in population. Water, sewage, electricity, and waste management services are already under pressure, and the additional burden could lead to service disruptions and a decline in our overall quality of life.
2. **Loss of Community Identity & Character** – The charm and integrity of our low-rise, family-oriented neighborhood will be significantly diminished with the introduction of towering high-rises. The character we cherish—our gardens, our sunlight, and the openness of our space—will be overshadowed by dense urbanization.
3. **Exacerbation of Traffic & Parking Challenges** – Pine Valley Drive is already a busy and hazardous roadway with a troubling history of accidents. An influx of additional vehicles will worsen congestion, create safety hazards, and further limit parking availability for current residents.
4. **Strain on Local Schools & Healthcare Facilities** – Our community schools, healthcare centers, and essential services are already operating at near-full capacity. Increased demand could result in overcrowding, making vital resources less accessible and diminishing the quality of education and healthcare for our families.
5. **Rising Cost of Living & Forced Displacement** – The introduction of luxury condominiums is likely to drive up property values, leading to higher taxes and rent increases that could displace long-term residents, including seniors and low-income families who have built their lives here.
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being and the health of residents, particularly children and older adults who rely on outdoor spaces for recreation.

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8. **Lack of Transit & Essential Commercial Services** – Our area currently lacks sufficient public transportation and nearby commercial hubs to accommodate high-density living. Residents already travel long distances to access essential goods and services, and further population growth would only worsen this inconvenience.

While we acknowledge the necessity of urban development, we urge decision-makers to consider a more balanced approach that respects the integrity of established communities. We implore you to reconsider this proposal and explore alternative solutions that promote sustainable, thoughtful growth without sacrificing the well-being of long-term residents.

We deeply appreciate your time and consideration and welcome the opportunity for an open dialogue on this matter. We hope that together, we can achieve a solution that supports both progress and the preservation of our community's values.

Sincerely,
Anna Maria Masi & Pasquale Masi
[redacted]

C111.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Formal Objection to Application 19T-25V002 – Countrywide Homes Proposal
Date: Tuesday, June 3, 2025 8:25:24 AM

-----Original Message-----
From: arsim firza [redacted]
Sent: Monday, June 2, 2025 7:32 PM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Clerks@vaughan.ca;
DevelopmentPlanning@vaughan.ca; [redacted]
Subject: [External] Formal Objection to Application 19T-25V002 – Countrywide Homes Proposal

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

To: Ms. DeFrancesca and the Vaughan Planning Department

Subject: Formal Objection to Application 19T-25V002 – Countrywide Homes Proposal

Dear Ms. DeFrancesca and Planning Officials,

I am writing as a deeply concerned resident of Pine Valley Estates to formally express my opposition to Application 19T-25V002, which proposes the construction of 486 apartment units and 51 podium townhouses by Countrywide Homes within our established neighborhood.

This development is wholly incompatible with the character and design of our community. Pine Valley Estates was intentionally planned as a low-density area with detached homes and abundant green space. The introduction of a high-density complex in the heart of this community threatens to fundamentally alter its fabric and burden infrastructure that was never intended to support such growth.

The following key issues highlight our concerns:

1. Incompatible Zoning and Planning Principles

This proposal contradicts the City's Block 40/47 Plan. Residents were never informed of high-rise developments when purchasing homes in this area. The scale and density of the proposed towers do not reflect the original community vision nor the expectations of those who chose to live here.

2. Cultural and Archaeological Sensitivity

This land holds significant heritage value, including ties to the Skandatut archaeological site. In 2010, First Nations representatives, as reported by the Toronto Star, emphasized its cultural importance. Proceeding with large-scale development on this land disregards its historical significance and is profoundly disrespectful to Indigenous communities.

3. Traffic Volume and Safety Risks

Adding nearly 550 residential units will substantially increase traffic along Ballantyne Blvd, Brant Drive, and surrounding streets. These are small, local roads not built for heavy traffic. The proximity of a future school and park amplifies safety concerns for children, pedestrians, and cyclists. Increased congestion along Pine Valley Drive and Teston Road will impact commutes, emergency response times, and overall livability.

4. Strain on Existing Infrastructure

Local infrastructure—such as water, sewage, and waste management—is already under stress. Public services including schools, healthcare facilities, and emergency services are nearing capacity. A sudden population spike will overload these systems, leading to reduced service quality for everyone.

5. Loss of Neighborhood Character and Privacy

The proposed high-rise structures would dominate the skyline, overshadow homes, and eliminate the sense of openness and community that defines Pine Valley Estates. Residents will experience reduced sunlight, increased noise, and a significant loss of privacy due to units overlooking existing properties.

6. Environmental Degradation

This project threatens to remove mature trees and vital green spaces, disrupting local wildlife habitats and intensifying the urban heat island effect. Once these natural features are lost, they cannot be easily restored.

7. Parking and Vehicle Congestion

A development of this scale will introduce a large number of additional vehicles, overwhelming current parking availability and increasing road congestion. This poses a serious concern for emergency services, which may face access delays.

8. Overburdened Community Services

The influx of new residents would overwhelm schools, clinics, parks, and community facilities, leading to longer wait times and diminished quality of services. Parks and recreation areas could also suffer from overuse and poor maintenance.

9. Noise, Pollution, and General Health Impacts

More vehicles and construction activity mean more noise, dust, and emissions. These environmental stressors can negatively impact the well-being and comfort of current residents.

10. Reduced Safety and Social Cohesion

Large-scale developments may dilute the close-knit nature of our community. Studies suggest that high-density apartment buildings can experience higher rates of crime and vandalism. Increased transiency often leads to weaker community ties and less effective neighborhood watch programs.

Final Thoughts

While we support responsible housing development, it must be balanced, respectful, and suitable for the existing environment. This proposal disregards the foundational values of Pine Valley Estates, undermines community safety and cohesion, and imposes a significant burden on public systems. It offers few long-term benefits while threatening the stability and quality of life for current residents.

We respectfully urge the City of Vaughan to reject this application and instead work with the community to find development solutions that align with the area’s vision and infrastructure capabilities.

Please ensure our objections are formally recorded, and we request to be informed of all future meetings, updates, or decisions related to this application.

Sincerely,

Arsim Firza and Marina Kupriyeva

Resident, Pine Valley Estates

[redacted] Ballantyne blvd, Woodbridge, ON
[redacted]

C112.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Re: Country Wide Condo Development
Date: Tuesday, June 3, 2025 8:55:42 AM

From: Laura Suppa [redacted]
Sent: Tuesday, June 3, 2025 8:53 AM
To: Clerks@vaughan.ca
Subject: [External] Re: Country Wide Condo Development

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Laura Suppa
[redacted]Winthrop Crescent
Vaughan, ON
L3L0E5
[redacted]

Date: June 2, 2025

To:
Mayor Steven Del Duca
Councillor Rosanna DeFrancesca
City of Vaughan Council Members
Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Subject: Opposition to Proposed Development at 10390 Pine Valley Drive

Dear Mayor Del Duca, Councillor DeFrancesca, Members of Council, and the Clerks Office,

I am writing as a deeply concerned resident of Vaughan to express my strong opposition to the proposed development at 10390 Pine Valley Drive. This proposal raises serious concerns for the community in terms of environmental impact, infrastructure strain, and cultural respect. I respectfully request that the City of Vaughan not proceed with approving this development.

1. Land Acknowledgement and Cultural Respect

The land at 10390 Pine Valley Drive is situated on the traditional territory of the Wendat people, and has longstanding historical and cultural significance. As stewards of this land today, we must honour that history by ensuring that any development reflects respect for Indigenous heritage and environmental preservation. Moving forward with such a development without extensive consultation and cultural sensitivity would be both irresponsible and disrespectful.

2. Loss of Green Space and Environmental Degradation

This development would result in the destruction of valuable green space adjacent to natural heritage lands. These areas support local biodiversity, mitigate flooding, and offer mental and physical health benefits to residents. Once lost, these natural resources cannot be reclaimed. The environmental cost of this development is simply too high.

3. Increased Traffic Congestion

Pine Valley Drive is already strained under existing traffic conditions. With no plans to widen the road or upgrade supporting infrastructure, the proposed development would significantly worsen congestion, endanger pedestrian safety, and extend commute times. The infrastructure is not designed to absorb such growth.

4. Poor Walkability

The area around 10390 Pine Valley Drive has a low Walk Score, indicating it is largely car-dependent. There is minimal access to public transit and basic amenities are not within walking distance. This proposal does not align with Vaughan's vision for sustainable and transit-oriented communities.

5. Potential for Increased Crime

Rapid densification without corresponding community services often leads to a rise in crime and social disruption. There is currently no indication that adequate policing, youth engagement, or social services are being planned alongside this development.

6. Negative Impact on Housing Values

The proposed high-density housing threatens to destabilize housing values in a primarily low-density residential neighbourhood. Property owners who have invested in the stability and character of this area are at risk of losing equity and quality of life.

For all these reasons, I respectfully urge the City of Vaughan to reject this development proposal. Our community values responsible, inclusive, and environmentally sustainable growth—this project does not meet those standards.

Please keep me informed of all upcoming meetings and consultations on this issue. I would appreciate the opportunity to participate further in the public process.

Sincerely,

Laura Suppa

C113.
Communication
CW(PM) – June 4, 2025
Item No. 6, 7, 8 & 9

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Subject: Opposition to Illegal Truck Yards and Rezoning – June 4 Meeting
Date: Tuesday, June 3, 2025 8:23:03 AM

From: Salvina Greco [redacted]
Sent: Monday, June 2, 2025 5:30 PM
To: mayor@vaughan.ca; Clerks@vaughan.ca; Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
Subject: [External] Subject: Opposition to Illegal Truck Yards and Rezoning – June 4 Meeting

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Dear Mayor and Members of Council,

I'm writing to strongly oppose the zoning applications for 7151 Nashville Rd and 10481 Hwy 50—both operating as illegal truck yards. These sites disregard zoning laws, pose serious safety risks, and degrade our roads and environment. Rewarding illegal use by approving temporary zoning sends the wrong message and sets a dangerous precedent.

Both properties have unresolved violations, including environmental concerns and unsafe traffic patterns on roads not built for truck use. Trucks regularly block traffic and create hazardous conditions on Nashville Rd and Hwy 50. This must stop.

Regarding 10223 Hwy 50 and Block Plan 66, these developments would further burden the already chaotic intersection at Major Mack and Hwy 50. All truck access should be redirected to a new north-south spine road, not Hwy 50. Proper planning and infrastructure must come first—resident safety depends on it.

I urge Council to:

1. Reject all current zoning applications for illegal truck yards.
2. Enforce by-laws and halt illegal operations immediately.
3. Ensure Block Plan 66 prioritizes safe truck routing and environmental protection.

We want responsible, legal, and community-safe planning.

We do not recognize our community anymore. We are surrounded by trucking yards and our roadways are congested with transport trucks.

Please listen to residents and take action.

Regards,

Salvina Greco
Bolton Resident

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Ontario Securities Commission

C114.
Communication
CW(PM) – June 4, 2025
Item No. 6, 7, 8 & 9

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Re: Jun 4th, 2025 Public Meeting Agenda Items 4.6, 4.7, 4.8 and 4.9
Date: Tuesday, June 3, 2025 8:23:34 AM

From: Pina Zanelli [redacted]
Sent: Monday, June 2, 2025 7:38 PM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
Subject: [External] Re: Jun 4th, 2025 Public Meeting Agenda Items 4.6, 4.7, 4.8 and 4.9

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Dear Mayor and Members of Council,

I am writing as a concerned resident to express my strong opposition to two development applications, 7151 Nashville Road and 10481 Highway 50 (both part of Block 66), which are currently being used illegally as truck yards.

I will not be able to attend this meeting but please take note I have been a resident of Caledon for more than 30 years. Although I am not opposed to growth I am opposed to what the city of Vaughan and Brampton have allowed to happen on their borders. This has caused not only an eye soar but danger to all who live in the area and use these roads to get to work and home. Our lives are in danger daily due to the absolute chaos this has caused. Not to mention that when you drive north on Hwy 50 you think you are near a cruise port. This MUST STOP!

The above properties are actively being used for the outdoor storage of transport trucks, trailers, and intermodal containers, without proper zoning or regard for the law. The landowners are aware of the current zoning restrictions, and yet they are knowingly prioritizing corporate profits over legal compliance and community safety.

An alarming example is 7151 Nashville Road, where there are currently two large illegal truck yards in operation or ready for operation, with the only driveway access to the site on Nashville Road. This road is designated a "No Truck Route" and is not designed to handle heavy truck traffic. The owner is now seeking to legitimize these illegal yards by requesting temporary zoning. This is a flagrant disregard of city policy, public safety, and community livability and should not be tolerated.

- The larger truck yard on the property is currently completely packed with trucks, truck trailers and various unsightly garbage and other truck-related materials. The smaller yard in the middle of the property used to have various trucks and what appeared to be wrecked cars from accidents stored there - thankfully, those things have been removed, but the site has already been stripped of agricultural soil and illegally filled with gravel (of what quality?) and is ready to park trucks despite there being no zoning for this use. This is yet another instance of asking

for proper zoning after the land alterations have already been done & resulting in a request for many exceptions to the zoning in order to zone this property into compliance. These lands are being used illegally, this is not acceptable, and should not be rewarded.

- The Traffic Brief concludes 'The proposed use will have negligible impact on roadway operations'. Anyone who drives along Nashville Road knows that statement is completely false. How can trucks on a no truck road 'have negligible impact on roadway operations'??? It would be laughable if it wasn't so chaotic and dangerous to drive on Nashville Road!
    - The swept path analysis seems to show that trucks entering and leaving the sites will be staying within the single lane of Nashville Road. Anyone who drives on Nashville Road with any frequency knows that trucks turning in and out of these driveways on this property routinely turn into, and completely block, oncoming traffic to make their turns into and out of the site. The swept path analysis should reflect the reality that many truck drivers do not drive in the way the Traffic Brief depicts.
- The Phase 1 Environmental Site Assessment showed five areas of potential environmental concern (including the illegal fill operation to pave over the former agricultural land to park trucks) and recommended a Phase 2 ESA be done - when will that report be available?
    - It is also unclear if the Phase 1 ESA was done when the illegal truck yard had been populated with trucks, or if it was just a gravel parking lot. If trucks hadn't been parked there yet, the Phase 1 ESA should be re-done considering the high potential for further contamination from truck maintenance being done in the parking lot of the illegal truck yards.
- The Comments Response Matrix indicated, in relation to the Site Plan, that the Google Maps image from May 2024 shows that works have taken place on the site (likely the gravel paving for the illegal truck yard) & would need to be halted until approval of the temporary zoning is received. The owner replied: 'No additional work is occurring, and the intent of this process is to seek approval' - however, they continue to operate illegal truck yards without consequence and are even expanding their operations at the site. This is egregious and should be stopped.

10481 Highway 50 is also operating an illegal truck yard. This particular property has received several notices from by-law and is flagrantly ignoring them. Charges are now before the courts for their illegal land use and they should not be rewarded with a zoning change to legitimize their illegal operation.

- The application documents for this property do not specify the number of sea containers they would be storing - and it needs to. We have seen with other properties that the number of containers keep growing and growing & they keep stacking them higher and higher.
- The environmental reports show that the land alterations that have already been done are negatively impacting the water tributaries due to stormwater runoff. According to the TRCA, they have also placed fill in order to disrupt an existing watercourse channel. The Phase 1 ESA identified 8 areas of potential environmental concern, some of them with obvious

staining on the ground - and yet did not recommend a Phase 2 ESA be done. That is very curious and concerning as there is obvious storage of dangerous chemicals and staining on this property. A Phase 2 ESA should be done, as was recommended with the property above (7151 Nashville Road).

- This is yet another instance where there is a long list of zoning exceptions being requested - because the land was already illegally altered and being used as an illegal truck yard - this should not be allowed, as this incentivizes people to use land illegally and then ask for proper zoning after the fact
- The list of zoning exceptions don't mention anything about the maintenance garage that is operating on this property - shouldn't they?
- Upon driving past the site on May 31, 2025, cars are currently being parked in front of the berm on the property - this should be stopped immediately. Yet more evidence of the flagrant disregard for the law and disrespect for the land they are hoping to get temporary zoning for.
- The concept plan doesn't specify where snow will be stored on the property - this needs to be specified
- This particular property also has a median on Highway 50 right in front of their driveway - resulting in the driveway being a right in/right out. On multiple occasions, commuters have witnessed trucks coming out of this driveway, heading north on Highway 50 - and then doing a U turn to head south on Highway 50. AN 18 WHEELER PULLING A U TURN IN FRONT OF ONCOMING TRAFFIC!!! Someone is going to be killed if this property continues to operate.
- There is a Traffic Brief on file that references another Traffic Brief completed in Mar 2024 - however that document is not available online (I have contacted the Planner, but not heard back as of the submission of this email) - so a proper review of the Traffic information was not able to be completed by residents

Both properties are also well within the Focused Analysis Area (FAA) for the Highway 427 extension to Highway 413 and would require the Ministry of Transportation (MTO) to allow any change in zoning. According to the planning application documents online, it seems MTO supports the temporary use until September 2025 and then they may change their stance. That is only 3 months from now and it is unlikely that the zoning approval process would be completed by then. Would MTO still be in favour of these zoning changes after September 2025? That's an unknown.

Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?

These illegal operations are having a severe and growing impact on the surrounding area, including:

- **Threats to commuter safety** due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type
- **Declining quality of life** for residents of the surrounding communities due to noise, pollution,

and traffic congestion

- **Damage to local infrastructure**, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road
- **Public frustration and loss of trust** in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.

The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.

Therefore, I respectfully urge Council to:

1. **Reject all temporary Zoning By-law applications** related to these properties for truck parking and shipping container storage
2. **Issue immediate orders to cease all illegal truck yard operations** on land not properly zoned for these activities
3. **Recommit to transparency, enforcement, and lawful urban planning**

Residents are not anti-development—we welcome **responsible, legal, and community-minded growth**. But we will not stand by as our neighborhoods are transformed into unregulated industrial zones, with no input and at the cost of our safety, health, and peace of mind.

Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.

- This development is also proposing an east/west road with a signalized intersection with Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this proposed intersection, trying to turn left onto Major Mackenzie - I can't imagine how a signalized intersection would work in this location at all.
- The Transportation Impact Study indicates that 15 trucks per hour would be coming in and out of the site in the morning, and 22 in the afternoon. Considering the proposed 437 truck parking spaces that are proposed, this seems like a drastic underestimation. I would suggest that an evaluation of other warehouses in the location with a similar amount of truck parking spaces should be evaluated to confirm if that estimated volume is accurate.
- The site plan also doesn't indicate where snow storage would be located - it should

The solution to many of the concerns related to truck traffic coming in and out of Highway 50 and all of these proposed developments is related to my comments on Block Plan 66. **The Block Plan, and all of these properties mentioned above should have any driveway access to Highway 50**

closed. All truck traffic should be directed to a north/south spine road that runs from Nashville Road south to Major Mackenzie. None of the properties within Block Plan 66 should have truck traffic coming in and out onto Highway 50. This is a great opportunity for City of Vaughan to show that they take the safety of their residents and commuters on their roads seriously - it's a chance for Vaughan to get this right and stop the unsafe practice of subjecting the public to the wild west situation that is currently happening on Highway 50.

Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the rail yard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

The Block Plan also indicates that several of the water tributaries will be rerouted, and some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible - but if it needs to be done, it needs to be done responsibly and in agreement with the TRCA and Ministry of Natural Resources and according to their comments and the policies they require. The Block Plan includes a highly vulnerable aquifer and a significant water recharge area and this needs to be properly considered and respected.

In closing, City of Vaughan has a great opportunity to work together with the landowners in Block Plan 66 to create a plan to develop the lands in this area that will help to properly plan for the employment area that Vaughan has decided will go here. The residents understand that trucks are necessary and given the proximity to the rail yard and Highway 427, it likely makes sense to put these kinds of developments into Block Plan 66. That said, **we expect City of Vaughan and the landowners to plan this area such that the safety of residents and commuters is respected. The current situation we are living with in this area is incredibly unsafe and this is the opportunity to get it right. We expect City of Vaughan and the landowners to collaborate and keep resident and commuter safety top of mind - keep the trucks in this area off Highway 50 - it will be safer for everyone.**

Sincerely,

Pina Zanelli

C115.
Communication
CW(PM) – June 4, 2025
Item No. 6, 7, 8 & 9

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Jun 4th, 2025 Public Meeting Agenda Items 4.6, 4.7, 4.8 and 4.9
Date: Tuesday, June 3, 2025 8:56:01 AM

From: Carmela Roberts [redacted]
Sent: Tuesday, June 3, 2025 8:54 AM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
Subject: [External] Jun 4th, 2025 Public Meeting Agenda Items 4.6, 4.7, 4.8 and 4.9

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

- **Zoning By-law Amendment Z.25.010 – 7151 Nashville Road**
- **Zoning By-law Amendment Z.25.007 – 10481 Hwy 50**
- **Official Plan Amendment OP.24.006 & Zoning By-law Amendment Z.24.017 – 10223 Hwy 50**
- **Block Plan 66 West Landowners Group Inc. - BL.66W.2024**

Dear Mayor and Members of Council,

I am writing as a concerned resident to express my strong opposition to two development applications, 7151 Nashville Road and 10481 Highway 50 (both part of Block 66), which are currently being used illegally as truck yards.

To grant approval to these applications is a great disrespect to the residents of Bolton and favoring the continued illegal operation of these companies. I, like many residents of Bolton, want to live in a safe community where rules are respected by all and those that do not follow the rules are punished accordingly. I am not against trucks in the surrounding areas as we need trucks to transport the goods we buy; however, the infrastructure issues need to be addressed, and owner operators need to comply with all legal requirements before truck yards are allowed to operate.

I strongly agree with and support the Caledon Community Road Safety Advocacy (CCRSA) Group and am thankful for all the work they have been doing to help the residents live a safer life in a community that we call home. The background information of these properties and a plead to consider rejecting the application was shared by the members of the group. My family and I fully support everything that is being asked.

These properties are actively being used for the outdoor storage of transport trucks, trailers, and intermodal containers, without proper zoning or regard for the law. The landowners are aware of the current zoning restrictions, and yet they are knowingly prioritizing corporate profits over legal compliance and community safety.

An alarming example is 7151 Nashville Road, where there are currently two large illegal truck yards in operation or ready for operation, with the only driveway access to the site on Nashville Road. This road is designated a "No Truck Route" and is not designed to handle heavy truck traffic. The owner is now seeking to legitimize these illegal yards by requesting temporary zoning. This is a flagrant disregard of city policy, public safety, and community livability and should not be tolerated.

- The larger truck yard on the property is currently completely packed with trucks, truck trailers and various unsightly garbage and other truck-related materials. The smaller yard in the middle of the property used to have various trucks and what appeared to be wrecked cars from accidents stored there - thankfully, those things have been removed, but the site has already been stripped of agricultural soil and illegally filled with gravel (of what quality?) and is ready to park trucks despite there being no zoning for this use. This is yet another instance of asking for proper zoning after the land alterations have already been done & resulting in a request for many exceptions to the zoning in order to zone this property into compliance. These lands are being used illegally, this is not acceptable, and should not be rewarded.
- The Traffic Brief concludes ‘The proposed use will have negligible impact on roadway operations’. Anyone who drives along Nashville Road knows that statement is completely false. How can trucks on a no truck road ‘have negligible impact on roadway operations’??? It would be laughable if it wasn’t so chaotic and dangerous to drive on Nashville Road!
    - The swept path analysis seems to show that trucks entering and leaving the sites will be staying within the single lane of Nashville Road. Anyone who drives on Nashville Road with any frequency knows that trucks turning in and out of these driveways on this property routinely turn into, and completely block, oncoming traffic to make their turns into and out of the site. The swept path analysis should reflect the reality that many truck drivers do not drive in the way the Traffic Brief depicts.
- The Phase 1 Environmental Site Assessment showed five areas of potential environmental concern (including the illegal fill operation to pave over the former agricultural land to park trucks) and recommended a Phase 2 ESA be done - when will that report be available?
    - It is also unclear if the Phase 1 ESA was done when the illegal truck yard had been populated with trucks, or if it was just a gravel parking lot. If trucks hadn’t been parked there yet, the Phase 1 ESA should be re-done considering the high potential for further contamination from truck maintenance being done in the parking lot of the illegal truck yards.
- The Comments Response Matrix indicated, in relation to the Site Plan, that the Google Maps image from May 2024 shows that works have taken place on the site

(likely the gravel paving for the illegal truck yard) & would need to be halted until approval of the temporary zoning is received. The owner replied: 'No additional work is occurring, and the intent of this process is to seek approval' - however, they continue to operate illegal truck yards without consequence and are even expanding their operations at the site. This is egregious and should be stopped.

10481 Highway 50 is also operating an illegal truck yard. This particular property has received several notices from by-law and is flagrantly ignoring them. Charges are now before the courts for their illegal land use and they should not be rewarded with a zoning change to legitimize their illegal operation.

- The application documents for this property do not specify the number of sea containers they would be storing - and it needs to. We have seen with other properties that the number of containers keep growing and growing & they keep stacking them higher and higher.
- The environmental reports show that the land alterations that have already been done are negatively impacting the water tributaries due to stormwater runoff. According to the TRCA, they have also placed fill in order to disrupt an existing watercourse channel. The Phase 1 ESA identified 8 areas of potential environmental concern, some of them with obvious staining on the ground - and yet did not recommend a Phase 2 ESA be done. That is very curious and concerning as there is obvious storage of dangerous chemicals and staining on this property. A Phase 2 ESA should be done, as was recommended with the property above (7151 Nashville Road).
- This is yet another instance where there is a long list of zoning exceptions being requested - because the land was already illegally altered and being used as an illegal truck yard - this should not be allowed, as this incentivizes people to use land illegally and then ask for proper zoning after the fact
- The list of zoning exceptions don't mention anything about the maintenance garage that is operating on this property - shouldn't they?
- Upon driving past the site on May 31, 2025, cars are currently being parked in front of the berm on the property - this should be stopped immediately. Yet more evidence of the flagrant disregard for the law and disrespect for the land they are hoping to get temporary zoning for.
- The concept plan doesn't specify where snow will be stored on the property - this needs to be specified
- This particular property also has a median on Highway 50 right in front of their driveway - resulting in the driveway being a right in/right out. On multiple occasions, commuters have witnessed trucks coming out of this driveway, heading north on Highway 50 - and then doing a U turn to head south on Highway 50. AN 18 WHEELER PULLING A U TURN IN FRONT OF ONCOMING TRAFFIC!!! Someone is going to be killed if this property continues to operate.
- There is a Traffic Brief on file that references another Traffic Brief completed in Mar 2024 - however that document is not available online (I have contacted the Planner, but not heard back as of the submission of this email) - so a proper review of the Traffic information was not able to be completed by residents

Both properties are also well within the Focused Analysis Area (FAA) for the Highway 427 extension to Highway 413 and would require the Ministry of Transportation (MTO) to allow any change in zoning. According to the planning application documents online, it seems MTO supports the temporary use until September 2025 and then they may change their stance. That is only 3 months from now and it is unlikely that the zoning approval process would be completed by then. Would MTO still be in favour of these zoning changes after September 2025? That's an unknown.

Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?

These illegal operations are having a severe and growing impact on the surrounding area, including:

- **Threats to commuter safety** due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type
- **Declining quality of life** for residents of the surrounding communities due to noise, pollution, and traffic congestion
- **Damage to local infrastructure**, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road
- **Public frustration and loss of trust** in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.

The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.

Therefore, I respectfully urge Council to:

1. **Reject all temporary Zoning By-law applications** related to these properties for truck parking and shipping container storage
2. **Issue immediate orders to cease all illegal truck yard operations** on land not properly zoned for these activities
3. **Recommit to transparency, enforcement, and lawful urban planning**

Residents are not anti-development—we welcome **responsible, legal, and community-minded growth**. But we will not stand by as our neighborhoods are transformed into unregulated industrial zones, with no input and at the cost of our

safety, health, and peace of mind.

Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.

- This development is also proposing an east/west road with a signalized intersection with Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this proposed intersection, trying to turn left onto Major Mackenzie - I can't imagine how a signalized intersection would work in this location at all.
- The Transportation Impact Study indicates that 15 trucks per hour would be coming in and out of the site in the morning, and 22 in the afternoon. Considering the proposed 437 truck parking spaces that are proposed, this seems like a drastic underestimation. I would suggest that an evaluation of other warehouses in the location with a similar amount of truck parking spaces should be evaluated to confirm if that estimated volume is accurate.
- The site plan also doesn't indicate where snow storage would be located - it should

The solution to many of the concerns related to truck traffic coming in and out of Highway 50 and all of these proposed developments is related to my comments on Block Plan 66. **The Block Plan, and all of these properties mentioned above should have any driveway access to Highway 50 closed. All truck traffic should be directed to a north/south spine road that runs from Nashville Road south to Major Mackenzie.** None of the properties within Block Plan 66 should have truck traffic coming in and out onto Highway 50. This is a great opportunity for City of Vaughan to show that they take the safety of their residents and commuters on their roads seriously - it's a chance for Vaughan to get this right and stop the unsafe practice of subjecting the public to the wild west situation that is currently happening on Highway 50.

Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the rail yard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

The Block Plan also indicates that several of the water tributaries will be rerouted, and

some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible - but if it needs to be done, it needs to be done responsibly and in agreement with the TRCA and Ministry of Natural Resources and according to their comments and the policies they require. The Block Plan includes a highly vulnerable aquifer and a significant water recharge area and this needs to be properly considered and respected.

In closing, City of Vaughan has a great opportunity to work together with the landowners in Block Plan 66 to create a plan to develop the lands in this area that will help to properly plan for the employment area that Vaughan has decided will go here. The residents understand that trucks are necessary and given the proximity to the rail yard and Highway 427, it likely makes sense to put these kinds of developments into Block Plan 66. That said, **we expect City of Vaughan and the landowners to plan this area such that the safety of residents and commuters is respected. The current situation we are living with in this area is incredibly unsafe and this is the opportunity to get it right. We expect City of Vaughan and the landowners to collaborate and keep resident and commuter safety top of mind - keep the trucks in this area off Highway 50 - it will be safer for everyone.**

Sincerely,

Carmela Roberts
[redacted] Sant Farm Drive
Bolton, Ontario
L7E 1V5

BOUSFIELDS INC.

C116.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 3, 2025 Project No. 21386

City of Vaughan
Office of the City Clerk
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Delivered by email to clerks@vaughan.ca

Re: Committee of the Whole (Public Meeting) – June 4, 2025
Draft New Vaughan Official Plan 2025
7120 & 7188 Yonge Street and 24-26 Crestwood Boulevard

Bousfields Inc. is the planning consultant for Morguard Investments Limited, with respect to the lands located on the west side of Yonge Street, north of Steeles Avenue West, municipally known as 7120 and 7188 Yonge Street and 24 to 26 Crestwood Boulevard in the City of Vaughan (the "subject site" or "site").

We are writing on behalf of our client regarding the Draft New Vaughan Official Plan 2025, specifically the latest draft released in May 2025 (the "2025 Draft VOP"). We have completed a high-level review of the 2025 Draft VOP and are writing to provide our initial comments with respect to the subject site. We may provide additional comments at a later date as we continue to review the 2025 Draft VOP.

Subject Site and Surroundings

The site is located at the northwest corner of Yonge Street and Crestwood Road and is approximately 23,717 square metres (2.37 hectares) in size with a frontage of approximately 125 metres along Yonge Street and a depth of approximately 215 metres to Powell Road. The site is currently occupied by a Ford-Lincoln Dealership and a parts and service centre with a surface parking lot.

Directly north of the subject site, is the Auto Complex Ltd. lands (7200 Yonge Street) which share a property line with the site that is approximately 226 metres long, from Yonge Street in the east to Powell Road in the west. The Auto Complex Site is currently occupied by several automobile dealerships, automobile repair facilities, a car rental facility, and extensive surface parking and outdoor vehicle storage. Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications were approved by the Ontario Land Tribunal in January 2024 facilitating the multi-building redevelopment of the Auto Complex lands with heights ranging from 3 to 55-storeys.

To the east of the subject site, east of Yonge Street is the City of Markham. The existing buildings along Yonge Street include 1- to 2-storey non-residential buildings. There have been several recently completed, approved and under review developments including World on Yonge (7299 Yonge Street, 31 – 18-ST, Complete), 7089 Yonge Street (27-ST, Complete), 7115 Yonge Street (36-ST, Under Review), 7079 Yonge Street (45-ST, Under Review). Further east is a low-rise residential neighbourhood.

To the south of the subject site is a Petro Canada gas station at the south-west corner of Yonge Street and Crestwood Road (7089 Yonge Street) and a 2-storey automotive centre (19 Crestwood Road). These lands are designated *High Rise Mixed-Use* in the Yonge Steeles Corridor Secondary Plan.

To the west of the subject site, west of Powell Road is a low-rise residential neighbourhood.

2025 Draft VOP Urban Structure and Land Use Context

With respect to the subject site's current land use planning context, the 2025 Draft VOP identifies as within a *Strategic Growth Area* (*Primary Centre*) and a *Protected Major Transit Station Area* (Schedule 1B – Strategic Growth Areas). On Schedule 13 (Land Use), the 2025 Draft VOP designates the site as *Lands Subject to Secondary Plans or Particular Area Specific Plans*. In this respect, the site is designated *High-Rise Mixed Use* and *Parks* in the Yonge Steeles Corridor Secondary Plan (YSCSP).

The subject site is located within the Steeles Subway Station Protected Major Transit Station Area (PMTSA). Steeles Subway Station (PMTSA 20) requires a minimum density target of 300 people and jobs per hectare, and a gross minimum density of 1.7 FSI within the PMTSA.

Initial Comments on 2025 Draft VOP

1. General

The 2025 Draft VOP contains policies which are prohibitively restrictive for a city-wide policy document which is intended to guide the growth of the City of Vaughan. We note that restrictive language is used throughout the 2025 Draft VOP (i.e., "shall", "will") regarding elements related to development that are more appropriately dealt with through site-specific development applications or other mechanisms, such as urban design guidelines.

2. Built Form

Section 4.3.3 of the 2025 Draft VOP includes policies related to Site Design and Building Type, such as 4.3.3.9(a)(c), 4.3.3.11, and 4.3.3.12, which pertain to building setbacks, angular planes, stepbacks, building separation and tower floorplates. Based on our review of the 2025 Draft VOP, we believe the City-Wide Urban Design Guidelines and Zoning By-law are more appropriate for implementing the specific, prescriptive language of the policies relating to Site Design and Building Type. This allows for minor deviations to the specific standards without the need for amendment to the Official Plan.

The above-noted policies are an overly prescriptive application of performance standards that should not be established at the level of an official plan. There are numerous other ways to achieve compatibility and transition all while maintaining appropriate light, view and privacy without the application of angular planes, excessive step-backs and setbacks, separation distances and maximum floorplate sizes. As drafted, these requirements place a significantly greater weight on urban design considerations at the expense of policies promoting transit-supportive intensification, especially within “strategic growth areas”, “primary centres” and “PMTSA’s”.

In our opinion, the term “should” can be integrated into the policies in this section to ensure flexibility and to avoid unnecessary Official Plan Amendments. The policies of an Official Plan apply to the whole of a municipality and several policies in Section 4.3.3 provide no flexibility in their prescribed metrics. In our view, this is not appropriate policy to apply on a municipal-wide basis and we suggest the policies be revised to provide flexibility for these metrics (i.e., “should” instead of “shall”).

We request that policies related to specific performance standards, such as those noted above related to setbacks, stepbacks, and tower floorplates to ensure appropriate building massing be flexible in the Official Plan to avoid the need for unnecessary official plan amendments in the future.

Furthermore, we continue to review the 2025 Draft VOP and may provide additional comments for consideration at a later date.

Conclusion

Thank you for the opportunity to provide comments on the City’s 2025 Draft VOP. As outlined in this letter, we request the consideration of the above-noted policy revisions to the 2025 Draft VOP.

We understand that the next draft of the Official Plan will proceed to a statutory Public Meeting on June 4, 2025, and is targeted for adoption at a Council meeting in the fall of

2025. We may also provide additional comments regarding the Draft 2025 VOP, pending potential changes to the Draft VOP ahead of adoption. Should you require any additional information please do not hesitate to contact the undersigned.

Respectfully Submitted,
Bousfields Inc.



David Milano, MCIP, RPP

cc: Morguard Investments Limited

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CONCORD, ONTARIO L4K 3P3

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KLMPLANNING.COM

C117.
Communication
CW(PM) – June 4, 2025
Item No. 10

File: P-3135

June 2, 2025

Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Delivered by email to oprmanager@vaughan.ca and clerks@vaughan.ca

Attn: **Mayor and Members of Council**

RE: **Forward Vaughan – Vaughan Official Plan Review**
Official Plan Draft – May 2025
9465 Weston Limited
9465 Weston Road, City of Vaughan
Related Files: OP.21.011, Z.21.018, 19T-21V004, DA.22.027, 19CDM-21V004 & 19CDM-22V005

KLM Planning Partners Inc. are the planning consultants for 9465 Weston Limited (the "Owner") in respect to their lands municipally described as 9465 Weston Road, City of Vaughan (the "Subject Lands"). We are actively monitoring and participating in the Forward Vaughan, Draft Vaughan Official Plan 2025 ("VOP 2025") process. On behalf of our client, we submit the enclosed comments on the May 2025 iteration of the VOP 2025.

The Owner has submitted a series of Planning Applications (Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Application etc.) to facilitate the development of 15 single-detached lots, and 155 townhouses, for a total of 170 dwelling units. The Owner is currently working towards registering the subdivision, clearing Site Plan conditions of approval and obtaining final approvals for Draft Plan of Condominium applications. Future applications for Part Lot Control will be required.

While we acknowledge that Official Plan updates are a critical process for any municipality to ensure its long-term vision for land use, growth and development are up to date, applications submitted under VOP 2010 reflect years of collaboration, significant investment and alignment with municipal and provincial policy. The introduction of a new Official Plan without clear transition provisions could potentially result in unintended barriers or delays for planning applications as these ones which have been approved or are mid-stream working towards final approvals. The original application for the 9465 Weston Ltd. project was submitted on May 4, 2021, and four years later the development is still progressing towards obtaining building permits. Development applications are iterative and take time to advance through the approval processes and the transition provisions within the new Official Plan should be conscious of these processing timelines to ensure applications with approvals and those actively being processed are grandfathered under the VOP 2010 policy framework to support their full-build out without disruption of new Official Plan policies coming into effect.

To ensure fairness, transparency and continuity of planning, **we kindly request Council to include policies in the new Official Plan that explicitly grandfather existing approvals which support their full build-out without additional policy or procedural hurdles**. **In addition, active applications deemed complete under VOP 2010 should also be reviewed and assessed under the Official Plan in effect at the time the application was deemed complete without a sunset clause to repeal the transition provisions**, as the proposed transition provisions in VOP 2025 (Section 1.4.2.7) do not provide enough flexibility to ensure applications currently being reviewed enough time to obtain final approvals. Section 1.4.2.7 of VOP 2025 states:

> *1.4.2.7 That it is the intent of Council to repeal the transition provisions for applications in process in Policy 1.4.2.4 and 1.4.2.5 at the time of the next Official Plan review or five years after the approval of this Plan, whichever occurs first.*

With consciousness of market condition volatility and current processing timelines for applications, five years may not be a sufficient window to fully build-out approved developments, especially for larger, multi-phase projects. **We therefore request that the existing Official Plan remain in effect for the purposes of interpreting and implementing previously approved and active applications deemed complete under VOP 2010 regardless of the time horizon. Doing so will help preserve planning continuity and uphold fairness to applicants who have prepared all necessary information, reports, studies and materials identified for a complete submission. Accordingly, we respectfully suggest that Policy 1.4.2.7 of VOP 2025 be revised as follows:**

> ***1.4.2.7 Where an application for Official Plan Amendment or Zoning By-law Amendment that have been deemed complete after September 7, 2010, but prior to the date on which this Plan is approved, any further applications required under the Planning Act or the Condominium Act, to implement the approved Official Plan Amendment or Zoning By-law Amendment are not subject to this Plan.***
>
> ***Volume 1 and Volume 2 of VOP 2010 shall remain in force only for the purposes of interpretation and implementation.***

In addition to the above, the VOP 2025 contains prescriptive built form and site design policies which would be well-suited within the City-Wide Urban Design Guidelines or the Comprehensive Zoning By-law. Including these provisions within the VOP 2025 may trigger an amendment to the Official Plan, whereas it should be assessed on a site-by-site basis through the planning application (e.g., Zoning By-law Amendment, Minor Variance Application, Site Plan Approval).

Each site and development project are different, and unique site characteristics result in the need for slight adjustments to standard built form requirements. In order to allow for an appropriate degree of flexibility, we recommend that the built form and site design policies be revised to indicate that requirements “should” or “generally” be met. Without this revision, slight deviations to these requirements will require an Official Plan Amendment, creating an additional layer to the planning application process.

We thank you for the opportunity to participate in the Vaughan Official Plan Review. Kindly ensure that we receive notice of any decision(s) made by the Committee and/or City Council regarding VOP 2025, as well as any further public meeting(s), so we can continue to monitor this matter and participate.

Should you require additional information or clarification, please contact the undersigned.

Yours truly,

KLM PLANNING PARTNERS INC.



Aidan Pereira
Associate



Courtney Fish, MCIP, RPP
Senior Planner

cc. Client
Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery
Christina Bruce, Director of Policy Planning and Special Programs
Fausto Filipetto, Senior Manager of Policy Planning and Sustainability
Ash Faulkner, Senior Planner, Policy Planning and Special Programs
Carly Murphy, Planner, Policy Planning and Special Programs

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KLMPLANNING.COM

C118.
Communication
CW(PM) – June 4, 2025
Item No. 10

P-3509

June 2, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attention: **Hon. Mayor Del Duca & Members of Council,**

Re: **Vaughan Official Plan Review (May 2025 Draft)**
Land Use Designation Comments
7899 Huntington Road, Vaughan, Ontario L4L 1A5
Part of Lot 6, Concession 9,
City of Vaughan, Regional Municipality of York

Hon. Mayor Del Duca & Members of Council,

KLM Planning Partners Inc. is the land use planners for Huntington GED Inc., (the "Owner") with respect to the above noted lands municipally known as 7899 Huntington Road (the "Subject Lands"). We are writing on behalf of the Owner to provide our comments on the Draft City of Vaughan Official Plan 2025 and participate in the City of Vaughan's Official Plan Review process. This letter supplements the letter that was previously submitted to the City on behalf of the Owner on June 25. 2024.

The Subject Lands are one parcel of land located within the Vaughan West Employment Area at the south-east corner of Huntington Road and Runway Road. The lands are municipally known as 7899 Huntington Road, is rectangular in shape, is approximately 0.90hectares (+/- 2.22 Acres) in size with approximately 44.60 metres (146 feet) of frontage along Huntington Road and 188.00 metres (617 feet) of frontage on Runway Road. The lands are void of any natural features or buildings being covered with gravel and having been used recently for parking of vehicles, trailers and other equipment.

The Draft City of Vaughan Official Plan 2025 (the "Draft OP") designates the Subject Lands as *Employment Areas* on Schedule 1 Urban Structure and *Non-Residential Mixed-Use* on Schedule 13 Land Use Designations.

Based on our review of the City's interactive mapping available online, the *Non-Residential Mixed-Use* land use designation, appears to be broadly applied and intended to govern properties with frontage on arterial roads. It is relevant that the Subject Lands have no frontage on an arterial road, being separated from the lands that abut Highway 7 to the south. Further, we believe that there are no other properties between Highway 27 and Highway 50 along the Highway 7 corridor designated *Non-Residential Mixed-Use* with no frontage on Highway 7.

We believe the Subject Lands are best suited to serve a function similar to other properties near the periphery but internal to the employment area and that the *Prestige Employment* land use designation is more contextually appropriate than the *Non-Residential Mixed-Use* designation. Furthermore, the Owner wishes to redevelop the Subject Lands for light industrial uses which are not currently permitted under the current *Non-Residential Mixed-Use* land use designation as identified in the Draft OP.

Accordingly, on behalf of the Owner, we respectfully request that the Subject Lands be redesignated *Prestige Employment* through Vaughan's Official Plan Review.

We appreciate your consideration of our request and look forward to further discussions on the matter. Please do not hesitate to contact the undersigned if there are any questions or concerns of if you require any additional information.

Yours truly,

KLM PLANNING PARTNERS INC.



Rob Lavecchia, BURPI, MCIP, RPP
Associate

Cc: Jonathan Ursini, Huntington GED Inc.

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KLMPLANNING.COM

File: P-3573

via Email: clerks@vaughan.ca, oprmanager@vaughan.ca, fausto.filipetto@vaughan.ca

C119.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 2, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Hon. Mayor Del Duca and Members of Council

Re: Committee of the Whole (Public Hearing) June 4, 2025, Item #4.10
Forward Vaughan – Vaughan Official Plan Review
Official Plan Draft – May 2025
251 Cityview Boulevard
Related Files: DA.21.055, PAC.24.073

KLM Planning Partners Inc. ("**KLM**") is the land use planning consultant for Lionston Developments Inc. (the "**Client**"). Our client is the owner of lands municipally known as 251 Cityview Boulevard in the City of Vaughan and legally described as Block 59 on Plan 65M-3885 and are referred to as the "**Subject Lands**".

In May 2025, Vaughan released a new draft #5 of the Official Plan 2025 ("**VOP 2025**"), which is now considered to be a new Official Plan under Section 17 of the *Planning Act* instead of an update under Section 26 of the *Planning Act* given the broad changes to Provincial Policy. KLM has had an opportunity to review the Draft VOP 2025 on behalf of our client and we are pleased to provide the following high-level comments relative to some of the policies included therein.

My client received site plan approval for office, warehouse and hotel uses as part of their above noted site plan application. Furthermore, the site-specific zoning on the Subject Lands specifically permits Office Uses and a Hotel as a permitted use.

Based on our review of the Draft VOP 25, we have identified the following comments/concerns:

1. Draft VOP 25 proposes to be designate the Subject Lands as Employment Area' on Schedule 1 – Urban Structure, and 'Prestige Employment'/'Lands Subject to Future Non-Residential Site-Specific Policy' on Schedule 13 – Land use Designations. We are unable to find any policy in VOP 2025 which speaks to the 'Lands Subject to Future Non-Residential Site-Specific Policy' as noted on Schedule 13. Furthermore, we believe there is merit in including these lands and the lands along Cityview Boulevard within the Transitional Mid-Rise Mixed-Use designation given their proximity of the residential areas to the west and given the existing uses on these lands and in the surrounding area includes retail stores, community uses, daycares, offices, hotels and recreational centres which are not considered employment uses. This approach is consistent with the fact that the City has identified these employments lands differently that other employment lands in the City with the "Lands Subject to Future Non-Residential Site-Specific Policy".
2. Given the above-noted uncertainty of the proposed land-use designation, we believe there should be more clarity with respect to proposed VOP 25 policy 1.4.1.7 to clearly state that land uses established '*by the applicable zoning by-law*'shall be deemed to conform to VOP 25.
3. Policy 3.2.3.1 d) of proposed Draft VOP 25 should be clarified to state that uses that were lawfully established '*through the Zoning By-law, as amended*' before October 20, 2024, are permitted to continue.

In General, we would suggest that the Subject Lands be clearly removed from Employment Lands and be included in the Transitional Mid-Rise Mixed-Use designation to better reflect the office, commercial and retail nature of the area. The comments above represent preliminary comments we have with regard to the Draft VOP 2025. We respectfully request a meeting with the City to discuss our preliminary comments on the Draft VOP 2025 in more detail with City staff.

We look forward to continuing our participation in the Forward Vaughan, Draft VOP 2025 process and collaborating with the City. We may make further detailed submissions following the release of subsequent editions of the Draft VOP 2025 and reserve the right to provide additional comments on the current draft, as required.

We respectfully request notice of any future reports and/or public meetings and consultations regarding the Draft OPA, and that we receive notice of any decision of City Council.

Yours truly,
KLM PLANNING PARTNERS INC.



Ryan Virtanen, BES, MCIP, RPP
Partner

cc. Client
Fausto Filipetto, Project Manager

C120.
Communication
CW(PM) – June 4, 2025
Item No. 10

Cassels

June 3, 2025

Email: clerks@vaughan.ca

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Re: Committee of the Whole Public Meeting
Meeting Date: June 4, 2025
Draft New Vaughan OP 2025 and Draft New Weston 7 Secondary Plan
Comments by 2371933 Ontario Inc.

We are the lawyers for 2371933 Ontario Inc., owners of the lands municipally known as 7520, 7540 and 7560 Weston Road, Vaughan ("**Properties**"). The Properties are subject to applications for an amendment to the City of Vaughan Official Plan and Zoning By-law, complete as of February 18, 2022. Our client is also a member of the Weston 7 Landowners Group Inc. (the "Landowners Group"), which was founded in 2024 to primarily coordinate input into the proposed Weston 7 Secondary Plan (the "**Secondary Plan**"), which has a significant impact on the lands of its members.

We are writing to provide our comments on the draft Vaughan Official Plan 2025 (the "**Official Plan**") and draft Secondary Plan as part of the City's ongoing request for public comment and in advance of the statutory public meeting being held on June 4, 2025.

A. Official Plan

1. Process & Transition Policies

Our client is concerned with the approach taken by the City for the implementation of the Secondary Plan. Pursuant to Draft Policy 1.4.2, the Secondary Plan is being implemented distinct from other secondary plans to which the City of Vaughan Official Plan 2010 remains in force.

The impact of the Transition Policies at 1.4.2.4 and 1.4.2.5 are unclear and inconsistent as it relates to the impact of the Secondary Plan on existing development applications. Policy 1.4.2.4 indicates that applications that were deemed complete after September 7, 2010, and prior to the date of approval of the Official Plan, remain subject to the Official Plan policies in effect when the application was deemed complete. However, Policy 1.4.2.5 inappropriately requires proponents of applications that are subject to Policy 1.2.4 to "work with the City to review the Development applications to ensure their Development applications are generally aligned with the intent of this Plan".

As the Official Plan generally repeals the York Region Official Plan, 2022 (with exceptions for the listed policies and maps that will remain in effect), it is unclear if or how the York Region Official Plan, 2022 will apply to applications subject to Policy 1.2.4 of the Official Plan.

2. Secondary Plan Adoption and Implementation

Policy 5.1.1 indicates that Volume 2 contains "completed" Secondary Plans, with "additional Secondary Plans to be added, at the discretion of the City." Policy 5.1.1.2 directs that "Secondary Plans shall be adopted and approved as Amendments to this Plan". It is unclear if the Secondary Plans contained in Volume 2 to the Official Plan are subject to Policy 5.1.2, such that they will be adopted as an Official Plan Amendment or concurrently as part of the Official Plan.

Policy 5.1.1.6 does not permit amendments to the Official Plan or Zoning By-law in areas where a Secondary Plan is required but not yet completed. This Policy is overly restrictive, contrary to the *Planning Act*, and inconsistent with clear provincial policy to facilitate housing as quickly and efficiently as possible. There should be policies added to permit development applications to move forward in instances when development is compatible with the Official Plan. This Policy is overly restrictive, particularly in circumstances where a Secondary Plan may be delayed or not advanced in a timely manner.

3. Requirement for Development Applications in Secondary Plan Areas to Coordinate is Restrictive

Policy 5.1.1.7 requires development applications within each block of a Secondary Plan to "coordinate neighbouring development proposals in a mutually complementary fashion." While developments can have general regard for proposed neighbouring developments, the requirement to "co-ordinate" is overly restrictive and creates unnecessary hurdles for development.

4. Inclusionary Zoning in Secondary Plans

Policy 5.1.1.4 specifies that when implemented through an Inclusionary Zoning by-law, 35% of new housing units provided in Strategic Growth Areas in Secondary Plan Areas shall be Affordable Housing. This is contrary to provincial requirements which limit requirements to 5%. The policy should be revised to remove the specified percentage of Affordable Housing and instead, should acknowledge that Affordable Housing requirements will be secured in accordance with an Inclusionary Zoning By-law.

5. Population and Employment Forecasts

The Population and Employment Forecasts, 2016-2051 at Table 2.1 have been decreased from the June 2024 Draft #1 of the Official Plan. No rational has been provided for this

decrease, which seemingly does not have regard for the impact on the ability to plan for an appropriate mix of land uses to accommodate the City's forecasted growth. This conflicts with the Provincial Planning Statement 2024 ("PPS") which includes the City as a "large and fast-growing municipality", expected to have the greatest need for housing and the statement at Policy 2.1 of the Official Plan which acknowledges the "rapid pace and form of growth" in Vaughan in the previous decades.

6. Official Plan is Overly Prescriptive

Many policies of the Official Plan are overly prescriptive and do not provide appropriate flexibility to consider the site-specific context of development properties. The use of "shall", without the qualifier of "where appropriate" through the Official Plan is required to add flexibility where the policies may not be appropriate in all circumstances.

B. Secondary Plan

On behalf of our client, we accept and adopt the comments submitted on behalf of the Landowners Group. In addition, we have the following comments:

1. Lock Step Development

Policy 2.1(g) prescribes that growth within the Secondary Plan area will evolve in "lock step" with the provision of infrastructure and facilities and the pedestrian and public realm, notwithstanding the 2051 horizon. While it is recognized that growth must be aligned with infrastructure capacity, there is not sufficient direction for how the Secondary Plan area will develop and/or how the requirement to proceed in "lock step" will impact the advancement of development applications, particularly those identified for priority consideration pursuant to Policy 5.6

2. Built Form Specific Policies:

Policy 4.2 prescribes overly restrictive maximum building heights and densities. Policy 4.2.4 prescribes maximum buildings heights for High-Rise Buildings that are overly prescriptive. This will prevent the Secondary Plan area from achieving a transit-supportive density, inconsistent with its designation as a Primary Centre, being an area in which significant growth will be directed. It also fails to recognize that many of the existing/approved buildings have heights greater than the maximum 32 storeys. Policy language that includes permitting increased heights and densities, subject to land use compatibility, is more appropriate for the Secondary Plan area.

3. Minimum Prescribed GFA for Non-Residential Uses in the Mixed-Use I & II Designations

Requiring all development applications within the Mixed-Use I & Mixed-Use II Designations to include a minimum 15% (Mixed-Use I) and 20% (Mixed-Use II) of its Gross Floor Area as non-residential land uses, fails to consider site-specific context and design feasibility. While we are supportive of the requirement to include non-residential uses in otherwise residential buildings, appropriate flexibility should be permitted through the use of "where possible" language.

4. Required Hold (H) Provision is Not Appropriate

The mandatory prescription of a Hold (H) Provision for all implementing Zoning By-law Approvals for all developments in the Secondary Plan area, as prescribed at Policy 5.6, "in consideration of the identified Growth Threshold of 26,000 people and jobs combined" is unclear, with no rationale provided for how the Hold (H) Provision will be implemented or conditions for removal to ensure developments are not stalled. This seemingly mandatory imposition of a Hold (H) provision is inconsistent with the direction from the Province to accelerate housing. The application of a Hold (H) Provision should only be used where there is a demonstrated need for same and the Secondary Plan language should be revised to permit, but not require, the implementation of a Hold (H) Provision.

We thank you for the opportunity to provide comments and ask that our office is provided with notice of any meetings and future decisions related to these matters.

Yours truly,

Cassels Brock & Blackwell LLP



Signe Leisk

SL/MW/nv

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June 3, 2025

City of Vaughan
Vaughan City Hall, Level 200
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Attn: Mr. Fausto Filipetto

Dear Mr. Filipetto:

ADAM LAYTON, MCIP, RPP
alayton@goldberggroup.ca
(416) 322-6364 EXT. 2101

C121.
Communication
CW(PM) – June 4, 2025
Item No. 10

RE: Comments on the New Draft Vaughan Official Plan 2025
190 Millway Avenue
Millway Ventures Ltd.

Goldberg Group are the Planning Consultants for Millway Ventures Ltd., the "**Owner**" of the property located at 190 Millway Avenue (the "**subject site**"). The subject site is located at the northwest corner of the intersection of Millway Avenue and Portage Parkway, approximately 70 metres north of the Vaughan Municipal Centre (VMC) bus terminal.

The subject site presently supports a multi-unit light industrial building, with access from both abutting street. The Owner has been an active participant in the Portage Conversion Landowners Group (the "**LOG**"), and has an interest in protecting for future redevelopment opportunities for the subject site.

We appreciate the opportunity to review and comment upon the Draft VMC Secondary Plan (the "**VMCSP**"), as well as the May 2025 draft of the Vaughan Official Plan (the "**VOP**"). On behalf of our Client, we comments are provided below:

VMCSP Schedules

We note that the *Future Spadina Subway Extension* is conceptually shown on all Schedules, extending directly north from the VMC Station at Highway 7. We request clarification if this linework reflects the 'built' location and alignment of the subway tunnel.

Considering the potential impacts of the future extension beneath the subject site on future redevelopment efforts, we consider this information of paramount importance. If the intent is that the future extension would cross any potential development site, we suggest it is necessary to include policies outlining how development may occur despite of, and in advance of, this condition.

This concern applies also **Policy 5.2.3, Policy 5.3.17,** and **Policy 9.1.13.**

Objectives

While we recognize that the Objectives are not operative policy, the do serve to outline the intent behind the policies of the VMCP. On this basis, it is important that they are clear and equitable.

Section 3.1: Establish a distinct downtown for Vaughan containing a mix of uses, civic attractions and a critical mass of people.

This Objective outlines that the subway station will serve as the geographic centre of the VMC, and will feature the greatest heights, densities, and mix of uses. This is echoed in **Policy 9.1.21.** While we have no concern with the notion that the highest densities and heights should be centered around the subway station, it is noted that several existing buildings have been constructed that were subject to different policy framework and limitations than a contemporary development would be required to consider (i.e. parking).

On this basis, the existing context could be said to have limited the future development potential of properties proximate to the subway station. We suggest that it be clarified that any existing structures are not the context by which the 'highest heights and densities' are to be compared to.

Section 3.2: Establish complete neighbourhoods containing a variety of housing.

This Objective provides that a minimum of 35% of housing units will satisfy the definition of '*affordable'*. This is reiterated in **Policy 9.7.2.**

We suggest that this target, while laudable, is inconsistent with the recent amendment to Ontario Regulation 232/18 which stipulates that the maximum number of units that can be required to be set aside as affordable within a PMTSA is 5% of the total number of units, or gross floor area (not including common areas).

Were this target to be legally implemented, it would exceeds the ultimate requirements of the IZ policies for the strongest market area adopted by Council for the City of Toronto, which are to be phased in over the course of several years. Given the uncertainty inherent in the development process, the time it takes to bring a project to conclusion, and the general market conditions presently facing the Province, requiring such an onerous target may lead to the cancellation of existing or planned projects, or developers seeking other opportunities for development outside of the City.

We question whether there is to be any consideration given to phasing or transitioning towards this, or any other, affordable housing target that may be established.

While attempting to increase the rate at which affordable housing is created, the realities of construction must be considered – specifically that the cost to build an affordable unit is no different than the cost to build a market unit, however these units may need to be sold at a

loss to meet the definition of 'affordable' for a specific area. Consideration should be given on providing incentives to offset the costs of these units, such as the reduction/elimination of planning and permit application fees, development charges, parkland contributions, or community benefits.

We are also concerned that there is a lack of recognition for 'intrinsically affordable' or 'attainable' units. Alternative forms of housing can be considered affordable when compared to the relatively limited supply of traditional forms of ground-related housing, although may not meet the strict definition of 'affordable'.

We suggest that the VOP and VMSP must include a wide variety of options for meeting the stated affordable unit targets, including through 'intrinsically affordable' and attainable units, and through an increased supply.

Transition protocols should be well defined for any active development proposals which are currently under review.

We also question whether this target to be achieved within each individual project, on a VMC wide basis, or over the entire City?

Section 3.5: Support growth with appropriate infrastructure and amenities.

We request clarification as to what, if any, plans exist or are required to resolve any lack of infrastructure in a timely manner to avoid potential delays in the achievement of the PMTSA densities?

Further, we would suggest that amenities are less sensitive to growth outpacing the provision of same, and believe that increased population achieved through development can often serve as the catalyst to establish a business case for same. Accordingly, we request that the final sentence of this Section should be revised to reflect this condition.

Section 3.6: Ensure development proceeds in an orderly and rational manner.

We suggest that the language of the second paragraph of this Section could be mis-interpreted, such as in the case of the first application in a development block is. We request that the language be revised to more specifically categorize what a 'rational' manner is intended to reflect.

VMCSP Policies

Section 4.2: Supporting Growth

We have significant concerns with respect to the provisions of **Policy 4.2.3**. We request clarification as to where the rate of 0.3 ha of parkland per 1,000 residents was sourced.

Further, we suggest that it is inequitable to withhold development approval if there is a dearth of parkland in the area due to no fault of a proponent.

Section 4.3: Orderly Development

Policy 4.3.4 appears to suggest that all applications within the VMCSP will be subject to a Holding (H) Symbol. It is our position that this is a misuse of the Holding provision, and would be contrary to the intent to expedite the delivery of housing and growth within the.

Section 5.1: Streets and Transportation – General Policies

We suggest that **Policy 5.1.3** be revised to include reference to the VMC Bus Terminal or VIVA Station. Additionally, we suggest that any direct underground pedestrian connections to the either facility should be considered as an 'in-kind' community benefit for the purposes of any future City By-law. We request that policy outlining same be included in the VMCSP.

This applies also to **Policy 5.2.6**.

Section 5.3: Street Network

While we support the potential to permit encumbered rights of way, we note that the criteria/restrictions outlined **Policies 5.3.9 - 5.3.11** are extensive to the degree that they eliminate any practical situation wherein an encumbered right of way could feasibly be provided such that it is to any benefit to a proponent of development.

Section 5.5: Active Transportation Network

We suggest that the provision of public bicycle or micro-mobility parking as outlined in **Policy 5.5.11** should be considered an 'in-kind' community benefit as part of any future City By-law, particularly if floor area is devoted to same within a building or structure. We request that policy outlining same be included in the VMCSP.

Section 5.6: Parking

We question the applicability of **Policy 5.6.1** and **Policy 5.6.3** given the Planning Act now prohibits any policy from requiring parking facilities, other than bicycle parking, on lands within a PMTSA. We also suggest that **Policy 5.6.1** may need to be revised to clarify that public parking areas are not subject to a maximum requirement.

Section 6.2: Energy Infrastructure

While we support the potential to establish a district energy system within the VMC, we are concerned with the potential impacts of **Policy 6.2.3** on developments that proceed in advance of the establishment of such a system. In particular, we pose the following questions for consideration:

- How is it possible for a developer to accommodate a connection to such a system absent details of what this may entail? Requiring provision for same may be very costly and thus pose a challenge to maintain affordability/attainability.
- Who will pay for the ultimate linkage to a district energy system once a condominium has been registered?

Additionally, we suggest that **Policy 6.2.5** must be reconsidered. It is unlikely that a development of appropriate scale would be able to generate the necessary power, heating, and cooling requirements solely on the basis of renewables, at least at present. On this basis, we suggest there is no option but to install a central boiler that utilizes fossil fuels (i.e. natural gas).

Section 6.4: Stormwater Management

We believe **Policy 6.4.6** should be reconsidered given that the use of infiltration LID measures on a site with extension underground parking extending property line to property line is generally not feasible. The OBC requires a 5m setback between an infiltration LID and a foundation. We suggest that to facilitate an uptake of infiltration measures, the City should permit LID's within existing and new rights of way. This could have additional placemaking and climate change adaptability benefits.

Section 6.5: Environmental Site Design

We question whether it is appropriate for **Policy 6.5.2** to require a developer to achieve LEED Silver given it is a proprietary program.

We also suggest that all the policies of this section, while laudable, must consider the direct impacts of increased use of sustainability technologies/construction methods on affordability/attainability. Further, it should be noted by City Staff that building step-backs, as currently contemplated in the VMCSP and VOP, contribute to increased surface area exposure, which reduces the thermal efficiency of the building. Unlike the simple, compact form of a cube, which is inherently more energy-efficient, step-backs demand additional insulation measures and energy-intensive detailing to maintain performance. This negatively impacts construction costs, affordability, and the environmental sustainability of the project.

Section 7.1: Parks and Open Spaces – General Policies

We request clarification as to how the minimum parkland area of 28 hectares provided in **Policy 7.1.1** has been established in order to ensure that this value is in compliance with the Planning Act, as amended.

Additionally, we question whether **Policy 7.1.7** reflects the most likely method by which most lands in the VMCSP are would development. It would be our expectation that the majority of parkland would be secured through the site plan process.

Section 7.2: Park Types
Section 7.3: Park Location and Design Requirements
Section 7.4: Encumbrances in Parks

In reviewing the Policies contained within these **Sections,** we have several concerns.

While we support increasing the variety of park and open space designs within the VMC, we feel that the locational and size criteria outlined in **Sections 7.2** and **7.3** may limit the ability to realize innovative and unique open spaces and POPS in the context of the urbanized and dense structure of the VMC. We suggest that greater flexibility be included in the VMCSP to allow departures from the general standards to recognize unique opportunities as they arise.

With respect to **Section 7.4**, we have similar concerns as previously outlined with respect to the potential to permit right of way encumbrances. We suggest these Policies are overly prescriptive, and do not appear to recognize the realities of how and where Strata Parks would reasonably be desired or provided.

As a result, we feel the ability of the City to achieve the intended delivery of innovative park or open spaces within the VMC may be limited as there is no practical situation wherein a Strata Park could feasibly be provided.

Section 8.3: Day Care Facilities

Based on our past experience in the development of day care facilities, we suggest that the implementing details with respect to same may require reconsideration/revision to **Policy 8.3.1**. Specifically, we suggest that clarification is needed with respect to whether outdoor play areas may be located on a rooftop.

Additionally, we would suggest that if the intent of the VMCSP is to realize a modal split weighted to transit, that pick-up/drop-off facilities may not be necessary.

Section 9.1: General Land Use and Density Policies

We request clarification as to how the City can be satisfied that the supply of retail and service uses within the VMC are sufficient, as outlined **Policy 9.1.5.** We would also suggest that this policy ignores the market realities of developing business cases to support retail/service uses, which often require a sufficient density of population. In this regard, advancing residential development may serve to strengthen a potential business case, and thus rectify any shortcoming in retail/service uses levels. Thus, any delay in the approval of same would only potentially worsen such a shortcoming.

Policy 9.1.16 provides that a Land Use Compatibility Study is required for any redevelopment including sensitive uses which are within 1000 metres of an Employment Area or the MacMillan Rail Yard. We suggest that this does not assist in scoping down the required reports to accompany an application as the majority of the VMC would be captured by this

requirement. Given this radius corresponds with the 'area of influence' within the Provincial D-6 Guidelines, we suggest that consideration should be given to reduce the requirement to correspond with the 'minimum separation distances' recommended in the D-6 Guidelines for Class 3 industries, which is 300m.

Section 9.2: Mixed Use Land Use Designation

While we understand the intent of **Policy 9.2.4** and **9.2.5**, we suggest that a fixed minimum of 10% non-residential GFA is too broad, and may not capture the nuances associated with each development proposal. The policy should be revised to increase flexibility to avoid the need for an OPA on a site specific basis.

Section 9.7: Housing

While not directly applicable to the subject site, we suggest that the required for a minimum of 15% of units to be three bedrooms in **Section 9.7.5** is too high. For comparison, the City of Toronto requires a minimum of 10%. In addition to reducing this proportion, we suggest that flexibility should be provided to accommodate the potential to combine units to achieve larger unit sizes.

We suggest that additional incentives should be incorporated into **Policy 9.7.7** to maximize the potential to achieve affordability targets. Additionally, the Policy should also apply to incentivizing purpose built rentals. In particular, pre-zoning and relaxation of other planning requirements should be implemented for all development to expedite construction of residential units.

Section 9.8: Retail

We suggest that the specific value of ground floor height provided in **Policy 9.8.3** should be implemented through zoning, not the VMCSP. We request that this Policy be revised.

Section 9.9: Built Form

We have numerous concerns with the built form Policies contained in this Section, as follows:

- **Policy 9.9.1:** We believe that in consideration of the existing and planned context, the definition of a mid-rise building should contemplate greater heights, such as 14 or 15 storeys.
- **Policy 9.9.6:** Similar to our comment regarding ground floor heights, we believe the specific value of any building setbacks are a matter for zoning, not the VMCSP. We request that this policy be revised to remove any specific numbers, and instead focus on the desired outcome.
- **Policies 9.9.13** and **9.9.14:** The cumulative impact of these policies seem to require lobbies for buildings along arterial or collector streets to cut through the podium of a building to have access from a street, given that a pick-up/drop-off (PUDO) area must

be screened from public view. This creates potential challenges in terms of wayfinding and security. We suggest that reconsideration may be warranted in limited circumstances to allow on-street parking in lieu of PUDO areas.

- **Policy 9.9.21:** Refer to our prior comments regarding specific figures for a development standard within the VMCSP.
- **Policy 9.9.22:** We feel the intent of this Policy is more appropriately contained within the City Zoning By-law or Urban Design Guidelines and not the VMCSP.
- **Policy 9.9.23:** We suggest that the podium heights should be 'general', not prescribed within the VMCSP.
- **Policy 9.9.24:** It must be noted that building step-backs introduce significant design and structural impacts, which may result in deeper units within the podium that do not receive adequate natural light, compromising the quality of the interior environment. Furthermore, step-backs often require the transfer of plumbing, HVAC, and structural elements across different levels, which not only adds to construction complexity and cost, but also increases the carbon footprint. This can result in the need for additional materials and labor, further compounding costs, and negatively affecting the construction schedule and overall project affordability.
- **Policy 9.9.25:** We suggest that if variation in tower floorplates may be considered, the term 'without amendment to this plan' should be added to this Policy.
- **Policy 9.9.26:** We continue to suggest that providing a specific separation distance within the VMCSP is overly prescriptive, and is best left for a Zoning By-law. Further, this policy should provide greater flexibility with respect to the minimum separation distance in recognition that there may be situations where a separation of less than 25 metres is appropriate. Similarly, we suggest that a reduced facing distance may be appropriate between windows within a podium/base building depending on context.
- **Policy 9.9.31:** We suggest this policy requires further review as there are situations where a podium length above 60m is warranted. Assuming standard dimensions, this policy would restrict the ability to construct a development wherein 2 towers share a podium. Assuming each tower is 21m wide, with a 25m separation distance between, and 3m stepbacks on each side, the resulting podium would be 73m wide.

Section 11.5: Zoning By-law

We suggest that several conditions for the implementation of Holding (H) symbols in **Policy 11.5.2** are redundant, or not appropriate. By virtue of getting zoned, one would assume that the intent of the VMCSP has been satisfied with respect to growth management and compatibility (subsections b and c, respectively).

Section 11.7: Development Applications

Contrary to **Policy 11.7.2**, we would suggest that a Planning Justification Report is not required for a site plan or draft plan of condominium application where the lands have already been zoned.

Additionally, we suggest that an assessment of the financial impacts of infrastructure and community facilities on the City Budget, as outlined in **Policy 11.7.3(a),** is not a planning matter.

Conclusion

We welcome the opportunity to meet with City Staff to discuss the above comments and concerns, and request to be notified of any further activity or reporting on this matter.

If you have any questions or require additional information, please do not hesitate to contact the undersigned at ext. 2101.

Yours truly,

GOLDBERG GROUP

Adam Layton, MCIP, RPP

cc. Millway Ventures Ltd.
Portage Conversion Landowners Group

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

C122.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 3, 2025

Fausto Filipetto, RPP, MCIP
Project Manager
Official Plan Review
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: oprmanager@vaughan.ca

Dear Mr. Filipetto:

RE: COMMENT LETTER
NEW DRAFT VAUGHAN OFFICIAL PLAN, MAY 2025
255 BASS PRO MILLS DRIVE
OUR FILE Y5122AH

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") is retained by SunLife Assurance Co. of Canada ("Sun Life"), the registered property owner of the lands located at 255 Bass Pro Mills Drive in the City of Vaughan (the "Subject Lands") to provide comments on the latest Draft City of Vaughan Official Plan ("Draft VOP"), released by the City on May 15, 2025.

Background

On October 20, 2023, applications for an Official Plan Amendment ("OPA"), Zoning By-law Amendment ("ZBA"), and Draft Plan of Subdivision ("DPS") were submitted to the City of Vaughan for the Subject Lands. The proposed OPA, ZBA, and DPS, will enable the comprehensive redevelopment of the Subject Lands from the existing retail plaza into a complete, mixed use, transit-supportive, and walkable community that integrates within the evolving surrounding context of the Vaughan Mills Centre Secondary Plan area. The applications were all deemed complete on November 23, 2023.

BentallGreenOak (BGO) c/o Sun Life previously submitted a comment letter, appended hereto, on September 27, 2023, pertaining to the past Draft Official Plan (Part A) process. We understand that following this letter, the Official Plan Review project workplan was revised to consolidate the work on Part A (conformity amendment) with the Part B work (additional supplementary policies) into a single process and a single Draft OPA, which was released on June 18, 2024. BentallGreenOak (BGO) c/o Sun Life submitted a comment letter, appended hereto, on Draft #1 of the Comprehensive OPA for the Vaughan Official Plan ("Draft #1 of the OPA")

on July 31, 2024. Following this, the City released an updated version of the Draft VOP in January 2025, to which BentallGreenOak (BGO) c/o Sun Life submitted a comment letter, appended hereto, on March 4th, 2025.

On May 15, 2025, the City of Vaughan released a new Draft VOP, that will be presented at a Public Meeting on June 4, 2025. We have completed our review of the Draft VOP 2025 and appreciate that the City has incorporated several of our previous comments, particularly the delineation of "Strategic Growth Areas" on Schedule 1- Urban Structure, as well as the simplified language used in several policy sections. The following letter outlines our remaining comments on the May 2025 Draft VOP, which we hope the City will consider addressing in the next iteration of the plan.

Outstanding Comments

Primary Centre

In the Draft VOP released in January 2025, a side textbox of the Primary Centres section of the Draft VOP 2025, described Vaughan Mills (together with Bathurst Street & Centre Street and Weston Road & Highway 7) as a shopping destination of regional significance that holds potential for residential intensification and the creation of additional uses through the redevelopment of surface parking areas, outparcels and the eventual redevelopment or intensification of the existing shopping mall.

We had previously commented that the above noted language should be incorporated into the policy framework of the Draft VOP 2025, to encourage the future redevelopment of underutilized retail plazas and surface parking lots that is consistent with Policy 2.2.1(b) of the Provincial Planning Statement. In the latest version of the Draft VOP from May 2025, this policy has been removed all-together. We request that this language be reinstated as a policy in the main text of Section 2.4.3, Primary Centres of the Draft VOP. Incorporating this language into the policies of the Draft VOP 2025 will support residential intensification of underutilized lands that will contribute towards the City's housing targets and the creation of a complete community.

Parking

Policy 4.3.3.22 of the Draft VOP states that the City will reduce parking requirements, where feasible, through establishing context-sensitive parking requirements that respond to diverse settings, including SGAs. Policy 4.3.3.30 of the Draft VOP then states that the City will consider eliminating vehicular parking requirements for multi-unit developments within SGAs that do not overlap with a Protected Major Transit Station Area. These policies are contradictory, as one states that the City will reduce parking requirements in SGAs, while the next states that the City will consider eliminating parking requirements. While allowing a reduction in parking requirements in SGAs is positive, this policy should be revised to be consistent with Section 16(22) of the *Planning Act* which removed parking minimums in *"PMTSAs and areas delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop".* Vaughan's SGAs including, the Vaughan Mills Primary Centre and future MTSA, would meet the criteria set out in Section 16(22) of the *Planning Act* as areas without parking minimums. Therefore, Policy 4.3.3.22 and 4.3.3.30 should be removed in order to be consistent with Section 16(22) of the *Planning Act*, and to stimulate housing

development in Vaughan without the need to provide CIL for parking reductions. A new policy should instead be added which states that lands within PMTSAs and lands surrounding either an existing or planned higher order transit station or stop are exempt from minimum parking requirements.

Site Design & Building Types

Section 4.3.3.17 of the Draft VOP consists of policies that guide site design and building types in the City of Vaughan, including the design of redevelopments located in SGAs. Specific built form and design policies are provided for the development of mid-rise and high-rise buildings in SGAs, including the following related to parking:

- Surface parking is not permitted between the building's front or side and a public street (Policy 4.3.3.17(a)); and,
- Surface parking elsewhere on the lot will be setback from any property line by a minimum of 3.0 metres and shall be appropriately screened through landscaping (Policy 4.3.3.17(b)).

We request further clarification of these two policies to confirm if "surface parking" includes layby lanes and passenger pick-up and drop-off (PPUDO) areas. We would recommend that language be added to explicitly exempt layby lanes and PPUDOs from these policies. The metric setback of 3.0 metres should also be provided in the implementing zoning or through design guidance and not in an Official Plan policy. Placing such regulations into policy creates a situation where an Official Plan Amendment would be required for a contextually appropriate reduction which, is highly inappropriate.

Design policies and criteria are also provided for the development of high-rise buildings. In an effort to ensure appropriate privacy, minimize shadowing, and maintain consistent urban design criteria has been provided that ensures the creation of slender, and appropriately spaced high-rise buildings as follows:

- The base of the buildings cannot be longer than 80 metres in length (Policy 4.3.3.14(a));
- The floorplate of the building, measured as the total area contained within the exterior face of a building, excluding balconies, for storeys above the podium generally shall be no greater than 750 square metres, except for High-Rise Buildings containing office uses above the twelfth storey (Policy 4.3.3.14(b)); and,
- The portions of a high-rise building above 12 storeys, shall be setback a minimum of 12.5 metres from any side or rear property line (Policy 4.3.3.14(c)).
- Where more than one high-rise building is located on the same lot, the distance between any portions of the high-rise buildings above twelve storeys shall generally be at least 25 metres (Policy 4.3.3.14(d)).

Urban design direction should not be mandated in policy that obligates the design of buildings to specific standards that limit the uniqueness of context, site design, and built form. Urban Design Guidelines should be used as guidelines that create a general direction for built form. The numerical standards outlined in Policy 4.3.3.14 should be removed, and instead, the Draft VOP 2025 should provide broader objectives and guidance for urban design that allows for greater flexibility and individuality in building design. In particular, increased flexibility should be provided to allow for building floorplate sizes that exceed 750 m^2, to accommodate increased building heights in growth areas. The Draft VOP reiterates the importance of making efficient use of underutilized sites in SGAs through intensification and growth but includes restrictive design policies that limit

the ability for creating vibrant, mixed-use communities, with a unique sense of place. We encourage that the policies of Section 4.3.3 as identified above be implemented as guidelines, rather than as mandatory prescribed policy.

Built Form

Policy 4.3.3.12 of the Draft VOP 2025 states that the separation distance between the tower portion of high-rise buildings will be a minimum of 25 metres. This policy was also included in the previous version of the Draft VOP from January 2025. Later in the Draft VOP, Policy 4.3.3.14 (d) states that the distance between any portion of a high-rise building above the 12th storey shall generally be at least 25.0 metres. These policies should be consolidated into one, and clarity should be provided on whether the 25.0 metre tower separation applies to any storey above the podium or to any storey above the 12th storey. As stated previously, incorporating tower separation distances into Official Plan policy as prescriptive requirements can constrain the intent of Official Plans that provide general guidelines and flexibility to support growth and intensification in SGAs.

Future MTSA

The Region of York Official Plan (now part of the City of Vaughan Official Plan) identified a Future MTSA ("Future MTSA 77, Vaughan Mills BRT Station") at the intersection of Rutherford Road and Jane Street which, the City of Vaughan has illustrated on Schedule 1B- Strategic Growth Areas of the Draft VOP 2025. As per the Region's preliminary mapping for Future MTSA 77, the Subject Lands lie immediately west of the boundary for the Future MTSA. According to Policy 2.4.6.14 of the Draft VOP 2025, the location of Future MTSAs as shown on Schedule 1B are considered preliminary and general, with final boundaries to be determined once there is a financial commitment for the construction of the higher-order transit infrastructure.

We understand that the City will conduct further studies and assessments to finalize the delineation of Future MTSA 77, based on the Region's proposed boundaries and funding commitments for transit infrastructure. Given the proximity of the Subject Lands to the Region's preliminary delineation of Future MTSA 77 and their location within a designated SGA identified as a "Primary Centre", we request that the Subject Lands be included in studies and evaluations for the Future MTSA 77. BGO is actively interested in participating in the study of Future MTSA 77 and would appreciate if the City can confirm the estimated timeline and process for advancing the study and planning of Future MTSA 77. In particular, given the potential for transit-supportive growth on the Subject Lands, BGO would support the consideration of Future MTSA 77 as a PMTSA and would like to be included in any discussions on the potential for Future MTSA 77 to be designated as a PMTSA.

Sustainability

Policy 4.6.2.1 of the Draft VOP 2025 states that development applications for Plans of Subdivision and major Site Plans are subject to the City's Sustainability Metrics Program and must meet a silver threshold if they are in an SGA.

Given that one of the objectives of the Draft VOP is to encourage the development of new Purpose-Built Rental (PBR) and affordable housing, it's important to recognize that mandating enhanced sustainability requirements can significantly impact project feasibility. These additional requirements can erode a project's ability to deliver other critical social benefits, such as affordable and attainable housing units. To strike a balance between sustainability and affordability, we recommend reverting to a baseline (e.g., bronze level) for sustainability requirements in SGAs. This approach will help ensure that vital new housing supply—particularly PBR and affordable/attainable housing—can be delivered efficiently and sustainably, without compromising affordability or project viability.

Parkland

Strata Parks

Policy 4.4.2.4(b) states that where a Strata Park is conveyed to the City no private infrastructure shall be permitted beneath the park including, private stormwater management infrastructure, private water or wastewater infrastructure, electrical infrastructure, telecommunication equipment, loading areas, waste storage, service corridors, commercial storage areas, or any other utilities or infrastructure not directly servicing the parks operations and maintenance, with the exception of parking stalls. It would be helpful for the City to provide clarity as to why private infrastructure cannot be located beneath Strata Parks, as these parks are intended to increase public parkland through the use of encumbrances through stratified ownership arrangements. It would also be beneficial to clarify that all infrastructure required for parking including, plumbing, electrical, and HVAC, is permitted under Strata Parks.

Privately Owned Public Spaces (POPS)

Policy 4.4.3.1 of the Draft VOP 2025, categorizes Privately Owned Public Spaces ("POPS"), as an "Open Space Typology" that while owned and maintained by private entities are open for public use and is over and above parkland dedication. Policy 4.5.5.8 then states that POPS may be eligible for parkland dedication credit towards the parkland dedication requirements for a development, subject to the requirements of Section 4.4.3.2 and 4.4.4.8. These policies are contradictory in nature, as Policy 4.4.3.1 states that POPS are over and above parkland dedication whereas Policy 4.5.5.8, states that POPS may be eligible towards parkland dedication. These policies need to be simplified and present an aligned policy on if and how POPS may be used for parkland dedication.

Policy 4.4.4.8(iii) states that POPS must have a minimum of 50% perimeter public frontage, with at least half of that frontage located on a public street. The remaining frontage may consist of any combination of public realm elements, POPS, or privately owned, publicly accessible streets or mews. Clarification is required to understand the rationale for why strict design requirements and public road requirements are provided in Official Plan policy, particularly given that POPS are intended to be encouraged by the City. Additionally, the design of POPS is expected to be guided by the City's forthcoming POPS Study, which will establish more detailed and context-sensitive design standards. The policy requirements of POPS in the Draft VOP should be more flexible and defer to the design guidelines in the POPS Study that presents a comprehensive vision for the development of POPS.

Parkland Dedication

As per Policy 4.4.5.2 parkland conveyance for residential development is calculated as a percent of the net developable area of a site. In Policy 4.4.5.4 the cap for parkland contributions for residential or mixed-use development is calculated as a percent of the gross developable area. Clarification should be provided by the City as to why net developable area is used to calculate parkland contributions, but gross development area is used to determine the cap of parkland dedication that may be requested. Calculating the cap for parkland contributions as a percent of gross development area increases the cap for the land area that the City may require for parkland contribution, then what would be required if the cap was taken as a percent of net developable area. This does not take into account how the developable area of a site can be constrained by road widenings, natural heritage areas, or other lands that must be dedicated to the City or the Region.

Special Study Corridor

The portion of Jane Street located immediately east of the Subject Lands is identified as a "Special Study Corridor" on Schedule 10- Major Transit Network. However, the Draft VOP does not include any policies that define what a "Special Study Corridor" is, or outline if and how the City intends to study or plan for these corridors.

It would be helpful to provide further policy direction to clarify the purpose of Special Study Corridors. This would allow landowners to better understand how these designations may impact future development, and how they can support the City in planning for these areas. Additionally, while reference is made to footnote 1 on the Schedule, the actual footnote does not appear to be provided.

Bass Pro Mills Drive

As per Schedule 9A- Street Classifications of the Draft VOP, the extension of Bass Pro Mills Drive on the west side of Highway 400 is identified as a "Proposed, Employment, Major Collector Road (30 m)." However, at the City of Vaughan Committee of the Whole Meeting on Wednesday, April 2, 2025, the City approved the construction of this road extension as part of the 2025 budget. Accordingly, the Draft VOP 2025 should be updated to reflect this change and identify the extension of Bass Pro Mills Drive as an "approved" roadway, rather than a "proposed" one.

Complete Application Requirements

Policy 5.4.2.3 states that the City may deem application materials incomplete if the quality of the submission does not meet the standards set out in the applicable Terms of Reference, Standards, and Guidelines prepared by the City. However, while not yet in force and effect, Bill 17, *Protecting Ontario by Building Faster and Smarter Act, 2025*—introduced on May 12, 2025—proposes to limit the ability of municipalities to deem an application incomplete based on materials being "inadequate". Under the proposed legislation, an application would be considered complete if the required materials were "prepared by a person authorized to practice a prescribed profession," regardless of perceived quality of the content.

In addition, Bill 17 proposes to narrow the scope of studies that municipalities can require as part of a complete application. Specifically, it would exclude certain types of reports, including Sun/Shadow Studies, Wind Studies, Urban Design Reports, and Lighting Plans, all of which are currently identified as potential submission requirements in Table 5.1 of the Draft VOP. Given these proposed legislative changes, the City of Vaughan may need to further revise the policies and submission requirements outlined in the Draft VOP to remain in conformity with provincial legislation.

Conclusion

We appreciate the opportunity to provide comments to the City and trust that our comments and recommended changes are implemented. We would be happy to meet with staff to review and discuss our comments further. We kindly request that we be kept apprised of any further meetings and updates related to the Draft Official Plan.

If you have any questions, do not hesitate to contact our office.

Sincerely,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner

Cc: *BentallGreenOak c/o Sun Life*
61258761.1

Appendix A: Comment Letter, September 27th, 2023

1 York Street, Suite 1100
Toronto, ON M5J 0B6
Canada

T 416 681 3400

bgo.com

September 27, 2023

TO: Fausto Filipetto, Project Manager
City of Vaughan
2141 Major Mackenzie Dr, Level 200
Vaughan, ON L6A 1T1
via email: oprmanager@vaughan.ca

AND TO: Paul Freeman, Chief Planner
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1
via email: paul.freeman@york.ca

AND TO: Hon. Paul Calandra
Minister of Municipal Affairs and Housing
Ministry of Municipal Affairs and Housing
777 Bay St., 17th floor
Toronto, ON M7A 2J3
via email: minister.mah@ontario.ca

To all concerned,

COMMENT LETTER – PART A OFFICIAL PLAN AMENDMENT
BENTALLGREENOAK (CANADA) LIMITED PARTNERSHIP

BentallGreenOak is currently in the process of submitting an application for our lands located at 255 Bass Pro Mills Drive in the City of Vaughan to facilitate the future development of the site within the Vaughan Mills Centre Secondary Plan.

The purpose of this letter is to provide our comments regarding the City of Vaughan Part A Official Plan Amendment released on Sept 7, 2023, and the regionally delineated Major Transit Station Areas. It is our understanding that the initial York Region Official Plan, which was adopted by York Region Council in June 2022, provided for an MTSA at the intersection of Rutherford Road and Jane Street which is located within the Vaughan Mills Centre Secondary Plan area. The Ministry of Municipal Affairs and Housing approved the Official Plan, with modifications, on November 4, 2022. One of the modifications was to remove the Jane/Rutherford MTSA, and instead identify it as a future MTSA, 'Future MTSA 77 – Vaughan Mills BRT Station'.

At the September 12 Committee of the Whole meeting, City of Vaughan staff sought approval of OPA 101 to delineate the Primary Major Transit Station Areas in accordance with York Region's Official Plan, which does not include the Future MTSA 77. We, in addition to a number of landowners in the area, are proposing to develop much needed housing and jobs for the Vaughan Mills Centre Secondary Plan area and strongly recommend that the City continue to recognize MTSA 77 in its plans. The MTSA at Jane and Rutherford is a much-needed transit hub and will facilitate accessible transit access to support the area's evolving transit supportive, mixed use community. It will improve transportation efficiency, reduce traffic congestion, enhance economic opportunities and enhance the vibrant, complete community being developed.

We have copied the Region and the Ministry on this letter and would further recommend that the province reinstate MTSA 77 as a planned major transit station area.

We appreciate the opportunity to provide comments to the City and hope that our recommendation is taken into consideration. We will continue to monitor the OPA and MTSA Study processes and may provide further comments. If there is anything further you may require in relation to this letter, please do not hesitate to contact us.

Yours truly,



Brad Caco
Managing Director, Development, Eastern Canada
Mobile – 416 818 4181
Email – brad.caco@bentallgreenoak.com

copies: Hon. Chris Ainsworth, Councillor, Ward 4 - chris.ainsworth@vaughan.ca
Hon. Mario Racco, Local and Regional Councillor – mariog.racco@vaughan.ca
Hon. Linda Jackson, Deputy Mayor and Regional Councillor – linda.jackson@vaughan.ca
Hon. Steven Del Duca, Mayor of Vaughan – mayor@vaughan.ca

Appendix B: Comment Letter, July 31st, 2024

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

July 31, 2024

Fausto Filipetto, RPP, MCIP
Project Manager
Official Plan Review
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: oprmanager@vaughan.ca

Dear Mr. Filipetto:

RE: COMMENT LETTER
DRAFT #1 OF THE COMPREHENSIVE OFFICIAL PLAN AMENDMENT
255 BASS PRO MILLS DRIVE
OUR FILE Y5122AH

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") is retained by SunLife Assurance Co of Canada (Sun Life), the registered property owner of the lands located at 255 Bass Pro Mills Drive in the City of Vaughan (the "Subject Lands") to provide comments on the Draft #1 of the Comprehensive Official Plan Amendment (the "Draft OPA").

Background

On October 20, 2023, applications for an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Draft Plan of Subdivision (DPS) were submitted to the City of Vaughan for the Subject Lands. The proposed OPA, ZBA, and DPS, will enable the comprehensive redevelopment of the Subject Lands from the existing retail plaza to a complete, mixed use, transit-supportive, and walkable community which integrates within the evolving surrounding context of the Vaughan Mills Centre Secondary Plan area. The applications were all deemed complete on November 23, 2023.

BentallGreenOak (BGO) c/o Sun Life previously submitted a comment letter, appended hereto, on September 27, 2023, pertaining to the past Draft Official Plan (Part A) process. We understand the Official Plan Review project workplan has now been revised to consolidate the work on Part A (conformity amendment) with the Part B work into a single process and a single Draft OPA, which was released on June 18, 2024.

Community Area

On Schedule 1 - Urban Structure, of the in-force City of Vaughan Official Plan, the Subject Lands are designated as 'Primary Centre'. In comparison, on Schedule 1 - Urban Structure of the Draft OPA, the Subject Lands are proposed to be designated as 'Community Area' and 'Primary Centre' on Schedule 1A, Strategic Growth Areas (SGAs). Policy 2.2.1.1 of the Draft OPA states that Schedule 1 illustrates the planned urban structure of the City of Vaughan, which includes the hierarchy of the SGAs. However, the SGAs are not shown on Schedule 1 rather, the urban structure consists of 'Natural Areas and Agriculture', 'Community Areas', 'Employment Areas', 'Rail Facilities' and 'Approved Regional Employment Land Conversations'. Schedule 1A identifies the Strategic Growth Areas including Primary Centres as further described below. Community Areas are described as those areas that will provide most of the City's low-rise housing stock, supported by local-serving commercial and community uses. A mix of housing types and land uses are to be encouraged in all community areas including single-detached houses, semi-detached houses, townhouses, as well as additional residential units. Gentle intensification shall be permitted in Community Areas in accordance with the land use designations shown on Schedule 13.

Policy 2.2.1.1 should be revised to state that Schedule 1 **and** Schedule 1A illustrate the planned Urban Structure of the City of Vaughan for greater clarity regarding the hierarchy of Strategic Growth Areas as a component to the Community Areas. Without this clarification, the current Policy reads that the Subject Lands are subject to the policy framework for Community Areas. The Community Area designation on its own is not reflective of the active and approved high-density development applications within the Vaughan Mills Primary Centre.

Primary Centre

As per Schedule 1A 'Strategic Growth Areas', the Subject Lands are located in a 'Primary Centre'. Primary Centres are defined as areas of intensification, that accommodate predominantly mixed-use, high and mid-rise buildings at transit-supportive intensities (Policy 2.2.1.1a). Policy 2.2.2.6 provides policies that guide how Primary Centres **shall** be planned for, including:

- Develop with a mix of housing types and tenures including housing suitable for seniors and families with children and affordable housing;
- Include a mix of non-residential uses including retail, office, and institutional uses and human services;
- Develop at a density that is supportive of planned public transit;
- Incorporate a fine grain street network suitable for pedestrian and cyclists with appropriate internal links to surrounding community areas;
- Include an appropriate amount of, and well designed, public open spaces that are either landscaped parks, or public plazas;
- Encourage a pedestrian-friendly built form by locating active uses at grade;
- Be designed and developed to implement appropriate transition of intensity and use to surrounding Community Areas, and/or separation from adjacent Employment Areas.

Specifically, in the Primary Centres section of the Draft OPA, in a side textbox, Vaughan Mills (together with Bathurst Street & Centre Street and Weston Road & Highway 7) is described as a shopping destination of regional significance, that holds potential for residential intensification and the creation of additional uses

through the redevelopment of surface parking areas, outparcels and the eventual redevelopment or intensification of the existing shopping mall.

The above language should be incorporated into the policy framework to encourage the future redevelopment of underutilized retail plazas and surface parking lots in accordance with the Proposed Provincial Planning Statement, which would further the objectives of residential intensification, contributing towards the City's housing targets and building a complete community. In addition, we request that the word 'shall' be changed to 'should' or 'is encouraged to be', to allow for flexibility in how Primary Centres are developed.

Road Network

The classification of the road network within and directly abutting the Subject Lands is depicted on Schedule 9A - Street Classification and Schedule 9B - Street Types. In the applications for the Subject Lands, each of the new proposed roads, and widenings to existing roads, conform to the right-of-way requirements of the Draft OPA, with the exception of the extension of Fishermens Way that runs east-to-west to the north of the Subject Lands. Fishermens Way (east-west), also referred to as the "Ring Road" in the Secondary Plan, is also identified as a "Special Classification" road. Schedule 9A provides a footnote that states that additional information on streets with Special Classification can be found in the corresponding Secondary Plan. It appears that while the road is identified as Special Classification, the width is consistent with Minor Collector Roads at 24 m.

The Secondary Plan provides that the Ring Road is envisioned to transition to a public mixed-use commercial street in the future. This is not anticipated during the life of Vaughan Mills Mall and the timing for its transition will be determined through the Tertiary Plan process required as described in the Secondary Plan. The Vaughan Mills Centre Public Realm and Streetscape Master Plan includes changes to the cross-sections on Edgeley Boulevard, Fishermens Way (north-south), Fishermens Way (east-west)/the Ring Road and Bass Pro Mills Drive to incorporate more active transportation elements within the right of way. As part of the applications for the Subject Lands, the cross-sectional elements of the surrounding streets that are within lands that BGO controls were revised to be consistent with the Vaughan Mills Centre Public Realm and Streetscape Master Plan designs. The current Ring Road right of way is approximately 14.5 m measured from curb-to-curb. In order to realize the vision for this right of way as a future public road the Tertiary Plan will need to be finalized. Additional lands required to meet the envisioned right of way should be accommodated by proportionate widenings between both affected landowners.

Safety, Parking, and Transportation Demand Management

Reductions in parking requirements are encouraged in SGAs where transit, walking, and cycling alternatives exist. Policy 3.9.5.7 of the Draft OPA provides that guidelines are to be developed for cash-in-lieu (CIL) of parking in SGAs where it can be demonstrated that parking reductions will not have adverse impacts on surrounding areas, and where the provision of on-street or municipally provided parking can meet additional parking needs. While allowing a reduction in parking requirements in SGAs is a step in the right direction, we believe this policy should be revised to align with Bill 185's removal of parking minimums in PMTSAs and areas delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop. Vaughan's SGAs meet this description without needing to be designated as PMTSAs and

therefore Policy 3.9.5.7 should be removed in order to stimulate housing development in Vaughan without the need to provide CIL for parking reductions. Policy 3.9.5.16 in the Draft OPA supports this direction in proposing to consider eliminating minimum vehicular parking requirements, including amending applicable by-laws as necessary, for multi-unit developments within Strategic Growth Areas.

Housing Options

In an effort to increase purpose-built rentals, the Draft OPA identifies a target of building 2,750 purpose-built rental units by the year 2031, and 8,500 purpose-built rental units by the year 2051 (Policy 3.2.2.9). In March 2023, Vaughan Council pledged to meet the Ontario government's Housing Pledge and the City's mandated housing targets, aiming to enable the construction of 42,000 new homes in the City by 2031. Based on existing pledges made by the City, we would strongly encourage that the City pursue a higher target for purpose-built rental, which can provide a greater contribution to the City's overall housing target. Rental housing is a critical housing type for the workforce population. The proposed target of 2,750 is only 6.5% of the 42,000 target for new homes and a greater target should be allocated towards rental to aid in solving the housing crisis.

Built Form and Development Policies

Section 3.3.2 consists of policies that guide built form in the City of Vaughan, including the design of redevelopments located in SGAs. Specific built form and design policies are provided for the development of mid-rise and high-rise buildings in SGAs, including the following related to parking:

- Surface parking is not permitted between the building's front or side and a public street (Policy 3.3.2.29 b); and
- Surface parking elsewhere on the lot will setback from any property line by a minimum of 3.0 metres and shall be appropriately screened through landscaping (Policy 3.3.2.29 c).

We kindly request further clarification of these two policies to confirm if 'surface parking' includes layby lanes and passenger pick-up and drop-off (PPUDO) areas. We would recommend that language be added to explicitly exempt layby lanes and PPUDOs from these policies.

Design policies and criteria are also provided for the development of high-rise buildings. In an effort to ensure appropriate privacy, minimized shadowing, and maintaining consistent urban design, criteria is provided that ensures the creation of slender, and appropriately-spaced high-rise buildings as follows:

- The base of the buildings cannot be longer than 80 metres in length (Policy 3.3.2.27 a);
- The floor plate above the 12th storey shall generally be no greater than 750 square metres, except for high-rise buildings containing office uses above the 12th storey (Policy 3.3.2.27 b); and,
- The portions of a high-rise building above 12 storeys, shall be setback a minimum of 12.5 metres from any side or rear property line (Policy 3.3.2.27 c).

The language of Policy 3.3.2.27a) should be revised to be more permissive, i.e., if appropriate building articulation is provided to the satisfaction of the City, then the length of a building base can be extended.

With regards to Policy 3.3.2.27b), flexibility should be given to high rise buildings over 30 storeys, as is seen in built form guidelines of comparable cities. For example, in the City of Mississauga's 'Downtown Built Form

Standards', towers ranging from 31-49 storeys can have floorplates up to 800 square metres, and towers with 50+ storeys can have floor plates up to 850 square metres to ensure there is still adequate GFA to create functional units and efficient floor plates when a larger area is required for the elevator core.

We believe that the intent of Policy 3.3.2.27c) can be achieved/addressed through appropriate guidelines for building orientation, tower separation, and tower height variation. A specific setback measurement should not be imposed through Official Plan policy; rather, setbacks should continue to be implemented though the applicable site zoning, not the design policies of the Official Plan.

Overall, the proposed built form and development policies are too prescriptive in nature and will inadvertently restrict the types of development that the Draft OPA envisions for SGAs. The Draft OPA reiterates the importance of making efficient use of underutilized sites in SGAs through intensification and growth, but includes restrictive design policies that limit the ability for creating vibrant, mixed-use communities, with a unique sense of place. We encourage that the Policies of Section 3.3.2 as identified above be implemented as guidelines. As they are now, the Policies will act as strict requirements which are counterproductive to the intent of the recent Provincial policy changes to encourage the development of housing.

Conclusion

We appreciate the opportunity to provide comments to the City and trust that our comments and recommended changes are implemented. We kindly request that we be kept apprised of any further meetings and updates related to the Draft Official Plan.

If you have any questions, do not hesitate to contact our office.

Sincerely,

MHBC





Dana Anderson, MA, FCIP, RPP
Partner

Melinda MacRory, M.Pl., MCIP, RPP
Associate

Cc: *BentallGreenOak c/o Sun Life*
61258761.1

Appendix C: Comment Letter, March 4th, 2025

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

March 4th, 2025

Fausto Filipetto, RPP, MCIP
Project Manager
Official Plan Review
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: oprmanager@vaughan.ca

Dear Mr. Filipetto:

RE: COMMENT LETTER
NEW DRAFT VAUGHAN OFFICIAL PLAN, 2025
255 BASS PRO MILLS DRIVE
OUR FILE Y5122AH

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") is retained by SunLife Assurance Co. of Canada ("Sun Life"), the registered property owner of the lands located at 255 Bass Pro Mills Drive in the City of Vaughan (the "Subject Lands") to provide comments on the New Draft City of Vaughan Official Plan, 2025 ("Draft VOP 2025"), released in January 2025.

Background

On October 20, 2023, applications for an Official Plan Amendment ("OPA"), Zoning By-law Amendment ("ZBA"), and Draft Plan of Subdivision ("DPS") were submitted to the City of Vaughan for the Subject Lands. The proposed OPA, ZBA, and DPS, will enable the comprehensive redevelopment of the Subject Lands from the existing retail plaza into a complete, mixed use, transit-supportive, and walkable community that integrates within the evolving surrounding context of the Vaughan Mills Centre Secondary Plan area. The applications were all deemed complete on November 23, 2023.

BentallGreenOak (BGO) c/o Sun Life previously submitted a comment letter, appended hereto, on September 27, 2023, pertaining to the past Draft Official Plan (Part A) process. We understand that following this letter, the Official Plan Review project workplan was revised to consolidate the work on Part A (conformity amendment) with the Part B work (additional supplementary policies) into a single process and a single Draft OPA, which was released on June 18, 2024. BentallGreenOak (BGO) c/o Sun Life also submitted a comment letter, appended hereto, on Draft #1 of the Comprehensive OPA for the Vaughan Official Plan ("Draft #1 of the OPA") on July 31, 2024.

On January 14, 2025, the City of Vaughan released a new Draft VOP 2025, that was presented to the Committee of the Whole on January 22, 2025. We have completed a review of the Draft VOP 2025 and appreciate that the City has incorporated several of our comments into the Draft VOP 2025 particularly, the delineation of "Strategic Growth Areas" on Schedule 1, Urban Structure. The following letter outlines the comments made on the previous Draft #1 of the OPA that were not addressed through the Draft VOP 2025, and new comments on policies that were introduced through the Draft VOP 2025.

Outstanding Comments

Primary Centre

In the side textbox of the Primary Centres section of the Draft VOP 2025, Vaughan Mills (together with Bathurst Street & Centre Street and Weston Road & Highway 7) is described as a shopping destination of regional significance that holds potential for residential intensification and the creation of additional uses through the redevelopment of surface parking areas, outparcels and the eventual redevelopment or intensification of the existing shopping mall.

The above noted language should be incorporated into the policy framework of the Draft VOP 2025, to encourage the future redevelopment of underutilized retail plazas and surface parking lots that is consistent with Policy 2.2.1(b) of the Provincial Planning Statement. Incorporating this language into the policies of the Draft VOP 2025 will support residential intensification that will contribute towards the City's housing targets and the creation of a complete community.

Parking

Policy 3.9.5.7 of the Draft VOP 2025 states that guidelines are to be developed for cash-in-lieu ("CIL") of parking in Strategic Growth Areas ("SGAs"), where it can be demonstrated that parking reductions will not have adverse impacts on surrounding areas and where the provision of on-street or municipally provided parking can meet additional parking needs. While allowing a reduction in parking requirements in SGAs is positive, this policy should be revised to be consistent with Section 16(22) of the *Planning Act* which removed parking minimums in *"PMTSAs and areas delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop".* Vaughan's SGAs including, the Vaughan Mills Primary Centre and future MTSA, would meet the criteria set out in Section 16(22) of the *Planning Act* as areas without parking minimums. Therefore, Policy 3.9.5.7 should be removed in order to be consistent with Section 16(22) of the *Planning Act*, and to stimulate housing development in Vaughan without the need to provide CIL for parking reductions. At a minimum, the Draft VOP 2025 should reduce or exempt CIL of parking for affordable, attainable and purpose-built rental units in SGAs.

Built Form and Development Policies

Section 3.3.2 consists of policies that guide built form in the City of Vaughan, including the design of redevelopments located in SGAs. Specific built form and design policies are provided for the development of mid-rise and high-rise buildings in SGAs, including the following related to parking:

- Surface parking is not permitted between the building's front or side and a public street (Policy 3.3.2.29(a)); and,
- Surface parking elsewhere on the lot will be setback from any property line by a minimum of 3.0 metres and shall be appropriately screened through landscaping (Policy 3.3.2.29(b)).

We request further clarification of these two policies to confirm if "surface parking" includes layby lanes and passenger pick-up and drop-off (PPUDO) areas. We would recommend that language be added to explicitly exempt layby lanes and PPUDOs from these policies. The metric setback of 3.0 metres should also be provided in the implementing zoning or through design guidance and not in an Official Plan policy. Placing such regulations into policy creates a situation where an Official Plan Amendment would be required for a contextually appropriate reduction which is highly inappropriate.

Design policies and criteria are also provided for the development of high-rise buildings. In an effort to ensure appropriate privacy, minimize shadowing, and maintain consistent urban design, criteria has been provided that ensures the creation of slender, and appropriately spaced high-rise buildings as follows:

- The base of the buildings cannot be longer than 80 metres in length (Policy 3.3.2.26(a));
- The floor plate above the 12th storey shall generally be no greater than 750 square metres, except for high-rise buildings containing office uses above the 12th storey (Policy 3.3.2.26(b)); and,
- The portions of a high-rise building above 12 storeys, shall be setback a minimum of 12.5 metres from any side or rear property line (Policy 3.3.2.26(c)).
- Where more than one high-rise building is located on the same lot, the distance between any portions of the high-rise buildings above twelve storeys shall generally be at least 25 metres (Policy 3.3.2.26(d)).

Urban design direction should not be mandated in policy that obligates developers to design their buildings to specific standards that limit the uniqueness of context, site design, and built form. Urban Design Guidelines should be used as guidelines that create a general direction for built form. The numerical standards outlined in Policy 3.3.2.26 should be removed, and instead, the Draft VOP 2025 should provide broader objectives and guidance for urban design that allows for greater flexibility and individuality in building design. The Draft VOP reiterates the importance of making efficient use of underutilized sites in SGAs through intensification and growth but includes restrictive design policies that limit the ability for creating vibrant, mixed-use communities, with a unique sense of place. We encourage that the policies of Section 3.3.2 as identified above be implemented as guidelines, rather than as mandatory prescribed policy.

New Comments

Population and Employment Forecasts

As per Table 2.1, Population and Employment Data and Forecasts for the City of Vaughan, in the Draft VOP 2025 the City of Vaughan is forecasted to grow to a population of 398,300 by 2031, 478,900 by 2041, and 575,900 by 2051. In contrast, the previous Draft OPA to the VOP from June 2024, states that the City of Vaughan is forecasted to grow to a population of 407,300 by 2031, 487,500 by 2041, and 576,200 by 2051. It would be helpful to understand why the forecasted population growth has decreased in the Draft VOP 2025

compared to the Draft OPA from June 2024, and how that has impacted the land use permissions and scale of growth in the Draft VOP 2025.

Future MTSA

The Region of York Official Plan (now part of the City of Vaughan Official Plan) identified a Future MTSA ("Future MTSA 77, Vaughan Mills BRT Station") at the intersection of Rutherford Road and Jane Street which, the City of Vaughan has illustrated on Schedule 1A, Strategic Growth Areas of the Draft VOP 2025. As per the Region's preliminary mapping for Future MTSA 77, the Subject Lands lie immediately east of the boundary for the Future MTSA. According to Policy 2.2.2.19 of the Draft VOP 2025, the location of Future MTSAs as shown on Schedule 1A are considered preliminary and general, with final boundaries to be determined once there is a financial commitment for the construction of the higher-order transit infrastructure.

We understand that the City will conduct further studies and assessments to finalize the delineation of Future MTSA 77, based on the Region's proposed boundaries and funding commitments for transit infrastructure. Given the proximity of the Subject Lands to the Region's preliminary delineation of Future MTSA 77 and their location within a designated SGA identified as a "Primary Centre", we request that the Subject Lands be included in studies and evaluations for the Future MTSA 77. BGO is actively interested in participating in the study of Future MTSA 77 and would appreciate if the City can confirm the estimated timeline and process for advancing the study and planning of Future MTSA 77. In particular, given the potential for transit-supportive growth on the Subject Lands, BGO would support the consideration of Future MTSA 77 as a PMTSA and would like to be included in any discussions on the potential for Future MTSA 77 to be designated as a PMTSA.

Built Form

Policy 3.3.2.24 of the Draft VOP 2025 states that the separation distance between the tower portion of high-rise buildings will be a minimum of 25 metres. This is a new policy that was not in the previous Draft OPA from June 2024. Later in the Draft VOP, Policy 3.3.2.26(d) states that the distance between any portion of a high-rise building above the 12th storey shall generally be at least 25.0 metres. These policies should be consolidated into one, and clarity should be provided on whether the 25.0 metre tower separation applies to any storey above the podium or to any storey above the 12th storey. As stated previously, incorporating tower separation distances into Official Plan policy as prescriptive requirements is counterintuitive to the intent of Official Plans that provide general guidelines to support growth and intensification in SGAs.

Policy 3.1.3.1 of the Draft VOP 2025 states that development applications are subject to the City's Sustainability Metrics Program and must meet a minimum bronze, or silver threshold if they are in an SGA. Policy 3.3.2.25 of the Draft VOP 2025 then states that high-rise buildings will be designed to attain near net-zero greenhouse gas emissions and implement district energy, green infrastructure, or other innovative sustainability elements. Policy 3.3.2.25 of the Draft VOP 2025 should be simplified to incorporate more permissive language, such as "are encouraged to", or "should" rather than obligatory language such as the word "will" when describing the sustainable design measures that may be incorporated into high-rise buildings. The thorough screening process facilitated through the City's Sustainability Metrics Program is sufficient to ensure that development in Vaughan considers measures for sustainable design and green infrastructure. The use of more permissive language

when describing sustainable development initiatives will provide flexibility for landowners to explore which sustainable design measures best suit their development.

Parkland

Parks and Open Space

Section 3.5, Parks and Open Space of the Draft VOP 2025 has changed significantly from the previous Draft #1 of the OPA. The previous draft contained a hierarchy of parkland in the City of Vaughan, and specific policies for the design, size, and intent of each type of park including, Regional Parks, District Parks, and Neighbourhood Parks. The Draft VOP 2025 describes the intent of different types of parks in the City of Vaughan in Policy 3.5.2.1 but does not contain policies which describe the design objectives, programming options or permitted recreational uses, or typical sizes of the parks. A separate section, Section 3.5.4, Parks and Open Space Design then provides general design guidelines for parks throughout the City. The Parks and Open Space policies of the Draft VOP 2025 are fragmented and force the reader to piece information together from multiple different sections of the Plan. It would be helpful to consolidate the goals, general size guidelines, locational requirements, and design criteria for each park type into sequential policy sections, that clearly illustrate the City's vision for the parkland system.

Strata Parks

Policy 3.5.2.4(b) states that where a Strata Park is conveyed to the City no private infrastructure shall be permitted beneath the park including, private stormwater management infrastructure, private water or wastewater infrastructure, electrical infrastructure, or any other utilities or infrastructure not directly servicing the parks operations and maintenance, with the exception of parking stalls. It would be helpful for the City to provide clarity as to why private infrastructure cannot be located beneath Strata Parks, as these parks are intended to increase public parkland through the use of encumbrances through stratified ownership arrangements. It would also be beneficial to clarify that all infrastructure required for parking including, plumbing, electrical, and HVAC, is permitted under Strata Parks.

Privately Owned Public Spaces (POPS)

Policy 3.5.3.1 of the Draft VOP 2025, categorizes Privately Owned Public Spaces ("POPS"), as an "Open Space Typology" that while owned and maintained by private entities are open for public use and is over and above parkland dedication. Policy 3.5.5.8 then states that POPS may be eligible for parkland dedication credit towards the parkland dedication requirements for a development, subject to the requirements of Section 3.5.3.2 and 3.5.4 These policies are contradictory in nature, as Policy 3.5.3.1 states that POPS are over and above parkland dedication whereas Policy 3.5.5.8, states that POPS may be eligible towards parkland dedication. These policies need to be simplified and present an aligned policy on if and how POPS may be used for parkland dedication.

Parkland Dedication

As per Policy 3.5.5.2 parkland conveyance for residential development is calculated as a percent of the net developable area of a site. In Policy 3.5.5.4 the cap for parkland contributions for residential or mixed-use development is calculated as a percent of the gross developable area. Clarification should be provided by the City as to why net developable area is used to calculate parkland contributions, but gross development area is used to determine the cap of parkland dedication that may be requested. Calculating the cap for parkland contributions as a percent of gross development area increases the cap for the land area that the City may require for parkland contribution, than what would be required if the cap was taken as a percent of net developable area.

Conclusion

We appreciate the opportunity to provide comments to the City and trust that our comments and recommended changes are implemented. We would be happy to meet with staff to review and discuss our comments further. We kindly request that we be kept apprised of any further meetings and updates related to the Draft Official Plan.

If you have any questions, do not hesitate to contact our office.

Sincerely,



Dana Anderson, MA, FCIP, RPP
Partner

Cc: *BentallGreenOak c/o Sun Life*
61258761.1

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

C123.
Communication
CW(PM) – June 4, 2025
Item No. 10

May 26, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: oprmanager@vaughan.ca

RE: COMMENT LETTER
DRAFT VAUGHAN OFFICIAL PLAN, MAY 2025
UNITED PARCEL SERVICES CANADA LTD.
OUR FILE 23137B

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") is retained by United Parcel Services Canada Ltd. ("UPS") with respect to its lands located at 2900 Steeles Avenue West in the City of Vaughan (the "Subject Lands"). The Subject Lands are a major facility and a national distribution hub for UPS, employing over 2,000 employees.

Background

The original workplan for updating the Vaughan Official Plan ("VOP"), consisted of a two-part process (Part A and Part B), that were to inform the ultimate Official Plan Amendment ("OPA") and updates to the VOP. The Part A OPA was deemed the "conformity amendment", intended to meet all of the requirements for Provincial and Regional conformity, whereas the Part B OPA was scoped to include all the desired updates beyond the policies required for conformity. MHBC and Miller Thomson LLP have previously submitted comment letters, appended, on behalf of United Parcel Service Canada pertaining to the Part A Draft OPA on June 16, 2023, and September 28, 2023.

The project workplan for the Draft OPA was then revised to consolidate the ongoing Part A and Part B work into a single draft OPA, which was released on June 18, 2024 ("Draft OPA, 2024"). MHBC and Miller Thomson LLP also submitted comment letters, appended, on behalf of UPS pertaining to the Draft OPA, 2024 on July 29, 2024. On January 14, 2025, the City of Vaughan released a new Draft VOP, 2025 that was presented to the Committee of the Whole on January 22, 2025. MHBC and Miller Thomson LLP also submitted comment letters, appended, on behalf of UPS pertaining to the Draft OPA, 2025 on February 11, 2025.

On May 12, 2025, the City of Vaughan released a new Draft VOP, that will be presented at a Public Meeting on June 4, 2025. The following letter consists of our comments on the May 2025 Draft VOP, which we trust the City will address in the next iteration of the VOP.

Compatibility

The UPS Facility on the Subject Lands is recognized in the current City of Vaughan Official Plan and Steeles West Secondary Plan through past amendments to expressly recognize and protect the existing and future planned operations. The current policies of the City's Official Plan specifically address land use compatibility and require applications for more sensitive land uses in the vicinity of the UPS facility to address compatibility and ensure necessary mitigation measures are provided at the expense of the applicant for the more sensitive land use.

Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan identifies that the Subject lands are expected to exist beyond the timeframe of the Official Plan and shall be permitted to continue to operate and develop. Policy 11.3.18.1d) of the Secondary Plan denotes that:

> *Policy 5.2.1.2 of Volume 1 of this Plan shall apply to applications for more sensitive land uses proposing to locate in proximity to the existing employment use on the subject lands and such applicants will be required to provide landscaping, buffering or screening devices, and any other necessary mitigation measures to ensure land use compatibility with the employment use prior to development, at the expense of the application for the more sensitive land use.*

Policy 5.2.1.2, as referenced in 11.3.18.1d) of the current Official Plan states the following:

> *To protect Vaughan's manufacturing, industrial and warehousing sectors from potential impacts, any development or redevelopment of lands for more sensitive land uses located within 500 metres an Employment Area, will be required to undertake appropriate environmental studies (e.g., noise, dust, vibration, etc.), to be identified on a case by case basis, in order to ensure land use compatibility with the surrounding Employment Area lands. As a result of the studies, on-site or off-site mitigation measures may be required prior to development at the expense of the applicant for the more sensitive land use.*

In the Draft VOP, 2025, Policy 3.1.1.12 will replace Policy 5.2.1.2 as follows:

> *To protect Vaughan's manufacturing, industrial and warehousing sectors from potential impacts, any* ***Development*** *or* ***Redevelopment*** *of lands where* ***Sensitive Land Uses*** *are proposed to be located or are located within 1000 metres of an* ***Employment Area****, the applicant shall be required to undertake a Land Use Compatibility Study and/or the appropriate studies (e.g., noise, dust, vibration, air quality, etc.), to be identified on a case by case basis, to ensure land use compatibility with the surrounding* ***Employment Area*** *lands. As a result of the studies, on-site and/or off-site mitigation measures may be required prior to* ***Development*** *at the expense of the applicant for the more* ***Sensitive Land Use****.*

While we are supportive of the modifications to Policy 5.2.1.2 as set out in Policy 3.1.1.12 of the Draft VOP, 2025, we are seeking confirmation that the new land use compatibility policies applicable to Employment Areas will be applicable to the employment use on the Subject Lands, which is the intent of Policy 11.3.18.1d) of the Steeles Avenue West Secondary Plan. We ask that the City confirm in writing that the site-specific policy in the

Secondary Plan will require an applicant proposing to develop or redevelop lands with sensitive land uses, to undertake a land use compatibility study and/or appropriate studies to ensure land use compatibility with the UPS major facility, and that on-site and off-site mitigation measures will continue to be required (where applicable) at the expense of the applicant for the more sensitive land use.

The site-specific Secondary Plan policy will need to be updated to reflect the change in numbering, as it currently references Policy 5.2.1.2 of the current Official Plan and will need to be changed to reference Policy 3.1.1.12 of the Draft VOP, 2025 once it is passed.

Protected Major Transit Station Areas

We acknowledge that the Subject Lands are located within "PMTSA 64 – Pioneer Village Subway Station" which, has a minimum density target of 200 persons and jobs per hectare and a gross minimum FSI of 1.1 for developments within the PMTSA.

Policy 2.4.6.5. of the Draft VOP, 2025 states the following:

> *That on lands where a Protected Major Transit Station Area overlaps with an existing or planned Strategic Growth Area, Secondary Plan Area, or Area-Specific policy that defines minimum density targets, the higher of the gross minimum density target applies.*

As the minimum density target of the Steeles West Secondary Plan is less than that of PMTSA 64, development will be subject to the minimum density target of PMTSA 64. The UPS facility, as a major employment hub providing over 2,000 jobs, will contribute significantly to meeting the employment component of PMTSA 64's density requirement. However, the facility will not contribute toward meeting the minimum target for people (in relation to units and population) of PMTSA 64. Therefore, we request that the Draft VOP 2025 be revised to explicitly recognize the current and planned operations of the UPS Facility, ensuring that any expansions to the existing facility that do not meet the minimum density target for PMTSA 64 will not require an Official Plan Amendment. As previously commented on in the Part A Draft OPA (September 28, 2023 letter), the Draft OPA, 2024 (July 29, 2024 letter), and the Draft VOP from January 2025 (February 11, 2025 letter), we continue to recommend that the City add the bolded text below to Policy 2.4.6.5, or in another appropriate section of the VOP, to be consistent with the Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the existing zoning.

> ***Notwithstanding the minimum density and/or height requirements of PMTSA 64, permitted industrial facility expansions at 2900 Steeles Avenue West shall continue to be permitted in accordance with Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the Prestige Employment Zone as set out in Zoning By-law 001-2021.***

New policies for PMTSAs have been added to the Draft VOP, 2025 that provide more detailed direction for development in PMTSAs including, the permitted uses, the maximum and minimum densities, the built form objectives, and the provision of parkland. Policy 2.4.6.8. of the Draft VOP 2025 states the following:

That the minimum required and maximum heights that are permitted with respect to buildings and/or structures within a Protected Major Transit Station Area are identified, where applicable, within the policies, designations and schedules of this Plan.

We recommend that the City further amend Policy 2.4.6.8. to protect the existing and planned expansion of the Subject Lands with the bolded text below:

That notwithstanding the minimum required heights within PMTSA 64, the permitted industrial facility expansions at 2900 Steeles Avenue West shall continue to be permitted in accordance with Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the Prestige Employment Zone as set out in Zoning By-law 001-2021.

As stated in Policy 2.4.2.4 of the Provincial Policy Statement (PPS) shown below, the Minister has the authority to approve a density target lower than that set out in Policy 2.4.2.2. In the case of PMTSA 64, the applicable density target is 200 residents and jobs combined per hectare. A reduced target may be approved if the target cannot be achieved due to significant development constraints on portions of the PMTSA lands, or if the built form supports only a limited number of residents and jobs but a major trip generator will sustain high ridership at the station or stop.

For any particular major transit station area, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:

a) *development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or*
b) *there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.*

The above noted policy exemption proposed for the UPS Facility conforms to Policy 2.4.2.4 of the PPS as it recognizes that a portion of the PMTSA is occupied by the UPS facility which, will restrict the ability for the lands to meet the minimum population density target of PMTSA 64.

Conclusion

The Draft VOP 2025 consistently emphasizes the importance of preserving Employment Areas for industrial, manufacturing, and warehousing uses that support the City's economy. As per the Steeles West Secondary Plan, the UPS Facility is subject to the "Employment Area General" and "Prestige Area" designations, intended to protect the facility and recognize its contributions to the economic prosperity of the City of Vaughan since the first phase of the UPS Facility opened in 1988. Strategically located at the junction of Highways 400 and 407, the facility plays a critical role in meeting the logistical needs of multiple municipalities, including Toronto, Vaughan, Markham, and Brampton. The Draft VOP 2025 should be revised to reinforce the protection of the UPS Facility, as a critical employment-generating industry that is essential in supporting current and future demands of the logistics and warehousing sectors. It is particularly important to have this policy in place now

given that the Draft VOP, 2025 will be passed by the Minister of Municipal Affairs and Housing under Section 17 of the *Planning Act* and cannot be appealed.

We appreciate the opportunity to provide comments to the City and trust that our recommended revised wording is implemented. We kindly request that we be kept apprised of any further updates to the Draft Official Plan.

If you have any questions, do not hesitate to contact our office.

Sincerely,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner

Cc: United Parcel Service Canada LTD., Miller Thomson LLP.

Appendix A: Comment Letter, February 11, 2025

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

Feburary 11, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: oprmanager@vaughan.ca

RE: COMMENT LETTER
DRAFT VAUGHAN OFFICIAL PLAN, 2025
UNITED PARCEL SERVICES CANADA LTD.
OUR FILE 23137B

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") is retained by United Parcel Services Canada Ltd. ("UPS") with respect to its lands located at 2900 Steeles Avenue West in the City of Vaughan (the "Subject Lands"). The Subject Lands are a major facility and a national distribution hub for UPS, employing over 2,000 employees.

Background

The original workplan for updating the Vaughan Official Plan ("VOP"), consisted of a two-part process (Part A and Part B), that were to inform the ultimate Official Plan Amendment ("OPA") and updates to the VOP. The Part A OPA was deemed the "conformity amendment", intended to meet all of the requirements for Provincial and Regional conformity, whereas the Part B OPA was scoped to include all the desired updates beyond the policies required for conformity. MHBC and Miller Thomson LLP have previously submitted comment letters, appended, on behalf of United Parcel Service Canada pertaining to the Part A Draft OPA on June 16, 2023, and September 28, 2023.

The project workplan for the Draft OPA was then revised to consolidate the ongoing Part A and Part B work into a single draft OPA, which was released on June 18, 2024 ("Draft OPA, 2024"). MHBC and Miller Thomson LLP also submitted comment letters, appended, on behalf of UPS pertaining to the Draft OPA, 2024 on July 29, 2024.

On January 14, 2025, the City of Vaughan released a new Draft VOP, 2025 ("Draft VOP, 2025"), that was presented to the Committee of the Whole on January 22, 2025. It is our understanding that due to recent provincial policy and legislative changes, the VOP 2025 will be passed under Section 17 of the *Planning Act* as

a new Official Plan, rather than as an update to the current VOP 2010 through an OPA under Section 26 of the *Planning Act*, as previously planned.

Compatibility

The UPS Facility on the Subject Lands is recognized in the current City of Vaughan Official Plan and Steeles West Secondary Plan through past amendments to expressly recognize and protect the existing and future planned operations. The current policies of the City's Official Plan specifically address land use compatibility and require applications for more sensitive land uses in the vicinity of the UPS facility to address compatibility and ensure necessary mitigation measures are provided at the expense of the applicant for the more sensitive land use.

Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan identifies that the Subject lands are expected to exist beyond the timeframe of the Official Plan and shall be permitted to continue to operate and develop. Policy 11.3.18.1d) of the Secondary Plan denotes that:

> *Policy 5.2.1.2 of Volume 1 of this Plan shall apply to applications for more sensitive land uses proposing to locate in proximity to the existing employment use on the subject lands and such applicants will be required to provide landscaping, buffering or screening devices, and any other necessary mitigation measures to ensure land use compatibility with the employment use prior to development, at the expense of the application for the more sensitive land use.*

Policy 5.2.1.2, as referenced in 11.3.18.1d) of the current Official Plan states the following:

> *To protect Vaughan's manufacturing, industrial and warehousing sectors from potential impacts, any development or redevelopment of lands ~~for more~~ sensitive land uses located within ~~500 metres~~ an Employment Area, will be required to undertake appropriate environmental studies (e.g., noise, dust, vibration, etc.), to be identified on a case by case basis, in order to ensure land use compatibility with the surrounding Employment Area lands. As a result of the studies, on-site or off-site mitigation measures may be required prior to development at the expense of the applicant for the more sensitive land use.*

In the Draft VOP, 2025, Policy 3.4.3.2 will replace Policy 5.2.1.2 as follows:

> *To protect Vaughan's manufacturing, industrial and warehousing sectors from potential impacts, any Development or Redevelopment of lands where Sensitive Land Uses are proposed to be located or are located within 1000 metres of an Employment Area, the applicant will be required to undertake a Land Use Compatibility Study and/or the appropriate studies (e.g., noise, dust, vibration, air quality, etc.), to be identified on a case by case basis, in order to ensure land use compatibility with the surrounding Employment Area lands. As a result of the studies, on-site and/or off-site mitigation measures may be required prior to Development at the expense of the applicant for the more sensitive land use.*

While we are supportive of the modifications to Policy 5.2.1.2 as set out in Policy 3.4.3.2 of the Draft VOP, 2025, we are seeking confirmation that the new land use compatibility policies applicable to Employment Areas

will be applicable to the employment use on the Subject Lands, which is the intent of Policy 11.3.18.1d) of the Steeles Avenue West Secondary Plan. We ask that the City confirm in writing that the site-specific policy in the Secondary Plan will require an applicant proposing to develop or redevelop lands with sensitive land uses to undertake a land use compatibility study and/or appropriate studies to ensure land use compatibility with the UPS major facility, and that on-site and off-site mitigation measures will continue to be required (where applicable) at the expense of the applicant for the more sensitive land use.

The site-specific Secondary Plan policy will need to be updated to reflect the change in numbering, as it currently references policy 5.2.1.2 of the current Official Plan, and will need to be changed to reference 3.4.3.2 of the Draft VOP, 2025 once it is passed.

Protected Major Transit Station Areas

We acknowledge that the Subject Lands are located within "PMTSA 64 – Pioneer Village Subway Station" which, has a minimum density target of 200 persons and jobs per hectare and a gross minimum FSI of 1.1 for developments within the PMTSA.

Policy 2.2.2.9 of the Draft VOP, 2025 states the following:

> *That on lands where a Protected Major Transit Station Area overlaps with an existing or planned Strategic Growth Area, Secondary Plan Area, or Area-Specific policy that defines minimum density targets, the higher of the gross minimum density target applies.*

As previously commented on in the Part A Draft OPA (September 28, 2023 letter) and the Draft OPA, 2024 (July 29, 2024 letter), we continue to recommend that the City add the bolded text below to Policy 2.2.2.9, or in another appropriate section of the VOP, to be consistent with the Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the existing zoning.

> ***Notwithstanding the minimum density and/or height requirements of the PMTSA, permitted industrial facility expansions at 2900 Steeles Avenue West shall continue to be permitted in accordance with Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the Prestige Employment Zone as set out in Zoning By-law 001-2021.***

New policies for PMTSA have been added to the Draft VOP, 2025 that provide more detailed direction for development in PMTSA including, the permitted uses, the maximum and minimum densities, the built form objectives, and the provision of parkland. Policy 2.2.2.12 of the Draft VOP 2025 states the following:

> *That the minimum required and maximum heights that are permitted with respect to buildings and/or structures within a Protected Major Transit Station Area are identified, where applicable, within the policies, designations and schedules of this Plan.*

We recommend that the City further amend Policy 2.2.2.12 to protect the existing and planned expansion of the Subject Lands with the bolded text below:

That notwithstanding the minimum required heights within the PMTSA, the permitted industrial facility expansions at 2900 Steeles Avenue West shall continue to be permitted in accordance with Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the Prestige Employment Zone as set out in Zoning By-law 001-2021.

It is critically important that further revised wording be provided to reflect the existing and planned operations of UPS, otherwise the Subject Lands will require an amendment to the PMTSA policies with regard to minimum densities and/or height to expand the existing facilities which would not be permitted under the PMTSA. It is also important to have this policy in place now given that the Draft VOP, 2025 will be passed by the Minister of Municipal Affairs and Housing under Section 17 of the *Planning Act* and cannot be appealed.

We appreciate the opportunity to provide comments to the City and trust that our recommended revised wording is implemented. We kindly request that we be kept apprised of any further updates to the Draft Official Plan.

If you have any questions, do not hesitate to contact our office.

Sincerely,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner

Cc: United Parcel Service Canada LTD., Miller Thomson LLP.

Appendix B: Comment Letter, July 29th, 2024

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

July 29, 2024

Fausto Filipetto, RPP, MCIP
Project Manager
Official Plan Review
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: oprmanager@vaughan.ca

Dear Mr. Filipetto:

RE: COMMENT LETTER
DRAFT #1 OF THE COMPREHENSIVE OFFICIAL PLAN
UNITED PARCEL SERVICES CANADA LTD.
OUR FILE 23137B

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") is retained by United Parcel Service Canada Ltd. ("UPS"), the registered owner of the lands located at 2900 Steeles Avenue West in the City of Vaughan (the "Subject Lands"). The Subject Lands are a major facility and a national distribution hub for UPS, employing over 2,300 employees.

Background

MHBC and Miller Thomson LLP previously submitted comment letters, appended hereto, on behalf of United Parcel Service Canada, on June 16, 2023, and September 28, 2023, pertaining to the past Draft Official Plan (Part A) process. We understand the Official Plan Review project workplan has now been revised to consolidate the work on Part A (conformity amendment) with the Part B work into a single process and a single draft OPA, which was released on June 18, 2024.

Compatibility

UPS's facilities on the Subject Lands are recognized in the current City of Vaughan Official Plan and Steeles West Secondary Plan through past amendments to expressly recognize and protect the existing and future planned operations. The current policies of the City's Official Plan specifically address land use compatibility and require applications for more sensitive land uses in the vicinity of the UPS facility to address compatibility and ensure necessary mitigation measures are provided at the expense of the applicant for the more sensitive land use.

Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan identifies that the Subject lands are expected to exist beyond the timeframe of the Official Plan and shall be permitted to continue to operate and develop. Policy 11.3.18.1d) denotes that *"Policy 5.2.1.2 of Volume 1 of this Plan shall apply to applications for more sensitive land uses proposing to locate in proximity to the existing employment use on the subject lands and such applicants will be required to provide landscaping, buffering or screening devices, and any other necessary mitigation measures to ensure land use compatibility with the employment use prior to development, at the expense of the application for the more sensitive land use".*

Policy 5.2.1.2 has been slightly modified and renumbered in the draft Official Plan:

> Policy 5.2.1.2 of the current Official Plan: *To protect Vaughan's manufacturing, industrial and warehousing sectors from potential impacts, any development or redevelopment of lands ~~for more~~ sensitive land uses located within ~~500 metres~~ an Employment Area, will be required to undertake appropriate environmental studies (e.g., noise, dust, vibration, etc.), to be identified on a case by case basis, in order to ensure land use compatibility with the surrounding Employment Area lands. As a result of the studies, on-site or off-site mitigation measures may be required prior to development at the expense of the applicant for the more sensitive land use.*
>
> Policy 3.4.3.2 of the Draft Official Plan: *To protect Vaughan's manufacturing, industrial and warehousing sectors from potential impacts, any development or redevelopment of lands where sensitive land uses are or will be located within 1000 metres of an Employment Area, will be required to undertake appropriate environmental studies (e.g., noise, dust, vibration, air quality, etc.), to be identified on a case by case basis, in order to ensure land use compatibility with the surrounding Employment Area lands. As a result of the studies, on-site and/or off-site mitigation measures may be required prior to development at the expense of the applicant for the more sensitive land use.*

We appreciate the text modifications of the policy, as they are a positive change in relation to the Subject Lands by increasing the required study range for sensitive uses in proximity to employment areas.

The site-specific Secondary Plan policy will need to be updated to reflect the change in numbering, as it currently references policy 5.2.1.2 of the current Official Plan, and will need to be changed to reference 3.4.3.2 of the draft Official Plan.

Major Transit Station Areas

We acknowledge that the Subject Lands are located within 'PMTSA 64 – Pioneer Village Subway Station', which has a minimum density target of 200 persons and jobs per hectare and a minimum FSI of 1.1 for developments within the PMTSA.

Policy 2.2.2.12 provides the following:

> *Where a PMTSA overlaps with an existing or planned Strategic Growth Area, Secondary Plan Area, Area Specific Policy, or Site-Specific Policy that defines minimum density targets; the higher of the minimum*

density target between the PMTSA and the Strategic Growth Area, Secondary Plan Area, Area Specific Policy, or Site-Specific Policy applies.

Based on the current Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the Prestige Employment zone, and as we previously commented on the 'Part A Official Plan Amendment' (September 28, 2023 letter), we recommend that the City further amend Policy 2.2.2.12 to protect the existing and planned expansion of the Subject Lands as follows:

> ***Where a PMTSA overlaps with an existing or planned Strategic Growth Area, Secondary Plan Area, Area Specific Policy, or Site-Specific Policy that defines minimum density targets; the higher of the minimum density target between the PMTSA and the Strategic Growth Area, Secondary Plan Area, Area Specific Policy, or Site-Specific Policy applies.***
>
> ***Notwithstanding the minimum density and/or height requirements of the PMTSA, permitted industrial facility expansions at 2900 Steeles Avenue West shall continue to be permitted in accordance with Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the Prestige Employment zone as set out in Zoning By-law 001-2021.***

It is critically important that further revised wording be provided to reflect the existing and planned operations of UPS, otherwise the Subject Lands will require an amendment to the PMTSA policies with regard to minimum densities and/or height to expand the existing facilities which would not be permitted under the MTSA. It is also important to have this policy in place now given that the prescribed land uses and minimum densities in a PMTSA cannot be appealed once approved.

We appreciate the opportunity to provide comments to the City and trust that our recommended revised wording is implemented. We kindly request that we be kept apprised of any further meetings and updates related to the Draft Official Plan.

If you have any questions, do not hesitate to contact our office.

Sincerely,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner

Cc: United Parcel Service Canada LTD., Miller Thomson LLP.

Appendix C: Comment Letter, September 28th, 2023

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

CELEBRATING 50 YEARS est. 1973

September 28, 2023

City of Vaughan Council
and Committee of the Whole
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: oprmanager@vaughan.ca
& clerks@vaughan.ca

RE: COMMENT LETTER –
VAUGHAN OFFICIAL PLAN REVIEW FILE PL-9550-16: PART A OFFICIAL PLAN AMENDMENT
&
OFFICIAL PLAN AMENDMENT 101, PTMSAs
UNITED PARCEL SERVICES CANADA LTD.
OUR FILE 23137A

MacNaughton Hermsen Britton Clarkson Planning Limited ("**MHBC**") is retained by United Parcel Services Canada Ltd. ("**UPS**") with respect to its lands located at 2900 Steeles Avenue West in the City of Vaughan (the "**Subject Lands**"). The Subject Lands are a major facility and a national distribution hub for UPS, employing over 2,000 employees.

The Part A Official Plan Amendment was released on September 7, 2023, and on September 12, 2023, City of Vaughan staff sought approval of OPA 101 to delineate the Primary Major Transit Station Areas in accordance with York Region's Official Plan. This letter is further to the letter from Miller Thomson LLP to Mr. Filipetto, Project Manager, Forward Vaughan, sent on behalf of UPS and dated June 16, 2023, a copy of which is attached as Schedule "A". The purpose of this letter is to provide further comments regarding the City of Vaughan Part A Official Plan Amendment and the regionally delineated Major Transit Station Areas, particularly PTMSA 64 – Pioneer Village Subway Station.

Background
UPS's facilities on the Subject Lands are recognized in the current City of Vaughan Official Plan and Steeles West Secondary Plan through past amendments to expressly recognize and protect the existing and future planned operations. The current policies of the City's Official Plan specifically address land use compatibility and require applications for more sensitive land uses in the vicinity of the UPS facility to address compatibility and ensure necessary mitigation measures are provided at the expense of the applicant for the more sensitive land use.

Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan identifies that the Subject lands are expected to exist beyond the timeframe of the Official Plan and shall be permitted to continue to operate and develop. Policy 11.3.18.1d) denotes that *"Policy 5.2.1.2 of Volume 1 of this Plan shall apply to applications for more sensitive land uses proposing to locate in proximity to the existing employment use on the subject lands and such applicants will be required to provide landscaping, buffering or screening devices, and any other necessary mitigation measures to ensure land use compatibility with the employment use prior to development, at the expense of the application for the more sensitive land use".*

Part A Policies

It is MHBC's understanding that Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan will remain, which incorporates, by reference, policy 5.2.1.2. In this regard, we have reviewed Part A and are pleased to see UPS operations remain protected through the retention of policy 5.2.1.2 as follows:

> *To protect Vaughan's manufacturing, industrial and warehousing sectors from potential impacts, any development or redevelopment of lands for more sensitive land uses located within 500 metres of an Employment Area, will be required to undertake appropriate environmental studies (e.g., noise, dust, vibration, etc.), to be identified on a case by case basis, in order to ensure land use compatibility with the surrounding Employment Area lands. As a result of the studies, on-site or off-site mitigation measures may be required prior to development at the expense of the applicant for the more sensitive land use.*

PMTSA Policies

In reviewing the MTSA policies, we acknowledge that the Subject Lands are located within 'PMTSA 64 – Pioneer Village Subway Station', which has a minimum density target of 200 persons and jobs per hectare and a minimum FSI of 1.1 for developments within the PMTSA.

Policy 2.2.5.22 provides the following:

> *Where a PMTSA overlaps with an existing or planned Intensification Area, Secondary Plan Area, Area Specific Policy, or Site-Specific Policy that defines minimum density targets; the higher of the minimum density target between the PMTSA and the Intensification Area, Secondary Plan Area, Area Specific Policy, or Site-Specific Policy applies.*

Based on the current Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the Prestige Employment zone, as set out in Zoning By-law 001-2021, a further amendment to Policy 2.2.5.22 should be provided, as follows, to protect the existing and planned expansion of the Subject Lands:

> *Where a PMTSA overlaps with an existing or planned Intensification Area, Secondary Plan Area, Area Specific Policy, or Site-Specific Policy that defines minimum density targets; the higher of the minimum density target between the PMTSA and the Intensification Area, Secondary Plan Area, Area Specific Policy, or Site-Specific Policy applies.*
>
> *Notwithstanding the minimum density and/or height requirements of the MTSA, permitted industrial facility expansions at 2900 Steeles Avenue West shall continue to be permitted in accordance with Site-Specific Policy 11.3.18.1 of the Steeles Avenue West Secondary Plan and the Prestige Employment zone as set out in Zoning By-law 001-2021.*

It is critically important that further revised wording be provided to reflect the existing and planned operations of UPS, otherwise the Subject Lands will require an amendment to the MTSA policies with regard to minimum densities and/or height to expand the existing facilities which would not be permitted under the MTSA.

We appreciate the opportunity to provide comments to the City and trust that our recommended revised wording is implemented. We will continue to monitor the OPA and MTSA Study processes, including the 2023 Vaughan Transportation Plan, and may provide further comments. We request that MBHC is added to the City's notification list with respect any meetings, reports or Committee of Council action with respect to the Part A Official Plan Amendment or OPA 101.

If there is anything further you may require in relation to this letter, please do not hesitate to contact us.

Yours truly,
MHBC



Dana Anderson, MA, FCIP, RPP
Partner

Cc: United Parcel Services Canada Ltd.
Miller Thomson LLP

Appendix D: Comment Letter, June 16th, 2023

Schedule A

MILLER THOMSON
AVOCATS | LAWYERS

MILLER THOMSON LLP
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P.O. BOX 1011
TORONTO, ON M5H 3S1
CANADA

T 416.595.8500
F 416.595.8695

MILLERTHOMSON.COM

June 16, 2023

Tara L. Piurko
Direct Line: 416.595.2647
Direct Fax: 416.595.8695
tpiurko@millerthomson.com

File: 0232132.0002

Delivered Via Email
(oprmanager@vaughan.ca)

Fausto Filipetto
Project Manager
Vaughan City Hall,
2141 Major Mackenzie Drive
Vaughan, ON, L6A 1T1

Dear Mr. Filipetto:

Re: Forward Vaughan – Official Plan Update
Preliminary Comments from United Parcel Services Canada Ltd. ("UPS")
2900 Steeles Avenue West

We are counsel for UPS, registered owner of the lands municipally known as 2900 Steeles Avenue West in the City of Vaughan ("UPS Lands") on which it operates the Canadian hub of its global parcel distribution operations. The UPS Lands are located within the northwest quadrant of Jane Street and Steeles Avenue West.

On behalf of UPS, MacNaughton Hermsen Britton Clarkson ("MHBC") and Miller Thomson LLP have been monitoring the City's Official Plan review process and have now had an opportunity to review the material released to date, such as, but not limited to the Policy Directions Report, released February 2023.

While a draft of the updated Official Plan policies and maps has not yet been released for stakeholder feedback, given that the City remains in its review process, UPS wanted to provide preliminary comments for the City's consideration prior to finalizing the policies and maps to be released for public review and comment.

Background

At the outset, we note that UPS supports the City's endeavors to update its Official Plan policies in keeping with the City's growth. We also want to highlight that the existing policies applicable to the UPS Lands must be brought forward in the updated Official Plan. As the City is likely aware, UPS has always taken and continues to actively take steps to preserve and maintain its existing permissions and to protect the continued long-term operation and on-site expansion of the UPS facility on the UPS Lands, being a major facility, a key service, and an important place of employment in the City.

UPS is a long-standing employer in the City of Vaughan and an integral industrial service operator for the City and the Country. UPS's distribution services are an essential service and the UPS Lands are the location of its Canadian distribution hub, being a strategic

location that links not only the City's but southern Ontario's supply chain with the rest of Canada and the world.

UPS Site-Specific Policy

Volume 1 of the current Official Plan contains policies under section 5.2.1, namely policy 5.2.1.2, that speak to the compatibility of new land uses in relation to existing employment uses and the need for appropriate studies and measures to be taken to protect the employment sector. This policy is incorporated by reference in Volume 2 of the current Official Plan, namely the Steeles West Secondary Plan, under section 11.3.18 which contains site-specific policies that apply to the UPS Lands under policy 11.3.18.1. The UPS site-specific policy contemplates the continued use and potential expansion of its permitted use of the UPS Lands. We trust that the updated Official Plan will bring forward the existing UPS site-specific policies found in existing policy 11.3.18.1.

Protected Major Transit Station Area #64 (Pioneer Village)

We have reviewed the recently released mapping for the draft official plan amendment related to Protected Major Transit Station Areas ("PMTSA") in the City. The UPS Lands are found within the Pioneer Village PMTSA (#64). While a more thorough examination of the proposed policies is underway, on a preliminary basis, we submit that consideration of the long-term continued operation of the UPS facility, as currently built out, as well as the permitted expansion should be a key consideration in the development of the planning policies related to PMTSA #64.

UPS submits that ongoing recognition of the current site-specific policy in effect on the UPS Lands in no way detracts from the ability of the City to introduce transit-supportive densities and uses in the Pioneer Village PMTSA area, provided that the appropriate studies are conducted and appropriate mitigation measures implemented so as not to create adverse interference with the existing UPS operation and the zoned rights for expansion on the operation on the UPS Lands.

2023 Vaughan Transportation Plan

We understand that the 2023 Vaughan Transportation Plan will be used to inform the City's transportation policies of the updated Official Plan. UPS has concerns with the proposed document with respect to the new roads proposed on the UPS Lands. The Network Map identifies a number of new roads bisecting the UPS Lands in a north-south and east-west direction. In this regard, the City is, or should be, aware that the UPS operation on the UPS Lands will be in existence well beyond the lifetime of the current planning exercise, and likely well beyond many future Official Plan updates. The proposed new roads will not become a reality in our lifetimes.

Given the continued long-term use of the UPS Lands by UPS for the Canadian hub of its global parcel distribution operations, and the expansion rights under the in-force zoning, the road pattern identified in the 2023 Vaughan Transportation Plan should be removed from the Network Map. The proposed roads across the UPS Lands should not, and frankly cannot, be considered for any development of the lands in the vicinity in the near or long term given the ongoing use and expansion allowances in place on the UPS Lands.

Summary Comments

UPS is a major employer within the City that will be in operation on the UPS Lands long into the foreseeable future. UPS does not have any plans to relocate and a Phase 3 expansion is already approved from a zoning perspective. The existing site-specific policies applicable to the UPS Lands in the Steeles West Secondary Plan must be brought forward to protect UPS's continued operation on the UPS Lands, as well as its expansion.

We respectfully submit these initial comments as we continue to review and monitor the Official Plan review and update process. Should additional areas of concern be identified, these will be communicated to the City at the earliest possible time.

Further to the above, we also hereby request that UPS, through its counsel:

- be provided a copy of the updated Official Plan policies, in advance of the Official Plan Sub-Committee or Council meeting at which it may be tabled;
- be notified of all future meetings respecting the updated Official Plan, the PMTSA official plan amendment, and the 2023 Vaughan Transportation Plan; and
- be included in all public communications on the updated Official Plan, the PMTSA official plan amendment, and the 2023 Vaughan Transportation Plan.

We thank you for your consideration. Should you have any questions or require information further to this submission, please do not hesitate to contact the undersigned, or in her absence, Dana Anderson at danderson@mhbcplan.com or 905-639-8686 ext. 226.

Yours truly,

MILLER THOMSON LLP

Per:

Tara L. Piurko
Partner
TLP/

c. UPS
Dana Anderson, MHBC

64 JARDIN DRIVE, UNIT 1B
CONCORD, ONTARIO L4K 3P3

T 905.669.4055

KLMPLANNING.COM

C124.
Communication
CW(PM) – June 4, 2025
Item No. 10

File: P-3397

June 3, 2025

Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Delivered by email to oprmanager@vaughan.ca and clerks@vaughan.ca

Attn: **Mayor and Members of Council**

RE: **Forward Vaughan – Vaughan Official Plan Review**
Official Plan Draft – May 2025
170 Doughton Road, City of Vaughan

KLM Planning Partners Inc. are the planning consultants for the owner of 170 Doughton Road, Vaughan (the "Subject Lands"). We are actively monitoring and participating in the Forward Vaughan, Draft Vaughan Official Plan 2025 ("VOP 2025") process.

We previously submitted a letter to the City on the January iteration of VOP 2025 on May 14, 2025, and we continue to be satisfied notwithstanding any further modifications to Volume 2 of VOP 2010. Once the City of Vaughan initiates the review to replace and integrate any of the VOP 2010 Volume 2 policies within VOP 2025, we request notification to ensure that our client has an opportunity to participate and provide comments, if any, prior to adoption.

Kindly ensure that we receive notice of any decision(s) made by the Committee and/or City Council regarding VOP 2025, as well as any further public meeting(s), so we can continue to monitor this matter and participate.

Should you require additional information, please contact the undersigned at apereira@klmplanning.com.

Yours truly,

KLM PLANNING PARTNERS INC.

A. Pereira

Aidan Pereira
Associate

cc. Client
Parente Borean LLP
Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery
Christina Bruce, Director of Policy Planning and Special Programs
Fausto Filipetto, Senior Manager of Policy Planning and Sustainability
Ash Faulkner, Senior Planner, Policy Planning and Special Programs
Carly Murphy, Planner, Policy Planning and Special Programs

C125.
Communication
CW(PM) – June 4, 2025
Item No. 10

Joan MacIntyre
905 513 0170 x115
JMacIntyre@mgp.ca

MGP File: 23-3356

June 3rd,2025

Committee of the Whole, City of Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A

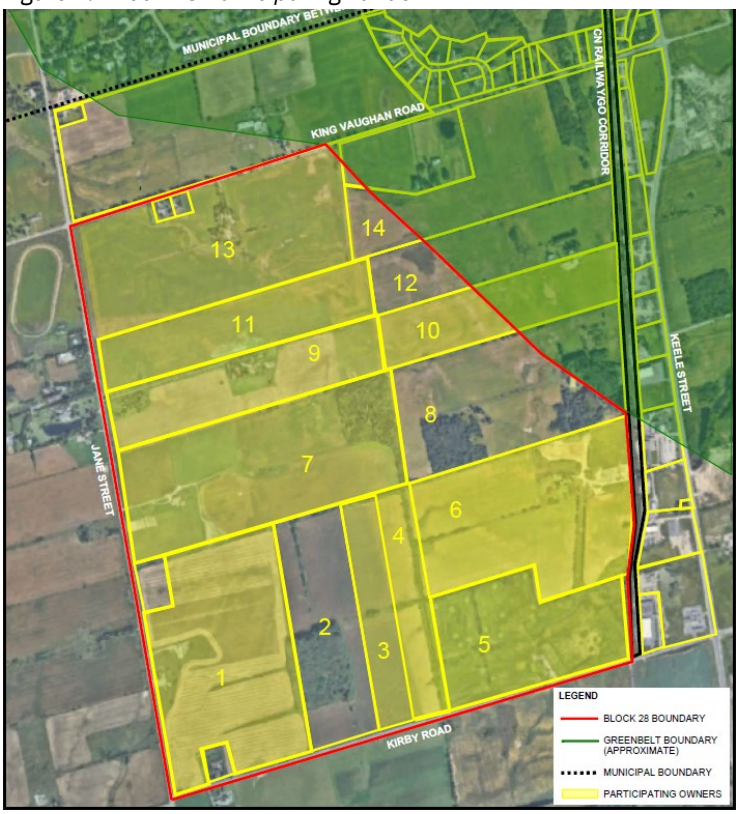
By email to clerks@vaughan.ca and oprmanager@vaughan.ca

Dear Chair and Members of the Committee of the Whole,

RE: Committee of the Whole Public Meeting Report – Item 4.10
Vaughan Official Plan Review
Block 28 Landowners Group - Request for changes to secondary plan process and phasing policy

Malone Given Parsons Ltd. is the planner for the Block 28 Landowners Group who own approximately 300 gross hectares of greenfield land within Vaughan's Block 28, shown in Figure 1 below. The lands were brought into Vaughan's urban boundary in the Region's Official Plan and are being incorporated into the City's new Official Plan. The lands will be subject to a secondary plan process. On behalf of the group, this is our second submission on the new Official Plan drafts. We understand that City staff will be reviewing comments and making changes to the May draft Official Plan over the summer.

Figure 1: Block 28 Participating Lands



1. **Policy 5.1.1.5** states *That Secondary Plans shall be prepared by the City in consultation with the public, pursuant to the policies of Section 5.1.1 of this Plan.*

   A significant amount of New Community Lands and Employment Lands requiring secondary plans have been added to Vaughan's urban boundary. The group would like the opportunity for a landowner group and their consultants to lead a secondary plan process in consultation with the City and public. A developer-led process could expedite the study process and reduce the cost to the municipality, with the City having approval over, but not the cost of preparing the technical studies and the secondary plan. Other municipalities have used this approach in the past and ultimately, City staff and Council will review and approve the secondary plan.

   We request that "by the City" be deleted from Policy 5.1.1.5 to allow for this opportunity which could benefit both the City and the developers.

2. ***Policy 2.2.2.5*** *states "That* ***Development*** *in* ***New Community Areas*** *or* ***New Employment Areas*** *shall not occur until adjacent Community Areas or Employment Areas have achieved their minimum density targets."*

   The May OP defines ***Development*** as including "*a change in Land Use requiring approval under the Planning Act"*. Based on the definition, an official plan amendment such as a secondary plan could not be approved or may not be deemed complete until the adjacent community achieves its minimum density target.

   Both Secondary and Block Plans involve detailed technical studies to support them and involve a lengthy approval process. We trust it is not the City's intent to delay planning for new communities until the adjacent community is built, occupied and the minimum density targets are achieved.

   For example, Block 27 to the south has a large area of higher density lands. These typically take longer to build out than low-rise residential. In addition, some landowners within a block may choose not to develop for many years. An example of this is Block 12 where two subdivisions have not developed since the block plan was approved in 2003. These factors could indefinitely delay planning for development in the New Community areas based on the wording of this policy.

   It is also unclear how achieving the "density minimum target" of the adjacent areas would be measured: through approved subdivision or site plans, building permits or occupied dwellings?

   Planning for the New Community Area lands should not be contingent upon full development or build out of adjacent New Community Areas before planning can commence.

   We request that the City amend policy 2.2.2.5 to remove the capital 'D' from Development and add the word 'substantially' before 'achieved' or remove the policy entirely.

3. Policy 4.1: Housing Options

We support the intent behind the affordable housing target; however, it would be helpful to understand how the 25% target in **Policy 4.1.1.1. a.** will be monitored and enforced. A clearly defined implementation strategy would ensure transparency and consistency.

In the case of ownership housing, the least expensive of:

1. *housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or*

2. *housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality.*

The cost of Affordable Housing is difficult to define and varies by region. According to the document *Affordable Housing in York Region 2023 Measuring and Monitoring*, an affordable ownership dwelling in Vaughan is $598,245. As of May 30/25, Realtor.ca had just 237 units in Vaughan, (less than 15% of the 1,600 units listed for sale) listed for under $600,000, some of which were empty lots. Almost all of which are apartment condo dwellings which carry additional monthly fees.

Achieving meaningful affordability outcomes cannot be achieved by the private sector alone and will also depend on agency tools and incentives including: reductions in development charges and municipal fees; reductions or exemptions in government taxes and fees; assigning Community Benefit Charges to affordable housing; and streamlining approval timelines. Some of these are already included in Policy 4.1.1.2 which could be expanded. Without these supports it will be challenging to achieve a 25% affordable housing target. We encourage the City to continue to further investigate these tools.

Furthermore, we propose the following addition to **Policy 4.1.1.1 a.** to clarify that the affordable housing target should not be interpreted or enforced on a per-application basis, especially for small-scale developments that may not be able to accommodate such requirements due to site-specific constraints:

"... that a minimum of 25% of all new housing units in Vaughan outside of the VMC and PMTSAs be affordable. **"This policy will be applied based on the scale of the development."**

While we are generally supportive of policy to provide diverse housing options in Vaughan, the target identified should not be applicable to individual development or phases of development.

4. Schedule 13 – Land Use continues to show an **underlying *Prime Agriculture*** *designation* within new community areas added to the urban boundary. These designations are not compatible since the intent of one is to protect and sustain agricultural use and the other to provide for future growth. The portion of Block 28 outside of the ORMCP was removed from the Prime Agricultural designation in the Region's OP which was reviewed/approved by the province.

The May Official Plan's Schedule 1D – Agricultural System has now been updated to exclude the portion of the New Community lands from the Prime Agricultural Lands designation.

We request that the underlying Prime Agriculture designation on the new greenfield lands brought into the Urban Boundary be removed from Schedule 13 in accordance with Schedule 1D.

Some of these comments and requests have been included in letters previously submitted by individual members of the group and have been reviewed and are supported by the entire group. We appreciate the work and time it took to prepare this document and look forward to working with you on this and other matters in the future. Should you have any questions or wish to discuss our comments, please do not hesitate to contact me at 416 473-7638.

Yours very truly,

Malone Given Parsons Ltd.



Joan MacIntyre, MCIP, RPP, Principal

cc. *Mr. Fausto Filipetto, MCIP, RPP, Senior Manager, Policy Planning & Sustainability*
Block 28 Landowners Group

Malone Given Parsons.

C126.
Communication
CW(PM) – June 4, 2025
Item No. 10

Joan MacIntyre
905 513 0170 x115
JMacIntyre@mgp.ca

June 3, 2025

MGP File: 23-3345

Committee of the Whole, City of Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A

By email to clerks@vaughan.ca and oprmanager@vaughan.ca

Dear Chair and Members of the Committee of the Whole,

RE: Secondary plan timing and areas
Official Plan Review: Proposed May 2025 Draft Official Plan
2590930 Ontario Ltd., 6910 Roe Road, Block 67, City of Vaughan

We are providing the following comments on behalf of 2590930 Ontario Ltd. for the May 2025 Draft of the City of Vaughan Official Plan. We provided comments on an earlier draft of the Official Plan, some of which have not been addressed. We continue to believe that the following comments and suggestions should be addressed as well.

Policy Requests

1. Policy **2.3.1.4** states that the preparation of Secondary Plans for New Community Areas and New Employment Areas west of Highway 400 shall not proceed until the future route of the proposed Provincial Highway 413 has been confirmed or at the discretion of the Province.

   MTO's letter to the City of Vaughan in May of 2024 states that MTO is willing to review development applications for lands within the Transportation Corridor (Highway 413) Focused Analysis Area (FAA), providing the highway alignment is protected. The letter further states that the FAA will refine the route and MTO will release lands that are not required for the completion of Highway 413. The City should allow study and background work within the secondary plans to proceed, particularly if they are within larger-parcel size employment areas where adjustments to the corridor can be easily accommodated and developer-initiated. ***Please change the word "preparation" to "approval."***

Schedules *(See attached marked-up figures)*

Schedule 13 – Land Use continues to show an underlying Prime Agriculture designation within new employment areas added to the urban boundary. These designations are not compatible since the intent of one is to protect and sustain agricultural use and the other to provide for future growth. The Roe Road lands, along with the other New Employment and New Community

Areas were removed from the Prime Agricultural designation in the Region's OP which was reviewed/approved by the province.

The May 2025 Official Plan's Schedule 1D – Agricultural System has now been updated to exclude 6910 Roe Road, and other New Community/Employment Areas in Vaughan from the Prime Agricultural Lands designation.

We request that the Prime Agriculture designation on the new greenfield lands brought into the Urban Boundary be removed from Schedule 13 in accordance with Schedule 1D. In addition, it would be helpful to add the Highway 413 alignment to the Land Use Schedule 13, which has been done on other schedules.

Schedule 14A - Areas Subject to Secondary Plans We note that 6910 Roe Road is identified as being within a Required Secondary Plan Area. Our client's lands are separated from the remainder of Block 67 by the Highway 413 alignment, the CP railway line, an existing church and a hydro corridor (shown on Schedule 13) and should not be required to undertake a comprehensive secondary plan process with the remainder of the planning block north of the highway alignment to proceed with development applications. ***We ask that Schedule 14A be amended to show the Highway 413 and hydro corridors that divide the block***, similar to other areas shown on the schedule where natural features and infrastructure form the boundary between the secondary plan areas. This will allow for scoped secondary plans in discrete areas north and south of the planned highway.

Schedule 14B – Areas Subject to Area Specific Plans shows 6910 Roe Road within a Heritage Conservation District. The Kleinburg-Nashville Heritage Conservation District Plan Update (The Study) dated September 2021 recommended refining the boundary of the Heritage Conservation District to exclude the lands west of Huntington Road, including 6910 Roe Road. The Heritage Conservation District was updated in the Draft OP's Schedule 9A, but not Schedule 14B. ***We ask that the mapping of Schedule 14B be updated to reflect the recommended Heritage Conservation District boundary revisions.***

We thank you for the opportunity to provide input on the May 2025 Draft Official Plan and look forward to working with you, City staff and the WSP consulting team through the Official Plan Update process. Should you have any questions or wish to discuss our comments, please do not hesitate to contact me at 416-473-7638.

Yours very truly,

Malone Given Parsons Ltd.

Joan MacIntyre, MCIP, RPP
Principal

C. Mr. Fausto Filipetto, MCIP, RPP, Senior Manager, Policy Planning & Sustainability
Mr. Enrico Lisi, Elite Construction

Requested Amendments to Draft OPA Schedules

Figure 1: Excerpt from May 2025 Draft Official Plan, ***Schedule 13 - Land Use***

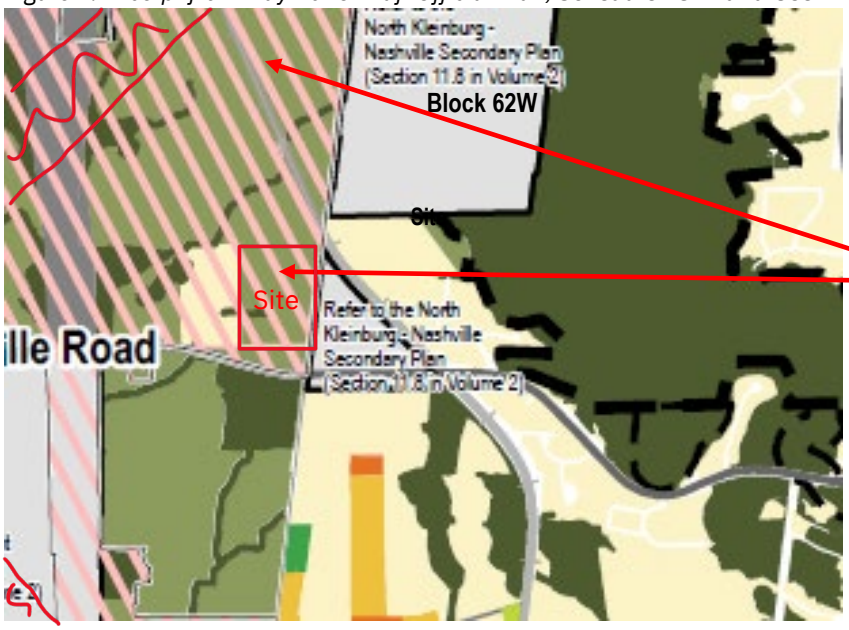


Figure 2: Excerpt from May 2025 Draft Official Plan , ***Schedule 14A - Areas Subject to Secondary Plans***

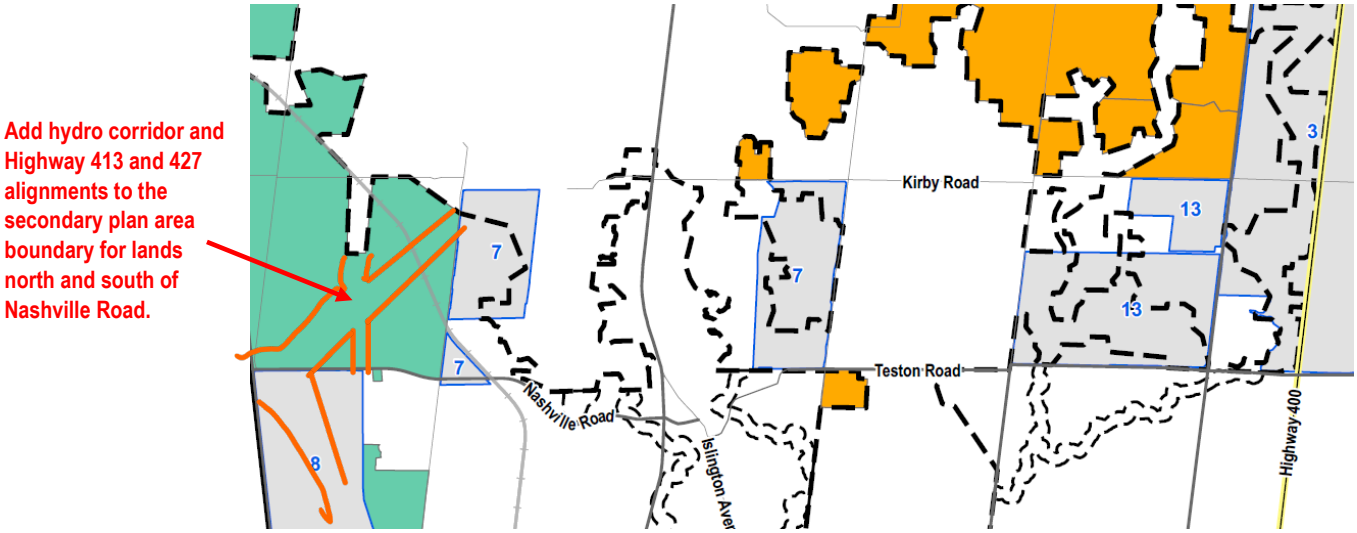
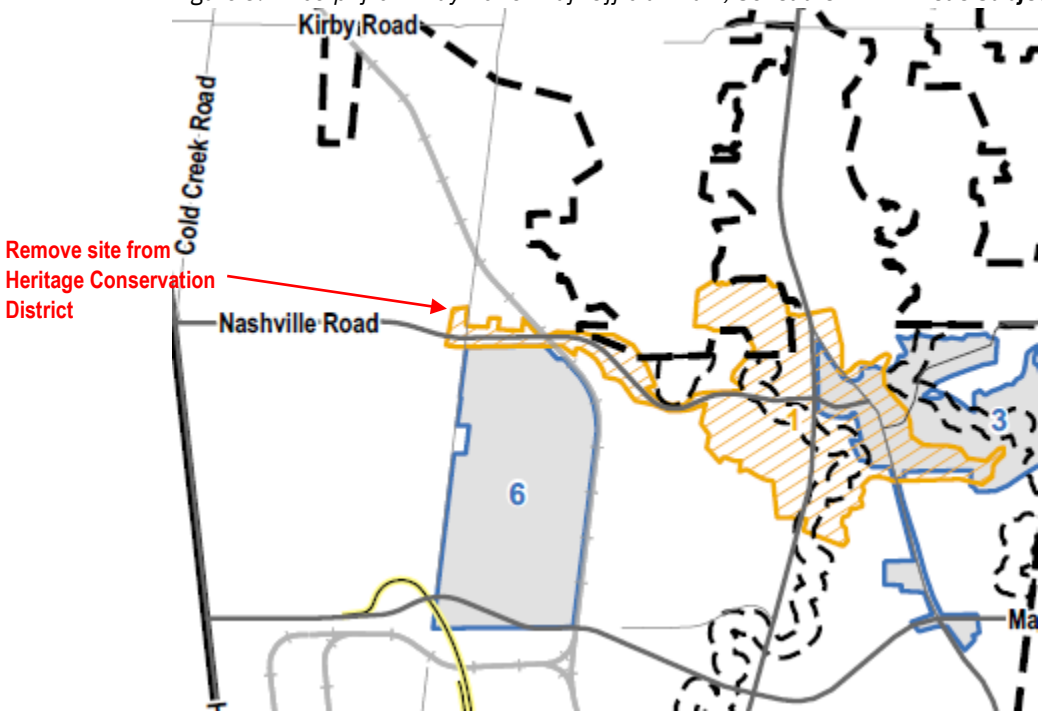


Figure 3: Excerpt from May 2025 Draft Official Plan , ***Schedule 14B - Areas Subject to Area Specific Plans***



C127.
Communication
CW(PM) – June 4, 2025
Item No. 10

Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

June 3, 2025
File 9220-1

Attn: Fausto Filipetto, Project Manager

RE: Comments on the Draft Vaughan Official Plan 2025
99 Peelar Road

Weston Consulting is the authorized planning consultant for the Kiriakou Group, L.K. Trustco Inc. and 2752194 Ontario Inc (the "Owner"), the owners of the lands municipally known as 99 Peelar Road (the "Site"). We are monitoring the City of Vaughan's Official Plan Review process on behalf of the Owner and are pleased to provide the following comments on the Draft Vaughan Official Plan 2025 (the "Draft VOP") and the Vaughan Metropolitan Centre Secondary Plan (VMCSP) update as it relates to the Site. The Site is currently occupied by Hazelton Manor, an existing banquet hall facility (Figure 1).



Figure 1: Aerial Image of the Site

The Owner has actively participated in the Vaughan Metropolitan Centre Secondary Plan Update process and we have submitted several letters on their behalf for review and consideration by Staff and the VMC Suc-Committee. The Draft New Vaughan Official Plan 2025 (Volume 2) – May 2025, which includes the draft new Vaughan Metropolitan Centre Secondary Plan has identified the Site as *Environmental Open Space.*

Four letters have been submitted to the City in response to the designation, spanning from September 2023 to March 2025. The letters highlight that the proposed designation is inappropriate for the lands and does not recognize the existing conditions of the subject property which has no natural heritage significance based on the findings of a Natural Heritage Evaluation prepared by Pinchin. The evaluation confirmed that a vast majority of the Site has no environmental significance and no potential contribution toward natural heritage. Additionally, we have continued to provide comments to staff that a fully developed and economically viable site is not an appropriate location for parkland or stormwater management infrastructure as a sole use. But rather, that alternative stormwater solutions and public parkland can be provided as part of an integrated redevelopment solution for the lands.

A pre-application consultation meeting was held with Development Planning Staff and other City department and agencies on March 6, 2025 whereby a proposed development concept was shared for the Site which included a 10% parkland contribution abutting the Black Creek corridor along the western property edge as well as a comprehensive mixed-use development. It is our opinion that a redesignation of the Site to High-Rise Mixed-Use is appropriate. Such a designation would still allow the western portion of the Site to contribute to the VMC's broader parks and open space network.

We respectfully submit these comments for review and consideration as it relates to the City's consideration of the draft VMC Secondary Plan included in the Draft VOP. We will continue to monitor the ongoing VOP and VMCSP update processes and will continue to provide comments as necessary. Should you have any questions, or require any additional information please contact the undersigned at ssgotto@westonconsulting.com or smostacci@westonconsulting.com.

Yours truly,
Weston Consulting
Per:

Sabrina Sgotto, HBA, RPP, MCIP
Partner, Planning Lead

cc. Client
City Clerk
Goodmans LLP

1390-3172-2519

64 JARDIN DRIVE, UNIT 1B
CONCORD, ONTARIO L4K 3P3

T 905.669.4055

KLMPLANNING.COM

C128.
Communication
CW(PM) – June 4, 2025
Item No. 10

File: P-2160

June 3, 2025

City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: **Hon. Mayor Del Duca and Members of Council**

Re: **Committee of the Whole (Public Meeting), Wednesday June 4, 2025**
Agenda Item. 4(10)
City of Vaughan revised Draft New Official Plan, May 2025
Block 66W Landowners Group Inc.
City of Vaughan
Regional Municipality of York

KLM Planning Partners Inc. is the land-use planning consultant acting on behalf of the Block 66W Landowner Group Inc (the "Landowners"), who collectively own approximately 175.6 hectares (433.9 acres) of land within Block 66 West in the City of Vaughan (the "City"), Region of York (the "Subject Lands"). The Subject Lands are bounded by Major Mackenzie Drive to the south, Highway 50 to the west, Nashville Road to the north and a mid-concession Hydro corridor to the east. A map identifying the location of the Subject Lands is attached herein.

On March 7, 2025, the Landowners submitted an application for Block Plan approval to the City for Block 66 West, which was accompanied by a series of technical reports, including a Master Environmental Servicing Plan, Environmental Impact Study, Transportation Study, amongst others, which is currently under review and proceeding to a public meeting on June 4, 2025.

KLM has been monitoring and participating in the City's Official Plan Review (the "OPR") on behalf of the Landowners and previously provided comments to the City on July 31, 2024 related to the revised Draft Comprehensive Official Plan Amendment, which combined the previous Part A and Part B OPR work, released in June 2024. In May 2025, the City released a further revised Draft New Official Plan (the "Draft OP") for review and comment. KLM has completed a review of the Draft OP on behalf of the Landowners and provide the following comments:

1. We note that the Draft OP does not propose changes to Section 11.9, the West Vaughan Employment Area Secondary Plan. We support this approach, however request that the City work with the Ministry of Transportation on removing the "Corridor Protection" overlay which identifies the previous limits of the GTA West Corridor Protection Area, given the progress that has been made by the province on this project. Refinement of the Corridor Protection Area would free up otherwise constrained land and would help to speed up the development of needed employment lands.

2. Section 1.4.1.8 – This section provides policies to assist in the interpretation of the boundaries of land use designations. With respect to Prestige Employment and General Employment land uses, it is noted specifically that the use abutting an arterial street or Provincial highway shall be interpreted to extend one lot depth in from the arterial street or Provincial highway. We note that this reflects existing policy 10.2.1.6 from the Vaughan Official Plan, 2010 (the "VOP 2010"). We are concerned with the potential challenges in the implementation of this policy, particularly given the evolving employment context that favours large employment blocks. This policy could have the effect of prohibiting general employment uses in instances where no lot creation occurs within employment lands to facilitate large employment users. Properties which are split designated should be permitted to be used in accordance with the underlying land use designation. We are not aware of similar policies in Official Plans in other municipalities and would recommend that this policy be revised to note that the interpretation of land use boundaries will be determined through more detailed planning applications such as applications for zoning by-law amendment.

3. Section 1.4.2.4 – This section provides transition policies for Development (as defined) applications in process but does not reference non-statutory applications such as Block Plans. These applications are not required to be 'deemed complete'. Notwithstanding, Block Plan application are required by the City to conform to the Official Plan. As such, we respectfully request that this policy be revised to note that the transition polices are intended to apply to Block Plan applications.

   We further request that the reference to the date an application is deemed complete be revised to the date an application has been received by the City. In many cases, advancing to a formal "Complete Application" takes an excessively long time. With the approval of Bill 185 and the removal of mandatory pre-consultation requirements, further flexibility in the policy framework will provide additional certainty to applicants.

4. Section 1.4.2.7 – This policy introduces the intent of Council to repeal the transition provisions for applications in process at the time of the next Official Plan Review or five years after the approval of the plan, whichever occurs first. With current market uncertainty, we are concerned that repealing transition provisions within any timeframe will create unnecessary challenges in the approval process. The development approval process is complex and many projects, particularly large multi-phased projects which may involve multiple owners, often require more than five years to be completed. On this basis, we respectfully request that this policy be deleted, and that the existing VOP 2010 remain in effect for purposes of interpreting and implementing previously approved and active applications submitted pursuant to same.

5. Section 2.14.1.37 – This section provides that a minimum of two north/south and two east/west collector streets be provided in new block Development, where feasible. This policy is overly prescriptive and should simply direct that the number and extent of collector streets within new block development be determined at the secondary plan stage, based upon detailed traffic studies.

6. Sections 4.3.3.2 to 4.3.3.21 provide built form policy requirements applicable to the design of the built environment. In many instances, prescriptive requirements associated with setbacks, unit sizes, building separation, etc. are provided, which in our opinion are more appropriately provided in the implementing Zoning By-law. We respectfully request that these sections be reviewed and revised to provide the general framework for these uses, rather than prescriptive requirements.

7. Definition of Major Office – Major Office is defined as having a gross floor area of greater than 4,000 square metres or with approximately 200 jobs or more. The policy framework of the Draft OP directs Major Office to Strategic Growth Areas consistent with the Provincial Planning

Statement, 2024 (the "PPS 2024"). The VOP 2010 identifies major office uses as having a gross floor area of greater than 12,500 square metres and an office use as having a gross floor area of less than 12,500 square metres.

For reference, the origin of the 4,000 square metres threshold for Major Office uses comes from the definition for Major Office in the now repealed A Place to Grow: Growth Plan for the Greater Golden Horseshow (the "Growth Plan"). This definition was also included in the 2022 York Region Official Plan to conform to the Growth Plan. As the Growth Plan has now been repealed, there is no framework in provincial planning to prescribe the 4,000 square metre threshold. The PPS 2024 restricts Major Office uses to Strategic Growth Areas and limits office uses in employment areas to be associated with the primary employment use e.g. manufacturing, warehousing, etc.

As currently proposed, this definition has the effect of limiting the amount of office use within Employment Areas when associated with a permitted employment use, which would need to have an area of less than 4,000 square metres in order to not be considered Major Office. As such we respectfully request that the City modify the definition of Major Office to specify that they must be within a freestanding building and increase the threshold to 12,500 square metres consistent with the Official Plan 2010. This will permit office uses within an employment area associated with an employment use which may exceed 4,000 square metres, and which are otherwise appropriate.

8. Schedule 9B – We note that the right of way width for major collector roads has increased from 26 metres in the VOP 2010 to 30 metres in the Draft OP. We are not clear the rationale for the increase and what has prompted the additional 4 metres. This land could otherwise be used for development. We respectfully request clarification in this regard.

Thank you for the opportunity to provide input into the OPR. We kindly request notice of any future reports and/or public meetings and consultations regarding the Draft OP, and that we receive notice of any decision of City Council.

Should you have any questions or concerns of if you require any additional information on the contents of this letter, please do not hesitate to contact the undersigned.

Yours truly,
KLM PLANNING PARTNERS INC.



Tim Schilling BES, MCIP, RPP
Senior Planer

cc. Client
Fausto Filipetto, Project Manager

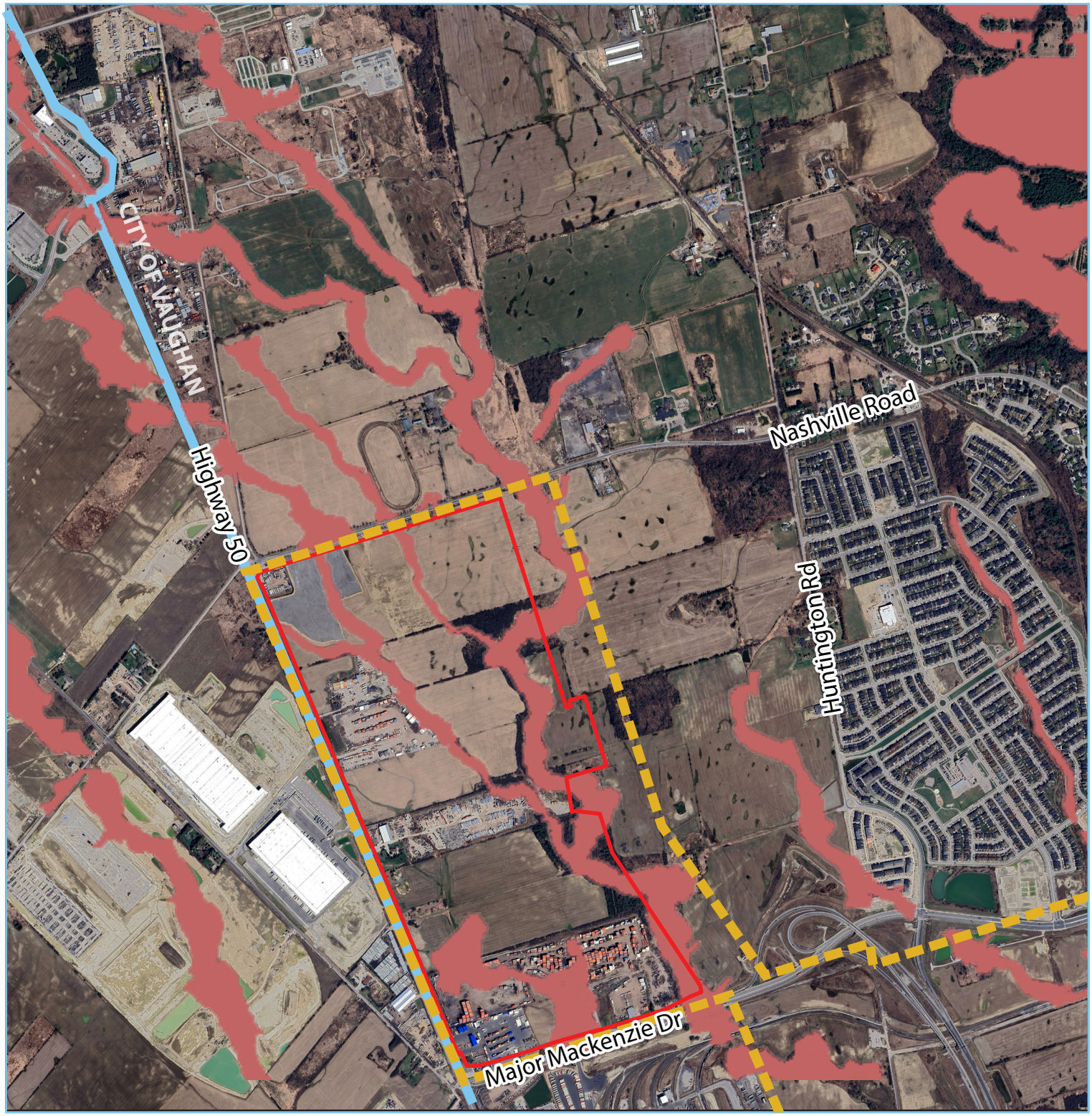


Figure 1

Context Map

LEGEND

- Subject Lands
- Secondary Plan Area
- Municipal Boundary
- Floodplain

Block 66 West Block
Vaughan, Ontario

DATE: Dec. 23, 2024 | SCALE: NTS | P NUMBER: P-2160

KLM PLANNING



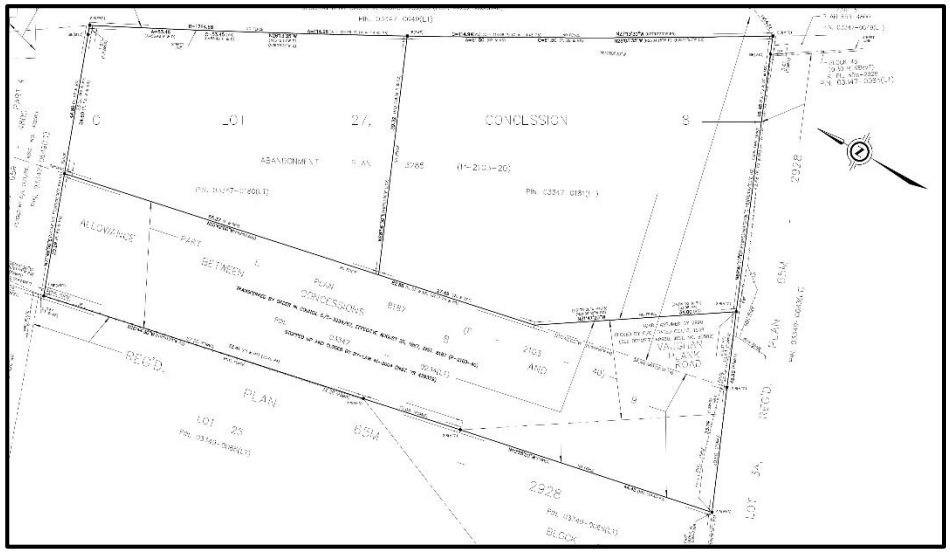
June 4, 2025 – Vaughan COW – Item #3

Public Meeting For:
10990 & 11010 Highway 27

Planning Applications:
Draft Plan of Subdivision
Zoning By-law Amendment
Official Plan Amendment

SUBJECT LANDS





Survey Plan prepared by JD Barnes, dated September 1, 2022



Lot Area:

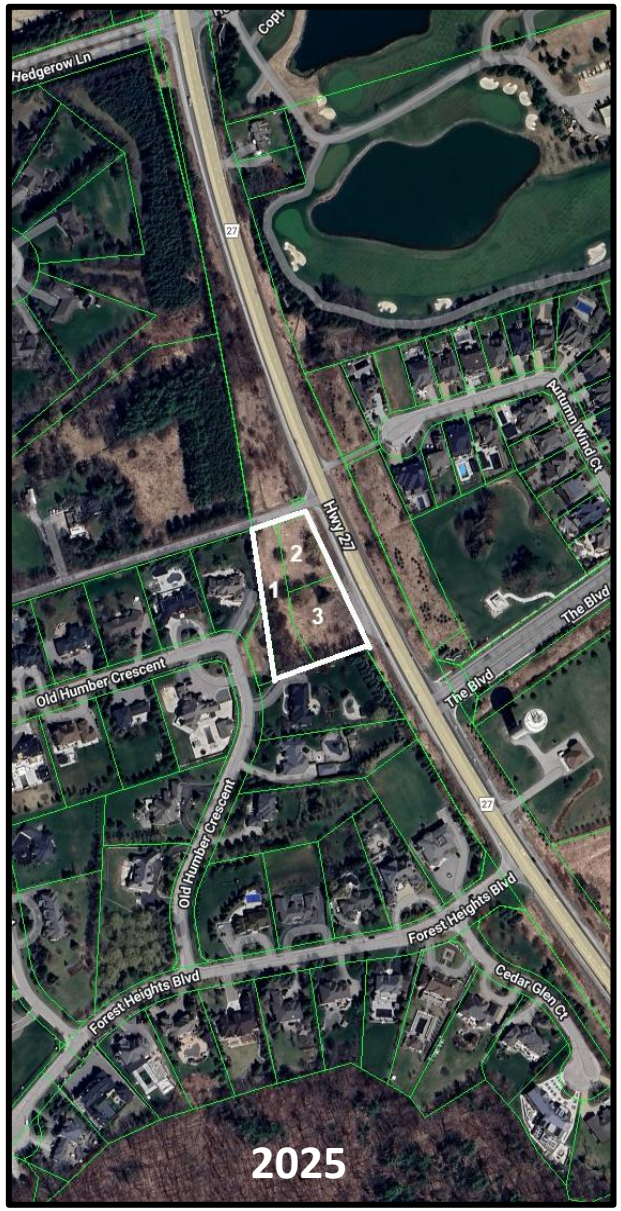
- Subject Lands assigned two municipal addresses: 10990 & 11010 Highway 27, three parcels with a combined area of ~0.7 hectares (~1.7 acres)

Frontage:

- ~115 m along Highway 27
- ~45m along unnamed ROW along north property line

SUBJECT LANDS - HISTORY

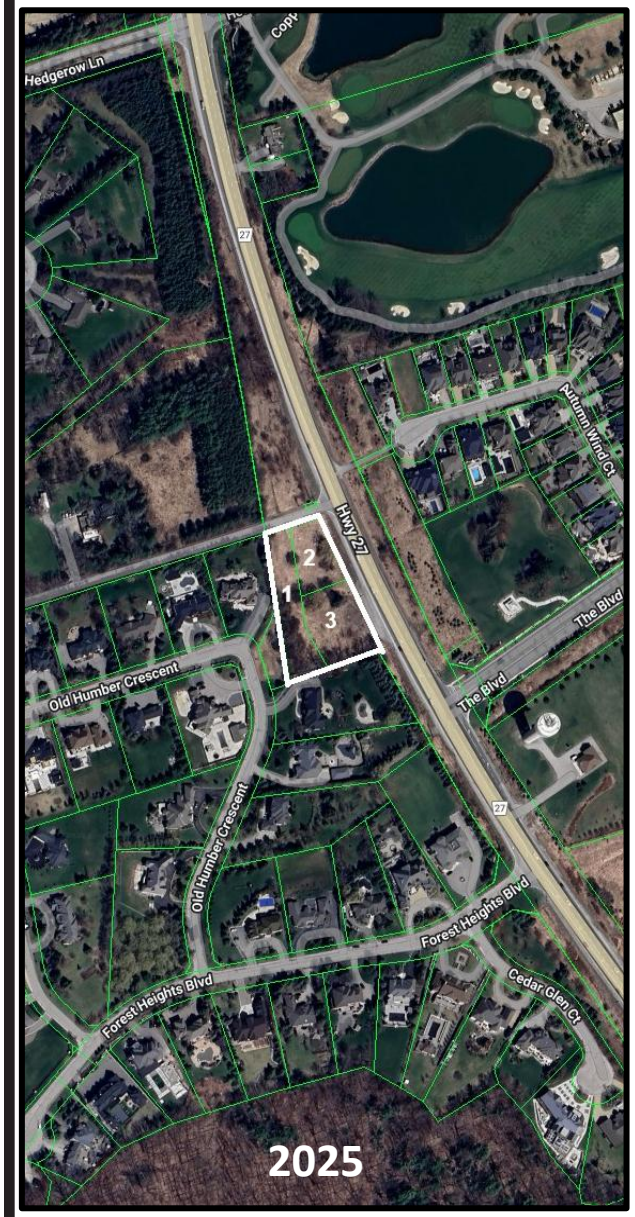
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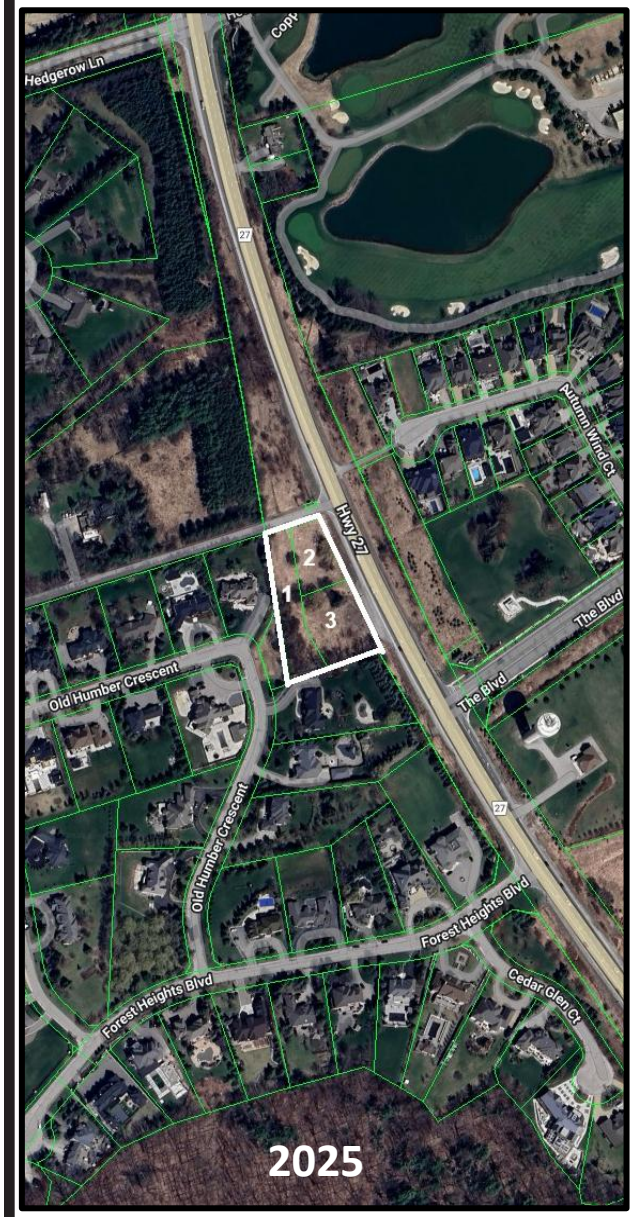
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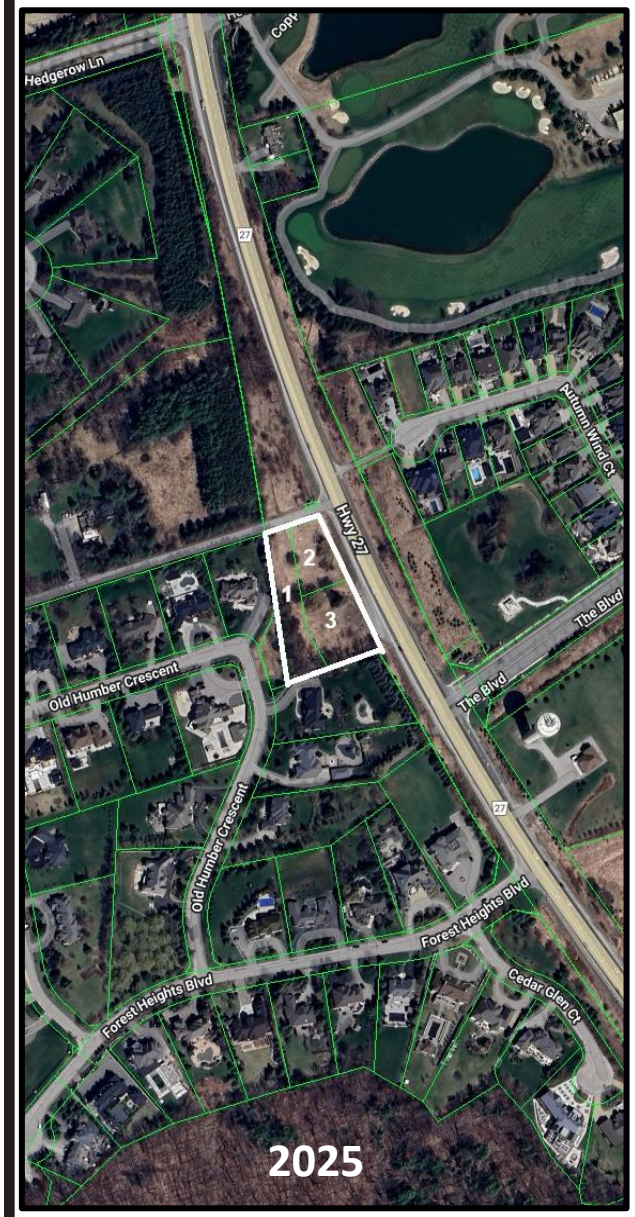
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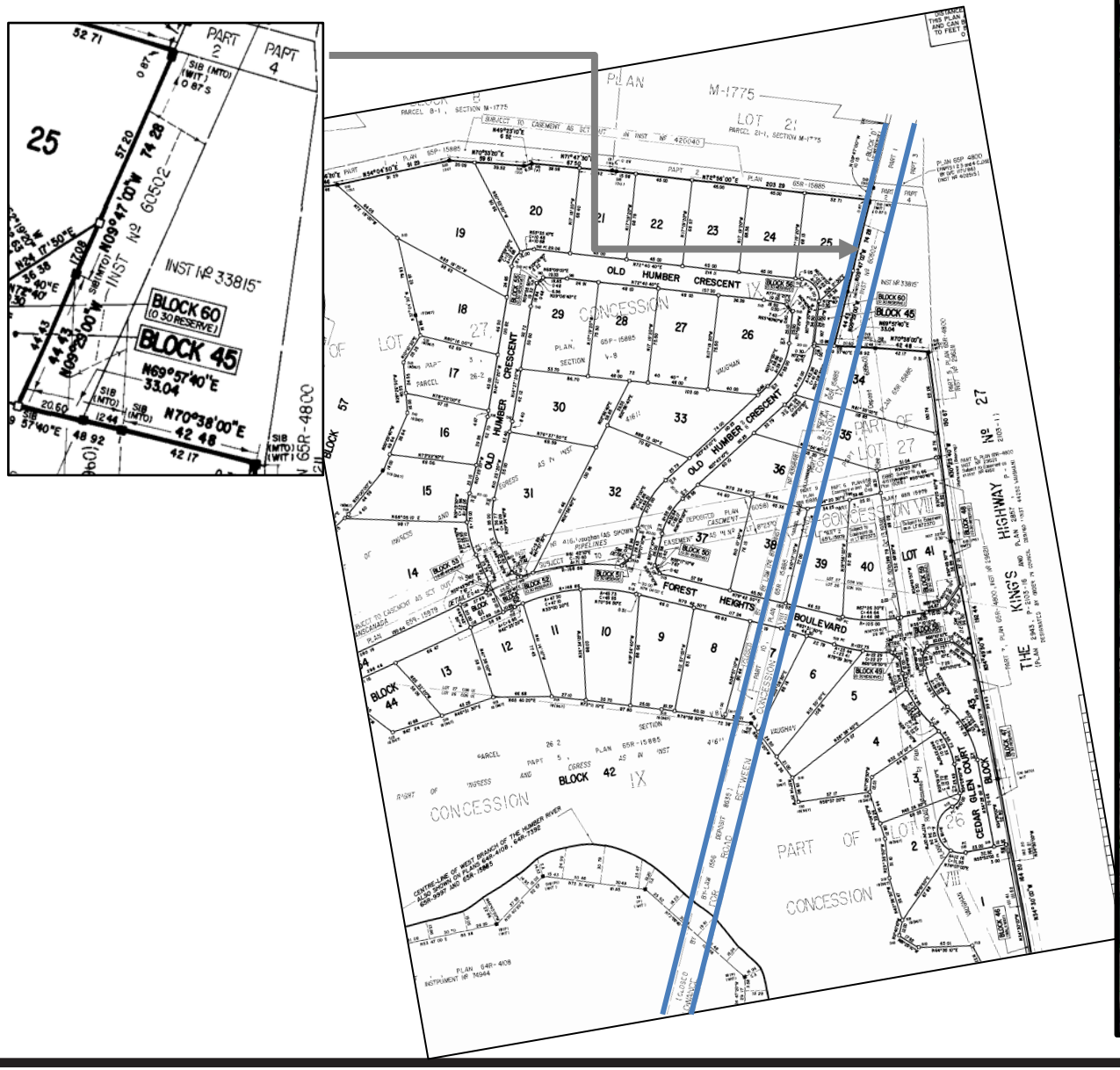
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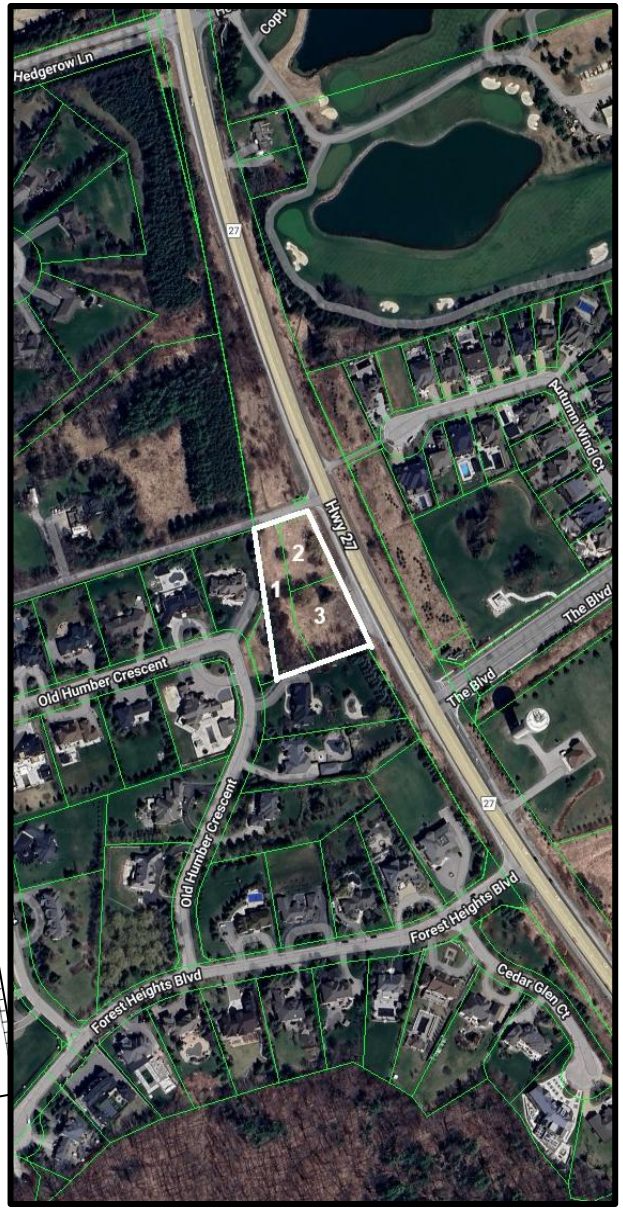




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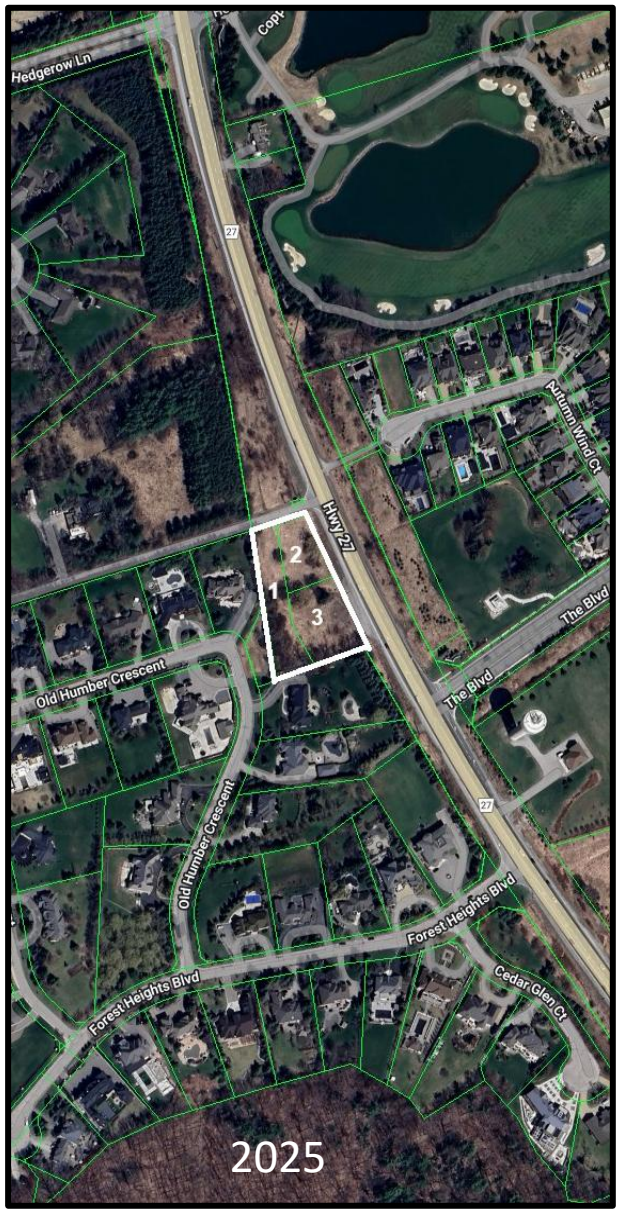
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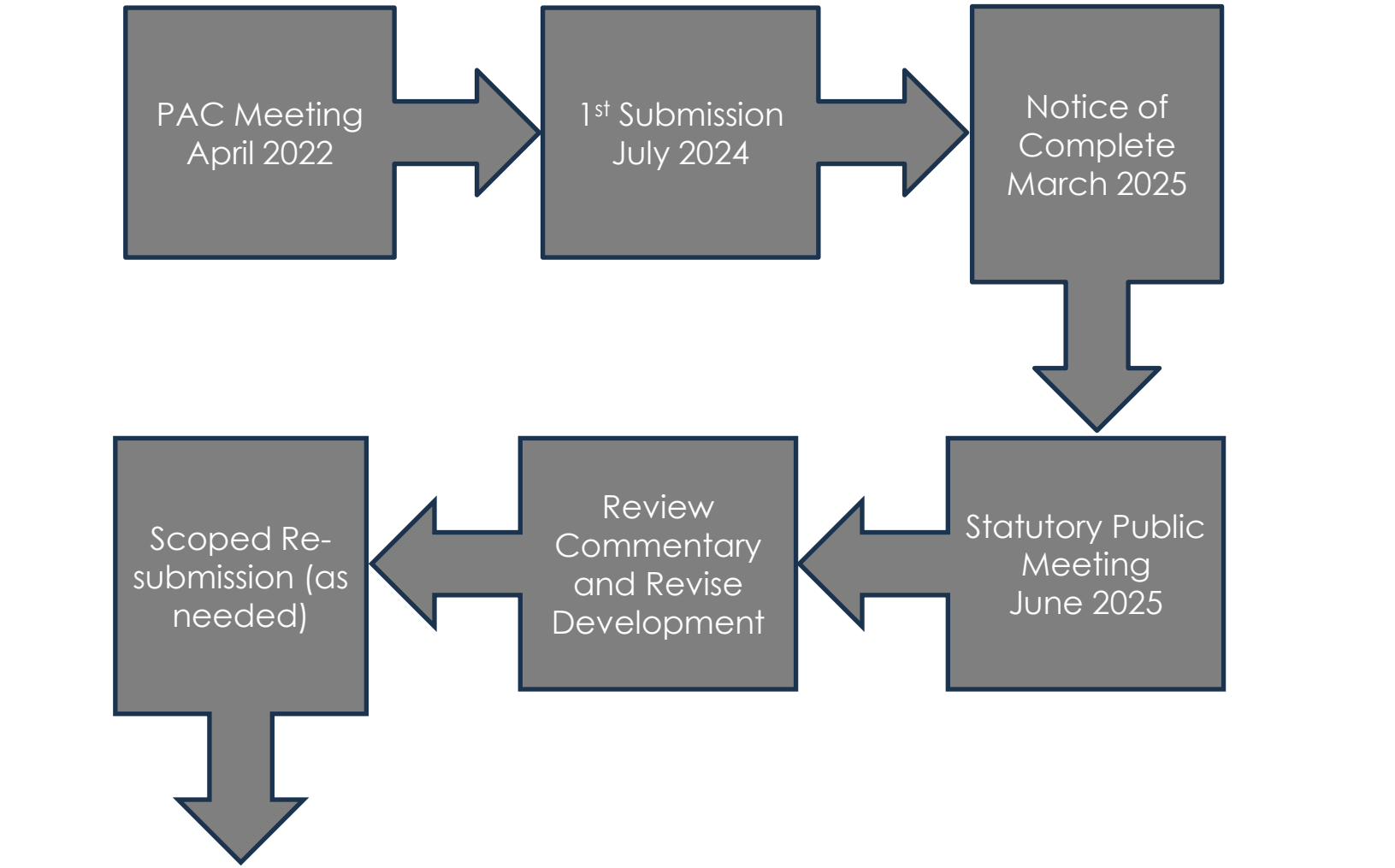
SUBJECT LANDS - HISTORY

IPS CONSULTING



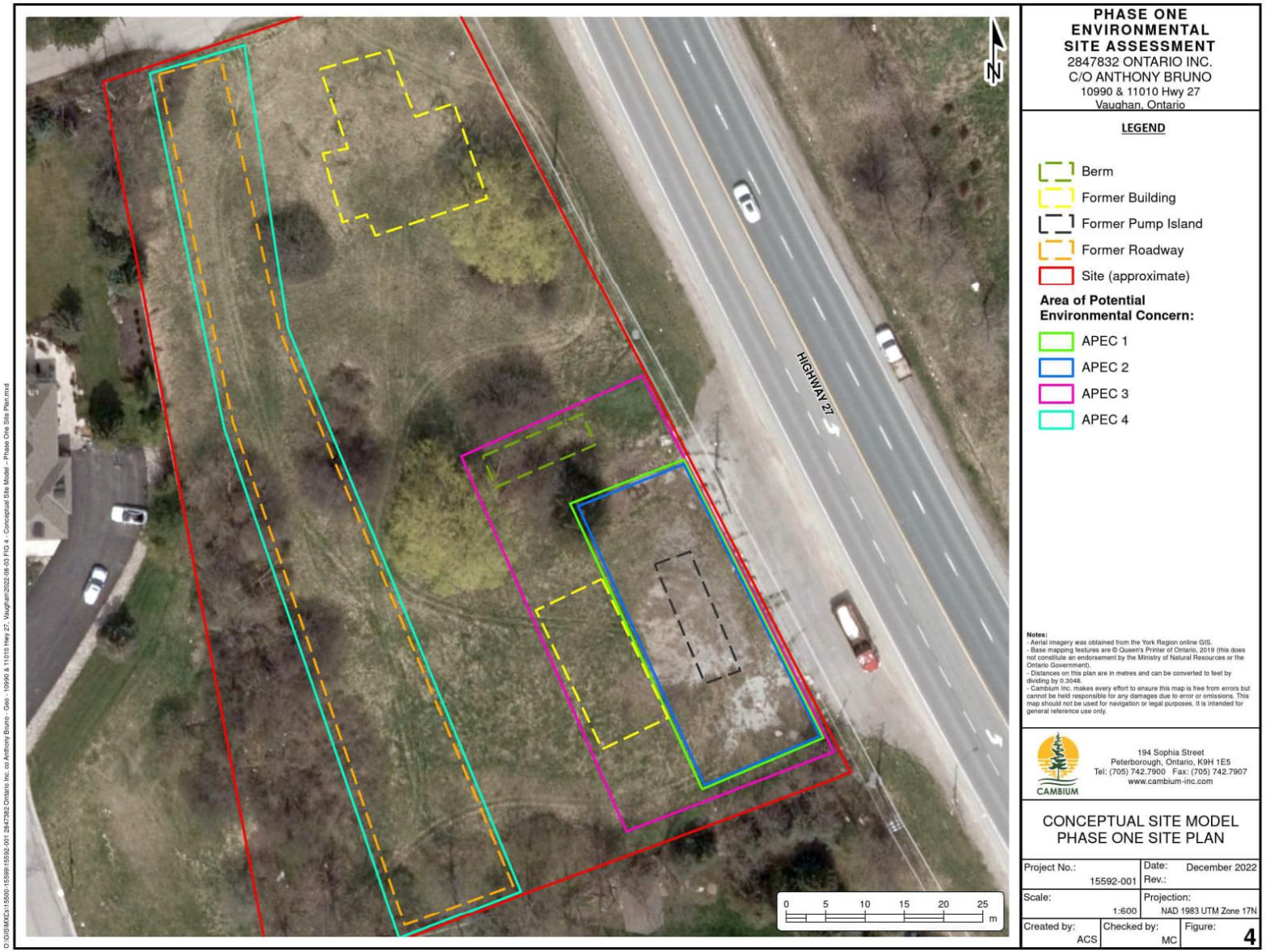


PROJECT TIMELINE



Vaughan City Council Meeting – Q4 2025

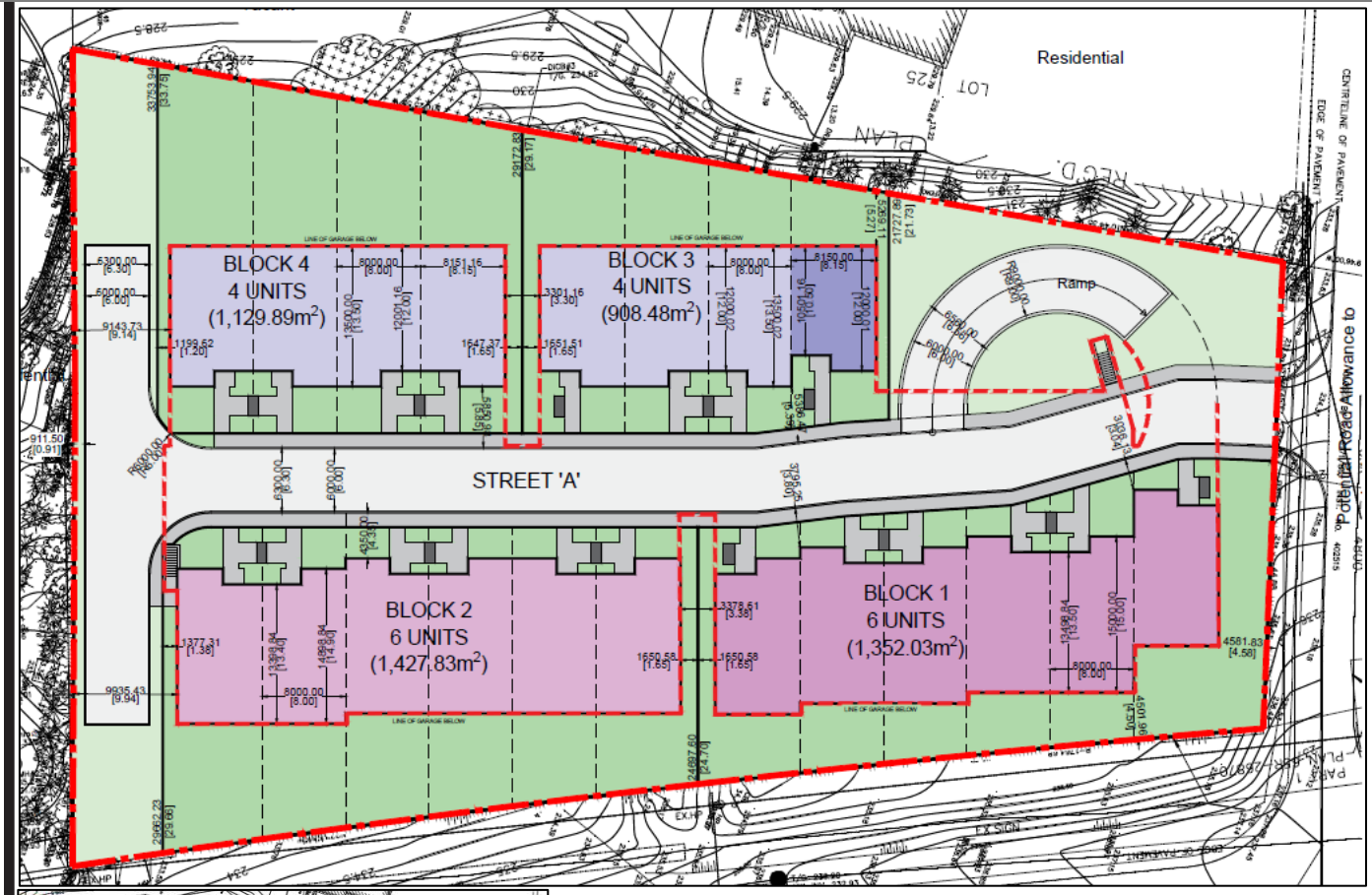
SUPPORTING MATERIALS

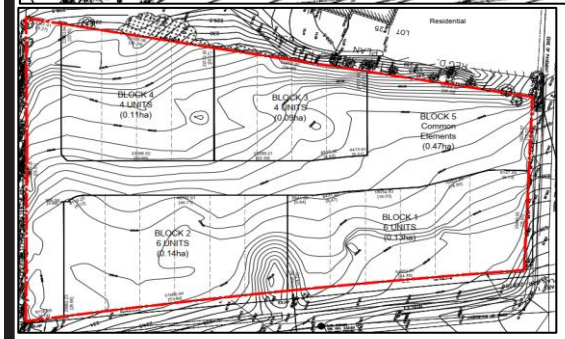


1. Planning Justification Report
2. Urban Design Brief
3. Draft OPA & ZBA Instruments
4. Architectural Drawing Set
5. Phase One ESA
6. Noise Impact Study
7. Arborist Report
8. Archaeological Study
9. Hydrogeological Report
10. Geotechnical Investigation
11. FSR & SWM
12. Civil Drawing Set
13. Landscape Drawing Set
14. Lighting Calculation Study
15. TIS

DEVELOPMENT CONCEPT

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Legend

- Subject Site
  - Area: 7013.41m² / 0.70ha
- 4 Storey Townhouse Dwellings - Type 'A' (7 units)
  - G.F.A.: 307.12m²
- 4 Storey Townhouse Dwelling - Type 'B' (1 unit)
  - G.F.A.: 276.27m²
- 4 Storey Townhouse Dwellings - Type 'C' (6 units)
  - G.F.A.: 340.69m²
- 4 Storey Townhouse Dwellings - Type 'D' (6 units)
  - G.F.A.: 343.09m²
- Garbage Area
- Open Space / Shared Amenity Area

- Twenty (20) four (4) storey townhouse dwellings fronting onto a private condominium road
- Four (4) townhouse unit types
- Draft Plan of Subdivision contemplates five (5) Blocks, four residential and one common element block providing ingress and egress and vehicular access to the underground level
- 60 below-grade parking spaces (3 spaces per unit)
- Open Space abutting ramp

LANDSCAPE CONCEPT

IPS CONSULTING



PROPOSED BUILT-FORM

IPS CONSULTING



1 blk 1 & 2 east

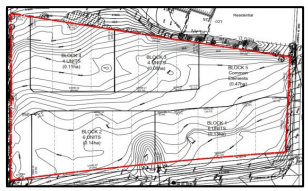


2 blk 1 & 2 west



1 A401 blk 3 & 4 east

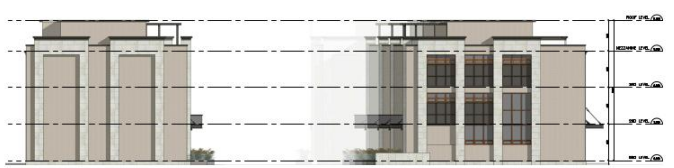




2 A401 blk 3 & 4 west



2 A401 blk 4 & 2 south



1 A401 blk 1 & 3 north

VOP 2010



Schedule 1 – Urban Structure:
Community Areas

Schedule 1B – Large-Lot Neighbourhood (Policy 9.1.2.3): 30m+ (100ft.+)

Schedule 9 – Future Transportation Network: *Major Arterial (Regional)*

Schedule 13 – Land Use:
Low-Rise Residential

North of the *Kleinburg-Nashville Conservation District Plan Area*

OFFICIAL PLAN AMENDMENT

IPS CONSULTING

Schedule 1 – Urban Structure in VOP 2010

- Proposal maintains the low-rise residential character of Community Areas designation and the general character of the established neighbourhoods abutting and in proximity to the Subject Lands.
- The proposal is designed to respect and reinforce the existing character and planned function of the immediate local area.

Schedule 13 – Land Use in VOP 2010

- Schedule 13 of VOP 2010 is not anticipated to be modified. The Low-Rise Residential designation in Schedule 13 will remain and apply to the proposed development subject to site-specific modifications to other policies in VOP 2010.

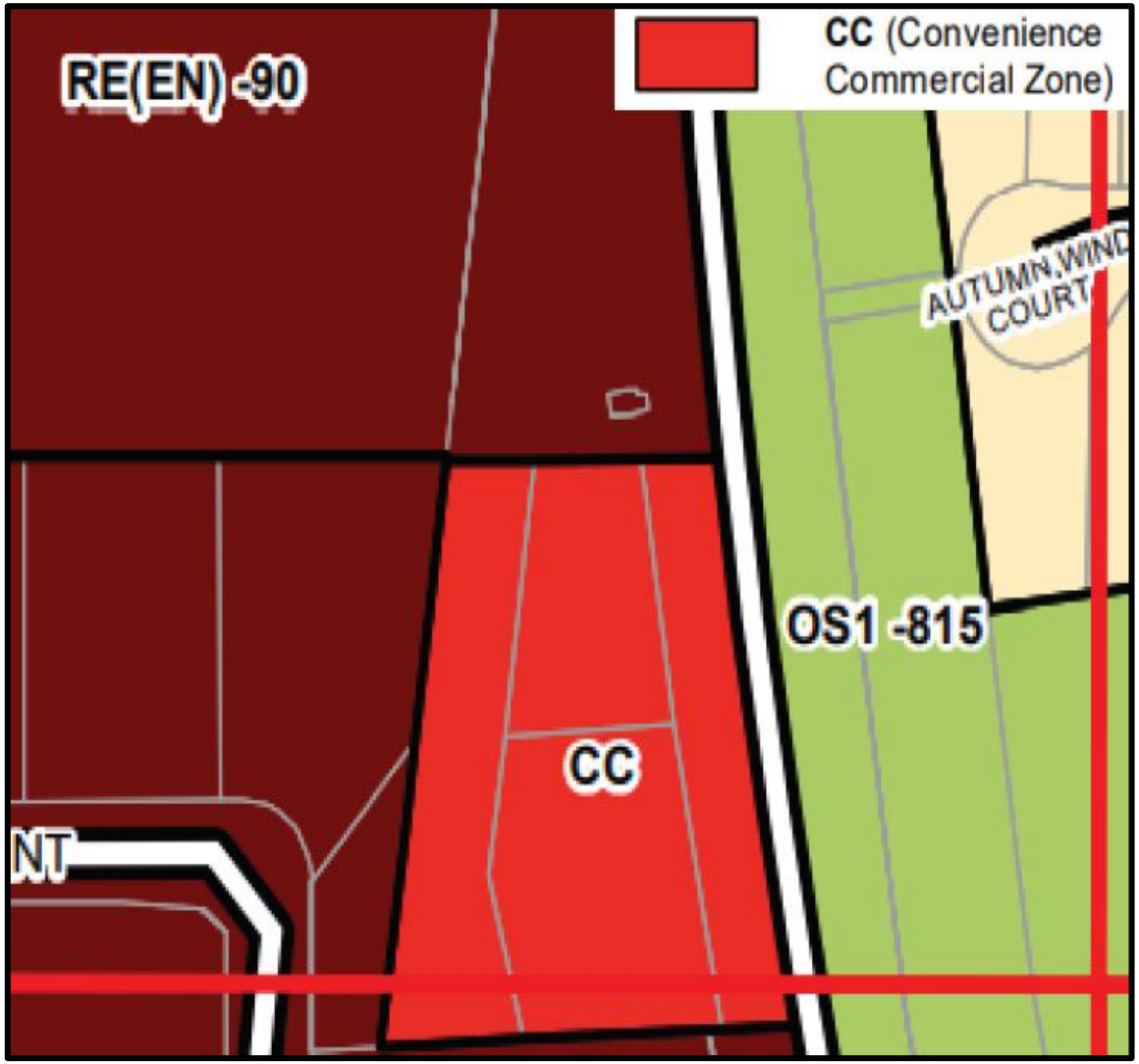
9.1.2 – Urban Design and Built Form

- Amend policy 9.1.2.3 **to permit smaller lot frontages, lot areas, front and rear yard setbacks, and lot coverages than those of lots in the Established Large-Lot Neighbourhood policy framework**
- Amend policy 9.1.2.4.a) and 9.1.2.4.c) **to permit townhouse dwelling units to front and address a private condominium road and to use the private condominium road to provide frontage to the townhouse dwellings vs. a public street.**

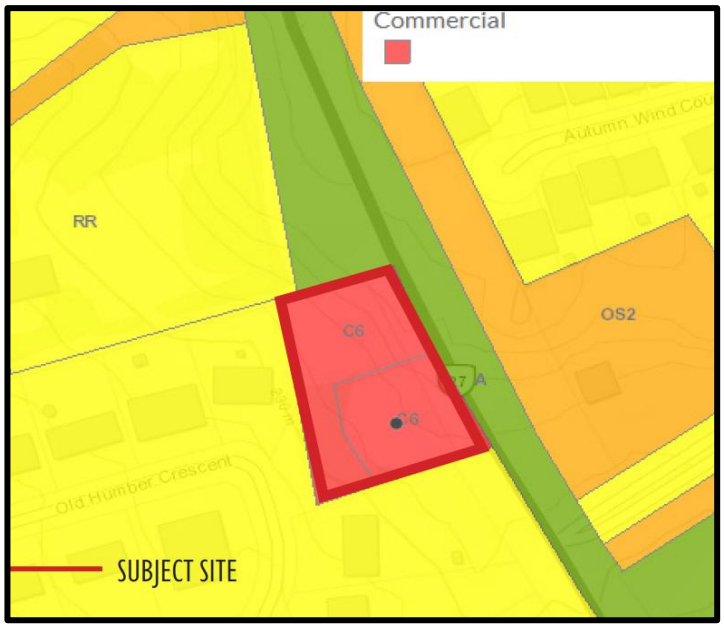
9.2.3 – Building Types and Development Criteria

- Amend 9.2.3.2.a) and 9.2.3.2.d) **to permit townhouses up to four storeys in height that front a private condominium road with no front yard and front door entrance facing the flanking public street.**

ZONING



- Zoned for transitional uses
- Zoned 'CC' – Convenience Commercial Zone in ZBL 001-2021
- Zoned 'C6' – Highway Commercial Zone in ZBL 1-88



ZONING BY-LAW AMENDMENT

10990 & 11010 Highway 27 - 'Convenience Commercial – CC'



Residential Townhouse Type 1 with Site-Specific Exceptions – RT1(XXX)

ZONING BY-LAW AMENDMENT

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Table 1

	Zoning By-law 001-2021 Standard	RT1 Townhouse Residential Zone Requirement	Proposed Exceptions to the RT1 Zone Requirement
a.	Minimum Front Yard	4.5 metres	three metres
b.	Minimum Rear Yard	7.5 metres	five metres
c.	Maximum Lot Coverage	50 percent	75 percent
d.	Maximum Height	11 metres	11.5 metres

Additional zoning exceptions may be identified through the detailed review of the Applications and will be considered in a technical report to a future Committee of the Whole meeting.

CONCLUSION

IPS CONSULTING

- This Proposal will provide for additional residential housing units within the City of Vaughan along a Major Arterial Road (Regional)
- The underutilized parcels known as 10990 and 11010 Highway 27 are strategically located to realize its planned residential land use designation and the Regional Arterial
- This Development contributes to a mix of housing options within the immediate area.
- The inclusion of these expanded housing options will contribute to the achievement of a complete community and provide for a range of residential dwelling types and land uses.

IPS CONSULTING

THANK YOU

Questions & Comments Welcome

Email: info@ipsconsultinginc.com

C129.
Communication
CW(PM) – June 4, 2025
Item No. 3



JUNE 4, 2025 – VAUGHAN COW – ITEM #3

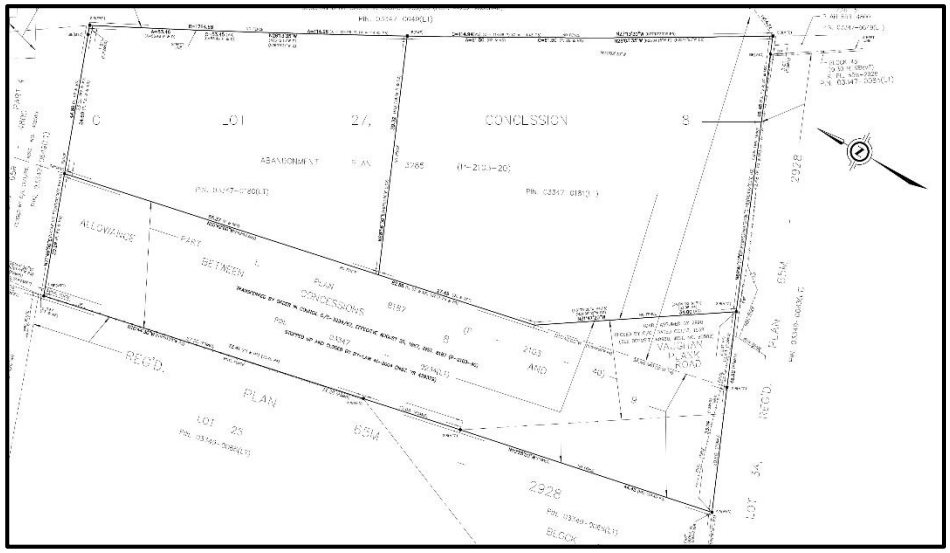
PUBLIC MEETING FOR:
10990 & 11010 HIGHWAY 27

PLANNING APPLICATIONS:
DRAFT PLAN OF SUBDIVISION
ZONING BY-LAW AMENDMENT
OFFICIAL PLAN AMENDMENT

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

SUBJECT LANDS





Survey Plan prepared by JD Barnes, dated September 1, 2022



Lot Area:

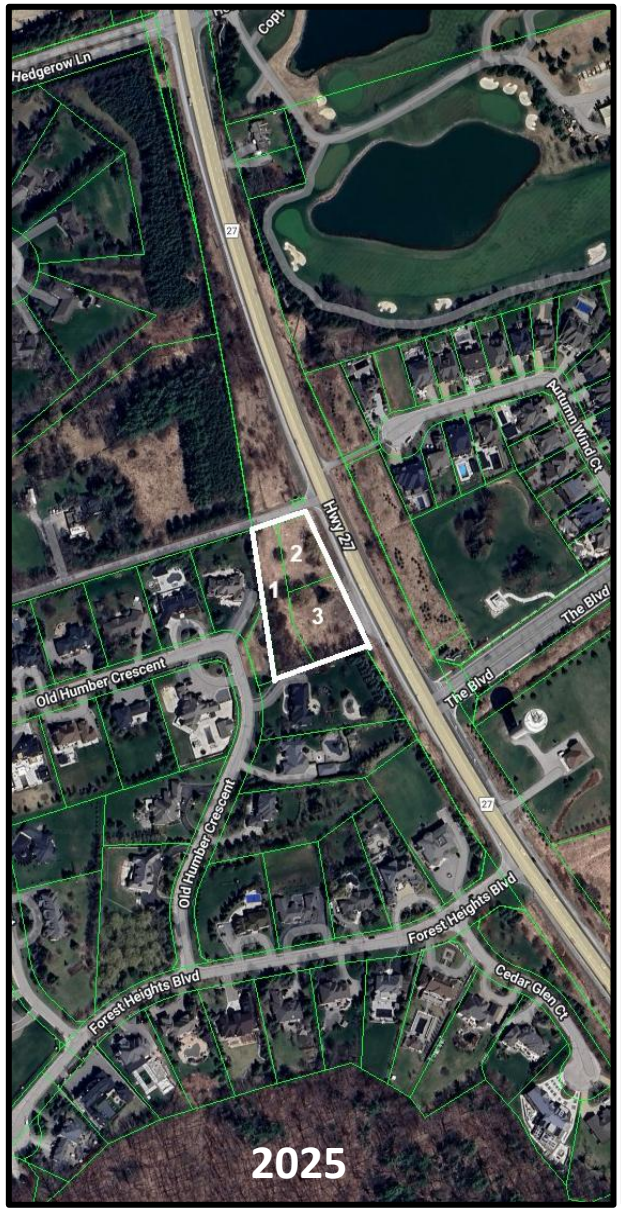
- Subject Lands assigned two municipal addresses: 10990 & 11010 Highway 27, three parcels with a combined area of ~0.7 hectares (~1.7 acres)

Frontage:

- ~115 m along Highway 27
- ~45m along unnamed ROW along north property line

SUBJECT LANDS - HISTORY

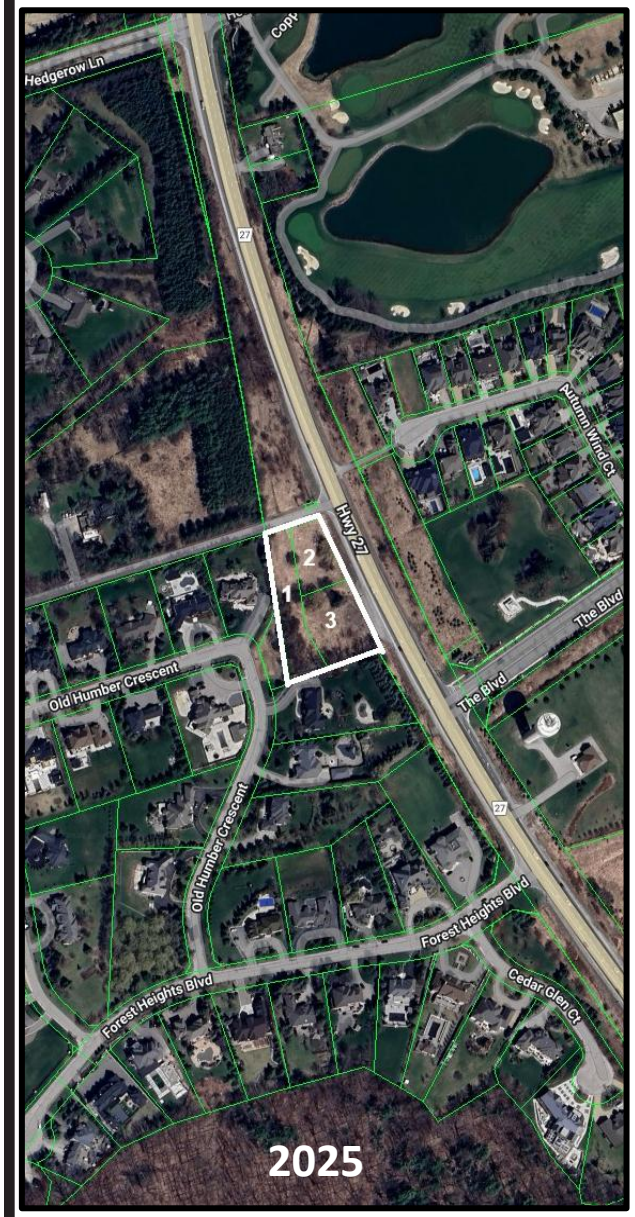
IPS CONSULTING





SUBJECT LANDS - HISTORY

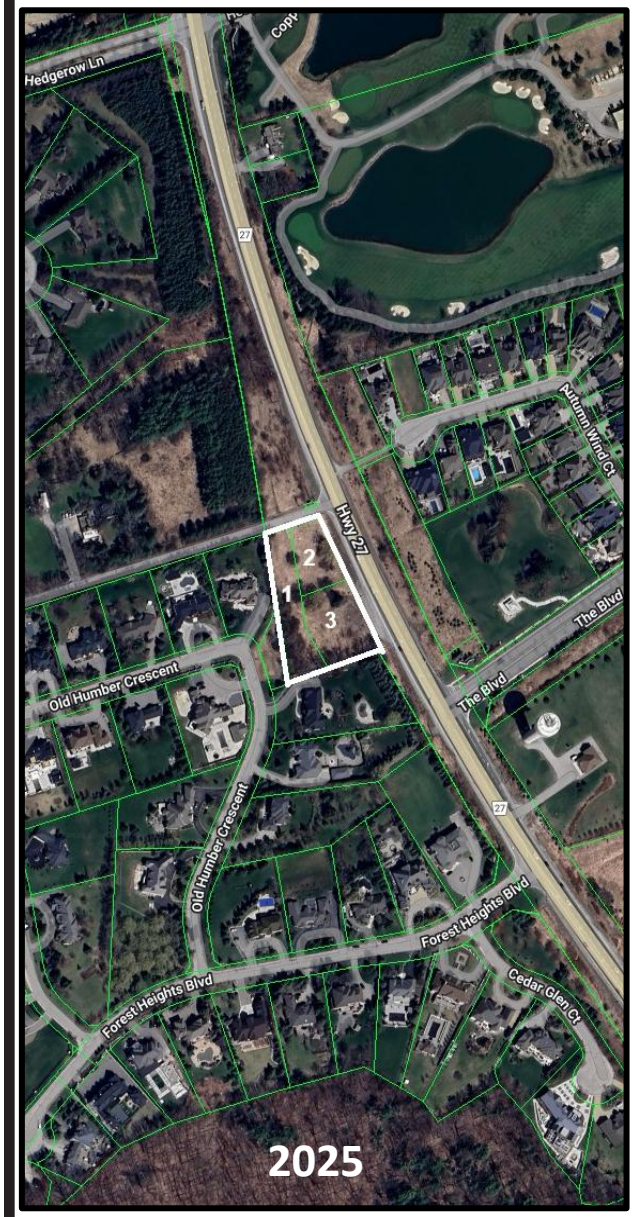
IPS CONSULTING





SUBJECT LANDS - HISTORY

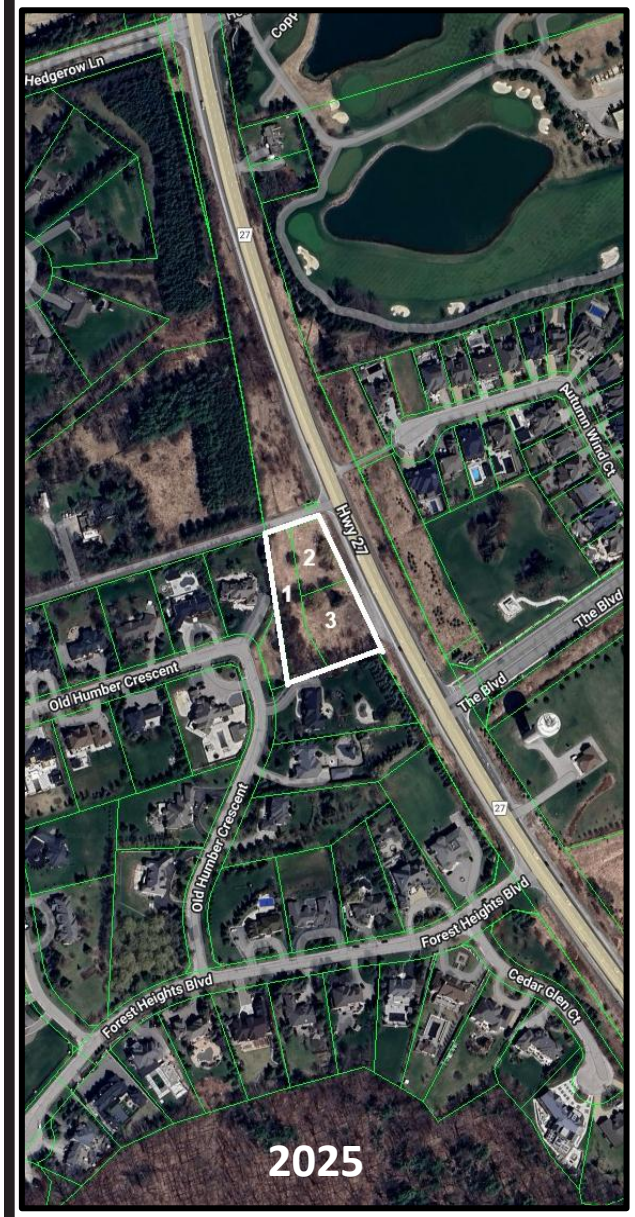
IPS CONSULTING





SUBJECT LANDS - HISTORY

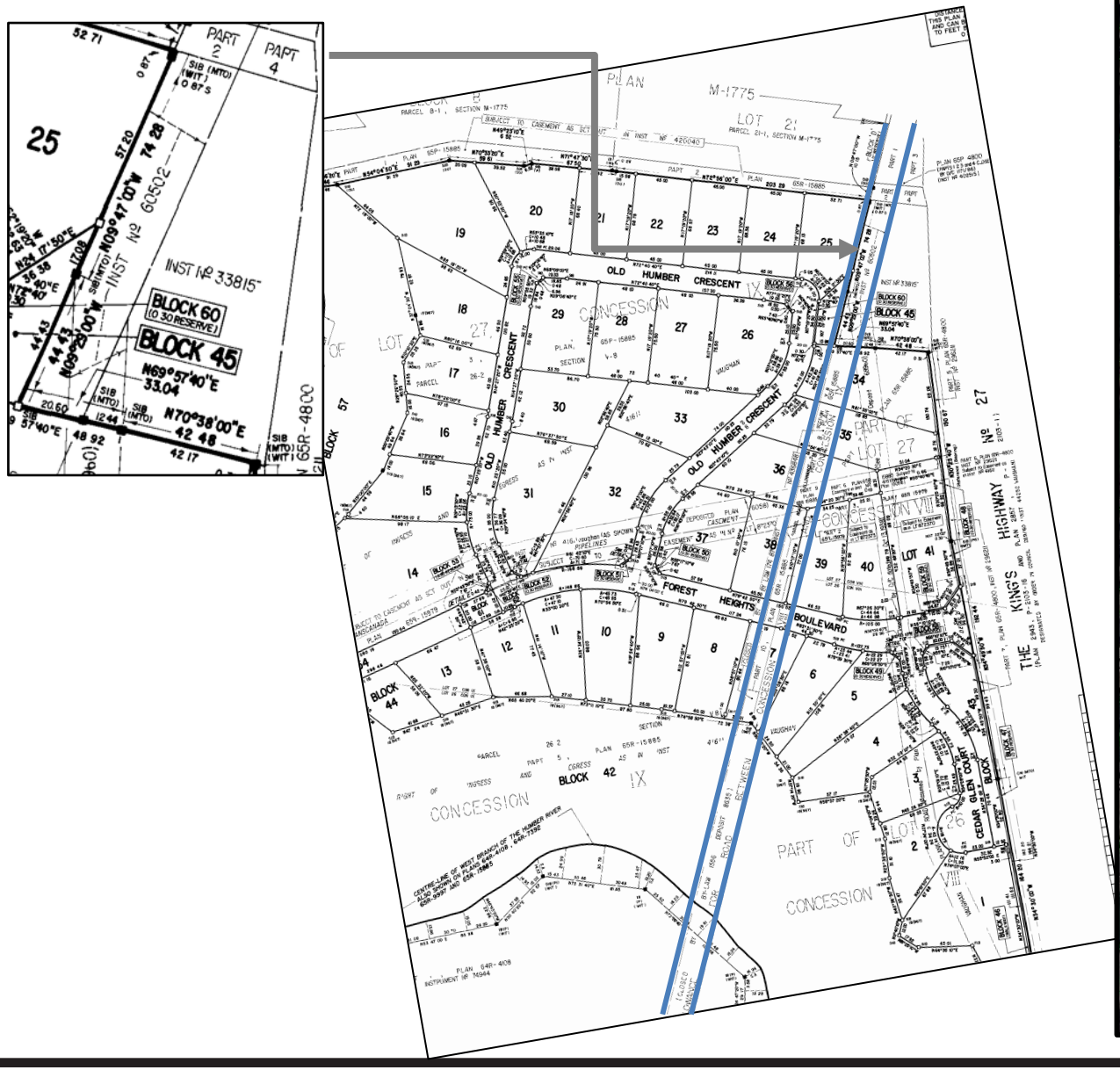
IPS CONSULTING

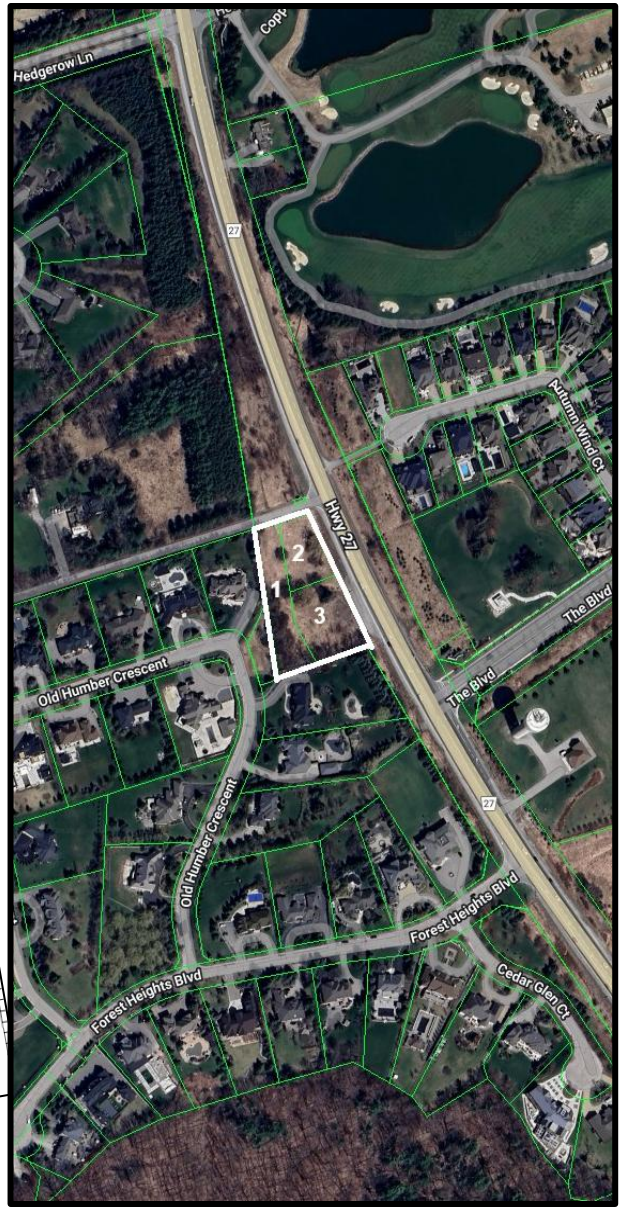




SUBJECT LANDS - HISTORY

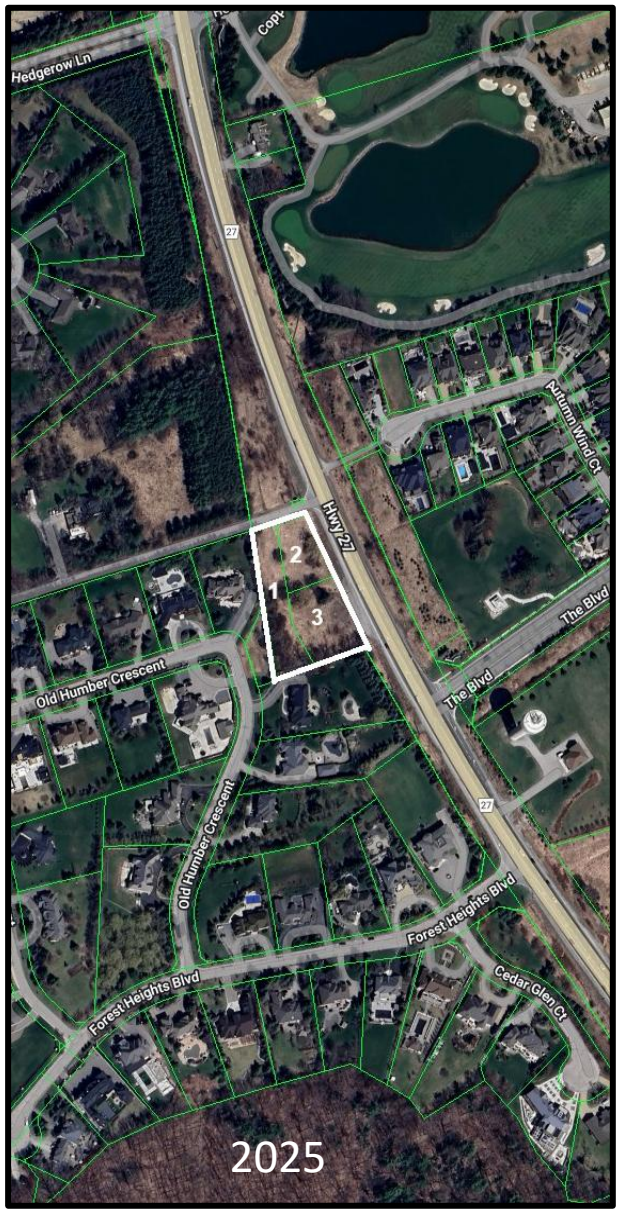
IPS CONSULTING





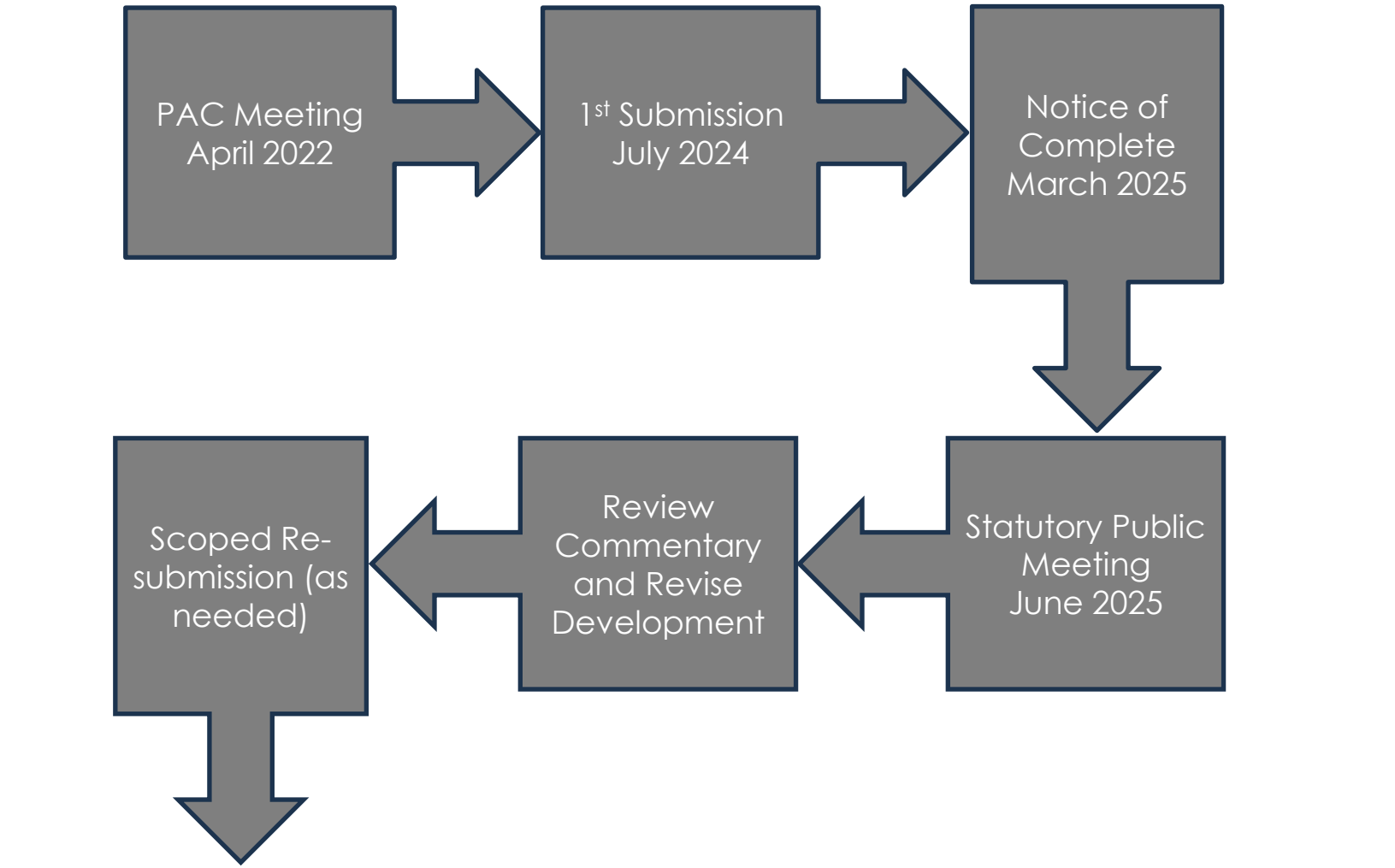
SUBJECT LANDS - HISTORY

IPS CONSULTING



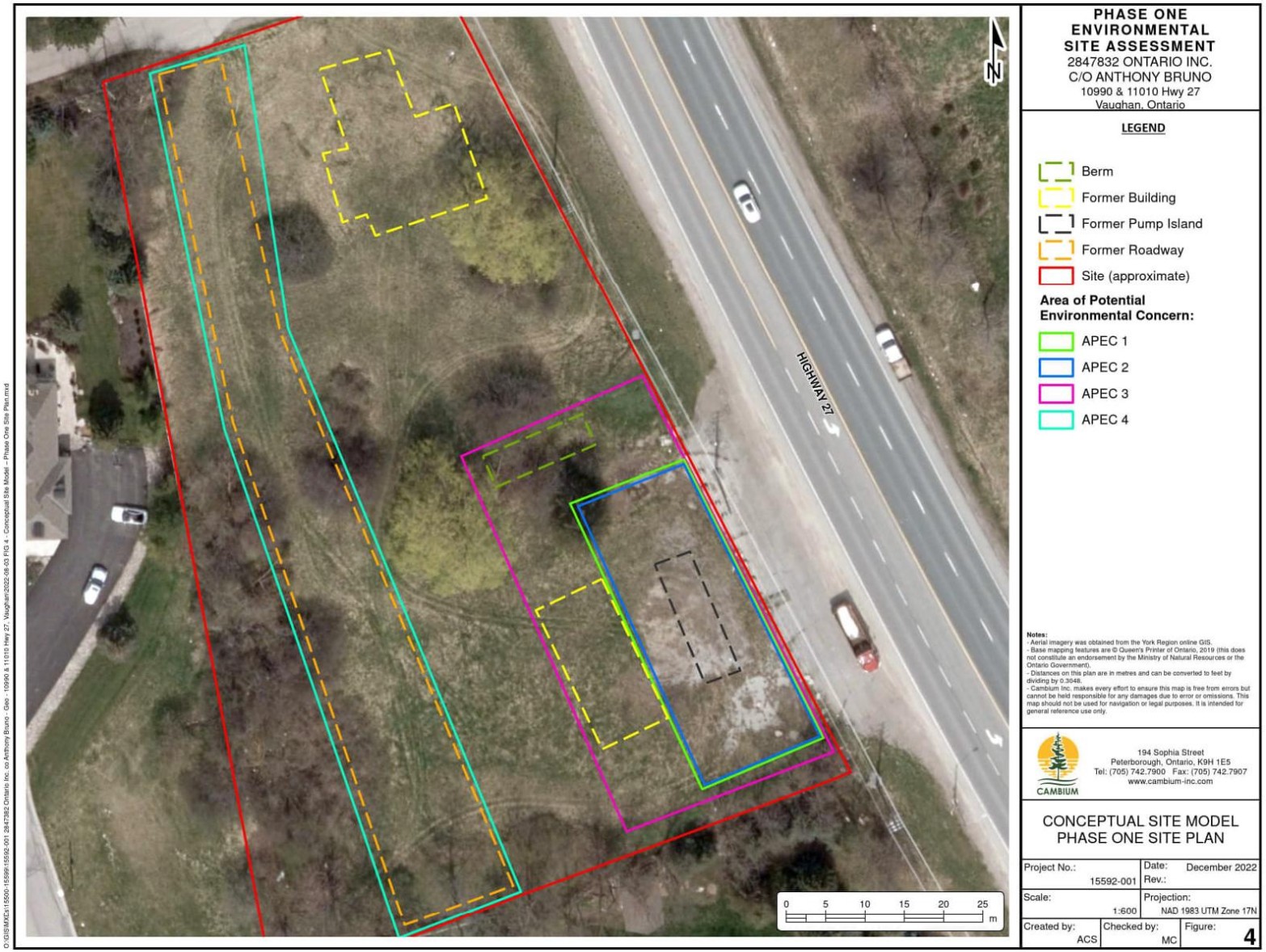


PROJECT TIMELINE



Vaughan City Council Meeting – Q4 2025

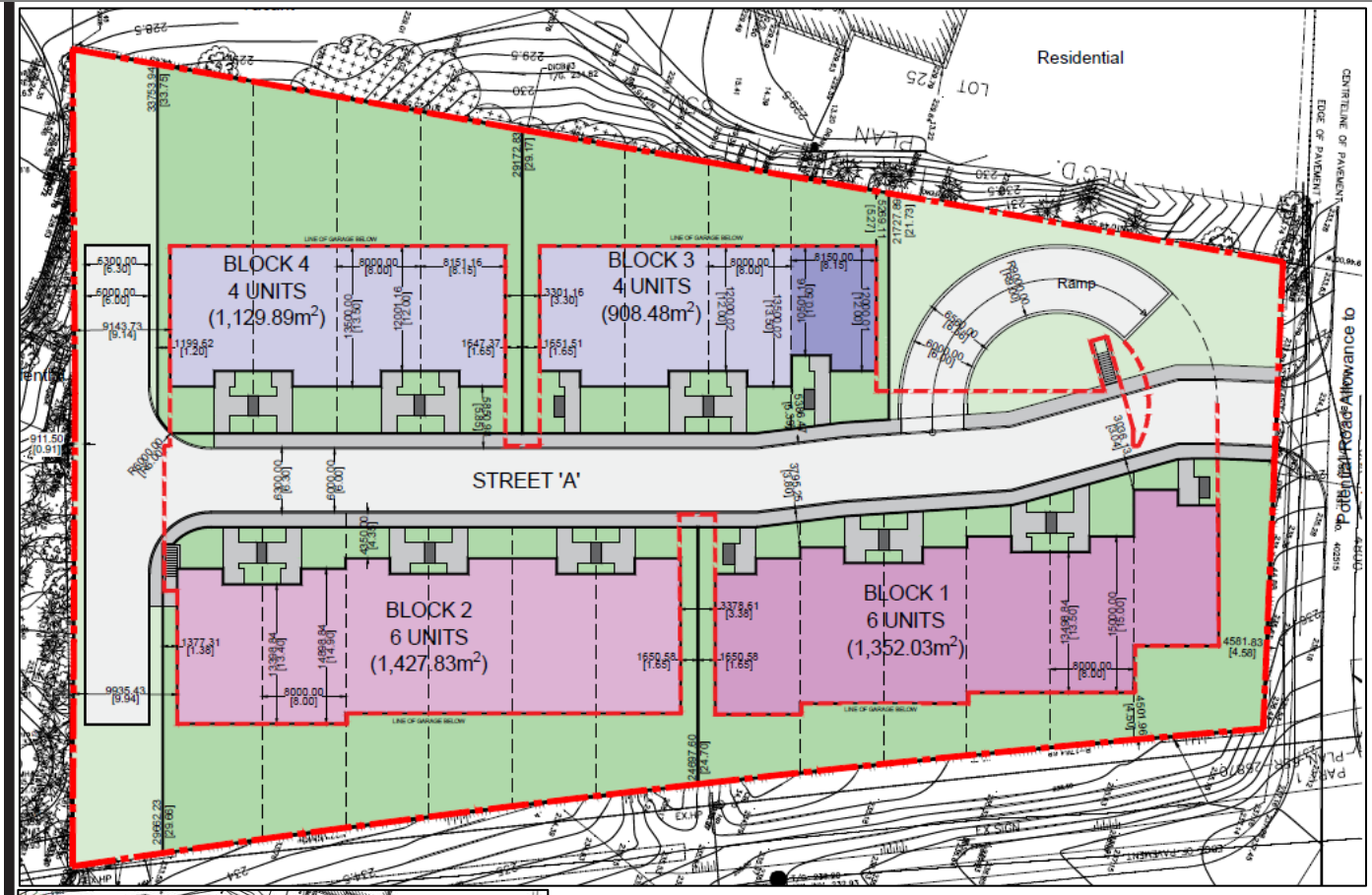
SUPPORTING MATERIALS

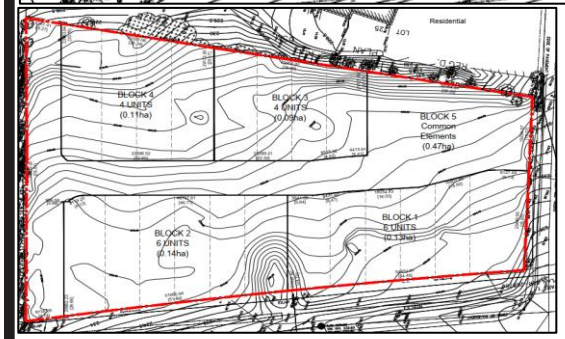


1. Planning Justification Report
2. Urban Design Brief
3. Draft OPA & ZBA Instruments
4. Architectural Drawing Set
5. Phase One ESA
6. Noise Impact Study
7. Arborist Report
8. Archaeological Study
9. Hydrogeological Report
10. Geotechnical Investigation
11. FSR & SWM
12. Civil Drawing Set
13. Landscape Drawing Set
14. Lighting Calculation Study
15. TIS

DEVELOPMENT CONCEPT

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Legend

- Subject Site
  - Area: 7013.41m² / 0.70ha
- 4 Storey Townhouse Dwellings - Type 'A' (7 units)
  - G.F.A.: 307.12m²
- 4 Storey Townhouse Dwelling - Type 'B' (1 unit)
  - G.F.A.: 276.27m²
- 4 Storey Townhouse Dwellings - Type 'C' (6 units)
  - G.F.A.: 340.69m²
- 4 Storey Townhouse Dwellings - Type 'D' (6 units)
  - G.F.A.: 343.09m²
- Garbage Area
- Open Space / Shared Amenity Area

- Twenty (20) four (4) storey townhouse dwellings fronting onto a private condominium road
- Four (4) townhouse unit types
- Draft Plan of Subdivision contemplates five (5) Blocks, four residential and one common element block providing ingress and egress and vehicular access to the underground level
- 60 below-grade parking spaces (3 spaces per unit)
- Open Space abutting ramp

LANDSCAPE CONCEPT

IPS CONSULTING



PROPOSED BUILT-FORM

IPS CONSULTING



1 blk 1 & 2 east

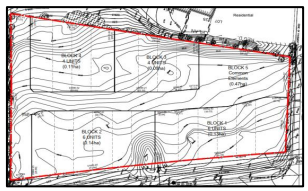


2 blk 1 & 2 west



1 A401 blk 3 & 4 east

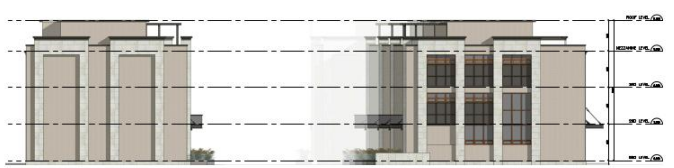




2 A401 blk 3 & 4 west



2 A401 blk 4 & 2 south



1 A401 blk 1 & 3 north

VOP 2010



Schedule 1 – Urban Structure:
Community Areas

Schedule 1B – Large-Lot Neighbourhood (Policy 9.1.2.3): 30m+ (100ft.+)

Schedule 9 – Future Transportation Network: *Major Arterial (Regional)*

Schedule 13 – Land Use:
Low-Rise Residential

North of the *Kleinburg-Nashville Conservation District Plan Area*

OFFICIAL PLAN AMENDMENT

IPS CONSULTING

Schedule 1 – Urban Structure in VOP 2010

- Proposal maintains the low-rise residential character of Community Areas designation and the general character of the established neighbourhoods abutting and in proximity to the Subject Lands.
- The proposal is designed to respect and reinforce the existing character and planned function of the immediate local area.

Schedule 13 – Land Use in VOP 2010

- Schedule 13 of VOP 2010 is not anticipated to be modified. The Low-Rise Residential designation in Schedule 13 will remain and apply to the proposed development subject to site-specific modifications to other policies in VOP 2010.

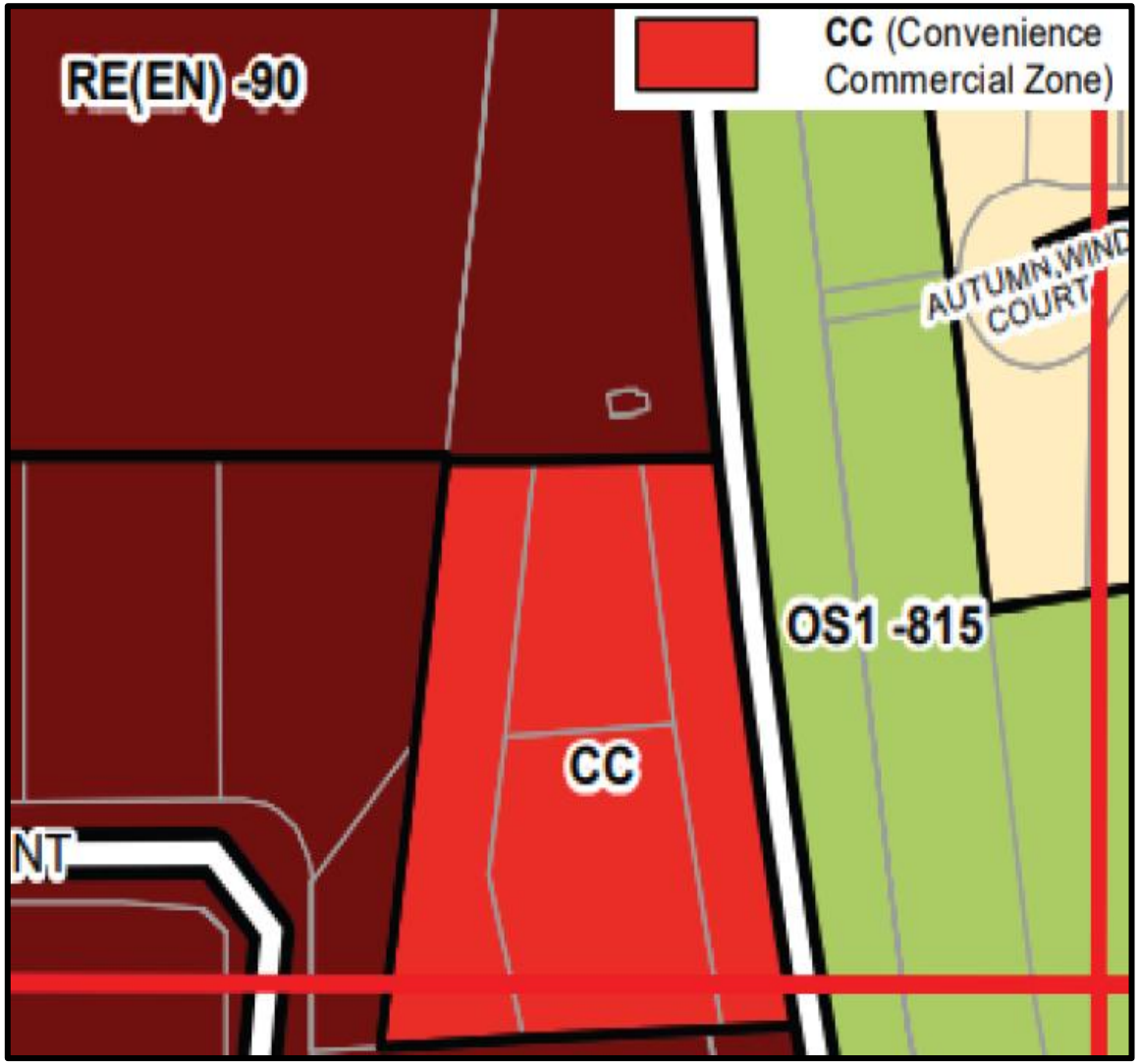
9.1.2 – Urban Design and Built Form

- Amend policy 9.1.2.3 **to permit smaller lot frontages, lot areas, front and rear yard setbacks, and lot coverages than those of lots in the Established Large-Lot Neighbourhood policy framework**
- Amend policy 9.1.2.4.a) and 9.1.2.4.c) **to permit townhouse dwelling units to front and address a private condominium road and to use the private condominium road to provide frontage to the townhouse dwellings vs. a public street.**

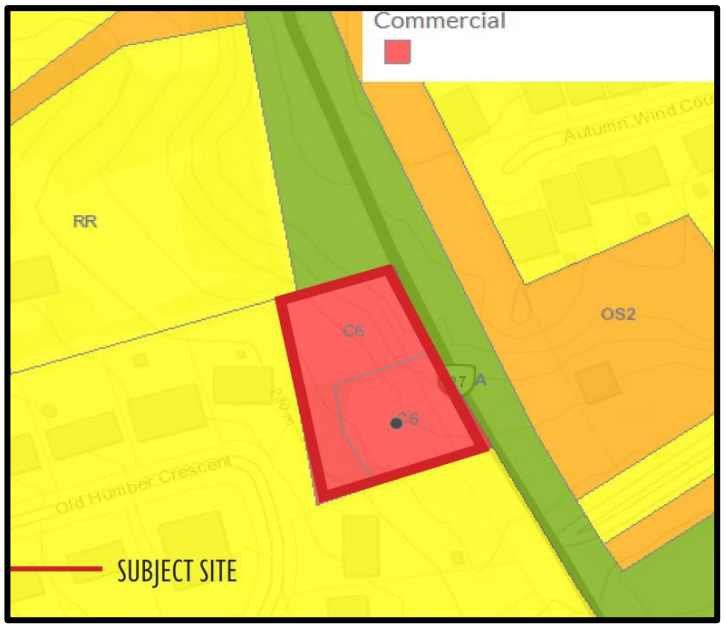
9.2.3 – Building Types and Development Criteria

- Amend 9.2.3.2.a) and 9.2.3.2.d) **to permit townhouses up to four storeys in height that front a private condominium road with no front yard and front door entrance facing the flanking public street.**

ZONING



- Zoned for transitional uses
- Zoned 'CC' – Convenience Commercial Zone in ZBL 001-2021
- Zoned 'C6' – Highway Commercial Zone in ZBL 1-88



ZONING BY-LAW AMENDMENT

10990 & 11010 Highway 27 - 'Convenience Commercial – CC'



Residential Townhouse Type 1 with Site-Specific Exceptions – RT1(XXX)

ZONING BY-LAW AMENDMENT

IPS CONSULTING

Table 1

	Zoning By-law 001-2021 Standard	RT1 Townhouse Residential Zone Requirement	Proposed Exceptions to the RT1 Zone Requirement
a.	Minimum Front Yard	4.5 metres	three metres
b.	Minimum Rear Yard	7.5 metres	five metres
c.	Maximum Lot Coverage	50 percent	75 percent
d.	Maximum Height	11 metres	11.5 metres

Additional zoning exceptions may be identified through the detailed review of the Applications and will be considered in a technical report to a future Committee of the Whole meeting.

CONCLUSION

IPS CONSULTING

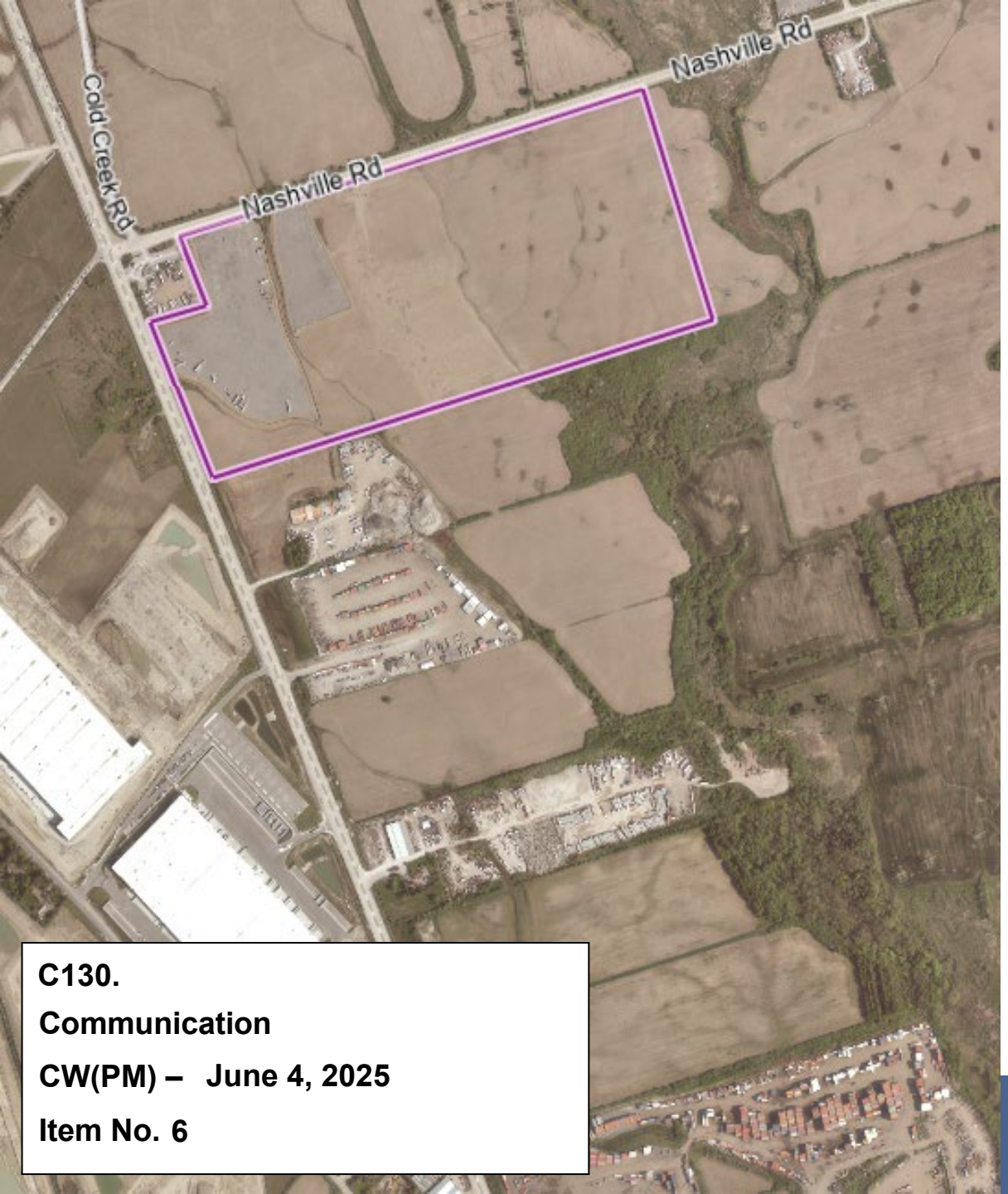
- This Proposal will provide for additional residential housing units within the City of Vaughan along a Major Arterial Road (Regional)
- The underutilized parcels known as 10990 and 11010 Highway 27 are strategically located to realize its planned residential land use designation and the Regional Arterial
- This Development contributes to a mix of housing options within the immediate area.
- The inclusion of these expanded housing options will contribute to the achievement of a complete community and provide for a range of residential dwelling types and land uses.

IPS CONSULTING

THANK YOU

Questions & Comments Welcome

Email: info@ipsconsultinginc.com



Public Meeting

Vinview Developments Inc.
7175 Nashville Road
City of Vaughan
Regional Municipality of York

Z.25.010

KLM PLANNING

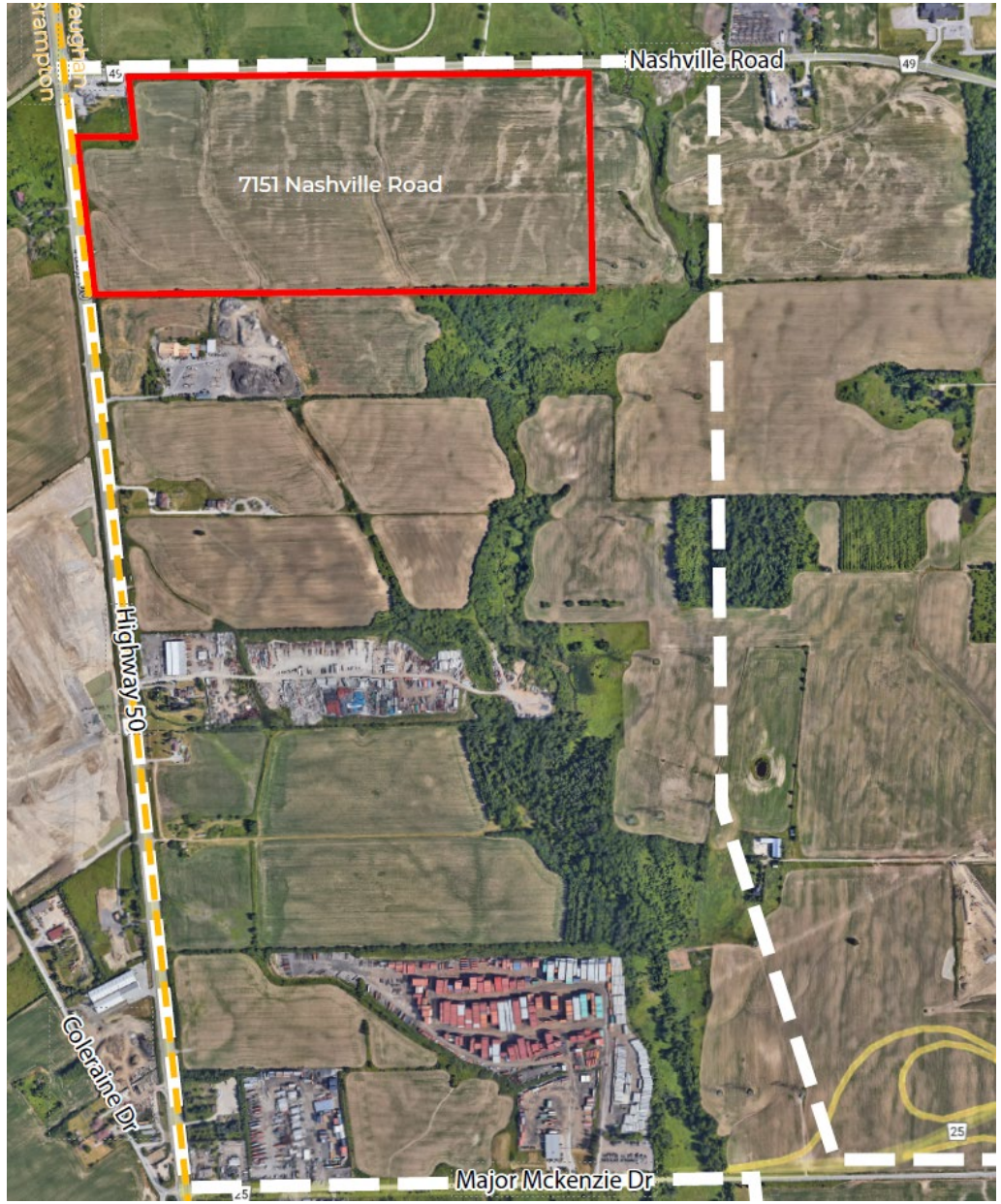
C130.
Communication
CW(PM) – June 4, 2025
Item No. 6

Location & Context

- Site area +/- 37 hectares
- Area proposed for development – 54,802 square metres
- Bound by Nashville Road to the north, Highway 50 to the west and a Hydro One high voltage transmission corridor to the east. Major Mackenzie Drive is located further south of the site

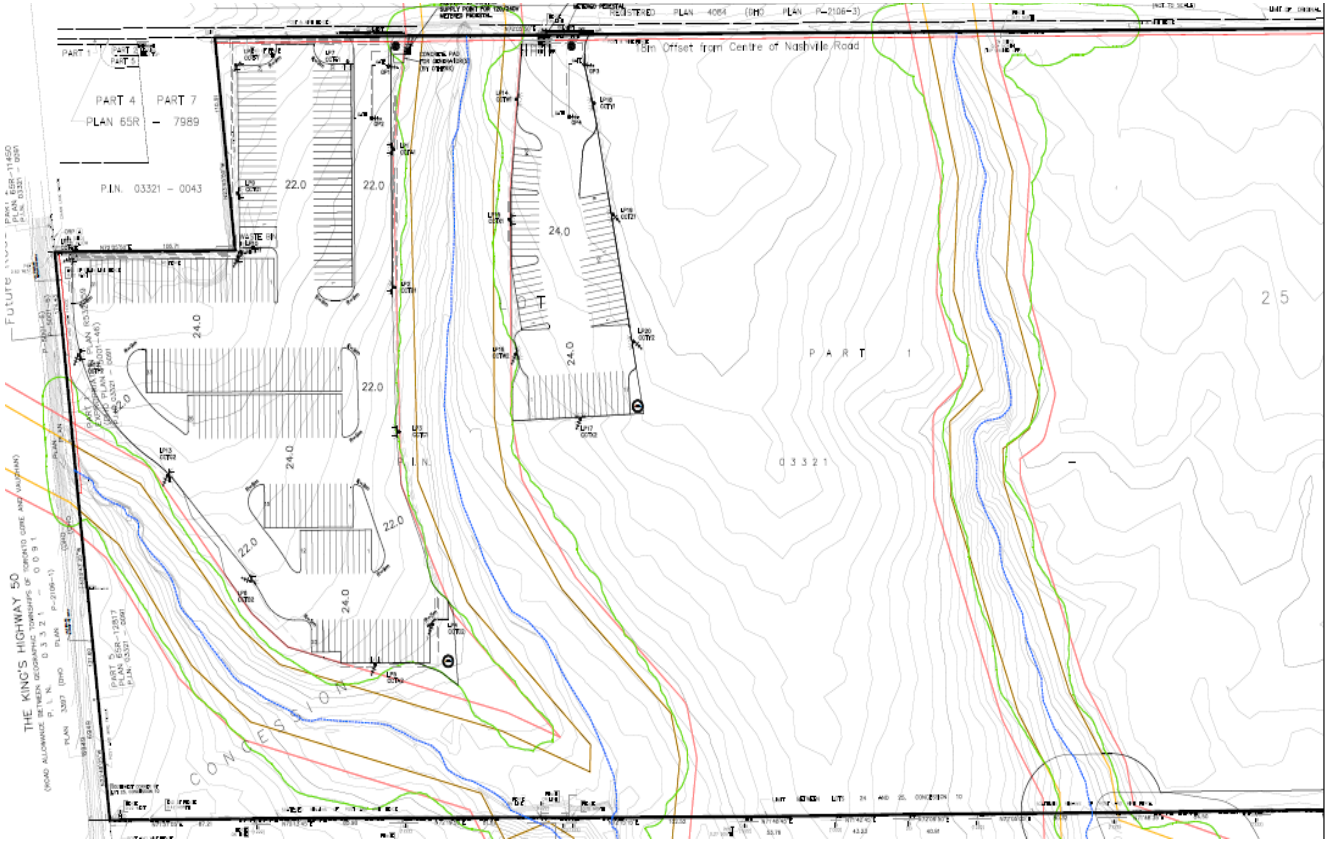
Current uses:

- Employment uses, primarily for the parking of trucks and trailers



Proposed Zoning By-law Amendment & Site Plan

- Proposing temporary use Zoning By-law Amendment to permit an intermodal facility, consisting of outdoor parking spaces for trucks for a period of 3 years
- Reflects ongoing operation of existing uses



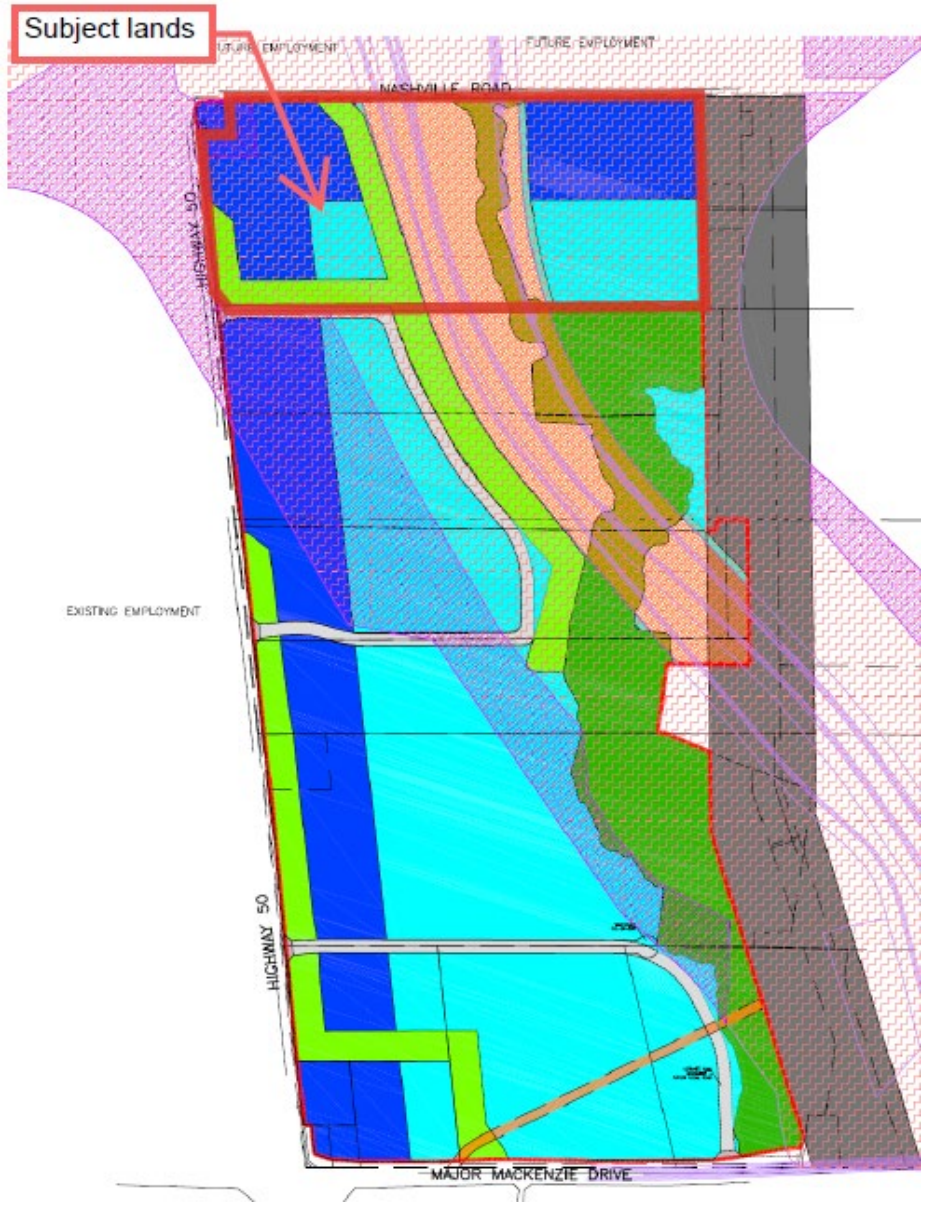
Subject Lands (37ha/91.44ac)
Meander Belt 10m MVPZ
Floodline 10m MVPZ
Meander Belt
Watercourse
Road Widening
Lights
Stop Sign
Snow Storage Area

Proposed Block Plan

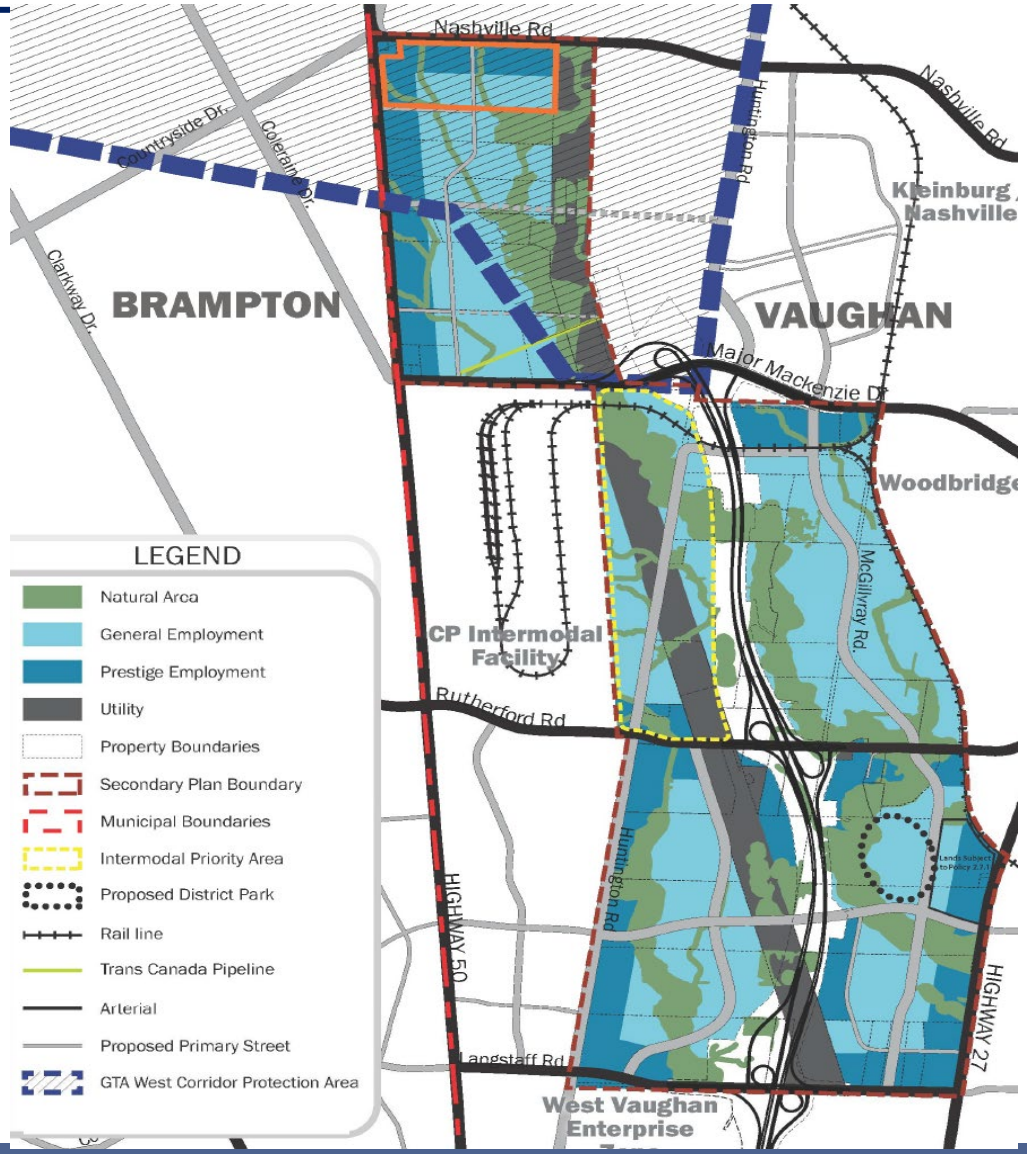
- Proposing General Employment and Prestige Employment uses while protecting and enhancing natural heritage features
- Designed based on most recent information from MTO
- Responds to evolving employment context and implements Secondary Plan

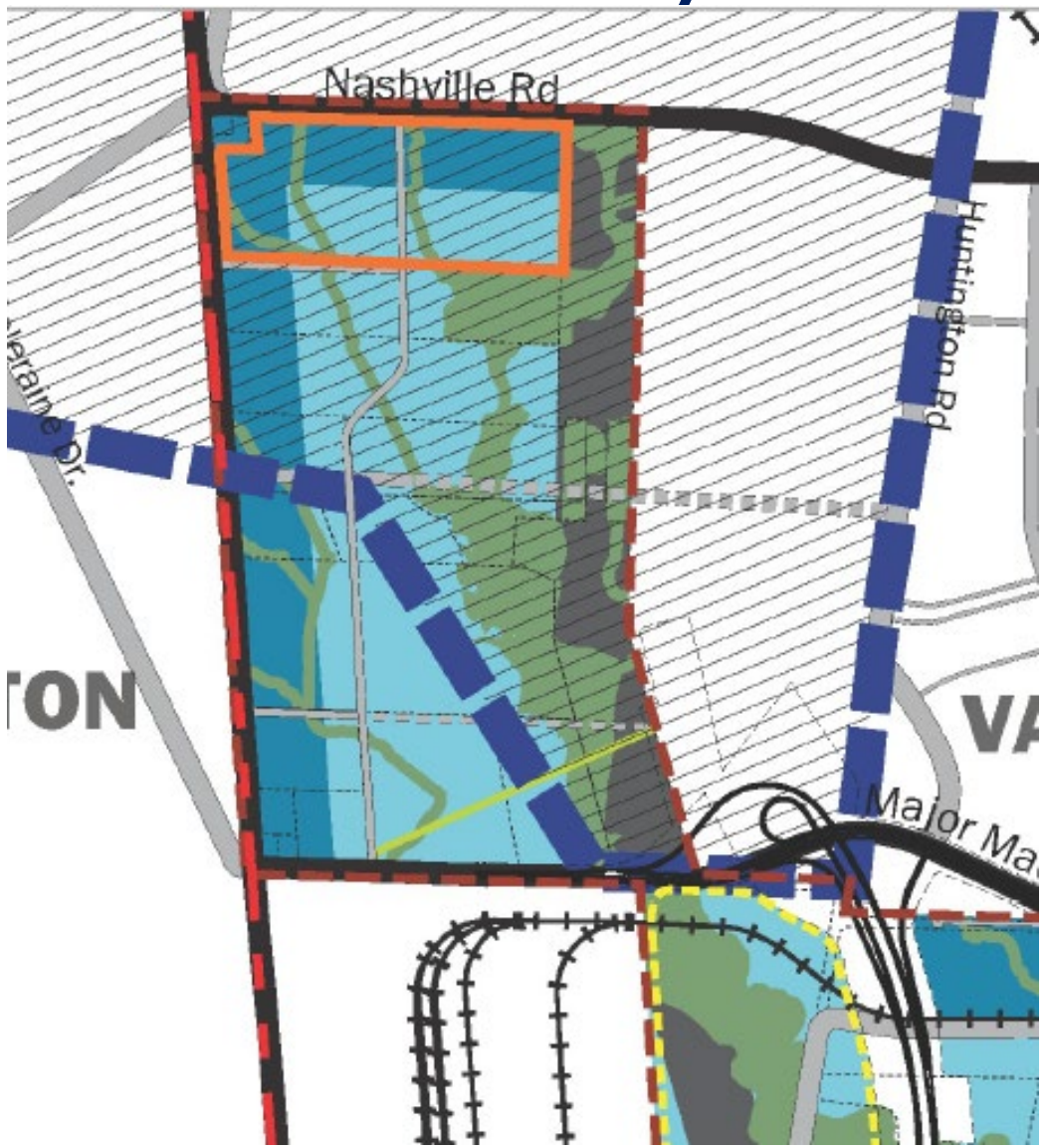
LEGEND

- SUBJECT LANDS
- PRESTIGE EMPLOYMENT
- GENERAL EMPLOYMENT
- NATURAL HERITAGE SYSTEM FEATURES + ASSOCIATED BUFFERS *(INCLUDES WETLANDS, NEW CHANNEL, TOP OF BANK, DRIPLINE AND STABLE TOP OF SLOPE)*
- PROPOSED CHANNEL + ASSOCIATED BUFFERS
- MTO - 50% PRELIMINARY DESIGN OF GTA WEST ALIGNMENT
- 14m MTO BUFFER
- TRANSCANADA PIPELINE
- UTILITY
- PROPOSED LOCAL ROADS
- FOCUS ANALYSIS AREA FOR 50% PRELIMINARY DESIGN
- DRAFT FOCUS ANALYSIS AREA REDUCTION (DEC, 2024)

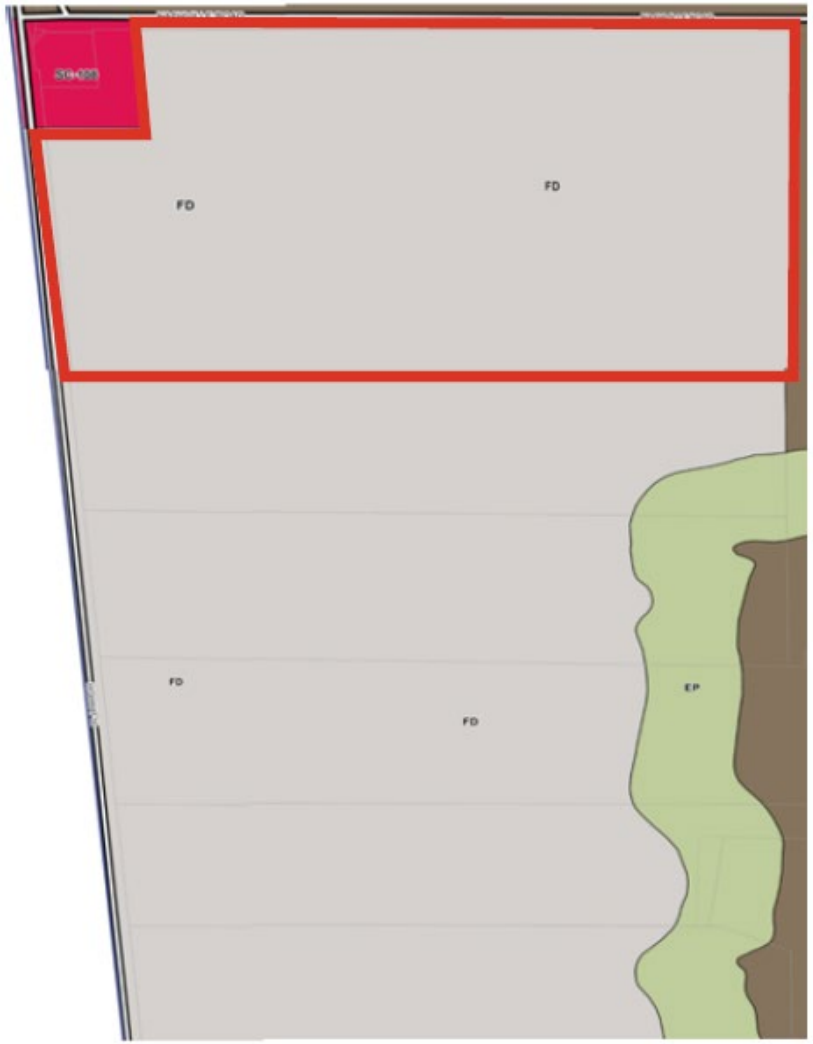


West Vaughan Employment Area Secondary Plan





Existing Zoning – Zoning By-law 001-2021



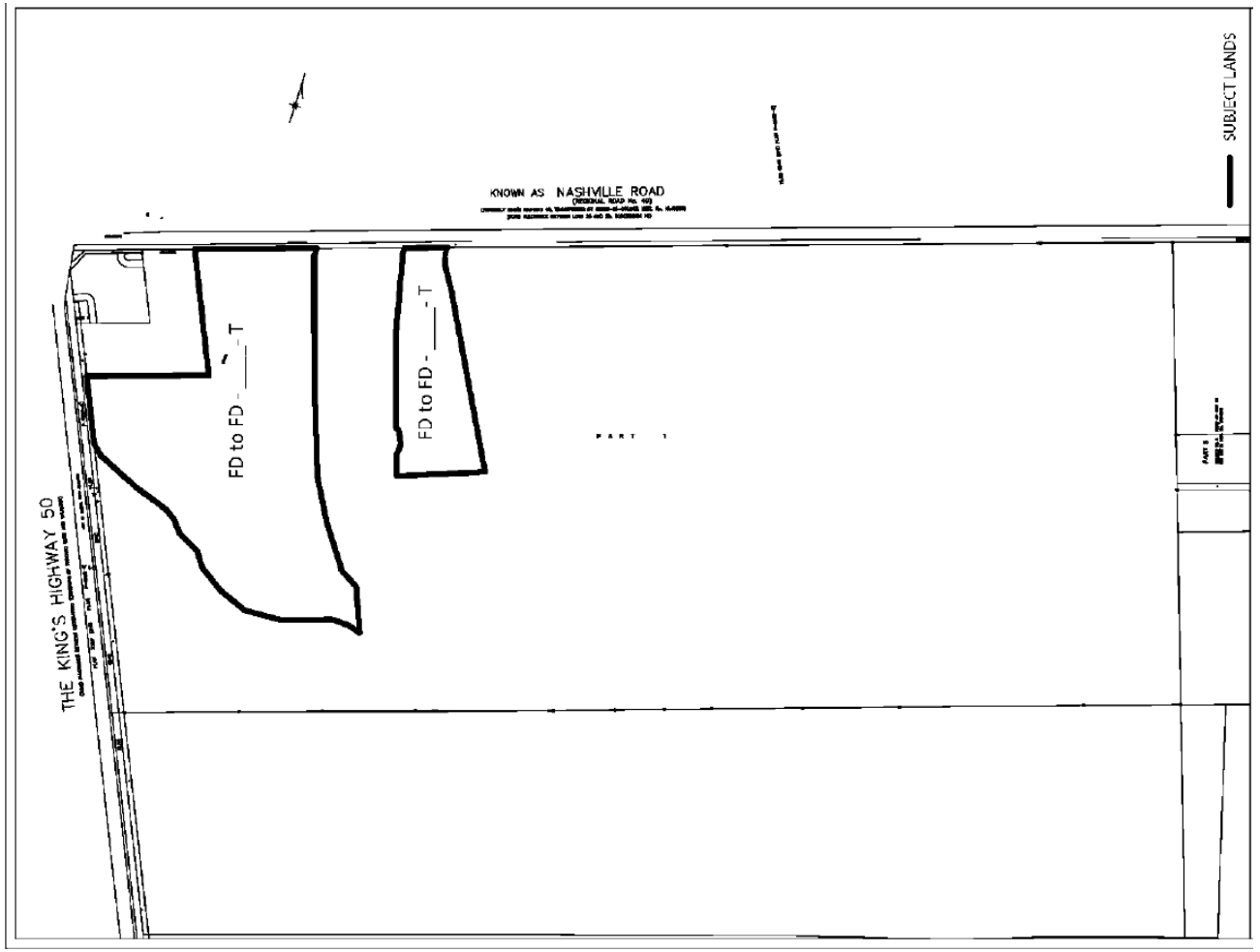
FD – Future Development

SC – Service Commercial

Schedule A, Maps 172, 173, 192, 193

Proposed Zoning By-law Amendment 001-2021

- Creates a site-specific exception within the by-law
- Permits the following uses:
  - Transportation Terminal
  - Outdoor Storage
    - In any yard
    - On a corner lot
    - No screening requirement
- Maximum of 54,802 square metres devoted to truck parking
- Shall be in effect a temporary period of three (3) years



Supporting Studies

- Stage 1 and 2 Archaeological Assessment for Block 66 West prepared by Archeoworks Inc.
- Arborist Report with Tree Inventory and Preservation Plan prepared by MBTW Group
- Environmental Impact Statement prepared by GEI Consultants Ltd.
- Phase 1 Environmental Site Assessment Report prepared by GEMTEC Consulting Engineers and Scientists Ltd.
- Hydrogeological Assessment prepared by SLR Consulting (Canada) Ltd.
- Stormwater Management Report prepared by SCS Consulting Group Ltd.
- Traffic Brief prepared by RJ Burnside & Associates Ltd.
- Landscape Plan and Details prepared by MBTW Group
- Concept Plan including Pavement Marking and Signage details prepared by KLM Planning Inc.
- Planning Justification Brief prepared by KLM Planning Partners Inc.

Thank You
Questions and Comments

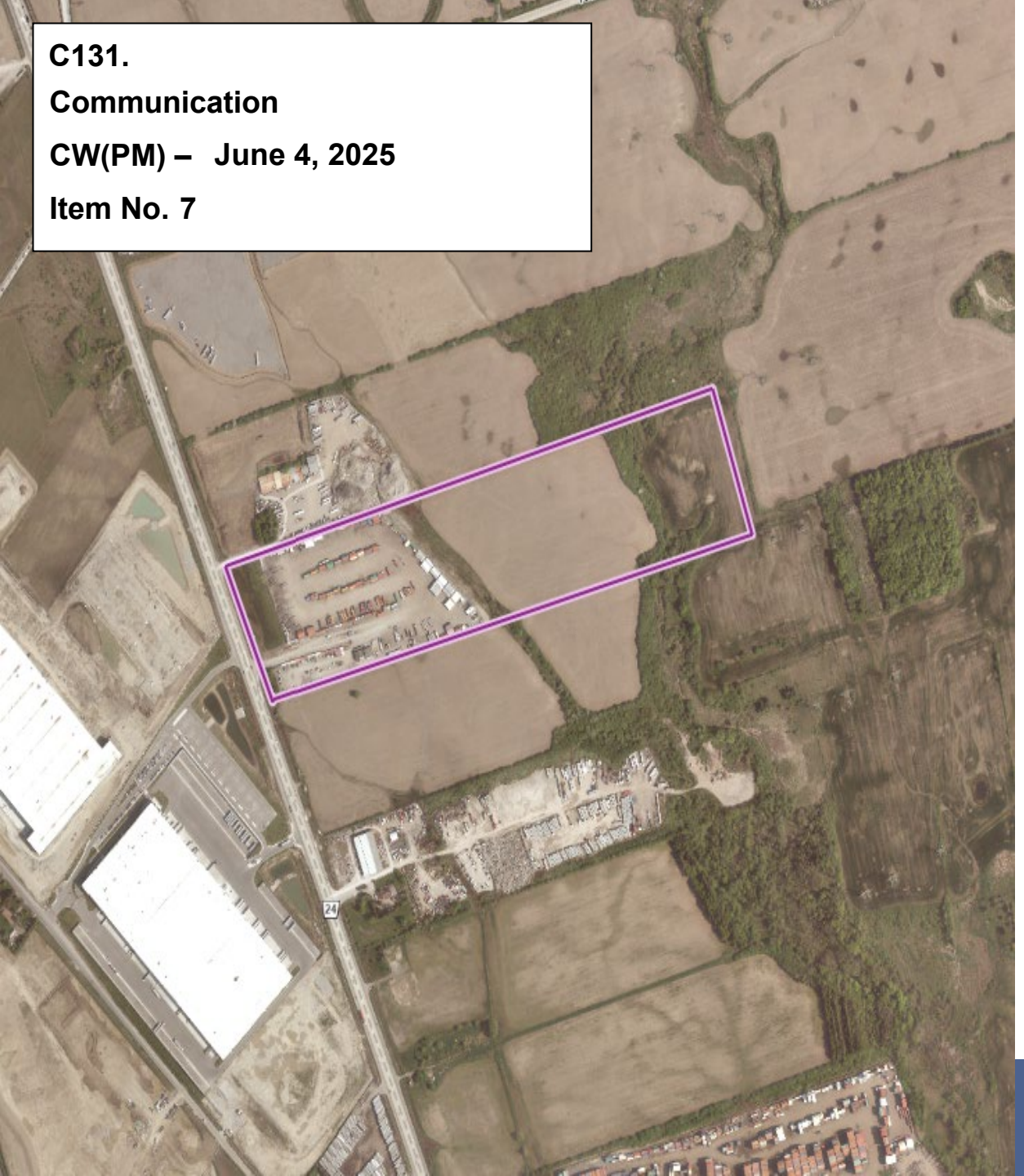
Tim Schilling

KLM Planning Partners Inc.

tschilling@klmplanning.com

289-294-0515

C131.
Communication
CW(PM) – June 4, 2025
Item No. 7



Public Meeting

Stellex GP Inc.
10481 Highway 50
City of Vaughan
Regional Municipality of York

City File Z.25.007

KLM PLANNING

Location & Context

- Site area +/- 19.62 hectares

- Are proposed for development – 7.03 hectares

- Bound by Highway 50 to the west, a Hydro One high voltage transmission corridor to the east and existing temporary employment uses to the north and vacant land to the south.

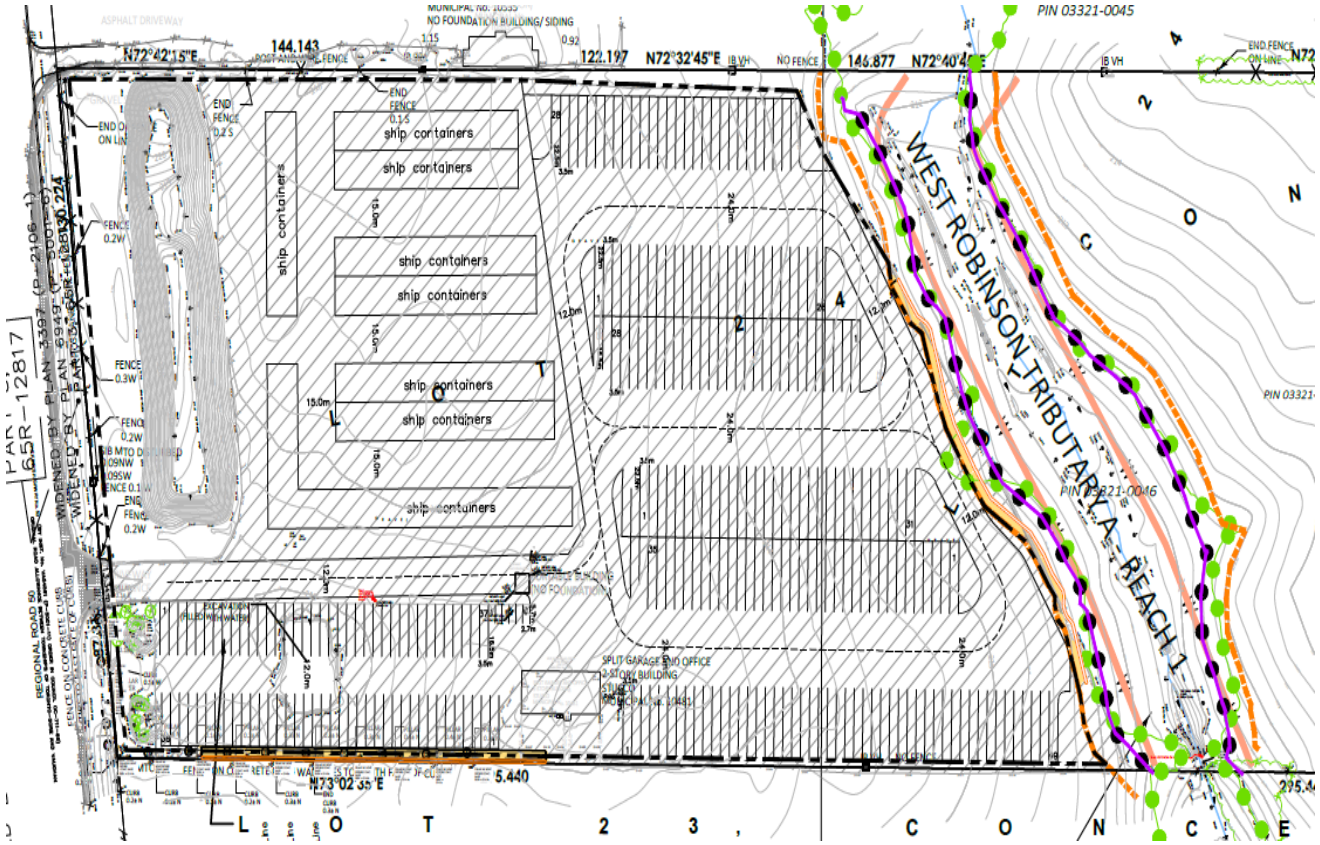
Current uses:

- Employment uses, primarily for the parking of trucks and trailers, and the storage of shipping containers
- One existing building onsite, one used as a garage for minor repairs and office space, and a shipping container used as a gatehouse



Proposed Zoning By-law Amendment & Site Plan

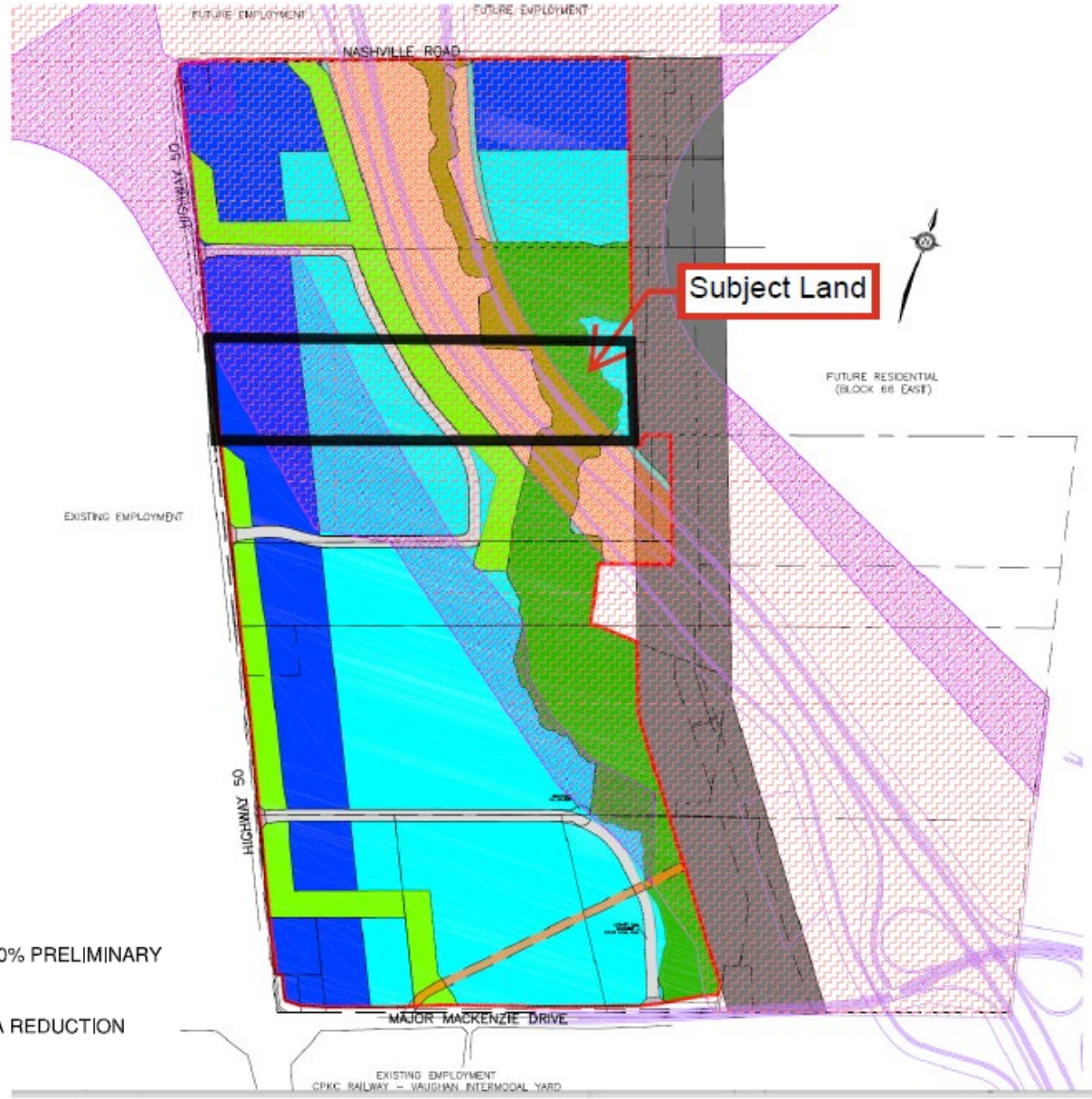
- Proposing temporary use Zoning By-law Amendment to permit a truck terminal / intermodal facility and accessory outside storage of shipping containers for a period of 3 years
- Reflects ongoing operation of existing uses



Subject Lands
Lands Proposed for Development
Meander Belt
Crushed Asphalt
Hot Mix Asphalt
Infiltration Trench
Water Course
Existing Regional Floodline-10m Buffer (SCS, 2024)
Existing Regional Floodline (TRCA)
Existing Regional Floodline (SCS,2024)
Ultimate Right of Way (from Region)

Proposed Block Plan

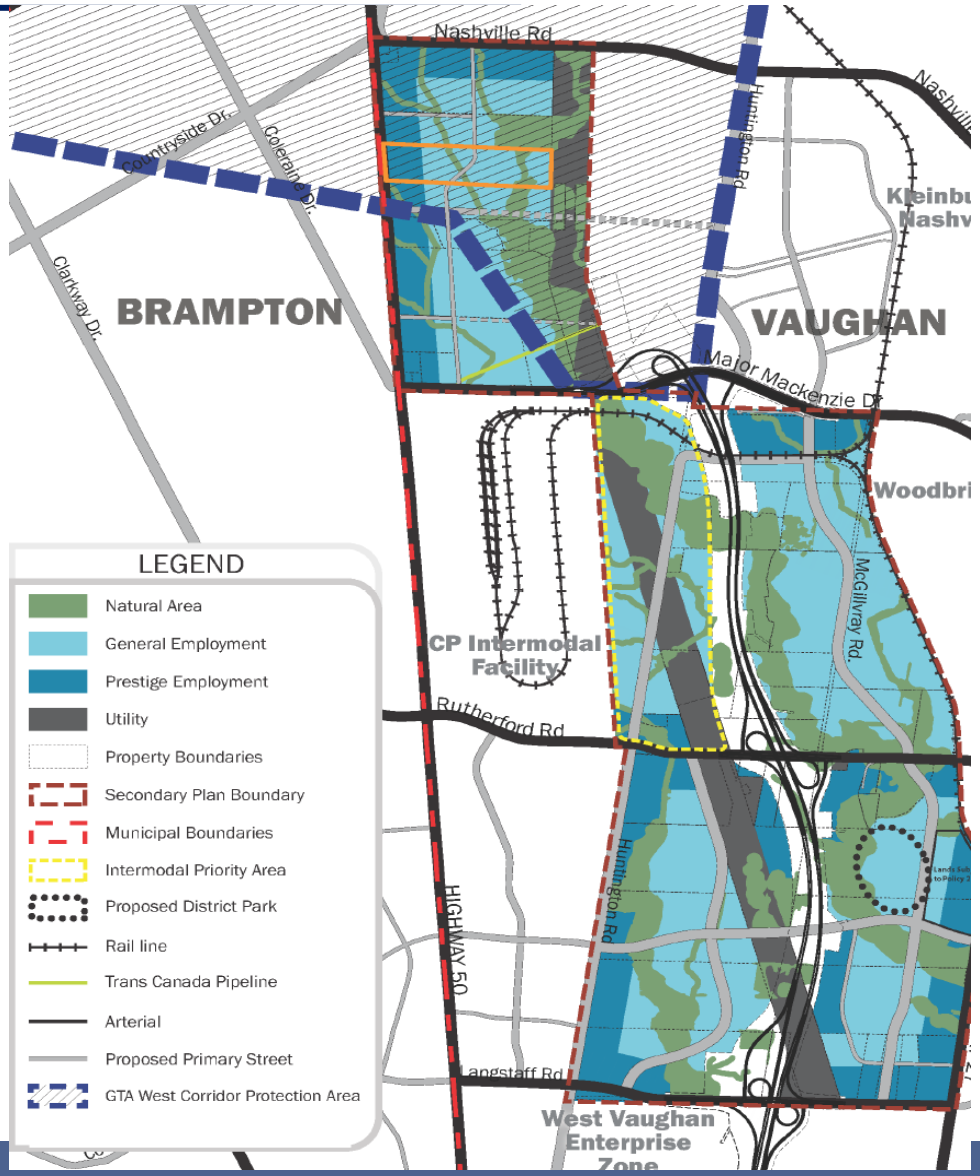
- Proposing General Employment and Prestige Employment uses while protecting and enhancing natural heritage features
- Responds to evolving employment context and implements Secondary Plan

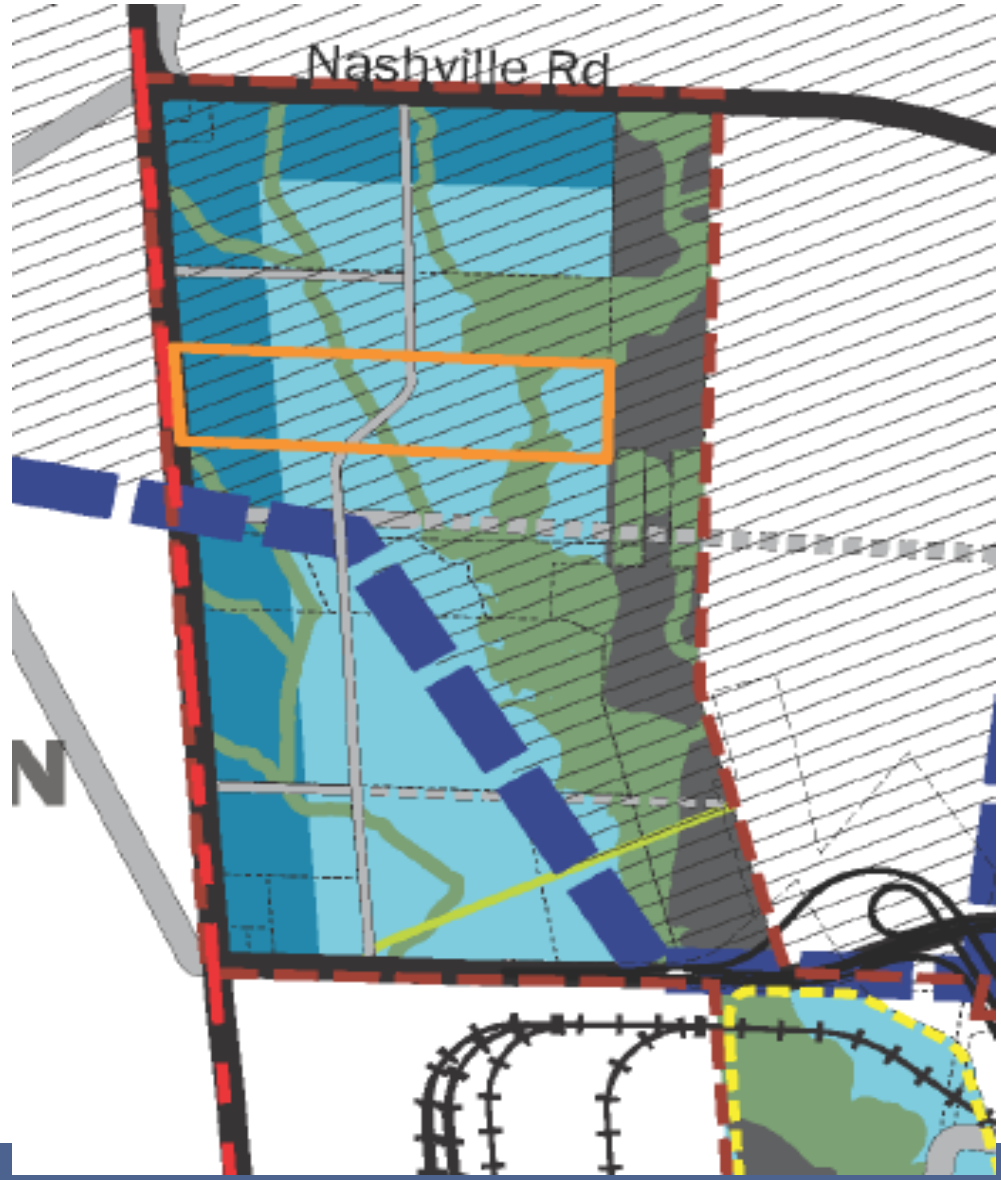


LEGEND

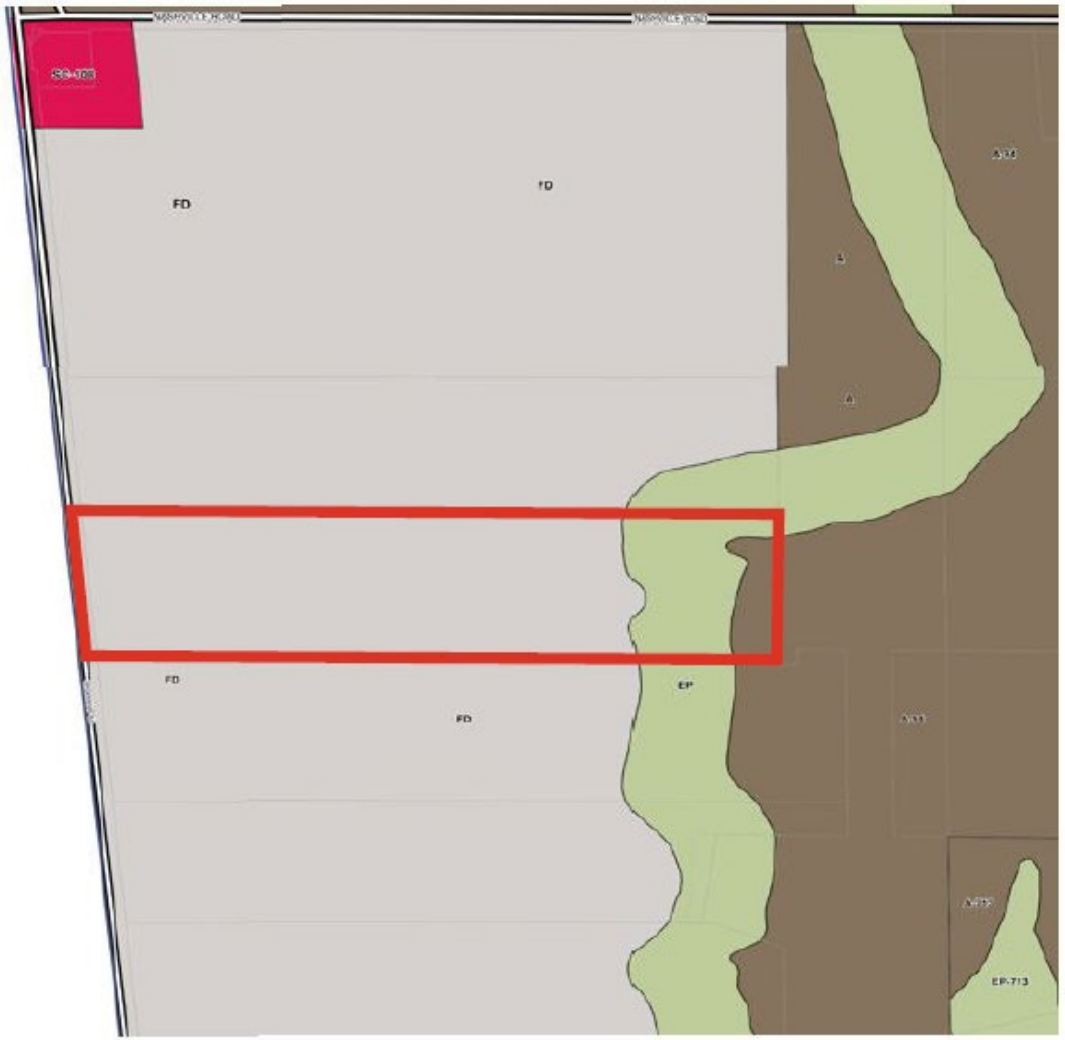
- SUBJECT LANDS
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- UTILITY
- PROPOSED LOCAL ROADS
- FOCUS ANALYSIS AREA FOR 50% PRELIMINARY DESIGN
- DRAFT FOCUS ANALYSIS AREA REDUCTION (DEC, 2024)

West Vaughan Employment Area Secondary Plan





Existing Zoning – Zoning By-law 001-2021



Schedule A, Maps 172, 173, 192, 193

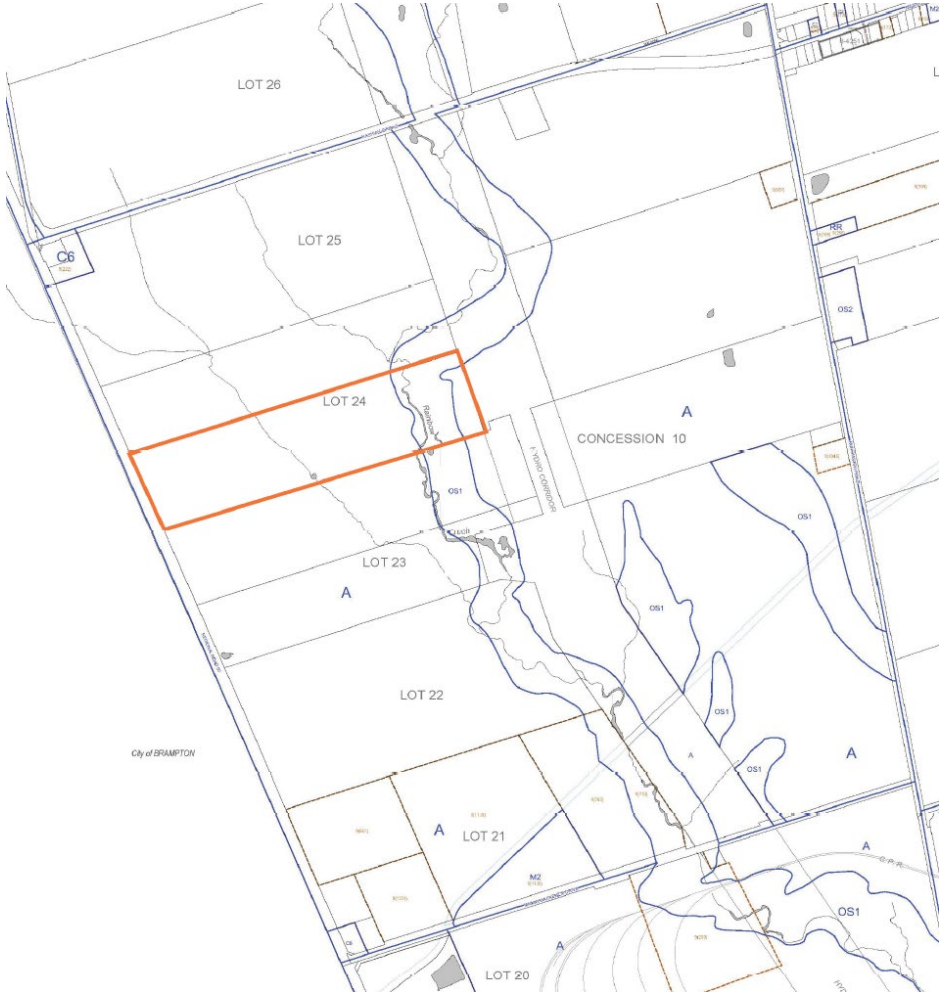
FD – Future Development

EP – Environmental Protection

SC – Service Commercial

A – Agriculture

Existing Zoning – Zoning By-law 1-88



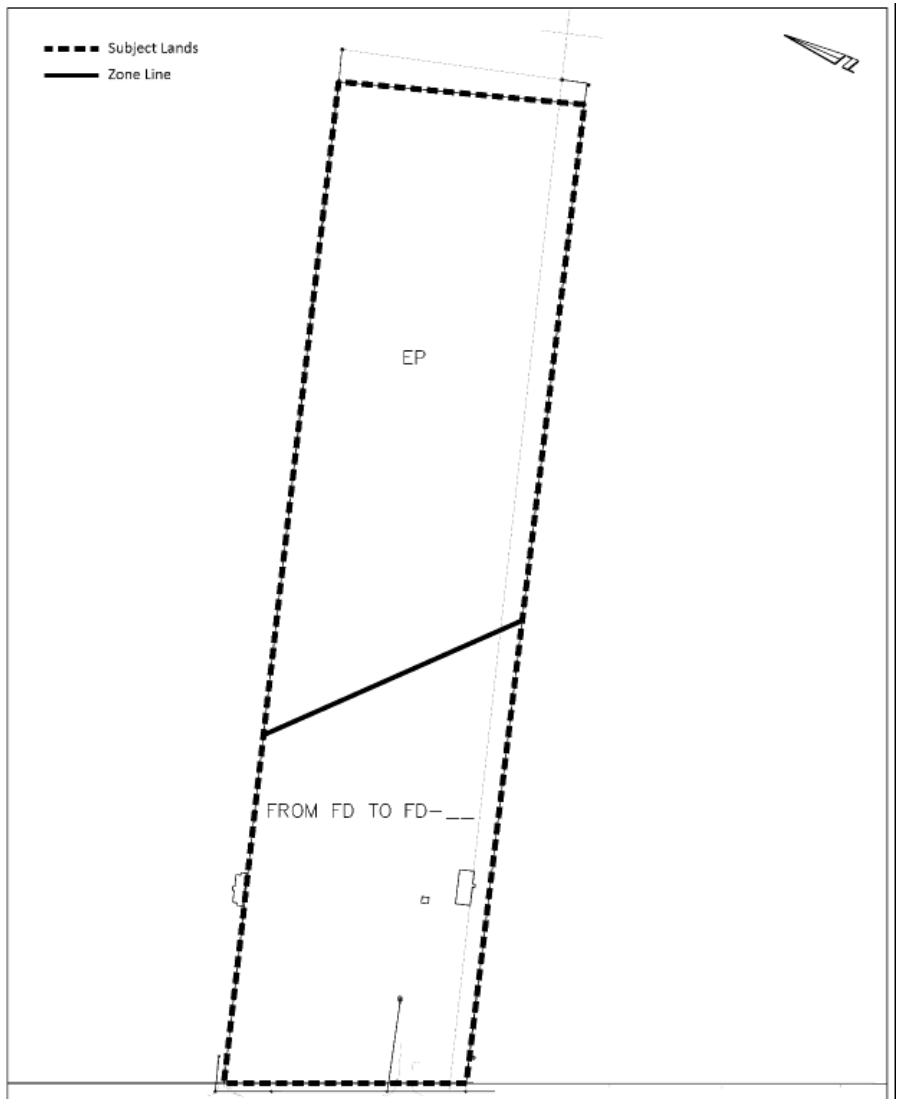
Key Map 10E

A – Agriculture

Subject Lands

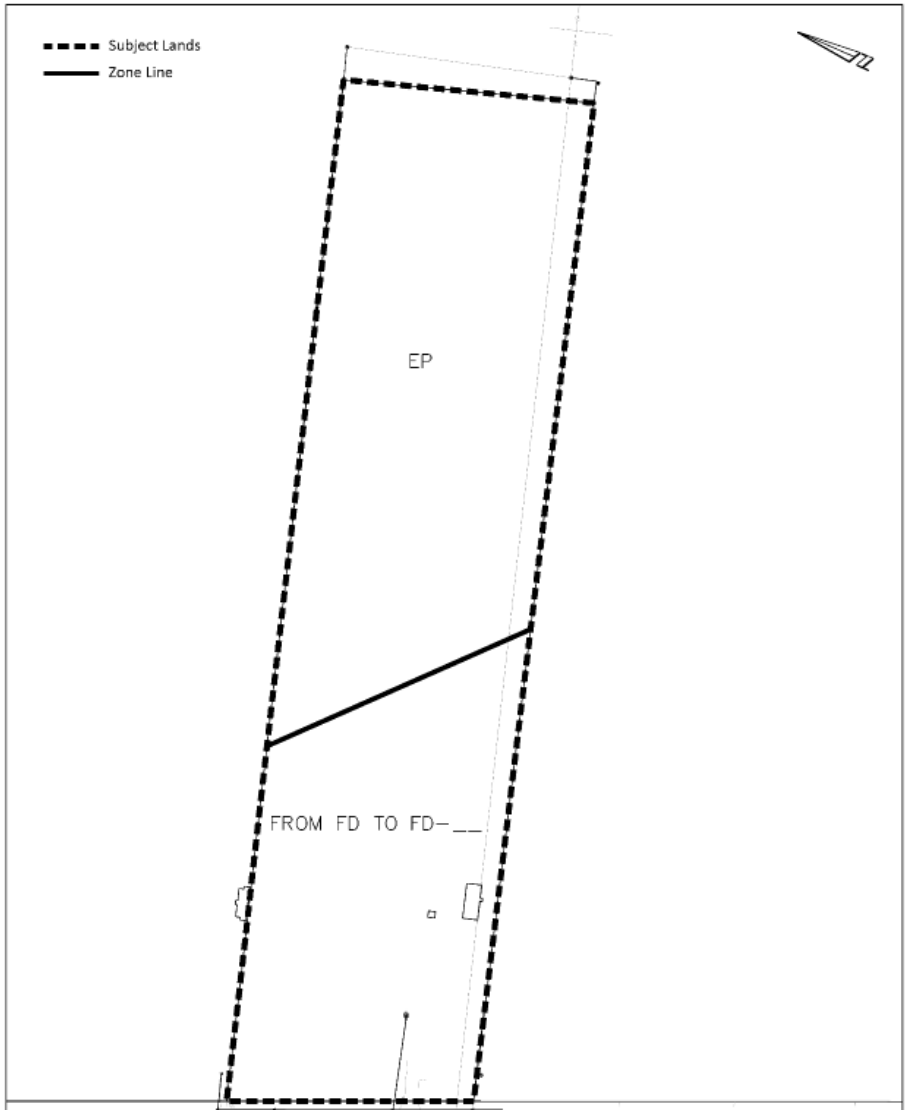
Proposed Zoning By-law Amendment 001-2021

- Creates a site-specific exception within the by-law
- Permits the following uses:
  - Intermodal Facility
  - Accessory Outdoor Storage
    - In a front yard
    - Between building and streetline
- A Maximum of 80% of the developable area may be devoted to truck and trailer parking and storage of shipping containers
- Specific stacking heights within certain setbacks from Highway 50
- Shall be in effect a maximum temporary period of three (3) years



Proposed Zoning By-law Amendment 1-88

- Creates a site-specific exception within the by-law
- Permits the following uses:
  - Truck Terminal
  - Accessory Outdoor Storage
- Shall be in effect a maximum temporary period of three (3) years



Supporting Studies

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- Arborist Report with Tree Inventory and Preservation Plan prepared by GEI Consultants Inc.
- Scoped Environmental Impact Study prepared by GEI Consultants Ltd.
- Phase 1 Environmental Site Assessment Report prepared by GEI Consultants Ltd.
- Erosion Hazard Assessment Report prepared by GEO Morphix Ltd.
- Hydrogeological Assessment prepared by SLR Consulting (Canada) Ltd.
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Thank You
Questions and Comments

Tim Schilling

KLM Planning Partners Inc.

tschilling@klmplanning.com

289-294-0515



Public Meeting

Block Plan 66 (West) Planning Area
City of Vaughan
Regional Municipality of York

Block Plan File BL.66W.2024

C132.
Communication
CW(PM) – June 4, 2025
Item No. 9

KLM PLANNING

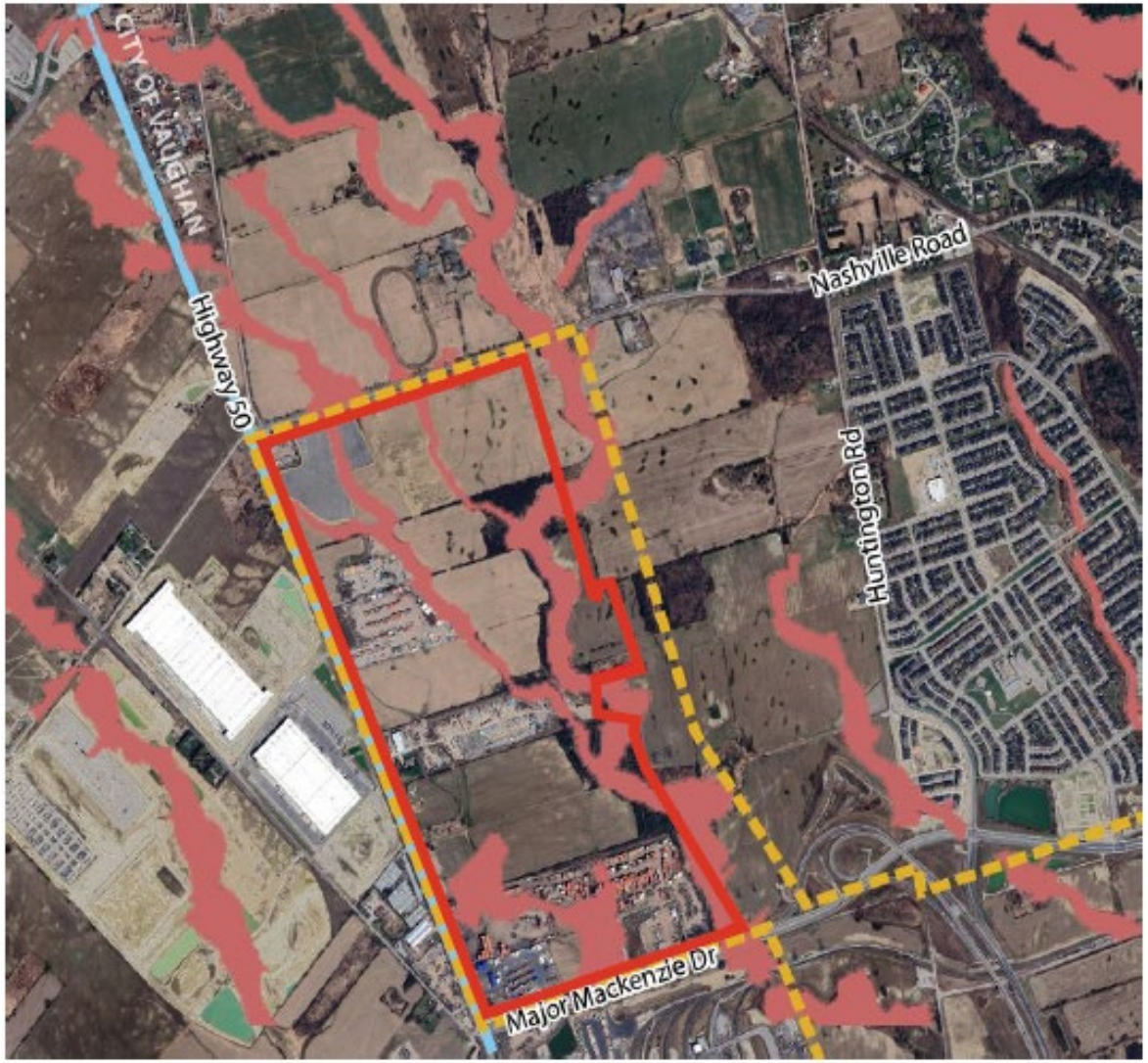
Location & Context

- Site area +/- 175.6 hectares

- Bound by Nashville Road to the north, Highway 50 to the west, Major Mackenzie Drive to the south and a Hydro One high voltage transmission corridor to the east

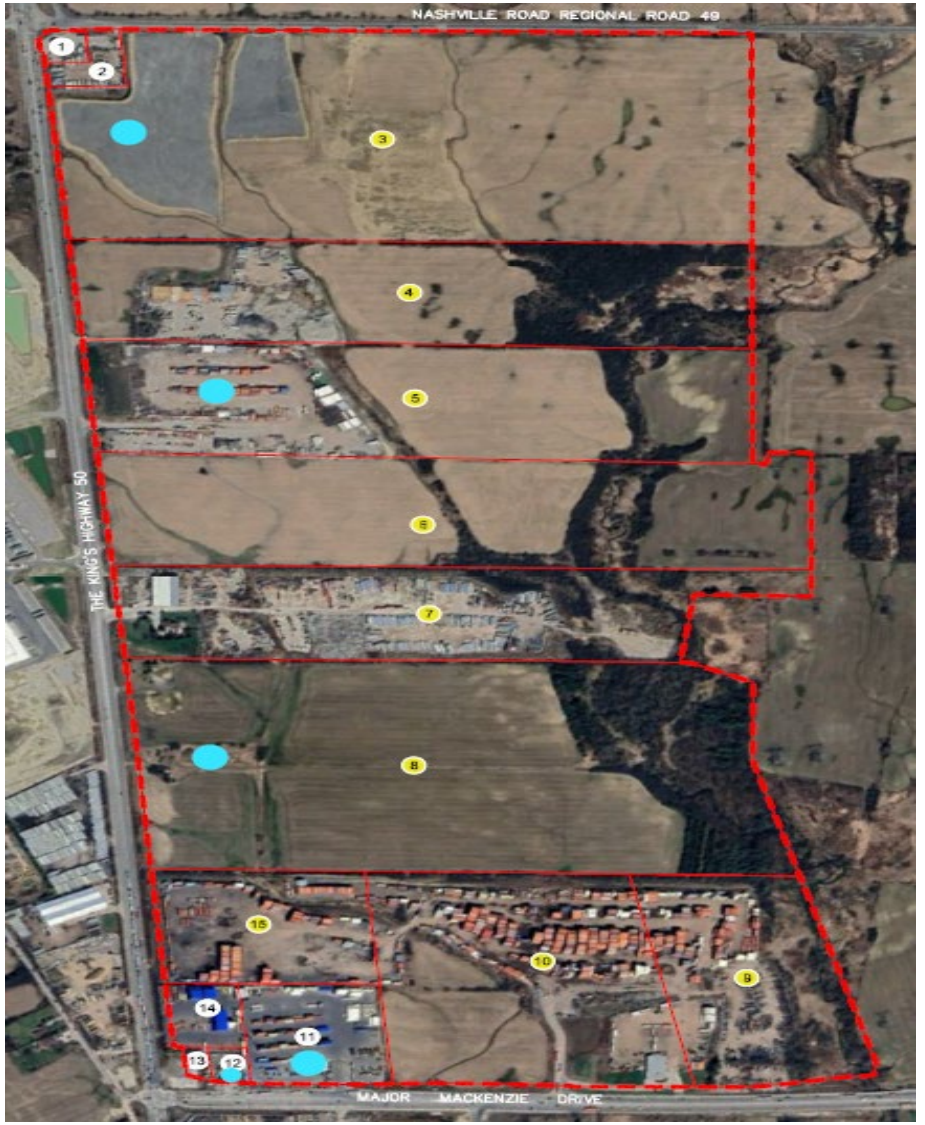
Current uses:

- Agricultural and rural land uses
- Temporary employment uses consisting of mostly truck, trailer and shipping container storage facilities
- Trans Canada Pipeline



Active Development Applications

Ownership No.	Owner Name	Address
3	Vinview Developments Inc.	7151 Nashville Road
4	1338462 Ontario Limited	10535 Highway 50
5	Stellex Properties Inc.	10481 Highway 50
6	Major Fifty Investments Inc.	B/S Highway 50
7	Danlauton Holdings Ltd.	10335 Highway 50
8	CPSPVaughan Nominee Inc.	10223 Highway 50
9	Gusgo Holdings Ltd.	7050 Major Mackenzie Drive
10	Guscon Mackenzie GP Inc.	7050 Major Mackenzie Drive
15	2268005 Ontario Limited	E/S Highway 50
Participating Totals		
1	2113630 Ontario Inc.	7491 Nashville Road
2	2113630 Ontario Inc.	10741 Highway 50
11	3942198 Canadalnc.	7290 Major Mackenzie Drive
12	Jaswinder Singh, Harkiskhangura, Harpreetmann, Parmjitmann, Surjitlally and Jasvinder Khangura	7300 Major Mackenzie Drive
13	The Regional Municipality of York	10021 Highway 50
14	1696352 Ontario Limited	10061 Highway 50
Non-participating Totals		



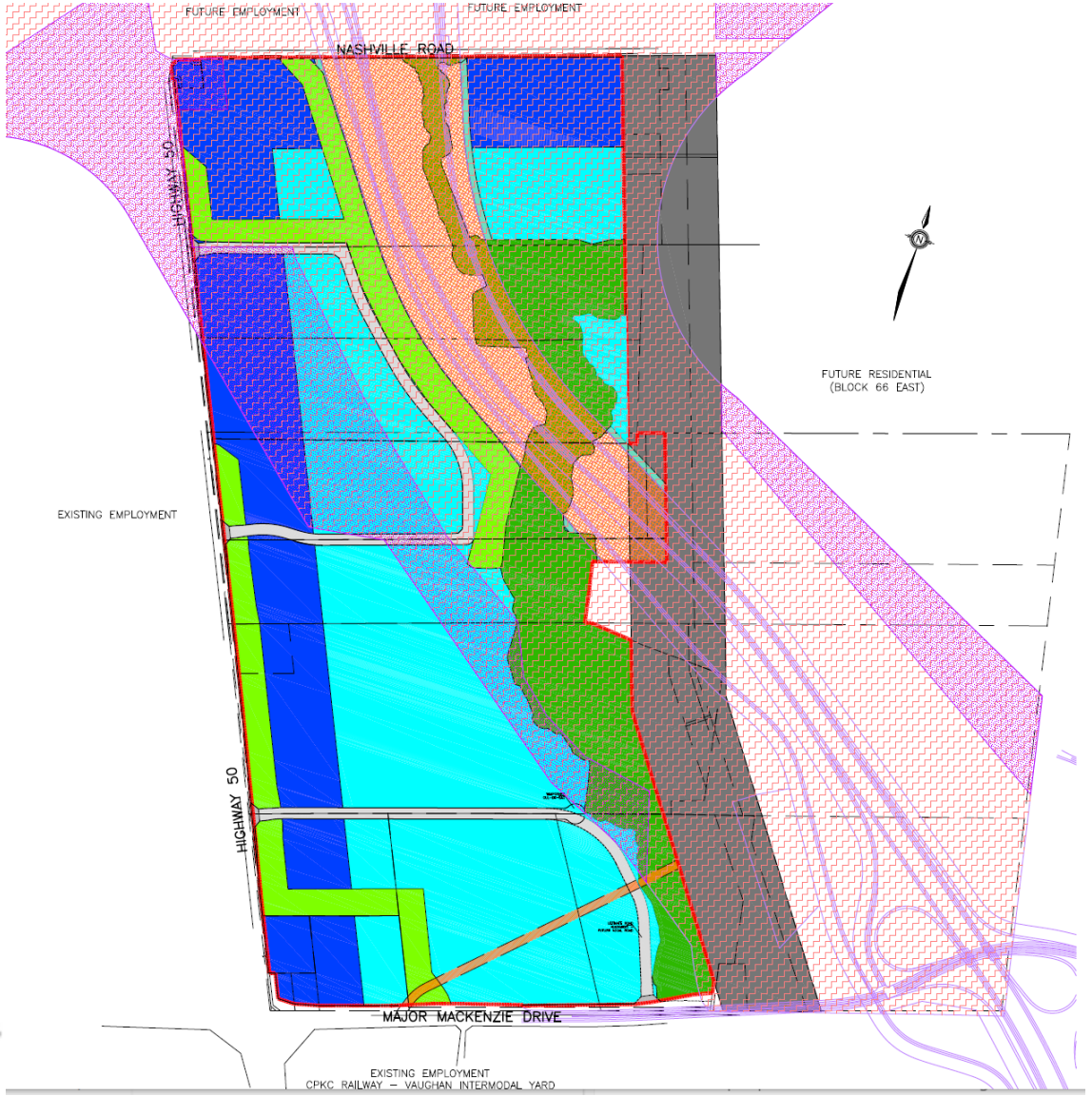
Sites with active development applications

Proposed Block Plan

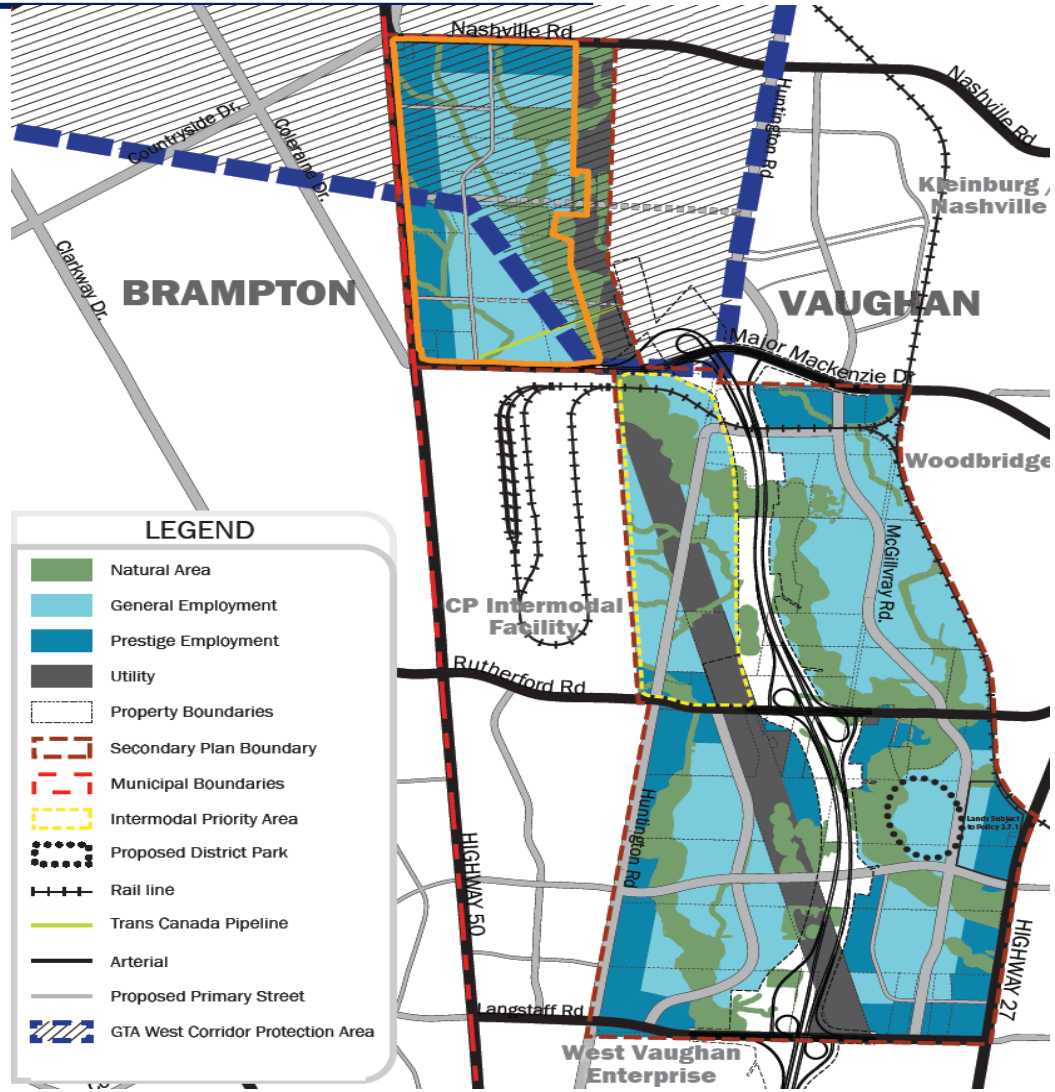
- Proposing General Employment and Prestige Employment uses while protecting and enhancing natural heritage features
- Designed based on most recent information from MTO
- Responds to evolving employment context and implements Secondary Plan

LEGEND

- SUBJECT LANDS
- PRESTIGE EMPLOYMENT
- GENERAL EMPLOYMENT
- NATURAL HERITAGE SYSTEM FEATURES + ASSOCIATED BUFFERS *(INCLUDES WETLANDS, NEW CHANNEL, TOP OF BANK, DRIPLINE AND STABLE TOP OF SLOPE)*
- PROPOSED CHANNEL + ASSOCIATED BUFFERS
- MTO - 50% PRELIMINARY DESIGN OF GTA WEST ALIGNMENT
- 14m MTO BUFFER
- TRANSCANADA PIPELINE
- UTILITY
- PROPOSED LOCAL ROADS
- FOCUS ANALYSIS AREA FOR 50% PRELIMINARY DESIGN
- FOCUSED ANALYSIS AREA REDUCTION, MAY 2025

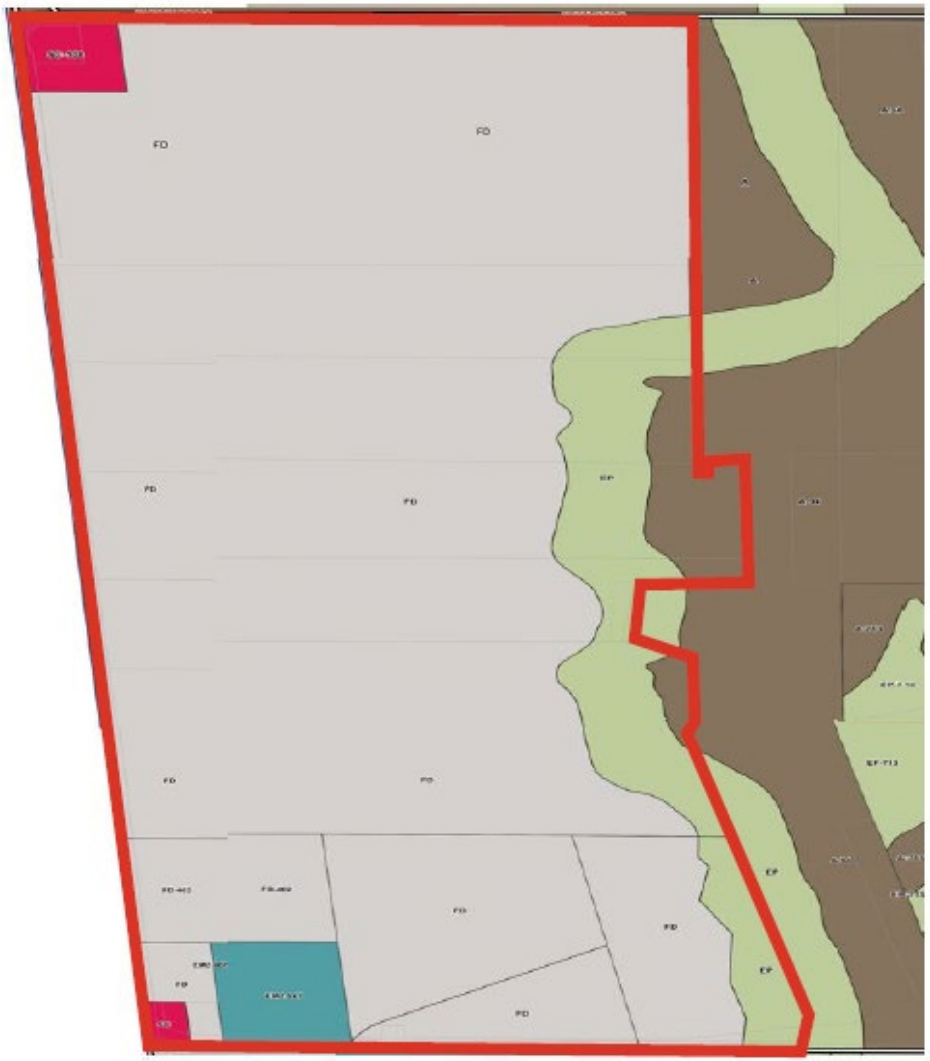


West Vaughan Employment Area Secondary Plan





Existing Zoning – Zoning By-law 001-2021



Schedule A, Maps 153, 154, 172, 173, 192, 193

- FD – Future Development
- EP – Environmental Protection
- SC – Service Commercial
- EM2 – General Employment
- A – Agriculture

Supporting Studies

- Planning Justification Report prepared by KLM Planning Partners Inc.
- Master Environmental Servicing Plan prepared by SCS Consulting Group Ltd.
- Environmental Impact Study prepared by GEI Consultants Ltd.
- Stage 1 and 2 Archaeological Assessment prepared by Archeoworks Inc., and other site-specific archaeological assessments
- Cultural Heritage Impact Assessment prepared by LHC Heritage Planning & Archaeology Inc.
- Geotechnical Investigation and Slope Stability Study prepared by SLR Consulting (Canada) Ltd.
- Hydrogeological Assessment prepared by SLR Consulting (Canada) Ltd.
- Fluvial Geomorphology Assessment of West Robinson Creek and Rainbow Creek prepared by GEO Morphix Ltd.
- Trail Masterplan and Feasibility Study prepared by MBTW Group
- Architectural Design Guidelines prepared by MBTW Group
- Urban Design Guidelines prepared by MBTW Group
- Transportation Study prepared by RJ Burnside & Associates Ltd.
- Sustainability Metrics and Summary Letter

Thank You
Questions and Comments

Ryan Mino-Leahan
KLM Planning Partners Inc.
rmino@klmplanning.com
905-669-4055

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C133.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 3, 2025

BY EMAIL: clerks@vaughan.ca **and** oprmanager@vaughan.ca **& BY REGULAR MAIL**
Vaughan City Hall, Level 100
2141 Major Mackenzie Dr.
Vaughan, ON
L6A 1T1

Attn: Mayor S. Del Duca & Members of the Committee of the Whole

RE: Committee of the Whole Agenda June 4, 2025 – Item 10.
New Vaughan Official Plan – May 2025 (File PL 9023 11)
Westlake Pipe & Fittings ('Westlake') Properties
101, 131 and 155 Regalcrest Court, et al
City of Vaughan, Region of York
Our File: 1711-25

As planners of record, we write on behalf of Westlake Canada Inc., o/a Westlake Pipe & Fittings ('Westlake'). We appreciate the opportunity to provide stakeholder input to the new Vaughan Official Plan 2025 ('VOP 2025') program further to our earlier January 7, 2025 and February 25, 2025 letter submissions regarding the Vaughan's Official Plan Review. As noted, the VOP process is now recently elevated to a proposed new Official Plan (May 2025 version) under Section 17 of the *Planning Act*.

- Westlake is a well-established manufacturing business located at 101, 131 and 155 Regalcrest Court, inclusive of a licensed portion of the Hydro Electric Power Corridor ('HEPC'), used for the outside storage of their manufactured pipe products. Please refer to attached Aerial Image;

- As a significant industrial stakeholder, Westlake has, and continues to participate regularly in the city's planning programs in order to maintain the implementation of land use planning policies that are conducive to their manufacturing operations;

- 'Westlake' continues to manufacture and distribute a wide variety of pipes, fittings and building products that are essential to servicing the residential & ICI building products market in the city, the region and in Canada. In fact, Westlake's industrial products broadly support region-wide housing and related construction activities;

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305 RENFREW DRIVE, SUITE 101, MARKHAM, ONTARIO, CANADA, L3R 9S7 • 905 305 9797
WWW.CITYPLAN.COM • INFO@CITYPLAN.COM

AERIAL IMAGE
WESTLAKE CANADA INC. O/A WESTLAKE PIPE & FITTINGS



1711_Image1_JAN.2025

G/E IMAGE APRIL 2024

Legend

- 101, 131 & 155 REGALCREST COURT
- NORTHERN & SOUTHERN OUTSIDE STORAGE BLOCKS (LICENCED)
- OP.22.007 - MARTIN GROVE AND HIGHWAY 7 PROPERTIES
- OP.22.007 - DISTANCE FROM WESTLAKE PIPE & FITTINGS PROPERTIES
- PARKWAY BELT WEST PLAN AREA

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- Westlake has plans to expand and grow its robust operations at this location in keeping with a thirty-five-year history of manufacturing, warehousing and distributing pipes, fittings and building products, and;

- Westlake, with its significant work force of approximately 170 workers and staff, serves the regional market from this convenient and highway and transit accessible location within the city.

Please consider our comments as formal input to the June 4, 2025 Statutory Public Meeting regarding VOP 2025 (May 2025 version).

VOP 'May' 2025 & Westlake's 131 and 155 Regalcrest Court property

The following issues are identified as it relates to the 131 and 155 Regalcrest Court property:

Issue No. 1 – "SCHEDULE 1 Urban Structure"

- **Observation:** The property is now proposed to be identified as "Community Areas" per "SCHEDULE 1 Urban Structure", whereas the January 2025 version of VOP 2025 identified this property as "Core Employment Areas" consistent with the planning history of the lands, dating back from inception, through OPA 400, and as per subsequent city Official Plans, and the January 2025 version of VOP 2025. Please see Figure 1 - SCHEDULE 1: Urban Structure Comparison.

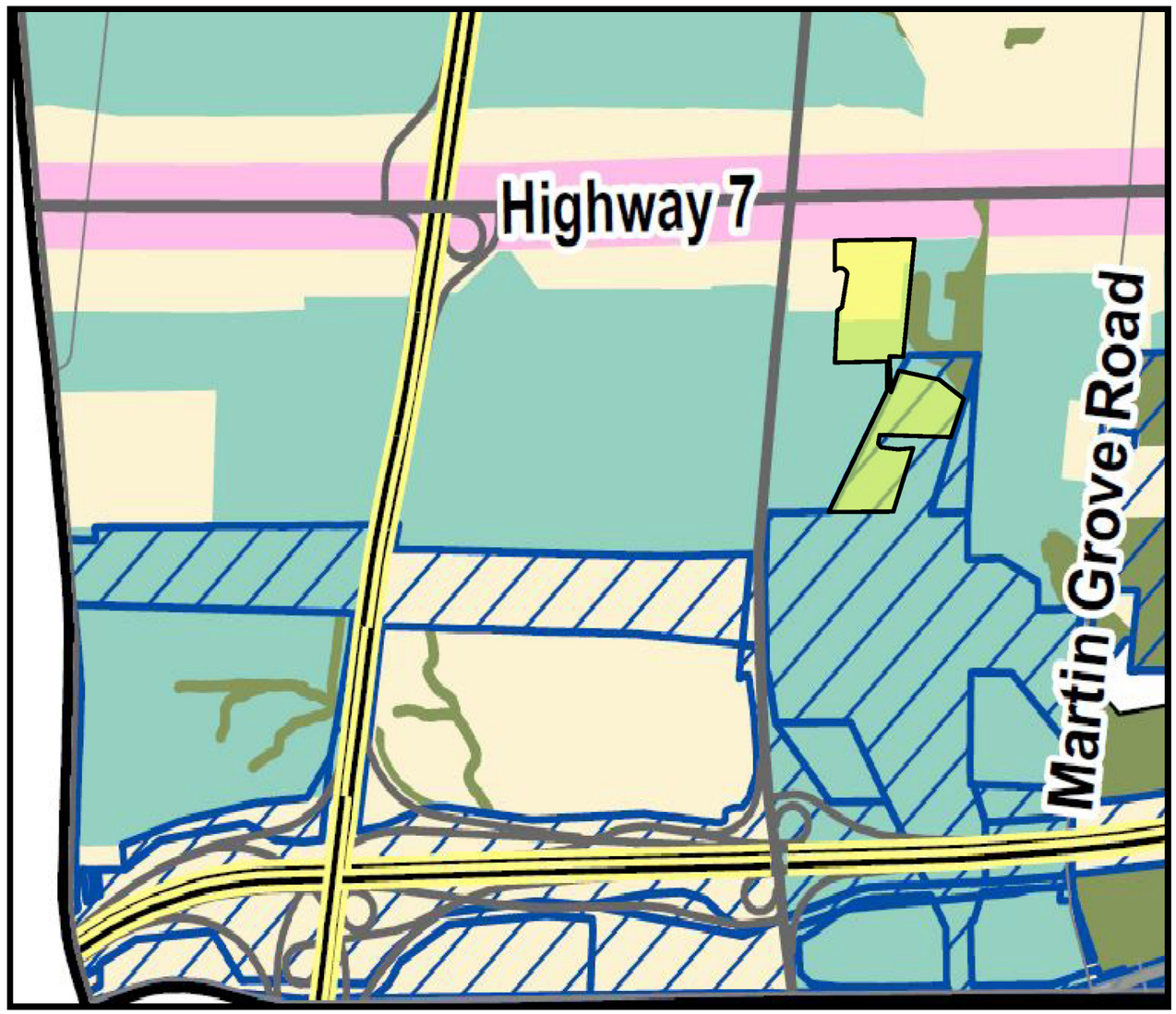
  Comment: Identifying this property as "Community Areas" per "SCHEDULE 1 Urban Structure" is inappropriate given the character and context of this industrial property, with its connections to the industrial community and a local road that services industrial "Core Employment Areas" functions. This is a significant departure from the long-standing status as a part of an "Core Employment Areas". Of interest it is noted that "Core Employment Areas" is to be also replaced with "Employment Areas".

  When major abutting municipalities, such as the City of Toronto and the City of Mississauga are doing their utmost to preserve lands that comprise "Employment Areas" it appears counter-intuitive to reduce "Employment Areas" by broadening and applying "Community Areas" to this property. In effect the changes may make existing industrial uses legal non-conforming uses in the long-term, where lands or properties are located in "Community Areas".

FIGURE 1: SCHEDULE 1: URBAN STRUCTURE COMPARISON



JANUARY 2025



MAY 2025

Westlake
Pipe & Fittings

WESTLAKE PROPERTIES

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As well, it is unclear how this change is justified from a planning perspective and how this change occurred so rapidly between the January version of VOP 2025 and the May version of VOP 2025. This requires an explanation and a justifiable planning basis.

Issue No. 2 - "SCHEDULE 1B Strategic Growth Areas"

- **Observation:** The property is proposed to comprise part of a "Strategic Growth Areas" per "SCHEDULE 1B Strategic Growth Areas" as part of Highway 7 "Primary Corridor" and "Rapid Transit Corridor" per the January 2025 and May 2025 version of VOP 2025, which in effect replaces the "Regional Intensification Corridors within Employment Areas".

- **Comment:** It is noted that properties comprising part of a "Strategic Growth Areas" establishes a hierarchy in descending order of density, building height, and intensity of use, where proposed policy 2.2.1. e. reads that a "Strategic Growth Areas", among other planning contexts, *"preserves lands shown as Employment Areas for a variety of industrial, manufacturing, warehousing, ancillary and Accessory uses and parks that support Higher Order Transit..."*

  Notwithstanding, identifying this property as "Community Areas" may counter proposed policy 2.2.1.e., and it is important to acknowledge that the "Strategic Growth Areas" is supportive of Westlake plans to expand and grow its robust operations at this location in keeping with a thirty-five-year history of manufacturing, warehousing and distributing pipes, fittings and building products.

Issue No. 3 - "SCHEDULE 13 Land Use Designations"

- **Observation:** The property is proposed to be designated "Non-Residential Mixed Use" per "SCHEDULE 13 Land Use Designations" whereas the January 2025 version of VOP 2025 identified this property as "Employment Commercial Mixed Use" consistent with the planning history of the lands. Please see Figure 2 - SCHEDULE 13: Land Use Designations Comparison.

- **Comment:** The proposed "Non-Residential Mixed Use" land use designation appears to maintain the same land use permissions and building types as per the current VOP 2010, as amended, and this is supported. Notwithstanding, identifying this property as "Community Areas" may counter the employment land use permissions and this should be avoided.

FIGURE 2: SCHEDULE 13: LAND USE DESIGNATIONS COMPARISONS



JANUARY 2025



MAY 2025

Westlake
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WESTLAKE PROPERTIES

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Issue No 4 - Achieving 'Land Use Compatibility'

Observation: The *Planning Act* and the Provincial Planning Statement (PPS 2024) have strengthened and clarified the planning policies and planned functions of *'Employment Areas'*, as further implemented via municipal Official Plans and zoning. To protect the long-term operational and economic viability of *'Employment Areas'*, the PPS 2024 section '3.5 Land Use Compatibility' reads:

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

2. *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

Comment: Based on the provincial planning framework, the onus or responsibility of achieving 'Land Use Compatibility' is placed on the proponent of new *'Sensitive Land Uses'*, thereby protecting the long-term operational and economic viability of existing and planned *'Employment Areas'* and employment uses.

We are concerned that the introduction of these recent changes to the VOP 2025 (May 2025 version) will only increase the potential for the land use incompatibility issues and undermine the strength of existing and robust manufacturing businesses. As an example, please refer to the Aerial Image and the locational reference to the proposed OP.22.007.

Issue No. 5 - VOP 2025 Interface with the Region of York Official Plan

Observation: The Ministry of Municipal Affairs and Housing ('MMAH') approved the Region of York Official Plan ('YROP') with its November 4, 2022 decision, subject to a June 2024 Consolidation, where YROP policies further strengthen the planned functions of Employment Areas:

- *'...To protect Employment Areas located adjacent to, or in proximity of, goods movement facilities and corridors including existing and future major highways and interchanges, for manufacturing, warehousing, and logistics, and appropriate associated uses.'*

- *'...to ensure the long-term operational and economic viability of major facilities in accordance with the applicable provincial guidelines, standards and procedures.'*

- *'...The interface between major facilities and sensitive land uses to ensure matters of land use compatibility are appropriately addressed in accordance with PPS.'*

Comment: We are of the opinion that the proposed changes, as noted above, may compromise established YROP policy objectives subsumed in the VOP 2010, as amended.

Conclusions & Recommendations

Westlake's well-established manufacturing, warehousing and distribution business operations, as part of the 'West Vaughan Employment Area', should remain unfettered to realize its full industrial planned functions.

It is imperative in my professional planning opinion that effective land use planning policies and regulations are needed to protect the long-term operational and economic viability of vulnerable *'Employment Areas'*, such as the131 and 155 Regalcrest Court property.

Of interest, the planning horizon for VOP 2025 is 2051. While the planning horizon for VOP 2010, as amended, is effectively 2031, it is anticipated that a new VOP will occur in 2040, if not sooner, based on historical context, which is a fifteen-year time span from today.

This submission does not preclude additional comments in due course regarding proposed new VOP 2025. Please ensure our firm remains on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related items, and any Council decision or actions regarding the above captioned proposed VOP 2025.

Thank-you in advance for your co-operation.

Yours truly,
Pound & Stewart Associates Limited

Philip Stewart MCIP, RPP
/la 1711_New May VOP 2025_June.3.2025

Attachment: Aerial Image 1 & Figures 1 and 2

cc. Ward 2 Councillor A. Volpentesta, Adriano.Volpentesta@vaughan.ca

cc. Ms. L. Cardile, Ward 2, Executive Assistant, Lucy.Cardile@vaughan.ca

cc. Mr. V. Musacchio, Interim Deputy City Manager, Planning & Growth Management & Housing Delivery, City of Vaughan vince.musacchio@vaughan.ca

cc. Ms. N. Tuckett, MCIP, RPP, Director of Development and Parks Planning, City of Vaughan nancy.tuckett@vaughan.ca

cc. Mr. F. Filipetto, MCIP, RPP, Project Manager, Policy Planning, City of Vaughan Fausto.Filipetto@vaughan.ca

cc. Ms. C. Murphy, MCIP, RPP, Policy Planning, City of Vaughan Carly.Murphy@vaughan.ca

cc. Mr. M. Antoine, Sr. Manager of Development Planning, MCIP, RPP, City of Vaughan mark.antoine@vaughan.ca

cc. Messrs. D. Tang & R. Gray, Miller Thomson LLP

cc. client

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

June 3, 2025
File No. 11101

Attn: Hon. Mayor Del Duca and Members of Council

Re: June 4th Committee of the Whole Meeting (Public Meeting) – Item 4.10
Draft New Vaughan Official Plan 2025 (Inclusive of Weston 7 Secondary Plan Draft #5)
3850 Highway 7
Related File No. PAC.23.075

Weston Consulting is the planning consultant for Canadian Tire Properties Inc., the registered owner of the property municipally known as 3850 Highway 7 (herein referred to as the "subject property"). The subject property is currently occupied by the Woodbridge Canadian Tire store, with associated surface parking. The site is located approximately 150 metres west of the Highway 7 and Weston Road intersection. The subject property has an area of approximately 3.33 hectares (8.22 acres) with a frontage of approximately 160 metres along Highway 7 to the south, 160 metres along Windflower Gate to the north, and 140 metres along Nova Star Drive to the west.



Figure 1 – Aerial Image of Subject Property

We have been monitoring and actively participating in Vaughan's Official Plan Review ("OPR") process and preparation of the Weston 7 Secondary Plan ("W7SP") on behalf of the owner to ensure that the Draft Official Plan ("Draft OP") and W7SP address comments previously submitted on the W7SP. We have been actively participating in the W7SP process on behalf of our client as part of the Weston 7 Landowners Group ("W7LOG")

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TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917
westonconsulting.com
1.800.363.3558 F. 905.738.6637

and have previously submitted comment letters as it relates to the W7SP on April 18, 2023, June 20, 2023, September 18, 2023, and October 31, 2023.

We understand that the City of Vaughan released a new Draft OP in May 2025 as part of their ongoing OPR process, which included the W7SP Draft #5. The purpose of this letter is to reiterate our previous comments submitted as part of the review process and provide formal comments on the Draft OP and W7SP as it relates to the subject property and our client's objectives for future redevelopment.

Background Information and W7SP

Canadian Tire Properties Inc. submitted and undertook a Pre-Application Consultation ("PAC") meeting on September 15, 2023, to discuss the proposed redevelopment of the subject property with a high-rise mixed-use built form comprising of eight (8) towers. It is our client's intention to reintroduce an urban formatted Canadian Tire Store, with its full extent of current services, within the first two storeys of the podium along the Highway 7 frontage. We note that a formal development application has not been submitted as of the date of this letter.

As noted above, we have been participating in the W7SP process on behalf of our client as part of the W7LOG and have previously submitted several comment letters. Our comments on various versions of the W7SP addressed prescriptive built form policies, prescriptive parks and open space policies, right-of-way ("ROW") widths, expansion of existing uses, minimum retail gross floor area ("GFA") requirements, and flexibility in permitted heights and densities.

Comments

In May 2025, the City of Vaughan released a new Draft OP and W7SP Draft #5 as part of the ongoing OPR process. We have reviewed the policies and schedules of the Draft OP and Draft W7SP as it relates to the subject property and provide the following comments. We note that the below comments are supplementary site-specific comments to the comments provided in the TMA Law letter, dated January 21, 2025, and KLM Planning Partners Inc. letter on behalf of the W7LOG for the W7SP.

<u>Consistency with VOP 2025</u>

- We request that the W7SP aligns with the Draft OP in terms of definitions and calculation of Floor Space Index ("FSI") on the basis of Gross Developable Area to support the delivery of the required infrastructure.

<u>Growth Management</u>

- We have continued concerns with the 26,000 people and jobs combined growth threshold and request for modification in the policy language to provide greater flexibility in accordance with the W7SP Draft #3 growth threshold of 54,500 people and jobs combined, without the requirement for an amendment to the W7SP. We respectfully request that the City continue to collaborate with the W7LOG to determine an ultimate capacity target for full build out to the planning horizon of 2051 and beyond, subject to the required analysis and studies that demonstrate sufficient capacity at the time of development.
- A new policy, Section 5.6 Priority Consideration Overlay and an overlay on Schedule 1 have been included in the W7SP to address existing applications currently being reviewed by the City. We understand that the intent of this new section is to recognize the status of current applications, assign priority to reviewing and adopting those applications, and prioritize those applications for assignment of

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municipal service infrastructure. However, additional language to clarify priority status and capacity allocation should ultimately be dependent upon on the timing of construction, on a "first come first serve" basis for both existing and future applications. Certain circumstances or situations may cause timelines and priorities to change and thus, we respectfully request additional clarity be added to not preclude future applications from being reviewed, considered for adoption, and for the assignment of municipal servicing infrastructure and transportation system capacity based on the merits of the application satisfying the same conditions and timing of construction.

Land Use and Built Form

- Policy 4.1.2 of the W7SP includes uses prohibited in all land use designations including drive-through commercial and/or restaurant facilities, and auto-oriented land uses including motor vehicle sales, gas stations and car washes. We acknowledge the policy modification to permit seasonal markets and garden centres which is a component of the Canadian Tire services and operations. However, we respectfully request clarification that the existing business operation of the Canadian Tire store, including the auto repair and maintenance with drive-through, can still fully function in a new built form and that the policy provides flexibility for business operations like Canadian Tire that offer a range of retail and commercial services. It is our understanding that Policy 4.1.3 permits the replacement, extension and enlargement or reduction of existing uses; however, we suggest added language to clarify that existing auto repair and maintenance with drive-through are explicitly permitted in a new redevelopment scheme subject to the appropriate studies.
- We note that the W7SP Draft #5 no longer includes policy from the previous W7SP Draft #4 that provided flexibility in permitting additional height on a site-specific basis subject to considerations for transition and land use compatibility. We strongly support and request that policy providing flexibility for additional building height, where appropriate, subject to demonstration of land use compatibility, transition and capacity consideration be reintroduced into the W7SP.
- Policies 5.2.3 b) and 5.3.3 b) of the W7SP require minimum non-residential uses of 15% GFA for the Mixed-Use I designation and 20% GFA for the Mixed-Use II designation. We request flexibility in the requirement for non-residential uses as this minimum requirement is not feasible from a market perspective and is significantly higher than other Vaughan Secondary Plan areas planned for greater density, such as the VMC Secondary Plan, which is at 10% and with permissions to reduce this requirement subject to meeting certain conditions, as well as the Yonge and Steeles Secondary Plan which is also flexible in its requirement.

Transportation, Service Infrastructure and Utilities

- We request to lower the ROW width requirement of local roads in the W7SP from 23 metres to 20-22 metres, consistent with the Draft VMC Secondary Plan, which proposes a ROW width of 20-22 metres for local roads.

Summary

We believe that the above noted comments suggest appropriate modifications for the City's consideration, allowing for greater flexibility in the policies drawing on other relevant Vaughan secondary plans and consistency with the Draft OP where applicable, as well as provide opportunity for continued review, analysis and collaboration with the City and W7LOG.

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We request that these comments be considered through the Vaughan OPR process and in the preparation of any subsequent drafts of the OP inclusive of the W7SP. We are continuing to monitor the Vaughan OPR process and ask to be notified of any modifications concerning the subject property, as well as any additional or updated draft policies, updated mapping, future reports and/or upcoming meetings regarding the Draft OP and W7SP. Thank you for the opportunity to provide comments on the Draft OP. We reserve the right to provide additional comments in the future.

Please do not hesitate to contact the undersigned at ext. 245, respectively, or Sarah Burjaw at ext. 374 should you have any questions regarding this submission.

Yours truly,
Weston Consulting
Per:



Sandra K. Patano, BES, MES, MCIP, RPP
Partner, Planning Lead

c. Kathleen Freeman, Canadian Tire Properties Inc.
Fausto Filipetto, City of Vaughan
Jessica Damaren, Weston Consulting

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Davies Howe
LAND DEVELOPMENT ADVOCACY & LITIGATION

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meaghanm@davieshowe.com
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Main: 416.977.7088
Fax: 416.977.8931
File No. 702431

C135.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 3, 2025

By E-Mail Only to *clerks@vaughan.ca*

City of Vaughan Committee of the Whole
c/o Todd Coles, City Clerk
Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

His Worship Mayor Del Duca and Councillors:

Re: COW Public Meeting June 4, 2025 Item 4.10
Draft New Vaughan Official Plan 2025
City File PL-9550-16
Comments of Eastwood Holdings Corp.

We are counsel to Eastwood Holdings Corp. ("**Eastwood**"), the owner of lands located on the east side of Jane Street, north of Rutherford Road, municipally known as 9291 Jane Street (the "**Subject Site**").

We are writing to provide Eastwood's comment on the May 2025 draft of the new Vaughan Official Plan 2025 (the "**Draft OP**"). In summary, Eastwood believes that the "Transitional Mid-Rise Mixed-Use" designation proposed for the Subject Site is not appropriate given the permissions contemplated for that designation in the Draft OP and requests that the lands instead be designated "Non-Residential Mixed-Use".

Background

In 2005, the former Ontario Municipal Board approved Official Plan Amendment No. 626 which redesignated the Subject Site and the lands to the south as "High Density Residential/Commercial". At the same time, Zoning By-law 277-2005 was approved for the lands which rezoned the Subject Site to C1 Restricted Commercial Zone, permitting a variety of commercial uses including various retail, hotel, office and entertainment uses. The southern portion of the lands have been developed in accordance with those approvals with four high-rise residential buildings known as the Bellaria Residences, and the Subject Site was originally intended as a second phase of development for commercial uses.

On March 15, 2023, following a lengthy and complex hearing, the Ontario Land Tribunal ("**Tribunal**") issued a decision (the "**Decision**") respecting Eastwood's appeals of the Vaughan Official Plan, 2010 ("**VOP 2010**") and its applications for Official Plan and Zoning

By-law Amendments for the Subject Site. The designation for the Subject Site was one of the key issues in the hearing. The Decision dismissed Eastwood's appeals and ordered the approval of the VOP 2010 as it applied to the Subject Site with a land use designation of "Community Commercial Mixed-Use".

In Intensification Areas, such as the Subject Site, the Community Commercial Mixed-Use designation in the VOP 2010 permits office uses, hotels, retail uses, and cultural and entertainment uses, as well as those uses permitted in all designations, which include schools, parks, small-scale community facilities, day-cares and public safety services.

Draft OP Review

Designation of the Subject Site

In the January 2025 version of the draft Official Plan, the Subject Site was proposed to be designated "Transitional Mid-Rise Mixed-Use"; however, the permitted uses proposed at that time were similar to those in the current Community Commercial Mixed-Use designation with the addition of residential uses. At that time, the draft policies permitted those uses within the Mid-Rise Mixed-Use designation, which included residential units, community facilities, cultural uses, retail uses, office uses and hotels. Eastwood was satisfied with the proposed designation and uses identified in the January 2025 draft and accordingly, did not provide any comments.

In the May 2025 Draft OP, the Transitional Mid-Rise Mixed-Use designation remains on the Subject Site, but the applicable policies have changed significantly, and nearly all permitted uses have been removed from this designation. Pursuant to policy 3.2.2.4 of the Draft OP, the only permitted uses in the Transitional Mid-Rise Mixed-Use designation are lawfully existing uses as of the effective date of the Plan and potentially, industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects in accordance with policy 4.2.2.3.

The Subject Site is currently vacant. Under the proposed Transitional Mid-Rise Mixed-Use designation and policies in the Draft OP, the site would effectively be sterilized as there are no existing uses. Even if the requirements in policy 4.2.2.3 could be met with the close proximity of the Bellaria residential buildings, Eastwood does not believe that the Subject Site is an appropriate location for industrial and manufacturing uses, as it is outside an employment area, adjacent to existing residential development and along an intensification corridor.

The proposed Transitional Mid-Rise Mixed-Use designation appears to be a sort of holding designation meant to apply to lands where future development is anticipated but it is unknown what type of development that should be. These circumstances do not apply to the Subject Site, as it has long been designated for commercial uses, which were recently confirmed to be appropriate through the Eastwood appeals. The sterilization of

the Subject Site proposed in the Draft OP contradicts the Tribunal Decision and is not appropriate. There is no legitimate planning reason why the use permissions approved by the Tribunal should be stripped away and City staff have not provided any rationale or justification for same.

To properly reflect the Tribunal Decision and the long-standing permissions on the Subject Site, Eastwood requests that the Draft OP be modified to instead designate the Subject Site as "Non-Residential Mixed-Use". The permitted uses in the Non-Residential Mixed-Use designation are consistent with those in the current Community Commercial Mixed-Use designation, including office uses, hotels, cultural and entertainment uses and retail uses.

Retail Use Size Restrictions

If the Non-Residential Mixed-Use designation is applied to the Subject Site as requested, it is Eastwood's view that the proposed size restriction on retail uses is inappropriate and should be removed. Proposed policy 3.2.2.6(f) provides that retail uses are permitted provided that no retail unit shall exceed a GFA of 3,500 square metres. It is unclear why this size limitation has been proposed. The retail sector is experiencing unprecedented challenges as it continues to recover from the COVID-19 pandemic and respond to the economic uncertainty created by the U.S. trade tariffs. The imposition of size restrictions on retail uses would remove flexibility that is needed to support growth and ensure economic recovery in this sector.

It is worth noting that the Subject Site does not align perfectly with the intention that the Non-Residential Mixed-Use designation is meant to apply to areas adjacent to Employment Areas. Although the Subject Site abuts the terminus of the CN pullback track which is designated as an Employment Area, the surrounding lands to the south, west and north beyond the pullback track are proposed to be designated High-Rise Residential, Mid-Rise Mixed-Use and Low-Rise Mixed-Use, respectively. The surrounding mixed-use designations do not include any size restrictions on retail uses and the current Community Commercial Mixed-Use designation applicable to the Subject Site does not include any restrictions on the size of retail uses, unless the use would constitute Major Retail (i.e. greater than 10,000 square metres). There is no reason why retail uses on the Subject Site should be treated any differently than those on the surrounding lands.

Accordingly, even if the City deems it appropriate to maintain retail size restrictions for the Non-Residential Mixed-Use lands adjacent to the larger, more traditional Employment Areas, the unique circumstances dictate that an exception from the size restrictions should be applied to the Subject Site.

Conclusion

Thank you for your consideration of Eastwood's comments on the Draft OP. Eastwood would be pleased to meet with City staff to further discuss the appropriate designation and use permissions for the Subject Site in the new Official Plan.

Given the long planning history associated with the Subject Site, it is imperative that the City's new Official Plan properly recognize the permissions that have already been established by the Tribunal. Removing these long-standing permissions and sterilizing lands that are within a Strategic Growth Area, Local Corridor and future MTSA and rapid transit corridor does not align with the City's growth objectives and is not good planning.

Please provide us with notice of any future reports, meetings or decisions of Council or its Committees respecting this matter.

Yours truly,
DAVIES HOWE LLP



Meaghan McDermid (she/her)

copy: Client

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June 3, 2025

City of Vaughan
Vaughan City Hall, Level 200
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Attn: Mr. Fausto Filipetto

Dear Mr. Filipetto:

ADAM LAYTON, MCIP, RPP
alayton@goldberggroup.ca
(416) 322-6364 EXT. 2101

C136.
Communication
CW(PM) – June 4, 2025
Item No. 10

Re: Comments on the Draft Vaughan Official Plan (May 2025)
10390 Pine Valley Drive
Country Wide Homes (Pine Valley Estates) Inc.

Goldberg Group acts on behalf of Country Wide Homes (Pine Valley Estates) Inc., the 'Owner' of the properties legally described as 'PT LT 23 CON 7 AND PT LT 24 CON 7, BEING PT 1, PL 65R32195' and 'Block 168 Plan 65M-4694', and municipally known as 10390 Pine Valley Drive (the "**subject property**").

On behalf of our Client, we have previously provided comments with respect to the January 2025 Draft of the Vaughan Official Plan (the "**VOP**"). Further, applications to facilitate the redevelopment of the subject site have been submitted to the City, which are being considered at the June 4 Council Public Meeting as City Files: OP.25.003, Z.25.004, 19T-25002.

We appreciate the opportunity to review and comment upon the updated May 2025 Draft of the VOP. We provided comments on the previous (January 2025) iteration of the Draft VOP. A copy of our letter dated February 5, 2025 is attached. On behalf of our Client, our comments on the May 2025 Draft VOP are provided below:

Schedules

We continue to suggest that greater clarity be added to the VOP schedules, and in particular Schedule 2 (Natural Heritage Network) and Schedule 4 (Provincial Plans and Designations) As was previously noted, the subject property may be geographically located within the Greenbelt Plan Area, but is not required to conform to the Greenbelt Plan, in accordance with the Greenbelt Plan's transition **Policy 5.2.1**.

Such identification could be facilitated through a separate hatching or colour on the respective Schedule which identifies such lands or Secondary Plan areas. This revision would ease

interpretation of the VOP, particularly with respect to the determination of development limits and minimum vegetation protection zones, which will be discussed later in this Letter.

This concern applies also to the policies of **Section 2.2.5** (Natural Areas and Agriculture) and **Section 2.6** (Protecting the Agricultural System and Food Production).

Section 1.4.2: Transition

We anticipate that the applications submitted on behalf of our Client will be deemed complete prior to approval of the VOP, and thus would be subject to the Transition provisions of **Policy 1.4.2.4**. Notwithstanding this, we note that **Policy 1.4.2.7** indicates that this transition policy is intended to be repealed at the earlier of the time of the next Official Plan review, or 5 years. We do not understand the rationale for this intention as it appears to contradict established legal principles regarding transition.

Section 2.1.2: Vaughan's Evolution: Key Planning Objectives

We generally support the planning objectives outlined in this Section, however suggest that **Policy 2.1.2.1** should include stronger reference to the link between population/employment density and the ability to justify expansions to the existing transit network. In our opinion, expanding this objective would serve to further reinforce the provisions of **Policy 2.2.3.6**.

Additionally, while there is a reference to *New Community Areas,* Policy 2.1.2.1 makes no reference to *Designated Greenfield Areas (DGAs)*, despite their distinct identification on Schedule 1A (Urban Areas).

We suggest that a subsection be included which outlines that proactive measures shall be undertaken to advance the potential business cases required to justify new rapid transit stations, or transit routes, particularly in DGAs.

Section 2.2.3: Community Areas

Policy 2.2.3.7 outlines an average minimum density of 65 residents and jobs per hectare, combined. Notwithstanding this, the land use provisions of Official Plan Amendment No. 600 (OPA 600), as amended, are inconsistent with this requirement. For example, the *High Density Residential-Commercial Areas* designation provide for a minimum density of 60 units per hectare.

We respectfully suggest that a review of both the minimum and maximum density requirements of OPA 600 is necessary in order to ensure an appropriate range is provided consistent with the PPS, VOP, and York Region Official Plan, with the goal being to maximize the potential density within the Built Boundary, and to eliminate the potential need for costly and time-consuming site-specific development applications.

Section 2.3: Urban Areas (Schedule 1A)

It is unclear why this Section of the VOP does not include any description or direction for *DGAs*, which are identified on Schedule 1A as a distinct land use area from *New Community Areas*. If it is intended that growth within DGAs is to be guided by Secondary or Block Plans, we request that this be clearly identified.

Section 2.7.2: Developing and Maintaining a Natural Heritage Inventory

We request that **Policy 2.7.2.1** be modified to read as follows:

> *To use environmental data gathered through land use planning studies, Infrastructure Development, Development applications, and other means, to maintain,* ***update, and refine*** *Vaughan's Natural Heritage Inventory and Schedule 2 of this Plan, as appropriate,* ***and without amendment to this Plan****. **[emphasis added]***

Alternatively, a new policy should be added added to clarify that the boundaries of the Natural Heritage System identified on the VOP schedules may be modified without requiring an amendment to the Plan based on the results of site specific study through a development application process. We suggest this would be consistent with the approach outlined in **Policy 2.7.3.4**, **2.7.3.5**, and **2.7.3.15**, and would provide greater clarity for proponents.

With respect to *Core Features*, we maintain our prior concerns related to the renumbered policies as follows:

> **Policy 2.7.3.6:** *That Core Features, as identified on Schedule 2, consist of the key natural heritage features and Key Hydrologic Features and their associated minimum vegetation protection zones* [MVPZ] *as shown in Table 2.3.*
> **Policy 2.7.3.7:** *That the feature limit is inclusive of any natural hazard components, including but not limited to, the long-term stable top of slope/bank, stable toe of slope, regulatory floodplain, and or meander belt and any contiguous natural features or areas.*

Table 2.3 differentiates the required MVPZ based on whether the feature is within the Oak Ridges Moraine and Greenbelt Area (ORMGA), or outside of it. The required MVPZ can differ greatly depending on the location of the feature. For example, Significant Woodlands or Significant Valleylands, require a 10-metre MVPZ outside of the ORMGA, but a 30-metre MVPZ within the ORMGA.

As noted previously, the subject property is geographically located within the Greenbelt Area; however applications implementing the site's *Urban Area* designation are not required to conform to the provisions of the Greenbelt Plan because the designation pre-dated the Greenbelt Plan. Our prior suggestion is that the Schedules of the VOP should be updated to reflect this condition for any applicable Secondary Plan areas.

Additionally, we suggest that clarifying policy should be included in the VOP to confirm that for lands transitioned out of the Greenbelt Plan, the applicable MVPZ for new development is that for features that are outside of the Oak Ridges Moraine and Greenbelt Area. This comment is also relevant with respect to **Policies 2.7.3.11, 2.7.3.12, 2.7.3.14, 2.7.4.3, 2.7.4.11** as well as the provisions of the VOP applicable to Greenbelt Lands contained within **Section 2.9.2**, which require similar clarification based on the circumstances of the subject property.

We also suggest that flexibility should be incorporated into the VOP to allow reductions to MVPZs where it can be demonstrated through an Ecological Study that there is no 'Negative Impact' to a Significant Feature or its function in accordance with the PPS.

Section 3.1.1: General Land Use Policies

We suggest that there is a general need to review all Secondary Plans to ensure consistency with the VOP with respect to permitted building types in order to both ensure that new and evolving built form and housing types are permitted, and to recognize the evolution of building practices. This would be consistent with the stated intent of the VOP to add a greater range of housing types and sizes to the City, while also avoiding the potential need for costly and time-consuming site-specific development applications.

This comment would similarly apply with respect to consistency with **Section 4.3.3** (Site Design and Building Types).

With respect to maximum densities, we would like to comment on the following policy:

> **Policy 3.1.1.5:** *That where no height or density is indicated on Schedule 13, the maximum height and density shall be established through a Secondary Plan or Area-Specific policy and pursuant to the policies of Section 5.1 of this Plan, or through the application of policies of this Plan.*

While this policy is not specifically applicable to the subject site given it is identified within a Secondary Plan area, we suggest that exceptions/exemptions from heights or densities identified on Schedule 13 should be provided where certain matters of Municipal or Provincial interest are provided, which may include:

- Rental or Affordable Housing;
- Publicly accessible open space;
- Publicly available parking;
- Floor area for school, community centres, daycares, or other institutional uses as part of a mixed-use development;
- Enhanced sustainability, renewable energy, or 'green' development standards; or
- Other matters, as may be determined through agreement with a landowner/proponent and the City.

Section 4.1.1: Housing Affordability

We reiterate our prior comments related to the proposed affordable housing policies outlined in **Policy 4.1.1.1**.

We suggest that requiring a minimum of 35% of all new units within a PMTSA to be affordable, while laudable, is inconsistent with the recent amendment to Ontario Regulation 232/18 which stipulates that the maximum number of units that can be required to be set aside as affordable within a PMTSA is 5% of the total number of units, or gross floor area (not including common areas).

Given that the Planning Act does not permit a Municipality to require the provision of affordable units outside of a PMTSA, we question how the City will implement an Inclusionary Zoning (IZ) framework for the balance of the City.

Furthermore, this proposed target would exceed the ultimate requirements of the IZ policies for the strongest market area adopted by Council for the City of Toronto, which are to be phased in over the course of several years. Given the uncertainty inherent in the development process, the time it takes to bring a project to conclusion, and the general market conditions presently facing the Province, requiring such an onerous target may lead to the cancellation of existing or planned projects, or developers seeking other opportunities for development outside of the City.

We question whether there is to be any consideration given to phasing or transitioning towards the proposed target, or any other, affordable housing target that may be established.

While attempting to increase the rate at which affordable housing is created, we urge staff to consider the realities of construction – specifically that the cost to build an affordable unit is no different than the cost to build a market unit, however these units may need to be sold at a loss to meet the definition of 'affordable' for a specific area. Consideration should be given on providing incentives to offset the costs of these units, such as the reduction/elimination of planning and permit application fees, development charges, parkland contributions, or community benefits. The measures suggested in **Policy 4.1.1.2** do not address the inherent difficulties in creating a business case for affordable units absent significant assistance from Government.

We are also concerned that there is a lack of recognition for 'intrinsically affordable' or 'attainable' units. Increasing the diversity and supply of a variety of housing options through the provision of apartment, townhouse, stacked townhouse, and other innovative design options are crucial in creating not only a complete and diverse community, but would also contribute to the inherent affordability across the City by providing options for all income levels. Alternative forms of housing can be considered affordable when compared to the relatively limited supply of traditional forms of ground-related housing, although may not meet the strict definition of 'affordable'.

We strongly reiterate our suggestion that the VOP include a wide variety of options for meeting the stated affordable unit targets, including through 'intrinsically affordable' and attainable units, and through an increased supply.

Lastly, transition protocols should be well defined for any active development proposals which are currently under review.

These comments apply also to the Inclusionary Zoning policies contained in **Policies 5.1.3.4** and **5.1.3.5.**

Section 4.3.1: The Public Realm

We would like to comment on the following policy with respect to the public realm:

> **Policy 4.3.1.2(n):** *That the Public Realm contributes to a distinct sense of place and the health and wellbeing of residents by being physically and visually accessible, inclusive, diverse and environmentally sustainable. The investment and design of the Public Realm, includes but not limited to, the following:… incorporate, where possible, Green Infrastructure, including Low Impact Development;…*

In our opinion, this Policy, as well as **Policy 4.3.1.3**, fails to fully consider the opportunities inherent in the design of the Public Realm to incorporate stormwater management facilities, particularly infiltration facilities, within public boulevards. We suggest these areas present an opportunity to aid in mitigation stormwater flows from streets and private lands into municipal infrastructure through innovative design, and request that greater emphasis on such design interventions be included in the VOP. Such treatment could also serve to address issues related to climate change and biodiversity.

This comment applies also to the provisions of **Section 4.6.1** (Sustainable Growth) and **4.7.3** (Stormwater Management).

Additionally, we suggest the consideration for on-street parking should be included within **Policy 4.3.1.3** in order to support the vitality of at grade non-residential uses, and to serve as a traffic calming measure along arterial streets.

Section 4.3.3: Site Design and Building Types

We wish to provide the following comments with respect to the policies of this Section:

> **Policy 4.3.3.9:** *That to provide appropriate privacy and daylight/sunlight conditions for any adjacent house form building on a lot that abuts a lot with an existing Single-Detached House or Townhouse:*
>
> *a. High-Rise Building podiums shall be setback a minimum of 7.5 metres from the property line if they have habitable windows facing the property line;*

b. the entirety of a Mid-Rise Building shall be contained within a 45-degree angular plane measured from the property line abutting those house form buildings that are designated Low-Rise Residential; and

c. the first twelve Storeys of a High-Rise Building shall be contained within a 45-degree angular plane measured from the property line abutting those house form buildings.

With respect to **subsection (a)**, we continue to suggest that providing a specific setback within the VOP is overly prescriptive, and is best left for a Zoning By-law. With respect to **subsection (b)**, we suggest that there are alternative means of achieving an appropriate transition to ground related housing while mitigating real or perceived shadow and privacy impacts. In our opinion, the application of an angular plane is overly broad, and does not permit any contextual considerations.

It must also be noted that building step-backs that are inherently introduced as a result of angular planes result in significant design and structural impacts, which may result in deeper units within the podium that do not receive adequate natural light, compromising the quality of the interior environment. Furthermore, step-backs often require the transfer of plumbing, HVAC, and structural elements across different levels, which not only adds to construction complexity and cost, but also increases the carbon footprint. This can result in the need for additional materials and labor, further compounding costs, and negatively affecting the construction schedule and overall project affordability.

Additionally, building step-backs contribute to increased surface area exposure, which reduces the thermal efficiency of the building. Unlike the simple, compact form of a cube, which is inherently more energy-efficient, step-backs demand additional insulation measures and energy-intensive detailing to maintain performance. These further impacts construction costs, affordability, and the environmental sustainability of the project.

We encourage exploring alternative design solutions that can create engaging, pedestrian-friendly streetscapes while minimizing negative cost and sustainability implications, and fostering architectural creativity. It should also be noted that many municipalities are moving away from the use of angular planes for the reasons stated above.

> **Policy 4.3.3.10(a):** *That Mid-Rise Buildings over six Storeys in height and all High-Rise Buildings shall be designed with a pedestrian-scaled podium or other appropriate architectural articulation to enhance the building design and provide an active pedestrian streetscape, which is: two to six Storeys in height…*

We suggest that the height of a podium/base building should be based on context, and particularly the planned context, and not governed by a fixed height within the VOP.

> **Policy 4.3.3.11:** *That taller building elements above the podium of a Mid-Rise or High-Rise Buildings will be setback three metres along all public street frontages in order to*

provide an appropriate pedestrian environment and mitigate wind impacts at the street level.

We suggest that there are alternative means of achieving an appropriate pedestrian environment while mitigating wind impacts beyond a 3-metre stepback from the podium/base building. This policy should be revised to ensure flexibility for future design options and avoid potentially repetitive/generic designs that could detract from the unique characteristics and sense of place of specific communities if applied uniformly across the City. Given the desire for architectural interest outlined in **Policy 4.3.3.13**, we respectfully request that this policy be reconsidered. Refer also to our prior comments related to construction, sustainability, and cost implications of this requirement.

Policy 4.3.3.12: *That a separation distance of 15 metres will be established between habitable space windows of any two or more podiums. The separation distance between the tower portion of High-Rise Buildings will be a minimum of 25 metres.*

We continue to suggest that providing a specific setback within the VOP is overly prescriptive, and is best left for a Zoning By-law. Further, this policy should provide greater flexibility with respect to the minimum separation distance. In our opinion, a reduced facing distance may be appropriate between windows within a podium/base building depending on context.

Policy 4.3.3.17 (b): *That for Mid-Rise Buildings or High-Rise Buildings:… surface parking elsewhere on the lot will be setback from any property line by a minimum of 3 metres and shall be appropriately screened through landscaping;…*

We continue to suggest that the inclusion of a specific setback is overly prescriptive within the VOP, and is best incorporated within the Zoning By-law. In this regard, the requirement for appropriate screening through landscaping is sufficient to demonstrate the intent of this Policy, without the need for a numeric value.

Policy 4.3.3.18(b): *That for Mid-Rise Buildings and High-Rise Buildings in Strategic Growth Areas: …surface parking areas are not permitted, except:*

i. to provide minimal pick-up/drop-off and/or loading parking spaces intended for short-term use;
ii. to provide sufficient resident or visitor parking spaces on an interim basis as part of a phased Development; …

We continue suggest that the City should consider means to implement on-street layby parking as a means to serve as a traffic calming measure, and to potentially increase the overall supply of managed visitor parking across the community.

This comment would also apply to the Public Realm Policies of **Section 4.3.1**, and the Transportation and Mobility Policies of **Section 2.14**, particularly with respect to the policies pertaining to Road Safety.

Section 4.4.1: Parks and Open Space Network

In light of **Policy 4.4.1.1**, which states *"That where there is a conflict between the policies in section 4.4.1, the policies pertaining to the underlying land use designation in this Plan, or the relevant Secondary Plan, the more restrictive policies shall apply."* we continue to suggest that there is a need for a comprehensive review of all Secondary Plans to ensure consistency with the VOP and PPS (2024).

Section 4.4.2: Parkland System

We support the provision of Strata Parks within the overall City Parks hierarchy as outlined in **Policy 4.4.2.3**, however continue to be concerned with the criteria of **Policy 4.4.2.4**. As previously provided in our February letter, this Policy is overly prescriptive, and does not appear to recognize the realities of how and where Strata Parks would reasonably be desired or provided.

Given the restrictions of **Policy 4.4.2.4**, which specifically prohibits private infrastructure, it is our opinion that there is no practical situation wherein a Strata Park could feasibly be provided. It is unclear why private infrastructure would not be permitted beneath a Strata Park or POPS if there is no functional impediment on the use of the at grade portion of the space.

Section 4.4.3: Open Space Typologies

Policy 4.4.3.2 sets out the requirements for a POPS. We request clarification as to what responsibilities, if any, the City would bear within the "appropriate legal agreements" referenced in **Policy 4.4.3.2**. There are legal and operational concerns with respect to the provision of publicly accessible, but privately owned spaces (such as liability) which should be clearly stated to ensure full transparency between the City and a proponent.

Section 4.4.4: Open Space Design

While we support increasing the variety of park and open space designs across the City, in our opinion the locational and size criteria outlined in **Policies 4.4.4.3**, **4.4.4.5,** and **4.4.4.8** may limit the ability to realize innovative and unique open spaces and POPS in the context of an increasingly urbanized and dense City Structure. We suggest that greater flexibility be included in the VOP to allow departures from the general standards to recognize unique opportunities as they arise.

Further, we suggest that the policy explicitly address the circumstance where a park is co-located with a School, as there are inherent efficiencies that can be gained with respect to programming that could reduce the overall area required for a park while maintaining the intent of the policy.

Section 4.4.5: Parkland Dedication

With respect to the Parkland Dedication rates in **Policy 4.4.5.2** and **Policy 4.4.5.4**, we suggest that any parkland calculations should be net of any conveyances to the municipality for road purposes, or for natural feature protection.

Additionally, **Policy 4.5.5.8** continues to provide: *That Privately Owned Public Spaces may be eligible for parkland dedication credit toward satisfying the parkland dedication requirements for a Development or Redevelopment, subject to meeting all requirements established in Sections 4.4.3.2 and 4.4.4.8 of this Plan.*

We support the potential to provide Parkland Dedication credit for the provision of POPS, but request confirmation of the following matters:

- We request clarity as to whether this policy applies to *Strata Parks* given this form is distinct from POPS based on the definitions of the VOP.
- We note that both Section 51.1 and 42 of the *Planning Act* do not solely refer to 'Parks', but to "*…park or other public recreational purposes…".* On this basis, the VOP should ensure greater flexibility in terms of what is considered for Parkland Dedication credit, and suggest that the policy be revised to state that POPS and Strata Parks **'shall'** be eligible for Parkland Dedication credit.
- We request clarity as to how credit applied under this Policy will be determined.

Section 5.1.1: Secondary Plans

As previously noted in this Letter, we suggest there is a need to review all existing Secondary Plans for consistency with the VOP and PPS (2024) to ensure that the vision of the City can be realized, and to avoid the potential need for unnecessary Planning Act applications.

Section 5.1.3: Site and Area Specific Policies

We support the provisions of **Policy 5.1.3.2**, but suggest additional clarify would be beneficial to clarify that a site and area specific policy supersedes any conflicting policies of the VOP.

Section 5.2: Engagement and Consultation

We question the need for **Policy 5.2.1.7(a):** *"A new public meeting for a planning application(s) shall automatically be required when any of the following circumstances occur: any application(s) that has not been considered by Council within two years after the date it was considered at a previous statutory public meeting;…"*

We suggest that absent a significant change in City or Provincial Policy, this would simply further prolong a development process.

Additionally **subsection (b)** states that: *an application(s) has been deemed by the City to be significantly amended, such as an increase to the proposed density and/or building height beyond what was proposed and considered by Council at a previous public meeting.*

We believe this is overly broad, and ignores the realities of a development process which can often naturally result in changes to built form through the course of addressing technical comments.

Section 5.3: Implementation Tools

We would like to comment on the following policy with respect to the use of Holding symbols:

> **Policy 5.3.1.14:** *That the Holding Symbol (H) may be applied where Council has determined the specific land use for an area or a parcel of land is premature until one or more of the following have been addressed:…*

We continue to suggest that many of the matters identified in the subsections for this Policy are redundant given the requirements of the *Planning Act* and *Building Code Act*. On this basis, the use of Hold provisions should be reviewed to ensure that they are only enacted as needed and do not unnecessarily delay approval/construction to remove a Hold symbol.

In particular, **subsection (o)** outlines that a Hold provision may be enacted with respect to *"any required conveyance of parkland, finalization of park spaces and/or Privately Owned Public Spaces, and entering into the necessary agreements with respect to these park facilities and/or payment of cash-in-lieu."*

This requirement is particularly redundant given that the Financial and Land Dedication Tools of the VOP are outlined in **Policies 5.3.1.16** through **5.3.1.21**, with **5.3.1.18(a)** specifically stating *"That Development approvals **shall implement** the required equitable contributions of funds, **land dedications** and commitments for services that will be in place and operative **prior to, or coincident with occupancy and use of the land**. Items which may be addressed in Development agreements or other forms of agreements include but are not limited to: **parks, park facilities**, recreational trails, open space and Natural Heritage Network features, including the protection, ownership and management of Table Land Woodlands;…" **[emphasis added]**.*

Additionally, where Hold provisions are enacted, we suggest that ability to remove the symbol be delegated to Staff to avoid potential delays due to Council schedules/recesses. We note that this has been undertaken in several other municipalities across the Greater Toronto Area.

Section 5.4.2: Complete Application Submission Requirements

We suggest that the requirements of **Policy 5.4.2.2** and **Table 5.1** must be reviewed for consistency with Bill 17: the *Protect Ontario by Building Faster and Smarter Act, 2025*, which proposes refinements to the requirements that constitute a 'complete application'.

Additionally, we suggest that the provisions of **5.4.2.3(e)** should be reconsidered. As written, the policy makes no allowance for professional judgement or experience, deferring solely to the City's Terms of Reference (TOR) to determine if a technical report is acceptable for the purposes of deeming an application 'complete'. Noting that Bill 17 also contemplates changes to the Planning Act with respect to this matter, we suggest that technical matters related to a report or plan, including with respect to the City's TOR, are best dealt with through the formal review process to avoid delays to the consideration of a development proposal.

Policy 5.4.2.4 makes reference to *"…the requirements of 5.4.1.6…"*, however no such policy exists.

We suggest that **Policy 5.4.2.5** should clarify that the date of deeming an application is complete is retroactive to the date of submission, in accordance with established case law.

Conclusion

We welcome the opportunity to meet with City Staff to discuss the above comments and concerns, and request to be notified of any further activity or reporting on this matter.

If you have any questions or require additional information, please do not hesitate to contact Jyutika Bhise at (416) 322-6364 ext. 2107 or the undersigned at ext. 2101.
Yours truly,

GOLDBERG GROUP



Adam Layton, MCIP, RPP

cc. Country Wide Homes (Pine Valley Estates) Inc.
Meaghan Barrett, Aird & Berlis LLP

APPENDIX 1
PRIOR COMMENTS LETTER

GOLDBERG GROUP LAND USE PLANNING AND DEVELOPMENT
2098 AVENUE ROAD, TORONTO, ONTARIO M5M 4A8
TEL: 416-322-6364 FAX: 416-932-9327

February 5, 2025

City of Vaughan
Vaughan City Hall, Level 200
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

ADAM LAYTON, MCIP, RPP
alayton@goldberggroup.ca
(416) 322-6364 EXT. 2101

Attn: Mr. Fausto Filipetto

Dear Mr. Filipetto:

Re: Comments on the Draft Vaughan Official Plan (January 2025)
10390 Pine Valley Drive
Country Wide Homes (Pine Valley Estates) Inc.

Goldberg Group acts on behalf of Country Wide Homes (Pine Valley Estates) Inc., the 'Owner' of the properties legally described as 'PT LT 23 CON 7 AND PT LT 24 CON 7, BEING PT 1, PL 65R32195' and 'Block 168 Plan 65M-4694', and municipally known as 10390 Pine Valley Drive (the 'subject property'). The subject property is located within Blocks 40/47, and is situated at the current terminus of Longboat Crescent and along the south side of Rideout Court, approximately 485 meters west of Pine valley Drive, and approximately 728 metres south of Teston Road (**Figure 1**).

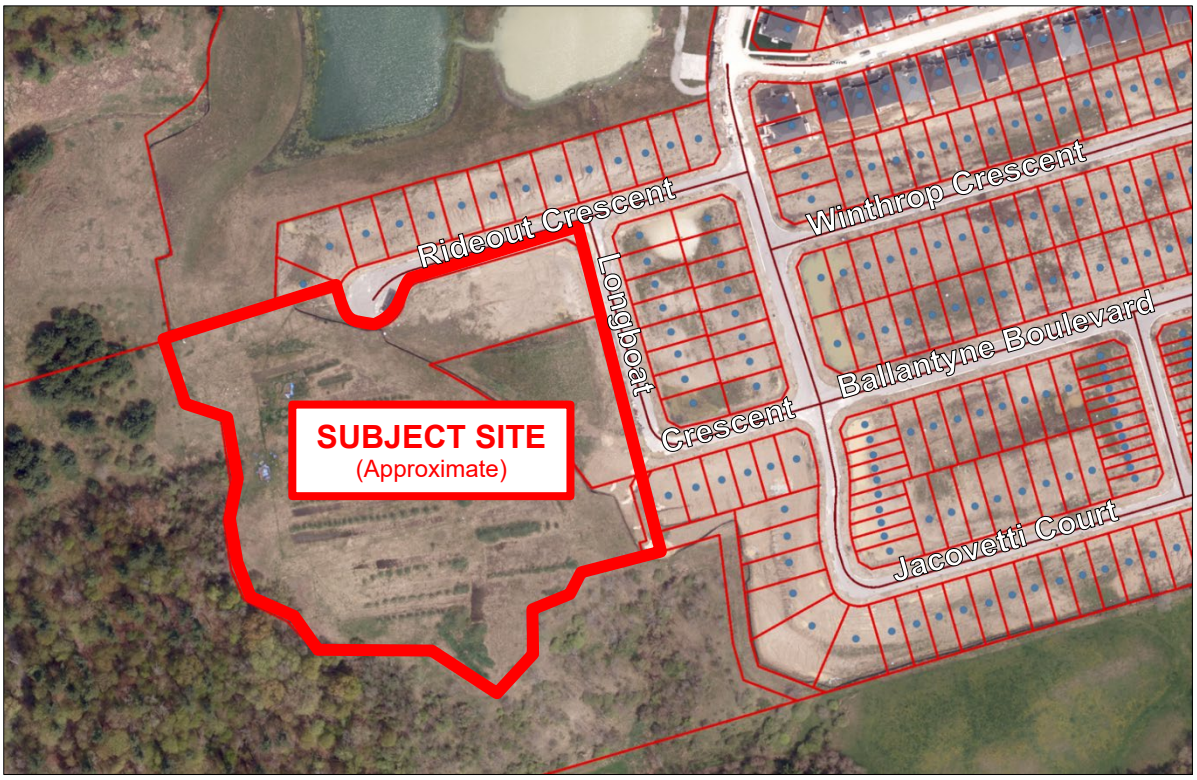
The lands are subject to a site-specific policy framework contained within Area Specific Policy 12.13 for Block 40/47, as implemented through Official Plan Amendments 600 and 744 (the "**ASP**"). This policy framework allows the full range of housing types and densities, as outlined in the *low density residential*, *medium density residential – commercial areas*, and *high density residential – commercial areas* land use designations of the Block 40/47 ASP. Additionally, owing to the approval history of OPAs 600 and 744, the subject property is not required to conform to the provisions of the Greenbelt Plan, in accordance with transition Policy 5.2.1.

To implement the land uses permitted through Policy 4.2.6.4.(b)(iii) of OPA 744 and 12.13.2.10.(b)(iii) of the Vaughan Official Plan, in January 2025 applications were submitted to the City of Vaughan to amend the Official Plan and Zoning By-law, and for approval of a Draft Plan of Subdivision to facilitate the intended development of the lands, which consists of:

- The extension of Longboat Crescent/Rideout Court;
- Seven (7) new residential lots;
- Two (2) development blocks, each supporting an apartment building wi th heights of 10- and 12-storeys;

- Two (2) parkland blocks with a total area of approximately 1.3 hectares;
- One (1) environmental protection block.

Figure 1 – Subject Site



Source: Yorkmaps

We have reviewed the January 2025 version of the Draft Vaughan Official Plan (the "VOP"), and provide the following comments on behalf of the Owner:

Schedules

We note that the subject lands are identifed on the draft Schedules to the VOP as follows:

Schedule 1: Urban Structure	Within *Natural Areas and Countryside*, and partially within *Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area*
Schedule 1A: Strategic Growth Areas	Partially within *Natural Areas and Agriculture*, but within the *Urban Boundary*
Schedule 1B: Urban Area	Within *Designated Greenfield Area* and *Urban Boundary*, but also partially within *Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area*
Schedule 2: Natural Heritage Network	Partially within *Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area*, and adjacent to *Core Features*
Schedules 3, 4, 5, 6, 7, 10, 12, 14A, 14B, 14C,	Partially within *Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area*

Schedule 11: Recharge Management Areas (WHPA-Q)	Partially within *Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area*, and also within *Significant Groundwater Recharge Area* and *Wellhead Protection Area*
Appendix 1: Provincial Decisions	Partially within *Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area*, but also within the *Urban Boundary* and *Urban Area*

We suggest that greater clarity be added to the above noted schedules with respect to lands, similar to the subject property, which may geographically be located within the Greenbelt Plan Area, but which are not required to conform to the Greenbelt Plan, in accordance with transition Policy 5.2.1. This could be facilitated through a separate hatching or colour on the respective Schedule which identifies such lands or Secondary Plan areas. This revision would ease interpretation of the VOP, particularly with respect to the determination of development limits and minimum vegetation protection zones, which will be discussed later in this Letter.

Section 3.2: Housing Options

With respect to housing options and affordability, we would like to comment on the following policy:

> **Policy 3.2.1.1(a):** *To advance and coordinate Affordable Housing needs, policies and targets as follows: …that a minimum of 25% of all new housing units in Vaughan outside of the Vaughan Metropolitan Centre and Protected Major Transit Station Areas be Affordable Housing;…*

We suggest that requiring a minimum of 25% of all new units as affordable, while laudable, is an unrealistic target. Clarification is needed as to how the City will implement an Inclusionary Zoning (IZ) framework outside of a Protected Major Transit Station Area (PMTSA). Further, the proposed target exceeds the maximum provisions of the *Planning Act* as proposed to be amended by Bill 23 through a future Ontario Regulation. Similarly, the target exceeds the ultimate requirements of the Inclusionary Zoning policies for the strongest market area adopted by Council for the City of Toronto, which are to be phased in over the course of several years. Given the uncertainty inherent in the development process, the time it takes to bring a project to conclusion, and the general market uncertainty, requiring such an onerous target may lead to the cancellation of existing or planned projects, or developers seeking other opportunities for development outside of the City.

We question whether there is to be any consideration given to phasing or transitioning towards this, or any other, affordable housing target that may be established.

While attempting to increase the rate at which affordable housing is created, the realities of construction must be considered – specifically that the cost to build an affordable unit is no different than the cost to build a market unit, however these units may need to be sold at a loss to meet the definition of ‘affordable’ for a specific area. Consideration should be given

on providing incentives to offset the costs of these units, such as the reduction/elimination of planning and permit application fees, development charges, parkland contributions, or community benefits, as well as the elimination of the need to provide parking for said units.

We are also concerned that there is a lack of recognition for 'intrinsically affordable' units. It is the Owner's position that increasing the diversity and supply of a variety of housing options through the provision of apartment, townhouse, stacked townhouse, and other innovative design options are crucial in creating not only a complete and diverse community, but would also contribute to the inherent affordability across the City by providing options for all income levels. Alternative forms of housing can be considered affordable when compared to the relatively limited supply of traditional forms of ground related housing, although may not meet the strict definition of 'affordable'.

We respectfully suggest that the VOP must include a wide variety of options for meeting the stated affordable unit targets, including through 'intrinsically affordable' units, and through an increased supply. Further, incentives should be provided to offset the costs of building 'affordable' units to ensure that projects remain viable. This could potentially include allowing any 'affordable' or 'intrinsically affordable' units as an 'in-kind' community benefits charge contribution should a By-law be established. Lastly, transition protocols should be well defined for any active development proposals which are currently under review.

These comments apply also to the Inclusionary Zoning policies contained in **Policies 5.1.3.4** and **5.1.3.5**

Section 3.3.2: Built Form and Development Policies

We would like to comment on the following policy with respect to appropriate privacy and daylight/sunlight:

> **Policy 3.3.2.21:** *That in order to provide appropriate privacy and daylight/sunlight conditions for any adjacent house form building on a lot that abuts a lot with an existing Single-Detached House, Semi-Detached House or Townhouse:*
>
> *a. High-Rise Building podiums shall be setback a minimum of 7.5 metres from the property line if they have habitable windows facing the property line;*
> *b. the entirety of a Mid-Rise Building shall be contained within a 45-degree angular plane measured from the property line abutting those house form buildings that are designated Low-Rise Residential; …*

With respect to Subsection (a), we suggest that providing a specific setback within the VOP is overly prescriptive, and is best left for a Zoning By-law. It has been our experience that this would allow for greater flexibility, resulting in more creative and contextually appropriate design solutions. We also suggest that a minimum setback of 5-metres is appropriate for podium or Mid-rise buildings in most conditions, as is outlined in the City of Toronto Mid-Rise Guidelines.

With respect to Subsection (b), we request clarification as to whether this policy would supersede the framework of the ASP.

We would like to comment on the following policy:

> **Policy 3.3.2.22(a):** *That Mid-Rise Buildings over six Storeys in height and all High-Rise Buildings shall be designed with a pedestrian-scaled podium or other appropriate architectural articulation to enhance the building design and provide an active pedestrian streetscape, which is: two to six Storeys in height…*

We suggest that the height of a podium/base building should be based on context, including planned context, and not governed by a fixed height within the OP.

We would like to comment on the following policy with respect to setbacks above the podium:

> **Policy 3.3.2.23:** *That taller building elements above the podium of a Mid-Rise or High-Rise Buildings will be setback three metres along all public street frontages in order to provide an appropriate pedestrian environment and mitigate wind impacts at the street level*.

We reiterate that including a specific setback figure within the VOP is overly prescriptive, and suggest that there are other means of achieving an appropriate pedestrian environment while mitigating wind impacts beyond a 3-metre stepback from the podium/base building. This policy should be revised to ensure flexibility for future design options and avoid a potentially repetitive/generic designs that could detract from the unique characteristics and sense of place of a specific community if applied across the City. Given the desire for architectural interest outlined in Policy 3.3.2.25, we request that this policy be reconsidered.

It must also be noted that building step-backs result in structural impacts which can be both costly to implement (decreasing affordability) and may result in greater overall height to accommodate potential transfers in the floorplate.

Lastly, it should be recognized that the most energy efficient form is that of a simple cube. The implementation of required steps or articulation results in greater surface area exposed to the exterior, thus requiring greater insulation measures to ensure energy efficiency is maintained. This may also have a detrimental effect on affordability.

We would like to comment on the following policy with respect to separation distances:

> **Policy 3.3.2.24:** *That a separation distance of 15 metres will be established between habitable space windows of any two or more podiums. …*

We again suggest that including a specific setback figure within the VOP is overly prescriptive, and best left to the Zoning By-law. This policy should also provide greater flexibility with respect to the minimum facing distance between windows in the podiums of

two or more building. As noted previously, we feel that approximately 10 metres is appropriate between windows within a podium/base building. This is consistent with the Mid-Rise guidelines of the City of Toronto, and will allow more efficient use of land with a more compact built form.

We would like to comment on the following policy with respect to surface parking:

> **Policy 3.3.2.29(b):** *That for Mid-Rise Buildings or High-Rise Buildings:… surface parking elsewhere on the lot will be setback from any property line by a minimum of 3 metres and shall be appropriately screened through landscaping;…*

As stated above, the inclusion of a specific setback is overly prescriptive within the VOP, and is best incorporated within the Zoning By-law. In this regard, it is our opinion that the requirement for appropriate screening through landscaping is sufficient to demonstrate the intent of this Policy, and that the numeric setback is not required.

We would like to comment on the following policy:

> **Policy 3.3.2.30(b):** *That for Mid-Rise Buildings and High-Rise Buildings in Strategic Growth Areas: …surface parking areas are not permitted, except:*
>
> *i. to provide minimal pick-up/drop-off and/or loading parking spaces intended for short-term use;*
> *ii. to provide sufficient resident or visitor parking spaces on an interim basis as part of a phased Development; …*

We suggest that the City should consider means to implement on-street layby parking as a means to serve as a traffic calming measure, and for pick-up/drop-off activities. In our opinion, the provision of on-street parking would also allow a parking supply within a building to be dedicated solely to residents and their visitors, thus potentially increasing the overall supply across a community.

This comment would also apply to the Public Realm Policies of **Section 3.3.1**, and the Transportation and Mobility Policies of **Section 3.9**, particularly with respect to the policies pertaining to Walkable Communities, A Walkable and Accessible City, A Safe and Comprehensive Active Transportation Network, Transit Oriented Development, The Street Network, Complete Streets, and Safety, Parking, and Transportation Demand Management.

Section 3.5.2: Parkland System

We support the provision of Strata Parks within the overall City Parks hierarchy as outlined in **Policy 3.5.2.3**, however we are concerned that the criteria of **Policy 3.5.2.4** are overly prescriptive, and do not appear to recognize the realities of how and where Strata Parks may be provided. As a result, it is our view that the ability of the City to achieve the intended delivery of innovative park or open spaces may be limited. Given the restrictions of Policy

3.5.2.4 it is our opinion that there is no practical situation wherein a Strata Park could be provided.

Further, we request clarification as to what responsibilities, if any, the City would bear within the referenced Agreement in **Policy 3.5.2.5**. There are legal and operational concerns with respect to the provision of publicly accessible, but privately owned spaces which should be addressed to ensure full transparency between the City and a proponent.

Section 3.5.5: Parkland Dedication

We would like to comment on the following policy with respect to Privately Owned Public Spaces (POPS):

> **Policy 3.5.5.8**: *That Privately Owned Public Spaces may be eligible for parkland dedication credit toward satisfying the parkland dedication requirements for a Development or Redevelopment, subject to meeting all requirements established in Sections 3.5.3.2 and 3.5.4 of this Plan.*

We support the potential to provide Parkland Dedication credit for the provision of POPS, but request confirmation of the following matters:

- We request clarity as to whether this policy applies to Strata Parks given this form is distinct from POPS based on the definitions of the VOP.
- We note that both Section 51.1 and 42 of the *Planning Act* do not solely refer to 'Parks', but to "*…park or other public recreational purposes…".* On this basis, it is our opinion that the VOP should ensure greater flexibility in terms of what is considered for Parkland Dedication credit, and suggest that the policy be revised to state that POPS and Strata Parks 'shall' be eligible for Parkland Dedication credit.
- We request clarity as to how credit applied under this Policy will be determined.

Section 3.6.3: Defining Vaughan's Natural Heritage Network

> **Policy 3.6.3.6:** *That Core Features, as identified on Schedule 2, consist of the key natural heritage features and Key Hydrologic Features and their associated minimum vegetation protection zones* [MVPZ] *as shown in Table 3.3.*
>
> *The feature limit is inclusive of any natural hazard components, including but not limited to, the long-term stable top of slope/bank, stable toe of slope, regulatory floodplain, and or meander belt and any contiguous natural features or areas.*

Table 3.3 differentiates the required MVPZ based on the location of the feature within the Oak Ridges Moraine and Greenbelt Area (ORMGA). These can differ greatly, such as with Significant Woodlands or Significant Valleylands, which require a 10-metre MVPZ outside of the ORMGA, but a 30-metre MVPZ within the ORMGA.

As noted previously, the subject property is geographically located within the Greenbelt Area; however applications implementing the site's *Urban Area* designation are not required to conform to the provisions of the Greenbelt Plan because the designation pre-dated the Greenbelt Plan. Our prior suggestion is that the Schedules of the VOP should be updated to reflect this condition for any applicable Secondary Plan areas.

Additionally, we suggest that clarity should be included in the VOP to confirm that for such lands, the applicable MVPZ for new development is that for features that are outside of the Oak Ridges Moraine and Greenbelt Area. This comment is also relevant with respect to **Policy 3.6.11**, and the provisions of the VOP applicable to Greenbelt Lands contained within **Policies 3.6.3.38** through **3.6.3.48**, which require similar clarification based on the circumstances of the subject property.

We also suggest that flexibility should be incorporated into the VOP to allow reductions to MVPZs where it can be demonstrated through an Ecological Study that there is no 'Negative Impact' to a Significant Feature or its function in accordance with the PPS.

Section 5.1.3: Implementation Tools

We would like to comment on the following policy with respect to the Holding Symbol:

> **Policy 5.1.3.14:** *That the Holding Symbol (H) may be applied where Council has determined the specific Land Use for an area or a parcel of land but that development of the lands for the intended use is also premature until one or more of the following have been addressed…*

We suggest that many of the matters identified in the subsections for this Policy are redundant given the requirements of the *Planning Act* and *Building Code Act*. On this basis, the use of Hold provisions should be reviewed to ensure that they are only enacted as needed and do not require an Owner or Proponent to potentially delay approval/construction to remove a Hold symbol.

Additionally, where Hold provisions are enacted, we suggest that ability to remove the symbol be delegated to Staff to avoid potential delays due to Council schedules/recesses. We note that this has been undertaken in several other municipalities across the Greater Toronto Area.

> **Policy 5.1.3.18:** *That the City will, through a by-law, levy a community benefits charge on any new Development or Redevelopment that is equal to 4% of the value of the land on which the Development or Redevelopment is located.*

We question the need to specifically identify the value of the Community Benefits Charge (CBC) within the VOP. It is our understanding that the value of a CBC is to be based on a Background Study, with the maximum value of 4% established through Ontario Regulation. Prescribing a specific value of 4% within the VOP does not appear to be in keeping with the

intent of the provisions of the Act, and suggests that any existing or future Study would be undertaken with the intent of justifying a 4% rate, rather than the extent of Community Benefits which are actually required by the City, which could be less than 4%.

We also reiterate our prior commentary regarding allowing affordable or intrinsically affordable housing to be considered as an 'in-kind' community benefit in order to incentivize the creation of same.

> **Policy 5.1.4.6(e):** *That for the purpose of deeming an application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium (Common Element) and Site Plan Approval complete, the following information is required, to the satisfaction of the City: … all information, reports, studies and materials identified in the Pre-Application Consultation Understanding and through the pre-application consultation meeting(s), including the requirements of external review agencies, with content and in a form satisfactory to the City. The City may deem incomplete information and materials submitted if it is determined the quality of the submission does not meet the standards prescribed in the Terms of Reference, Standards and Guidelines, where available, prepared by the City. Further, the City requires a confirmation from commenting agencies that studies, reports and plans are acceptable and that all required fees have been paid;…[Emphasis added]*

We object to the inclusion of the underlined text as in our opinion these matters can be addressed through the typical review and commenting process. We are concerned with the reference to the 'quality' of a submission, which is subjective and thus has the potential to undermine the statutory tests of the Planning Act.

> **Policy 5.1.4.6(f):** *That for the purpose of deeming an application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium (Common Element) and Site Plan Approval complete, the following information is required, to the satisfaction of the City: … where pre-application public consultation has been conducted, a Public Consultation Summary Report consistent with the form and format identified in the Terms of Reference, Standards and Guidelines as applicable, as may be amended from time to time; [Emphasis added]*

We object to the inclusion of the underlined text given that there is no longer a statutory need to hold a formal pre-consultation with the City, we feel this policy is not appropriate.

We welcome the opportunity to meet with City Staff to discuss the above comments and concerns, and request to be notified of any further activity or reporting on this matter.

If you have any questions or require additional information, please do not hesitate to contact Jyutika Bhise at (416) 322-6364 ext. 2107 or the undersigned at ext. 2101.

Yours truly,

GOLDBERG GROUP



Adam Layton, MCIP, RPP

cc. Country Wide Homes (Pine Valley Estates) Inc.

C137.
Communication
CW(PM) – June 4, 2025
Item No. 10

INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

June 2, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON.
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clerks@vaughan.ca

Attention: Mayor Del Duca and Members of Council

Re: Vaughan Committee of the Whole Public Meeting
June 4, 2025 – Item #10
Draft New Vaughan Official Plan 2025 (DVOP 2025)
SE Corner of Hwy. 7 & 27 – 5875 Highway 7 & PART BLOCK 1 PLAN 65M3033
City of Vaughan
Bostar Inc. and 1639326 Ontario Ltd.

Innovative Planning Solutions Inc. ("IPS") is the planning consultant for Bostar Inc. and 1639326 Ontario Ltd., owners of the lands located at the southeast corner of Highway 7 and Highway 27 in the City of Vaughan (Refer to Figure 1). The Subject Lands are legally described as: PART BLOCK 1 PLAN 65M3033, PARTS 1, 2, 3, 4 & 5 PLAN 65R35836; and PART BLOCK 2 PLAN 65M3033 PARTS 73, 74, 75, 76 PLAN 65R26788.



Figure 1. Aerial Image of Subject Lands

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On April 15, 2025, Official Plan Amendment and Zoning By-law Amendment applications were submitted to the City of Vaughan by our client proposing a high-rise, mixed-use development on the subject lands. These applications are supported by comprehensive technical studies, including architectural design, engineering reports, traffic assessments, and land use compatibility analyses. Together, they demonstrate the appropriateness of the proposed development in relation to adjacent Employment Areas and the Highway 7 corridor.

This correspondence constitutes a formal submission to the Vaughan Committee of the Whole statutory public meeting under the *Planning Act* for the Draft New Vaughan Official Plan 2025.

DVOP 2025 plans to designate the Subject Lands as the following:

1. *Strategic Growth Areas* & *Community Areas* per Schedule 1 – Urban Structure (Refer to Appendix 1);
2. *Primary Corridor* per Schedule 1B – Strategic Growth Area;
3. Schedule 10 – Major Transit Network designates Highway 7 and Highway 427 as *Regional Rapid Transit Corridors* and Highway 27 as *Regional Transit Priority Corridor; and,*
4. *Non-Residential Mixed-Use* per Schedule 13 – Land Use Designations (Refer to Appendix 2).

On behalf of our clients, we are generally supportive of proposed land use policies and designations in the DVOP 2025 as they relate to items 1, 2 and 3 above.

DVOP 2025 has recognized the Highway 7 Corridor as a Strategic Growth Area and is proposing to designate the remainder of the Subject Lands as Community Areas in Schedule 1. These designations generally permit non-employment land uses, i.e., residential, commercial and office uses, and it is through the application of policies including but not limited to Policy 2.4.5.3, specifically 2.4.5.3(f), which encourages mixed-uses including residential, through compatibility measures.

With respect to Item 4 we request either one of the following modifications:

I. A modification to Schedule 13 of DVOP 2025 to re-designate the Subject Lands as *High-Rise Mixed-Use*, as reflected in the site-specific Official Plan Amendment Application for the Subject Lands; or,

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II. Establishment of a new *Mixed Use* designation to DVOP 2025 and Schedule 13 to provide more flexibility in implementing a mix of uses within areas within areas like the Highway 7 Strategic Growth Area and Primary Corridor.

In our view, Schedules 1 and 1B appropriately identify the subject lands for growth and intensification within a higher-order transit corridor. The restrictive assignment of the *Non-Residential Mixed-Use* designation set out in Schedule 13 does not align with the City's broader objectives for complete communities and higher-density development in *Strategic Growth Areas* & *Community Areas*.

Planning Rationale

The Highway *7 Strategic Growth Areas* & *Community Area* corridor offers the opportunity to support high-density, transit-oriented development with a mix of land uses and the opportunity to building upon the significant public and private infrastructure investment made by all levels of government along Highway 7 and surrounding areas, i.e., Highways 407 & 427.

The proposed assignment of mid-rise densities and bifurcation of residential and non-residential land uses along the Highway *7 Strategic Growth Areas* & Community Area is reflective of the VOP 2010 land use vision and policy framework and is longer pertinent in the current development context.

The mid-rise *Non-Residential Mixed-Use* designation is limiting and does not provide sufficient flexibility or outlook in realizing the planned context of Highway 7, Strategic Growth Area & Community Area.

Policy 2.4.5.3(f) of DVOP 2025 provides that *Primary Corridors and Local Corridors outside of Employment Areas shall be planned to be designed and developed to implement appropriate transition of Intensification and use to surround Community Areas, and/or separation from adjacent Employment Areas.* This policy acknowledges the need for transitional land uses between Employment Areas and Community Areas & Primary Corridors and provides for a basis whereby development may be permitted if appropriate transition in built form and land use can be demonstrated.

Schedule 13 of VOP 2010 and DVOP 2025 permits mid-rise development (8 and 10-storeys). The application of the planned height and density alongside Policy 2.4.5.3(f) recognizes the higher-order development planned for Strategic Growth Areas and to

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the demonstration of land use compatibility to implement non-employment land uses (i.e., office and/or residential land uses) in areas and on lands that can demonstrate avoidance, minimization and mitigation of potential impacts to existing or planned employment area uses through the planning application process and through technical documents.

DVOP 2025 marks a significant step in aligning local policy with the Provincial Policy Statement (2024). The Subject Lands, located within a Strategic Growth Area and Primary Corridor, are ideally positioned to support the City's intensification and sustainability objectives.

While Schedules 1 and 1B reflect this context, we request that Schedule 13 should be updated to support a broader mixed-use vision, including residential uses, consistent with the existing and planned context of the Highway 7 Strategic Growth Area / Primary Corridor, the Community Areas, and PPS 2024.

Respectfully submitted,
Innovative Planning Solutions



Kevin Bechard, BES, M.Sc., RPP
Senior Associate

c. Clients
Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing
Christina Bruce, Director of Policy Planning and Special Programs
Fausto Filipetto, Senior Manager of Policy Planning and Sustainability

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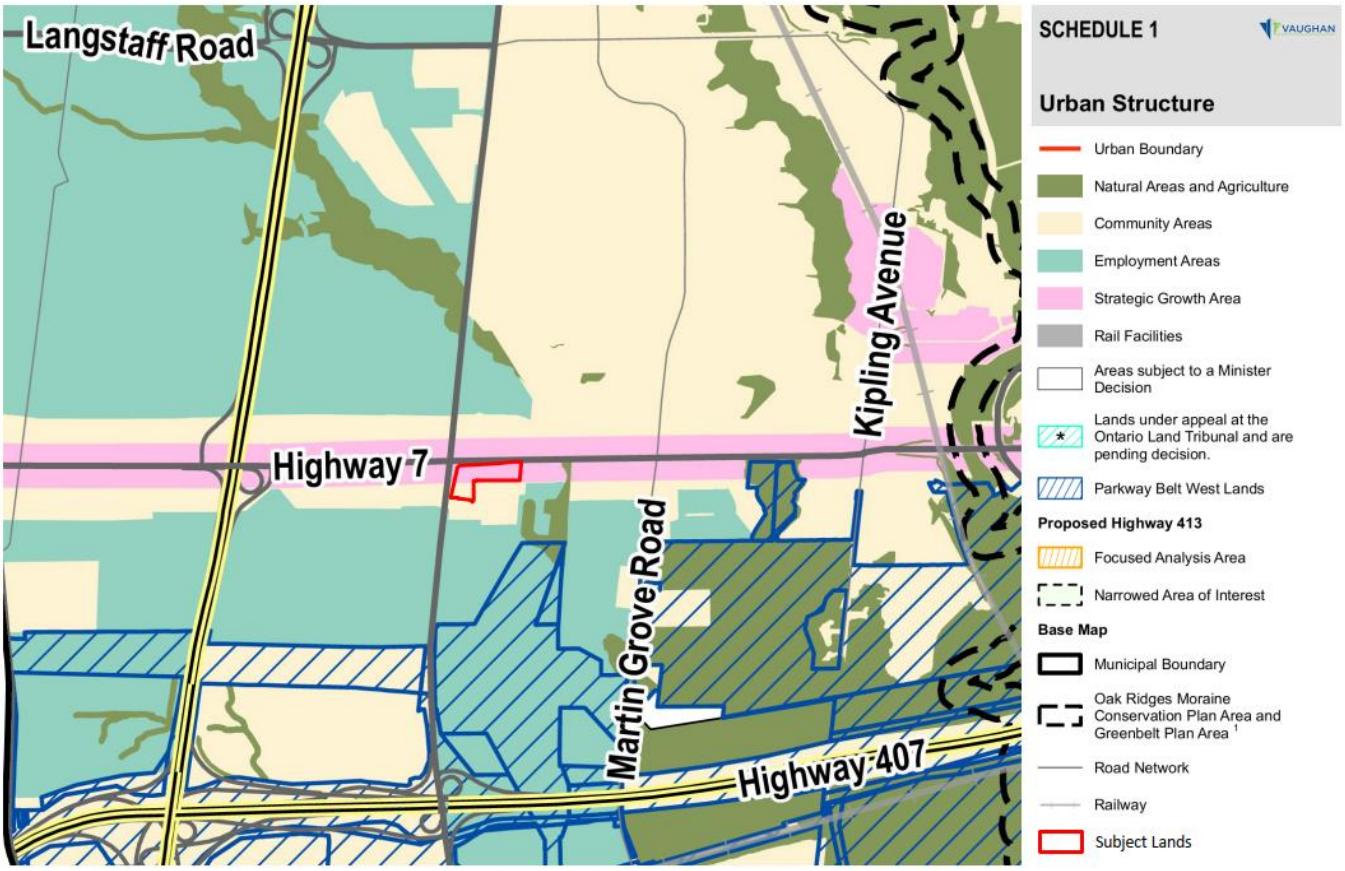
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APPENDIX

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APPENDIX 1: SCHEDULE 1 – URBAN STRUCTURE



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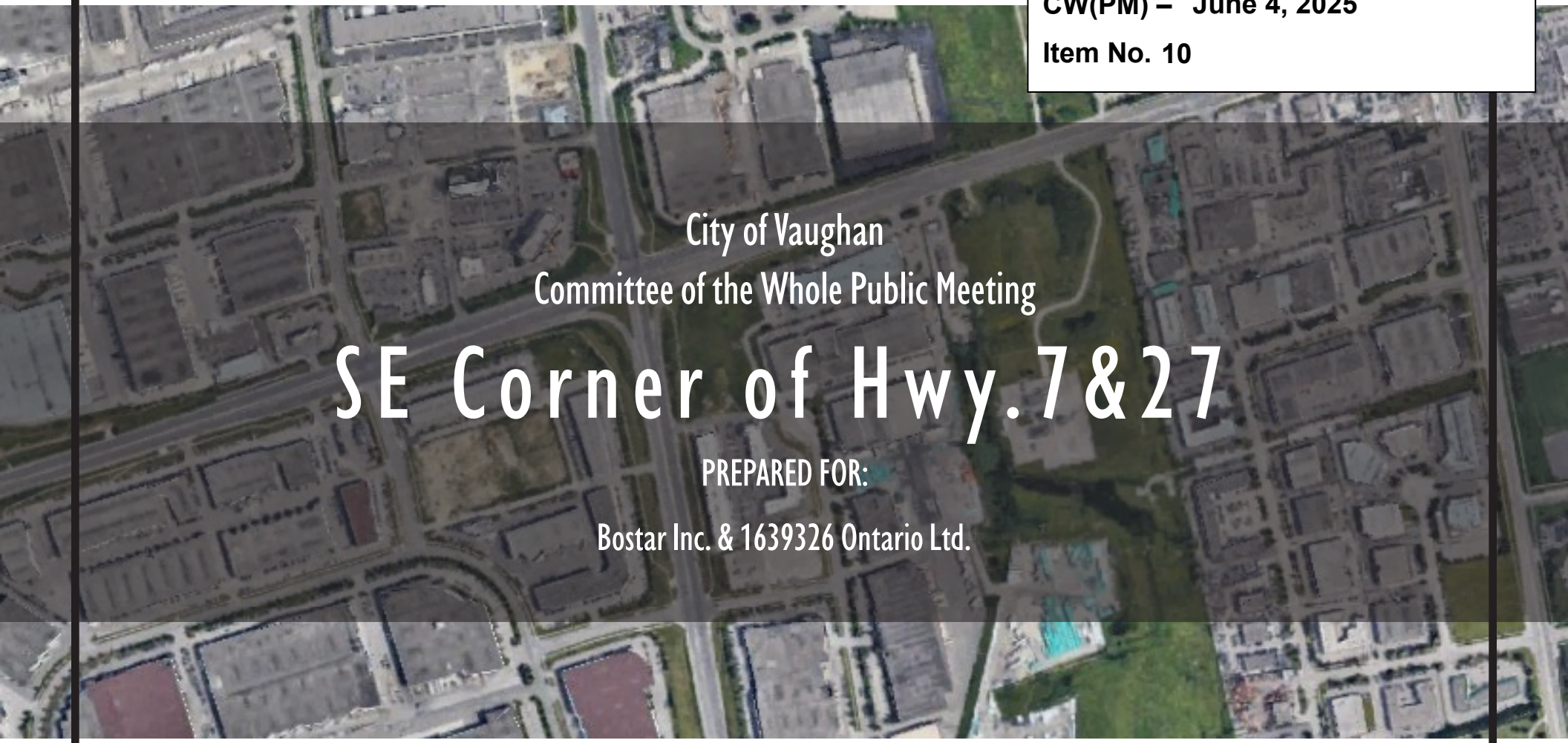
APPENDIX 2: SCHEDULE 13 – LAND USE



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C138.
Communication
CW(PM) – June 4, 2025
Item No. 10



City of Vaughan

Committee of the Whole Public Meeting

SE Corner of Hwy.7&27

PREPARED FOR:

Bostar Inc. & 1639326 Ontario Ltd.

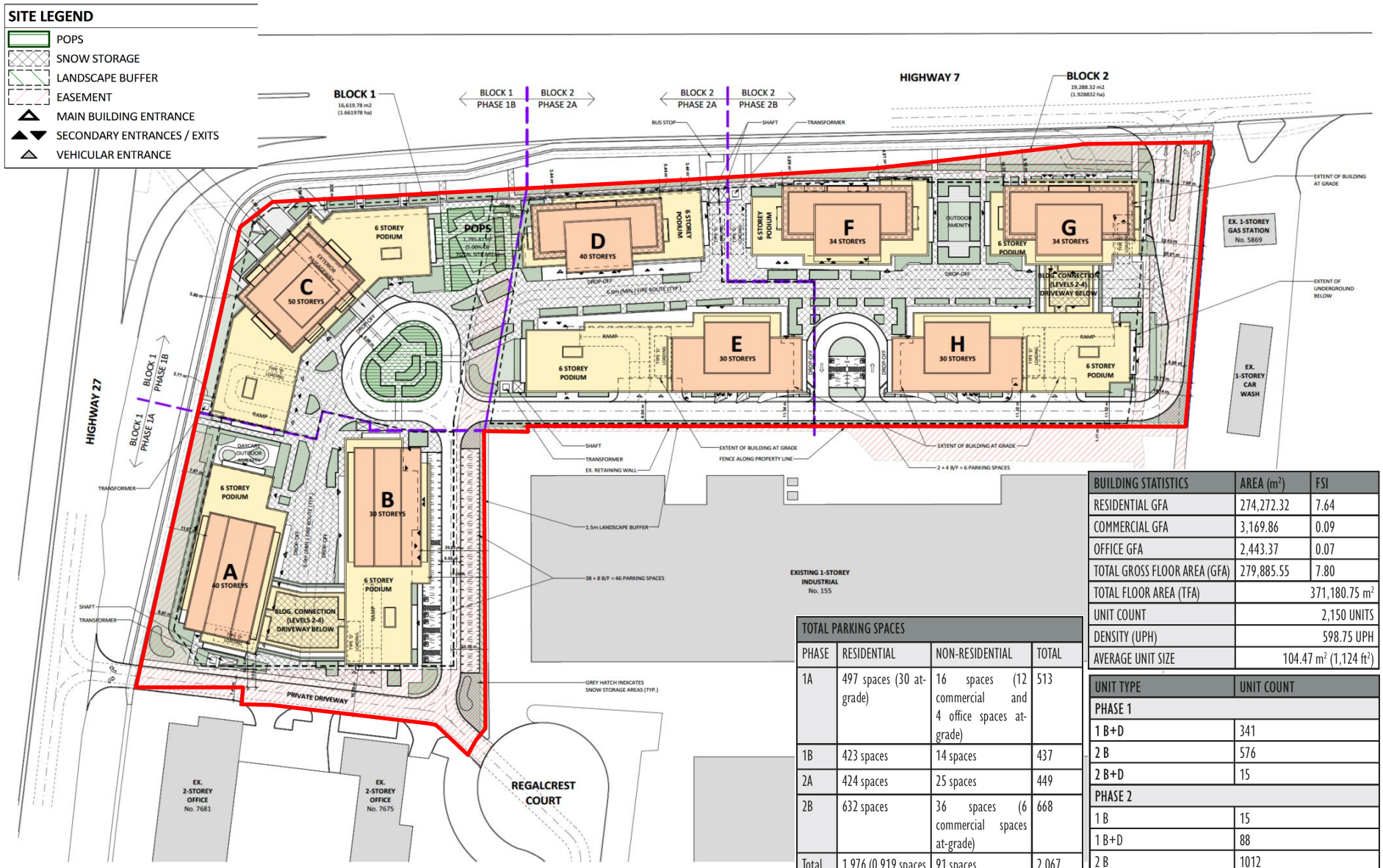
June 3, 2024

PRESENTATION BY:

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

SITE PLAN

IPS CONSULTING



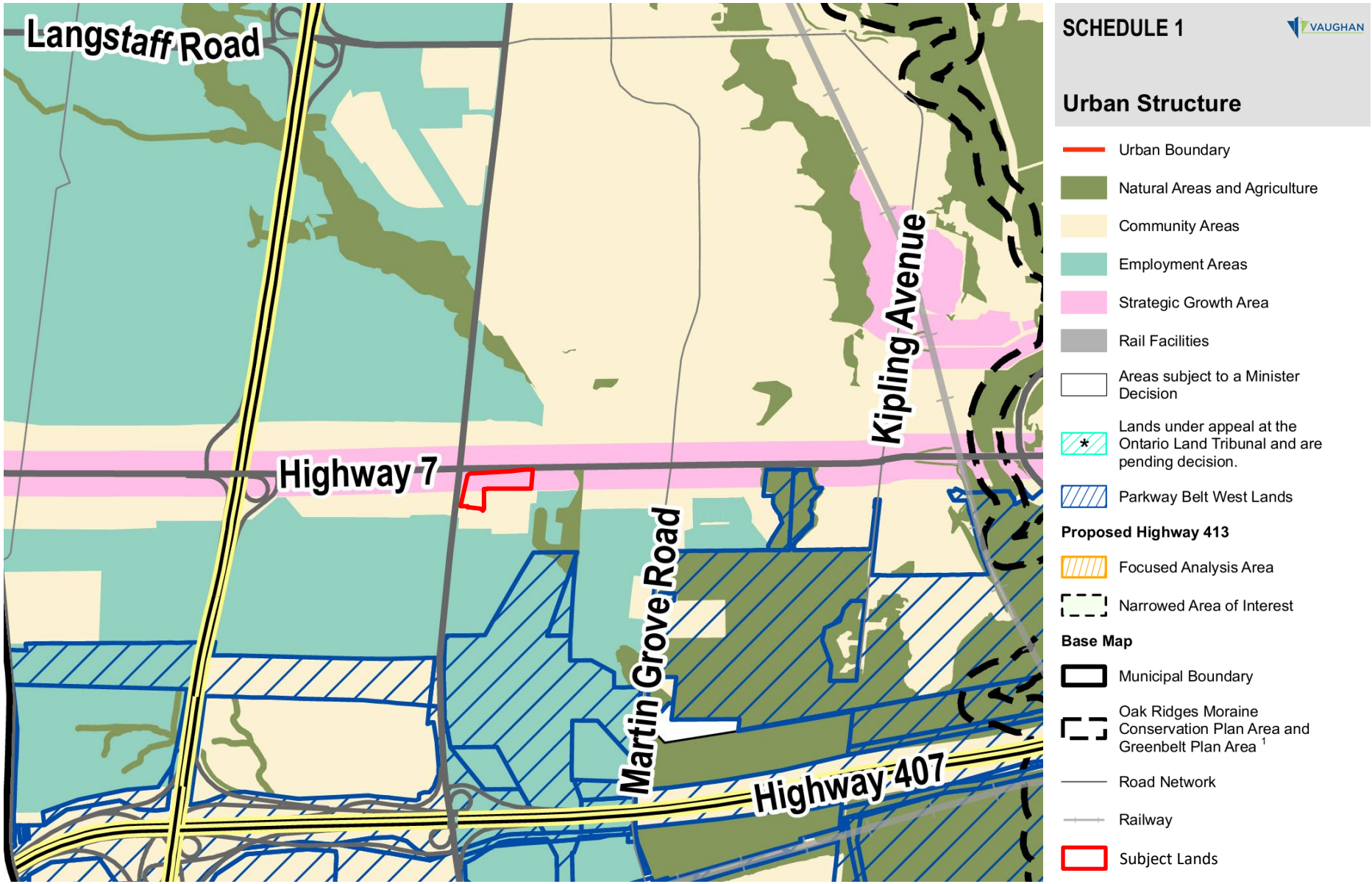
TOTAL PARKING SPACES			
PHASE	RESIDENTIAL	NON-RESIDENTIAL	TOTAL
1A	497 spaces (30 at-grade)	16 spaces (12 commercial and 4 office spaces at-grade)	513
1B	423 spaces	14 spaces	437
2A	424 spaces	25 spaces	449
2B	632 spaces	36 spaces (6 commercial spaces at-grade)	668
Total	1,976 (0.919 spaces per unit)	91 spaces	2,067

BUILDING STATISTICS	AREA (m^2)	FSI
RESIDENTIAL GFA	274,272.32	7.64
COMMERCIAL GFA	3,169.86	0.09
OFFICE GFA	2,443.37	0.07
TOTAL GROSS FLOOR AREA (GFA)	279,885.55	7.80
TOTAL FLOOR AREA (TFA)	371,180.75 m^2	
UNIT COUNT	2,150 UNITS	
DENSITY (UPH)	598.75 UPH	
AVERAGE UNIT SIZE	104.47 m^2 (1,124 ft^2)	

UNIT TYPE	UNIT COUNT
PHASE 1	
1 B+D	341
2 B	576
2 B+D	15
PHASE 2	
1 B	15
1 B+D	88
2 B	1012
2B+D	103

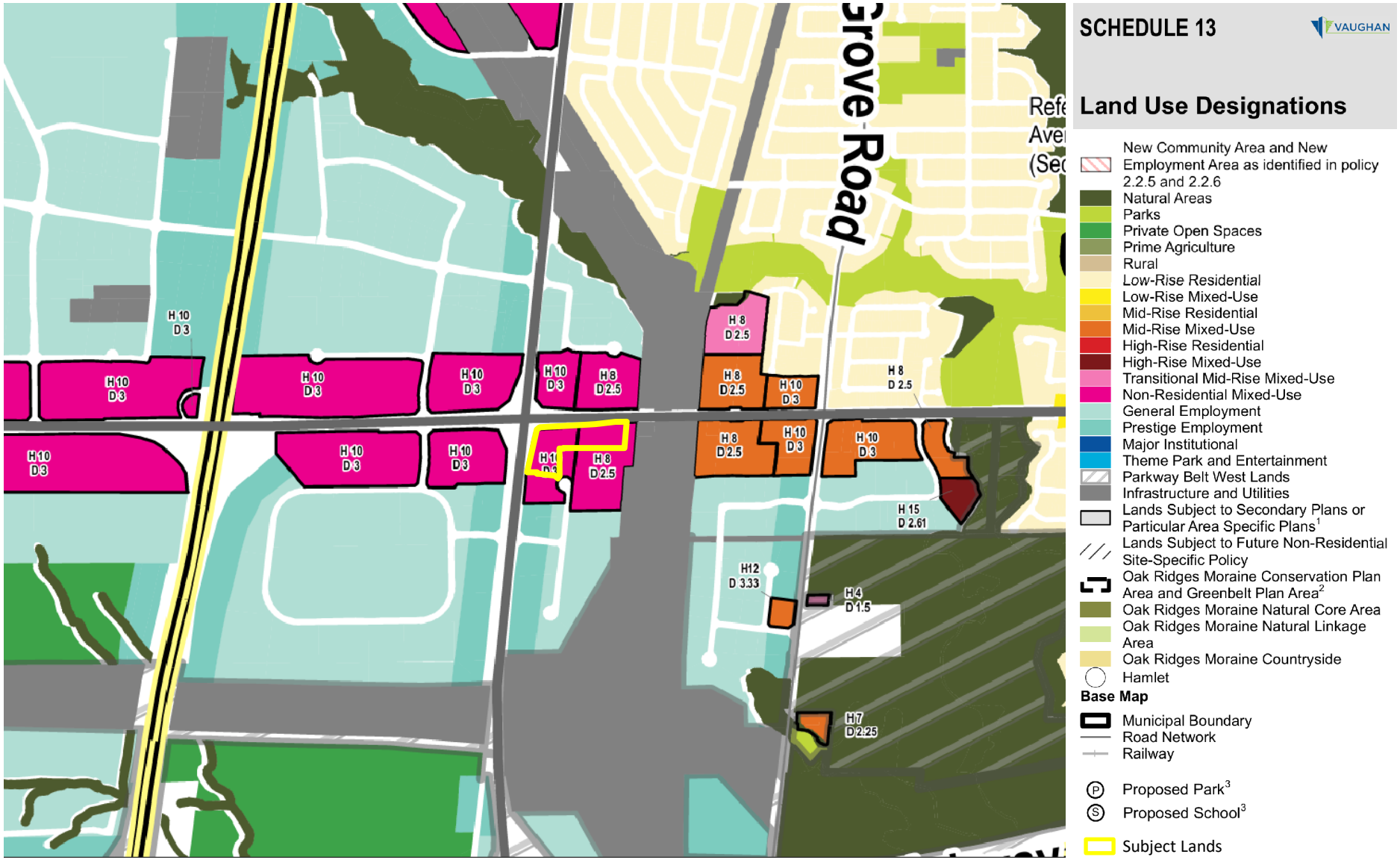
DRAFT VAUGHAN OFFCIAL PLAN 2025

IPS CONSULTING



DRAFT VAUGHAN OFFCIAL PLAN 2025

IPS CONSULTING



IPS CONSULTING

THANK YOU

Questions & Comments Welcome

Email: info@ipsconsultinginc.com

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Communication
CW(PM) – June 4, 2025
Item No. 10

Lauren Capilongo
905 513 0170 x112
LCapilongo@mgp.ca

June 3, 2025

MGP File: 21-3054

Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

via email: clerks@vaughan.ca

Dear Members of Committee of the Whole:

RE: Item 4.10: Volume 1 - Draft Vaughan Official Plan and Volume 2 – Vaughan Metropolitan Centre Secondary Plan
Comments on behalf of Intergreen Development (BT) Inc.
City-Related Files Nos: OP.22.014, Z.22.035, and 19T-22V010

Malone Given Parsons Ltd. ("MGP") is the land use planner for Intergreen Development (BT) Inc. ("**Intergreen**"), the owner of the lands at 25 Interchange Way ("**Subject Lands**") within the Vaughan Metropolitan Centre ("**VMC**"). On October 27, 2022 Intergreen submitted applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision (the "**Intergreen Applications**") for the Subject Lands to permit a high density mixed-use development and a public park. The Intergreen Applications were deemed complete on November 17, 2022, and are currently under review by the City.

On behalf of Intergreen, we have reviewed Drafts of the Vaughan Official Plan (Volume 1 – "**2025 VOP**") and the VMC Secondary Plan (Volume 2 – "**2025 VMCSP**") to be presented at a Public Meeting on June 4, 2025.

We have concerns with respect to the lack of transition policies within the 2025 VOP for applications within the VMCSP area as we understand that it is the City's intention to repeal the existing VMCSP in its entirety following the approval of the 2025 VOP and 2025 VMCSP. We request that the 2025 VMCSP or 2025 VOP permit applications that were submitted and deemed complete under the old VMCSP to continue to be reviewed under the plans that were in effect at the time of application. We are concerned that absent any transition policies, the Intergreen Applications will be unfairly affected and/or delayed by new requirements in the new VMCSP that did not exist at the time of application including policies 4.2.2, 4.2.3, 4.3.2, 5.3.8, 5.3.11, 6.5.2,7.2.2, 9.1.5, 9.1.16, 9.2.4, 9.7.2, 9.9.6, 9.9.25, and 9.9.31 of the 2025 VMCSP.

We thank you for the opportunity to provide input. We reserve the right to provide additional comments on both the 2025 VOP and 2025 VMCSP. Should you have any questions or wish to discuss our comments, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Lauren Capilongo, MCIP, RPP
Principal
lcapilongo@mgp.ca

cc: Intergreen Development (BT) Inc.

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Communication
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Item No. 10

64 JARDIN DRIVE, UNIT 1B
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T 905.669.4055
KLMPLANNING.COM

File: P-3342

via Email: clerks@vaughan.ca & oprmanager@vaughan.ca & clerks@vaughan.ca

June 3, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Hon. Mayor Del Duca and Members of Council

Re: Committee of the Whole (Public Hearing) June 4, 2025, Item #4.10
Forward Vaughan – Vaughan Official Plan Review
Official Plan Draft – May 2025

KLM Planning Partners Inc. ("**KLM**") is the land use planning consultant for Melrose Investments Inc. and Townwood Homes (the "**Client**"). Our client owns a series of landholdings within the VMC Secondary Plan Area in the City of Vaughan, some with development approvals or currently under construction.

Further to the March 25, 2025 submission made on behalf of our client to the VMC Sub-Committee, KLM has had an opportunity to review the May 2025 Draft of VOP 2025 with our client and we are pleased to provide the following preliminary comments to some of the new and updated policies included within the proposed updated VMC Secondary Plan:

New Policy 4.2.3 - Supporting Growth

> *"Development in the VMC shall only be permitted if it can be demonstrated to the satisfaction of the City that sufficient parkland will be provided within the VMC Secondary Plan Area, or in areas in proximity to and accessible from the VMC, to provide for a minimum of 0.3 ha of parkland per 1,000 residents."*

How will this be assessed by the applicants? We are concerned that this new requirement could effectively halt development approvals unless it is tied to the provision of physical parkland as it is currently not clear cash-in-lieu for parkland count towards the provisioning of parkland for development sites where park sites are not identified.

New Policies 4.3.2 and 4.3.3 - Orderly Development

It is not clear what defines a phase of development within the VMC? How will each development application be evaluated on the merits of the stated intention to support orderly growth by phase?

Policy 5.3 - Street Network

We are concerned that Highway 7 is now proposed to have a planned Right-of-Way of up to 68.2 metres throughout the VMC, whereas it is currently identified to be up to 45 metres east of Jane Street and up to 60 metres west of Jane Street. The width of Highway 7 through the VMC was previously set by the requirements to implement the VIVA BRT system and supporting infrastructure. Why is this being increased?

We are also concerned that Major and Minor Collectors have dropped their respective lower minimum requirements.

Policy 7.1 - General Parks and Open Space

> *"The City shall develop a minimum of 28 hectares of parkland in the VMC through the acquisition and development of parks identified in Schedule E. This parkland shall serve as the core of the parks system and shall not be substituted by other areas or other forms of open space. Parkland not identified in Schedule E shall not count toward the minimum."*

We are concerned this is more prescriptive than the existing policy which provides for alternative parkland arrangements, including acquiring lands adjacent to the VMC.

Policy 7.2.5 - Park Types

We are concerned the criteria for each park type is too prescriptive. Considering the urban setting, these should be guidance with exceptions to the requirement, where deemed appropriate.

Policy 7.6.3 - Implementation

> *"The City shall require parkland to be dedicated in a coordinated manner that creates complete and cohesive park blocks. Where a park shown on Schedule E spans multiple development parcels:*
>
> *a. The full park block shall be secured and dedicated as a single coordinated conveyance; and*

b. Partial dedications shall only be considered where they form part of a comprehensive strategy to achieve the complete park block."

We are concerned as to what constitutes a comprehensive strategy to achieving a complete park block if the balance is on non-participating landowners. This policy should be revised to indicate that parkland should be dedicated in this coordinated manner to provide flexibility.

Policy 8.2 – Schools

Further to our previous submissions, we continue to be of the opinion that new schools in the VMC should only be permitted as a component of a mixed use high-density residential development. While we are encouraged by the proposed policy that provides for reduction to the minimum school site size where an alternative arrangement has been made with a school board, providing a default minimum size for school sites that is more keeping with suburban stand-alone use standards does not provide the strong direction for school boards to work collaboratively with landowners to develop new urban schools.

Policy 9.1.5 - General Land Use and Density

"Development in the VMC shall demonstrate to the satisfaction of the City that sufficient retail and service uses are present to support the anticipated needs of the local population for daily necessities, as per the intent of this Plan."

Is this an assessment that needs to be prepared by an applicant in support of a development application in spite of the proposed policy that requires a minimum of 10% GFA for non-residential uses within Mixed Use development? This should not be a direct application requirement and should be rephrased as a goal of the Plan.

Policies 9.1.16 and 9.1.16 – Land Use Compatibility

This is a new requirement for sensitive land use evaluation for all development within 1000m of an Employment Area and the MacMillan Rail Yard, including appropriate separation distances area maintained. At the same time, we noticed that the policy has now removed references to the ability of Council to grant Class 4 Designation to development sites and areas. This should be carried over in the update.

New Policy 9.1.17- Land Use Compatibility:

This introduces provisions to securing mitigation measures as recommended by technical evaluations in support of proposed sensitive land use developments through development approvals. We asked that this be the mechanism for the boundary properties to demonstrate if sensitive land uses can be introduced. If the technical assessment of sensitive land uses is now a requirement for all developments within 1000m of Employment Lands and the

MacMillan Rail Yard, why can't it be the mechanism to assess if sensitive land uses can locate along the boundary of the VMC? As we have previously submitted to the VMC Sub-Committee and to Staff, the parcels at the boundaries of the VMC should not be restricted to non-residential uses. There should be provisions to allow for technical studies to demonstrate the appropriateness of locating sensitive land uses at those locations, similar to the requirement for elsewhere in the Plan now being introduced through Policy 9.1.17.

Policy 9.2 - Mixed Use Designation

We appreciate that Live-Work Units and Privately Owned Public Spaces are clearly permitted now.

New Policies 9.2.4 and 9.2.5 - Minimum Retail GFA and Transfers

As previously submitted to the VMC Sub-Committee and Staff, we still believe a minimum of 10% GFA for non-residential uses is too prescriptive and does not allow for flexibility on a site-by-site evaluation. While it is appreciated there is a proposed provision to consider a lower amount than 10% on a site, the requirement to have that reduction be transferred to another site is again too onerous to implement and does not allow for demonstration through market needs. We are concerned requiring a minimum of 10% on all developments could result in an over-supply of non-residential uses.

New Policy 9.7 - Housing

We are concerned with the minimum requirement of 35% of new residential units within the VMC being affordable and that a portion which shall be accessible. It is not clear what is the criteria for affordable housing is and what portion of those units needs to be accessible? Will the City be tracking the amount of affordable housing throughout the VMC for implementation of this requirement? For comparison, the City of Toronto currently sets this requirement within PMTSAs at 5-10%, depending on the Market Area requirement. It should be noted that the Province's proposed Amendment to O.Reg 232/18 for Inclusionary Zoning sets the maximum at 5% for a maximum of 25 years.

We are also concerned with the prescription of a minimum of 15% of new dwelling units being 3 bedrooms as it may be too onerous. For reference, The City of Richmond Hill proposes 5% of high-density units be 3 bedrooms or larger.

Policy 9.9.21 - Massing – floor heights

We believe that setting minimum floor heights for ground and above ground floors for all uses is too prescriptive. This could be rephrased to encourage floor heights to be developed in this manner.

Policy 9.9.24 - Massing

"Towers shall be set back from the edges of podiums by a minimum of 3 metres."

We believe the current provision seeking tower setbacks functions well and do not require prescribing minimums.

Policy 9.9.25 Massing – Tower Floorplate

While it is appreciated the maximum average residential tower floorplate is proposed to be increased from 750 m2 to 800 m2 and variations to floorplates may be considered, we request clarification that the variation include larger floorplates.

Policy 9.9.26 Massing – Tower Separation

It is not understood why the tower separation is proposed to be increased to a minimum of 35m within the Neighbourhood designation, up from the current requirement of 25m. This creates inconsistencies with the current policy as it relates to in process or approved development. We don't believe a new provision requiring a setback of a minimum of 50% of the required tower separation to a side or rear property line is necessary given it is already regulated by the Zoning By-law. Prescribing this requirement in the Secondary Plan will necessitate an Official Plan Amendment to permit reductions in situations where tower separation is still maintained across two sites.

Policy 11.4 - Plans of Subdivision

We are of the opinion that conveyance of land for streets, parks and other public facilities could be secured through a Site Plan Approval process and should not require the need for a Draft Plan of Subdivision process, which creates an additional layer of processing and from our experience in the VMC, long timeframes for registration of the Subdivision, leading to longer lead time for construction start. Elimination of the requirement for a Draft Plan of Subdivision will expedite the delivery of much needed housing and community facilities of all types within the VMC.

The comments above represent our preliminary comments with regard to the Draft VOP 2025. We respectfully request a meeting with the City to discuss our preliminary comments on the Draft VOP 2025 in more detail with City staff.

We look forward to continuing our participation in the Forward Vaughan, Draft VOP 2025 process and collaborating with the City. We may make further detailed submissions following the release of subsequent editions of the Draft VOP 2025 and reserve the right to provide additional comments on the current draft, as required.

We respectfully request notice of any future reports and/or public meetings and consultations regarding the Official Plan Update, and that we receive notice of any decision of City Council.

Yours truly,
KLM PLANNING PARTNERS INC.



Billy Tung, BES, MCIP, RPP
Partner
cc. Client
Christina Bruce, Director of Policy Planning and Special Programs

C141.
Communication
CW(PM) – June 4, 2025
Item No. 10

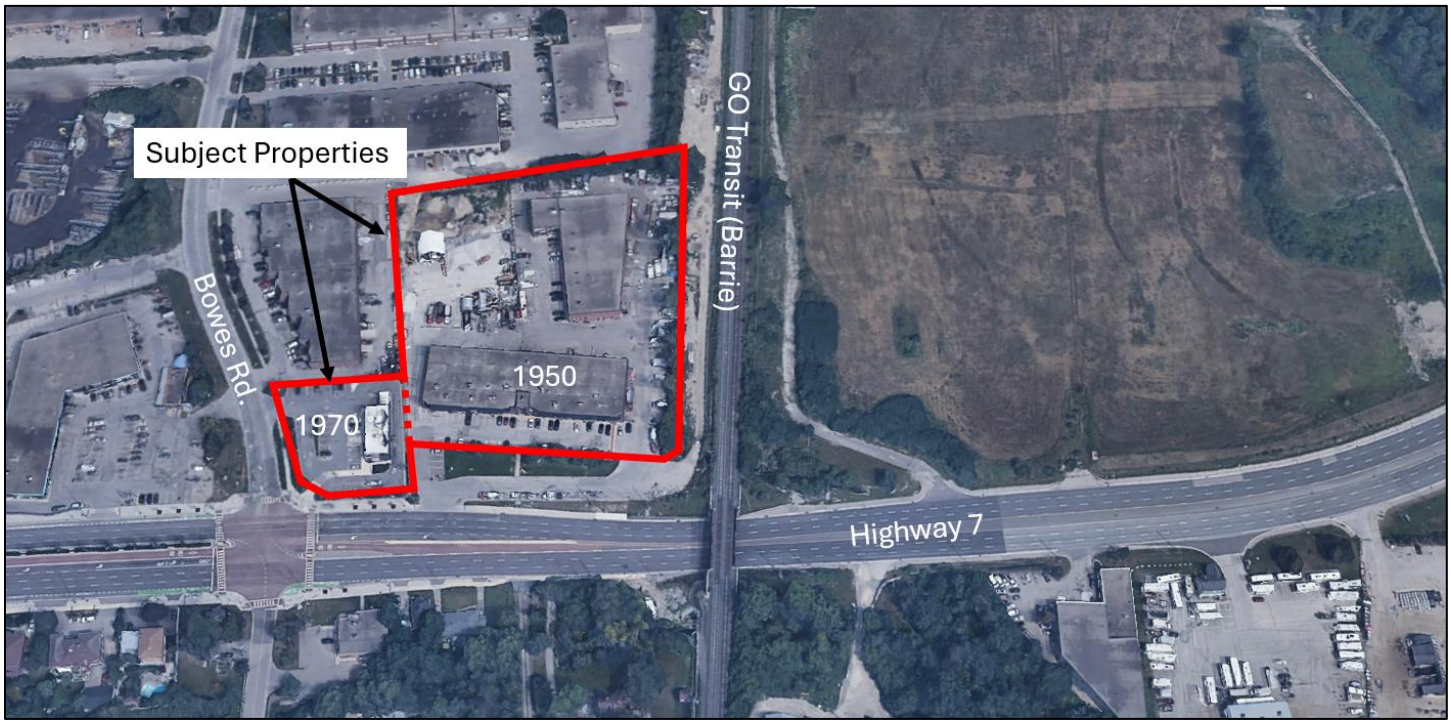
Policy Planning & Sustainability Department
City of Vaughan
2141 Major Mackenzie Drive (Second Floor)
Vaughan, ON, L6A 1T1

June 3rd, 2025
File 11908

Attn: Fausto Filipetto, Senior Manager of Policy Planning and Sustainability
Cameron Balfour, Senior Planner, Policy Planning and Special Programs

RE: Draft New Vaughan Official Plan 2025
1950 & 1970 Highway 7, City of Vaughan

Weston is the planning consultant for the owner of the properties known as 1950 & 1970 Highway 7 in the City of Vaughan (herein referred to as the "subject properties"). The purpose of this letter is to provide comments on the draft New Vaughan Official Plan 2025 (May, 2025 Draft) as it relates to the subject properties (outlined in red on the below aerial image), which are subject to the land-use regulations implemented through O.Reg 170/21.



Aerial Image of the Subject Properties

The subject properties are subject to O.Reg 170/21, which is a minister's zoning order (MZO) issued for several properties within an area approximately bounded Keele Street to the West, Rivermede Road to the North, Highway 7 to the South and the GO Transit Barrie Line right-of-way to the East. The purpose of this MZO was to amend the now-repealed City of Vaughan Zoning By-law 1-88 to allow for the properties subject to the order to be redeveloped as high-density mixed-use buildings near an existing bus rapid transit station and proposed regional rail station (Concord GO). The MZO rezoned the subject properties to "*Corporate Centre (C9*3) Exception Zone*" which permits a wide range of uses including, but not limited to, business and professional offices; retail stores; personal service shops; townhouses; apartments; and, mixed use buildings, with a maximum height of 30 storeys. City of Vaughan Comprehensive Zoning By-law 001-2021 does not apply to the subject properties.

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westonconsulting.com
1.800.363.3558 F. 905.738.6637

Draft New Vaughan Official Plan 2025

We have reviewed the updated May 2025 draft of the Vaughan Official Plan 2025 (herein referred to as the "OPA"), released on May 15th 2025, and we're pleased to see substantial improvements have been reflected in the latest versions of the schedules and policy text as it relates to the subject properties. The revised schedules designate the subject properties as follows:

- **Schedule 1 – Urban Structure:** *Areas Subject to a Minister Decision**
- **Schedule 1B – Strategic Growth Areas:** *Primary Centre*

These revised designations mark a significant improvement over the previous draft, which had proposed identifying the subject lands as *Regional Intensification Corridors within Employment Areas*. The previous designation appeared inconsistent with the applicable zoning in place through the Minister's Zoning Order (MZO) and the Region's approval to remove the subject lands from the *Employment Areas* designation in the Regional Official Plan. It is our opinion that the Primary Centre designation is appropriate for the lands within the Concorde GO Centre Secondary Plan, which includes the subject properties.

We also reviewed the current policy framework associated with the new *Primary Centre* designation and have no concerns. We are supportive of the City's revised approach and recognition of the strategic role these lands can play in contributing to broader urban growth and intensification objectives within close proximity to existing and planned higher-order transit services, including the existing Keele and Highway 7 BRT stop, and the planned Concord Station, to be located immediately adjacent to the subject property along the existing Barrie Regional Rail Line.

In accordance with the above discussion, we respectfully submit this letter as an expression of support for the updated draft designations and policies as they relate to the subject properties. We understand that a statutory public meeting is scheduled for Wednesday, June 4th, 2025 and Staff intends to bring the new Official Plan forward to Council for adoption this coming Fall 2025. We look forward to continued collaboration with Staff through this process and appreciate the City's efforts in advancing a thoughtful and responsive planning framework. Should you have any questions regarding our comments, please contact the undersigned at extension 299.

Yours truly,
Weston Consulting
Per:

J. Lapointe

Jacob Lapointe, BURPl, RPP, MCIP
Senior Planner

C. Mary Caputo, MCIP RPP – Senior Manager of Development Planning, Vaughan
Martin Quarcoopome, Weston Consulting
Carlos Ilagan, Zancor Homes
Anthony Pignetti, Zancor Homes

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GSAI
Glen Schnarr & Associates Inc.

C142.
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CW(PM) – June 4, 2025
Item No. 10

Partners:
Glen Broll, MCIP, RPP
Colin Chung, MCIP, RPP
Jim Levac, MCIP, RPP
Jason Afonso, MCIP, RPP
Karen Bennett, MCIP, RPP

In Memoriam, Founding Partner:
Glen Schnarr

June 3, 2025 GSAI File: 090-012

City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Hon. Mayor Del Duca and Members of Council

Re: Committee of the Whole (Public Meeting), Wednesday, June 4, 2025
Agenda Item. 4(10)
City of Vaughan revised Draft Official Plan (May, 2025)
Owner: CPSP Vaughan Limited Partnership
City of Vaughan, Regional Municipality of York

Glen Schnarr & Associates Inc. (GSAI) have been retained by CPSP Vaughan Limited Partnership (the "Owner") to provide comments on the City of Vaughan Draft Official Plan (the "Draft Official Plan) in relation to the site legally described as PT LT 22 CON 10 VAUGHAN AS IN VA58849 EXCEPT VA83345, VA83346 & PT 4, 65R13046; VAUGHAN (the "Subject Lands" or "Site"). The Subject Lands are generally located east of Highway 50, north of Major MacKenzie Drive West, and south of Nashville Road.

The Owners submitted an Official Plan and Zoning By-law Amendment application on May 17th, 2024, which is currently under review with City staff and proceeding to a public meeting on June 4th, 2025. Our firm has been participating in the review of the City's Official Plan Review on behalf of the Owners and previously provided comments on July 31st, 2024. We have reviewed the most recent Draft Official Plan and provide the following comments:

1. As previously commented on, the West Vaughan Employment Area Secondary Plan currently includes "Corridor Protection" overlay, which partially impacts the Owner's Site. We have received correspondence from the MTO that they do not anticipate the highway alignment will encroach on the Site beyond the Rainbow Creek floodplain. Considering this, we would like to request that the City work with the Ministry of Transportation on removing/refining the above-noted "Corridor Protection" designations from the Site. These refinements would allow for the future development of the Site while not impacting the overall future corridor design.

2. Section 1.4.1.8 of the Draft Official Plan provides policies to assist in the interpretation of the boundaries of land use designations. Specifically, for the purposes of delineating between Prestige Employment and General Employment land uses, the use abutting an

arterial street or Provincial highway shall be interpreted to extend one lot depth in from the arterial street or Provincial highway. We have concerns that this policy is too prescriptive and may limit the ability of larger sites to develop in alignment with the underlying employment land use designations and limit flexibility in overall site design. As a result, we would like City staff to revise this policy to allow flexibility in the land use design limits to be applied at the detailed design or Site Plan Application stage.

3. Section 1.4.2.7 – proposes changes to the development application transition policies. We request that these new policies be removed from the Draft Official Plan. Due to several factors, including market uncertainty and the complex nature of land use planning applications, a five (5) year transition period may not be appropriate in some instances. We respectfully request that these transition policies be removed.

4. Section 4.3.2 & 4.3.3 - establishes urban design policies for the built form and site design. This section should provide a general urban design framework, rather than prescriptive requirements. Section 4.3.3.19.h outlines the policy direction for surface parking for employment/industrial buildings. More specifically, we believe requiring one (1) row of aisle parking along the front or side of an employment/industrial building is too prescriptive for an Official Plan and is more appropriate to be defined in the implementing Zoning By-law. Flexibility should be given to provide more than one (1) row of parking, if appropriate landscaping and design treatments are applied.

We trust the City will consider these comments when updating the Draft Official Plan. We will review and comment on future additions to the Draft Official Plan. We respectfully request notice of any future reports, public meetings/consultations, and any subsequent decisions of the City Council.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Patrick Pearson, MCIP, RPP
Associate

BOUSFIELDS INC.

C143.
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CW(PM) – June 4, 2025
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Project No. 1006

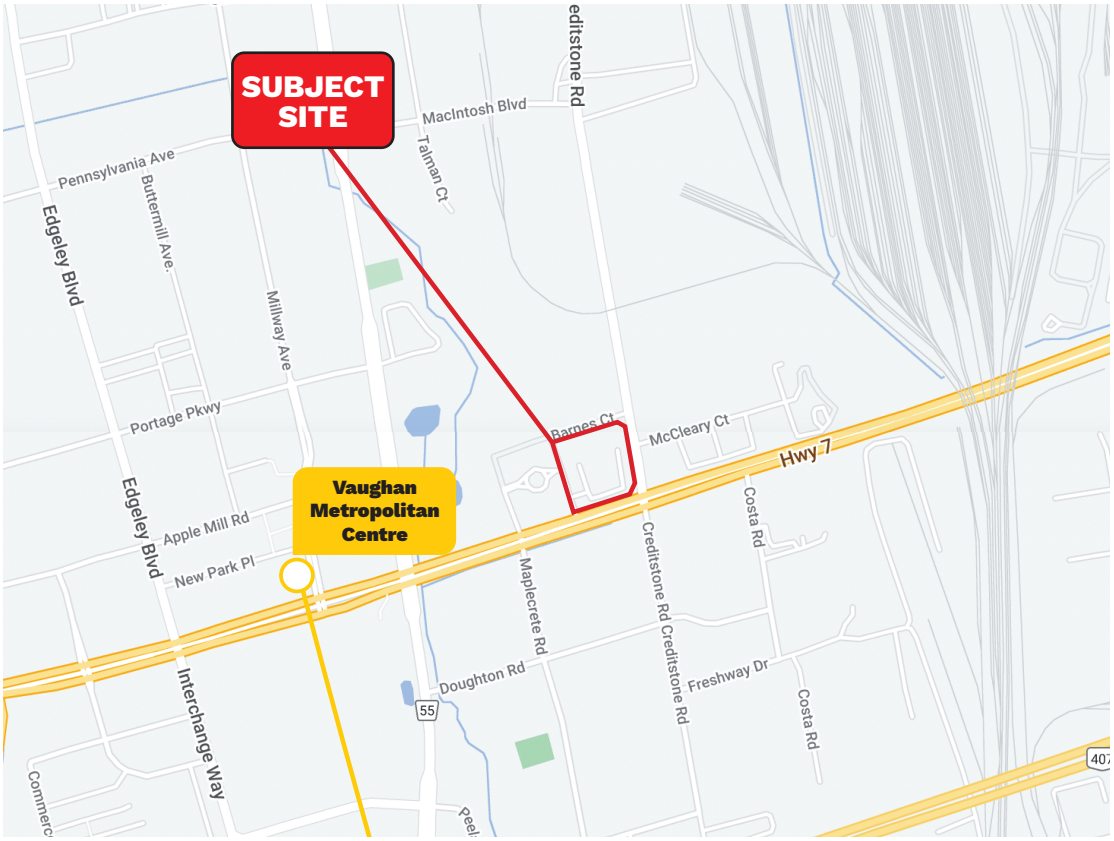
June 3, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1
opmanager@vaughan.ca
clerks@vaughan.ca

Re: Draft VMC Secondary Plan (2025)
2800 Highway 7
Related City File No. OP.10.002, Z.23.001 & DA.23.003

We are writing on behalf of Cortel Group ("the client"), the owner of the lands located at the northwest corner of Highway 7 and Creditstone Road, municipally known as 2800 Highway 7 (the "subject site") (see **Figure 1**).

Figure 1 – Subject Site



In October 2022, development applications were submitted for the subject site to permit the development of two 38-storey residential buildings at the northwest corner. The Official Plan Amendment (OP.10.002) and Zoning By-law Amendment (Z.23.001) applications were approved by Vaughan Council on October 17, 2023, and enacted By-laws 163-2023 and 164-2023. The associated Site Plan Control (DA.23.003) application remains under review.

In support of the proposed development, we previously submitted a letter in September 2023, outlining our comments on the then-proposed updates to the Vaughan Metropolitan Centre Secondary Plan.

With the VMC Secondary Plan Project now in Phase 4, a draft of the new Vaughan Metropolitan Centre Secondary Plan (the "Draft VMCSP") along with the City-wide Draft New Vaughan Official Plan (the "Draft VOP") were released in May 2025. We have reviewed the Draft VOP and Draft VMCSP and prepared this letter to provide our comments on the draft plan as it relates to the subject site at 2800 Highway 7.

Subject Site and Surroundings

The subject site is currently occupied by a banquet hall and associated surface parking. As noted above, the northwest portion of the site has received approval for the development of two 38-storey residential buildings. The subject site is located near the eastern edge of the Vaughan Metropolitan Centre ("VMC") and forms part of the Creditstone Bus Rapid Transit Protected Major Transit Station Area ("PMTSA") 56.

To the north of the subject site, is a 2-storey office building and an associated surface parking area (350 Creditstone Road). Schedule E of the VMCSP identifies a potential school site north of Barnes Court.

To the east of the subject site, at the northeast corner of Highway 7 and Creditstone Road, is a two-storey commercial and office building occupied by various tenants, including Coffee Time (2780 Highway 7). North of McCleary Court is a two-storey light industrial building currently occupied by Corma Inc. (10 McCleary Court).

To the south of the subject site, at the southwest corner of Highway 7 and Creditstone Road, is a two-storey commercial building occupied by Creditstone Motors (254 Creditstone Road). Further southeast, at 2851 Highway 7, is a construction site for two residential towers, 27 and 37 storeys in height, which are nearing completion.

To the west of the subject site is the Expo City development, which comprises four existing residential towers with heights of 36, 36, 39, and 39 storeys, as well as a recently completed 60-storey tower known as CG Tower (completed in 2025).

York Region Official Plan

In 2019, York Region began working on their Municipal Comprehensive Review ("MCR"). York Region Council adopted an updated Official Plan on June 30, 2022, which was approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. Through the MCR process, the subject site was designated Community Area and was not included within the Employment Area.

The York Region Official Plan designates the subject site, along with the lands to the north, south, and west, as part of a Regional Centre (Map 1 – Regional Structure), a Community Area (Map 1A – Land Use Designations), and a Built-Up Area (Map 1B – Urban System Overlays). Additionally, the site is located within PMTSA 56 – Creditstone BRT Station, as identified in Appendix 2.

The lands to the east are designated as Urban Area on Map 1, Employment Area on Map 1A, and Built-Up Area on Map 1B. Despite the lands to the east being designated Employment Area, we note that these lands are located within a PMTSA and are proposed to be designated Community Area in the Draft VOP.

Chapter 4 of the York Region Official Plan states that Community Areas will accommodate most residential and service job growth, while Employment Areas are to be preserved for employment uses. It also directs the highest densities and broadest mix of land uses to the four Regional Centres and major transit station areas. Policy 4.4.27 reiterates this, identifying Regional Centres as the primary locations for the most intensive and mixed-use development. In this context, permitting a broader range of land uses on the subject site would be more consistent with the intended function of the Regional Centre than the current limitation to non-residential uses.

Current Vaughan Metropolitan Centre Secondary Plan

Under the Vaughan Metropolitan Centre Secondary Plan, the subject site is designated as Station Precinct (southwest portion), Neighbourhood Precinct (northwest portion), and West and East Employment Precinct (eastern portion), as shown on Schedule F – *Land Use Precincts*.

Precinct	Permitted Uses
Station Precinct	Variety of commercial, office and residential uses.
Neighbourhood Precinct	Residential uses, retail and service commercial uses, and live-work units.
West and East Employment Precinct	Variety of office and employment uses, as well as ancillary retail uses, among others.

Schedule G – *Areas for Office Uses* of the Secondary Plan identifies the portion of the subject site fronting Highway 7 and Creditstone Road as an area where office uses are permitted.

Schedule H – *Areas for Retail, Service Commercial or Public Uses* designates the southeast corner of the site, at the intersection of Highway 7 and Creditstone Road, as a required frontage for retail, service commercial, or public uses.

Schedule I – *Height and Density Parameters* permits building heights ranging from 5 to 30 storeys and a density between 2.5 and 5.0 FSI.

Draft Vaughan Metropolitan Centre Secondary Plan (2025)

We have reviewed the City of Vaughan's Draft VMCSP and note the following as they relate to the subject site.

According to Schedule C – *Street Network*, Barnes Court is designated as a Minor Collector Road with a right-of-way width of 26 metres, while Creditstone Road is identified as a Minor Arterial Road with a right-of-way width of 33 metres. A pedestrian mews, ranging from 15 to 17 metres in width, is also proposed to bisect the site in an east–west direction between Highway 7 and Barnes Court.

Land use designations for the subject site are detailed in Schedule G – *Land Uses*. The southern half of the site, which fronts onto Highway 7, is designated as Mixed Use on the western side and Mixed Use Non-Residential on the eastern side. The northern half of the site, fronting Barnes Court, is designated Neighbourhood on the west and Mixed Non-Residential on the east.

Schedule H – *Areas for Retail, Service Commercial, or Public Uses* identifies the frontages along Highway 7 and Creditstone Road as requiring the inclusion of retail, service commercial, integrated community facility, or public uses, reinforcing the importance of activating these key intersections with pedestrian-oriented functions.

Finally, Schedule J – Site Specific Policy Areas indicates that the northwest corner of the site is subject to site-specific policies established under the Vaughan Metropolitan Centre Secondary Plan (2010). These policies are associated with Official Plan Amendment No. 102, adopted on October 17, 2023, which amended the Vaughan Official Plan 2010 to permit a maximum building height of 38 storeys, a maximum Floor Space Index (FSI) of 7.25, and a minimum tower podium height of 2 storeys on the northwest corner of the subject site.

Comments on the Draft Vaughan Metropolitan Centre Secondary Plan

Our comments relate to the proposed right-of-way widths, street network, land use designations, and the proposed required retail on the subject site, as detailed below.

Right of Way Widths

In reviewing the Draft VMCSP, we noted that Schedule C – *Street Network* shows a discrepancy with the Draft VOP's Schedules 9A – *Street Classification* and 9B – *Street Types*. Barnes Court is listed as a Minor Collector Road with a 24 metres R.O.W. in the Draft VOP, but a 26-metre R.O.W. in the Draft VMCSP for the same street type.

This inconsistency could create uncertainty for future development and infrastructure planning—particularly around site design, streetscape elements, and space allocation for things like bike lanes, utilities, and landscaping. It would be helpful for the City to clarify and align these figures to ensure consistency and to provide clearer direction.

Mews

Mews are indicated through the subject site on Schedules B, C, D, E, F, G, H, I and J. The current VMCSP does not show any Mews on the subject site, in part due to a settlement of an appeal of the current VMCSP, where there was acknowledgement that a private street may be appropriate.

The policies of Draft VMCSP should clearly state that the proposed Mews are private and not dedicated public streets. While Policies 5.3.8 and 5.3.9 would appear to allow encumbrances with justification, it should be made clear that any Mews on the subject property would be a private Mews as intended in the settlement of previous appeals.

Land Use Designations

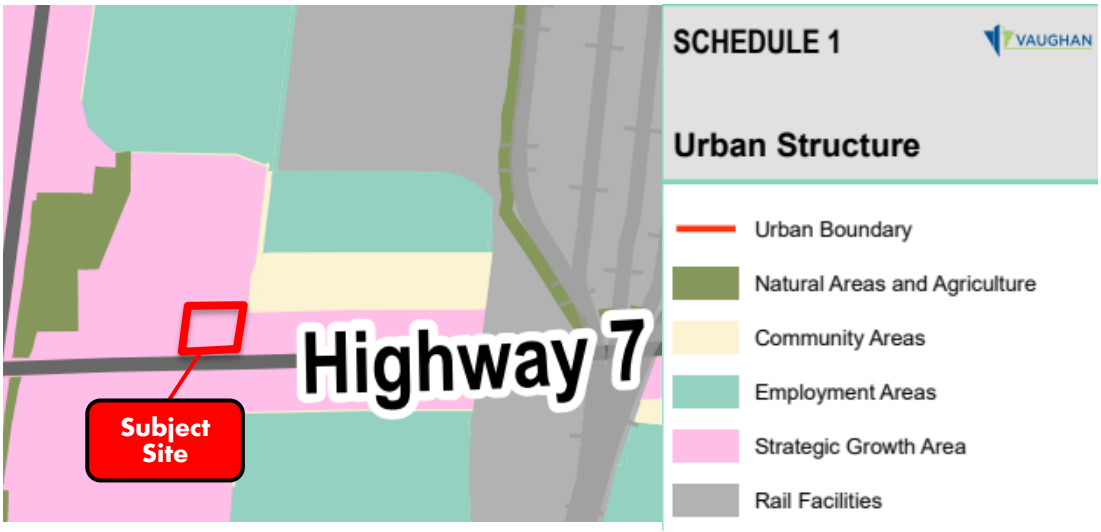
It is our understanding that the proposed Mixed Non-residential designation along the Creditstone Road frontage (on Draft Schedule G) is intended to act as a transition between sensitive land uses in the VMC and the industrial uses and infrastructure in the surrounding Employment Area (Policy 9.4.1).

However, we note that the lands east of Creditstone Road are proposed to be designated Strategic Growth Area and Community Area as opposed to Employment Area, and currently contain commercial, office, and light employment uses, which do not result in land use compatibility concerns – see **Map 1**. In our opinion, there is no reason to provide any type of transition to the east for lands south of Barnes Court and the subject site should be designated Mixed Use in the VMCSP.

Given the proximity of the subject site to existing transit infrastructure and the potential community services and facilities identified on *Schedule F* of the Draft VMCSP, the eastern portion of the site is also appropriate for a mix of uses, including residential. Notably, *Schedule F* identifies the intersection of Highway 7 and Creditstone Road as an existing Bus Rapid Transit (BRT) station, and a potential school site is identified just west of Creditstone Road, north of Barnes Court to accommodate new student population in the area.

Accordingly, it is our opinion that residential uses should be permitted on the eastern portion of the subject site. Any potential compatibility issues can be more appropriately addressed through the development application process by requiring site-specific mitigation studies. For example, each development application should include supporting documentation that demonstrates land use compatibility and ensures that no adverse impacts will result from the proposed development.

Map 1 – Draft VOP Schedule 1 – Urban Structure



Retail

The current VMCSP indicates required retail only at the corner of Highway 7 and Creditstone Road. Schedule H of the Draft VMCSP now extends the required retail frontage along Highway 7 and the southern portion of the Creditstone Road frontage of the subject site. While we acknowledge the City of Vaughan's intent to promote retail uses along the Highway 7, we do not support this expanded requirement for retail, service commercial, integrated community facilities or public uses along the Creditstone Road frontage.

In our opinion, grade-related residential uses could be more appropriate along Creditstone Road and the extent of retail or other uses fronting the street frontages should be more flexible, especially considering shifting market conditions for non-residential uses. Providing flexibility in this regard would help ensure that development of the subject site is not constrained by overly prescriptive land use requirements.

Conclusion

In our opinion, there should be more flexibility in the VMCSP to facilitate the evolution of a transit supportive complete community that takes into consideration the various goals and objectives, but without being constrained by such prescriptive land use and retail requirements.

If there are any questions with respect to the foregoing, please do not hesitate to contact me at 416-947-9744.

Yours very truly,

Bousfields Inc.



Michael Bissett, MCIP, RPP

BOUSFIELDS INC.

C144.
Communication
CW(PM) – June 4, 2025
Item No. 10

Project No. 22364

May 28, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1
opmanager@vaughan.ca

Re: Draft City of Vaughan Official Plan 2025 (May 2025 Draft)
Request to Redesignate 132, 144, 154 and 166 Woodstream Boulevard

We are the planning consultants for 1315955 Ontario Inc., the owners of the properties municipally known as 132, 144, 154 and 166 Woodstream Boulevard in the City of Vaughan (the "subject site"). The subject site is approximately 1.6 hectares in size and is located on the north side of Woodstream Boulevard, east of Martin Grove Road.

Executive Summary

The purpose of this letter is to provide comments on the May 2025 Draft of the City of Vaughan Official Plan 2025 as it relates to the subject site. We are requesting that Schedule 1 – Urban Structure be amended to designate the lands as Community Areas instead of Employment Areas, and that Schedule 13 – Land Use Designations be amended to designate the lands as High-Rise Mixed-Use instead of General Employment, as currently drafted.

As outlined below, we believe the subject site is well-positioned to support transit-oriented housing and to leverage existing and planned infrastructure investments. A Community Areas designation would in our opinion better reflect the context of the area which is now characterized by converted mixed use lands to the east and west that have significantly reduced the size and continuity of the Employment Area, undermining its viability as a cohesive employment district.

As illustrated in the Context Map in Attachment A, the subject site is located in a small isolated remnant area that is not fragmented from the large area of employment west of Martin Grove. It is also noted that the New Official Plan proposes to redesignate employment lands along Highway 7 west of Martin Grove to Community Areas to approximately the same depth as the subject site. In our opinion, it would be appropriate to similarly redesignate the lands east of Martin Grove to Community Areas. As illustrated in the Context Plan, the subject site is surrounded by parks, schools, ravines and trails, along with residential and commercial uses, including sites to the east and west that have been converted from Employment to Community Areas.

A High-Rise Mixed-Use designation on the subject site would be more appropriate within the evolving context and contribute to the Province's goal of delivering 1.5 million new homes by 2031.

In addition, the proposed redesignation would contribute to the City of Vaughan's objectives related to intensification, complete communities, and the efficient use of land and infrastructure. In this respect, the proposed redesignation would help accommodate the City's population and employment targets of 575,900 residents and 354,300 jobs by 2051.

Background

In June 2024, an Official Plan and Zoning By-law Amendment application was submitted to permit the redevelopment of the subject site with a high-rise mixed-use development. The application proposed two mixed-use buildings, each containing two 35-storey towers, for a total of four towers. The application proposed a total of 1,221 residential dwelling units and 114,665 square metres of gross floor area (the "initial proposal"). The proposed Official Plan Amendment seeks to redesignate the site from Employment Areas to Community Areas and from General Employment to High-Rise Mixed-Use. These applications are currently under review by the City.

Analysis

We are requesting that Schedule 1 be modified to designate the lands Community Areas and that Schedule 13 be modified to designate the lands High-Rise Mixed-Use. These land use designations would permit the proposed redevelopment of the lands contemplated in the current OPA and ZBA applications.

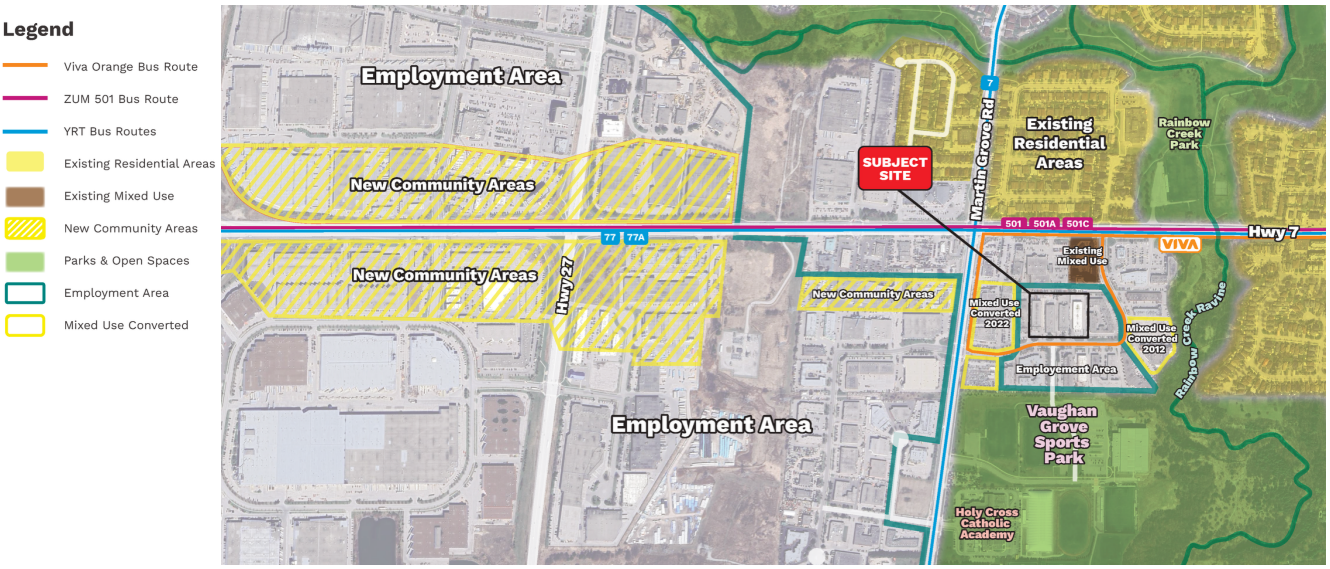
It is our opinion that the proposal and specifically, the requested Official Plan Amendment, is appropriate and desirable as it would permit the redevelopment of the lands with a mixed-use development that would contribute to a complete community by providing additional housing options and retail/service uses to an area that is evolving from a primarily commercial and light industrial area to a mixed-use area that would allow future residents to live, work and play.

The area is within walking distance of recreational facilities, schools, a grocery store and planned higher-order transit. The Official Plan Amendment is sought to redesignate the site to permit the proposed residential, commercial and daycare uses. In our opinion, the proposed redesignation is appropriate given the context described above, as well as the availability of employment lands in York Region and the City of Vaughan, as well its proximity to other redesignations that have been approved.

Specifically, the existing Employment Area east of Martin Grove Road has become fragmented as a result of the approved conversions at 7625 Martin Grove Road and 211 Woodstream Boulevard (approved May 20, 2020). These conversions have significantly reduced the size and continuity of the Employment Area, undermining its viability as a cohesive employment district (see **Figure 1 – Emerging Context**).

When reviewing Draft Schedules 1 and 13, the subject site is surrounded by lands proposed to be designated Community Areas and Mid-Rise Mixed-Use to the north and northwest and Community Areas and High-Rise Mixed-Use to the southeast, all of which permit residential uses. Given the diminished employment function of this area, the small and isolated nature of the remaining Employment-designated lands, and the site's direct adjacency to existing and planned residential and mixed-use development, it is our opinion that the requested Community Areas and High-Rise Mixed-Use designations are more appropriate. These designations would provide for more compatible and context-sensitive land uses that support the City's broader objectives for complete communities, intensification, and efficient use of land.

Figure 1 – Emerging Context



Conclusions

For the reasons outlined above, it is our opinion that the Community Areas and High-Rise Mixed-Use designations are preferable to the Employment Areas and General Employment designations proposed in the Draft Official Plan as it would more effectively achieve the Province's goals to promote the delivery of new housing supply and support the efficient use of land and infrastructure on lands that are well served by municipal infrastructure, and the City of Vaughan's goals for intensification,

complete communities, and accommodating forecasted population and employment growth in a compact, transit-supportive urban structure.

Thank you for your consideration of this requested modification. Should you have any questions or require any clarification, please do not hesitate to contact me or Hailey McWilliam of our office.

Yours very truly,

Bousfields Inc.



Michael Bissett, MCIP, RPP

C145.
Communication
CW(PM) – June 4, 2025
Item No. 10

Allyssa Hrynyk
905 513 0170 x134
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June 3, 2025

MGP File: 19-2836

Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

via email: clerks@vaughan.ca

Dear Members of Committee of the Whole:

RE: Item 4.10: Draft Vaughan Metropolitan Centre Secondary Plan
Comments on behalf of the Portage Conversion Landowners Group

Malone Given Parsons Ltd. is the Planning Consultant and Group Manager for the Portage Conversion Landowners Group ("**Portage Landowners**"), who own approximately 7.0 hectares of land on the north side of Portage Parkway between Millway Avenue and Applewood Crescent ("**Portage Lands**") in Expansion Area B. On behalf of the Portage Landowners, we have been actively participating in the Vaughan Metropolitan Centre Secondary Plan ("**VMCSP**") Update by providing commenting letters, meetings with City Staff, and speaking before the VMC Subcommittee on numerous occasions.

MGP has reviewed the materials to be presented at the June 4th Public Meeting for the Draft Vaughan Official Plan, including the VMC Secondary Plan, and provide the following comments.

Comments on Schedules

Parkland Configuration and Mews identified on the Portage Lands

The Portage Landowners continue to have concerns with respect to the parkland distribution within the Portage Lands and with the proposed mews located north of Portage Parkway, between Applewood Crescent and Edgeley Boulevard, and shown on multiple schedules of the VMCSP. Our concerns are expressed in detailed in previous correspondence and remain valid with the draft materials presented on June 4th, however, we have been working collaboratively with project Staff to find solutions to these concerns and are confident based on current correspondence a solution is near at hand. Should the schedules not be revised our concerns outlined in the March 25, 2025 letter to the VMC Subcommittee remain.

Future Subway Line Alignment

We request that this alignment be adjusted to match the Millway Ave right-of-way to not unduly impede the adjacent properties. We request clarification if this linework reflects the 'built' location and alignment of the subway tunnel.

Considering the potential impacts of the future extension beneath adjacent sites on future redevelopment efforts, we consider this information of paramount importance. If the intent is that the future extension would cross any potential development site, we suggest it is necessary to include policies outlining as such, including policies 5.2.3, 5.3.17, and 9.1.13.

Comments on Policies

1. **Policy 4.2.2 states that:**

   "All development approvals within the VMC shall be conditional upon commitments to identify, fund, plan and implement the required elements of this Plan, including the water, wastewater, stormwater and transportation systems, parks and community services, to the satisfaction of the City and the Region, as applicable. Further, all improvements to water, wastewater, stormwater and transportation systems required to support any development application shall be identified, funded, planned and implemented in advance of, or concurrent with the removal of a Holding Symbol (H) and/or the issuance of any building permit, to the satisfaction of the City and the Region, as applicable. Development will be not be permitted to proceed within the VMC until the City is satisfied that sufficient capacity within the transportation system can be funded, planned and implemented to support it, as per the VMC TMP."

   We suggest this policy be broken down into three separate policies (i.e. each sentence a separate policy). We also request clarification on what the first sentence is asking for; commitments from whom? Funding is provided from agencies, developers, and the municipalities who have varying responsibilities. We are concerned that commitments will be expected from the Portage Landowners for areas outside the scope, such as for community services that is out of their purview.

2. **Policy 4.2.3 states that:**

   "Development in the VMC shall only be permitted if it can be demonstrated to the satisfaction of the City that sufficient parkland will be provided within the VMC Secondary Plan Area, or in areas in proximity to and accessible from the VMC, to provide for a minimum of 0.3 ha of parkland per 1,000 residents."

   This parkland provision is above and beyond what can be acquired by the municipality through the Parkland Dedication requirements of the Planning Act. Parkland dedication is generally dealt with through site by site development applications and this provision appears to delay development due to no fault of an application should the City not have sufficient parkland acquired.

3. **Policy 4.3.2 states that**

   "Given the extended projected timeline for full build-out of the VMC, the objective to create a contiguous complete community that will expand over time, and the intent to support orderly development, each phase of development shall:

   a. Contribute to key public spaces and community focal points, such as Millway Avenue (between Portage Parkway and Doughton Road) and the parks system;

b. Contribute to the rational and contiguous extension of redeveloped built form, the public realm and active transportation networks from the central spines of Highway 7 and Millway Avenue;

c. Contribute significant non-residential uses;

d. Contribute significantly to the provision of community services; and/or

e. Be located within close proximity of a higher-order transit station."

We understand and agree with the above goals as general notions for the VMC, but suggest that the word "shall" be replaced with "be encouraged to".

4. Policy 4.3.4 States that:

"All development within VMC shall be subject to an implementing Zoning By-law and Site Plan Approval. All implementing Zoning By-law approvals shall be subject to a Holding Symbol (H). The phasing of development shall be established on the basis of the requirements for the removal of the Holding Symbol (H), in accordance with the policies of this Plan, including consideration for the growth management policies in Section 4 and the intent to support the orderly development of the VMC."

This appears to be a misuse of the Holding provisions, where ALL applications are subject to holding regardless of conditional requirements such as servicing, infrastructure or allocation. Such an approach to holding could delay the delivery of housing and funding to the City.

5. Policy 5.3.2 states that

"Minor modifications to the location and alignment of planned streets are permitted without amendment to this Plan, provided the intersections in Schedule C that include a major or minor collector street or arterial street are maintained in their general location. [...] The precise location, alignment and design of the streets and mews identified on Schedule C shall be determined by the City through a municipal class Environmental Assessment and/or the development application process, as appropriate, in consultation with the Region of York, with consideration for matters such as the equitable distribution of costs and land consumption, development phasing, traffic management, and access requirements."

More information is requested as to how the City intends to acquire and ultimately implement the new east-west local road along the north boundary of Expansion Area B.

6. Policy 5.3.5 states that

"[...] Final right-of-way requirements will be determined during the review of development applications or through Environmental Assessment processes, where necessary."

Same comment as above.

7. Policy 5.3.8 states that

"The rights-of-way for new local streets and mews shall be free of all surface and below grade encumbrances, including parking, private utilities, structures, and systems except where the applicant demonstrates, through a justification report, that…"

We request that Staff clarify if this policy applies to private mews as well.

8. Policy 6.5.2 states that

"…All new private residential construction shall strive to be net-zero ready in accordance with the Canadian Home Builders' Association Net Zero Home Labelling Program or Passive House Standards, and all new industrial, commercial and institutional buildings shall strive to achieve net-zero by 2050. In addition, all applicable development proposals located in Intensification Areas as defined in VOP 2025 shall meet or exceed a minimum performance standard of LEED™ Silver."

First, we suggest this policy be split into two – those applicable to public buildings and those applicable to private buildings. It is not appropriate to require LEED Silver given it is a proprietary program. The City has its own standards that should be utilized. We suggest that the word "shall" be replaced with "be encouraged to".

9. Policy 7.1.1 states that

"The City shall develop a minimum of 28 hectares of parkland in the VMC through the acquisition and development of parks identified in Schedule E. This parkland shall serve as the core of the parks system and shall not be substituted by other areas or other forms of open space. Parkland not identified in Schedule E shall not count toward the minimum."

Further details should be provided regarding how the City will acquire this amount of parkland, in accordance with the Planning Act requirements.

10. Policy 7.1.7 states that

"Parks shall generally be secured through the plan of subdivision process."

It is our understanding that Parkland Dedication can also be secured through the Site Plan Approvals process as well as other planning and development mechanisms. Given most of the VMC has already been subdivided we would suggest removal or revision of this policy.

11. Policy 7.2.2 states that

"Urban parks shall meet the following requirements:

a. Provide a minimum contiguous area of 0.75 hectares;

b. Maintain public street frontage along 50% of the park perimeter, distributed across a minimum of two public streets; and

c. Include facilities to support both active and passive recreation as determined through the park design process."

12. Similarly, Policy 7.2.3 states that:

"Public squares shall meet the following requirements: a. Provide a contiguous area between 0.2 and 0.75 hectares; b. Maintain public street frontage along 50% of the park perimeter, distributed across a minimum of two public streets; and c. Include facilities to support both active and passive recreation as determined through the park design process."

As mentioned above, we continue to have concerns with respect to the size and geometry requirements for all parks. If you look around the world at great cities, parkland in urban areas is beneficial at a variety of sizes and configurations. These policies may have ill intent on the VMC, and limit creativity and innovation as it relates to providing much needed parks and open space in the VMC. As discussed above and with Staff, we continue to work with Staff to find a suitable alternative approach to parkland in the Portage Lands. The current solution considers an Urban Park under 0.75 hectares in size. We request flexibility in this size of parks anticipated for Urban Parks.

13. Policy 7.2.5 states that

"Further to Policies 7.2.2. and 7.2.3, all parkland proposed for dedication shall meet the following requirements to be deemed acceptable by the City:

b. Maintain a depth-to-width ratio not exceeding 1:4;"

We request that this sub policy be removed based on going discussion with Staff to provide parkland within the Portage Lands.

14. Policy 9.1.5 states that

"Development in the VMC shall demonstrate to the satisfaction of the City that sufficient retail and service uses are present to support the anticipated needs of the local population for daily necessities, as per the intent of this Plan."

We request further clarity on who is expected to conduct this study or is it sufficient to include an analysis within a planning justification report?

15. Policy 9.1.16 states that

"For any development or redevelopment of lands where sensitive land uses are proposed to be located or are located within 1000 metres of an Employment Area and/or the MacMillan Rail Yard, the Applicant shall be required to undertake a Land Use Compatibility Study. The study shall address the following requirements to the satisfaction of the City, and where deemed necessary by the City, in consultation with CN Rail:

a. *Evaluate potential adverse impacts of noise, vibration, dust, odour, air quality, traffic-related air pollution, and fire and safety hazards posed by major facilities, industrial uses, the MacMillan Rail Yard, a rail line, and/or 400-series highway;*
b. *Evaluate land use compatibility and demonstrate that appropriate separation distances are maintained and that potential adverse impacts are avoided;*

c. *Where avoidance is not possible, identify mitigation measures to minimize or mitigate such impacts; and*
d. *Identify if detailed technical studies are required."*

Almost the entirety of the VMC lands are within 1000 metres of Employment Areas and as such, this requirement is overly enormous considering the sensitive development that has already been constructed in the VMC. We request that this policy be scoped to reflect the Provincial D6 guidelines for Class 3 industries which has a minimum separation distance of 300 metres.

16. Policy 9.2.4 states that

"…To that end, office, retail and service commercial uses shall be required to account for 10% of total gross floor area on all sites within the Mixed Use designation on Schedule G."

We suggest that this provision is too broad and will be difficult for individual applicants to measure. How does the City intend to monitor this? If the existing VMC does not achieve this target, future developments within the Expansion Area will be overburdened to provide for this. We suggest that this policy be changed from "office, retail and service commercial uses shall be required…" to "development within the VMC shall strive to achieve 10% of total GFA on all sites within the mixed-use designation on Schedule G to comprise of office, retail and service commercial uses."

17. Policy 9.2.5 provides further requirements on the provision of non-residential GFA which may not capture all nuances of individual development. Additional flexibility is requested to help foster non-residential uses rather than impede them.

18. Policy 9.7.2 states that

"A minimum of 35% of new residential units within the VMC shall be affordable, as defined by the Province. A portion of affordable units shall be accessible for seniors and people of different or varying abilities."

We are concerned with how the City aims to achieve this metric of affordable units within the VMC. We request clarity on whether the City intends to allow for attainable housing to help meet the goals of Affordable Housing within the Draft OP.

Policies should be expanded to provide more clarification regarding how this can be achieved and incentivizing the provision of affordable housing and rental housing. The City should consider pre-zoning and changes to approval requirements and timelines to expediate construction and reduce soft costs associated with housing. We also note that there are inconsistencies between the VMCSP and the VOP, where the VOP specifies "*the City will strive to achieve the following…"* for the affordable housing goals or requirements. We suggest the VMCSP revise the policy accordingly.

19. Policy 9.7.6 states that

"All development that includes a residential component shall demonstrate their contribution to a full range of housing through the preparation of a Housing Options Statement, in accordance with Policy 3.2.2.8 of the VOP 2025."

The referred subsection no longer exists in the draft VOP 2025. We request that this be deleted.

20. Section 9.9 Built Form Policies:

These policies should remove the absolute metrics and instead define the desired outcome or condition the metric intends to mitigate. There are always a variety of urban design solutions to deal with desired outcomes or mitigate negative impacts of built form and defining those solutions so precisely in the Secondary Plan removes an element of innovation, creativity or spirit of place and generally results in an effect of "sameness" through an area.

21. Policy 9.9.6 states that

"Buildings generally shall be built to a consistent build-to line defined in the Zoning By-law, generally 2-5 metres from the edge of the right-of-way. Maximum and minimum setbacks and build-to lines shall be guided by urban design guidelines for the VMC and shall be included in the Zoning By-law. Front setbacks of up to 5 metres may be appropriate along retail streets, including those identified in Schedule H, to provide an extension of the public realm and accommodate retail displays, street furniture and restaurant patios. In areas that are predominantly residential within each precinct, a setback of generally 3-5 metres from streets and open spaces will provide for front yards, gardens or patios and stairs. Built form adjacent to Parks and Environmental Open Space shall have a build-to line between 3-5 metres to provide appropriate buffering and transition. Along the eastern edge of the Black Creek corridor between Highway 7 and Interchange Way, identified in Schedule I, buildings generally shall be set back a minimum of 3-5 metres from the corridor, with setback distance and design interface guided by the VMC Urban Design Guidelines and subject to review through the development approval process."

Site design-specific policies with respect to build-to lines are better suited for a zoning by law than in a Secondary Plan. We request specific metrics be removed and the desired outcome be defined.

22. Policy 9.9.25 states that

"Residential towers shall have average floorplates no greater than 800 square metres…"

The in-force VOP 2010 currently permits a tower floorplate size of 850 sq.m. and such request that the current permitted size be maintained.

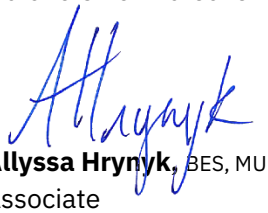
We thank you for the opportunity to provide input on the Draft VMCSP and look forward to working with Staff through the process. We reserve the right to provide additional comments on the Draft VMCSP, and would like the opportunity to discuss with staff, prior to final adoption

and approval of the Vaughan Official Plan and the VMCSP, as we continue to review the proposed amendment.

Should you have any questions or wish to discuss our comments, please do not hesitate to contact me at 905.513.0170.

Yours very truly,

Malone Given Parsons Ltd.



Allyssa Hrynyk, BES, MUDS, MCIP, RPP, AICP
Associate

cc *Portage Conversion Landowners Group*

C146.
Communication
CW(PM) – June 4, 2025
Item No. 10

Allyssa Hrynyk
905 513 0170 x134
AHrynyk@mgp.ca

June 3, 2025

MGP File: 19-2836

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

via email: clerks@vaughan.ca

Dear Members of Council:

RE: Comments on Draft Official Plan
Portage Conversion Landowners Group, City of Vaughan

Malone Given Parsons Ltd. is the Planning Consultant and Group Manager for the Portage Conversion Landowners Group ("**Portage Landowners**"), who own approximately 7.0 hectares of land ("**Portage Lands**") on the north side of Portage Parkway between Millway Avenue and Applewood Crescent within the City of Vaughan.

The Portage Lands are subject to an employment conversion, approved by York Region Council on October 22, 2020. This conversion came into effect with the Provincial approval of the 2022 York Region Official Plan. Additionally, the Portage Lands are within Expansion Area B of the Vaughan Metropolitan Centre Secondary Plan Update as endorsed for inclusion into the VMC Secondary Plan area by the VMC Subcommittee earlier in 2024.

On behalf of the Portage Landowners, we have reviewed the Draft Official Plan ("**Draft OP**") and provide the following comments:

Comments on Policies

1. Policy 4.1.1.1 states that

"To advance and coordinate Affordable Housing needs, policies and targets, the City will strive to achieve the following:

b. that a minimum of 35% of new residential units in the Vaughan Metropolitan Centre and Protected Major Transit Station Areas be Affordable Housing;

d. that a certain portion of Affordable Housing units be accessible for seniors and people of different or varying abilities;

e. that all new Secondary Plans include provisions to demonstrate how Affordable Housing targets will be met;"

The Portage Landowners are concerned with how the City aims to achieve this metric of affordable units within the VMC. We believe any updates to policies with respect to Affordable Housing should be dealt with through the VMCSP. Furthermore, we

request clarity on how the City intends to achieve the Affordable Housing goals and on how the 35% will be determined – through a site-by-site basis or evaluated as a whole for the VMC?

2. Policy 4.3.3.14 states that

"That High-Rise Buildings should be designed as slender towers and spaced appropriately to provide appropriate privacy and daylight conditions for people living and working within them, to minimize shadows created by such buildings and to contribute to overall excellence in the Vaughan's urban design, through the following criteria:

a. the base and/or podium of the building should be no longer than 80 metres in length;

b. the floorplate of the building, measured as the total area contained within the exterior face of a building, excluding balconies, for Storeys above the podium generally shall be no greater than 750 square metres, except for High-Rise Buildings containing office uses above the twelfth Storey;"

The in-force VOP 2010 currently permits a tower floorplate size of 850 sq.m. and as such we request that the current permitted size be maintained.

3. Policies 4.3.3.5-4.3.3.7 are site design-specific policies regarding Stacked Townhouse and Back-to-Back Townhouse forms that are better suited for a zoning by law than in an Official Plan. We request that they be removed.

4. Policy 4.3.3.8 states that

"To ensure permeability between groupings of buildings any given block of Townhouses, Stacked Townhouses and/or Back-to-Back Townhouses shall have a maximum linear length of 40 metres."

This policy amends existing VOP 2010 Policy 9.2.3.3(c), which currently limits a building containing a row of Stacked Townhouses to be no longer than 50 metres, and amends Policy 9.2.3.2(a), which limits townhouse blocks to a maximum of 6 units in a row. The existing policy is the industry standard in Vaughan and should not be limited further. We request that this policy be removed or revised to maintain block lengths at 50 metres for all Townhouse types.

5. Policy 4.4.5.7 states that

"That a proposed park is identified within the limits of a property, the applicable park lands shall be dedicated to the City as a condition of the first residential Development approval within the limits of the property and where necessary, be subject to appropriate legal agreements respecting interim use of the land for parking for existing uses, construction access and staging purposes, at a nominal fee to the landowner."

We request that more flexible language be used and replace "shall" with "may". There may be implementation issues with respect to future parks on the Portage Lands.

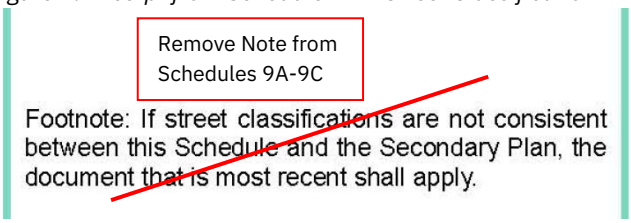
Comments on Schedules

Street Network

A road network is shown in for the Portage Lands in Schedule 9A – Street Classification, Schedule 9B – Street Types, and Schedule 9C – Cycling Facilities and Trails. We understand that the VMC Transportation Master Plan is currently being undertaken in concurrence with the VMCSP update. However, the footnote indicating that if there are inconsistencies between the schedule and the Secondary Plan, the document that is most recent shall apply. This footnote conflicts with Policy 1.4.1.10 of the Draft OP, which note that the policies of the Secondary Plan prevail over Volume 1 of the VOP 2010, in the case of a conflict.

In our opinion, this footnote should be deleted to avoid confusion when read with the above noted interpretation policies.

Figure 1: Excerpt from Schedule 9A – Street Classification



Source: City of Vaughan (2025)

We thank you for the opportunity to provide input on Draft OP and look forward to working with Staff through the process. We reserve the right to provide additional comments on the Draft OP, and would like the opportunity to discuss with staff, prior to final adoption and approval of the Vaughan Official Plan, as we continue to review the proposed amendment.

Should you have any questions or wish to discuss our comments, please do not hesitate to contact me at 905.513.0170

Yours very truly,
Malone Given Parsons Ltd.

Allyssa Hrynyk, BES, MUDS, MCIP, RPP, AIC
Associate

cc *Portage Conversion Landowners Group*

Nine-Ten West Limited

C147.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 3, 2025 DELIVERED BY EMAIL

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Office of the City Clerk

Re: Committee of the Whole Public Meeting June 4, 2025
Agenda Item 4.10 – Draft New Vaughan Official Plan 2025

Nine-Ten West Limited manages lands within the Carville District Secondary Area in both the northwest and northeast quadrants. We appreciate the opportunity to provide comments on the new draft Vaughan Official Plan 2025 which can be found below.

Schedule 2 – Natural Heritage Network

This schedule identifies a core feature within the Carrville District Centre at the northwest corner of Rutherford Road and Dufferin Street surrounded by a pink area "Top Be Determined Through Future Studies." This designation should be removed as it does not reflect that the limits of this feature have already been studied and determined through draft plan of subdivision 19T-12V009 and the subsequent registration of the first phase of development. Please see the enclosed highlighted schedule identifying the core feature in question.

Schedules 9A & 9B – Street Classification & Street Type

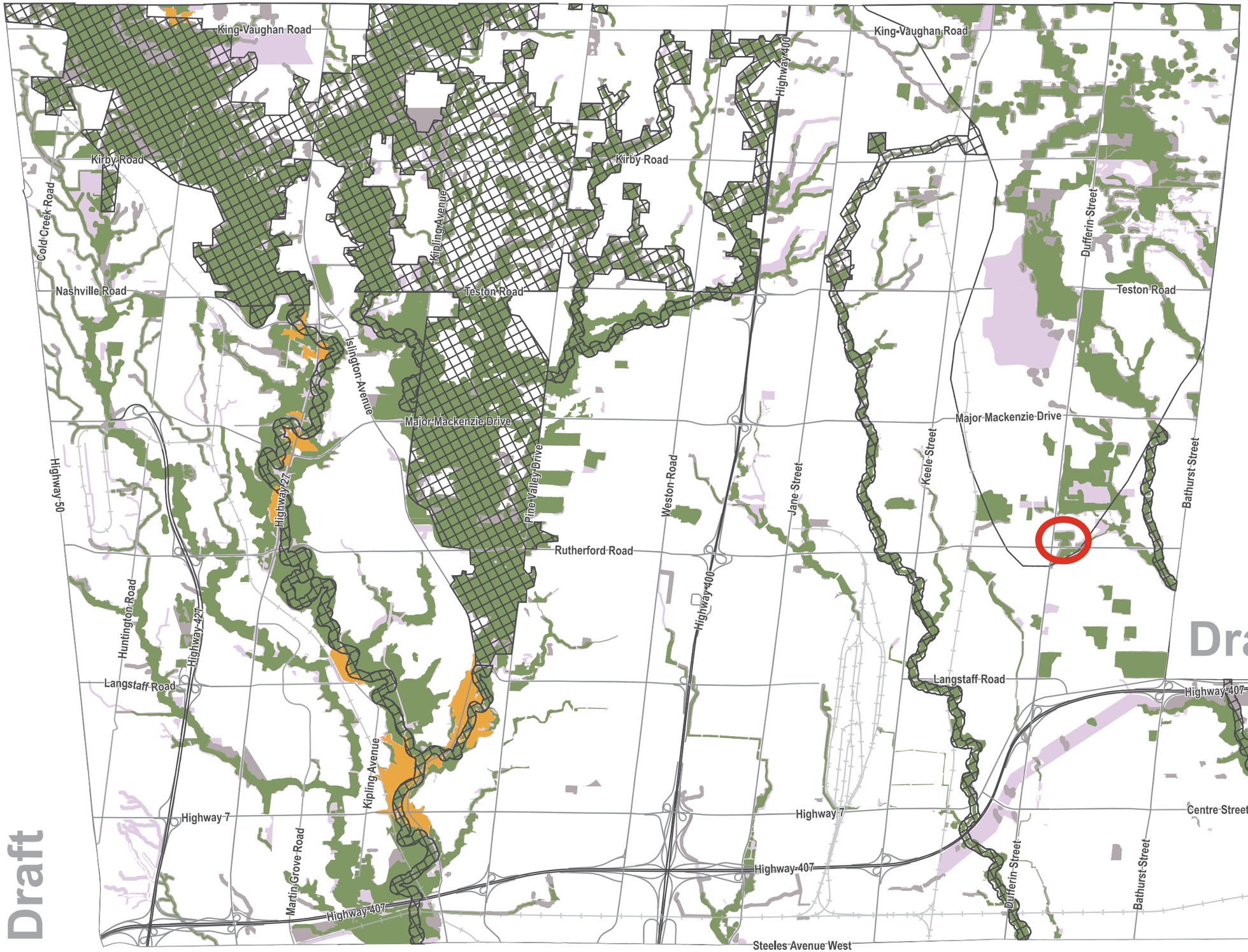
Main Street within Carrville District Centre Block 18 has been identified as a 24m Minor Collector, however, the secondary plan identifies this as a 23m Minor Collector through policy 11.2.18.2c. Please correct Schedules 9A & 9B to match the secondary plan. Please see the enclosed highlighted schedule identifying the street in question.

We thank you for your time on this matter and look forward to further discussing the foregoing with the Project Team.

Sincerely,
Nine-Ten West Limited

c/o The Remington Group Inc.
Eric Del Favero
Project Manager, Land Development

The City of Vaughan makes every effort to ensure that Schedules are free of errors but does not assert that the schedules are spatially, tabularly or temporally accurate.
The Schedules are provided by the City of Vaughan without warranties of any kind, either expressed or implied.



Draft

Draft

May 2025

SCHEDULE 2

VAUGHAN

Natural Heritage Network

- Core Features
- Built-Up Valley Lands
- To be Determined Through Future Studies

Base Map

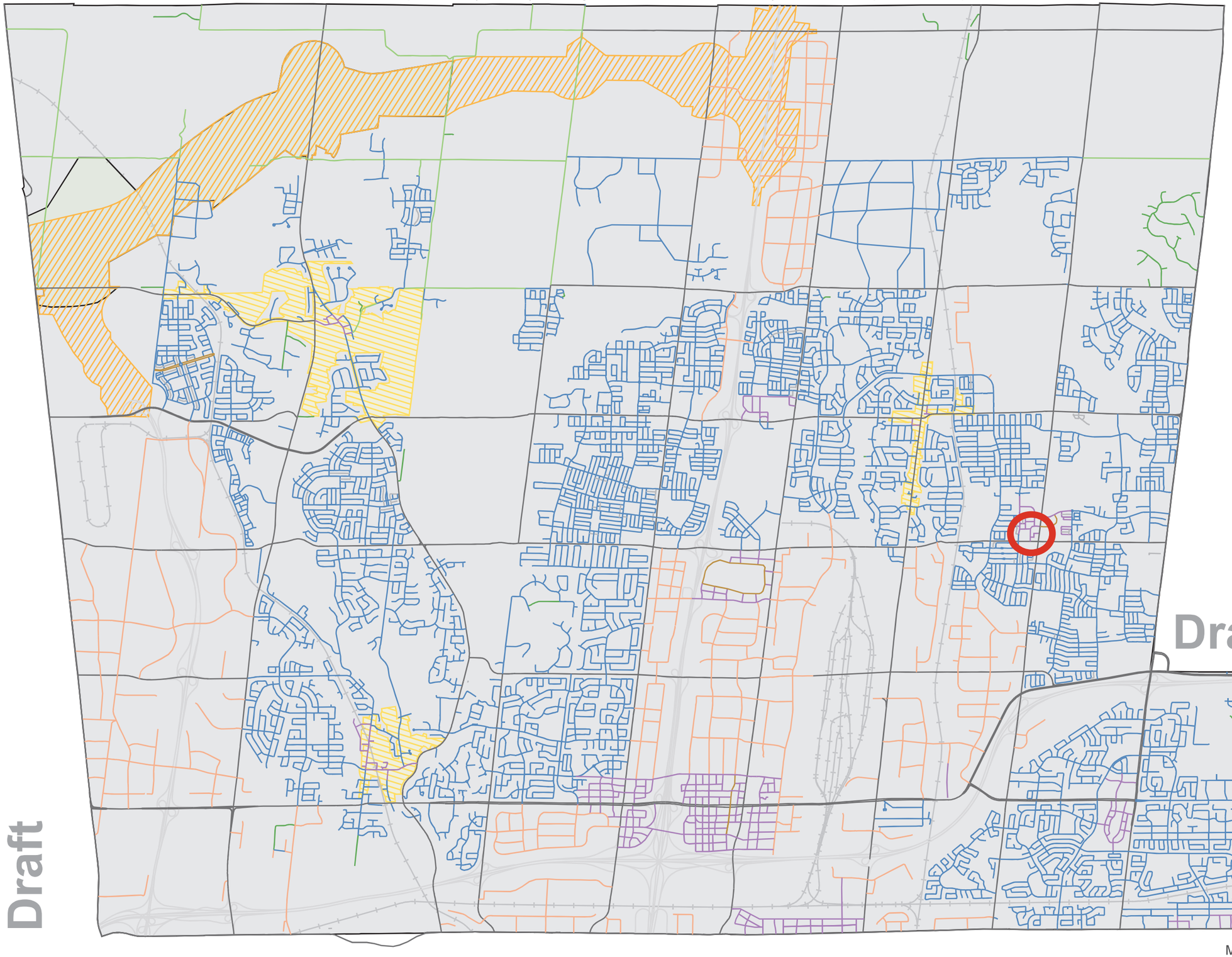
- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area[1]
- Greenbelt Plan Area, Natural Heritage Network
- Road Network
- Railway

The policy text in Chapter 3 prevails over the mapping shown on Schedule 2 in determining the Natural Heritage Network. Core features shall be precisely delineated on a site-by-site basis through the approval of the Planning Act Applications supported by appropriate technical studies.
Refinements to the NHN may occur through Secondary Plan or development approval processes and shall be reflected on this schedule without the need for an Official Plan Amendment.
The block plan process is a non-statutory process in accordance with the Planning Act.
Where the schedule does not accurately reflect an existing development approval,
the schedule may be updated without the need for an Official Plan Amendment.

[1] See Schedule 4 for limits and land use information of the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area

0 1 2 3 Km

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The Schedules are provided by the City of Vaughan without warranties of any kind, either expressed or implied.



May 2025

SCHEDULE 9A

VAUGHAN

Street Classification

Street Classification

	Arterial (36m)	Major Collector (30m)	Minor Collector (24m)	Local (20m)
Natural				
Community				
Employment				
Centres				
Proposed Street				

Special Classification

York Region Arterial Road

Heritage Conservation Districts

Railway

Proposed Highway 413

Focused Analysis Area

Narrowed Area of Interest

Municipal Boundary

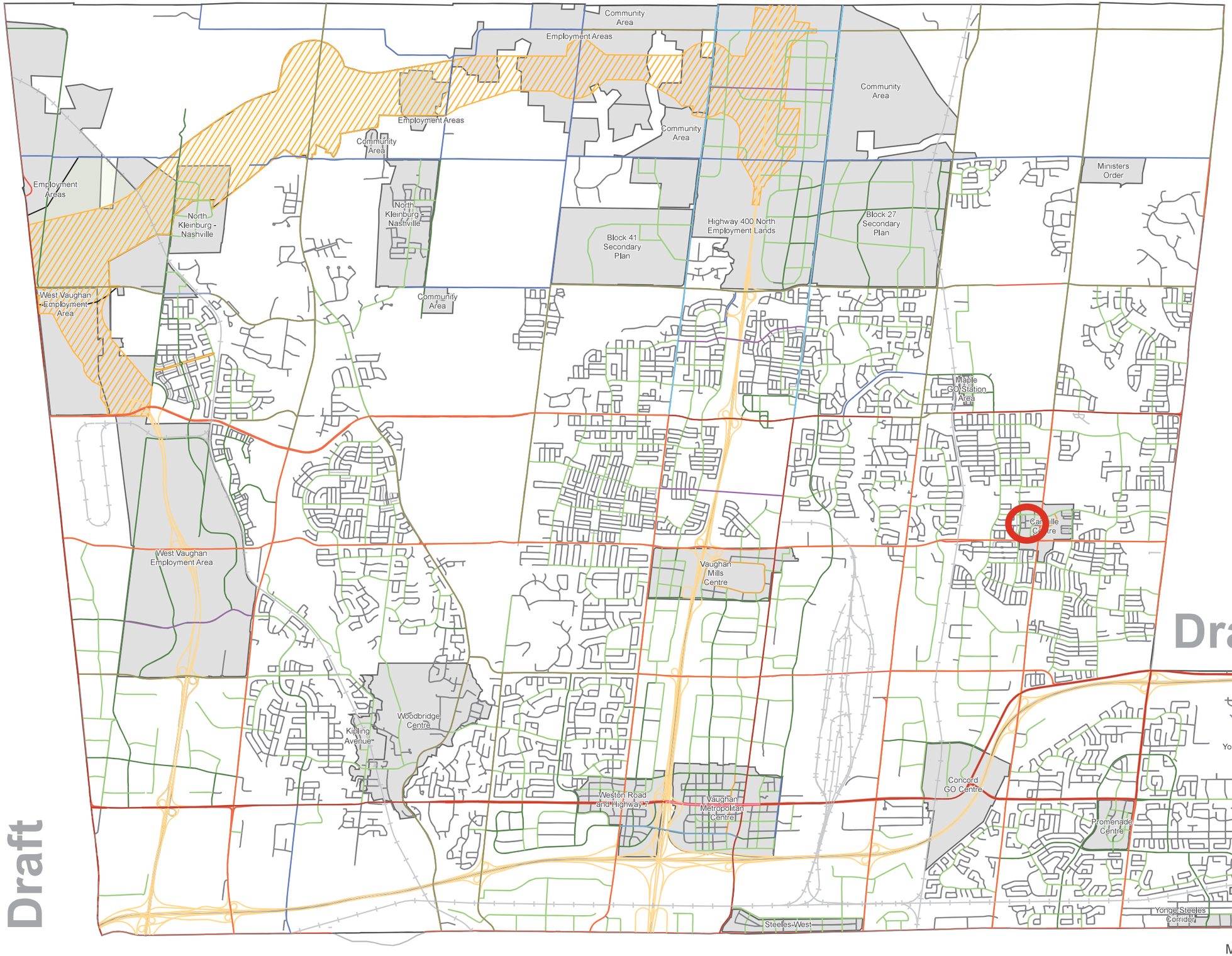
Footnote: If street classifications are not consistent between this Schedule and the Secondary Plan, the document that is most recent shall apply.

Standard right-of-way requirements, including but not limited to street elements and widths, may be reviewed and modified in designated Heritage Conservation Districts at the discretion of the City.

Additional information on streets with Special Classification can be found in the corresponding Secondary Plan and/or Area Specific Policies of the Vaughan Official Plan.

0 1 2 3 Km

The City of Vaughan makes every effort to ensure that Schedules are free of errors but does not assert that the schedules are spatially, tabularly or temporally accurate.
The Schedules are provided by the City of Vaughan without warranties of any kind, either expressed or implied.



May 2025

SCHEDULE 9B

VAUGHAN

Street Types

- Existing
- Proposed

Functional Classification

- Highways

Major Arterial

- Up to 26 m
- Up to 30 m
- Up to 36 m
- Up to 41 m
- Up to 43 m
- Up to 45 m
- Up to 60 m

- Minor Arterial (36m)
- Major Collector (30m)
- Minor Collector (24m)
- Special Classification (varies)
- Local (20m)
- Areas Subject to Secondary Plans
- Railway

Proposed Highway 413

- Focused Analysis Area
- Narrowed Area of Interest
- Municipal Boundary

Footnote: If functional classifications are not consistent between this Schedule and the Secondary Plan, the document that is most recent shall apply.

Standard right-of-way requirements, including but not limited to street elements and widths, may be reviewed and modified in designated Heritage Conservation Districts at the discretion of the City.

Additional information on streets with Special Classification can be found in the corresponding Secondary Plan and/or Area Specific Policies of the Vaughan Official Plan.

0 1 2 3 Km

WESTON CONSULTING

C148.
Communication
CW(PM) – June 4, 2025
Item No. 10

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

June 3, 2025
File 6988

Attn: **Fausto Filipetto, Project Manager**
Re: **City of Vaughan Official Plan 2025 – Draft May 2025**

Weston Consulting is the planning agent for Dev-West Properties Inc., the registered owner of the lands municipally addressed as 7600 Weston Road in the City of Vaughan (herein referred to as the **"subject lands"** or **"site"**) and legally described as LT 3 PL 65M2339 EXCEPT PT 1, YR2278100; S/T LT247794 CITY OF VAUGHAN. We are monitoring the Vaughan Official Plan Review (the "**OPR**") and Weston 7 Secondary Plan (the "**W7 SP**") processes on behalf of our client, having previously submitted letters on October 31, 2023, June 4, 2024, and April 10, 2025. We are submitting the following comments with respect to the May 2025 Draft of the Vaughan Official Plan (the "**Draft Official Plan**"), which includes an updated draft consolidation of the W7 SP.

Our previous comments on numerous consolidations of the W7 SP have addressed prescriptive built form and parks and open space policies, right-of-way ("**ROW**") widths, expansion of existing uses, minimum retail gross floor area ("**GFA**") requirements, and flexibility in permitted heights and densities. With respect to the OPR, our feedback to this point has been in regard to retail requirements at grade, intensification rates, attainable housing definitions, transitionary measures accounting for adjacent uses, parkland dedication provisions, tower separation distances, and clarification on the intent and meaning of specific policies and definitions.

This current version of the Draft Official Plan and W7 SP do not appear to have made significant changes with respect to the matters addressed through our previous correspondence. In terms of the road network, we note that *Schedules 9A (Street Classification) and 9B (Street Types)* of the Draft Official Plan now appear to delineate proposed internal *Local Centre Roads* bisecting through the site. The layout is consistent with that which has been shown in both the previous and current drafts of the Weston 7 Secondary Plan, and in alignment with comments which were previously provided through that process, we believe that through dividing the site into small parcels, the proposed road network hinders the comprehensive and cohesive development potential of the subject lands, significantly limiting their viability.

Our previous letter requested and provided reasoning for opportunities to increase the minimum intensification rate within the Built-Up Area, which was 58% in the January 2025 Draft. This provision, now contained in policy 2.1.2.1 (b), has shifted in the opposite direction, being reduced to 57% within what is now described as the *Built Boundary*. We maintain our previous position that further study may reveal opportunities to shift this rate in the opposite direction.

While policy with respect to the proportion of new residential units being Affordable Housing remains unchanged, we acknowledge the removal of references to and the definition of *Attainable Housing* within this draft, along with modification to the *Affordable Housing Definitions* as follows:

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917
westonconsulting.com
1.800.363.3558 F. 905.738.6637

Tenure	January 2025 Draft	May 2025 Draft
Ownership Housing	*housing for which the purchase price results in annual accommodation costs not exceeding 30% of gross annual household income for low– and moderate-income households.*	*the least expensive of:* *1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households;* *or* *2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality.*
Rental Housing	*a unit for which the rent is at or below 125% of the average market rent of a unit in the Regional Market Area, by bedroom type.*	*the least expensive of:* *1. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households;* *or* *2. a unit for which the rent is at or below the average market rent of a unit in the municipality.*
Low- and moderate–income household'	*means the lesser of:* *a) Households with incomes in the lowest 60% of the income distribution for the Regional Market Area* *or;* *b) Households with incomes in the lowest 60% of the income distribution for the local market area.*	*means:* *a) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the municipality* *or;* *b) In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.*

We recognize the additional clarity that has been provided through the revised modifications to the May 2025 draft as it relates to residential tenure. However, maintain that the proposed targets for affordable and rental housing should be achievable at a City and community scale, rather than a prescriptive requirement on a site specific basis.

Section 4.3.2 of the Draft Official Plan provides policy guidance for built form and development, largely contained within section 4.3.2.1, which in describing its provisions states that *"all new or redeveloped buildings in the City shall support the following design principles:".* The inclusion of the term "shall" is reflective of the policies which follow, as many include either "shall" or "will", both of which are highly prescriptive. In alignment with our previous submissions, we believe that this terminology, in the context of built form provisions, is overly prescriptive and request it either be modified to provide greater flexibility for variations in development criteria, or dismissed altogether, allowing for the Urban Design Guidelines to inform this aspect of development. We believe that doing so will more appropriately enable a broad range of design alternatives and responses to contextual factors, such as site-specific conditions and market demands.

Summary and Recommendations

In summary, despite changes to a number of policies between this and the January 2025 versions of the draft Official Plan, there are still outstanding provisions which we feel should be altered, and based on these materials, we cannot support the items described through this letter and our previously submitted correspondence. With

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1.800.363.3558 F. 905.738.6637

respect to the W7 SP, the changes appear even more limited, and we reiterate the requests which have been made through our previous submissions and are also enclosed with this material.

Weston Consulting will continue to monitor both the Official Plan review and Secondary Plan processes and reserves the right to provide further comments on this matter. We request to be notified of any future updates as well as any discussion pertaining to the applicable designations, overlays, and policies which have an effect on the Site, and to receive notice of any decisions by Committee and/or Council regarding this matter. Please contact the undersigned at extension 243 should you have any questions.

Yours Truly,
Weston Consulting
Per:



Sabrina Sgotto, HBA, RPP, MCIP
Partner, Planning Lead

c. Dev-West Properties Inc.
City Clerk, City of Vaughan

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
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Malone Given Parsons.

C149.
Communication
CW(PM) – June 4, 2025
Item No. 10

MGP File: 19-2816

June 3, 2025

Committee of the Whole, City of Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Via Email: clerks@vaughan.ca and oprmanager@vaughan.ca

Dear Mayor and Members of Council,

RE: Official Plan Review: Proposed May 2025 Draft
Block 55 Northwest/Copper Creek, City of Vaughan File BL.55W.2019

We are providing the following comments on behalf of the Block 55 Northwest Landowners Group for the proposed May 2025 Draft of the City of Vaughan Official Plan. We have provided comments on the previous drafts of the Official Plan, some of which have not been addressed.

We continue to believe that a number of the proposed Official Plan schedules do not correctly reflect the Official Plan Amendment approvals under OPAs 47 and 48. OPAs 47 and 48 clarified the residential permissions for the Block and the limits of the Greenbelt Plan. On a number of Schedules, further detailed below, there are two areas within the Urban Boundary that are designated as various environmental protection designations. Additionally, there are lands within the Greenbelt Plan Area that were designated as Community Area (refer to Appendix 2). These areas were brought into the Community Area as part of OPAs 47 and 48, and these schedules should be updated to reflect this. We note that these areas are correctly shown on the existing Schedule 1 to the 2010 City of Vaughan Official Plan (refer to Appendix 1).

Schedules *(See markup on Figures 1 - 4)*

Schedule 1 – Urban Structure shows two "Natural Areas and Agriculture" designations west of the Urban Boundary in Block 55 NW. The entirety of the lands within the Urban Boundary should be designated as Community Area, in conformity with the approved OPAs 47 and 48. The southern "Natural Areas and Agriculture" block appears to be the approximate location of the existing Golf Course Club House. OPA 48 designated the Club House as Private Open Space, which is within the over arching Community Area designation. It should not be designated as Natural Areas and Agriculture.

Schedule 1D – Agricultural System shows the lands east of the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area line as Prime Agricultural. This Schedule

includes areas that were designated as Community Area under OPAs 47 and 48 as Prime Agricultural Lands. The lands that were designated as Community Area under OPAs 47 and 48 should be removed from the Prime Agricultural Lands designation. Refer to Appendices 1 and 2.

Schedule 2 - Natural Heritage Network shows a pink-toned feature in the Phase 1 lands as "To be determined Through Future Studies". With the block plan and Phase 1 draft plan approvals, the necessary studies have been undertaken and approved and the feature does not exist. This feature should be eliminated from Schedule 2 to be consistent with those shown on Schedule 1. (See Figure 1). Furthermore, lands within the Greenbelt limits adjacent to Block 55 NW and Block 55 E have been studied through the Block Plan processes for each and should be shown as green or white.

Schedule 9C - Cycling Facilities and Trails shows a Planned Secondary Network trail winding through the valley lands of the existing Copper Creek golf course and private properties. Through discussions with the Parks Department as part of the previous OPA, Block Plan, Draft Plan and Zoning processes, including on site visits, it was determined that due to grades and the active and continued use of the lands as a golf course, a trail is not feasible on these properties. (See Figure 2).

We appreciate the work and time it took to prepare this document and the opportunity to provide input on the latest Draft of the Official Plan. We look forward to working with you, City staff and the WSP consulting team through the OPA process. Should you have any questions or wish to discuss our comments, please do not hesitate to contact me at 416 473-7638.

Yours very truly,

Malone Given Parsons Ltd.

Joan MacIntyre, MCIP, RPP
Principal

c. Christina Bruce, City of Vaughan
Fausto Filipetto, City of Vaughan
Aaron Hershoff, TACC Developments

Requested Amendments to Draft OPA Schedules

Figure 1: Excerpt from May 2025 Draft Official Plan, ***Schedule 1 – Urban Structure***

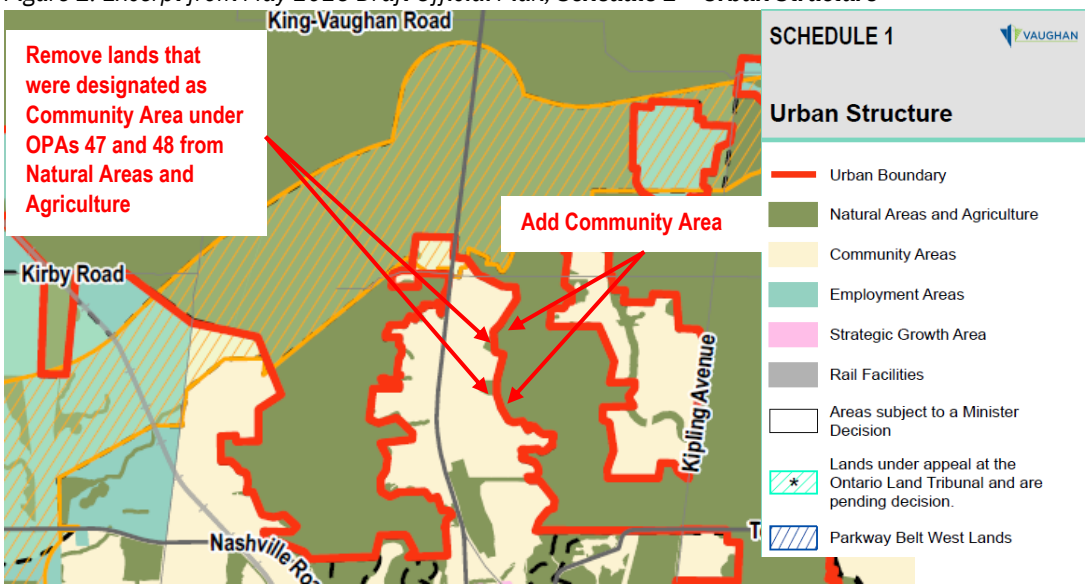


Figure 2: Excerpt from May 2025 Draft Official Plan, ***Schedule 1D – Agricultural System***

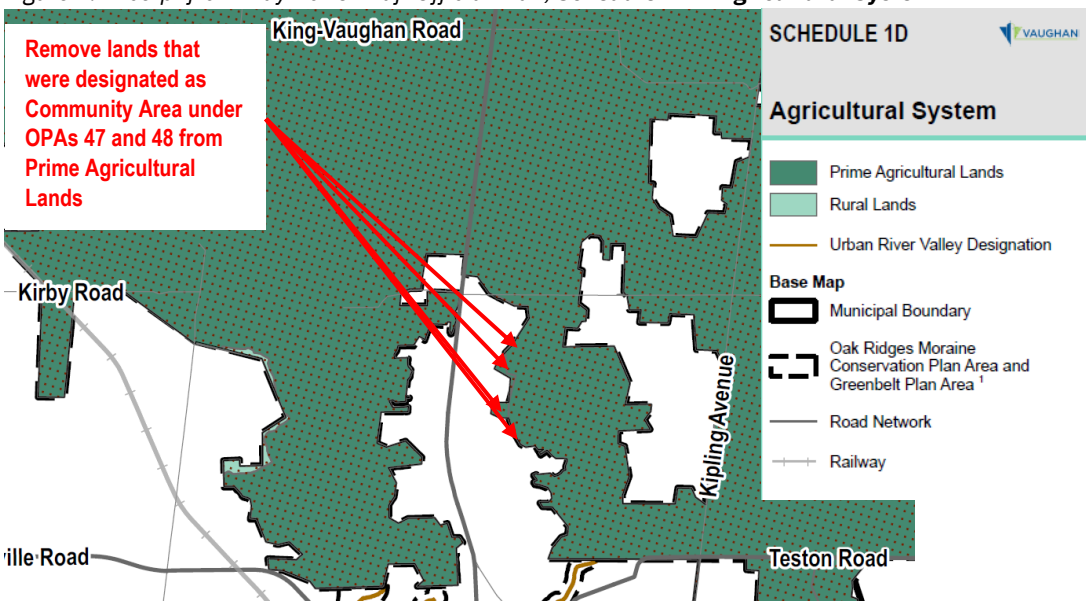


Figure 3: Excerpt from May 2025 Draft Official Plan, ***Schedule 2 - Natural Heritage Network***

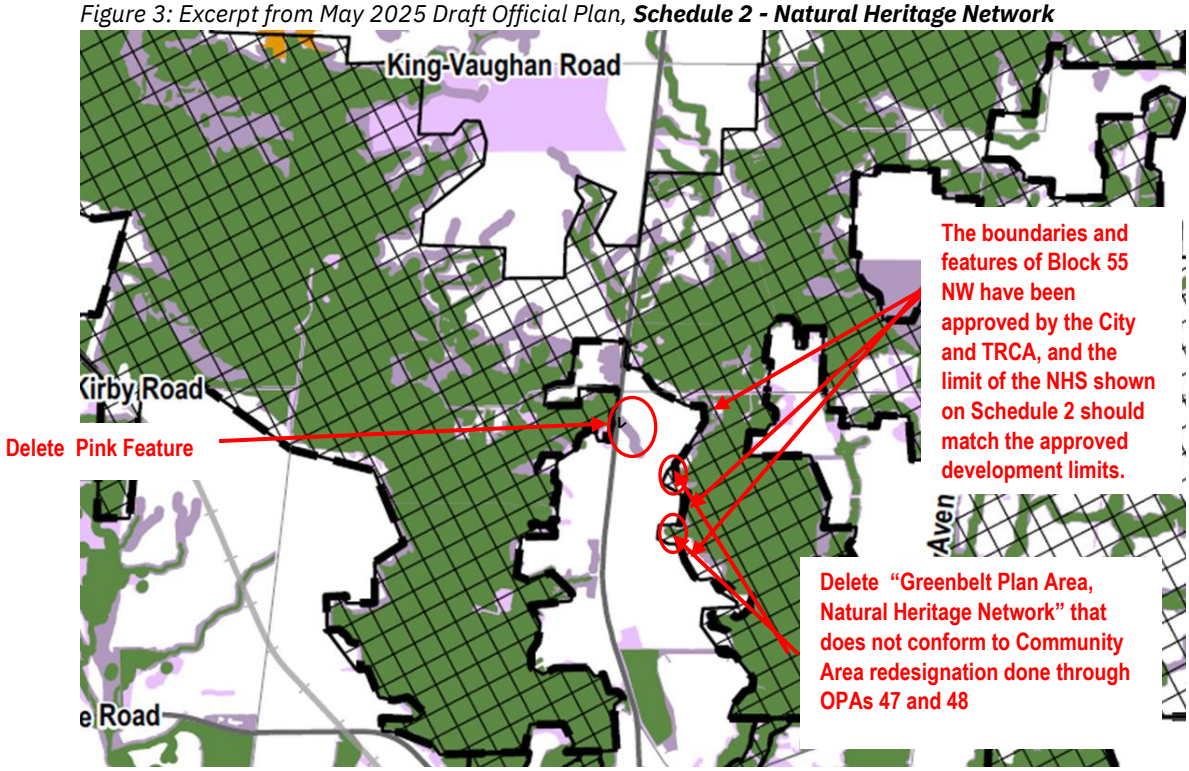
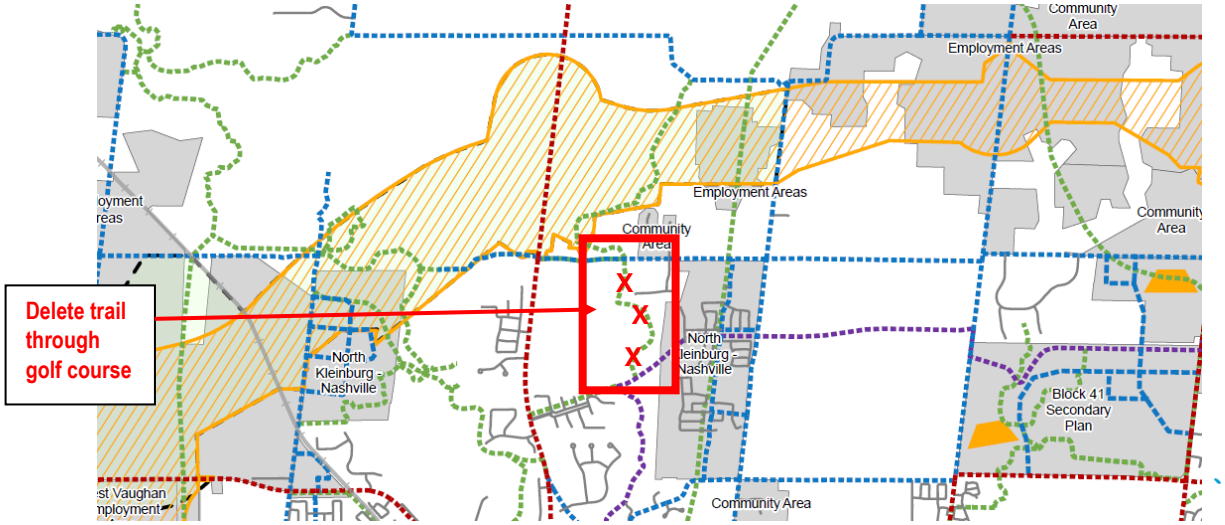


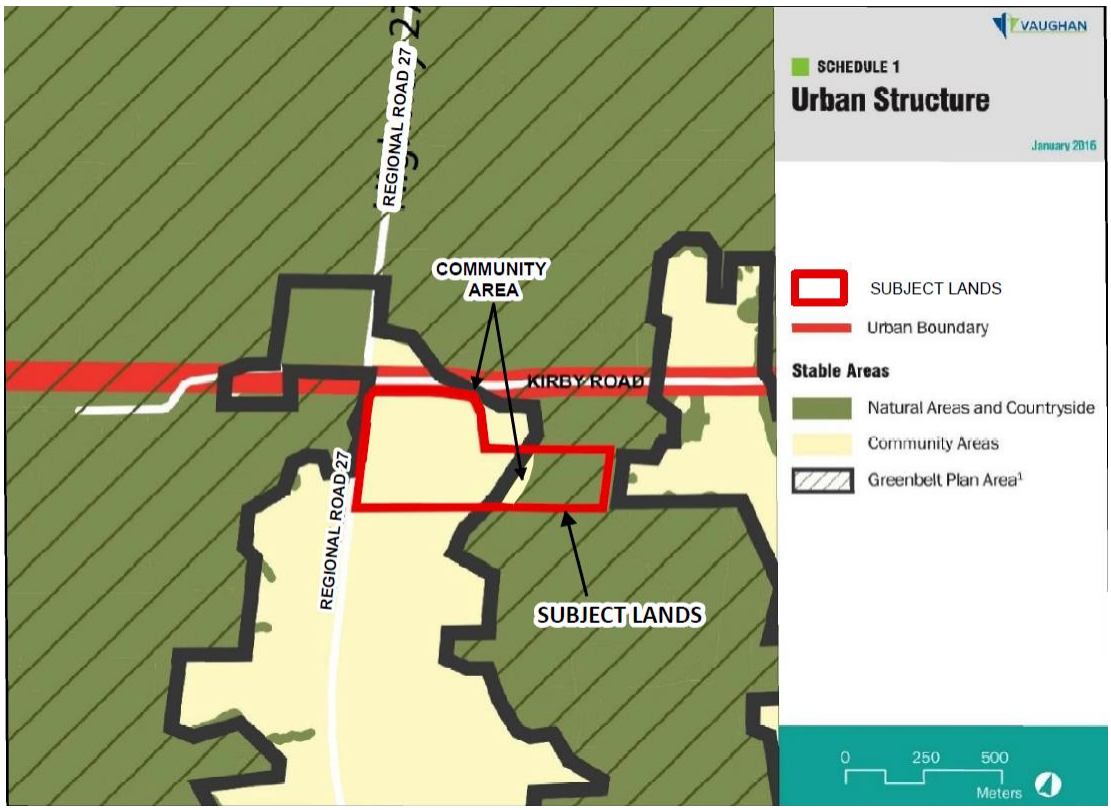
Figure 4: Excerpt from May 2025 Draft Official Plan, ***Schedule 9C - Cycling Facilities and Trails***

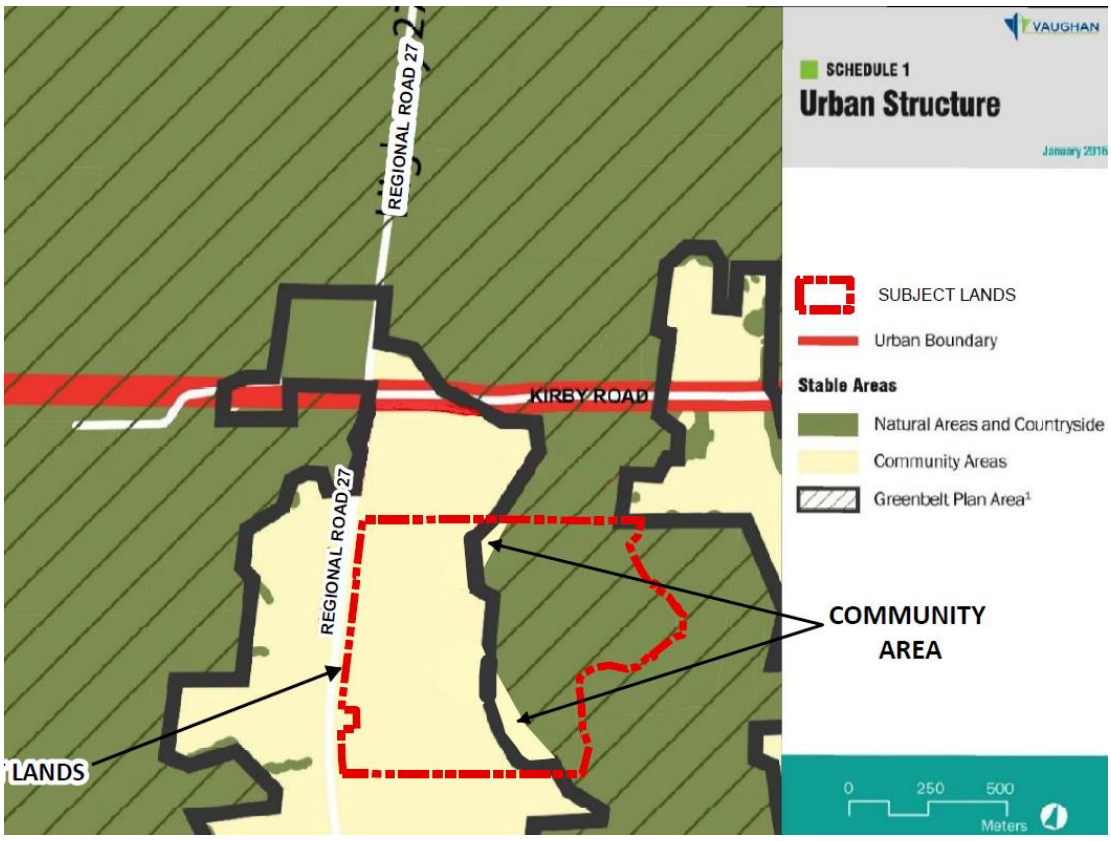


Appendix 1 – Vaughan Official Plan 2010 – Schedule 1 Urban Structure



Appendix 2 – OPAs 47 and 48





Malone Given Parsons.

C150.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 3, 2025

MGP File: 05:1487

Committee of the Whole, City of Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Via Email: clerks@vaughan.ca and oprmanager@vaughan.ca

Dear Mayor and Members of Council,

RE: Official Plan Review: Proposed May 2025 Draft Block 61 Nashville Heights, City of Vaughan BL.61.2009

We are providing the following comments on behalf of the landowners within the Nashville Community (Block 61) for the proposed May 2025 Draft of the City of Vaughan Official Plan. We continue to believe that the following comments should be addressed.

Schedule 2 - Natural Heritage Network shows two pink-toned watercourses running through the property as features "To be determined Through Future Studies". The OP text states that Schedule 2 shows the Natural Heritage Network at a single point in time; however, there were never two watercourses concurrently on the site as shown on the schedule. The **western pink tone feature**, in Schedule 2 **should be removed** to match the features on Schedule 1 as the watercourse was realigned following the necessary environmental studies and surrounded by development years ago. See Figure 1.

Schedule 13 – Land Use shows the same Natural Area feature through the housing area instead of in its final location. Since the detailed land use is being shown on Schedule 13, the **water course should be shown in the current location**. In addition, another watercourse is shown crossing Major Mackenzie at the highway interchange which should be removed to match the open space shown on Schedule 1, which aligns with the existing property conditions. See Figure 2.

We thank you for the opportunity to provide input on the latest Draft Official Plan, and hope that these changes can be implemented prior to the release of the final OPA. Should you have any questions or wish to discuss our comments, please do not hesitate to contact me at 416 473-7638.

Yours very truly,
Malone Given Parsons Ltd.

Joan MacIntyre, MCIP, RPP
Principal

c. Christina Bruce, City of Vaughan
Fausto Filipetto, City of Vaughan
Aaron Hershoff, TACC Developments

Requested Amendments to Draft OPA Schedules

Figure 1: Excerpt from the Draft #2 Vaughan OPA, ***Schedule 2 - Natural Heritage Network***

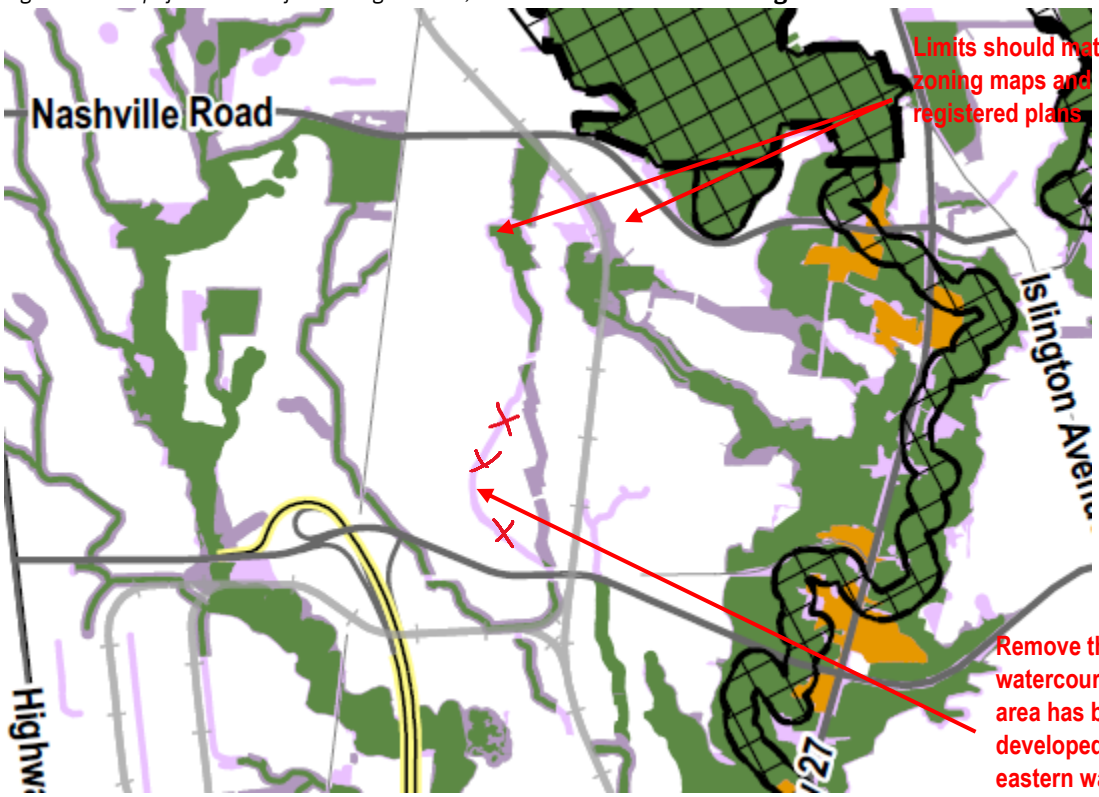
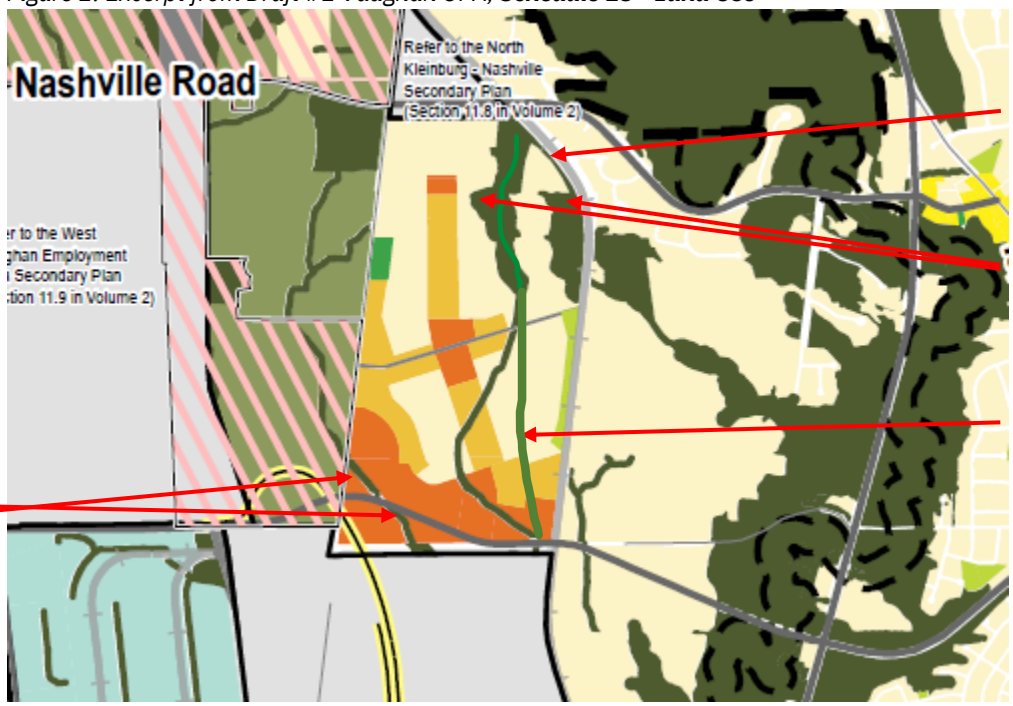


Figure 2: Excerpt from Draft #2 Vaughan OPA, ***Schedule 13 - Land Use***



WESTON CONSULTING

C151.
Communication
CW(PM) – June 4, 2025
Item No. 10

Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

June 3, 2025
File: 9816 and 9819

Attn: City of Vaughan Clerks Office

RE: Vaughan Official Plan Review
20 and 40 Graniteridge Road and 351 Caldari Road
1-7, 2-8 and 10 Director Court and 3700 Steeles Avenue

Weston Consulting is the planning consultant for the Sorbara Group of Companies, the group which represents *D.I.P. Holdings Inc., and Director Industrial Holdings Inc*., the registered owners of 1-7, 2-8 and 10 Director Court and 3700 Steeles Avenue West, as well as *Realty Growth II Inc.,* the registered owners of 20 and 40 Graniteridge Road and 351 Caldari Road, in the City of Vaughan (the "subject lands"). On behalf of the ownership group, we are pleased to provide the following correspondence on the City of Vaugan Draft Official Plan that was released for comment in May 2025.

It should be noted that Weston Consulting submitted letters to the Regional Municipality of York in 2020 as part of the Municipal Comprehensive Review to request an Employment Lands Conversion for the subject lands. Although the Region is no longer an upper-tier municipality with planning responsibilities, the rationale in the May 2020 letters remain valid and should be read in conjunction with this letter.

Property Description and Surrounding Area

The properties located at 20 and 40 Graniteridge Road and 351 Caldari Road are comprised of three individual parcels of land located south-west of the Rutherford Road and Jane Street intersection. These parcels have frontage along Graniteridge Road and Caldari Road and a combined area of approximately 89,798 square metres (22.19 acres). These properties are currently occupied by light industrial uses, as well as related office and accessory sales uses, with the exception of 20 Graniteridge Road, which is currently occupied by a distribution centre. They are currently designated *General Employment* by the Vaughan Official Plan (VOP) and are near the Vaughan Mills Centre Secondary Plan and its related planned residential and mixed-use designations.

The properties located at 1-7, 2-8 and 10 Director Court and 3700 Steeles Avenue West are four individual parcels of land located on the north side of Steeles Avenue, northeast of the Steeles Avenue West and Weston Road intersection. These lands have frontage along Steeles Avenue West and Director Court are approximately 43,589 square metres (10.77 acres). 1-7 and 2-8 Director Court and 3700 Steeles Avenue west are currently *Employment Commercial Mixed-Use* and 10 Director Court is designated *Prestige Employment* in the VOP. All parcels are currently occupied by office uses.

City of Vaughan Official Plan Review

We have reviewed the policies and schedules of the Draft VOP released to date and are pleased to provide the following comments:

20 and 40 Graniteridge Road and 351 Caldari Road

The properties located at 20 and 40 Graniteridge Road and 351 Caldari Road are located within an *Employment Areas* and adjacent to a Strategic Growth Area according to Schedule 1 (Urban Structure) of the Draft VOP. Schedule 13 (Land Use Designation) designates these parcels *General Employment*. In our opinion, the location of these parcels adjacent to the Vaughan Mills Centre Secondary Plan, which has a planned residential and mixed-use designation, make them an appropriate location of future mixed use development. We request staff consider revising the draft VOP to apply a mixed use designation to these parcels in recognition of their location between the Vaughan Mills Centre Secondary Plan area to the west and the natural areas to the east. A mixed use designation that permits commercial and employment uses would allow for an appropriate transition to nearby employment and residential uses and future redevelopment of these parcels with a mix of uses will provide density that is in proximity to existing and planned transit infrastructure.

1-7 and 2-8 Director Court and 3700 Steeles Avenue

The properties located at 1-7, 2-8 Director Court and 3700 Steeles Avenue West are within a *Strategic Growth Area* according to Schedule 1 and designated *Non-Residential Mixed Use* and *Prestige Employment* according to Schedule 13 of the Draft VOP. Schedule 1B (Strategic Growth Areas) identifies these parcels along a *Local Corridor within Employment Area.*

We request that Staff consider amending the Draft VOP to apply a mixed use designation to these parcels as they no longer meet the definition of "areas of employment" under the Planning Act and Provincial Planning Statement due to the existing standalone office use. Policy 2.4.1 of the draft VOP also directs that Strategic Growth Areas will *"facilitate the development of a mix of uses and appropriate densities to support high level existing or planned transit, walking, cycling and other forms of Active Transportation. Strategic Growth Areas shall have the highest rate of new residential growth, and shall support Major Office, Major Institutional and Retail uses.*" Mixed use permissions for residential, office and commercial uses would be compatible with the surrounding area and promote intensification in proximity to planned and existing transit infrastructure in accordance with Policy 2.4.1.

Weston Consulting will continue to monitor the Official Plan Review process and reserves the right to provide further comments on this matter. We request to be notified on any future updates as well as any discussion pertaining to the designations and policies pertaining to the subject lands, and to receive notice of any decisions by Committee and/or Council regarding this matter.

Thank you for the opportunity to provide these comments. Please contact the undersigned at rguetter@westonconsulting.com or Darrin Cohen at dcohen@westonconsulting.com should you have any questions regarding this submission.

Yours truly,
Weston Consulting
Per:





Ryan Guetter, BES, MCIP, RPP
President

Darrin Cohen, MCIP, RPP
Senior Planner

c. Sorbara Group of Companies
Fausto Filipetto, Project Manager, City of Vaughan

Attach: Region of York Municipal Comprehensive Review Submission Letters, March 2020

WESTON
CONSULTING

planning + urban design

Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 4W5

March 11, 2020
File 9819

Attn: Paul Freeman, Chief Planner
Region of York

Dear Sir,

RE: Region of York Municipal Comprehensive Review
Employment Lands Conversion Request
1-7, 2-8, and 10 Director Court; and 3700 Steeles Avenue West
City of Vaughan

Weston Consulting is the planning consultant for the Sorbara Group of Companies, the group which represents *"D.I.P. Holdings Inc, and Director Industrial Holdings Inc,"* the registered owners of the properties municipally addressed as 1-7, 2-8, and 10 Director Court, and 3700 Steeles Avenue West, in the City of Vaughan (herein referred to as the "subject lands"). We have been engaged to provide assistance to Sorbara Group during York Region's Municipal Comprehensive Review ("MCR") process.

We recognize that this request is being provided after the region's previous deadlines imposed in the fall; however, we are not aware that there is a statutory deadline and we recognize that input from the Province is pending, which could impact overall land needs assessment considerations. We also recognize that interrelationships between those inputs and local municipal recommendation as well as the staff report recommendations of March 12 could impact further changes to the considerations of conversion requests, prior to decisions made my council.

Property Description and Surrounding Area

The subject lands consist of four separate parcels of land located on the north side of Steeles Avenue, northeast of the major intersection of Steeles Avenue West and Weston Road. The subject lands have frontage along Steeles Avenue West and Director Court, and have a combined area of approximately 43,589m^2 (10.77 Acres, 4.36 ha)

1-7 and 2-8 Director Court, and 3700 Steeles Avenue West are designated *"Employment Commercial Mixed-Use,"* and 10 Director Court is designated *"Prestige Employment"* by the City of Vaughan Official Plan. All parcels are currently occupied by office uses, some of which are an outdated format.



Surrounding Land Uses

The following land uses are located adjacent to the subject lands:

North: Directly north of the subject lands, within the "*Prestige Employment*" designation, is an industrial bakery with associated offices, a small warehousing and office building, as well as an abandoned former golf driving range.

South: The subject lands abut the municipal boundary with the City of Toronto to the south, within the areas designated "*General Employment Area" by* the City of Toronto Official Plan, there are fuel stations, restaurants, retail and a banquet hall, and further south in the "*Core Employment Areas"* There are light industrial as well as automotive sales and service uses.

East: Directly east of the subject lands is a hotel, and the ramp from Steeles Avenue West onto the Southbound Highway 400.

West: To the immediate west of the property located in the "*Employment Commercial Mixed Use*" designation, there are office uses, beyond which there is a mix of office, retail, and light to heavy industrial uses.

Although currently designated for employment, the subject lands are not considered a Core Employment Area within the context of the "*Strategic Employment Lands*" areas depicted in Figure 2 (York Region Strategic Employment Lands) of the York Region Official Plan.

Steeles Avenue West is designated as an intensification corridor by the City of Vaughan Official Plan. Although the land use designation outlined for the subject lands includes *Prestige Employment* and *Employment Commercial Mixed-Use*, the subject lands are compatible with a wider range of uses, not limited to those for which they have been designated, to support the city's intensification objectives.

Provincially Significant Employment Zones

Weston Consulting acknowledges that the subject lands are located within the "*Provincially Significant Employment Zones*" in conjunction with A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the "Growth Plan").

Planning Context

The subject lands are located within an Employment Area and are designated *"Prestige Employment"* and *"Employment Commerical Mixed-use"* under the City of Vaughan Official Plan.

Our client is currently considering the opportunity to retain existing uses on the site, but add medium and high-density, mixed-use permissions for the subject lands, fulfilling the goals and objectives of the Provincial Policy Statement, which directs growth to built-up areas, where services such as public transportation are already available, and that encourages a mix of employment, residential and institutional uses in order to create communities that are conducive to active transportation and promote the use of public transportation. Converting to mixed use would allow for employment densities to be maintained on the site, while achieving a more efficient use of available lands along a designated intensification corridor, better utilization of existing public transportation systems, all while protecting the long-term viability of the nearby employment properties.

Given the location of the subject lands along the previously mentioned Regional Intensification Corridor, we believe the site, and in particular the underutilized portions thereof, is appropriate for the mentioned conversion and increase in density. The City of Vaughan Official Plan states that Regional Intensification Corridors are intended to accommodate some of the most intensive and greatest mix of development in the City. Densities in these areas are intended to be supportive of higher-order transit services, which are intended to be located on Regional Transit Priority Corridors, such as Steeles Avenue West. Allowing this conversion is in keeping with the intent of these principals.

Employment Lands Conversion

The Region is undertaking a review of their Official Plan policies as part of the MCR process, including the employment policies. Staff are currently undertaking an analysis of the Region's employment land needs to 2041 and the need to identify and protect employment lands for the long term. As such, we request the consideration of the conversion of the subject lands to facilitate new mixed-uses.

The conversion of employment lands to non-employment uses may be permitted where it can be demonstrated that the conversion adequately addresses the five (5) criteria set out in Section 2.2.5.9 of the Growth Plan. In addition, York Region Council recently adopted 9 additional criteria under which employment conversion requests will be assessed. According to these combined criteria, the conversion of lands within employment areas to non-employment uses may be permitted where it is demonstrated that:

1. *There is a need for the conversion;*
2. *The lands are not required over the horizon of [the Growth Plan] for the employment purposes for which they are designated;*
3. *The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of [the Growth Plan];*
4. *The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in [the Growth Plan], as well as the other policies of [the Growth Plan];*
5. *There are existing or planned infrastructure and public service facilities to accommodate the proposed uses;*
6. *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);*
7. *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;*
8. *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 of uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics;*
9. *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;

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;*
11. *The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions;*
12. *The proposed site is not 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;*
13. *The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality; and*
14. *Cross-jurisdictional issues have been addressed.*

The current proposal for enhanced land use permissions applicable to the subject lands merits further review and should be considered under the current MCR process. The following is a preliminary response to the combined Growth Plan and York Region conversion criteria.

1. *There is a need for the conversion.*

   This conversion will facilitate the future redevelopment of the subject lands for higher-density mixed-uses, representing a more efficient use of land and infrastructure as compared to the current underutilization of the subject lands. This will fulfill various provincial and regional planning policy objectives, while being complementary to the surrounding employment areas. The proposed conversion will also support the intensification and mixed-use objectives of the Primary Intensification Corridor (Steeles Avenue West). This conversion would retain existing employment and office uses, while also adding complimentary non-employment uses.

2. *The lands are not required over the horizon of this Plan for the employment purposes for which they are designated.*

   The proposed conversion would allow for significant employment opportunities to be maintained on the subject lands, while also allowing for the introduction of other uses. Office, being a non-traditional and more sensitive form of employment, is compatible with proposed additional uses. Additionally, the existing development is old and undistinguished, thus requiring redevelopment to support the economic vitality of the intensification area. The expansion of uses on the site will promote the rejuvenation and redevelopment of the lands in a way that supports city, regional and provincial objectives.

3. *The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan.*

The current employment land conversion request contemplates the intensification of the site with a mixed of uses, which would include office, retail or other commercial uses to support the subject land's continued contribution to the forecasted employment growth.

4. *The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in [the Growth Plan], as well as the other policies of this Plan.*

The proposed request is located along an intensification corridor, as designated by the City of Vaughan Official Plan. The proposed development would support surrounding uses by encouraging active transportation, providing nearby housing options for people that work in the employment area, and would result in increased population and employment densities to support the intent of the Primary Intensification Corridor.

5. *There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

The lands are located along a Primary Intensification Corridor within the urban area where existing services, such as public transportation, water, and waste are existing and readily available. In addition, Steeles Avenue West is planned in the future to be serviced by the Toronto Transit Commission's "10-Minute or Better Network", "Blue Night" service, and an express bus route. Redevelopment in a compact and mixed use form will improve the efficiency of services and infrastructure.

6. *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).*

The subject lands are not located within the identified areas.

7. *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.*

Although the subject lands are surrounded by employment lands, the existing uses surrounding the subject site are compatible with additional mixed-use permissions on the subject lands, and more sensitive land uses would not threaten the surrounding lands' viability to continue as an employment area.

8. *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.*

The total combined area of the subject lands is 4.36 ha, which is divided by Director Court (a public right-of-way), and therefore is not considered a large site, and is not viable for land extensive employment uses.

9. *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.*

The requested conversion of the subject lands to mixed-use would not hinder the operation, or expansion of existing or future businesses given the existing uses, as well as the small size-format of individual properties. In addition, there are no large, heavy industries (i.e. Class II or Class III) on or abutting the subject lands (that we are aware of). The subject lands are bordered by primarily commercial and office uses, which are compatible with the increased range of uses requested.

The lands are currently underutilized given their location along a Primary Intensification Corridor. With extended permissions, the lands could provide an appropriate transition from the employment uses to the south and east, and future residential uses to the west. A wide range of employment opportunities, including the existing office uses, could be supported within future development. The proposed conversion itself provides an appropriate transition to employment lands, while expanding mixed-use lands, and supporting nearby employment and commercial areas through allowing employees to live closer to their workplaces. This is supported by the Growth Plan's goals for complete communities, as well as York Region Official Plan Policy 5.2.5, which directs a balance of residential and employment uses, in order to support people living within proximity of where they work.

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.*

The proposed conversion is compatible with surrounding land as there is sufficient buffer distance between the subject lands and heavy industry and sensitive uses. The proposed uses provide an appropriate variety of land-uses to efficiently use the lands and support surrounding transportation infrastructure.

11. *The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions.*

The subject lands are located along a Primary Intensification Corridor. As such, traditional industrial employment uses are not appropriate on the site. Office employment uses are compatible with residential and other sensitive land uses. This type of development has occurred elsewhere in Vaughan at other key nodes.

12. *The proposed site is not 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*

The subject lands are located near highway 400; however, they are not immediately adjacent. The employment uses on the site are proposed to be retained, and proximity to the highway will help to support the mixed use intensification of the lands.

13. *The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.*

The proposed conversion is in our opinion, in keeping with the planning policy objectives of the York Region Official Plan, and satisfies the objectives and principles of the City of Vaughan Official Plan. The proposed mixed-use permissions would support the continued achievement of employment targets for the City, while providing additional uses along a Primary Intensification Corridor, within the existing built-up area, which is supportive of Provincial, Regional and City objectives to efficiently use lands with existing infrastructure and within proximity to existing public transportation services. The corridor is designated for intensification, mostly in the form of office uses, and a wider range of uses are compatible with office uses in comparison with traditional industrial employment use, which are not appropriate or viable for the site.

14. *Cross-jurisdictional issues have been addressed.*

The subject lands are located on Steeles Avenue West, on the north side of the street in the City of Vaughan. The adjacent lands on the south side of the street within the City of Toronto are also compatible with the proposed additional uses for the subject lands, and no cross-jurisdictional uses are anticipated.

Proposed Employment Conversion Request

Mixed office, commercial and residential uses for the site are compatible with the surrounding land uses. The future redevelopment of the subject lands with a mix of uses in compact, suitable densities will help to achieve the intensification goals of the City of Vaughan Official Plan, as well as the objectives for compact, mixed use communities outlined in the Provincial Policy Statement. Proposals like this which have occurred in Vaughan, which locate housing and jobs in close proximity reduce trip generation, and support balanced communities.

Conclusion

At this time, we respectfully request on behalf of our client that the subject lands be considered for employment conversion as part of the current MCR process.

In recognition of our recent engagement with the owners of these lands, it is our desire to have this request considered and we will be engaging further with City and Regional staff to discuss this further. We will also participate in upcoming open house public sessions as they are arranged by the Region.

We kindly request to meet with York Region and City of Vaughan Planning Staff and receive any future reports regarding the Regional Municipal Comprehensive Review and request to be notified of any decisions regarding this matter. We intend to monitor the York Region Official Plan Review process on an ongoing basis.

Thank you for the opportunity to provide these comments. Please contact the undersigned at extension 241, or Jacob Lapointe at extension 299 should you have any questions regarding this submission.

Yours truly,
Weston Consulting
Per:

Ryan Guetter, BES, MCIP, RPP
Senior Vice President

c. Sorbara Group of Companies
Jason Schmidt-Shoukri, City of Vaughan
Fausto Filipetto, City of Vaughan
Bill Kiru, City of Vaughan
York Region Clerk

WESTON
CONSULTING

planning + urban design

Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 4W5

March 12, 2020
File 9816

Attn: Paul Freeman, Chief Planner
Region of York

Dear Sir,

RE: Region of York Municipal Comprehensive Review
Employment Lands Conversion Request
20 Graniteridge Road, 40 Graniteridge Road and 351 Caldari Road,
City of Vaughan

Weston Consulting is the planning consultant for the Sorbara Group of Companies, the group which represents *"Realty Growth II INC,"* the registered owners of the properties municipally addressed as 40 Graniteridge Road, 20 Graniteridge Road; and, 351 Caldari Road, in the City of Vaughan (herein referred to as the "subject lands"). We have been engaged to provide assistance to Sorbara Group during York Region's Municipal Comprehensive Review ("MCR") process.

We recognize that this request is being provided after the region's previous deadlines imposed in the fall; however, we do not believe there to be a statutory deadline and we recognize that input from the Province is pending, which could impact overall land needs assessment considerations. We also recognize that interrelationships between those inputs and local municipal recommendation as well as the staff report recommendations of March 12 could impact further changes to the considerations of conversion requests, prior to decisions made my council.

Property Description and Surrounding Area

The subject lands consist of 3 separate parcels of land located south-west of the major intersection of Rutherford Road and Jane Street. The subject lands have frontage along Graniteridge Road and Caldari Road, and have a combined area of approximately 89,798m^2 (22.19 Acres, 8.98 Hectares).

The properties are all currently occupied by light industrial uses, as well as related office and accessory sales uses, with the exception of 20 Graniteridge, which is currently occupied by a small distribution centre.

The subject lands are designated *"General Employment"* by the City of Vaughan Official Plan, and are currently occupied by general employment uses. These lands are, however, in close proximity

to the "*Vaughan Mills Centre Secondary Plan Area,"* and its related planned residential and mixed-use intensification. There are also existing and proposed public transportation services nearby the subject lands.



Surrounding Land Uses

The following land uses are located adjacent to the subject lands:

North: Directly north of the subject lands, within the "*General Employment and Prestige Employment"* designation, is a manufacturing plant Within the *"High Rise – Mixed Use"* designation are vacant lands, and within the *"Oak-Ridges Moraine Natural Core,"* there is green space.

South: Directly south of subject lands, is a municipal transit garage, a food processing plant, and numerous distribution, warehousing and manufacturing facilities.

East: Directly east of the subject lands is the MacMillan Yard of the Canadian National Railway Company.

West: To the immediate west of the property located in the "*Prestige Employment*" designation are small office buildings; Beyond this is the "*Vaughan Mills Centre Secondary Plan Area"* and Vaughan Mills Shopping Centre, which is planned fopr significant residential and commercial intensification.

Although currently designated for employment use, the subject lands are not considered a Core Employment Area within the context of the "*Strategic Employment Lands*" areas depicted in Figure 2 (York Region Strategic Employment Lands) of the York Region Official Plan.

The nearby *Vaughan Mills Secondary Plan Area* is an intensification area that is planned to accommodate a range of mixed uses, including major retail, office uses, and high-density residential uses. The secondary plan allows for heights of up to 25 storeys at the intersection of Jane Street and Rutherford Road, which is less than 400m from the subject lands, and up to 22 storeys on lands approximately 150m from the subject lands.

Provincially Significant Employment Zones

Weston Consulting acknowledges that the subject lands are located within the "*Provincially Significant Employment Zones*" in conjunction with A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the "Growth Plan").

Planning Context

The subject lands are located within a defined Employment Area and are designated '*General Employment,"* under the City of Vaughan Official Plan.

Our client is currently considering mixed-use permissions for the subject lands, in keeping with the surrounding emerging planning context. This would still provide opportunities for a significant number of jobs on the subject lands through the mixed-use permissions, leading to a more efficient use of the lands without threatening the continued viability of the nearby employment uses to the south and east.

Employment Lands Conversion

The Region is undertaking a review of their Official Plan policies as part of the MCR process, including the employment policies. Staff are currently undertaking an analysis of the Region's employment land needs to 2041, pending further input from the Province, and are addressing the need to identify and protect employment lands for the long term. As such, we request the consideration of the conversion of the subject lands to facilitate new mixed-uses..

The conversion of employment lands to non-employment uses may be permitted where it can be demonstrated that the conversion adequately addresses the five (5) criteria set out in Section 2.2.5.9 of the Growth Plan. In addition, York Region Council recently adopted 9 additional criteria under which employment conversion requests will be assessed. According to these combined criteria, the conversion of lands within employment areas to non-employment uses may be permitted where it is demonstrated that:

1. *There is a need for the conversion;*

2. *The lands are not required over the horizon of [the Growth Plan] for the employment purposes for which they are designated;*
3. *The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of [the Growth Plan];*
4. *The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in [the Growth Plan], as well as the other policies of [the Growth Plan];*
5. *There are existing or planned infrastructure and public service facilities to accommodate the proposed uses;*
6. *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);*
7. *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;*
8. *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 of uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics;*
9. *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;*
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;*
11. *The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions;*
12. *The proposed site is not 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;*
13. *The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality; and*
14. *Cross-jurisdictional issues have been addressed.*

The current proposal for enhanced land use permissions applicable to the subject lands merits further review and should be considered under the current MCR process. The following is a preliminary response to the combined Growth Plan and York Region conversion criteria.

1. *There is a need for the conversion.*

   This conversion will facilitate the future redevelopment of the subject lands for higher-density mixed-uses, representing a more efficient use of land and infrastructure as compared to the current underutilization of the subject lands. This will fulfill various provincial and regional planning policy objectives, while being complementary to the surrounding employment, residential and mixed-use areas.

2. *The lands are not required over the horizon of this Plan for the employment purposes for which they are designated.*

   The subject lands are currently used for traditional employment purposes; however, a conversion to mixed-use, along with the lots to the north and west, would allow for an increase in employment opportunities on the lands, making better use of existing and planned transportation infrastructure.

3. *The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan.*

   The current employment land conversion request contemplates the intensification of the site with a mixed of uses, which could include office, retail or other commercial uses and could improve the subject land's contribution to the forecasted employment growth.

4. *The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in [the Growth Plan], as well as the other policies of this Plan.*

   The proposed request is located on the edge of an employment area, and is in close proximity to an intensification area. The proposed development would support surrounding uses and would assist in achieving the minimum intensification and density targets.

5. *There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

   The lands are located within the urban area where existing services, such as public transportation, water, and waste, are already existing and available. In addition,

the area is in close proximity to planned higher order transit, and will be served by *Viva-Next* bus rapid transit.

6. *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).*

   The subject lands are not located within the identified areas.

7. *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.*

   The subject lands are within close proximity to the Vaughan Mills Secondary Plan Area, which includes high-density mixed uses, and there is only one property separating these lands from that secondary plan area, which could also be integrated into a master plan. As such, the proposed conversion will not create any disconnected lands in the existing employment area given the conversion proposed. This would be even further enforced if the adjacent lands abutting Jane Street were also considered for conversion, as has occurred north of the Subject Lands.

8. *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.*

   The combined area of all parcels in the subject lands is only 8.98 ha, and therefore will not compromise the Region's or City's supply of large sized employment area sites.

9. *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.

The requested conversion of the subject lands to mixed-use would not hinder the operation, or expansion of existing or future businesses given the existing uses, as well as the small size-format of individual properties. In addition, there are no large, heavy industries (i.e. Class II or Class III) on or abutting the subject lands. The subject lands are bordered by employment, and in close proximity to green space and mixed-uses.

The lands are currently underutilized given the emerging planning context in the area. With extended permissions, the lands could provide an appropriate transition from the employment uses to the south and east, and future residential uses to the west. A wide range of employment opportunities could be supported within future development. The proposed conversion itself provides an appropriate transition from employment lands to the adjacent developing high-density commercial and residential mixed-use area to the west, and the potential future subway, light rail, and bus rapid transit services.

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.*

The proposed conversion is compatible with surrounding land as they are located in an area that is surrounded by lighter, and quieter employment uses. The nearby Macmillan Rail Yard is in our opinion, far enough from the Subject Lands that mitigation measures could be taken to reduce any noise, dust or other impacts from the yard, but would be subject to further study.

11. *The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions.*

The subject lands are located within close proximity to planned residential and mixed use areas. As such, possible employment uses on the site will be limited by the incoming residential uses to the north. The proximity to residential makes these lands better suited to more compatible uses such as office and retail, which would allow for an increase in employment density, while providing a greater transition to the nearby residential areas.

12. *The proposed site is not 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*

The subject lands are not adjacent to nearby highway 400, the closest interchange to which is at Rutherford Road, meaning the lands do not have direct access to the highway, and all traffic between the highway and these lands, including any transport truck traffic, will have to travel through the adjacent residential and commercial mixed-use area.

13. *The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.*

The proposed conversion is in keeping with the planning policy objectives of the York Region Official Plan, and satisfies the objectives and principles of the City of Vaughan Official Plan. The proposed mixed-use permissions would support the continued achievement of employment targets for the City, while providing additional uses within existing built-up areas, which is supportive of Provincial, Regional and City objectives to efficiently use lands with existing infrastructure and within proximity to existing public transportation services. There would also be a greater transition between planned high-density residential uses to the west and employment uses to the east.

14. *Cross-jurisdictional issues have been addressed.*

The subject lands are located in the City of Vaughan, and there are no cross-jurisdictional issues associated with the conversion.

Proposed Employment Conversion Request

Enhanced mixed-use, commercial and employment permissions for the subject lands would allow for an appropriate transition to the employment uses to the north, from the residential uses to the east. The future redevelopment of the subject lands with a mix of uses in compact, suitable densities will also complement and support the nearby higher-density residential areas. The lands are in proximity to existing public transportation services and located nearby planned higher-order transit investments.

Conclusion

At this time, we respectfully request on behalf of our client that the subject lands be considered for employment conversion as part of the current MCR process.

In recognition of our recent engagement with the owners of these lands, it is our desire to have this request considered, and we will be engaging further with City and Regional staff to discuss this further. We will also participate in upcoming open house public sessions as they are arranged by the Region.

We kindly request to meet with York Region and City of Vaughan Planning Staff and receive any future reports regarding the Regional Municipal Comprehensive Review and request to be notified of any decisions regarding this matter. We intend to monitor the York Region Official Plan Review process on an ongoing basis.

Thank you for the opportunity to provide these comments. Please contact the undersigned at extension 249, or Jacob Lapointe at extension 299 should you have any questions regarding this submission.

Yours truly,
Weston Consulting
Per:

Ryan Guetter, BES, MCIP, RPP
Senior Vice President

c. Sorbara Group of Companies
Jason Schmidt-Shoukri, City of Vaughan
Fausto Filipetto, City of Vaughan
Bill Kiru, City of Vaughan
York Region Clerk

BOUSFIELDS INC.

C152.
Communication
CW(PM) – June 4, 2025
Item No. 10

Project No. 2302

June 3, 2025

Committee of the Whole
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Delivered by email to clerks@vaughan.ca

Dear Chair and Members of the Committee of the Whole,

Re: Committee of the Whole (Public Meeting) Report – Item 4.10
Draft Vaughan Official Plan, May 2025 Draft
Draft Vaughan Metropolitan Centre Secondary Plan April 2025 Draft
3131 Highway 7 West (Toromont Lands)

We are the planning consultants for Toromont Industries Ltd. ("Toromont") with respect to their lands at 3131 Highway 7 (the "subject site") which is located at the southwest corner of Jane Street and Highway 7 in the centre of the Vaughan Metropolitan Centre ("VMC") Secondary Plan area.

We understand that the City has released a May 2025 draft of the VOP 2025 ("VOP 2025"), which includes a draft of the VMC Secondary Plan April 2025 ("**VMC SP 2025**"), which will both be presented at a statutory public meeting at the Committee of the Whole ("COW") on June 4, 2025, to receive comments from the public and the Committee of the Whole. We also understand that VOP 2025 inclusive of the VMC SP 2025 and the Weston Road and Highway 7 Secondary Plan will be brought forward to Council for adoption in Fall 2025.

This letter provides commentary, on behalf of Toromont, on both the VOP 2025 and the VMC SP 2025. Toromont has commented on earlier versions of these draft policies by filing three letter (dated October 2, 2023, August 1, 2024, and March 28, 2025) regarding a previous drafts of the VOP 2025, and filing a letter with the VMC Subcommittee regarding a previous draft of the VMC SP on September 23, 2025.

Summary of comments:

- We were unaware until May 2025 that the City was intending to bring the VOP 2025 inclusive of the VMC SP 2025 and the Weston Road and Highway 7 Secondary Plan forward for approval as a single item under Section 17 of the Planning Act. We are concerned about the approval

pathway for the secondary plans being the Province as there will be no opportunity for appeals to the OLT for plans that provide detailed direction on the Secondary Plan lands. This will result in numerous site-specific applications in the future.

- We have concerns with lack of flexibility around built form policies in both the VOP 2025 and VMC SP.
- We have concerns related to park and POPS design policies, as well as lack of clarity around credit for encumbered parks (strata parks and POPS) in both the VOP 2025 and VMC SP.
- We have concerns around the list of requirements for complete applications in the VOP 2025.
- We have concerns about the introduction of a "Recommended Major Community Service Facility" on the subject site in the VMC SP.

1. Detailed Comments on VOP 2025

The following provides our comments on the VOP 2025.

A. Section 1.4.2 – Transition Policies

We support the inclusion of draft Policy 1.4.2.4 (a), which clarifies that applications that have been deemed complete prior to the approval date of the new VOP 2025 shall be reviewed and addressed under the Official Plan in effect at the time the application was deemed complete. **However, as we continue to request that this policy clarify that applications should be "reviewed and assessed under Volume 1 and Volume 2 in effect the time the application was deemed complete."**

Draft Policy 1.4.2.1 (b)(ii) states that Volume 2 of the VOP 2010 remains in force for lands subject to secondary plans, save and except for the VMC Secondary Plan. **Again we request that this policy be updated to reflect that the Secondary Plans in Volume 2 of the VOP 2010 will remain in force for the lands subject to those plans until such time as those secondary plans are repealed and replaced.**

B. Chapter 2: Shaping Vaughan – Growth and Phasing Policies

We support the City's planned urban structure objectives for the VMC as outlined in Draft Policy 2.2.1.1, and draft Policy 2.2.2.2 which encourages development to occur first in **Strategic Growth Areas** currently served by subways.

Strategic Growth Areas

Draft Policy 2.4.1 states that in **Strategic Growth Areas**, new development will support Balanced Density to achieve Complete Communities. The term "Balanced Density" is only used once in VOP 2025 and it relates to the following new definition in the Glossary:

> "**Balanced Density**: An approach to urban design that ensures people, jobs, amenities, and services are located throughout an **Urban Area** in balanced proportions. It is achieved through a mix of open spaces as well as low-rise, mid-rise and high-rise that expand opportunities for mixing of residential, commercial, community, and recreational uses, while providing a wide selection of housing and employment opportunities that help contribute to a complete community. "

While we support the concept of achieving **Complete Communities**, we are concerned that the introduction of "Balanced Density" will create interpretation challenges.. **We request that the definition of Balanced Density be deleted, and that Policy 2.4.1.1 b) be reworded, as follows, to reflect Policy 2.4.1 of the 2024 PPS:**

> b. Support ~~**Balanced Density** to achieve~~ the achievement of **Complete Communities**, a range and mix of housing options, intensification and more mixed-use development;

C. Section 4.1: Housing

Affordable Housing

Draft Policy 4.1.1.1 states that a minimum of 35% of new residential units in the VMC and PMTSAs be Affordable Housing. Given that there is no basis for this requirement without Inclusionary Zoning, **we request that this policy be amended to refer to add "…where implemented through Inclusionary Zoning".**

D. Section 4.2 Economy and Employment

Draft Policy 4.2.2.2 (former Policy 3.4.2.2) states that "other economic activities, including **Retail** commercial activities and **Major Offices** shall be directed to

Strategic Growth Areas, where they can be better served by transit and help create vibrant mixed-use centres and corridors."

It is our opinion that it is undesirable to require an over-provision of non-residential uses that are not supported by market demand. We understand that demand for office space has changed in recent years and may continue to fluctuate. **We request the following changes: "…should be directed to Strategic Growth Areas and are encouraged to be supported by market demand, where they can be better served…"**

E. Section 4.3 – Urban Design and Elements of a Great City

Draft Policy 4.3.1.5 (b) states that "Privately Owned Public Spaces ["POPS"] should be designed to a high level of quality and achieve the following: b. be highly visible for pedestrians, with frontage on at least one public street."

In our experience, it can be desirable to locate a POPS space away from street frontage and provide connection and visibility to that space from a public street through a public access easement. **We request that the wording be updated to include: "be highly visible for pedestrians, with frontage on, or direct access and connection to, at least one public street."**

Site Design and Building Types

Section 4.3.3 contains several policies that contain restrictive built form metrics including required minimum setbacks, building lengths, and tower floorplates. It continues to be our opinion that these matters are more appropriate in a guideline because they regulate built form too rigidly, and the Official Plan should not include such strict and prescriptive requirements, since they do not capture every scenario where it may be desirable to exceed these requirements.

We request that the policies on built form be worded to provide guidance only without numerical requirements and if numerical requirements are necessary, add "generally" or "where feasible" to provide some flexibility, as identified in the bullet list below.

- Draft Policy 4.3.3.10 – pedestrian-scaled podium which is "generally two to six **Storeys** in height."
- Draft Policy 4.3.3.11 – taller building elements above a podium will "generally be setback three metres along all public street frontages."

- Draft Policy 4.3.3.12 – separation of "generally 15 metres will be established…". The separation distance between the tower portion of **High-Rise Buildings** will "generally be a minimum of 25 metres."
- Draft Policy 4.3.3.13 (d) – "…~~maximize the hours of direct sunlight~~ minimize shadowing on the Public Realm."
- Draft Policy 4.3.3.14 (a) – "the base and/or podium of the building should generally be no longer than 80 metres…"
- Draft Policy 4.3.3.14 (c) – "the portions of **High-Rise Buildings** above twelve **Storeys** shall generally be setback a minimum of 12.5 metres from any side or rear property line."

F. Parks and Open Space

Based on the definition of **Strata Park** provided and limitations in draft Policy 4.4.2.4 (b), the City appears to be indicating that Strata Parks are primarily intended to be located above private parking. We do not see the distinction being made between parking infrastructure and the other kinds of infrastructure listed in 4.4.2.4 (b). All examples provided may be important functional elements of a given building or site.

In addition, Section 42 of the *Planning Act* has been amended to permit the conveyance of strata parkland encumbered by below grade infrastructure. There are no qualifications. Although not in force yet, once these additions come into force, 4.4.2.4 will be contrary to the *Planning Act* by building in qualifications to strata park conveyance where none exist. **We request the deletion of this policy.**

Draft Policy 4.4.2.4(a)(i) limits the total encumbrances to 60% of the surface area of the park. There may be cases where it is desirable to have a Strata Park that has a higher percentage of below-grade encumbrances. **We request that this policy be deleted, or amended to say "limits the total encumbrances to generally 60% of the surface area of the park, or as otherwise supported by the City, where below grade encumbrances are deemed to not encumber the surface area of the park."**

Draft Policy 4.4.2.6(c) states that, with respect to Strata Parks, "parkland dedication credit shall be calculated net of all encumbrances in accordance with Section 3.5.5 of this Plan." **We request that this apply only to surface encumbrances that displace occupiable space.** If the entirety of the encumbered area of a stratified park is excluded from parkland dedication credits, there is no basis for creating them.

Parks and Open Space Design

Draft Policy 4.4.4.3 (d) states that parks shall generally be situated and oriented to be highly visible with prominent public street frontage (50% of park perimeter) to enhance passive surveillance. We request that the numerical percentage be removed from this policy. In our opinion, the intent of the policy can be achieved without meeting the 50% park perimeter, and it may result in unnecessary OPAs. Accordingly, **we request that the policy be revised to add the word "generally", or remove the reference to "50% of park perimeter" or add "where feasible".**

Draft Policy 4.4.4.7 (b) states that where Development is proposed adjacent to parks or open spaces, "Development shall configure building massing and orientation to optimize access to sunlight in parks throughout the day and seasons." **We request that this be reworded to require Development to "minimize shadowing in parks throughout the day and seasons to preserve their utility."** It may be difficult and potentially undesirable from a built form and intensification perspective to require sunlight in parks to be optimized.

Draft Policy 4.4.4.8 (a)(iii) states that POPS will have 50 percent minimum perimeter public frontage, of which half shall be public street, and the balance shall include any combination of Public Realm element. In our experience, there are desirable configurations of POPS spaces that are accessible and visible from the street but do not have 50% frontage. **We request that this policy be reworded to state that POPS: "be highly visible for pedestrians, with frontage on, or direct access and connection to, at least one public street."**

Draft Policy 4.4.4.8 (a)(vi) states that POPS shall maintain public street frontage along a minimum of 50% of the space's perimeter, exclusive of private driveways. Similar to our comments above, in our experience, there are desirable configurations of POPS spaces that are accessible and visible from the street but do not have 50% frontage. **We request that this policy be reworded to state that POPS: "be highly visible for pedestrians, with frontage on, or direct access and connection to, at least one public street."**

Draft Policy 4.4.4.8 (a) (vii) states that POPS shall incorporate active ground-floor uses along all building frontages adjacent to the space, with no blank facades, service areas, or other non-active uses permitted along these frontages. In our opinion, this may be an unreasonable requirement in certain configurations. **We request that this policy be reworded to include the phrase "where feasible and desirable"**.

Draft Policy 4.4.4.9 (b) states that POPS receiving parkland credits shall not be included in site area calculations for density purposes. **We request that this policy be removed.** It is inconsistent with the new definition in VOP 2025 proposed for "Floor Space Index", which is based upon lot area with no exclusions. We note that previously, under VOP 2010, the calculation of FSI was based upon a "net developable area" and excluded parkland and other conveyances.

Parkland Dedication

Draft Policy 4.4.5.2, which outlines the parkland dedication rates of 5% or 1 hectare of parkland per 600 dwelling units, uses "Net Developable Area". However, Draft Policy 4.4.5.4 which outlines the parkland caps uses "Gross Developable Area". It is unclear how the Gross vs. Net Developable Area definitions would operate. **We request clarity on the intent of these definitions and policies as we are concerned that the intention may be to attempt to increase the maximum conveyance or payment in lieu beyond that allowed by s. 42(3.3) of the Planning Act.**

Draft Policy 4.4.5.11 states that parkland conveyed shall be credited net of all encumbrances. We request that this policy make reference to the Policy 4.4.5.8 (which states that POPS may be eligible for parkland credit) as well as the policies relating to Strata Parks.

G. Section 4.6.4 – Urban Agriculture

Draft Policy 4.6.4.1 (c) requires the identification of space for Urban Agriculture in new residential Development. **We request that this policy be modified to encourage rather than require Urban Agriculture and if provided, that lands for Urban Agriculture be included in the parkland dedication requirements where they are provided on lands conveyed to the municipality.** .

H. Section 5.1.3 – Implementation Tools

Draft Policy 5.4.2.2 outlines items that may be required as part of a complete application and includes Table 5.1 which lists information, reports, studies, and materials. **We request several changes to Table 5.1**:

- We request renaming the title of Table 5.1 to remove the word "required."

- We request removing “Executed and Valid PAC Understanding” and “Executed Preapplication Understanding” as this item cannot be required as part of a complete application.
- We request correcting the alphabetizing of certain items.
- Some of these items say “where applicable” (such as Architectural Control Architect Approved Drawings), but this is inconsistently used. Many of these items are required “where applicable”. We request that a consistent approach be applied.

Some items listed under “other” are not materials, rather, they are instructions about how to submit items, such as “all files shall be labelled in accordance with the City of Vaughan’s standard nomenclature”. **We request these be removed.**

Draft Policy 5.4.2.7 states that “where a study has been submitted in support of a development application(s), and it is determined that a peer review is required, the peer review shall be coordinated by the City and undertaken by a peer reviewer retained by the City, but at the expense of the applicant. This would be required as a component of a complete application.” In our opinion, it is not appropriate to delay the processing of an application by preventing an application from being deemed complete due to the City’s lack of capacity or expertise to review a certain report. The complete application requirement is to confirm that required materials have been submitted to begin with. It is not a process intended to intricately assess the adequacy of the submission; such a process would result in unfair delays. **We request that this be reworded to remove the sentence requiring the peer review as a component of a complete application.**

I. Schedules 9A and 9B

The Street Classifications and right-of-way widths included in the Draft VOP 2025 are not consistent with those in the current VMC Secondary Plan and VMC SP 2025.

Schedule 9A – Street Classification and 9B – Street Types identifies a north-south local street immediately south of Highway 7 and west of Jane Street whereas the current VMC Secondary Plan and the draft schedules for the VMC SP 2025 identify it as a pedestrian mews.

We request the Draft VOP 2025 schedules be updated to reflect the road network of the current and emerging VMC Secondary Plan.

Further, we acknowledge that Schedule 9A – Street Classifications identifies various Street Types including Employment, Centres, Community, and Natural areas. Although we understand that the purpose of these Street Classifications is to implement the City's Complete Streets guidelines with respect to the planned road cross sections, we note that the policies of the Draft VOP 2025 do not speak to this. **We request that before the VOP 2025 is finalized that the City share their analysis on the direction that they intend to take with respect to these Street Classifications, providing opportunity to comment on the approach before the OPA is finalized, particularly with respect to the design and intent of the road network within the 'Intensification' Street Classification and how that might differ from the other Classifications.**

2. **Detailed Comments on VMC SP 2025**

The following provides our comments on the VMC Secondary Plan 2025.

Section 4.0 – Growth Management

Policy 4.2.3 states that development can only be permitted if sufficient parkland provided 0.3 hectares of parkland per 1,000 residents. **We request that this be rephrased as a target and updated to reference the parkland dedication requirements under the *Planning Act*.**

Policy 4.3.2. states that "each phase of development shall" provide a variety of public benefits. **We request that this policy be revised to allow for the delivery of public benefits by phasing development in a manner that supports the orderly development of the VMC.**

Section 6.0 – Energy, Water and the Natural Environment

Policy 6.5.2 states that: "…In addition, all applicable development proposals located in Intensification Areas as defined in VOP 2025 shall meet or exceed a minimum performance standard of LEED Silver." **We request that this portion of the policy be deleted.**

Section 7.0 Parks and Open Spaces

Policy 7.1.2 states that the minimum rate of parkland provision shall be 0.3 hectares per 1,000 population. As above, **we request that this be rephrased as a target and updated to reference the parkland dedication requirements under the *Planning Act*.**

Draft Policy 7.2.2. and 7.2.3 provide requirements that urban parks and public squares maintain public street frontage along 50% of the park perimeter, distributed across a minimum of two public streets. In addition, these policies require a minimum contiguous area of 0.75 hectares for urban parks and between 0.2 and 0.75 hectares for public squares. **We request that these policies be amended to include the word "generally", and to acknowledge that some of the parks identified on Schedule E may not be provided by a single owner, therefore parkland dedication may not meet these requirements individually on a single development site.**

Draft Policy 7.2.5 provides additional design requirements, including the need to maintain a depth-to-width ratio not exceeding 1:4. **As above, we request that these policies be amended to include the word "generally", and to acknowledge that some of the parks identified on Schedule E may not be provided by a single owner, therefore they may not meet these requirements individually on a single development site.**

Draft Policy 7.4.1 permits parks with surface and below-grade encumbrances, but not exceeding 60% of the total surface area of the park. **We request that this be reworded to: "limits the total encumbrances to generally 60% of the surface area of the park, or as otherwise supported by the City, where below grade encumbrances are deemed to not encumber the surface area of the park."**

In Draft Policy 7.4.4, the city seems to be indicating that encumbered parks are primarily intended to be located above private parking. We do not see the distinction being made between parking infrastructure and the other kinds of infrastructure listed in 7.4.4. All examples provided may be important functional elements of a given building or site.

In addition, Section 42 of the *Planning Act* has been amended to permit the conveyance of strata parkland encumbered by below grade infrastructure. There are no qualifications. Although not in force yet, once these additions come into force, 4.4.2.4 will be contrary to the *Planning Act* by building in qualifications to strata park conveyance where none exist. **We request the deletion of this policy.**

Section 8.0 – Community Services, Cultural Facilities and Public Art

Schedule F identifies a Recommended Major Community Service Facility on the Toromont Lands, and Policy 8.1.5 provides:

> *"Schedule F identifies a preferred zone for major community services intended to serve the entire VMC population and other potential institutional uses, including major cultural facilities, community/recreation centres, libraries and/or university/college facilities, in or close to the mobility hub formed by the VMC Subway Station, VIVA station and York Region Transit SmartVMC Bus Terminal. With its excellent access to higher order transit, this zone is also the preferred location for city-servicing services and institutions. Recommended locations for a major community service facility and performing arts and cultural centre are identified on Schedule F."*

We recognize the importance of providing community services within the VMC; however, **we request more detail regarding how the City intends to secure these facilities. The City only has the ability to secure community facilities through the 4% Community Benefits Charge as outlined in the *Planning Act*. In our opinion, this policy should reflect that requirement.**

Section 9.0 Land Use, Density and Built Form

Policy 9.2.4 requires office, retail and service commercial uses to account for 10% of total gross floor area on all sites within the Mixed Use designation. In our opinion, this number should be determined by market demand and is not reflective of the current development applications approved in the VMC. **We request the policy be amended to remove the requirement for 10% of the total gross floor area, and to state that "development will support the achievement of Complete Communities, a range and mix of housing options, intensification and more mixed-use development." We also request Policy 9.2.4 be amended to broaden the list of non-residential uses including adding community service facilities to the list.**

Policy 9.2.5 outlines conditions to permit the reduction of required office, retail and service commercial uses. Ultimately, these conditions speak to transferring the quantity of office, retail or service commercial uses to other development sites. **We request that this policy be deleted, per our comments above.**

Subsection 9.7 – Housing

Policy 9.7.2 of the VMC SP 2025 states that a minimum of 35% of new residential

units within the VMC shall be affordable, as defined by the Province. A portion of affordable units shall be accessible for seniors and people of different or varying abilities. **We request that this policy be amended to add "…where implemented through Inclusionary Zoning".**

Subsection 9.9 – Built Form

Policy 9.9.21 includes minimum floor heights for the ground floor of buildings, which is typical to include in a secondary plan, and minimum floor heights for residential and non-residential floors above grade, which is not typical to include in secondary plans and generally left to the Ontario Building Code to regulate. **We request deleting the portions of this policy that seek to regulate above-grade floor heights, as this is more appropriate in a guideline.**

Policy 9.9.22 outlines where stepping should occur within mid-rise buildings. **We request that the word "generally" be added to this policy.**

Policy 9.9.23 provides that the maximum height of high-rise building podiums are: along Highway 7 is 7 storeys; 6 storeys along Jane Street and Millway Avenue, fronting the Black Creek corridor and elsewhere within the Mixed Use designation; and 4 storeys along other frontages. **We request that this policy be amended to introduce the term "generally" to allow for flexibility in design.**

Policy 9.9.24 requires towers to be set back from the edges of podium by a minimum of 3 metres. This level of detail is captured in the City's Zoning By-law 001-2021 and **we request this policy be deleted or amended to include "generally."**

Policy 9.9.25 states

> *"Tower elements of high-rise residential buildings shall be slender and spaced apart from one another to adequately limit the shadow impacts on the public realm and neighbouring properties, provide adequate sky view from the public realm, maintain privacy and contribute to an interesting skyline. Residential towers shall have average floorplates no greater than 800 square metres. Variations in tower floorplates may be considered to reflect specific building design and building use. The floor plate layout and size in each level will be determined by building articulations that are designed to enhance micro-climate conditions and pedestrian comfort levels. Floor plates should become smaller as building height increases to allow for increased separation distance, access to sky view and openness between towers. There are no restrictions on the size office tower floorplates."*

We request amending this policy as follows:

- **Limit residential towers to have average floorplate "generally no greater than 800 square metres of gross floor area" and introduce wording that allows larger floorplates for taller buildings, such as the signature towers proposed on the subject site, subject to addressing built form impacts.** Within the City-wide zoning by-law, tower floorplates are measured in gross floor area.
- **Remove the sentence that states that floor plates should become smaller as building height increases.** In our experience, as building height increases the floorplate size also increases as there is a need for additional structural support and elevator cores that necessitate a larger floorplate.

Draft Policy 9.9.26 states that the distance between the facing walls of two towers within the Mixed Use designation shall be 25 metres, and that the tower portion shall be setback a minimum of 50% of the tower separation distance from any side or rear property line. **We request that this be clarified to "generally" require a 25-metre facing distance and to the 50% mnimum separation from a side or rear property line. We also request that this policy clarify that the 50% tower separation from a side or rear lot line shall not apply if they abut a public street or park, or other property that will not develop with a tall building.**

Draft Policy 9.9.31 provides direction on long building facades. In order to ensure flexibility in building design, **we request deleting the portion of the policy that states that "the maximum building length shall be 60 metres."**

Policy 9.9.37 states that private amenity areas shall be provided in all residential developments, and that a portion of private outdoor amenity areas shall be provided at grade. Given the proportion of non-residential uses required at-grade in new developments, **we request that this policy be revised to remove the requirement for private outdoor amenity space at grade on tall building sites.**

Section 10.0 Administration and Interpretation

Policy 10.4.1 states that "This Plan is a statement of policy intended to guide the development of the VMC Secondary Plan Area. The City may permit some flexibility in the interpretation of general policies, provided the intent of the principles and policies of the Plan are maintained."

Policy 10.4.8 states that "Minor variations from numerical requirements in the Plan

may be permitted without an Official Plan Amendment where it is demonstrated through a site planning process to be appropriate and provided that the general intent of the Plan is maintained."

We support the inclusion of the policies above, as it appears to provide the City with flexibility in interpretation and implementation.

Schedule D – Active Transportation

Schedule D identifies an underground connection that runs southward from Highway 7 to Doughton Road, crossing under Celebration Avenue. It may be difficult and undesirable to extend a below-grade connection to the development block south of Celebration Avenue. While we acknowledge that the associated policies (Draft Policy 5.2.7) states that these linkages are "pending further study", **we request that this map be revised to remove the underground connection underneath Celebration Avenue. We also request the word "potential" be added to Schedule D.**

Concluding Thoughts and Next Steps

We appreciate the opportunity to comment on these important policy documents. We would like to continue to be notified of any updates or decisions on this matter. Should you require any additional information, please do not hesitate to Anna Wynveen or the undersigned.

Yours very truly,

Bousfields Inc.

Emma West
MCIP, RPP

cc: Fausto Filipetto, OP Manager, via email
Garnet Pierson, Toromont Industries Ltd., via email
Gaston Soucy, Senior Manager, City of Vaughan, via email
Christina Bruce, Director, City of Vaughan, via email
Alannah Slattery, Senior Planner, City of Vaughan, via email
Andrew Haagsma, Planner I, City of Vaughan, via email

WESTON CONSULTING

C153.
Communication
CW(PM) – June 4, 2025
Item No. 10

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

June 3, 2025
File 11766 & 6057-1

Attn: Mayor and Members of Council

RE: Comment Letter in Response to Draft VMC Secondary Plan
31 Maplecrete Road & 44 Creditstone Road
City of Vaughan

Weston Consulting has been retained to provide planning assistance for D'Angelo Group Ltd., the legally registered landowner of the property municipally known as 31 Maplecrete Road, and 352087 Ontario Limited, the legally registered landowner of the property municipally known as 44 Creditstone Road (collectively the "subject lands") in the Vaughan Metropolitan Centre ("VMC") area of the City of Vaughan. On behalf of the registered landowners, Weston Consulting is actively monitoring the VMC Secondary Plan Update process, and we have engaged in the process through various meetings with City Staff and the submission of letters and correspondence addressing various matters impacting the subject lands.

Description of the Subject Lands

The subject lands are located on the east side of Maplecrete Road, northeast of the intersection with Peelar Road and generally south of Highway 7. 31 Maplecrete Road has an approximate area of 0.81 hectares (1.99 acres) and an approximate frontage of 64.84 metres along Maplecrete Road. 44 Creditstone Road extends the entire depth of the block between Creditstone Road and Maplecrete Road with a total lot area of approximately 1.62 hectares (4.0 acres) and frontage on three public streets including Creditstone Road (approximately 65 metres), Peelar Road (approximately 251 metres), and Maplecrete Road (approximately 65 metres). In conjunction with the property located at 66 Creditstone Road, 31 Maplecrete Road and 44 Creditstone Road form a complete block bounded by Creditstone Road to the east, Peelar Road to the south, Maplecrete Road to the west, and the proposed Interchange Way extension to the north.

The subject lands are located within the VMC Expansion Area A as endorsed by City Council and are surrounded by predominantly existing industrial and office uses, including, metal machinery supplier, auto repair shops, steel fabricators, building supplies, manufacturing, and institutional uses including a hockey rink, driving school, banquet centre, and more.

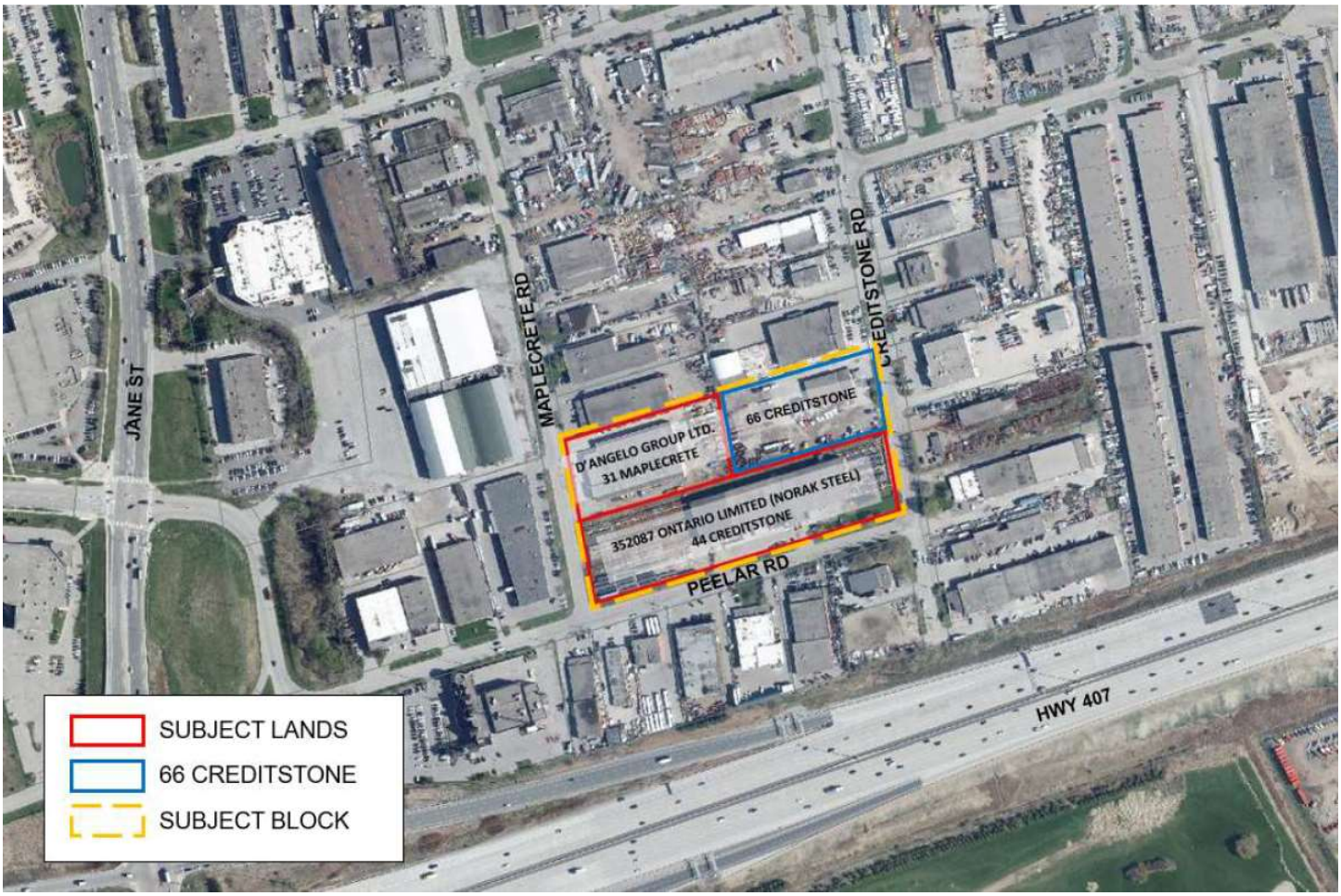


Figure 1 – Air Photo of Subject Lands

Comments on the Draft VMC Secondary Plan, 2025

On May 15, 2025, the City released a draft of the new VMC Secondary Plan, 2025 (the "Draft VMCSP"). We have reviewed the Draft VMCSP on behalf of the landowners and are pleased to provide the following comments. We have also reviewed the draft Vaughan Official Plan, 2025 ("Draft VOP 2025") also released on May 15, 2025 in the preparation of the enclosed comments.

In accordance with Draft Schedule G – Land Uses, the subject lands are proposed to be designated:

- *Public Park* (western portions of 31 Maplecrete and 44 Creditstone);
- *Neighbourhood* (eastern portion of 31 Maplecrete and central portion 44 Creditstone); and
- *Mixed Non-Residential* (eastern portion of 44 Creditstone).

Additionally, the Interchange Way frontage of 31 Maplecrete is proposed as a *Recommended Retail, Service Commercial, Integrated Community Facility or Public Use Frontage*; however, the frontages along Creditstone Road, Peelar Road and the new north-south public road through the centre of the block are not identified as either *Required* or *Recommended Retail, Service Commercial, Integrated Community Facility or Public Use Frontage* in accordance with Draft Schedule H – Areas for Retail, Service Commercial, or Public Uses.

Land Use

- As noted in previous submissions, the subject lands are currently proposed in the Draft VMCSP to accommodate public lands for a north-south local road, significant public parkland, as well as the Interchange Way extension. As previously noted, if the subject lands are required to dedicate land for all of this public facilities/infrastructure, the developable area of these lands is significantly constrained. In particular, the landowners have previously expressed concern with the Public Park designation on the subject lands and are continuing to work with City Staff to address their concerns with this designation. Given the stance taken by City Staff regarding pushing the Interchange Way extension alignment further south from its location as identified in previous iterations of the Plan, the landowners are seeking further reductions to the parkland designation in order to protect the development viability of the subject lands in consideration of the significant land on the subject lands being proposed for public purposes.
- The Draft VMCSP contains new policies related to orderly development. In particular, draft policy 4.3.2 requires each phase of development to "contribute significant non-residential uses" and/or "contribute significantly to the provision of community services". This policy language is unreasonably vague. It is not clear based on the policies and definitions contained in the Draft VMCSP and the Draft VOP 2025 what "significant" means in this context and what would represent a significant contribution of non-residential uses and/or community services.
- Notwithstanding the above, draft policy 9.8.5 seeks to restrict non-residential uses in the Neighbourhood designation for frontages that are not identified on Schedule H as required or recommended commercial frontages to small-scale, neighbourhood oriented commercial uses. We question the reasoning for restricting such frontages to small-scale uses, particularly in an area such as the VMC which is intended to accommodate the greatest intensity and mix of uses, and to develop as a complete downtown community. It is noted that the proposed definition of "Small-scale Convenience Retail" contained in the Draft VOP 2025 specifically excludes restaurants. Given the context and objectives of the VMC, we do not believe it is appropriate to restrict the types of non-residential uses in this manner in the VMC.
- Draft policy 9.3.1 appears to be brought forward from the current VMC Secondary Plan, but does not provide a specific or comprehensive list of permitted uses within the Neighbourhoods designation, unlike the Mixed Use designation for which a detailed list of permitted uses is clearly identified.
- As it relates to the Mixed Non-Residential designation (formerly Employment Precincts), the policies of the current VMC Secondary Plan include direction on circumstances where service commercial and large-scale retail uses are permitted. Based on our review of section 9.4 of the Draft VMCSP, it is not clear whether service commercial uses and large-scale retail uses are permitted as-of-right in the Mixed Non-Residential designation. Given that the permitted uses within the Mixed Non-Residential designation are limited and exclude residential uses, we recommend that the policies of section 9.4 be clarified to include explicit permissions for service commercial and large-scale retail uses.

Stratified Parking

- Draft policy 5.3.8 contains criteria associated with the consideration of stratified parking below public rights-of-way. It is noted that these policies appear to be stricter than those comparable policies contained in the current VMC Secondary Plan.
- Similarly, Draft policy 7.4.1 contains similar criteria associated with the consideration of stratified parking below public parkland, which are also stricter than those comparable policies in the current VMC Secondary Plan.
- While draft policies 5.3.8 and 7.4.1 appear to allow for stratified parking below public rights-of-way and public parkland in certain circumstances, namely where extreme hydrogeological and/or technical conditions make it technically unfeasible to accommodate parking under buildings or private amenity space, we believe that more flexibility is needed.

- It is recommended that consideration also be given the financial feasibility of providing underground parking, particularly on sites such as the subject lands that are heavily constrained by lands identified for public purposes (i.e., public roads and public parks). Due to the proposed roads and parkland identified to be accommodated on the subject lands, the size of the developable area of the subject lands is significantly restricted and so is the amount of land available to accommodate below grade parking structures. It is important in circumstances like the subject lands that there is enough flexibility to accommodate stratified parking below public parkland and public roads to enable a viable development.

Public Parkland

- Draft policy 7.1.12 identifies that the design of parks and open spaces "shall be guided by" the VMC Parks & Wayfinding Master Plan; however, draft policy 7.6.1 requires that park design "conform with" the Parks & Wayfinding Master Plan. As the Parks & Wayfinding Master Plan is not a statutory document, we recommend that draft policy 7.6.1 be deleted or revised to be consistent with draft policy 7.1.12 in requiring that park design "be guided by" the Parks & Wayfinding Master Plan and not be required to "conform with" it.

Built Form

- It is noted that draft policy 9.9.1.c is brought forward from the current VMC Secondary Plan; however, it defines high-rise buildings as those over 10 storeys. In contrast, the Draft VOP 2025 defines high-rise buildings as those over 12 storeys in height. We request this discrepancy be addressed and that the VMCSP be consistent with the VOP 2025 in defining high-rise buildings as those generally over 12 storeys.
- Draft section 9.9 contains various urban design and built form policies, some of which are very prescriptive. In general, we believe that many of these policies are more appropriate in the Urban Design Guidelines and/or the Zoning By-law, rather than in the Secondary Plan. However, if such policies are to be included in the VMCSP, sufficient flexibility must be provided particularly for sites that are constrained by their size and/or lands required for public purposes (i.e., public roads, public parks, etc.). We acknowledge that the Draft VMCSP includes draft policy 10.4.8 which allows for minor variations from numerical standards without amendment to the plan. However, it is important that this provides sufficient flexibility to consider alternative design approaches where there are unique circumstances on a site-by-site basis.
- Draft policy 9.9.26 seeks to require a minimum tower separation of 35 metres in the Neighbourhood designation, whereas tower separation in the Mixed Use designation is the standard 25 metres. It is unclear as to the justification for increasing the tower separation distance requirements in the Neighbourhood designation. It is further noted that the minimum tower separation distance for high-rise buildings is 25 metres in the Draft VOP 2025 and there is no reference to a 35-metre tower separation in the Draft VOP 2025. As such, we request that the VMCSP be consistent with the VOP 2025 and that a minimum tower separation distance of 25 metres be maintained for towers in the Neighbourhoods designation.
- In addition to the above, there are potential concerns due to a lack of flexibility and impracticality of some of the numerical standards associated with various built form/urban design related policies of the Draft VMCSP, including but not limited to the requirement for minimum 3-bedroom units, the minimum build-to line, the maximum podium height, and building exteriors. We are continuing to review and evaluate these proposed policies and may provide further comments in this regard.

Other Comments

- Draft policy 6.5.2 seeks to require all applicable development proposals located in Intensification Areas to meet or exceed LEED Silver. We question the appropriateness of construction-level details within a secondary plan. Furthermore, we note that this was previously a policy that encouraged private development to strive for LEED Gold or higher in the current VMC Secondary Plan (Policy 5.5.2). We have concerns with the requirement as it may not be feasible for all developments to achieve LEED Silver. Additionally, we believe this requirement may be an error. The Draft VOP 2025 requires that Plans of Subdivision and major Site Plans

within Strategic Growth Areas shall meet or exceed the Silver threshold of the City's Sustainability Metrics Program, not LEED Silver (draft policy 4.6.2.1). We request that the same language contemplated in the Draft VOP 2025 be used in the VMCSP such that all developments in the VMC are not required to achieve LEED Silver.

Concluding Remarks

We respectfully submit and request that consideration be given to the enclosed comments as Staff proceed to finalize the Draft VMCSP and the Draft VOP 2025. The above comments are provided based on our initial review of the Draft VMCSP and the Draft VOP 2025. We reserve the right to provide further detailed comments as part of the ongoing public consultation we understand is to be held over the summer 2025.

As indicated at the March 6, 2025 meeting and through previous meetings and discussions with City Staff, we understand it is the intention of Staff to continue to work with the landowners through the ongoing VMC Secondary Plan Update process.

We appreciate the collaborative approach and opportunity to provide these comments. If you have any questions or require further information, please contact the undersigned Sandra Patano at extension 245 or Jessica Damaren at extension 280.

Yours truly,
Weston Consulting
Per:





Sandra K. Patano, BES, MES, MCIP, RPP
Partner, Planning Lead

Jessica Damaren, BES, MCIP, RPP
Senior Planner, Hearings and Special Projects

c. D'Angelo Group Ltd.
352087 Ontario Limited
M. Helfand, Aird & Berlis LLP
G. Soucy, City of Vaughan
C. Gray, City of Vaughan
C. Bruce, City of Vaughan

C154.
Communication
CW(PM) – June 4, 2025
Item No. 10

INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

June 2, 2025

City of Vaughan
2141 Major Mackenzie Drive
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Attention: Todd Coles, City Clerk

Re: Vaughan Committee of the Whole Public Meeting
Draft New Vaughan Official Plan 2025 ('**DVOP 2025**')
SW Corner of Hwy. 400 & King-Vaughan Road
City of Vaughan
Related City File: PAC.25.022

Innovative Planning Solutions Inc. ('IPS') is the planning consultant for MCN (KING-VAUGHAN) INC., owner of the lands located at the northwest corner of Highway 400 and King-Vaughan Road in the City of Vaughan (the 'Subject Lands'), portions of which extend into the Township of King. This submission responds to the release of the Draft Vaughan Official Plan 2025 ('DVOP 2025') and provides recommendations for consideration during its finalization. The Subject Lands are legally known as:

PT LOT 1 CON 5 KING PTS 1 & 2, 65R11409, PT LOTS 1 & 2 CON 5 KING PT 3, 65R11409 EXCEPT PTS 1 TO 6, EXPROP PLAN YR1555386; VAUGHAN; S/T ROW OVER PT 2, 65R11409 AS IN R655382; S/T EASE OVER PT LOT 2, CON 5 EXPROP PLAN YR1555370 UNTIL NOV 30, 2015;

1. Planning Context & Policy Framework

The lands fall within the Highway 400 North Employment Lands Secondary Plan Area of Volume 2 of the Vaughan Official Plan 2010 (VOP 2010) and are identified in DVOP 2025 as partially Employment Area and partially Community Areas. The Region of York Official Plan 2022 (YROP 2022) converted the western portion of the Subject Lands

from Employment to Community Areas through its Municipal Comprehensive Review (MCR).

While Bill 185 removed York Region's planning approval authority as of July 1, 2024, the land use decisions from the MCR remain relevant. The eastern portion of the Subject Lands continues to be designated as Employment Area under DVOP 2025, despite their context shifting significantly toward urban residential and mixed-use character.

DVOP 2025 anticipates the following planning framework for the Subject Lands:

- *Employment Areas* for the east portion of the Subject Lands and *Community Areas* for the west side of the Subject Lands per Schedule 1 – Urban Structure.
    - Schedule 1 also identifies the *Focused Analysis Area* being applicable to the east portion of the Subject Lands.
    - The western portion of the Subject Lands are subject to an *Approved Regional Conversion* per Appendix 1 – Provincial Decisions
- *Built Boundary* per Schedule 1A – Urban Area
- *Lands Subject to Secondary Plans or Particular Area Specific Plans* per Schedule 13 – Land Use Designations
- Subject to the *Highway 400 North Employment Lands, 11.4* per Schedule 14A – Areas Subject to Secondary Plans

The Township of King is concurrently reviewing its Official Plan. Portions of the Subject Lands within King are proposed as Employment Lands. We view this as inconsistent with the Community Areas designation adopted by York Region for the Vaughan portion. The landowner has met with King staff, and we understand coordination with City of Vaughan Staff is ongoing. Alignment of these designations will be crucial for integrated block planning and servicing, as well as, avoiding, and where not possible minimizing and mitigating potential impacts to existing and planned employment area uses.

Refer to Figure 1 in the Appendix for an overlay of the Subject Lands on Schedule 1 in DVOP 2024 and the planned New Settlement Area (Employment Lands) in King Township. Refer to Figure 2 in the Appendix for an overlay of the Subject Lands on the May 2025 Highway 413 Mapping identifying the updated FAA and proposed transitway station and maintenance yard south of the Subject Lands.

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2. Request to City Council

We request that the **entirety of the Subject Lands** be designated as **Community Areas** under DVOP 2025. This would reflect the direction of YROP 2022, align with PPS 2024, and support the creation of a complete, context-sensitive, transit-oriented community. This request is supported by the following rationale:

A. Alignment with Regional Decisions and PPS 2024

- YROP 2022 recognized the Subject Lands' potential for urban mixed-use development, converting the western portion to Community Areas.
- PPS 2024 encourages flexible, complete community development and provides policy direction (Sections 2.8.1.3 and 3.5) emphasizing land use compatibility and mitigation between employment and sensitive land uses, which is reflected in the draft policies of DVOP 2025.

B. Evolving Urban Context and Transitioning Land Use

- The area is undergoing a transition in land uses and is planned to include major planned infrastructure such as the Highway 413 Transitway Station and Maintenance Yard south of the Subject Lands, indicating significant transit investment and urban intensification.
- The Subject Lands sit within a distinct precinct bounded by Highway 400, Weston Road, King Township, and the Greenbelt Natural System Area. The western lands' conversion and emerging development pressures warrant re-evaluation of the eastern portion's continued Employment designation.

C. Compatibility and Complete Community Objectives

- Maintaining an Employment Area designation adjacent to proposed Community Areas and future sensitive land uses creates potential land use conflicts.
- A Community Areas designation would allow for strategic land use transitions through buffers such as commercial, institutional, and open space, while still supporting job creation consistent with the 55 jobs per hectare target.

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3. Planning Integration, Policy Alignment and Urban Structure Compatibility

As identified above, under DVOP 2025:

- **Schedule 1** identifies the eastern Subject Lands as Employment Area and the western portion as Community Areas.
- **Appendix 1** lists the western lands as Approved Regional Conversion.
- **Schedules 13 & 14A** confirm applicability to the Secondary Plan and Area-Specific policies.

We support the City's recognition of the Community Areas designation on the western Subject Lands but urge extension of this designation to the eastern portion to achieve consistency and clarity in land use policy.

Designating the Subject Lands fully as Community Areas would enable:

- Mixed-use development (residential, commercial, institutional, and employment-supportive land uses);
- Transit-oriented design; and,
- Efficient infrastructure investment and phasing.

4. Conclusion and Next Steps

On behalf of our clients, we are generally supportive of the land use policies and designations in DVOP 2025 as they relate to the Community Areas policy framework for the Subject Lands. With respect to the Employment Areas designation, we request that Council:

1. Re-designate the entirety of the Subject Lands as Community Areas under DVOP 2025.
2. Provide updates on the coordination with the Township of King to ensure consistent planning objectives across municipal boundaries.
3. Prepare for future Secondary Plan updates with an integrated and forward-thinking land use vision that provides for mixed-use development that includes residential land uses on the eastern portion of the Subject Lands and reflect the Community Areas Urban Structure in the updated Secondary Plan documentation.

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The re-designation of the Subject Lands to Community Areas will support Vaughan's goals to build complete, compact communities while maintaining job targets through flexible land use planning permissions to allow mixed-use development that include non-employment land uses. The Subject Lands are ideally positioned, both geographically and contextually, to help achieve these objectives.

We appreciate the opportunity to participate in the City of Vaughan's ongoing Official Plan Review process and to provide input that supports both municipal objectives and regional planning alignment. We trust that this submission will be carefully considered during the finalization of DVOP 2025 and the review of relevant Secondary Plans in 2026.

Should City Staff require additional clarification or wish to engage in further discussion, we would be pleased to coordinate a follow-up meeting at your convenience.

Respectfully submitted,
Innovative Planning Solutions



Mathew Halo, BURPl., MCIP, RPP
Associate

c. Clients
Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing
Christina Bruce, Director of Policy Planning and Special Programs
Fausto Filipetto, Senior Manager of Policy Planning and Sustainability

Encl. in Appendix:

- Figure 1 – Subject Lands, Schedule 1 of DVOP 2025 and Proposed Employment Lands Designation in King Township
- Figure 2 – Subject Lands and May 2025 Highway 413 Mapping

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APPENDIX

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Figure 1 - Schedule 1 DVOP 2025 & King OPR

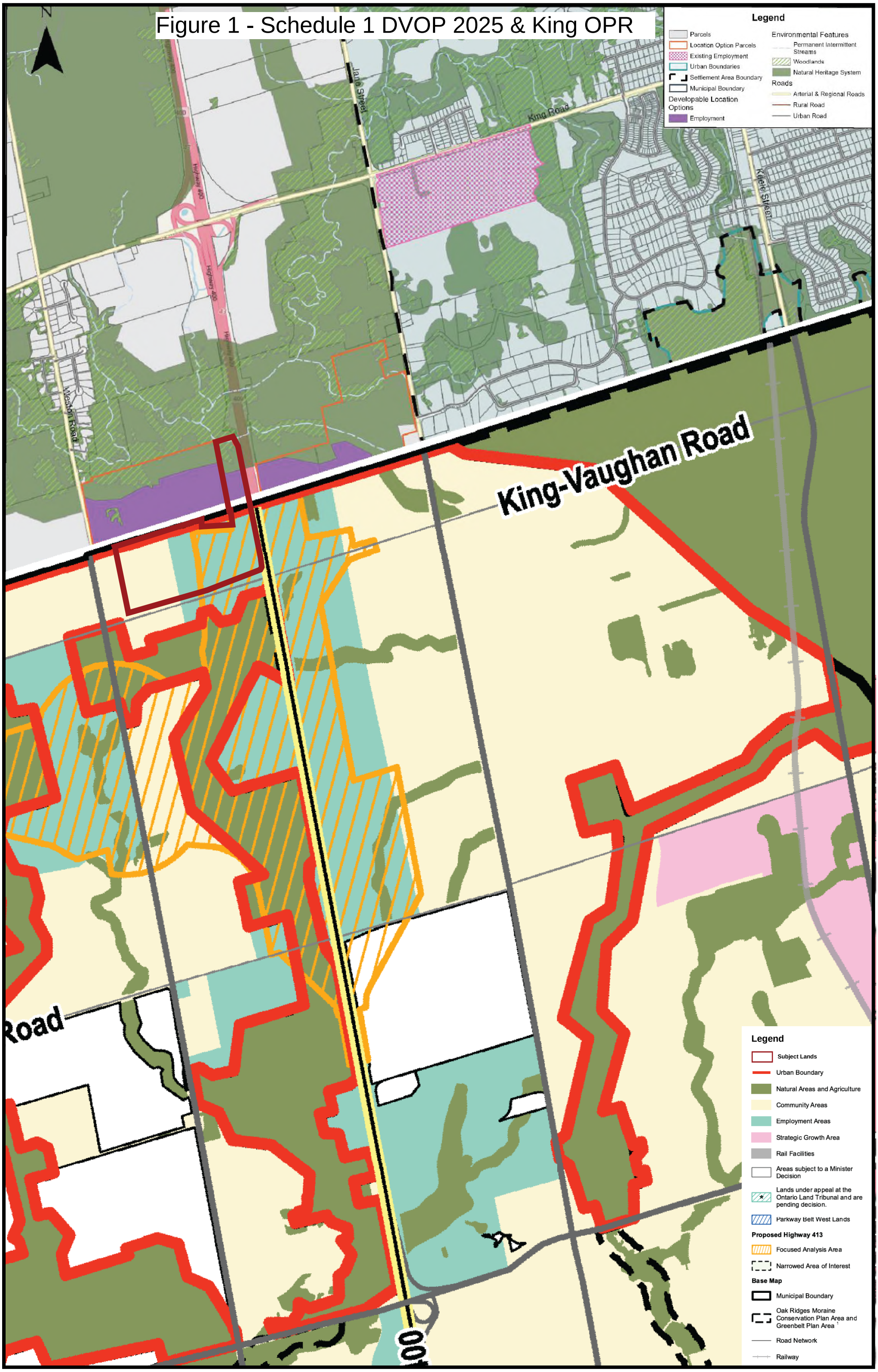
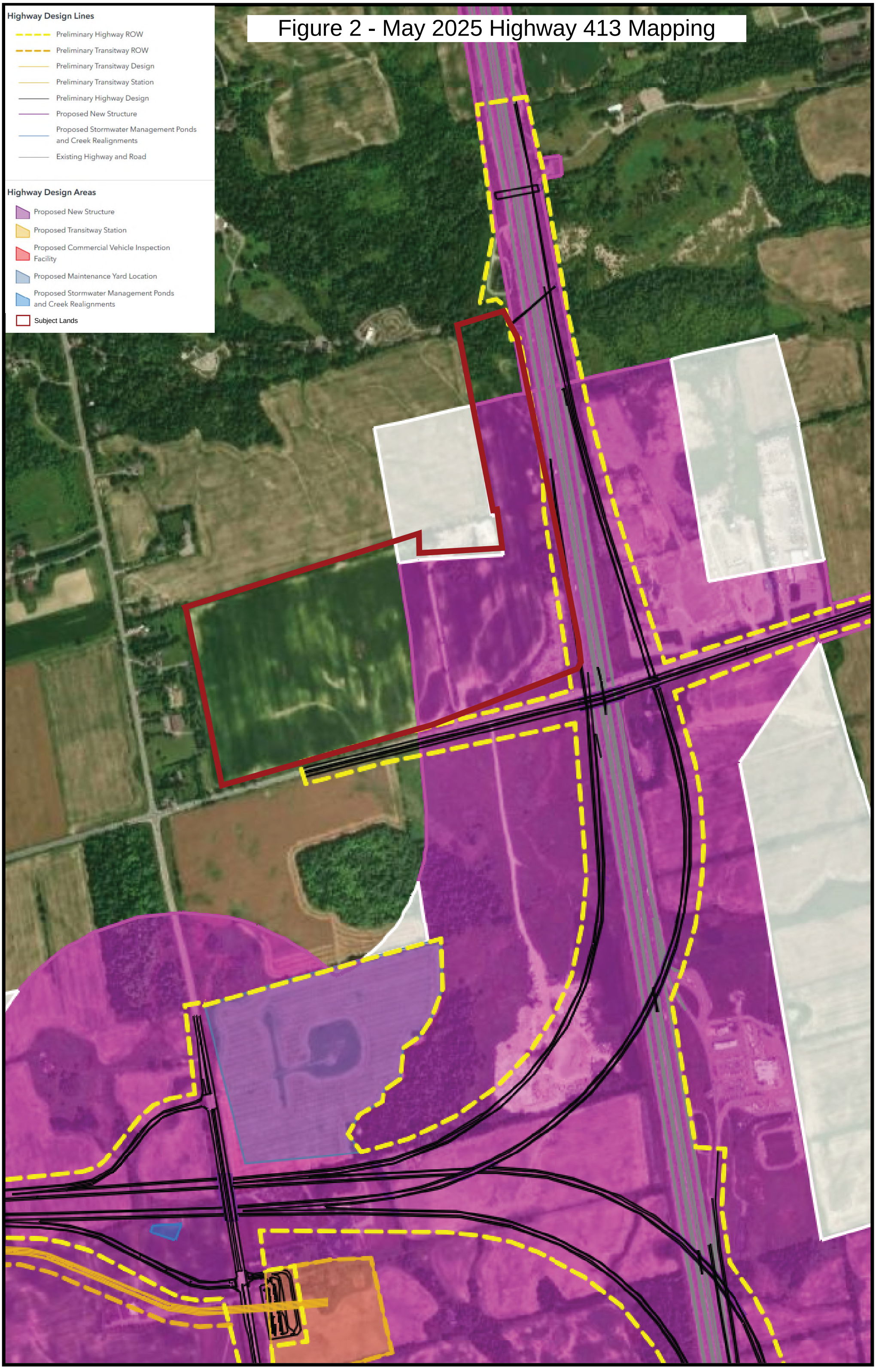


Figure 2 - May 2025 Highway 413 Mapping



BOUSFIELDS INC.

C155.
Communication
CW(PM) – June 4, 2025
Item No. 10

Project No. 18189-1

June 3, 2025

Committee of the Whole
City of Vaughan
Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Delivered by email to clerks@vaughan.ca

Dear Chair and Members of the Committee of the Whole,

Re: Committee of the Whole Public Meeting Report – Item 4.10
Vaughan Official Plan Review
Draft New Official Plan 2025
Block 27 Landowners' Group Considerations

We are the planning consultants to the Block 27 Landowners' Group (the "**LOG**") with respect to the 400-hectare tract of land bounded by Keele Street, Teston Road, Jane Street and Kirby Road ("**Block 27**"). We are writing on behalf of the members of the LOG as listed in **Appendix A**.

The purpose of this letter is to provide comments on a recently released May 2025 draft of the Vaughan Official Plan 2025 ("**VOP 2025**"), to be presented at a statutory public meeting before the Committee of the Whole on June 4, 2025.

1.0 Summary of Comments

The primary concern of the LOG is related to the transition provisions proposed in Section 1.4.2. To ensure the orderly and timely implementation of the Block 27 Secondary Plan, we have recommended:

a) That Block 27 lands be exempted from the VOP 2025; or
b) That a transition provision be inserted that allows the current policy framework to continue in force and clearly states that VOP 2010 prevails over any part of the VOP 2025 for lands within Block 27.

Details are provided below.

2.0 Background

On behalf of members of the LOG we previously submitted three letters to the City's Official Plan Review Team. The first of these letters is dated November 16, 2023, the second is dated August 1, 2024, and the third is dated April 9, 2025.

In our first letter we summarized the planning work undertaken for Block 27. The work included significant time and effort spent preparing and submitting materials for the Block Plan and Master Environmental Servicing Plan ("**MESP**") based on the policy framework in Volume 1 of the Vaughan Official Plan 2010 ("**VOP 2010**"). In order to preserve that work, we requested that the lands within Block 27 be given an exemption to what had come to be known as the Part A Official Plan Amendment.

In our second letter we continued to request that Block 27 be exempted from what was termed the Comprehensive Draft Official Plan Amendment ("**Comprehensive OPA**"). In the alternative, we recommended a transition policy that recognizes the in-effect Secondary Plan and subsequent implementation work that would be needed to bring development to fruition. Our second letter also provided detailed comments on a number of schedules and policies proposed as part of the Comprehensive OPA.

On August 28, 2024, the LOG received a response from the City to the first letter. In summary, despite acknowledging the work done on the Block Plan under the VOP 2010 framework, Staff were not prepared to support a full exemption for Block 27.

In January 2025, a further draft Official Plan was released, and we submitted our third letter in response. Much as before, we requested that Block 27 be exempted or that suitable transition provisions be adopted, along with detailed comments on various schedules and policies.

In the meantime, the Block Plan process has moved further along. Staff are recommending draft approval of the Block Plan on June 4, 2025. Additionally, two Draft Plan of Subdivision and Zoning By-law Amendment applications have been filed for lands in Block 27. Other landowners are also working towards implementing application submission within the short term. Submission of the second version of the MESP is imminent.

3.0 Exemption Request

We continue to be of the opinion that the lands within Block 27 require an exemption to the VOP 2025. This could be accomplished by inserting either (a) the following provision into the By-law that will enact the VOP 2025:

> By-law XXX [insert enacting By-law number] does not apply to the lands bounded by Keele Street, Teston Road, Jane Street and Kirby Road known as Block 27;

or (b) a specialized policy into the VOP 2025.

Without a clear exemption, implementation of the Block Plan faces risks from a mid-stream change in policy, making it much more costly and challenging to bring a planned 7,474 homes and 21,842 people and jobs to the City of Vaughan.

We do not see how complicating the implementation of the Block Plan is in the public interest.

4.0 Realistic Transition

Though less straightforward, a fair implementation process could be established through a transition policy confirming that VOP 2010, as it read immediately before it was repealed, continues to apply to all lands subject to the Block 27 Secondary Plan. Accompanying policy language would also explicitly confirm that the VOP 2010 prevails over the VOP 2025 to eliminate any interpretive challenges.

We acknowledge the inclusion of Policy 1.4.2.1 in the VOP 2025 which confirms that Volume 1 of the VOP 2010 will remain partially in force. However, its application is limited to only interpretation and implementation purposes of Volume 2 of VOP 2010 (Secondary Plans). This means, if VOP 2010 needs to be relied on for the policies it contains, which provide the backdrop for the entire Block Plan, it cannot be. It can only be used to clarify what the Secondary Plan means.

In the Block 27 context, the approach in current Policy 1.4.2.1 favouring interpretation assistance only is unworkable. For example, it is uncertain what the limits of “interpretation and implementation” are, particularly where there may be competing policies in the VOP 2025 which the policy does not address. Such uncertainty is unfair to members of the LOG as it introduces uncertainty into established planning permissions. Additionally, the relationship between the Secondary Plan and the VOP 2010 goes beyond use of common definitions requiring interpretation upon being implemented. Instead, the Secondary Plan often incorporates entire policies from the VOP 2010 by reference. It is unclear whether policies referred to in such a way would be regarded as important and applied as a whole and in place of policies in the VOP 2025 as a matter of “interpretation and implementation” or if decision makers at the City might, over time, take differing views. Differing views would cause great difficulty in implementing the development of Block 27.

Pursuant to Policy 1.4.2.1 the VOP 2010 will also remain in force for applications that are described in Policies 1.4.2.4 and 1.4.2.6. It appears that the majority of applications required to implement the Block Plan will not be transitioned under Policy 1.4.2.4(a) since to gain this benefit, the applications would already need to have been deemed complete, which is not the case. When it comes to Policy 1.4.2.4(b), respectfully, the intent is unclear. Optimistically, it could mean any application made in the Block Plan area would be subject to VOP 2010 and the Block 27 Secondary Plan, despite the adoption of VOP 2025. However, the wording is not clear about whether the application which needed to be deemed complete between September 7, 2010 and whenever the VOP 2025 is adopted is: (a) the originating official plan amendment (i.e. the application for the Block 27 Secondary Plan), or, (b) the downstream implementing applications.

Alarmingly, even if transitioned, Policy 1.4.2.7 indicates the intention to repeal transition provisions at the time of the next official plan review or in five years time. It is not anticipated that all of Block 27 will be built out within five years, causing a high level of uncertainty and concern.

Given the scale of investment already made in planning for Block 27, the importance of avoiding procedural setbacks, and the large land area involved, we recommend a transition approach that is not ambiguous, being the addition of the following wording in a new policy 1.4.2.1(c):

> c) For the lands subject to the Block 27 Secondary Plan the VOP 2010 shall continue in force and the VOP 2010 prevails over any part of this Official Plan. For further clarity, this Official Plan is inoperative against the lands subject to the Block 27 Secondary Plan.

We ask that the City please confirm that if an exemption is not provided, as set out in the previous section, that at least our proposed policy 1.4.2.1(c) will be implemented prior to Council adoption.

5.0 Detailed Comments on 2025 Draft VOP

The following are additional detailed comments regarding the 2025 VOP.

A. Schedule 9A – Street Classification and Street 9B – Street Types

The street network shown on draft Schedules 9A and 9B does not reflect the latest collector road alignment proposed in the Block Plan and ongoing Municipal Class Environmental Assessment for Block 27.

We request that the road alignments on draft Schedules 9A and 9B be updated to reflect the Block Plan and Municipal Class Environmental Assessment.

B. Schedule 9C – Cycling Facilities and Trails

Similar to our comments above, the on-road cycling facilities and off-road trails shown in draft Schedule 9C does not reflect the latest cycling network for Block 27. Draft Schedule 9C also shows an "Active Transportation Bridge Crossing" over the rail corridor at the Trans Canada Pipeline (**"TCPL**") lands. Further, Schedule 9C indicates various small segments of the Planned Primary Network of the Vaughan Super Trail.

As discussed through the Block Plan process, the eastern portion of the Super Trail along the TCPL pipeline is not feasible because the pipeline easement is constrained by three below-grade pipes, leaving limited space for a trail. Due to the property and engineering constraints providing a separate rail crossing at this location for only bicycles/active transportation is not realistic or feasible. Through the Block Plan process, it is also proposed that the north-south leg of the Super Trail will be located through the Greenbelt, but the Schedule now shows various small segments of trails in the "purple" colour which indicate the Vaughan Super Trail.

We request that the bicycle facility and trail alignments on Schedule 9C be updated to reflect the collector road pattern on the Block Plan and Municipal Class Environmental Assessment. We also request that the Active Transportation Bridge Crossing be removed from Block 27. We further request that the mapping be revised to include only one north-south segment of the Super Trail, which is proposed to be located along the east side of the Greenbelt.

C. Schedule 10 – Major Transit Network

Draft Schedule 10 identifies a "Proposed GO Station" in the northeast corner of the Block. The difficulty is, the GO Station is undergoing preliminary study by Metrolinx. Depending on the outcome of that study, the GO Station may not be proposed for this location. **We request that a more accurate label be applied, for example, "GO Station Under Study".**

D. Section 2.14 – Street Classification and Street Types

Draft Policy 2.14.1.35 (d) states that minor collector streets shall avoid direct car access to individual dwelling units, whereas Draft Policy 2.14.1.36 states that building frontage on minor collector streets is encouraged. In our opinion, these policy objectives can be contradictory and are incompatible with the Block Plan which provides for some low-rise residential uses on minor collectors. As such, **we request that Draft Policy 2.14.1.35 (d) be deleted**.

E. Section 2.14.2 – A Walkable and Accessible City

Policy 2.14.2.6 provides that in order to promote increased pedestrian activity and enhance access to transit services and Community Facilities sidewalks are required on both sides of all streets in accordance with City guidelines and engineering requirements. The City's engineering standards include local and other approved public road cross-sections that include sidewalks on one side of the street. **In our opinion, this policy should be deleted.**

Draft Policy 2.14.2.13 requires require short and long-term bicycle parking spaces in all new residential Development and short and long-term spaces in new non-residential Development. This policy is inconsistent with Zoning By-law 001-2021, which does not require bicycle parking for single detached, semi-detached, street townhouses, and other residential development. **We request revising this policy to require bicycle parking in accordance with the Zoning By-law.**

F. Section 2.4.1 – Strategic Growth Areas

The Transit Hub Centre of Block 27 has been identified as a Strategic Growth Area and a Local Centre on Schedules 1 and 1B. Policy 2.4.1.2(e) prohibits surface parking between the front face of a building and the public sidewalk, except in the case of gas stations, in Strategic Growth Areas.

In our opinion, it may be desirable to provide limited short-term parking or pick-up/drop-off spaces in front of a building in Strategic Growth Areas, **and request rewording to reflect this.**

G. Section 2.7 – Natural Heritage Network

Comments on this section will follow once review is complete.

H. Section 3.2 – Land Use Designations

Low-Rise Residential

The height permissions in the low-rise residential designation are unclear. Draft Policy 3.2.1.1(a) states that building heights shall not exceed three storeys, and (c) permits a variety of building types including "Stacked Townhouse", which are defined in the glossary with a maximum height of 4 storeys. **We request permitting certain building types up to 4 storeys in height within the Low-Rise Residential designation.**

Mid-Rise Residential

Draft Policy 3.2.1.2 (e) has removed previous permissions in VOP 2010 Policy 9.2.2.3(d) which permitted townhouses, stacked/back-to-back townhouses and low-rise buildings along streets that are not arterial streets or Major Collector Streets. **We request that this permission be reinstated.**

Low-Rise Mixed-Use and Mid-Rise Mixed-Use

Within the draft policies related to the Low-Rise Mixed-Use designation, the intent has shifted from permitting a mixture of uses to requiring a mixture of uses on the same lot.

Draft Policy 3.2.2.2 states that development shall (a) consist of an integrated mix of residential, community and small-scale retail uses intended to serve the local population; (b) permits residential units, together with non-residential uses; and (f) "stand-alone residential uses are not permitted in the Low-Rise Mixed-Use designation, and any residential uses must be in conjunction with one or more additional permitted non-residential uses."

Block 27 contains approximately 46 hectares of land designated Low-Rise Mixed-Use, the planning of which was based on the intention that some of that area would be developed with commercial and mixed-use buildings, and some would be developed

with higher density forms of low-rise housing though not necessarily both classes of use on each lot. **We therefore request the removal of the prohibition on stand-alone residential uses in policy 3.2.2.2(f). Additionally, for mixed-use areas to succeed, flexibility is critical. By over prescribing the structure of mixed-use areas they may not function at all.**

Further, we note that in the preamble of Section 3.2.2, it states that "Mixed-Use lands require both residential and non-residential uses on the same lot." **We request that this be removed, or reworded to "encourage" a mixture of uses where appropriate, while clearly allowing for single-use buildings.**

Within the Mid-Rise Mixed-Use policies, we have the same concerns. Policy 3.2.2.3(f) states that stand-alone residential uses are not permitted in the Mid-Rise Mixed-Use designation, and any residential uses shall be in conjunction with one or more additional permitted non-residential uses. **As above, we request that permissions for single-use buildings be reinstated.**

Further, Policy 3.2.2.3(c) requires development within Strategic Growth Areas to incorporate, at minimum, two permitted uses. **We request that this section be reworded to "encourage" a mixture of uses where appropriate, and to permit single-use buildings.**

Draft Policy 3.2.2.3(e) has removed previous permissions in VOP 2010 Policy to permit townhouses, stacked/back-to-back townhouses and low-rise buildings along streets that are not arterial streets or Major Collector Streets (VOP 2010 Policy 9.2.2.4 (f). **We request that this permission be reinstated.**

I. Section 4.3.1 – The Public Realm

Draft Policy 4.3.1.3 (c) states: "To prioritize the pedestrian experience on public streets and rights-of-way by: avoiding Rear-Lotting on public streets or other elements of the Public Realm such as parks or natural heritage features and areas."

In our experience, single-loaded streets are inefficient to construct, and rear-lotting that backs onto public parkland can be difficult to avoid and may be preferred in some cases. **We request that the City consider the following wording: "generally avoiding Rear-Lotting … where feasible and desirable."**

Draft Policy 4.3.1.5 (b) states that "Privately Owned Public Spaces ["POPS"] should be designed to a high level of quality and achieve the following: b. be highly visible for pedestrians, with frontage on at least one public street."

In our experience, it can be desirable to locate a POPS space away from street frontage and provide connection and visibility to that space from a public street through a public access easement. **We request that the City consider the following wording: "be highly visible for pedestrians, with frontage on, or direct access and connection to, at least one public street."**

J. Section 4.3.3 - Site Design and Building Types

Section 4.3.3 includes a number of policies that contain restrictive built form metrics including required minimum setbacks, building lengths, angular planes, and tower floorplates. In our opinion, these matters regulate built form too rigidly.

We also note that Draft Policy 4.3.3.8 ("*To ensure permeability between groupings, any given block of Townhouses, Stacked Townhouses, and/or Back-to-Back Townhouses shall have a maximum linear length of 40 metres"*), whereas the current VOP 2010 permits a Stacked Townhouse row to be up to 50 metres (Policy 9.2.3.3).

We respectfully request that the policies provide guidance only without numerical requirements and if numerical requirements are necessary, add "generally" or "where feasible" to provide flexibility. We also request that the building length be increased to 50 metres, consistent with VOP 2010. In our opinion, the Official Plan should not include such strict and prescriptive requirements, since they do not capture every scenario where it may be desirable to exceed such rigid requirements.

We also note that for Mid-Rise Buildings, Draft Policy 4.3.3.17, does not permit surface parking between the building's front or side and a public street.

It may be desirable to provide limited parking for pick-up/drop-off activities in these locations, or to provide limited surface parking along a portion of an external side lot line. We respectfully request that this policy be reworded to "discourage" surface parking in these locations.

K. Section 4.4 - Parks and Open Space

Strata Parks

Section 4.4 contains policies about Strata Parks, which are defined as "A park with horizontal delineation of legal ownership between public and private uses…for example, a public park located on top of a privately owned parking structure." Based on the definition provided and limitations in Draft Policy 4.4.2.4 (b), the City appears to be indicating that Strata Parks are primarily intended to be located above private parking. We do not see the distinction being made between parking infrastructure and the other kinds of infrastructure listed in Policy 4.4.2.4 (b). All examples provided may be important functional elements of a given building or site. **We request the deletion of this policy.**

Draft Policy 4.4.2.4 (a) (i) limits the total encumbrances to 60% of the surface area of the park. There may be cases where it is desirable to have a Strata Park that has a higher percentage of below-grade encumbrances. **We request that this policy be deleted, or amended to say "limits the total encumbrances to generally 60% of the surface area of the park where below grade encumbrances are deemed to not encumber the surface area of the park..."**

Draft Policy 4.4.2.6 (c) states that, with respect to Strata Parks, "parkland dedication credit shall be calculated net of all encumbrances in accordance with Section 4.5.5 of this Plan." **We request that this apply to surface encumbrances that displace occupiable space only**. If the entirety of the encumbered area of a stratified park is excluded from parkland dedication credits, there is no basis for creating them.

We are not aware of any policies in the draft VOP 2025 that relate to public parkland provided above a public underground stormwater tank solution. **We request that the City add policies within the Parks and Open Space section to permit innovative parkland solutions including the provision of public parkland above public stormwater infrastructure.**

Parks and Open Space Design

Draft Policy 4.4.4.3 (d) states that parks shall generally be situated and oriented to be highly visible with prominent public street frontage (50% of park perimeter) to enhance passive surveillance. In our opinion, the intent of the policy can be achieved without meeting the 50% park perimeter, and the inclusion of this overly prescriptive policy may result in unnecessary OPAs. Accordingly, **we respectfully request that the**

policy be revised to remove the reference to "50% of park perimeter" or add "where feasible".

Draft Policy 4.4.4.7 (b) states that where development is proposed adjacent to parks or open spaces, development shall "configure building massing and orientation to optimize access to sunlight in parks throughout the day and seasons." We request that this be **reworded to require development to "minimize shadowing in parks throughout the day and seasons to preserve their utility."** It may be difficult and potentially undesirable from a built form and intensification perspective to require sunlight in parks to be optimized.

Draft Policy 4.4.4.8 (a)(iii) states that POPS shall have 50 percent minimum perimeter public frontage, of which half shall be public street, and the balance shall include any combination of public realm element, POPS, and/or publicly-accessible street or mews. In our experience, there are desirable configurations of POPS spaces that are accessible and visible from the street but do not have 50% frontage. **We request that this policy be reworded to state that POPS must be visible from and directly connected to a public street.**

Draft Policy 4.4.4.8 (a)(vi) states that POPS shall maintain public street frontage along a minimum of 50 percent of the space's perimeter, exclusive of private driveways. This policy is similar to draft Policy 4.4.4.8 (a)(iii) noted above. In our experience, there are desirable configurations of POPS spaces that are accessible and visible from the street but do not have 50% frontage. **We request that this policy be reworded to state that POPS must be visible from and directly connected to a public street.**

Draft Policy 4.4.4.8 (a) (vii) states that POPS shall incorporate active ground-floor uses along all building frontages adjacent to the space, with no blank facades, service areas, or other non-active uses permitted along these frontages. In our opinion, this may be an unreasonable requirement in certain configurations. **We request that this policy be reworded to include the phrase "where feasible and desirable".**

Draft 4.4.4.9 (b) states that POPS receiving parkland credits shall not be included in site area calculations for density purposes. **We request that this policy be removed.** It is inconsistent with the new definition in VOP 2025 proposed for "Floor Space Index", which is based upon lot area with no exclusions. We note that previously, under VOP 2010, the calculation of FSI was based upon a "net developable area" and excluded parkland and other conveyances.

Parkland Dedication

This section utilizes two new terms: “Net Developable Area” and “Gross Developable Area.” The key difference between the two definitions is that “Net” excludes a variety of environmental features, major infrastructure rights-of-way, and existing uses, whereas “Gross” does not exclude these areas.

Draft Policy 4.4.5.2, which outlines the parkland dedication rates of 5% or 1 hectare of parkland per 600 dwelling units, uses “Net Developable Area”. However, Draft policy 4.4.5.4 which outlines the parkland caps uses “Gross Developable Area”. It is unclear how the Gross vs. Net Developable Area definitions would operate. **We request clarity on the intent of these definitions and policies as we are concerned that the intention may be to attempt to increase the maximum conveyance or payment in lieu beyond that allowed by s. 42(3.3) of the *Planning Act*. Under the *Planning Act*, the “cap” is in relation to land area or value of the land, not the “Gross Developable Area”. Some might incorrectly interpret the reference to “Gross Developable Area” in Policy 3.5.5.4 as removing an appraiser’s discretion over land valuation inclusions and exclusions.**

With respect to the definition of Net Development Area, we make the following requests:

- Incorporate the following exclusion: “major infrastructure rights-of-way and associated environmental and safety buffers and zones.”
- Outline that stormwater management ponds and parks in the Greenbelt Plan area be excluded from “Net Developable Area”. In our opinion, the plan should apply parkland dedication to parkland generating uses, which excludes major infrastructure rights-of-way and lands in the Greenbelt Plan area.
- Incorporate an exclusion for archaeological sites which are mentioned elsewhere in the VOP 2025 as exclusions, but not listed in the definitions and could lead to confusion as a result.

Draft 4.4.5.11 states that parkland conveyed shall be credited net of all encumbrances. **We request that this policy make reference to Policy 4.4.5.8 (which states that POPS may be eligible for parkland credit) as well as the policies relating to Strata Parks**.

L. Policies related to Climate Change and Sustainability (Section 4.6)

Comments on this section will follow once review is complete.

M. Section 4.6.4 – Urban Agriculture

Draft Policy 4.6.4.1 (b) requires the identification of space for Urban Agriculture through the Secondary Plan and Block Plan processes. We are unsure of how this requirement would be implemented. Is the intention that Park Facility Fit Plans provided at the Block Plan stage include space for Urban Agriculture; or, would spaces for Urban Agriculture be identified on a Block Plan as a separate land use and if so under what provision of the *Planning Act* would such lands be required? **We request that the intent of this policy be clarified.**

Draft Policy 4.6.4.1 (c) requires the identification of space for Urban Agriculture in new residential development. **As above, we request that this policy be clarified.** For example, can this be achieved through the presence of back or front yards? Further, it is our opinion that there may be new residential development that is inappropriate for Urban Agriculture.

N. Section 4.7.3 – Stormwater Management

We understand that the City has been exploring opportunities to permit public stormwater ponds below grade, particularly below public parkland. **We suggest adding the following policy: "To encourage the implementation of innovative stormwater management approaches, such as below-grade solutions including below public parkland, in accordance with City policies and procedures."**

O. Section 5.1.1 – Detailed Planning

Block Plan

Having reviewed the policies pertaining to Block Plans, we are concerned about the timing for their preparation in the instances that they may be needed. We suggest that clarification be added pertaining to the City's expected procedure. It is also unclear whether block plans are a separate process or will be incorporated into the site-specific development applications as they come forward, resulting in an iterative block planning

process. We suggest that a policy or policies clarifying this be added. In addition, clarification should be added regarding whether Council endorsement of block plans is required under VOP 2025.

Policy 5.1.2.1 contains internal contradictions about who the proponent of a Block Plan is (i.e. a proponent or a group) which need to be resolved. Further, it is unclear whether a Council-endorsed Block Plan would apply only to a proponent's land, as the details on remaining lands are "conceptual".

We also have a concern about the interaction between Block Plans and Plans of Subdivision which is part of the subject of Policy 5.3.1.31. This policy refers to "conditions" of a Secondary Plan or Block Plan being satisfied before a Plan of Subdivision can be approved. Block Plan conditions, if applied by the City, are not grounded in statutory authority, unlike conditions of subdivision. We are concerned that impossible conditions could be imposed through a non-statutory process and used to defeat subdivision applications. Policy 5.3.1.31 also purports to require a plan of subdivision to "conform" with a Block Plan, which presents a similar issue. **We request this policy be updated to better reflect what is meant by conditions and disentangle statutory and non-statutory processes**.

Additionally, throughout the VOP 2025, there are references to items that may be required as part of a Block Plan process, including a review of cultural heritage and archaeological resources (4.10.2.4), identification of urban agriculture (4.6.4.1), and community energy plans (4.6.2.3). These items are not directly referenced in Section 5.1.2. **We request that Section 5.1.2 be updated to clarify all of the items that may be required as part of a Block Plan process.**

In summary, we request that VOP 2025 and particularly Section 5.1 be updated to clarify the purpose, intent and role of a Block Plan, and clearly outline the process and requirements. Further, if the role and scope of Block Plans are being reduced to an applicant-led requirement of a subdivision application that only conceptually delineates development on lands not owned by the proponent, we request that the City consider removing the requirement for Block Plans altogether.

P. Section 5.1.3 – Implementation Tools

Draft Policy 5.4.2.2 outlines items that may be required as part of a complete application and includes Table 5.1 which lists information, reports, studies, and materials.

We request a number of changes to Table 5.1:

- We request renaming the title of Table 5.1 to remove the word "required."
- We request removing "Executed and Valid PAC Understanding" and "Executed Preapplication Understanding" as this item cannot be required as part of a complete application.
- We request correcting the alphabetizing of certain items.
- Some of these items say "where applicable" (such as Architectural Control Architect Approved Drawings), but this is inconsistently used. Many of these items are required "where applicable". We request that a consistent approach be applied.
- Some items listed under "other" are not materials, rather, they are instructions about how to submit items, such as "all files shall be labelled in accordance with the City of Vaughan's standard nomenclature". We request these be removed.

Policy 5.4.2.4 should be deleted as it mimics the complete application provisions of the *Planning Act*, but in an incomplete way, which may give rise to disputes.

Draft Policy 5.4.2.7 states that "where a study has been submitted in support of a development application(s), and it is determined that a peer review is required, the peer review shall be coordinated by the City and undertaken by a peer reviewer retained by the City, but at the expense of the applicant. This would be required as a component of a complete application." In our opinion, it is not appropriate to delay the processing of an application by preventing an application from being deemed complete due to the City's lack of expertise to review a certain report. The complete application requirement is to confirm that required materials have been submitted to begin with. It is not a process intended to intricately assess the adequacy of the submission; such a process would result in unfair delays. **We request that this be reworded to remove the sentence requiring the peer review as a component of a complete application.**

Q. Glossary

The definition of “Townhouse” (“A Low-Rise Residential building, up to three storeys in height, situated on a single parcel and part of a row of at least three, but no more than six, attached residential units”) is unnecessarily restrictive. **We request that the definition be updated to permit “generally no more than six” units, or utilize a metric length.** Further, we question whether it is appropriate to require a townhouse to be on a “single parcel” as this might create issues with condo vs freehold units.

The definition of “Back-to-Back Townhouse” refers back to the Townhouse definition. Would this mean that the six-unit limit, when applied to Back-to-Back Townhouses, would resulting in 6 units per building and 3 units per row? **We request this be clarified.**

6.0. Concluding Thoughts and Next Steps

Thank you for the opportunity to provide input into this important policy change. Should you require additional information or clarification, please contact the undersigned at 416-418-5422 or via e-mail at dfalletta@bousfields.ca.

Respectfully Submitted,

Bousfields Inc.



Anna Wynveen, MCIP, RPP

AW:jobs

c.c. *M. Ghassan, Delta Urban Inc., via e-mail*
Fausto Filipetto, Official Plan Review Team, City of Vaughan, via email
Cameron Balfour, Senior Planner, City of Vaughan, via email
Andrew Haagsma, Planner I, City of Vaughan, via email

List of attachments:
Appendix A – Legal Entities

APPENDIX A

Block 27 Landowners Group Inc.	
Entities	**Common Name**
BW Teston Inc.	ARG Group Inc.
Ferrara Glade Investments Inc. Heathfield Construction Ltd.	Armland Group Armland Group
West Jane Developments Inc.	DG Group
Prestige Rentals Inc.	Di Poce Management Ltd.
Gold Park (Maple Inc.) Rosehollow Estates Inc.	Gold Park Gold Park
Keltree Developments Inc.	Keltree
Lormel Developments Ltd.	Lormel Homes
Gusgo Holdings Ltd.	Nideva Properties Inc.
Alderlane Estates Inc.	Royal Pine Homes
2640131 Ontario Inc.	Southbrook Homes
Teston Woods Development Corp.	State Building Group
Palmira Battistella	Private Owners
Di Biase, Adrian; Di Biase, Kristina; Di Biase, Stephen; La Posta, Erika; La Posta, Andrea;	Private Owners

C156.
Communication
CW(PM) – June 4, 2025
Item No. 10

Joan MacIntyre
905 513 0170 x115
JMacIntyre@mgp.ca

June 3, 2025

MGP File: 24-3376

Committee of the Whole, City of Vaughan Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Via Email: clerks@vaughan.ca and oprmanager@vaughan.ca

Dear Mayor and Members of Council,

RE: Official Plan Review: Proposed May 2025 Draft
DG (Vaughan) Inc. Lands (formerly known as Robintide Farm)
2720 King Vaughan Road, City of Vaughan
File No's: OP.25.001, Z.25.003 and 19T-25V001

We are providing the following comments on behalf of DG (Vaughan) Inc. for the Proposed May 2025 Draft of the City of Vaughan Official Plan. We have provided comments on the previous drafts of the Official Plan, some of which have not been addressed. We continue to believe that the following comments and suggestions should be addressed as well.

Policy Requests

1. ***Policy 2.2.2.5*** *states "That* ***Development*** *in* ***New Community Areas*** *or* ***New Employment Areas*** *shall not occur until adjacent Community Areas or Employment Areas have achieved their minimum density targets."*

   We understand the need for phased development which is addressed in other policies in the new Official Plan; however, planning for the New Community Area lands should not be contingent upon full development of adjacent approved Secondary and Block Plans before planning can commence.

   The achievement of minimum density targets relies on the substantial completion of a planning Block and could rely on the development of non-participating lands who have no intention of developing in the near future. As currently written, development in the New Community Areas that were added as part of the recent Urban Expansion Area exercise could be indefinitely delayed.

   The OP's definition of Development includes Official Plan Amendments such as a secondary plan process and if interpreted as written could impede planning for new development indefinitely.

We request that the City amend this policy to **remove the capital 'D' from Development** and **add the word 'substantially'** before 'achieved' or delete the policy.

2. **Policy 4.3.3.8** limits the maximum building length of the various types of townhomes to 40m, a carryover from the 2010 Official Plan policy 9.2.3.2.a which limits townhouse

blocks to a maximum of 6 units in a row. An OPA is currently required to permit 7 or more townhouse units in a block which slows down the approval process and increases costs to developers and ultimately to homebuyers.

Although seven units in a townhouse block is not a preference for most builders, it is sometimes necessary to use lands efficiently once the street pattern is established within a subdivision, ie through a Block Plan approval. An additional ~6m to ~8m within a street/block is insufficient to be used for a single detached house and sometimes the townhouse blocks cannot be adjusted to use the frontage without needing seven units in a row in some locations to optimize the use of street frontage.

Seven townhouse units of 6.1m (typical) frontages would result in a building length of 42.7m or 43m, only slightly above the 40m maximum proposed within the current May 2025 Draft Official Plan. Furthermore, some stacked back-to-back units are wider (6.7m) bringing the length to 40.2m to achieve six double units.

It is our request that **a new policy be added** to the OP to allow for a maximum of 7 units when necessary, ie **notwithstanding Policy 4.3.3.8 maximum 43m long townhouse building may be permitted where required to use lands efficiently, <u>or</u> alternatively, increase the maximum building length to 43m in policy 4.3.3.8**.

Schedules *(see mark-up on Figures 1 and 2)*

1) **Schedule 13 – Land Use** continues to show an **underlying *Prime Agriculture*** *designation* within new community areas added to the urban boundary. These designations are not compatible since the intent of one is to protect and sustain agricultural use and the other to provide for future growth. The DG Lands were removed from the Prime Agricultural designation in the Region's OP which was reviewed/approved by the province.

   The May 2025 Official Plan's Schedule 1D – Agricultural System has now been updated to exclude the portion of the DG Lands outside of the ORMCP boundary, and other New Community/Employment Areas in Vaughan from the Prime Agricultural Lands designation.

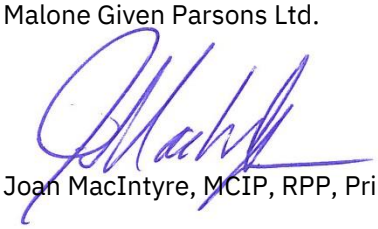
   We request that the underlying **Prime Agriculture** designation on the new greenfield lands brought into the Urban Boundary **be removed from Schedule 13** in accordance with Schedule 1D.

2) **Schedule 14A - Areas Subject to Secondary Plans** We note that the DG lands are identified as being within a Required Secondary Plan Area. Our client's lands are separated from the remainder of Block 28 by King Vaughan Road. They should not be required to undertake a comprehensive secondary plan process with the complexities of Block 28 south of King Vaughan Road to proceed with development applications. In discussions with City staff, we have been informed that the lands may proceed without a secondary plan process. We ask that Schedule 14A be amended to **move the secondary plan area boundary for Block 28 to King Vaughan Road**.

We appreciate the work and time it took to prepare this document and the opportunity to provide input on the latest draft. We look forward to working with you, City staff and the WSP consulting team through the development approval process. Should you have any questions or wish to discuss our comments, please do not hesitate to contact me at 416 473-7638.

Yours very truly,

Malone Given Parsons Ltd.



Joan MacIntyre, MCIP, RPP, Principal

c. Christina Bruce, City of Vaughan
Fausto Filipetto, City of Vaughan
Warren Melbourne and Michael Pozzebon, DG Group

Requested Amendments to Draft OPA Schedules

Figure 1: Excerpt from City of Vaughan May 2025 Draft OP - ***Schedule 13 - Land Use***

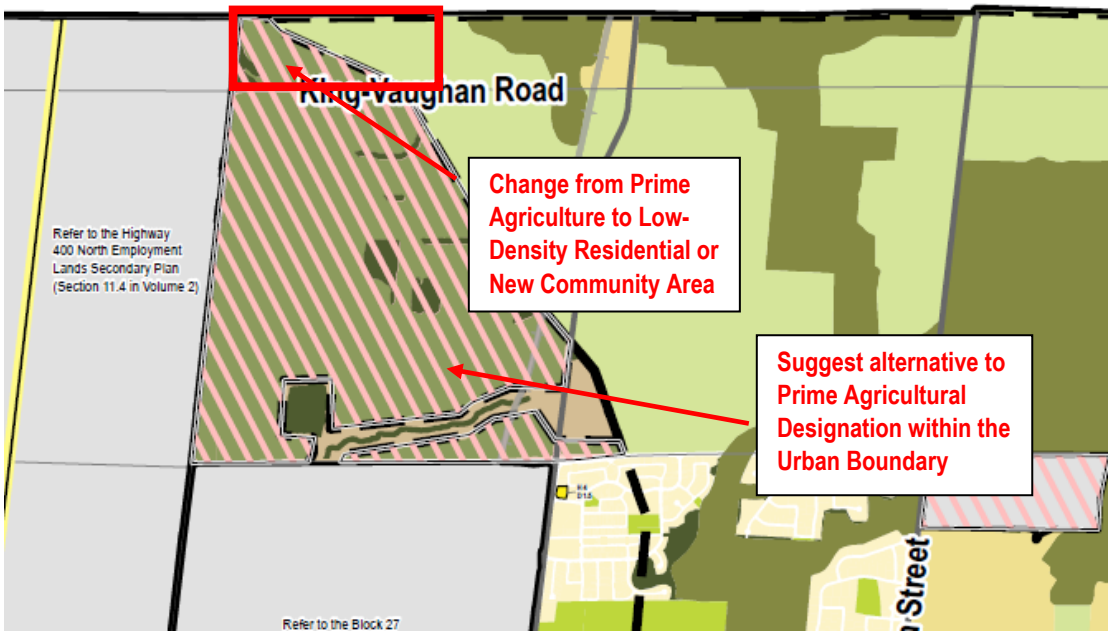
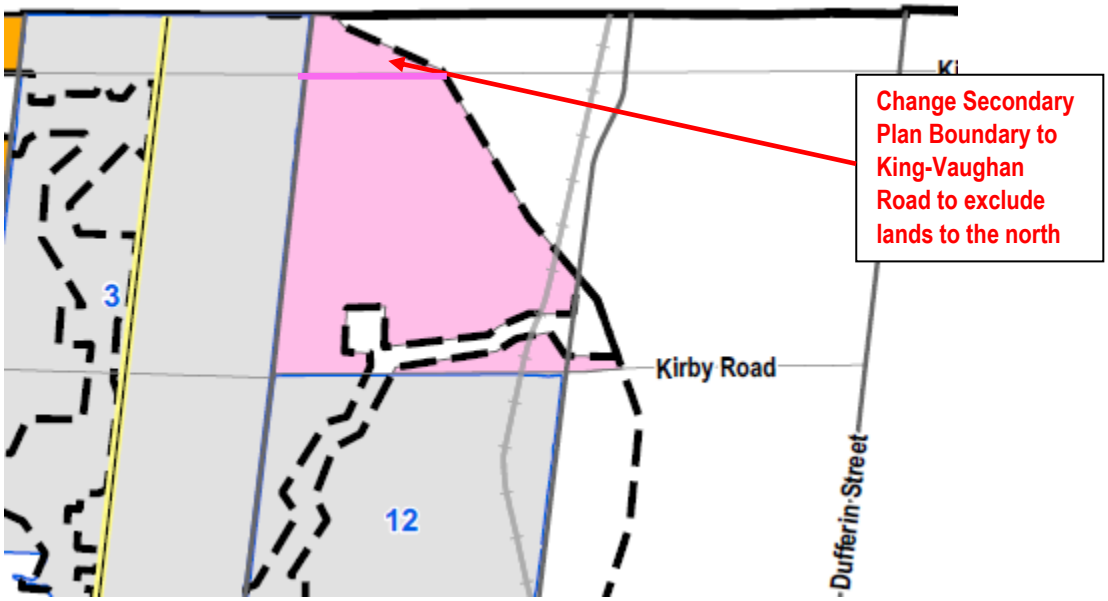


Figure 2: Excerpt from City of Vaughan May 2025 Draft OP - ***Schedule 14A – Areas Subject Secondary Plans***



C157.
Communication
CW(PM) – June 4, 2025
Item No. 10

GOLDBERG GROUP LAND USE PLANNING AND DEVELOPMENT
2098 AVENUE ROAD, TORONTO, ONTARIO M5M 4A8
TEL: 416-322-6364 FAX: 416-932-9327



ADAM LAYTON, MCIP, RPP
alayton@goldberggroup.ca
(416) 322-6364 EXT. 2101

June 3, 2025

City of Vaughan
Vaughan City Hall, Level 200
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Attn: Mr. Fausto Filipetto

Dear Mr. Filipetto:

RE: Comments on the New Draft Vaughan Official Plan 2025
9 – 31 Dorian Place and 8260 Yonge Street/5 Dorian Place, Vaughan
Dorian Place Limited Partnership

Goldberg Group are the Planning Consultants for the Dorian Place Limited Partnership on behalf of a group of Owners listed in Appendix '1' to this letter, and representing an assembly of seven (7) existing lots of record, known municipally in 2025 as 8260 Yonge Street/5 Dorian Place, and 9, 15, 19, 23, 27, and 31 Dorian Place, and is legally identified as 'Lots 1, 2, 3, 4, 5, 6, 7, 8 and 9, Plan M-1907' (the '**subject site**').

On behalf of our Client and the Owners, we have previously provided comments with respect to the January 2025 Draft of the Vaughan Official Plan (the "**VOP**"). Further, applications to facilitate the redevelopment of the subject site have been submitted to the City, which are presently being reviewed for 'completeness'. We are pleased to see that several of our prior comments have been addressed in the May 2025 Draft VOP, including the removal of the subject site from the *Established Large-Lot Neighbourhood* areas delineated on Schedule 1C.

Additionally, since our prior submission on this matter we have filed applications with the City to facilitate the redevelopment of the subject site with a high-density, mixed-use built form. These applications are presently being reviewed for 'completeness'.

We appreciate the opportunity to review and provide further comments on the updated May 2025 Draft of the VOP. On behalf of our Client and the Owners, our comments are provided below:

Schedule 1.B.5: Protected Major Transit Station Areas #17, #18, #19, and #20

The York Region Official Plan identifies the subject site within Protected Major Transit Station Area (PMTSA) No. 19 associated with the Royal Orchard Subway Station, however the label for this map on Schedule 1.B.5 incorrectly identifies it as the 'Clark Subway Station' PMTSA (No. 18).

Section 1.4.2: Transition

The applications submitted on behalf of our Client will likely be deemed complete prior to approval of the VOP, and thus would be subject to the Transition provisions of **Policy 1.4.2.4**. Notwithstanding this, we note that **Policy 1.4.2.7** outlines that this transition policy is intended to be repealed at the earlier of the time of the next Official Plan review, or 5 years. We do not understand the rationale for this intention.

Section 2.4.5: Primary Corridors and Local Corridors

The subject site is located within a *Primary Corridor*, a Strategic Growth Area (SGA), in addition to the Royal Orchard Subway Station PMTSA (No. 19). The site is also subject to the Yonge-Steeles Corridor Secondary Plan (the "**YSCSP**"). We support the provision of **Policy 2.4.5.2** which confirms that the higher density target of either the VOP or YSCSP apply, however suggest this should also include the minimum targets ascribed to PMTSAs as well. This would result in improved ease of reference and consistency with **Policy 2.4.6.5**. In this regard, a conversion protocol should be explored to allow ease of comparison between the 'floorspace index' (FSI) or units per hectare (UPH) typically utilized within the VOP, and the 'persons and jobs per hectare' utilized for PMTSAs.

Accordingly, **Policy 2.4.5.3** and **Table 2.2** apply with respect to minimum density and combined population and jobs per hectare. We request clarification as to whether the provisions of this PMTSA delineation will result in further amendments to the Yonge Corridor Secondary Plan. Of note, the policy framework for the subject site within the Secondary Plan was established prior to the delineation of the PMTSA within the York Region Official Plan.

With respect to transition, we would like to comment on the following policy:

> **Policy 2.4.5.3(f):** *That Primary Corridors and Local Corridors outside of Employment Areas shall be planned to: be designed and developed to implement appropriate transition of Intensification and use to surrounding Community Areas, and/or separation from adjacent Employment Areas.*

The lands to the west of the subject site are identified as *Community Areas*. As mentioned in our previous letter, while we acknowledge that a form of transition is required to ensure a harmonious relationship between lower density residential areas and the more intensive development to occur along such a corridor, we suggest that it must be recognized that a 'transition' can take many forms, and does not necessarily mean a reduction in height or density.

We continue to suggest that the City must recognize and accommodate the limited lands available abutting Yonge Street in the planning for SGAs and PMTSAs by explicitly stating in the VOP that the existing context must, and will, change to achieve the required density targets of these areas. The ability to achieve the envisioned *compact built form* at *transit*

supportive densities may not be viable if strict adherence to existing context is promoted above all else.

In this regard, we suggest that the City consider a 'transition zone' for areas adjacent to lands within the PMTSAs and/or along Primary Corridors. In our opinion, this would help to allow a more gradual reduction in intensity rather than placing the onus entirely upon lands with frontage along Primary Corridors (resulting in potential loss of opportunity for floor area and housing), and may facilitate greater areas for 'missing middle' built form proximate to existing and planned higher order transit.

This comment applies also to the provisions of **Policy 2.4.1.1**.

Section 2.4.6: Major Transit Station Areas

We request clarification with respect to how the Gross Minimum FSI for PMTSA 19 was determined.

Further, we suggest that refinement is required to the interplay between **Policy 2.4.6.5 and Policy 2.4.6.6**. These policies state:

- **Policy 2.4.6.5:** *That on lands where a Protected Major Transit Station Area overlaps with an existing or planned Strategic Growth Area, Secondary Plan Area, or Area-Specific policy that defines minimum density targets, the higher of the gross minimum density target applies.*
- **Policy 2.4.6.6:** *That within a Protected Major Transit Station Area, the applicable schedules, policies, and designations of this Plan, including any Secondary Plan forming part of Volume 2 of this Plan, shall apply and shall determine the permitted land uses and built form in the area including* ***maximum*** *heights and* ***site densities****.* ***[emphasis added]***

While it is clear that the higher minimum density target applies, review should be undertaken to ensure that the maximum density which may exist in a Secondary Plan provide an appropriate range above the minimum target to reasonable facilitate development activity to achieve the growth management goals of the VOP. Similarly, as previously recommended a conversion protocol should be explored to allow ease of comparison between the 'floorspace index' (FSI) or units per hectare (UPH) typically utilized within the VOP, and the 'persons and jobs per hectare' (ppj/ha) utilized for PMTSAs.

An example would be an instance where a PMTSA has a minimum target of 200 ppj/ha, but an aged Secondary Plan prescribes a maximum density of 1.5 FSI. For the purposes of this exercise, if one were to consider that 200 ppj/ha equates to 1.4 FSI, we suggest that it is unreasonable to permit development to occur only within a 0.1 FSI increment, and would only serve to require unnecessary planning applications which delay the delivery of housing and growth.

Section 3.1.1: General Land Use Policies

We suggest that there is a general need to review all Secondary Plans to ensure consistency with the VOP with respect to permitted building types in order to both ensure that new and evolving built form and housing types are permitted, and to recognize the evolution of building practices. This would be consistent with the stated intent of the VOP to add a greater range of housing types and sizes to the City, while also avoiding the potential need for costly and time-consuming site-specific development applications.

This comment would similarly apply with respect to consistency with **Section 4.3.3** (Site Design and Building Types).

With respect to maximum densities, we would like to comment on the following policy:

> **Policy 3.1.1.5:** *That where no height or density is indicated on Schedule 13, the maximum height and density shall be established through a Secondary Plan or Area-Specific policy and pursuant to the policies of Section 5.1 of this Plan, or through the application of policies of this Plan.*

While this policy is not specifically applicable to the subject site given it is identified within a Secondary Plan area, we suggest that exceptions/exemptions from heights or densities identified on Schedule 13 should be provided where certain matters of Municipal or Provincial interest are provided, which may include:

- Rental or Affordable Housing;
- Publicly accessible open space;
- Publicly available parking;
- Floor area for school, community centres, daycares, or other institutional uses as part of a mixed-use development;
- Enhanced sustainability, renewable energy, or 'green' development standards; or
- Other matters, as may be determined through agreement with a landowner/proponent and the City.

Section 3.2.2: Mixed Use

Through our Client's applications, it is contemplated that the High-Rise Mixed Use designation would be applied to the subject site. While the lands are subject to the YSCSP, we provide the following comments related to the Land Use provisions provided in the VOP given they are more current than those in the Secondary Plan, and would thus logically serve as the basis for any updates to same.

We request clarification with respect to the intent of **Policy 3.2.2.5(a)(iii)** which provides that development shall *"…be integrated with adjacent uses;"*. Additionally, we suggest the reference in Policy 3.2.2.5(c) is in error, and should refer to **subsection (b)**.

> *Development within Strategic Growth Areas shall be required to incorporate, at a minimum, two of the permitted uses (that provide residential and non-residential uses on the same lot), listed in policies 3.1.1.7 and **3.2.2.5.c.**, subject to the provisions of the City's Zoning By-Law;* **[emphasis added]**

We also have reviewed the definition of a High-Rise Building, being: *A building over twelve Storeys in height with a range of heights and densities **appropriate for the surrounding context pursuant to Schedule 13 of this Plan, applicable Secondary Plans, and the Zoning By-law**. May include buildings intended for both residential and non-residential uses.*

We request that this definition be revised to focus solely on the elements that differentiate this built form. Reference to context and permissive policy should be contained within the body text of the VOP. For convenience, we have added **emphasis** to the elements of the definition that we feel are inappropriate for inclusion in the definition. This comment would also apply to **Policy 4.3.3.1**.

Section 4.1.1: Housing Affordability

We reiterate our prior comments related to affordable housing outlined in **Policy 4.1.1.1**.

We suggest that requiring a minimum of 35% of all new units within a PMTSA to be affordable, while laudable, is inconsistent with the recent amendment to Ontario Regulation 232/18 which stipulates that the maximum number of units that can be required to be set aside as affordable within a PMTSA is 5% of the total number of units, or gross floor area (not including common areas).

Given that the Planning Act does not permit a Municipality to require the provision of affordable units outside of a PMTSA, we question how the City will implement an Inclusionary Zoning (IZ) framework for the balance of the City.

Similarly, were this target to be legally implemented, it would exceed the ultimate requirements of the IZ policies for the strongest market area adopted by Council for the City of Toronto, which are to be phased in over the course of several years. Given the uncertainty inherent in the development process, the time it takes to bring a project to conclusion, and the general market conditions presently facing the Province, requiring such an onerous target may lead to the cancellation of existing or planned projects, or developers seeking other opportunities for development outside of the City.

We question whether there is to be any consideration given to phasing or transitioning towards this, or any other, affordable housing target that may be established.

While attempting to increase the rate at which affordable housing is created, the realities of construction must be considered – specifically that the cost to build an affordable unit is no different than the cost to build a market unit, however these units may need to be sold at a

loss to meet the definition of 'affordable' for a specific area. Consideration should be given on providing incentives to offset the costs of these units, such as the reduction/elimination of planning and permit application fees, development charges, parkland contributions, or community benefits. The measures suggested in **Policy 4.1.1.2** do not address the inherent difficulties in creating a business case for affordable units absent significant assistance from all levels of Government.

We are also concerned that there is a lack of recognition for 'intrinsically affordable' or 'attainable' units. It is the Owner's position that increasing the diversity and supply of a variety of housing options through the provision of apartment, townhouse, stacked townhouse, and other innovative design options are crucial in creating not only a complete and diverse community, but would also contribute to the inherent affordability across the City by providing options for all income levels. Alternative forms of housing can be considered affordable when compared to the relatively limited supply of traditional forms of ground-related housing, although may not meet the strict definition of 'affordable'.

We continue to suggest that the VOP must include a wide variety of options for meeting the stated affordable unit targets, including through 'intrinsically affordable' and attainable units, and through an increased supply.

Lastly, transition protocols should be well defined for any active development proposals which are currently under review.

These comments apply also to the Inclusionary Zoning policies contained in **Policies 5.1.3.4** and **5.1.3.5.**

Section 4.3.1: The Public Realm

We would like to comment on the following policy with respect to the public realm:

> **Policy 4.3.1.2(n):** *That the Public Realm contributes to a distinct sense of place and the health and wellbeing of residents by being physically and visually accessible, inclusive, diverse and environmentally sustainable. The investment and design of the Public Realm, includes but not limited to, the following:… incorporate, where possible, Green Infrastructure, including Low Impact Development;…*

In our opinion, this Policy, as well as those within **Policy 4.3.1.3**, fails to fully consider the opportunities inherent in the design of the Public Realm to incorporate stormwater management facilities, particularly infiltration facilities, within public boulevards. We suggest these areas present an opportunity to aid in mitigation stormwater flows from streets and private lands into municipal infrastructure through innovative design, and request that greater emphasis on such design interventions be included in the VOP. Such treatment could also serve to address issues related to climate change and biodiversity.

This comment applies also to the provisions of **Section 4.6.1** (Sustainable Growth) and **4.7.3** (Stormwater Management).

Additionally, we suggest the consideration for on-street parking should be considered within **Policy 4.3.1.3** in order to support the vitality of at grade non-residential uses, and to serve as a traffic calming measure along arterial streets.

Section 4.3.2: Built Form and Development Policies

We would like to comment on the following built form policies:

Policy 4.3.2.1(a) states *"That all new or redeveloped buildings in the City shall support the following design principles: heights, massing, scale, setbacks, building articulation and separation distances shall ensure privacy, sunlight, and sky views and limit shadow and/or wind impacts for nearby buildings, parks, open spaces and private amenity spaces;…"*

As previously outlined, the need for existing context to evolve along the Yonge Street Corridor is paramount in achieving the required densities to support the Primary Corridor and Royal Orchard PMTSA. In this regard, we suggest that the text of this policy should be revised to remove the word 'ensure' and replace it with 'have regard for', such that it reads

"That all new or redeveloped buildings in the City shall support the following design principles: heights, massing, scale, setbacks, building articulation and separation distances shall ***have regard for*** *privacy, sunlight, and sky views and limit shadow and/or wind impacts for nearby buildings, parks, open spaces and private amenity spaces;…"*

Additionally, we suggest that a similar revision is required for **Policy 4.3.2.1(d)**. It should be explicitly stated that the built form aspects of a proposal necessary to support transit may naturally result in a change and evolution of the existing context. Additionally, it should be recognized that 'transition' does not inherently mean a reduction in height or density.

Further, we suggest that this Policy must be reviewed for consistency with the recently released Bill 17: the *Protect Ontario by Building Faster and Smarter Act, 2025*, which would potentially restrict the studies and considerations of development which may be required or assessed by the City.

Section 4.3.3: Site Design and Building Types

We wish to provide the following comments with respect to the policies of this Section:

> **Policy 4.3.3.9:** *That to provide appropriate privacy and daylight/sunlight conditions for any adjacent house form building on a lot that abuts a lot with an existing Single-Detached House or Townhouse:*

a. *High-Rise Building podiums shall be setback a minimum of 7.5 metres from the property line if they have habitable windows facing the property line;*
b. *the entirety of a Mid-Rise Building shall be contained within a 45-degree angular plane measured from the property line abutting those house form buildings that are designated Low-Rise Residential; and*
c. *the first twelve Storeys of a High-Rise Building shall be contained within a 45-degree angular plane measured from the property line abutting those house form buildings.*

With respect to **subsection (a)**, we continue to suggest that providing a specific setback within the VOP is overly prescriptive, and is best left for a Zoning By-law. With respect to **subsection (c)**, refer to our prior comments with respect to the implementation of 'transition zones'.

We would like to comment on the following policy:

> **Policy 4.3.3.10(a):** *That Mid-Rise Buildings over six Storeys in height and all High-Rise Buildings shall be designed with a pedestrian-scaled podium or other appropriate architectural articulation to enhance the building design and provide an active pedestrian streetscape, which is: two to six Storeys in height…*

We continue to suggest that the height of a podium/base building should be based on context, and particularly the planned context, and not governed by a fixed height within the VOP.

We would like to comment on the following policy with respect to setbacks above the podium:

> **Policy 4.3.3.11:** *That taller building elements above the podium of a Mid-Rise or High-Rise Buildings will be setback three metres along all public street frontages in order to provide an appropriate pedestrian environment and mitigate wind impacts at the street level*.

We continue to suggest that there are alternative means of achieving an appropriate pedestrian environment while mitigating wind impacts beyond a 3-metre stepback from the podium/base building. This policy should be revised to ensure flexibility for future design options and avoid potentially repetitive/generic designs that could detract from the unique characteristics and sense of place of specific communities if applied uniformly across the City. Given the desire for architectural interest outlined in **Policy 4.3.3.13**, we respectfully request that this policy be reconsidered.

It must also be noted that building step-backs introduce significant design and structural impacts, which may result in deeper units within the podium that do not receive adequate natural light, compromising the quality of the interior environment. Furthermore, step-backs often require the transfer of plumbing, HVAC, and structural elements across different levels, which not only adds to construction complexity and cost, but also increases the carbon

footprint. This can result in the need for additional materials and labor, further compounding costs, and negatively affecting the construction schedule and overall project affordability.

Additionally, building step-backs contribute to increased surface area exposure, which reduces the thermal efficiency of the building. Unlike the simple, compact form of a cube, which is inherently more energy-efficient, step-backs demand additional insulation measures and energy-intensive detailing to maintain performance. These further impacts construction costs, affordability, and the environmental sustainability of the project.

We encourage exploring alternative design solutions that can create engaging, pedestrian-friendly streetscapes while minimizing negative cost and sustainability implications, and fostering architectural creativity.

> **Policy 4.3.3.12:** *That a separation distance of 15 metres will be established between habitable space windows of any two or more podiums. The separation distance between the tower portion of High-Rise Buildings will be a minimum of 25 metres.*

We continue to suggest that providing a specific setback within the VOP is overly prescriptive, and is best left for a Zoning By-law. Further, this policy should provide greater flexibility with respect to the minimum separation distance in recognition that there may be situations where a separation of less than 25 metres is appropriate. Similarly, we suggest that a reduced facing distance may be appropriate between windows within a podium/base building depending on context.

> **Policy 4.3.3.13(f):** *That the design of High-Rise Buildings should:… include podiums that, where possible, in mixed-use areas, allow for non-residential uses that serve the daily needs of residents;…*

We again suggest that there may be situations where a podium form is not required or appropriate. We request that the language of this policy be revised to 'encourage' the measures outlined in the subsections, rather than the term 'should', which is still prescriptive. This will allow for flexibility in design without potentially requiring an Amendment to the VOP.

> **Policy 4.3.3.13(h):** *That the design of High-Rise Buildings should:… provide unimpeded access to publicly accessible private amenities such as courtyards, rooftop terraces and/or facilities (e.g., access to skyways to allow for climate-controlled pedestrian circulation between buildings);…*

While we appreciate the desire to explore more urban and innovative forms of public open space, we suggest that there are technical, safety, and security considerations that may complicate the implementation of this Policy. For example:

- From a built form perspective, creating a public access route to a rooftop space which precludes access to the rest of a private building may result in an inefficient built form,

with redundant elevators or stairways. This would potentially impact the gross floor area and density of a development if such area is included in the calculation of same.

- Providing public access to rooftop amenity areas may result in significant safety and liability concerns for a potential condominium corporation. If this framework is to be established, we suggest that the City should be responsible for indemnifying a private landowner for any injuries that may accidentally occur, similar to within a public park.
- Maintenance obligations may entail additional cost which is inequitable to assume a condominium corporation should bear.
- From a Zoning perspective, it is unclear whether publicly accessible areas would be considered part of the required outdoor amenity space for a building, or if it is expected that these areas be in addition to the outdoor amenity for residents.

Finally, we suggest that should any form of publicly accessible amenity space be provided within a development should be given credit for any Parkland Dedication requirements under the *Planning Act*.

Policy 4.3.3.14: *That High-Rise Buildings should be designed as slender towers and spaced appropriately in order to provide appropriate privacy and daylight conditions for people living and working within them, to minimize shadows created by such buildings and to contribute to overall excellence in the Vaughan's urban design, through the following criteria:*

a. the base and/or podium of the building should be no longer than 80 metres in length;
b. the floorplate of the building, measured as the total area contained within the exterior face of a building, excluding balconies, for Storeys above the podium generally shall be no greater than 750 square metres, except for High-Rise Buildings containing office uses above the twelfth Storey;
c. the portions of High-Rise Buildings above twelve Storeys shall be setback a minimum of 12.5 metres from any side or rear property line; and
d. where more than one High-Rise Building is located on the same lot, the distance between any portions of the High-Rise Buildings above twelve Storeys shall generally be at least 25 metres.

We continue to suggest that the language of this policy is overly prescriptive, and does not provide sufficient flexibility to accommodate situations where context may require longer podiums, larger tower floor plates, or lesser tower setbacks. Additionally, we suggest that **subsection (b)** should be revised to allow greater floorplates for all high-rise buildings considering that larger building cores and enhanced structural requirements may be necessary within increased height. We suggest that rather than providing a specific value, the size of a floorplate should be determined based on achieving desirable outcomes, such as appropriately mitigating shadow and wind impacts.

> **Policy 4.3.3.17 (b):** *That for Mid-Rise Buildings or High-Rise Buildings:… surface parking elsewhere on the lot will be setback from any property line by a minimum of 3 metres and shall be appropriately screened through landscaping;…*

We continue to suggest that the inclusion of a specific setback is overly prescriptive within the VOP, and is best incorporated within the Zoning By-law. In this regard, the requirement for appropriate screening through landscaping is sufficient to demonstrate the intent of this Policy, without the need for a numeric value.

> **Policy 4.3.3.18(b):** *That for Mid-Rise Buildings and High-Rise Buildings in Strategic Growth Areas: …surface parking areas are not permitted, except:*
>
> *i. to provide minimal pick-up/drop-off and/or loading parking spaces intended for short-term use;*
> *ii. to provide sufficient resident or visitor parking spaces on an interim basis as part of a phased Development; …*

Please clarify if this Policy will be revised to reflect recent changes to the *Planning Act* which provide that parking cannot be required within a PMTSA.

Additionally, we suggest that the City should consider means to implement on-street layby parking within Strategic Growth Areas as a means to both support the desired non-residential floor area at grade, and also serve as a traffic calming measure. It has been our experience that patrons are unlikely to enter an underground parking area for short visits to storefronts such as a coffee shop, convenience store, or dry cleaning, thus resulting in reduced activity. The provision of on-street parking would also allow a parking supply within a building to be dedicated solely to residents and their visitors, thus potentially increasing the overall supply across a community.

This comment would also apply to the Public Realm Policies of **Section 4.3.1**, and the Transportation and Mobility Policies of **Section 2.14**, particularly with respect to the policies pertaining to Road Safety.

Section 4.4.1: Parks and Open Space Network

In light of **Policy 4.4.1.1**, which states *"That where there is a conflict between the policies in section 4.4.1, the policies pertaining to the underlying land use designation in this Plan, or the relevant Secondary Plan, the more restrictive policies shall apply."* we continue to suggest that there is a need for a comprehensive review of all Secondary Plans to ensure consistency with the VOP and PPS (2024).

Section 4.4.2: Parkland System

We support the provision of Strata Parks within the overall City Parks hierarchy as outlined in **Policy 4.4.2.3**, however continue to be concerned with the criteria of **Policy 4.4.2.4**. As

previously provided in our February letter, this Policy is overly prescriptive, and does not appear to recognize the realities of how and where Strata Parks would reasonably be desired or provided.

As a result, we feel the ability of the City to achieve the intended delivery of innovative park or open spaces within SGAs may be limited. Given the restrictions of Policy 4.4.2.4 we feel there is no practical situation wherein a Strata Park could feasibly be provided.

Section 4.4.3: Open Space Typologies

We continue to request clarification as to what responsibilities, if any, the City would bear within the referenced Agreement in **Policy 4.4.3.2**. There are legal and operational concerns with respect to the provision of publicly accessible, but privately owned spaces (such as liability) which should be clearly stated to ensure full transparency between the City and a proponent.

Section 4.4.4: Open Space Design

While we support increasing the variety of park and open space designs across the City, we feel that the locational and size criteria outlined in **Policies 4.4.4.3**, **4.4.4.5, and 4.4.4.8** may limit the ability to realize innovative and unique open spaces and POPS in the context of an increasingly urbanized and dense City Structure. We suggest that greater flexibility be included in the VOP to allow departures from the general standards to recognize unique opportunities as they arise.

Further, we suggest that consideration should be included to address the notion that where a park is co-located with a School, there are inherent efficiencies that can be gained with respect to programming that could enable a park area to be reduced.

Section 4.4.5: Parkland Dedication

With respect to the Parkland Dedication rates in **Policy 4.4.5.2** and **Policy 4.4.5.4**, we suggest that any parkland calculations should be net of any conveyances to the municipality for road purposes.

Additionally, **Policy 4.5.5.8** continues to provide: *That Privately Owned Public Spaces may be eligible for parkland dedication credit toward satisfying the parkland dedication requirements for a Development or Redevelopment, subject to meeting all requirements established in Sections 4.4.3.2 and 4.4.4.8 of this Plan.*

We support the potential to provide Parkland Dedication credit for the provision of POPS, but request confirmation of the following matters:

- We request clarity as to whether this policy applies to *Strata Parks* given this form is distinct from POPS based on the definitions of the VOP.

- We note that both Section 51.1 and 42 of the *Planning Act* do not solely refer to 'Parks', but to "*…park or other public recreational purposes…".* On this basis, we feel that the VOP should ensure greater flexibility in terms of what is considered for Parkland Dedication credit, and suggest that the policy be revised to state that POPS and Strata Parks **'shall'** be eligible for Parkland Dedication credit.
- We request clarity as to how credit applied under this Policy will be determined.

Section 5.1.1: Secondary Plans

As previously noted in this Letter, we suggest there is a need to review all existing Secondary Plans for consistency with the VOP and PPS (2024) to ensure that the vision of the City can be realized, and to avoid the potential need for unnecessary Planning Act applications.

Section 5.1.3: Site and Area Specific Policies

We support the provisions of **Policy 5.1.3.2**, but suggest additional clarity would be beneficial to confirm that a site and area specific policy supersedes any conflicting policies of the VOP.

Section 5.2: Engagement and Consultation

We question the need for **Policy 5.2.1.7(a):** *"A new public meeting for a planning application(s) shall automatically be required when any of the following circumstances occur: any application(s) that has not been considered by Council within two years after the date it was considered at a previous statutory public meeting;…"*

We suggest that absent a significant change in City or Provincial Policy, this would simply further prolong a development process. Further, it is not required by the Planning Act.

Additionally **subsection (b)** states that: *an application(s) has been deemed by the City to be significantly amended, such as an increase to the proposed density and/or building height beyond what was proposed and considered by Council at a previous public meeting.*

We believe this is overly broad, and ignores the realities of a development process which can often naturally result in changes to built form through the course of addressing technical comments.

Section 5.3: Implementation Tools

We would like to comment on the following policy with respect to the use of Holding symbols:

> **Policy 5.3.1.14:** *That the Holding Symbol (H) may be applied where Council has determined the specific land use for an area or a parcel of land is premature until one or more of the following have been addressed:…*

We continue to suggest that many of the matters identified in the subsections for this Policy are redundant given the requirements of the *Planning Act* and *Building Code Act*. On this basis, the use of Hold provisions should be reviewed to ensure that they are only enacted as needed and do not require an Owner or Proponent to potentially delay approval/construction to remove a Hold symbol.

In particular, **subsection (o)** outlines that a Hold provision may be enacted with respect to *"any required conveyance of parkland, finalization of park spaces and/or Privately Owned Public Spaces, and entering into the necessary agreements with respect to these park facilities and/or payment of cash-in-lieu."*

This requirement is particularly redundant given that the Financial and Land Dedication Tools of the VOP are outlined in **Policies 5.3.1.16** through **5.3.1.21**, with **5.3.1.18(a)** specifically stating *"That Development approvals **shall implement** the required equitable contributions of funds, **land dedications** and commitments for services that will be in place and operative **prior to, or coincident with occupancy and use of the land**. Items which may be addressed in Development agreements or other forms of agreements include but are not limited to: **parks, park facilities**, recreational trails, open space and Natural Heritage Network features, including the protection, ownership and management of Table Land Woodlands;…" **[emphasis added]**.*

Additionally, where Hold provisions are enacted, we suggest that ability to remove the symbol be delegated to Staff to avoid potential delays due to Council schedules/recesses. We note that this has been undertaken in several other municipalities across the Greater Toronto Area.

Section 5.4.2: Complete Application Submission Requirements

We suggest that the requirements of **Policy 5.4.2.2** and **Table 5.1** must be reviewed for consistency with Bill 17: the *Protect Ontario by Building Faster and Smarter Act, 2025*, which proposes refinements to the requirements that constitute a 'complete application'.

Additionally, we suggest that the provisions of **5.4.2.3(e)** should be reconsidered. As written, the policy makes no allowance for professional judgement or experience, deferring solely to the City's Terms of Reference (TOR) to determine if a technical report is acceptable for the purposes of deeming an application 'complete'. Noting that Bill 17 also contemplates changes to the Planning Act with respect to this matter, we suggest that technical matters related to a report or plan, including with respect to the City's TOR, are best dealt with through the formal review process to avoid delays to the consideration of a development proposal.

Policy 5.4.2.4 makes reference to *"…the requirements of 5.4.1.6…"*, however no such policy exists.

We suggest that **Policy 5.4.2.5** should clarify that the date of deeming an application is complete is retroactive to the date of submission, in accordance with established case law.

Conclusion

We welcome the opportunity to meet with City Staff to discuss the above comments and concerns, and request to be notified of any further activity or reporting on this matter.

If you have any questions or require additional information, please do not hesitate to contact Valentina Chu at (416) 322-6364 ext. 2105 or the undersigned at ext. 2101.

Yours truly,

GOLDBERG GROUP



Adam Layton, MCIP, RPP

cc. Dorian Place Limited Partnership
Jason Park, KSLLP

Appendix '1'
Property Owners

Municipal Address	Registered Owner
5 Dorian Place/ 8260 Yonge Street	Caspian Urban Developments Inc.
9 Dorian Place	Seyed Bahaeddin Alaei Fard; Somayeh Falah Zavaraki
15 Dorian Place	Mahmoud Jalalpour
19 Dorian Place	Mohammadreza Jalalpour
23 Dorian Place	Farnaz Asadi-Nik
27 Dorian Place	Seyed Mahyar Ghoreshi
31 Dorian Place	Mohsen Jalalpour

C158.
Communication
CW(PM) – June 4, 2025
Item No. 10

64 JARDIN DRIVE, UNIT 1B
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KLMPLANNING.COM

File: P-2367

June 3, 2025

City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: **Hon. Mayor Del Duca and Members of Council**

Re: **Committee of the Whole (Public Meeting), Wednesday June 4, 2025**
Agenda Item. 4(10)
City of Vaughan revised Draft New Official Plan, May 2025
Block 42 Landowners Group Inc.
City of Vaughan
Regional Municipality of York

KLM Planning Partners Inc. ("KLM") is the land-use planning consultant acting on behalf of the Block 42 Landowner Group Inc. (the "Landowners"), who collectively own approximately 196.56 hectares (485.93 acres) of land located within Block 42 in the City of Vaughan (the "City"), Region of York (the "Region") (the "Subject Lands"). The Subject Lands are bounded by Weston Road to the east, the King/Vaughan municipal boundary located north of King-Vaughan Road to the north, Pine Valley Drive to the west and Kirby Road to the south. A map identifying the location of the Subject Lands is attached herein.

KLM has been monitoring and participating in the City's Official Plan Review (the "OPR") on behalf of the Landowners and previously provided comments to the City on July 31, 2024 related to the revised Draft Comprehensive Official Plan Amendment, which combined the previous Part A and Part B OPR work, released in June 2024. In May 2025, the City released a further revised Draft New Official Plan (the "Draft OP") for review and comment. KLM has completed a review of the Draft OP on behalf of the Landowners and provide the following comments:

1. The Province has revised the definition of "area of employment" in the Provincial Planning Statement, 2024 (the "PPS 2024"), which now restricts Major Office uses to Strategic Growth Areas and limits office uses in employment areas to be associated with the primary employment use e.g. manufacturing, warehousing, etc. As such, Major Office uses are not part of an "area of employment". This definition was not in effect when the Region completed their land needs assessment and their Municipal Comprehensive Review, to determine the quantum of Employment Area required to accommodate Employment growth to 2051.

   It is not clear how the new definition for Area of Employment has been addressed as part of the Draft OP. With this change in definition, which excludes offices, retail, hotel and other non-traditional employment uses, the quantum of lands designated Employment Area within Block 42 and elsewhere in the City may be overstated. The City should evaluate the quantum of Employment Area required based on the proposed revised definition prior to approval of the Draft OP, to avoid over designating employment lands, and the need to consider requests to

convert employment lands in the future. We would respectfully request a meeting with staff to discuss the above.

2. Section 2.2.2.5 provides that development in New Community Areas or New Employment Areas is to be phased, such that development within same will not occur until adjacent Community Areas or Employment Areas have achieved (emphasis added) their minimum density targets. We have a series of issues with this policy, as follows:
    - The term "achieve" is not defined. Does this mean that policies prescribing the required density target must be included within an approved secondary plan or official plan amendment, or that development contemplated by an approved secondary plan or official plan amendment has been built?
    - The development in New Community Areas or New Employment Areas, specifically the establishment of secondary plans and blocks plans, etc. should not be prejudiced on the timing or the ability of adjacent lands to develop, particularly given the multitude of potential issues which could delay the development of any parcel of land. In other words, if adjacent lands are unable to or do not wish to develop, alternatives for new growth should be facilitated by the Draft OP, not discouraged.

3. Section 2.2.2.6 notes that the provision of municipal servicing to greenfield Employment Areas will proceed prior to or in parallel with servicing to New Community Areas. We do not understand the rationale for requiring employment areas to be serviced in advance of or at the same time as community areas. This implies that servicing to new Community Areas cannot occur in advance of servicing to new Employment Areas, which may not be appropriate given the high demand/need for housing in the City.

4. Section 2.2.3 provides the framework for the types of residential uses permitted within Community Areas. We note that this includes single-detached, semi-detached, townhouses and additional residential units, but excludes mid-rise apartment residential and mixed-use development. It is our opinion that low-rise, mid-rise, and mixed-use development are compatible with the uses noted above, and that excluding these uses is inappropriate given the need for housing. Further, achievement of the 65 residents and jobs/hectare density target will require the provision of higher density built form. The inclusion of the built forms and land uses will better contribute to the establishment of complete communities by including a broad range of housing choice and by providing greater range of uses within the community. As such we respectfully request that low-rise and mid-rise apartment residential and commercial/residential mixed-use development be permitted within Community Areas.

5. Table 2.3 – under the "Fish Habitat" of the Core Feature column, the words "with a defined bed and bank" should be added after the word "watercourses", to reflect limits of current conservation authority regulation.

6. Table 2.3 – "Sensitive surface water features" which is not a defined term, should be removed as drainage features are already captured as intermittent and permanent features, and must reflect differentiation from ephemeral.

7. Table 2.3 – Seepage areas and springs all appear to be protected which is not appropriate. Some of these features have no associated important functions and should not warrant automatic protection. The determination of which features should be protected should be based on function and subject to the findings of an EIS.

8. Section 2.7.3.6 and 2.7.3.7 – These sections state:

- That Core Features, as identified on Schedule 2 consist of the key Natural Heritage Features and Areas and Key Hydrologic Features and their associated minimum Vegetation Protection Zones as shown in Table 2.3.

- That the feature limit is inclusive of any natural hazard components, including but not limited to, the long-term stable top of slope/bank, stable toe of slope, regulatory floodplain, and or meander belt and any contiguous natural features or areas.

Features should not be expanded to include "contiguous natural features or areas.

9. Section 2.7.3.7 – This policy states that the feature limit: "is inclusive of any natural hazard components, including … the regulatory floodplain." In some cases (spillways for example), in urban / semi-urban contexts where the floodplain is influenced by urbanization, it is not always appropriate to consider the flood line, as is, as the natural feature limit. The intent of this policy is not clear. Floodplain is not a natural feature although it may be congruent.

10. Table 2.3 and Section 2.7.4.15 – This table and policy reference wetlands and their minimum vegetation protection zones. Table 2.3 identifies that a 30 metre buffer is required for wetlands outside of the Greenbelt and ORMCP areas (as was the case for the Vaughan Official Plan, 2010 (the "VOP 2010")), which can be deemed excessive for small and low function wetlands. This is inconsistent with policy 2.7.4.15 and should be revised.

    Section 2.7.4.15 d) states that non Provincially Significant Wetlands outside of provincial plan areas that are: "determined by the TRCA to have features to be protected shall be maintained in their current location and their current state". This is not consistent with new Conservation Authorities Act under which protection of natural heritage features/ecological function has explicitly been removed from the mandate of Conservation Authorities ("CAs").

    Section 2.7.4.15 d) also states that this determination by TRCA does not apply: "if it is demonstrated through technical studies (i.e., Environmental Impact Study) completed to the satisfaction of the TRCA, that the ecological and hydrological function of the wetland area is minimal and all efforts to protect the wetland through the mitigation hierarchy (i.e., avoid, minimize, mitigate, compensate) have been exhausted". As noted above, the protection of natural heritage features/ecological function has explicitly been removed from the mandate of CAs.

    Section 2.7.4.15 d) also states that compensation must be directed to: "on-the-ground ecosystem restoration". This implies that cash-in-lieu payment is not permitted. Cash-in-lieu should be maintained as an option for compensation.

11. Sections 2.7.4.17 and 2.7.4.18 – These policies note that the identification of significant wildlife habitat ("SWH") will rely on criteria provided by the Province, specifically the Ministry of Natural Resources. Guidance provided by the Province does not include appropriate thresholds within those recommended criteria. We respectfully suggest the Draft OP permit determination of the presence of SWH through an Environmental Impact Study, or the City should incorporate their own thresholds similar to other municipalities.

    We also note that "Concentrations of biodiversity" as a SWH criterion is too subjective and vague and should be removed.

    The PPS 2024 does not prohibit development within SWH as is implied in these sections. Development within SWH is not permitted unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. Should it be confirmed that there are no negative impacts, development can occur.

Habitat of endangered or threatened species is specifically excluded from the provincial definition of SWH and should not be included under SWH in the OP. It is further noted that there is no reference to "significant" habitat of endangered or threatened species in the PPS 2024.

12. Section 2.14.1.27 provides that due to noise and other environmental nuisances, certain residential uses such as single detached, semi-detached, townhouses and stacked townhouses are prohibited directly adjacent to Provincial highways. Residential uses can coexist adjacent to Provincial highways subject to ensuring appropriate mitigation is provided. As such, we respectfully request that this policy be modified to identify that those residential uses can be permitted subject to appropriate mitigation.

13. Section 2.14.1.37 – This section provides that a minimum of two north/south and two east/west collector streets be provided in new block Development, where feasible. This policy is overly prescriptive and should simply direct that the number and extent of collector streets within new block development be determined at the secondary plan stage, based upon detailed traffic studies.

14. Sections 4.3.3.2 to 4.3.3.21 provide built form policy requirements applicable to the design of the built environment. In many instances, prescriptive requirements associated with setbacks, unit sizes, building separation, etc. are provided, which in our opinion are more appropriately defined in the implementing Zoning By-law. We respectfully request that these sections be reviewed and revised to provide the general framework for these uses, rather than prescriptive requirements.

15. Section 5.1.1.5 provides that secondary plans will be advanced by the City in consultation with the public. Private landowner groups are well-positioned to efficiently advance the work associated with the completion of a secondary plan in close collaboration with the City, the public and other stakeholders. In doing so, this removes the financial burden on the municipality and facilitates the timely advancement of necessary planning approvals required to deliver needed housing. As such, we respectfully request that this policy be revised to permit secondary plans to also be privately initiated, subject to the involvement of all stakeholders.

16. Definition of Major Office – Major Office is defined as having a gross floor area of greater than 4,000 square metres or with approximately 200 jobs or more. The policy framework of the Draft OP directs Major Office to Strategic Growth Areas consistent with the PPS 2024. The VOP 2010 identifies major office uses as having a gross floor area of greater than 12,500 square metres and an office use as having a gross floor area of less than 12,500 square metres.

    For reference, the origin of the 4,000 square metres threshold for Major Office uses comes from the definition for Major Office in the now repealed A Place to Grow: Growth Plan for the Greater Golden Horseshow (the "Growth Plan"). This definition was also included in the 2022 York Region Official Plan to conform to the Growth Plan. As the Growth Plan has now been repealed, there is no framework in provincial planning to prescribe the 4,000 square metre threshold. The PPS 2024 restricts Major Office uses to Strategic Growth Areas and limits office uses in employment areas to be associated with the primary employment use e.g. manufacturing, warehousing, etc.

    As currently proposed, this definition has the effect of limiting the amount of office use within Employment Areas when associated with a permitted employment use, which would need to have an area of less than 4,000 square metres in order to not be considered Major Office. As such we respectfully request that the City modify the definition of Major Office to specify that they must be within a freestanding building and increase the threshold to 12,500 square metres consistent with the Official Plan 2010. This will permit office uses within an employment area

associated with an employment use which may exceed 4,000 square metres, and which are otherwise appropriate.

17. Watercourse is not defined in the Glossary. It is noted that under the updated *Conservation Authorities Act*, a regulated watercourse is only one with a defined channel with a bed and bank.

18. Schedule 2 – This Schedule denotes an isolated pond on the Subject Lands, which is identified as a core feature. Isolated ponds should not be core features without having knowledge of the function and origin of same.

19. Schedule 9B – We note that the right of way width for major collector roads has increased from 26 metres in the VOP 2010 to 30 metres in the Draft OP. We are not clear the rationale for the increase and what has prompted the additional 4 metres. This land could otherwise be used for development. We respectfully request clarification in this regard.

Thank you for the opportunity to provide input into the OPR. We kindly request notice of any future reports and/or public meetings and consultations regarding the Draft OP, and that we receive notice of any decision of City Council.

Should you have any questions or concerns of if you require any additional information on the contents of this letter, please do not hesitate to contact the undersigned.

Yours truly,
KLM PLANNING PARTNERS INC.

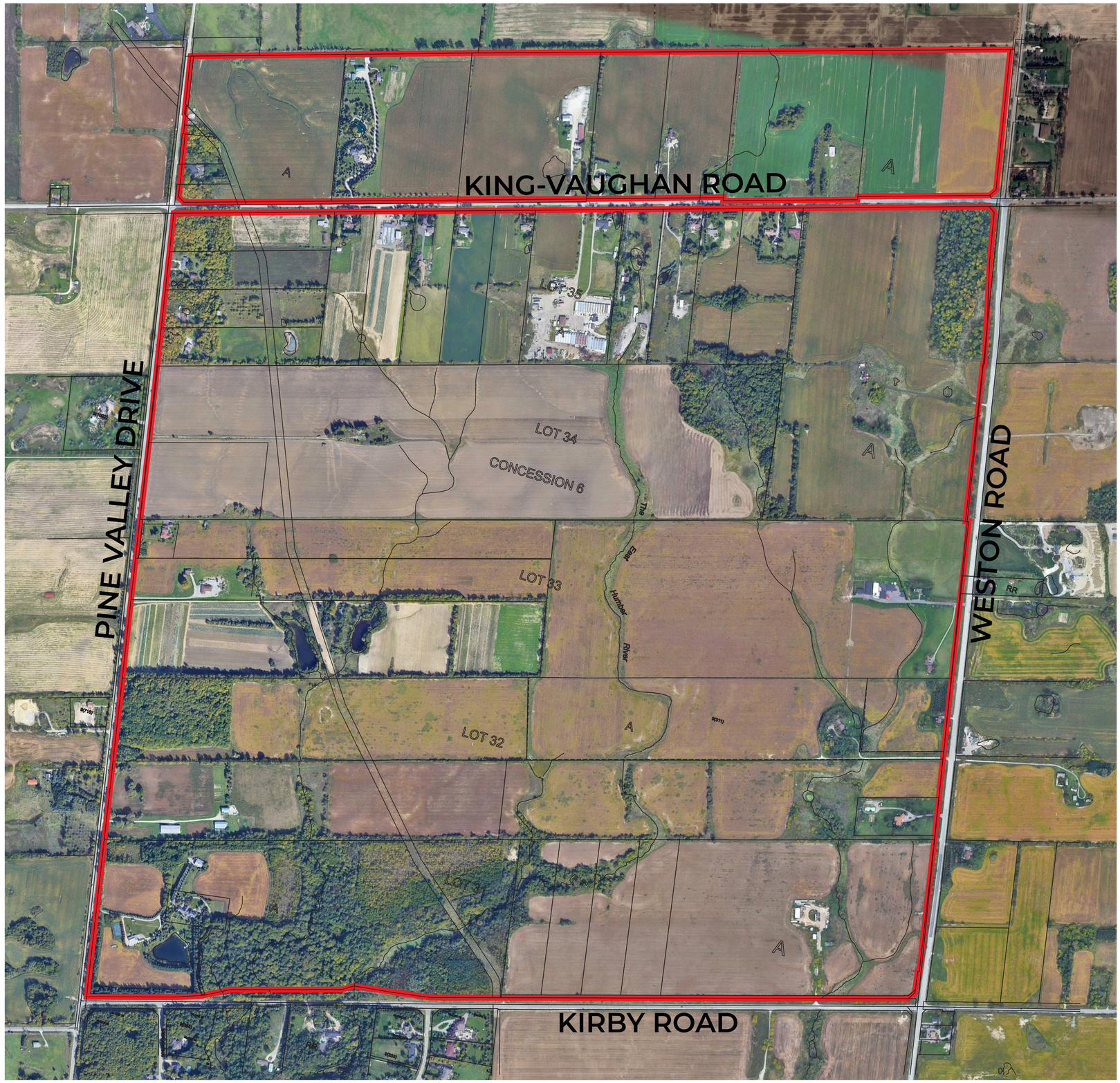


Tim Schilling BES, MCIP, RPP
Senior Planner

cc. Client
Brian Henshaw, Beacon Environmental
Fausto Filipetto, Project Manager

BLOCK 42 LOCATION MAP

City of Vaughan



LEGEND

Subject Lands

N.T.S.
JUNE 3, 2025

KLM PLANNING

P-2367_Location Map_June 2025

C159.
Communication
CW(PM) – June 4, 2025
Item No. 10

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

June 2nd 2025
HPGI File: 18528

SUBMITTED VIA EMAIL: oprmanager@vaughan.ca
clerks@vaughan.ca

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attn: Fausto Filipetto, Project Manager

Re: Request for Modification – Draft New Vaughan Official Plan 2025
Lot 1, Concession 6
Mastro Capital Partners Inc.

Humphries Planning Group Inc. (HPGI) has prepared this information with respect to land legally known as Lot 1, Concession 6 in the City of Vaughan (the "subject lands").

The Subject Site is located on the northeast quadrant of King-Vaughan Road and Pine Valley Drive. The lands are currently used for agricultural purposes. The area of the site is approximately 13.71 hectares (33.88 acres) with approximately 377.6 metres of frontage along King-Vaughan Road and 239.1 metres of frontage along Pine Valley Drive.



Figure 1. Aerial Image of Subject Site – YorkMaps: 2024 Imagery (▬ Subject Site)

190 Pippin Road
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Vaughan ON
L4K 4X9

T: 905-264-7678
F: 905-264-8073

The majority of the subject land is currently identified to be designated as "Community Area". A small area at the north west corner is located outside the urban area as it is located within the boundary of the Greenbelt Plan. We recognize and support the City's commitment to managing growth responsibly and protecting natural heritage; however, we submit that the proposed designation of the area within the Greenbelt as 'Prime Agricultural' designation is not appropriate given that it will be surrounded by Community land area within the urban boundary.

Figure 2 below depicts the portion of the land located within the Greenbelt Plan Area.

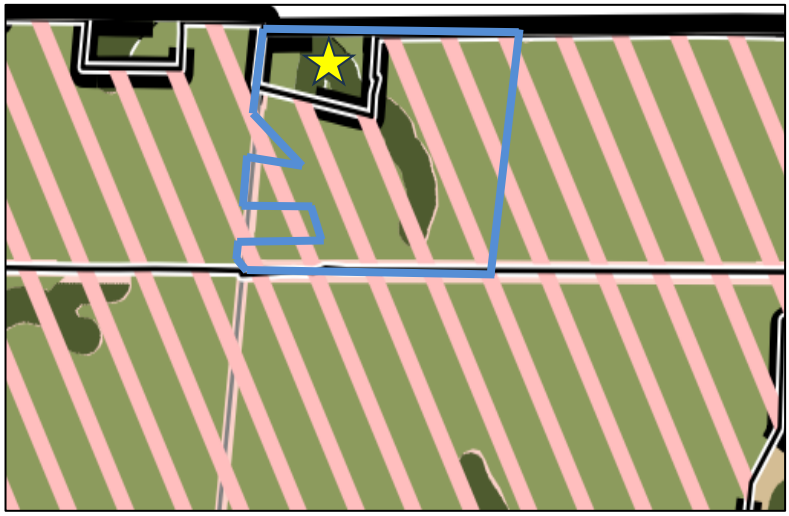


Figure 2. City of Vaughan Draft Official Plan – Schedule 13: Land Use Designation
(Subject Site / Lands within Greenbelt Boundary)

A Rural designation would allow this area of the subject property to be considered for future parks, open space and stormwater management pond uses. For these reasons we respectfully request that the land be assigned a 'Rural' designation in the new Official Plan. A "Rural" designation would more accurately align with both the character of the area and the policy framework of the Greenbelt Plan, while also ensuring consistency with provincial objectives for compact and efficient development while protecting natural heritage resources where appropriate which will be established through a future secondary plan exercise.

We trust that this request will be given full consideration through the Official Plan Review process. Should further discussion or clarification be required, we would welcome the opportunity to meet with City staff to provide additional context and supporting rationale.

Requested Change: That lands legally known as Lot 1, Concession 6 be redesignated from 'Prime Agricultural' to 'Rural'.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

R Humphries

Rosemarie Humphries BA, MCIP, RPP
President

cc. Mastro Capital Partners Inc.

C160.
Communication
CW(PM) – June 4, 2025
Item No. 10

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File: P-3569

June 3, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

via Email: clerks@vaughan.ca & oprmanager@vaughan.ca

Attention: **Hon. Mayor Del Duca and Members of Council**

Re: **Committee of the Whole (Public Hearing) June 4, 2025, Item #4.10**
Forward Vaughan – Vaughan Official Plan Review
Official Plan Draft – May 2025

KLM Planning Partners Inc. ("**KLM**") is the land use planning consultant for Lormel Homes (Cityview, Kirbywest Ltd. and Lormel Developments Ltd.) (the "**Client**"). Our client owns a series of landholdings in the City of Vaughan, some of which are described as follows:

Parcel 1 – Cityview Boulevard – lands municipally known as 311, 321, 331 and 0 (northeast corner of Cityview Blvd and Canada Drive) Cityview Blvd., Vaughan which are located along Cityview Blvd. between Major Mackenzie Drive West and Teston Road.

Parcel 2 – Kirbywest Ltd. - Block 41 – lands legally known as Part of Lot 30, Concession 6, City of Vaughan. Which are generally located southwest of the intersection of Kirby Road and Weston Road.

Parcel 3 – Lormel Developments Ltd – Block 27 – lands legally known as Part of Lots 28 and 29 Concession 4, City of Vaughan. Generally located east of Jane Street, north of Teston Road.

The above-noted properties are located in the City of Vaughan (the "**City**"), Region of York (the "**Region**") and are collectively referred to as the "**Subject Lands**" or individually as Parcels 1, 2, and 3, respectively.

Our requests:

1. Redesignation of the Parcel 1 lands to 'Transitional Mid-Rise Mixed-Use' designation given the proximity of the residential areas to the west and given the existing uses on these lands and in the surrounding area includes retail stores, community uses, daycares, offices and recreational centres which are not considered employment uses. This approach is consistent with the fact that the City has identified these employments lands differently that other employment lands in the City with the "Lands Subject to Future Non-Residential Site-Specific Policy" overlay designation.

2. Vaughan should consider a Strategic Growth Areas along Weston Road from Major Mackenzie Drive West to just north of Kirby Road to support a positive integration of areas in north Vaughan to the rest of the City. The identification of Weston Road as a Strategic Growth Corridor will support the policy framework to encourage intensification along this corridor which will ultimately support higher order transit connections to north Vaughan.

3. To ensure fairness, transparency and continuity of planning undertaken under VOP 2010, we kindly request Council consider including policies to ensure the lands subject to the Block 27 Secondary Plan under VOP 2010 shall continue to be in force and effect and the VOP 2010 (Volume 1 and 2) policies prevails over any part of the new VOP 2025.

4. To support Vaughan's ability to respond to market shifts, demographic changes or innovation in architecture, public spaces and community building, we request Council considers our request to revise the policies identified in this letter to support the timely delivery of housing and infrastructure.

General Comments

In June 2024, the City released the Draft Comprehensive Official Plan Amendment (the "**Draft OPA**") for public comment with initial comments requested by July 31, 2024, with a statutory public open house and Statutory Public Meeting previously scheduled for October 2024. Following that preliminary release, the Ministry of Municipal Affairs and Housing released the final Provincial Planning Statement 2024 ("**PPS 2024**"), which delayed the next phase of the Official Plan Review ("**OPR**"). In May 2025, Vaughan released a new draft #5 of the Official Plan 2025 ("**VOP 2025**"), which is now considered to be a new Official Plan under Section 17 of the *Planning Act* instead of an update under Section 26 of the *Planning Act* given the broad changes to Provincial Policy.

On January 27, 2025, KLM attended the Public Open House with our client, and we had an opportunity to engage with the City's consulting team at WSP and City staff. We understand that the City of Vaughan began its OPR in 2014, but it has been significantly delayed due to many changes to Provincial Legislation which has occurred over the past several years including more recently the removal of the Region of York from having planning responsibilities. We understand this has fundamentally changed how the land use planning framework will move ahead in the City of Vaughan and other York Region municipalities.

KLM has had an opportunity to review the Draft #5 of the new VOP 2025 dated May 2025 with our client and we are pleased to provide the following high-level comments relative to some of the policies included therein.

The Forward Vaughan goal is to create a new Official Plan to implement the long-term vision for Vaughan, to the year 2051, through land use policies that direct density, housing supply, protection of environmental features and agricultural areas, to create a vibrant city for people to live, work and play. With the passage of 15 years between the adoption of VOP 2010 and this draft VOP 2025, the overall urban structure presented in Schedule 1 and the policies related should contain stronger policies to support the development of complete communities and in turn, the long-term planning growth of the City. For example, the planning framework continues to protect low-rise residential areas and focuses intensification along a few corridors in Vaughan. There are also opportunities to support the new community areas at the north end of Vaughan where there has been considerable density approved into the balance of the City.

Upon review, the City has lowered the population and employment forecasts in the VOP 2025 when compared with what was approved in VOP 2010. For example, Policy 2.1.1.1 in VOP 2010 stated the objective of the plan was to provide for land uses in Vaughan in order to accommodate a population of 416,600 people and 266,100 jobs by 2031 (see Figure 2 – VOP 2010 below).

Figure 2
York Region Population and Employment Forecast - Vaughan

	2006	2016	2021	2026	2031
Population	249,300	329,100	360,400	388,800	416,600
Employment	162,200	226,000	248,900	257,600	266,100

VOP 2025 has reduced the population and employment targets that previously existed in VOP 2010 for the years 2016, 2021 and 2031 but without providing a rationale for a reduction in these targets (see Table 2.1 – VOP 2025 below).

Table 2.1: Population and Employment Data and Forecasts for the City of Vaughan, 2016-2051

	2016	2021	2031	2041	2051
Population	315,700	333,100	398,300	478,900	575,900
Employment	222,200	243,700	280,600	315,800	354,300

It is clear that VOP 2025 is fundamentally based off VOP 2010 which has established the land-use planning framework which has supported the revised focus on intensification within the City and the push towards more complete communities. KLM has been involved in a number of exciting projects and has collaboratively worked alongside City Staff to facilitate intensification projects along the corridors over the past 15 years under the VOP 2010 planning framework.

In spite of the successes of VOP 2010, we believe there is a greater opportunity to allow for more intensification throughout the City, both within the low-rise residential communities and along corridors and existing and planned transit stations within the City in order to meet the required population projections. We believe the City in VOP 2025 should provide more opportunity for height and density that reflect the level of intensification being approved by Council and the Ontario Land Tribunal along corridors. For example, 12-storey buildings along Arterial Roads are appropriate and should be considered in VOP 2025 throughout Vaughan with massing and setbacks established through the already existing City-Wide Urban Design Guidelines.

Development of housing is a very complex process, and each application has its own unique challenges. However, a common denominator for each application is the local municipal Official Plan. In tandem, Zoning By-laws are the primary tool the City has available under the *Planning Act* to implement the policies of the Official Plan.

For example, to promote mid-rise buildings along an intensification corridor, Vaughan could pre-zone the lands to accommodate such built form and to implement the vision of the VOP 2025 to deliver housing and build complete communities in accordance with the policies of the Official Plan.

Detailed Comments

Below are comments in relation to our client's landholdings:

1. Parcel 1 is proposed to be designated Employment Area' on Schedule 1 – Urban Structure, and 'Prestige Employment'/'Lands Subject to Future Non-Residential Site-Specific Policy' on Schedule 13 – Land use Designations. We are unable to find any policy in VOP 2025 which speaks to the 'Lands Subject to Future Non-Residential Site-Specific Policy' as noted on Schedule 13. Furthermore, we believe there is merit in including these lands and all the lands between Cityview Blvd and Highway 400 within the Transitional Mid-Rise Mixed-Use designation given the proximity of the residential areas to the west and given the existing uses on these lands and in the surrounding area includes retail stores, community uses, daycares, offices and recreational centres which are not considered employment uses in accordance with recent amendments to the *Planning Act* and the Provincial Planning Statement 2024 ("**PPS**"). This approach is consistent with the fact that the City has identified these employments lands differently that other employment lands in the City with the "Lands Subject to Future Non-Residential Site-Specific Policy".

2. Parcel 2 is proposed to be designated 'Areas subject to a Ministers Decision" on Schedule 1 – Urban Structure and are noted as being subject to the Block 41 Secondary Plan (Section 11.14 in Volume 2) on Schedule 13 – Land Use. We note that a revised Volume 2 of the Vaughan Official Plan has not been released for public review. Parcel 2 is further designated as Low-Rise Residential, Mid-Rise Residential, and Mid-Rise Mixed-Use along Weston Road within the Block 41 Secondary Plan. The Mid-Rise Mixed-Use designation at the intersection of Weston Road and Kirby Road is consistent with the policy direction supporting Strategic Growth Areas identified on Schedule 1 – Urban Structure. In fact, we believe that Vaughan should consider a Strategic Growth Areas along Weston Road from Major Mackenzie Drive West to just north of Kirby Road to support a positive integration of areas in north Vaughan to the rest of the City. The identification of Weston Road as a Strategic Growth Corridor will support the policy framework to encourage intensification along this corridor which will ultimately support higher order transit connections to north Vaughan.

3. Parcel 3 is proposed to be designated "Community Areas" and "Natural Areas and Agriculture" on Schedule 1 – Urban Structure and are noted as being subject to the Block 27 Secondary Plan (Section 11.13 in Volume 2) on Schedule 13 – Land Use. A Block Plan application has been submitted for Block 27 and is currently under review. To ensure fairness, transparency and continuity of planning undertaken under VOP 2010, we kindly request Council consider including policies to ensure the lands subject to the Block 27 Secondary Plan under VOP 2010 shall continue to be in force and effect and the VOP 2010 (Volume 1 and 2) policies prevails over any part of the new VOP 2025. As alluded to earlier in this letter, development applications submitted under VOP 2010 should continue to be reviewed in accordance with VOP 2010 to reduce unnecessary procedural and policy barriers.

Below are some specific comments in relation to the proposed policies within the Draft VOP 2025:

1. Section 1.4.1 provides the general policies which apply to the entire City regarding the implementation of the new OP. Policy 1.4.1.7 provides the policy framework that deals with the recognition of existing uses. While the policies within this section remain generally the same as the policies within VOP 2010, Policy 1.4.1.7.c is new and provides that an existing use may not expand beyond the boundaries of the lands containing said use, as new property cannot be

added. This policy discourages existing and legally permitted uses to expand regardless of property ownership even when it can be demonstrated through the balance of the policies in Section 1.4.1.7 that the expansion is appropriate and does not compromise the intent of this plan. This policy should be removed. Furthermore, Policy 1.4.1.7 and Policy 5.1.3.22 are both related to existing uses but are slightly different in language. These policy sections should be combined for efficiency in implementation.

2. Section 1.4.2 deals with transition regarding the introduction of the new OP. Policy 1.4.2.1 provides that Volume 1 of VOP 2010 will remain in force for only the purposes of interpretation and implementation of Volume 2 of VOP 2010. This language is very vague and not helpful regarding implementation. Policies 1.4.2.4 to 1.4.2.5 consider a trigger date related to when an application is deemed complete. We respectfully request this be changed to when development applications are submitted to the City, not when they are deemed complete. The reason for this request is related to the fact that the *Planning Act* was changed to eliminate the need for pre-consultation. Without pre-consultation, the determination of a complete application is not clearly understood. We recommend the requirement of a complete application be changed to the submission of a development application, such that the review of development applications may be considered in a transparent and predictable manner.
3. Section 2.2.3.2 provides the framework for the types of residential uses permitted within Community Areas. We note that this includes single-detached, semi-detached and townhouses, but excludes low-rise and mid-rise apartment residential and mixed-use development. It is our opinion that low-rise and mid-rise and mixed-use development are compatible with the uses noted above, and that excluding these uses is inappropriate given the need for housing. Further, achievement of the 65 residents and jobs/hectare density target and 57% intensification within the built boundary will require the provision of higher density-built form than currently proposed in Draft VOP 2025. The inclusion of the built forms and land uses will better contribute to the establishment of complete communities by including a broad range of housing choice and by providing greater range of uses within the community.
4. Section 2.2.3.9 supports a broader range of building typologies but only along an Arterial Street or Major Collector Road. We respectfully request that low-rise and mid-rise apartment residential and commercial/residential mixed-use development be permitted within Community Areas supported by appropriate locational policies such as being located along Arterial Streets and both Major and Minor Collector Roads.
5. In many instances, prescriptive requirements associated with setbacks, unit sizes, building separation, location of parking etc. are provided throughout the Official Plan, which in our opinion are more appropriately defined in the implementing Zoning By-law and in most cases already exist in the City-Wide Urban Design Guidelines. Below are some examples of policies that would likely result in triggering the need for an Official Plan Amendment in support of development to implement the land uses envisioned by the Draft VOP 2025:

    a. Policy 2.5.1.1 restricts a replacement building in the community area to only be the same type. This does not allow for the consideration for appropriate gentle intensification.
    b. Policy 2.2.3.9.a) requires all new dwelling units to front a public road without consideration for frontage on a private road/street which is often the case within infill development.
    c. Policy 4.3.3.5 requires all stacked townhouses and back-to-back townhouses to front onto a public or private street. Akin to the language within VOP 2010, we suggest these housing typologies be provided the opportunity to be generally oriented to front a public or private street.
    d. Policy 4.3.3.7 requires a minimum facing distance for stacked townhouses or back-to-back townhouses of 15m. Anything less than this would require an Official Plan Amendment. A suggestion would be to indicate this is a general target or include within the City-Wide Urban Design Guidelines and a general guideline to achieve.
    e. Policy 4.3.3.8 provides the maximum building length of townhouses, stacked townhouses and/or back-to-back townhouses to be a maximum linear length of 40m. This is less than

the range of 50m to 80m permitted in the City-Wide Urban Design Guidelines. A more general policy indicating that building lengths should be minimized to the extent possible with a reference to the City-Wide Urban Design Guidelines would be more appropriate.

f. Policy 4.3.3.9 includes policies regarding 45-degree angular planes, which should be revisited as this is an outdated policy that is being removed in most planning documents around the world including more recently in the City of Toronto.
g. Policy 4.3.3.10.b provides that podiums of high-rise and mid-rise buildings shall be "designed to the satisfaction of the City". This policy should be deleted as it provides no suitable direction and instead should be supported by the framework within the City-Wide Urban Design Guidelines.
h. Policy 4.3.3.11 requires a minimum setback of 3m for portions of buildings above the podium. This is again too prescriptive and should be more generally stated that a tower setback above a podium along public roads will be required to achieve an appropriate pedestrian environment and mitigate wind impacts.
i. Policy4.3.3.14.b seeks to restrict floor plates for high-rise buildings to be generally no greater than 750 square metres in size. This is 100 square metres less than the threshold of 850 square metres identified within VOP 2010. Design efficiencies are reduced by restricting the floor plate size to a lower threshold and we would suggest re-establishing the general target of 850 square metres in an effort to yield better floor efficiency ratios amongst other benefits. Additionally, the proposed policy in VOP 2025 does not align with the City's Comprehensive Zoning By-law maximum tower floor plate requirements.
j. Policy 4.3.3.14.c This policy sets a minimum setback of 12.5 metres from any side or rear property line for high-rise buildings. This policy is more restrictive setback than any of the minimum rear yard requirements in all of the RM and Mixed-Use Zones in Zoning By-law 001-2021 (e.g., minimum rear yard of 7.5 meters).
k. Policy 4.3.3.15 requires the rooftops of low-rise, mid-rise and high-rise buildings to incorporate landscaped green space, private outdoor amenity space and/or environmental features such as solar panels or green roofs. Again, this policy is too prescriptive and should be an aspirational target, where appropriate. Or alternatively include language like "where practical and appropriate" as included in Policy 4.3.3.19.k.
l. The language within Policy 4.3.3.16 should be softened to identify that parking ramps, loading areas and services should "generally" be incorporated into the building form of Mid-Rise Buildings and High-Rise Buildings. Site design characteristics should be assessed on a site-by-site basis through the site plan process and not be subject to unnecessarily apply for an Official Plan Amendment.
m. Policy 4.3.3.17.b requires a minimum setback of 3m from any property line for a surface parking lot. This policy is too prescriptive to be included in an Official Plan. Suggested revision would require surface parking areas to be appropriately setback from all property lines and screened with sufficient landscaping within the City-Wide Urban Design Guidelines.
n. Policy 4.3.3.19.h limits the amount of surface parking between the front or side of an employment building to be limited to one aisle of parking and no more than 50% of the building frontage. The design of parking lots is more appropriately incorporated within the City-Wide Urban Design Guidelines.
o. Policy 2.14.2.6 and 2.14.2.8 should be deleted or refined as both speak to including sidewalks on both sides of streets. However, one policy indicating that streets should be designed in accordance with City guidelines and engineering requirements would suffice. As there are scenarios where the right-of-way cross sections within the City's Engineering Standards does not require sidewalks to be provided on both sides of the street and the policies proposed would be in the contrary to City Engineering Standards.
p. Policy 2.14.2.13 requires all new residential development and new non-residential development to provide short- and long-term bicycle parking. This deviates from the requirements within the City's Zoning By-law 001-2021. For example, low-density housing

(e.g. single-family homes, townhouses) typically have private garages or storage spaces which serve as de facto long-term bicycle parking. Bicycle parking requirements are better served within the City's Zoning By-law, whereas policies promoting the incorporation of bicycle parking, where appropriate, is more fitting within an Official Plan.

We respectfully request that these sections be reviewed and revised to provide the general framework for these uses. An Official Plan is meant to be a guiding document and the proposed VOP 2025 contains formulaic policies which could create significant challenges for both municipalities and stakeholders. While clear direction is important, policies need to provide room for the evolving needs of its residents and creative planning solutions. Detailed policies could limit a municipality's ability to respond to market shifts, demographic changes or innovation in architecture, public spaces and community building.

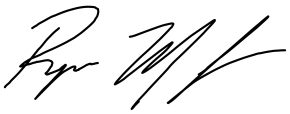
With respect to the Parcel 3, our client is a member in good standing with the Block 27 LOG. We are advised that Bousfields will be submitting a letter on behalf of the Block 27 LOG and we have had an opportunity to review this letter with our Client and we can confirm that our Client supports the comments on behalf of Block 27.

The comments above represent preliminary comments we have with regard to the Draft VOP 2025. We respectfully request a meeting with the City to discuss our preliminary comments on the Draft VOP 2025 in more detail with City staff.

We look forward to continuing our participation in the Forward Vaughan, Draft VOP 2025 process and collaborating with the City. We may make further detailed submissions following the release of subsequent editions of the Draft VOP 2025 and reserve the right to provide additional comments on the current draft, as required.

We respectfully request notice of any future reports and/or public meetings and consultations regarding the Draft OPA, and that we receive notice of any decision of City Council.

Yours truly,
KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan BURPl, MCIP, RPP
Partner



Aidan Pereira
Associate

cc. Client
Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery
Christina Bruce, Director of Policy Planning and Special Programs
Ash Faulkner, Senior Planner, Policy Planning and Special Programs
Carly Murphy, Planner, Policy Planning and Special Programs

BOUSFIELDS INC.

C161.
Communication
CW(PM) – June 4, 2025
Item No. 10

Project No. 2418

June 3, 2025

City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1
clerks@vaughan.ca

Dear Mayor and Members of the Committee of the Whole,

Re: Comment on Draft Official Plan and Draft Vaughan Metropolitan Centre Secondary Plan
231 Millway Avenue, Vaughan

We are the planning consultants to York Region Condominium Corporation No. 782, the owners of the lands municipally known as 231 Millway Avenue, located on the west side of Jane Street, east side of Millway Avenue and approximately 112 metres north of Portage Parkway, in the City of Vaughan (the "subject site).

On behalf of our client we are submitting this letter to provide input into the ongoing City of Vaughan Official Plan review and the Vaughan Metropolitan Centre Secondary Plan ("VMC Secondary Plan") update. We previously submitted a letter on February 3, 2025 requesting the redesignation of the subject site in light of the review process (see attached). In the interim, we have reviewed the draft Official Plan and the draft VMC Secondary Plan and this letter provides further comments on both.

As expressed in our previous letter, given the evolving context including the designation of the site as a Strategic Growth Area in the draft Official Plan, the proximity to the existing VMC subway station and future Jane BRT as well as the residential permissions granted through the Ministerial Zoning Order for the site at 8083 Jane Street, we are requesting that the subject site be redesignated from Employment Areas to Mixed-Use Areas to include residential mixed-use permissions with the possibility of extending these permissions to a new Jane Street Corridor Study Area. In this regard, both the subject site and the adjacent site to the north at 261 Millway Avenue are designated Employment Areas despite not meeting the definition of Employment Areas as defined in the Planning Act and the Provincial Planning Statement. The proposal for residential/mixed-use permissions at 60 Talman Court reflects this understanding (see **Figure 1**).

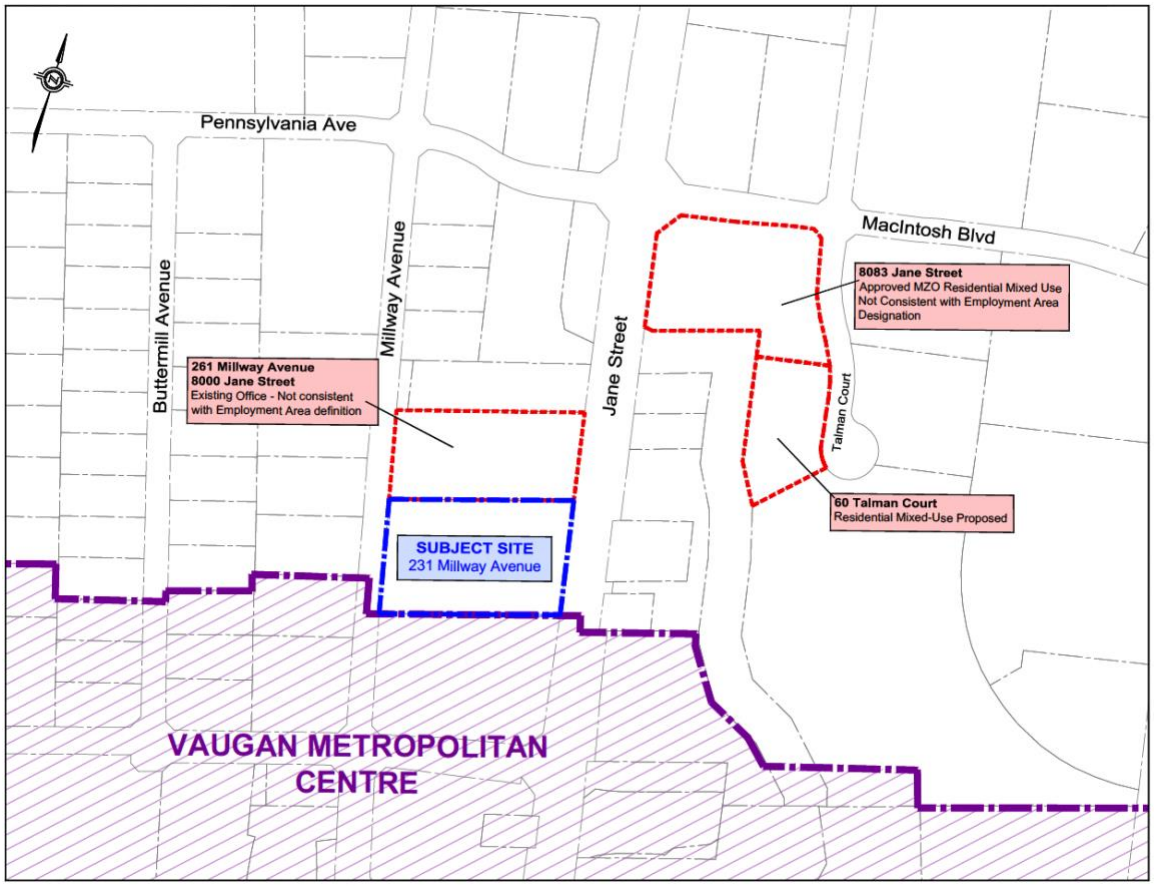


Figure 1 *– Subject Site and Surrounding Context*

Draft Vaughan Official Plan

It continues to be our opinion that the subject site is a strong candidate for intensification in the form of mixed-use residential development. The draft Official Plan proposes to designate the subject site as a Strategic Growth Area on Schedule 1 (Urban Structure), a Local Corridor within Employment Area proximate to a Future Major Transit Station Area on Schedule 1B (Strategic Growth Areas) and Prestige Employment on Schedule 13 (Land Use Designations).

In this regard, we are supportive of the Strategic Growth Area designation and it is our opinion that given this designation, the Prestige Employment designation is inappropriate and that the subject site should instead be designated to permit a mix of employment and residential uses in order to reflect the policies of the draft Official Plan, the planned transit context and the residential mixed-use permissions approved through an MZO for 8083 Jane Street, to the northeast of the subject site along the Jane Street corridor.

The draft policies of the Official Plan indicate that Strategic Growth Areas are intended to accommodate most of the forecasted residential growth to support the 57% intensification

target. Further, Policy 2.2.1.1(v) establishes that Local Corridors can support future Higher-Order Transit and will be places to accommodate intensification in the form of mixed-use buildings.

In regard to existing and planned transit, Jane Street is designated as a Special Study Corridor (on Schedule 10 – Major Transit Netork) with no related policies to clearly understand what that means. We note that the subject site is within the vicinity of the conceptual future extension of the TTC Line 1 subway and the subject within approximately 250 metres north of the existing Subway/SmartVMC Bus Terminal. With respect to the Future Major Transit Station Area designation shown on Schedule 1B, we note that draft Policy 2.4.6.16 would provide for potential additional density in recognition of the Jane Street BRT project, which is currently undergoing an Environmental Assessment.

Given the foregoing policy and transportation context promoting intensified transit-supportive develpment outlined above, it is our opinion that the draft Prestige Employment designation in the draft Official Plan does not appropriately recognize the benefit of a mix of land uses which provide for transit-supportive development along Jane Street, which is supported by the other designations and associated policies noted above.

In order to support and achieve the goals of the policies pertaining to the Strategic Growth Area and Local Corridor within Employment Area in proximity to a Future Major Transit Station Area designations, it is our opinion that flexibility is required with regard to land use on the subject site.

The proposed Prestige Employment designation would restrict permitted uses on the subject site and within the Strategic Growth Area to manufacturing uses only, per Policy 3.2.3.3(c). These permissions are not supportive of the policies of the draft Official Plan, as noted above, which establish the appropriateness of residential intensification in these areas, nor the policies of the Provincial Planning Statement which encourage intensification within Major Transit Station Areas, strategic growth areas and in proximity to higher-order transit.

We also recognize that other Strategic Growth Area corridors, such as Highway 7 west of Martin Grove Road, that are proposed to be redesignated to Community Areas are shown as Employment in the 2010 VOP and the York Region OP. We believe that the same or similar approach should be taken in this circumstance. In this respect we believe that the current existing and planned context of uses along Jane Street proximate to the subject site do not fit with the meaning or intent of the new definition of Area of Employment set out in the Planning Act. Accordingly, it is our opinion that the subject site, especially given its location proximate to existing and planned transit, should be recognized for mixed use development.

Draft Vaughan Metropolitan Centre Secondary Plan

With regard to the draft VMC Secondary Plan, we acknowledge and are supportive of the updates to remove the height and density limits with the Secondary Plan area. While the subject site is immediately adjacent to, but not within, the VMC Secondary Plan boundary, the plan indicates a new public road on the draft schedules, generally running in an east-west direction and directly adjacent to the subject site to the south.

In our opinion, including the subject site in the VMC Secondary Plan boundary could potentially assist in achieving a road alignment which provides a fair and equitable condition between the subject site and the site immediately to the south. Further, inclusion within the Secondary Plan boundary, or the establishement of a Mixed-Use corridor along Jane Street, as outlined in our previous letter, would help to achieve the goals of the draft VMC Secondary Plan policies, notably transit-oriented growth, and the draft Official Plan policies, as noted above.

Conclusions

Based on the foregoing, it continues to be our opinion that the subject site is a desirable and appropriate located for future mixed-use development which includes both residential and non-residential uses. Given the existing and planned transit context, as well as the draft policies of both the Official Plan and VMC Secondary Plan and the established mixed-use residential permission along the Jane Street Corridor, it is our opinion that redesignation is appropriate to align with the goals and policy direction of the City of Vaughan.

We trust that the foregoing is satisfactory for your purposes, however, should you have any questions please do not hesitate to contact me.

Yours very truly,
Bousfields Inc.



Michael Bissett, MCIP, RPP
Partner

cc. opmanager@vaughan.ca
Vince Musacchio, Deputy City Manager, Infrastructure Development

Fausto Filipetto, Project Manager, Vaughan Official Plan Review
Nancy Tuckett, Director of Development and Parks Planning
Christina Bruce Director, Policy Planning and Special Programs
Nicholas Del Prete, Planner

Appendix A – February 2025 Request Letter

BOUSFIELDS INC.

PLANNING | DESIGN | ENGAGEMENT

Project No. 2418

February 3, 2025

Christina Bruce
Director of Policy Planning and Special Programs
Vaughan City Hall, Level 200
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Ms. Bruce,

RE: Official Plan and Vaughan Metropolitan Centre Secondary Plan Redesignation Request
231 Millway Avenue, Vaughan

We are the planning consultants to York Region Condominium Corporation No. 782, the owners of the lands municipally known as 231 Millway Avenue, located on the west side of Jane Street, east side of Millway Avenue and approximately 112 metres north of Portage Parkway in the City of Vaughan (the "subject site").

On behalf of our client we are submitting this letter to provide input into the ongoing City of Vaughan Official Plan review and the related Vaughan Metropolitan Centre Secondary Plan ("VMC Secondary Plan") update. The purpose of this letter is to provide a background on the site and surroundings, the existing and planned context, an overview of the existing policy context as it relates to the subject site and surrounding area, and to request the redesignation of the subject site and potentially the Jane Street corridor from Employment Areas to a Mixed-Use Areas designation, reflective of the evolving context whith includes the future, as adopted Major Transit Station Area 75 – Pennsylvania BRT Station and the permissions granted through the Ministerial Zoning Order ("MZO") for the site at 8083 Jane Street (Ontario Regulation 327/24).

With respect to the VMC Secondary Plan, it is our understanding that a draft framework has been released which contemplates an expansion of the VMC boundary area both to the north of Portage Parkway and to the southeast, but not including the subject site.

We note that the Secondary Plan framework was developed as part of Phase 3 of the VMC Secondary Plan Study process and made public in 2023, and the Official Plan Review is still on-going with the latest draft being prepared as of June, 2024. Neither of these drafts recognize the provisions of the 8083 Jane Street MZO which, in our opinion, alters the characteristics and context of the area.

Given the status of the Vaughan Official Plan review, the VMC Secondary Plan update, the existing and planned context for the area and the evolving policy context, we are requesting that the subject site be redesignated to include residential mixed-use permissions, with the possibility of extending these permissions to a new Jane Street Corridor Study Area.

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1.0 Site & Surroundings

The subject site is located on the the west side of Jane Street, east side of Millway Avenue and approximately 112 metres north of Portage Parkway, which represents the current northern boundary of the Vaughan Metropolitan Centre. The site is generally rectangular in shape with a total area of 19,491.1 square metres (1.95 hectares) and is a 'through lot', with frontages of approximately 107.2 metres along Millway Avenue and 107.8 metres along Jane Street. The subject site has a width of approximately 169.6 metres along the south lot line and 173.1 metres along the nort lot line.

The subject site is currently occupied by a 2-storey commercial condominium building with grade-related commercial retail uses. The building is U-shaped and located centrally on the lot with surface parking around the exterior on all sides and a loading area on the north side of the building (the open side of the U-shape). Vehicle access is provided from 2 curb cuts on Millway Avenue, at the northwest and southwest corners of the lot.

Along the south lot line the subject site abuts Protected Major Transit Station Area ("PMTSA") 67, Vaughan Metropolitan Centre ("VMC"), containing the Vaughan Metropolitan Centre subway station, the north terminus of the western section of the TTC Subway Line 1 Yonge-University. The nearest entrance to the VMC subway station is located approximately 550 metres south of the subject site.

Immediately south of the subject site is a similarly organized site with a 2-storey commercial condominium building (201 Millway Avenue), for which a development application was submitted in May, 2023, which proposed to amend the Official Plan to permit residential uses and add the site to the VMC Secondary Plan area to facilitate the development of 3 residential towers from 30-45 storeys and a 30 storey hotel. The site at 201 Millway Avenue is currently within the proposed expanded boundary of the VMC Secondary Plan. The current draft of the VMC Secondary Plan update identifies 201 Millway within the VMC Secondary Boundary and designated as "Mixed Use (Non Residential Uses Required)", with an east-west "Mews" shown along its northern boundary between Millway Avenue and Jane Street (i.e. along the southerly edge of 231 Millway) (see **Figure 1**, VMC Secondary Plan Update - Proposed Maximum Density).

Further south, on the south side of Portage Parkway, is the existing Vaughan Metropolitan Centre area, which has extensive proposed, approved and recently constructed tall buildings and is rapidly developing an intensive urban and residential character. Within the VMC boundary are several recently completed or approved buildings above 55 storeys, with numerous buildings above 60 storeys proposed, up to 74 storeys.

West of the subject site, on the west side of Millway Avenue, is characterized by 1- and 2-storey industrial and commercial buildings on smaller lots relative to the subject site, many with grade-related commercial retail uses and abundant surface parking, typical of large-scale commercial development areas. This condition extends west, beyond Highway 400, to Weston Road.

Immediately north of the subject site is an irregularly shaped 5-storey office building (8000 Jane Street) and a 1-storey commercial use building (261 Millway Avenue). Further north, as well as east of the subject site on the east side of Jane Street, the lots contain a variety of commercial uses on both the west and east sides of Jane Street, similar in character to the uses to the west of the subject site.

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Northeast of the subject site, at the southeast corner of Jane Street and MacIntosh Boulevard, is an irregular L-shaped lot containing a 2-storey banquet hall oriented northwest towards the intersection, with surface parking to the east of the lot and surrounding the building (8083 Jane Street). The site is the subject of an MZO approval, noted above and described in detail below.

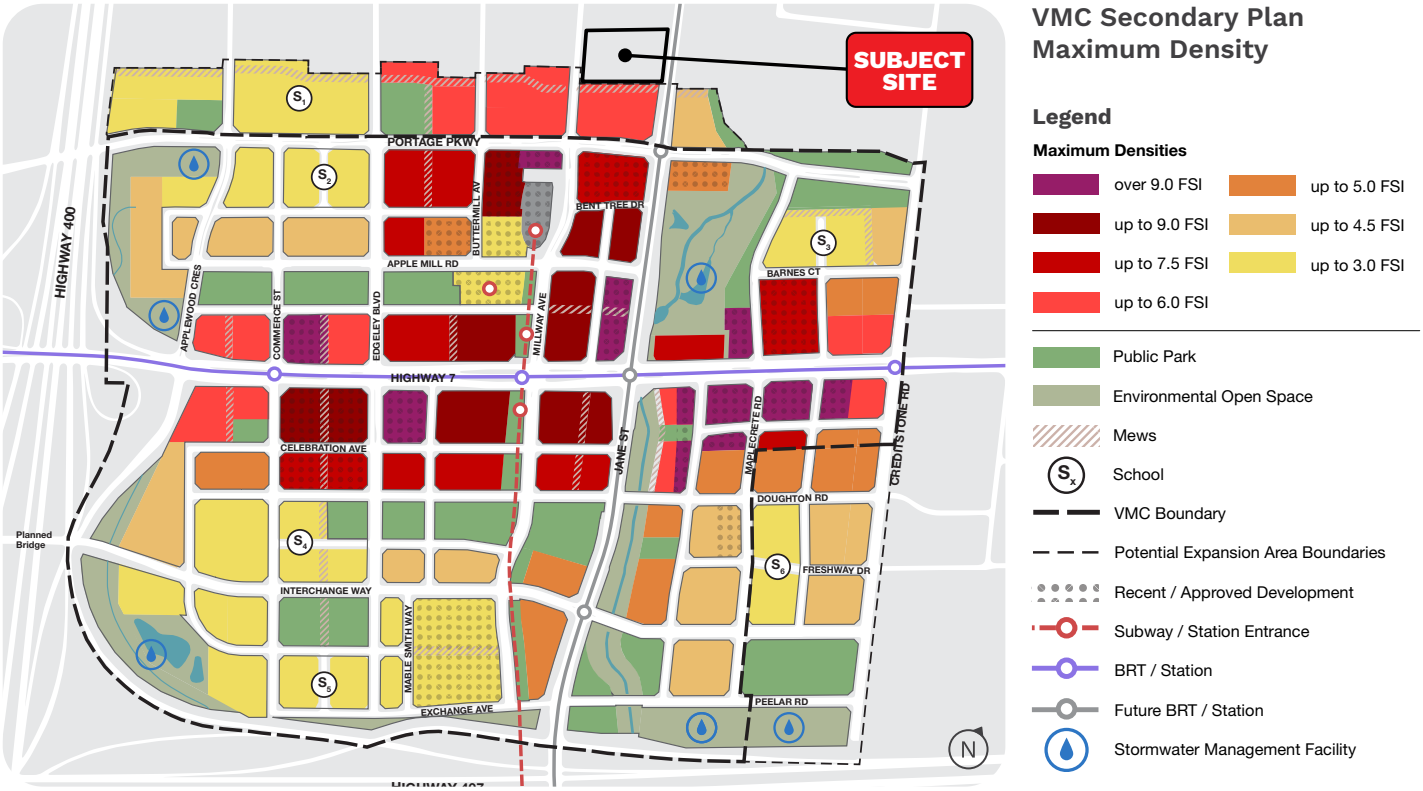


Figure 1 - VMC Secondary Plan Update - Proposed Maximum Density

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2.0 Transportation Context

The subject site has excellent access to higher order and surface transit. The subject site is located approximately 550 metres north of the VMC station serving as the north terminus of the western section of TTC Line 1 subway. The subject site is also located approximately 250 metres north of the SmartVMC Bus Terminal, which is serviced by York Region Transit bus lines and Viva bus rapid transit, and has a walkable connection with the Line 1 subway via VMC station.

As set out below, the subject site is included within the delineation of the VMC PMTSA, , as adopted by York Region and subsequently deleted by the Province in 2022 (see **Figure 2**, Future MTSA 75 - Pennsylvania BRT Station). The Pennsylvania BRT station MTSA is one of 6 future MTSA's contemplated along the Jane Street corridor which correspond to the contemplated Bus Rapid Transit Jane Street corridor. The Jane Street BRT will connect to TTC Line 1, BRT on Highway 7 and York Region Transit buses at the SmartVMC, Vaughan Mills and Major Mackenzie West Bus Terminals.

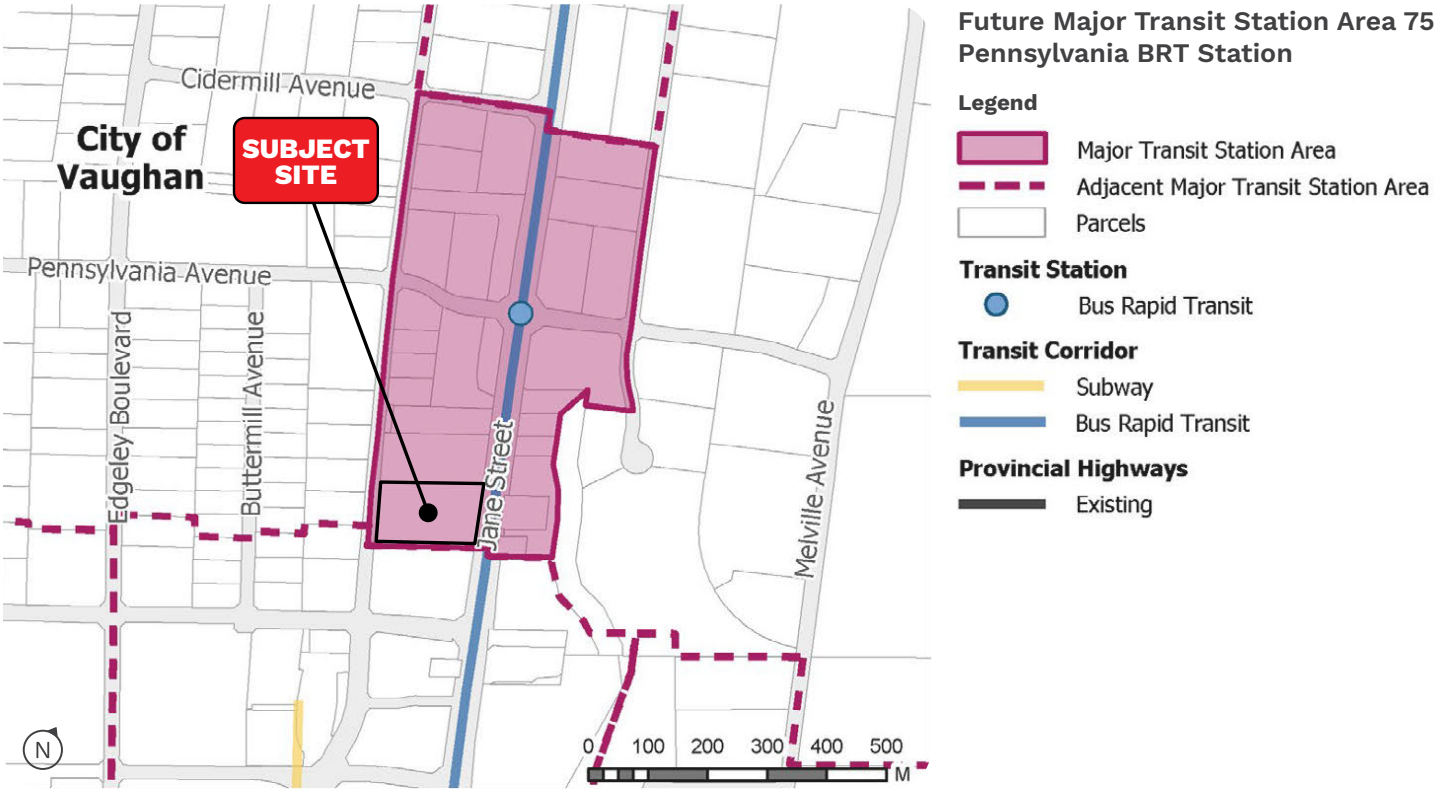


Figure 2 - Future MTSA 75 - Pennsylvania BRT Station (as adopted by Regional Council)

3.0 Policy & Regulatory Context

3.1 York Region Official Plan

The subject site is within the contemplated boundary of adopted MTSA 75, as noted above, corresponding to the Pennsylvania BRT station. The introductory text to the York Region Official Plan Section 4.1 states that the Plan provides for residential and employment growth throughout York Region, directed to strategic growth areas. It states that the highest densities and the greatest mix of land uses are directed toward the four Regional Centres as well as existing and new subway stations and other major transit station areas. Further, Section 4.1 outlines the importance of creating a high quality of life for residents through complete communities as well as having employment areas close to home to reduce the demands on the transportation system.

Policy 4.1.3(a) states that strategic growth areas will attract the majority of development and contain a mix of uses, with densities (highest to lowest) based on the following hierarchy:

- Regional Centres
- Subway station major transit station areas
- Other major transit station areas
- Regional Corridors outside of major transit station areas
- Local centres and corridors

In this regard, the subject site is located within the delineated boundary of the adopted MTSA associated with the Pennsylvania BRT station, and adjacent to the northern boundary of the PMTSA associated with the VMC subway station.

Map 1A designates the subject site as *Employment Area*, and the lands to the immediate south (201 Millway Avenue) as *Community Area*. Lands to the north, west and east are also designated *Employment Area*, including the lands subject to the MZO at 8083 Jane Street, which now have residential permissions, and also the lands at 7941 Jane Street that are identified as Mixed Use (Non Residential Required) within the Draft VMC Secondary Plan Update. The exising residential permissions at 8083 Jane Street and the proposed residential permissions at 7941 Jane Street exemplify the emerging mixed use nature of the Jane Street transit corridor north of the existing VMC boundary north to Pennsylvania Avenue/Macintosh Boulevard.

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3.2 City of Vaughan Official Plan

The current in-force City of Vaughan Official Plan was adopted by Council on September 7, 2010 and endorsed with modifications by the Region of York on June 28, 2012. It was appealed to the Ontario Municipal board and the majority of the Plan has subsequently received approval. The subject site is designated as *Primary Intensification Corridors within Employment Areas* and *Prestige Employment* under the current Official Plan (see **Figures 3**-**6**).

The subject site is also located along a *Regional Rapid Transit Corridor* (Jane Street) and along the path of the *Conceptual Subway Extension* as shown on Schedule 10 Major Transit Network (see **Figure 7**, Schedule 10 - Major Transit Network).

The Official Plan is currently in the process of being updated through an Official Plan review process, with staff determining that the City should proceed with a new Official Plan for 2025, rather than an update to the 2010 Official Plan. The Review process will give direction on how to better meet the needs of current and future residents, businesses and those who visit Vaughan. On December 20, 2024 the current proposed draft of the new Vaughan Official Plan 2025 was submitted to staff for review. It is noted that the new VMC Secondary Plan will form part of Volume 2 of the new Vaughan Official Plan 2025.

On January 20, 2025, the City of Vaughan released a Final Draft version of the Vaughan Official Plan Policies and Schedules as part of the review process. The subject site is identified as being partially within a Supporting Employment Area (west portion), and partially within a Strategic Growth Area (east portion), per Draft Official Plan Schedule 1 Urban Structure. Section 2.2.2 of the Draft Official Plan states that Strategic Growth Areas are intended to accommodate the majority of forecasted residential growth for the City to support the Intensification target of 58 percent. They have been established to facilitate the development of a mix of uses and appropriate densities to support high level existing or planned transit, and to promote walking and cycling. The majority of new residential development within the City's urban boundary will take place with Strategic Growth Areas. Identified Strategic Growth Areas include the Vaughan Metropolitan Centre and Future Major Transit Station Areas. On Schedule 1A of the Draft Official Plan, a Future Major Transit Station Area is identified in proximity to the site, to the north on Jane Street. Further MTSAs continue north along the Jane Street Corridor to Major Mackenzie Drive.

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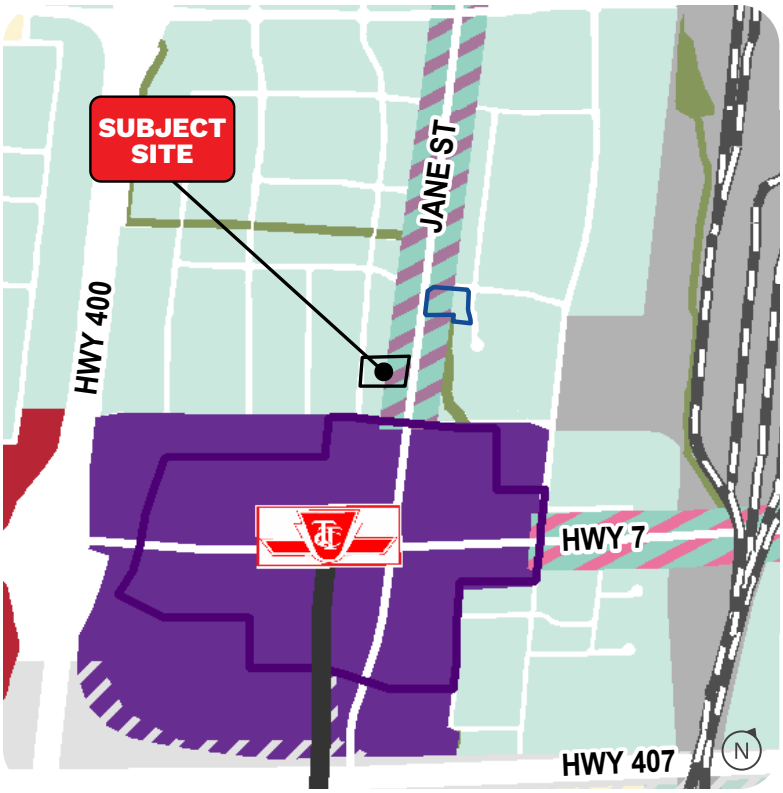


Figure 3 - City of Vaughan Official Plan, Schedule 1 - Urban Structure

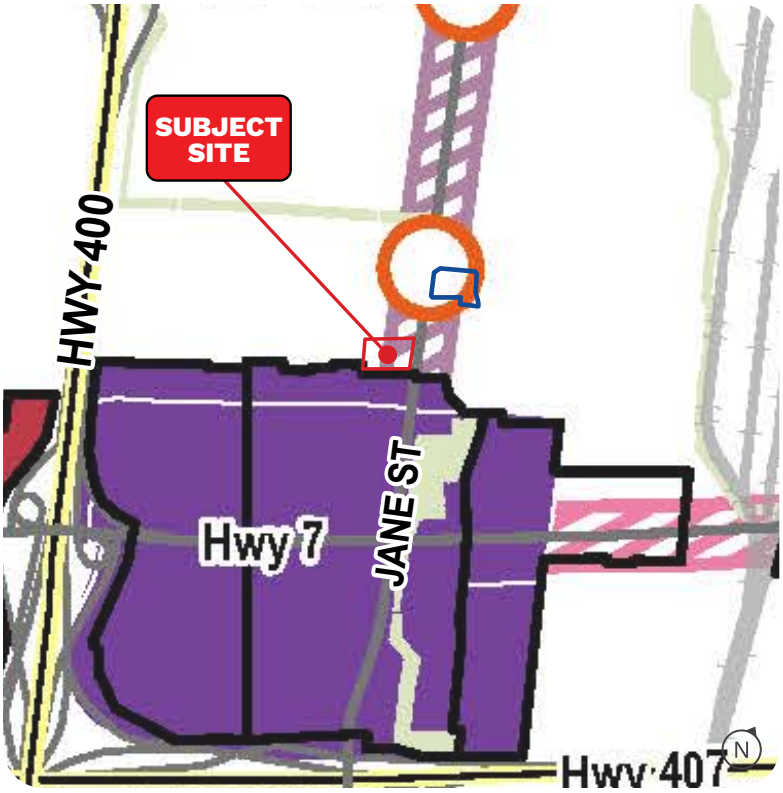


Figure 4 - Draft City of Vaughan Official Plan, Schedule 1A - Strategic Growth Areas

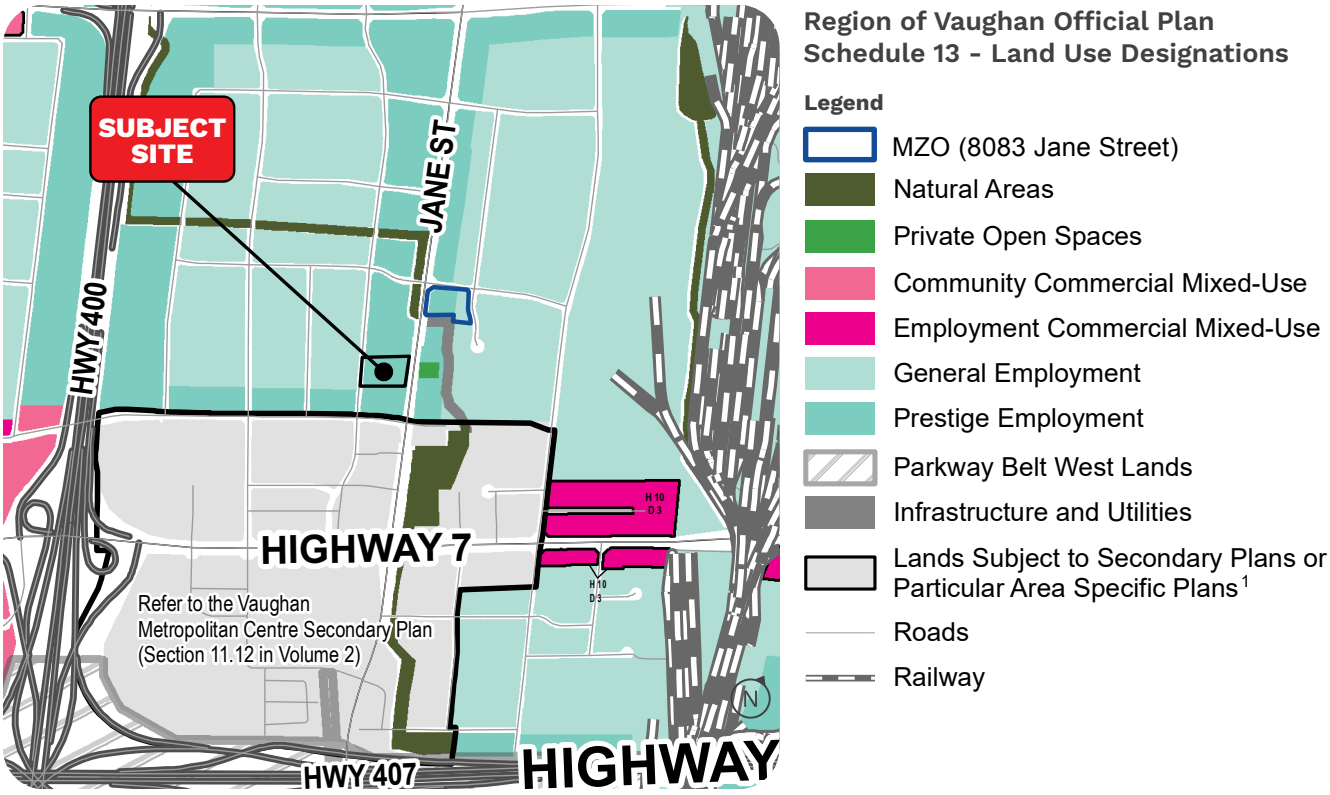


Figure 5 - City of Vaughan Official Plan, Schedule 13 - Land Use Designations

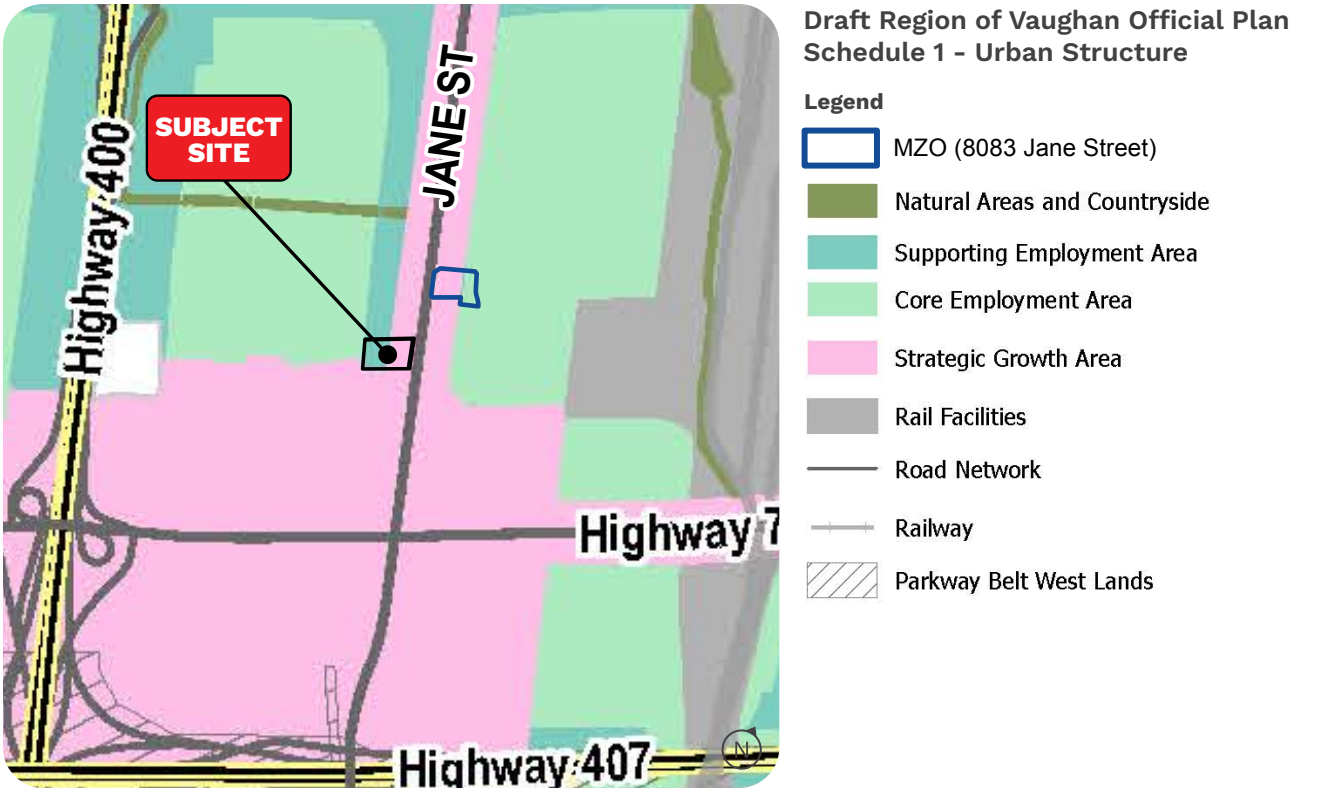


Figure 6 - Draft City of Vaughan Official Plan, Schedule 1 - Urban Structure

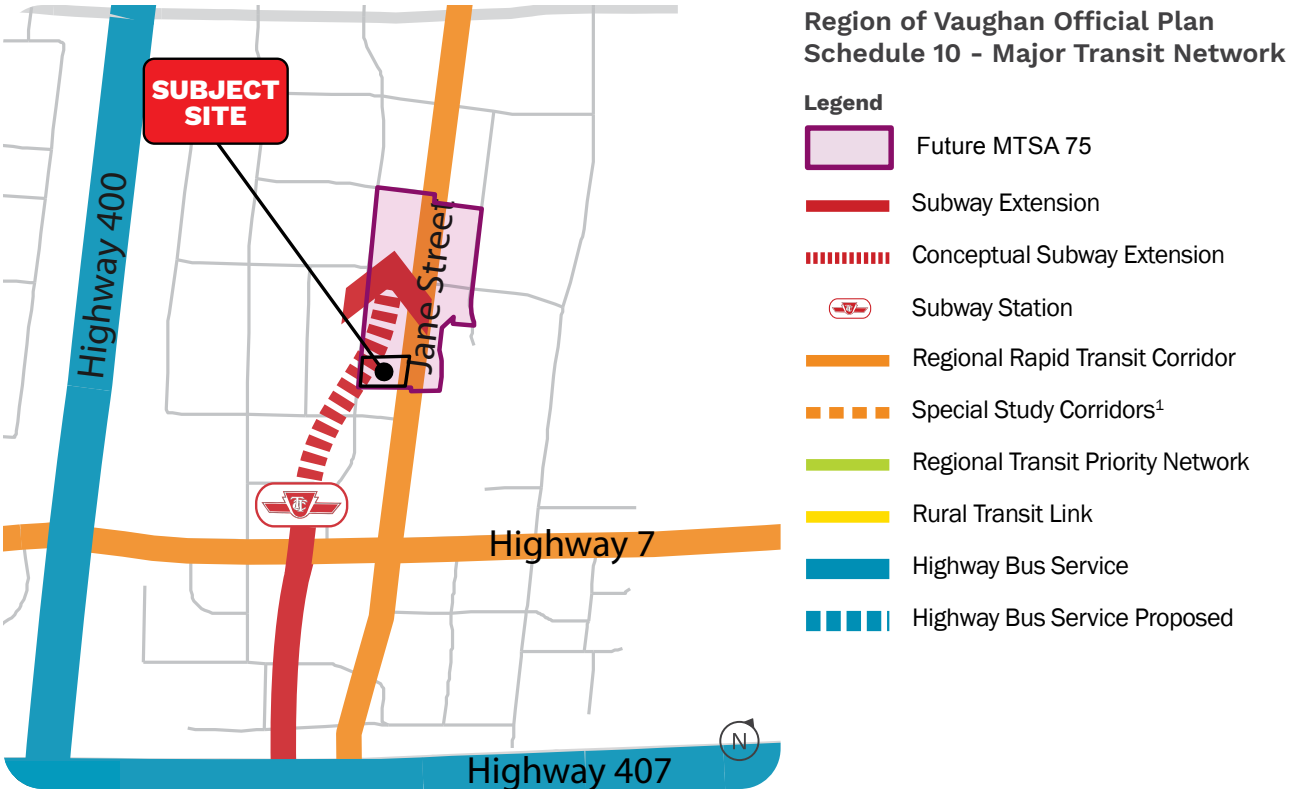


Figure 7 - City of Vaughan Official Plan, Schedule 10 - Major Transit Network

3.3 Vaughan Metropolitan Centre Secondary Plan Update

The current Vaughan Metropolitan Centre Secondary Plan was approved by Council in 2010 and provides a vision and policy foundation for the area bounded by Portage Parkway to the north, Credistone Road and Maplecrete Road to the east, Highway 407 to the south and Highway 400 to the west. The area is evolving as Vaughan's downtown core and developing in alignment with the city's vision of the VMC as a financial, innovation and cultural hub.

The VMC Secondary Plan update is in the third phase, with a draft framework released to the public for comment in September, 2023. As part of the update, two expansion areas are under consideration: Expansion Area A, to the southeast, and Expansion Area B, extending north from Portage Parkway to the southern lot line of the subject site. Within Expansion Area B, the area directly south of the subject site (201 Millway Avenue) as well as lands to the east and west are designated *Mixed Use (Non-Residential Uses Required)*, with density permissions up to 6.0 FSI (see **Figure 8**). As previously noted, the lands to the east at 7941 Jane Street are proposed to be designated *Mixed Use*, despite their *Employment Area* designation under the York Official Plan. This approach to designate lands north along Jane Street for residential permissions is reasonable in our opinion, especially given the MZO issued for mixed use development at the intersection of Jane Street and Macintosh Boulevard.

The draft VMC Secondary Plan identifies a "Mews" between the subject site and the site to the south. The allowance for future mixed use development on the subject site would present an opportunity to share this planned mews with the property to the south (which is included within the proposed VMC boundary.



Figure 8 - Vaughan Metropolitan Centre Secondary Plan Update - Land Use

3.4 Minister's Zoning Order (Ontario Regulation 327/24)

On August 16, 2024, Ontario Regulation 327/24 was filed by the Province to implement a Minister's Zoning Order ("MZO") for the property at 8083 Jane Street in the City of Vaughan, under Section 47 of the *Planning Act*. The purpose of the MZO was to change the permitted uses on the site to allow only the following uses:

- All uses listed in Table 8-2 – High-Rise Mixed-Use Zone, including residential permissions for apartment dwelling, and non-residential uses including community facility, office, retail, business service and hotel, among others; and
- All uses listed in Table 12-2 – Public Open Space Zone, including park and recreational use and excluding cemetery, conservation use and decommissioning activities.

The MZO also establishes other zoning requirements for the site, including, among others:

- The front yard shall abut Jane Street;
- Regulations for a 25 metre tower separation distance, as well as for front, rear and side yard setbacks;
- A maximum permitted height of 194 metres 60 storeys;
- A minimum tower setback of 5 metres from the rear and side lot lines;
- A maximum gross floor area ("GFA") of 145,000 square metres, including a maximum 94,000 square metres for residential use;
- A maximum of 1,269 permitted dwelling units;
- A minimum office use GFA of 5,142 square metres;
- A minimum community facility use GFA of 1,589 square metres;
- A minimum place of assumbly use GFA of 6,081 square metres;
- A minimum retail use GFA of 1,835 square metres; and
- A minimum of 0.7 resident parking spaces per dwelling unit.

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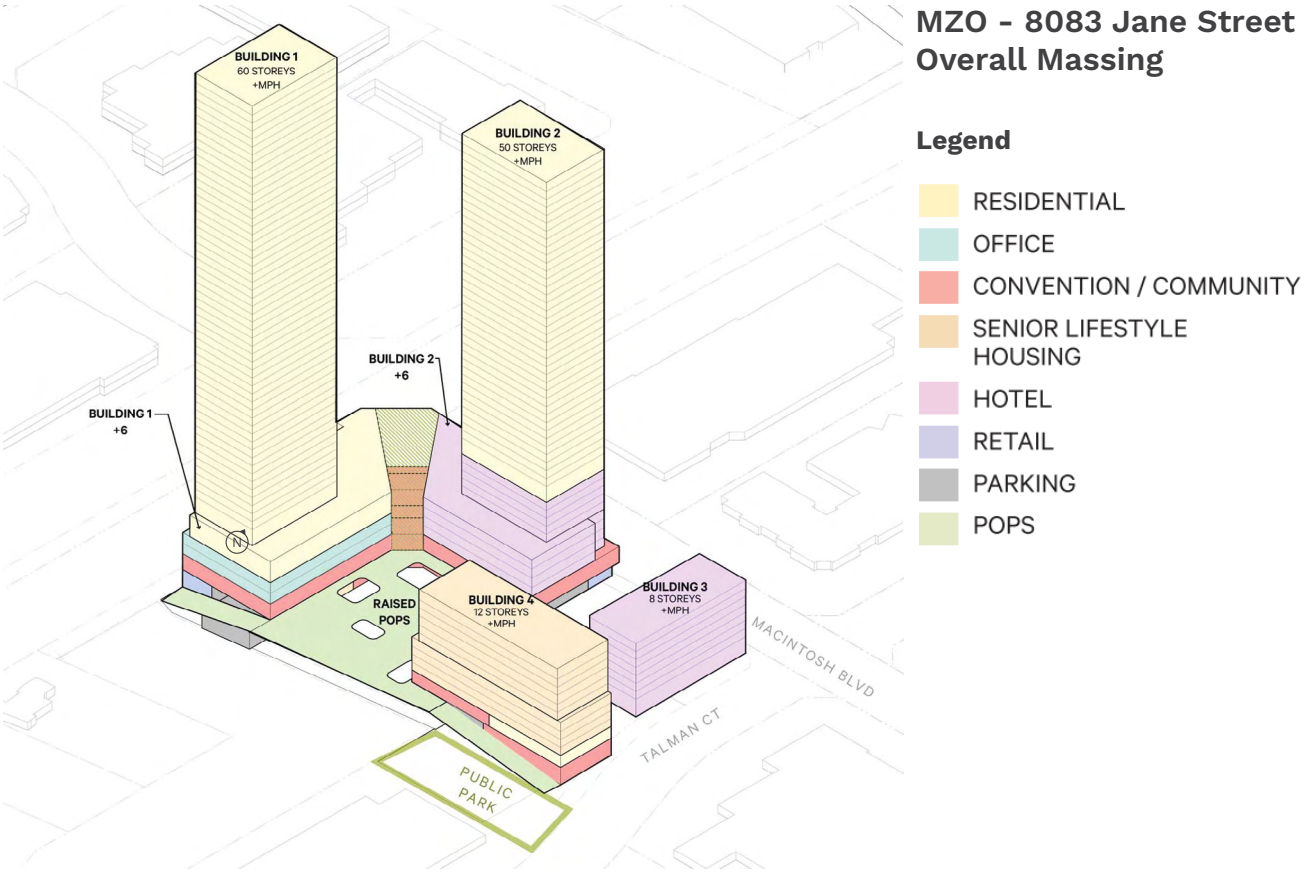


Figure 9 - MZO (8083 Jane Street) Overall Massing

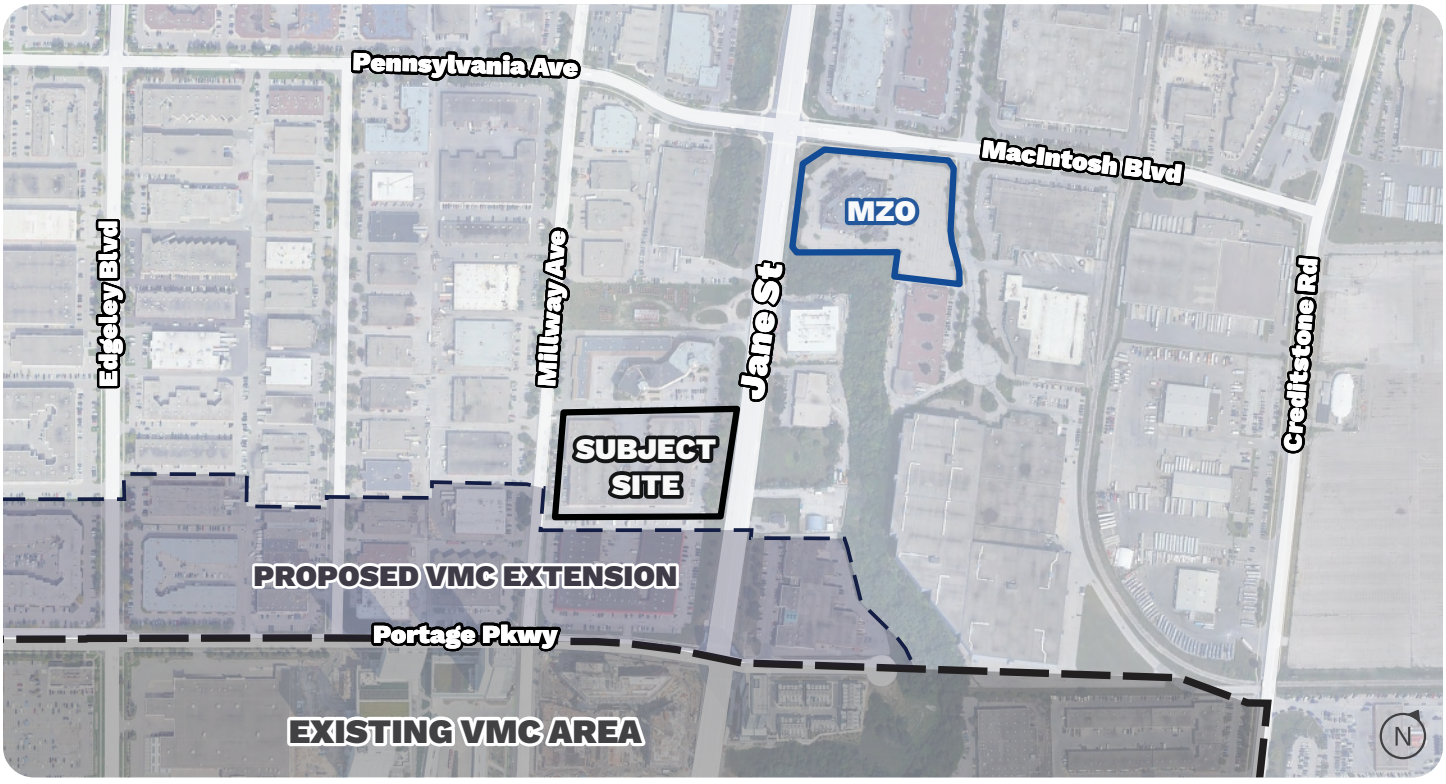


Figure 10 - MZO (8083 Jane Street) Site Context

4.0 Request

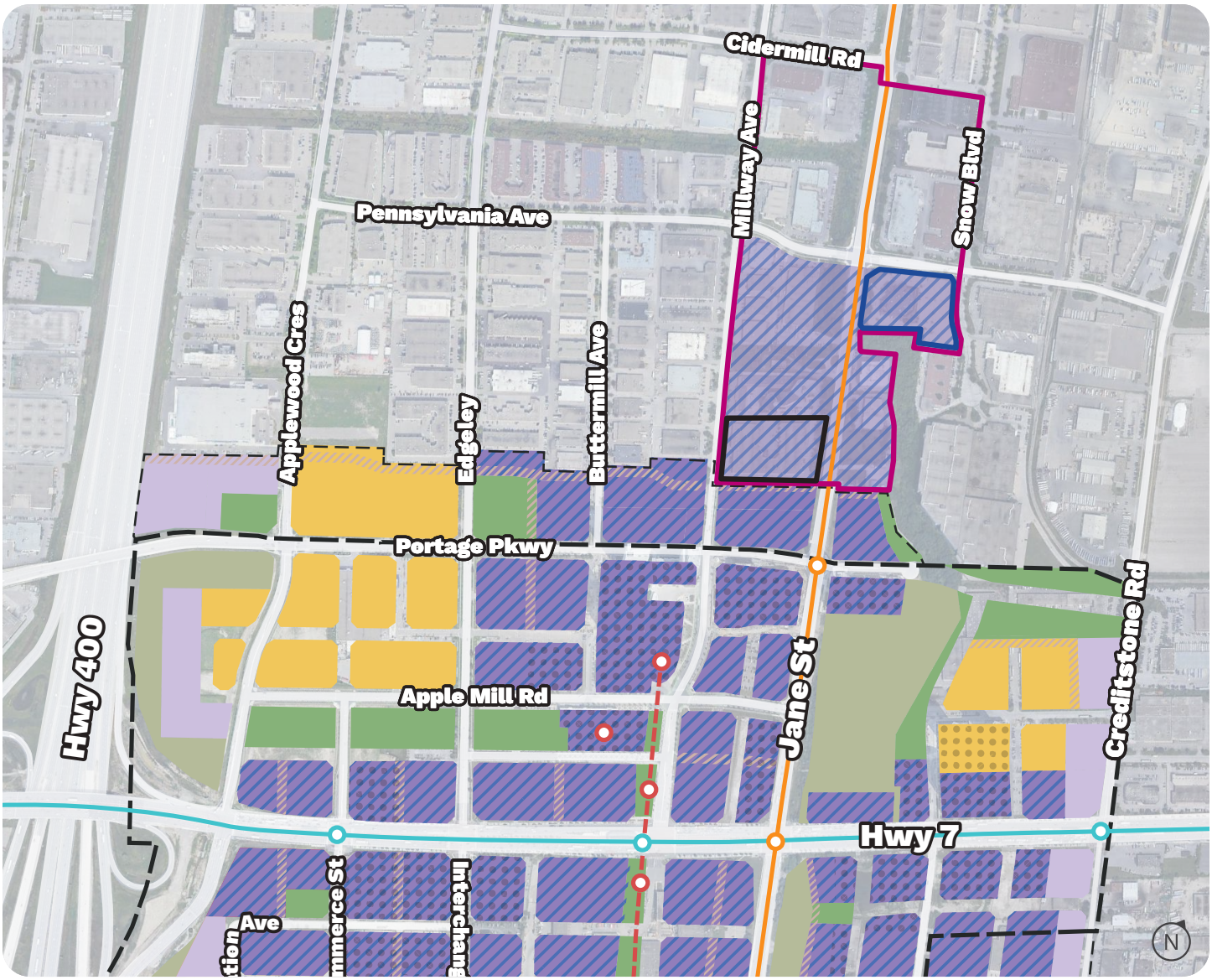
As noted above, the subject site is adjacent to the northern boundary of the VMC expansion contemplated by the VMC Secondary Plan update. The subject site is also located adjacent to the northern boundary of the Vaughan Metropolitan Centre PMTSA and within the boundary of the adopted MTSA 75 for the Pennsylvania BRT station, which extends from the south lot line of the subject site north to Cidermill Avenue, and from Millway Avenue in the west to Talman Court/Snow Boulevard in the east.

Within the boundary of the adopted MTSA 75 is 8083 Jane Street, noted above as the subject of a recent MZO. The MZO grants residential and mixed-use permissions for the site which aligns with the policy direction for MTSAs outlined within the York Region Official Plan as well as the vision for the VMC area as Vaughan's evolving downtown core.

In this context, it is our opinion that the contemplated expansion of the VMC Secondary Plan boundary, the adopted MTSA as well as the MZO for 8083 Jane Street alters the characteristics and context of the area, with residential and mixed-use permissions contemplated for the Jane Street corridor and permitted for 8083 Jane Street.

In recognition of this changed context, on behalf of our client we are requesting to include our lands as part of the Mixed Use Areas (with a requirement for non-residential uses to be determined at the time of application). As an alternative, this redesignation could be in the form of an Area Specific MTSA – Future Mixed Use designation, to effectively bring the lands out of the current employment designation. This alternative would require a study to be undertaken to determine the extent of non-residential uses required, and other zoning requirements similar in scope to the permissions granted in the 8083 Jane Street MZO. This alternative designation would establish a framework that indicates the appropriateness of the residential potential of the site and area through future applications, and create a Jane Street Corridor Study Area, roughly corresponding to the adopted MTSA 75 boundary, from Millway Avenue to the Black Creek natural area to the east of Jane Street, and from the northern VMC boundary in the south to Pennsylvania Avenue/MacIntosh Boulevard in the north. **Figure 10** illustrates a conceptual Jane Street Corridor Study Area, based on the above.

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Legend

- Subject Site
- MZO (8083 Jane Street)
- Future MTSA 75
- VMC Border
- VMC Proposed Extension Border
- Recent/Approved Development

Land Use

- Mixed Use
- Proposed Mixed Use (Non-residential Uses Required)
- Mixed Use (Non-residential Uses Required)
- Non-residential Mixed Use
- Neighbourhood
- Public Park
- Environmental Open Space
- Mews

Public Transit

- Subway/Station Entrance
- BRT/Station
- Future BRT/Station

Other

- School
- Stormwater Management Facility

Figure 11 - Future Jane Street Corridor Study Area

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5.0 Conclusions

Based on the foregoing, it is our opinion that the subject site is a desirable and appropriate location for future mixed-use development including both residential and non-residential uses. Given the location of the site proximate to the existing subway, along a Regional transit corridor within an MTSA adopted by the Region, and the changing character and context of the areaa redesignation is requested to align with the goals and policy direction of the City of Vaughan and the Region of York.

We trust that the foregoing is satisfactory for your purposes. However, should you have any questions, please do not hesistate to contact me.

Yours very truly,

Bousfields Inc.



Michael Bissett, MCIP, RPP
Partner

cc. Vince Musacchio, Deputy City Manager, Infrastructure Development

Fausto Filipetto, Project Manager, Vaughan Official Plan Review

Nancy Tuckett, Director of Development and Parks Planning

Nicholas Del Prete, Planner

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C162.
Communication
CW(PM) – June 4, 2025
Item No. 10

64 JARDIN DRIVE, UNIT 1B
CONCORD, ONTARIO L4K 3P3
T 905.669.4055
KLMPLANNING.COM

File: PRO-546

June 3, 2025

Via e-mail to weston7@vaughan.ca; clerks@vaughan.ca

City of Vaughan
Region of York
2141 Major Mackenzie Drive
Vaughan, ON, L6A 1T1

Attention: **Hon. Mayor Del Duca and Members of City of Vaughan Council**

Re: **Weston 7 Secondary Plan Draft #5**
City of Vaughan, Region of York
Comments from Weston 7 Landowners Group and individual registered landowners

KLM Planning Partners Inc. is the land use planning consultant representing the Weston 7 Secondary Plan Landowners Group (the **"W7LOG"**). The W7LOG formed in January, 2024 to coordinate input on the draft Weston 7 Secondary Plan (**"W7SP"** or **"Secondary Plan"**) process for the Weston 7 Secondary Plan Area (**"Weston 7"** or **"W7"**). Since that time, we have been actively engaged with the City of Vaughan (the **"City"**), participating in regular meetings with staff and providing feedback on previous drafts of the Secondary Plan and related initiatives. In addition to this regular engagement, the W7LOG and registered landowners provided correspondence to the City through the letter dated January 21, 2025, regarding Draft #4 of the W7SP and key W7LOG concerns. A copy of this letter is attached for your review.

The W7LOG represents approximately 58.4% of lands within the Secondary Plan area (see Appendix I: Weston 7 Landowners Group Ownership Map), and includes the following individual landowners:

- 2371933 Ontario Inc.
- Calloway Reit (400 and 7) Inc.,
- Calloway Reit (Westridge) Inc.,
- Canadian Property Holdings (Ontario) Inc.,
- Canadian Tire Properties Inc.,
- Costco Wholesale Canada Ltd.,
- CP REIT Ontario Properties Limited,
- Dev-West Properties Inc.,
- Gallu Construction Inc.,
- Kingsmoor Developments Inc.,
- Marino ON 7 Inc.,
- N.H.D. Developments Limited,
- PEM (Weston) Limited Partnership, and
- PEM (Weston) GP Inc.

This letter is being submitted on behalf of each individual landowner as members of the W7LOG in respect of the staff report related to the W7SP which is being considered at a Statutory Public Hearing on June 4, 2025, as part of the new Vaughan Official Plan 2025 (**"Draft VOP"**).

We appreciate the City's ongoing efforts to include the W7LOG in the process, and we are pleased to provide the following high-level comments on Draft #5 of the W7SP for consideration.

1. Growth Management

The W7LOG continues to have concerns regarding the proposed Growth Threshold of 26,000 people and jobs as outlined in Draft #5 and informed by the W7 Transportation Master Plan (**"W7TMP"**). We recognize and concur that growth must be aligned with infrastructure capacity, however, the Secondary Plan as drafted does not provide sufficient direction to achieve full build out to the planning horizon of 2051 and beyond.

The W7SP identifies the area as a Primary Centre, makes frequent reference to the area having potential for substantial growth and density, and references the "ultimate intensification" of Weston 7 (policy 7.2.1 (b)), however, the details of the full build-out are not well established. The Secondary Plan also refers to the planning horizon of 2051, but despite this, the Growth Threshold only contemplates growth to 2041.

In addition, the W7LOG has concerns with relying on the W7TMP to establish the Growth Threshold in the Secondary Plan. It is our understanding that this analysis did not include an investigation of how broader changes to traffic patterns in Vaughan and surrounding municipalities will impact Weston 7, or explore additional interventions that may increase capacity in the near term. We recognize that this analysis may have been outside the scope of work for the W7TMP, however, it is critical for a comprehensive understanding of growth potential.

To support growth to the planning horizon of 2051 and beyond within Weston 7, we suggest the following policy revisions:

1.1 Refer to the current Growth Threshold of 26,000 people and jobs as the "Initial Growth Threshold" throughout the Secondary Plan, which would identify growth capacity to 2041.

This change would emphasize the preliminary nature of the current threshold as being tied to certain planned transportation infrastructure investments, while recognizing that the Growth Threshold will change over time as increased capacity is unlocked through future infrastructure investments and innovation.

1.2 Introduce flexibility in the targeted mix of people and jobs to 2041, in recognition of the existing non-residential uses in Weston 7.

The proposed mix of 10,000 jobs and 16,000 people to make up the 26,000 Growth Threshold does not account for existing non-residential uses in Weston 7, which currently make up the entirety of the Secondary Plan area. The Growth Threshold to 2041 should be an overall figure and not include a specified ratio of people and jobs, in recognition that continued employment provided by existing non-residential uses will continue to exist in various forms while Weston 7 is intensified over time.

1.3 Introduce an "Interim Growth Threshold" to 2051 based on the W7SP Draft #3 threshold of 54,500 people and jobs, which can be pursued without an amendment to the secondary plan. This would be drafted in conjunction with policies to ensure sufficient infrastructure capacity as a condition of development approval.

We recommend that development up to an identified Interim Growth Threshold of 54,500 people and jobs be permitted without an amendment to the Official Plan, subject to studies that demonstrate, to the satisfaction of the City, that sufficient capacity exists or will exist at the time of development. If the intent of the Growth Threshold is to ensure growth is supported by infrastructure, this can be accomplished through planning tools other than a time consuming and costly OPA process.

These policies would be further supported through tools such as Holding Provisions through zoning approvals, and we appreciate that policy language identifying these tools has already been incorporated into Draft #5 of the Secondary Plan.

1.4 Work with the W7LOG to finalize the ultimate capacity target and incorporate this analysis into the Secondary Plan; conceptually identify this as the full build out target in the Secondary Plan.

As an example, the preamble to Chapter 4 in the Vaughan Metropolitan Centre (**"VMC"**) Secondary Plan identifies projected growth to the planning horizon of 2051, and a projected full buildout figure beyond the planning horizon. The same visioning is appropriate for Weston 7 as a Primary Centre and key area of future development.

As such, we recommend working with the W7LOG to identify potential ultimate capacity for Weston 7, acknowledging that such growth would be contingent on sufficient infrastructure, and a large percentage of this growth would be anticipated beyond the 2051 planning horizon.

Establishing a vision for the full build out of these lands will ensure that Weston 7 is prioritized for investment by all levels of government as a Primary Centre and provide clarity to landowners and the public regarding the City's objectives. This approach is also consistent with the Provincial Planning Statement 2024 and intent of the City's Official Plan as a long-term planning document.

1.5 Refine policies to inform phasing and coordination of infrastructure to achieve the ultimate intensification of Weston 7, supported by the W7LOG.

The W7LOG suggests stronger policy direction with respect to the long-term phasing and coordination of development in Weston 7. Specifically, we recommend strengthening section 8.2.1 to include reference to revisiting infrastructure and capacity studies for W7 at regular intervals to ensure that growth continues to advance. This policy revision should also acknowledge that changes to the Growth Threshold may result from such studies, and this would be permitted without amendment to the W7SP.

We also recommend policies that recognize the role of the W7LOG as a prospective partner in progressing growth in the Secondary Plan Area. This should include policies that permit and recognize infrastructure and capacity studies led by the W7LOG, which would be undertaken in collaboration with the City. These W7LOG-led studies have the potential to introduce innovation and provide an additional lens to the understanding of the growth capacity in W7.

1.6 Ensure policy framework permits incremental development and flexibility for additional analysis and innovation.

The W7TMP resulted in a list of specific infrastructure improvements (Appendix I of Draft #5) that are said to be "required" to meet the Growth Threshold of 26,000 people and jobs (policies 2.2(b) and 7.1.3(b)). We strongly recommend revising this policy language to make it clear that development can occur incrementally as transportation improvements occur, and that not all development will be prohibited or discouraged until all of these investments are entirely complete.

Further, flexibility should be introduced to account for alternative analysis that provides different options to achieve targeted growth, in addition to or instead of those in Appendix I. As discussed above, regularly revisiting capacity studies will be crucial to understanding changes in capacity over time, and the W7SP policies should enable this as an overarching policy direction document.

2. Permitted Height and Density

Previous drafts of the Secondary Plan incorporated policies that supported flexibility in permitted heights (see W7SP Draft #4 policies 4.2.2(b), 4.2.3(b), 4,2,4(b)). While we appreciate the removal of the portion of these policies that referred to the provision of "enhanced contributions" given recent changes to S. 37 of the *Planning Act*, the W7LOG strongly supports the general intent to provide flexibility for maximum heights subject to land use compatibility considerations. As an aside, it is understood that community benefits will also be provided through the new Community Benefits Charge framework.

In addition, Draft #5 of the W7SP provides direction for the calculation of density (Floor Space Index, **"FSI"**) that is concerning to the W7LOG and not aligned with the proposed definitions in the Draft VOP. The Secondary Plan proposes to calculate FSI on the basis of net developable area, which as currently defined would exclude lands to be conveyed for public purposes. This could have the effect of penalizing landowners located in areas where larger land conveyance is required for roads, parks, etc., and would require additional administration and negotiations among landowners to ensure equity.

To ensure clarity, fairness, and efficiency, we recommend the following policy revisions:

2.1 Reintroduce flexibility with respect to heights in all land use designations.

Re-introducing policy language that permits increased heights subject to demonstration of land use compatibility, appropriate transition to adjacent uses, and capacity considerations would support efficiencies in the development process as well as support the City's residential and employment targets. It is also in keeping with the designation of Weston 7 as a Primary Centre, identified as an area in which significant growth will be directed.

2.2 Align definitions with the Draft VOP; calculate FSI on the basis of Gross Developable Area to ensure that density calculations are equitable for all landowners.

Aligning definitions with the Draft VOP as identified in Table 1 below, and clarifying through policy that the FSI shall be calculated based on Gross Developable Area will reduce the amount of coordination required among landowners, will encourage the delivery of public infrastructure including roads and parks, and will contribute to a more streamlined development process.

Table 1: Definitions

Definition	W7SP Draft #5	Draft Vaughan Official Plan (May 2025)
Floor Space Index	Floor Space Index is a measure of density as it relates to built-form. Floor Space Index is the ratio of Gross Floor Area to the Net Developable Area of the site	The quotient obtained by dividing the total Gross Floor Area of all buildings on the lot, by the lot area
Net Developable Area	Net Developable Area is the area of the site excluding any lands to be conveyed for public purposes such as public streets, natural heritage features, road widenings, parks and public schools	All lands available for Development for both private and public uses, including residential and employment uses, private open space and Infrastructure (e.g., local and Regional streets and stormwater management ponds). The Net Developable Area excludes: a) Environmental features and areas identified in policy 3.6.3, unless such areas have been utilized for associated servicing Infrastructure; b) The Regional Greenlands System and approved local municipal natural heritage systems where Development is prohibited; c) Key Natural Heritage Features and Areas and Key Hydrologic Features and any required buffers; d) Major Infrastructure rights-of way (i.e. existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); and e) Existing Uses (e.g., cemeteries, estate subdivisions).
Gross Developable Area	*Not provided*	All lands available for Development for both private and public uses, including residential, and employment uses, private open space and Infrastructure (e.g., local and Regional streets and stormwater management ponds).

3. Urban Design and Built Form

The W7LOG is committed to working with the City to ensure that the Secondary Plan Area develops with high quality design elements and cohesive character that supports the vision of a vibrant, inclusive, accessible and healthy community. In this respect, we generally support the City's proposed urban design policy framework in Draft #5 of the W7SP. We recognize that additional urban design considerations will be appropriately addressed through the City's City Wide Urban Design Guidelines and comprehensively applied through subsequent planning phases.

We also recognize the importance of balancing residents and jobs in Weston 7 to support complete communities, however, we have concerns with the prescriptive nature of policies for Mixed-Use I and Mixed-Use II development and required non-residential Gross Floor Area (**"GFA"**). We are concerned that the requirement for a minimum of 15% or 20% of GFA to be non-residential uses (for Mixed-Use I and Mixed-Use II respectively) would not be feasible under current market conditions, resulting in intensification being stalled.

We propose the following policy change to balance mixed-use objectives with market factors:

3.1 Introduce flexibility in requirement for non-residential GFA in Mixed-Use I and Mixed-Use II designations.

The requirement for non-residential GFA in Mixed-Use I and II designations (policies (5.2.3(b),5.3.3(b), and 5.3.3(c)) cannot be supported by the market, especially without sufficient new residents to support such uses.

It is also notable that the requirement of 15% or 20% non-residential GFA is significantly higher than other areas of the City that are planned for even greater density. For example, the draft VMC Secondary Plan policies introduce a requirement of 10% of non-residential GFA in the Mixed-Use designation, with permission to reduce this amount subject to conditions (policies 9.2.4 and 9.2.5). The Yonge-Steeles Corridor Secondary Plan requires retail along Yonge St. and Steeles Ave. W. but is otherwise flexible in its requirement for non-residential GFA in its High-Rise Mixed-Use designation (Section 3.4). These areas

also benefit from existing or planned subway service, which Weston 7 does not. As such, it is our recommendation that the requirement for non-residential GFA be reduced significantly, and policy be introduced to permit flexibility in the rate to ensure alignment with the development conditions of the area.

Within the Mixed Use II designation, draft policy 5.3.3(c) does not permit dwelling units at grade and a minimum of 75% of ground floor GFA be occupied by non-residential uses. As noted above, we have concerns that this requirement cannot be supported by the market, and the outcome of this policy may also be contrary to its intent, where ground-related non-residential uses cannot be supported by the population. It is our recommendation that the policy language be revised to remove the specific minimum required non-residential gross floor area and instead prioritize policies that activate street frontages within W7.

3.2 Permit standalone residential buildings in Mixed-Use I and Mixed-Use II designations where they do not front onto an Arterial or Major Collector road.

As identified in draft Schedule 1, the majority of lands within Weston 7 are designated either Mixed-Use I or Mixed-Use II, and within these designations, standalone residential development is prohibited (policies 5.2.3(b) and 5.3.3(b)). Requiring that essentially all development in the W7SP include non-residential GFA is not feasible given current market conditions and would not necessarily lead to a quality pedestrian experience for future residents if non-residential GFA is built but remains unoccupied.

To balance the vision for a mixed-use complete community with market factors, we recommend permitting standalone residential buildings in Mixed-Use I and II designations where the buildings do not front Arterial or Major Collector roads. This will ensure a mix of uses are preserved on major roads, while also ensuring that residential growth is supported, which will in turn create a critical mass of residents to sustain non-residential uses.

4. Additional Comments

The LOG has the following additional comments for the City's consideration as it develops the W7 Secondary Plan:

4.1 Ensure Priority Consideration Overlay policy framework prioritizes planning review and approvals for applicable applications, but allocates capacity on a "first come, first served" basis based on development timing.

The W7LOG appreciates the City's recognition of existing planning applications in the W7SP Area through the Priority Consideration Overlay, and we support the policy framework that supports prioritizing review of these applications for approval.

Regarding draft policy 5.6(b), we suggest adding language to clarify that, despite Priority Consideration Overlay status for planning approvals, capacity allocation will ultimately be dependent on timing of construction, on a "first come, first served" basis and where it is demonstrated that sufficient infrastructure is able to support the development being proposed. For example, an applicant may not develop for many years after obtaining planning approvals, and therefore capacity allocation should not be earmarked for such development.

We further recommend that this approach to capacity allocation based on development readiness also apply to future planning applications that are not within the Priority Consideration Overlay. In other words, if an application outside of the Priority Consideration Overlay is approved and prepared to begin construction, they should receive capacity allocation ahead of an application within the Priority Consideration Overlay that is not yet ready to start construction.

4.2 Introduce greater flexibility for local road mid-block right-of-way requirements.

Policy 7.1.3(d) introduces a requirement of 23 metres for local roads. This is above the standard requirement, in high-density areas – for example, the draft VMC secondary plan policy permits local roads with a right-of-way of 20-22m. As such, we recommend lowering the standard for local roads to be 20 metres, which representsa more appropriate local road right of way to support growth within the W7SP.

4.3 Work with the W7LOG to refine parkland framework to ensure suitability in a high-density urban community.

We recognize that changes to parks policies in Draft #5 include the removal of Pocket Parks and Promenades, and introduction of Urban Parks and Public Squares. We are seeking clarification on the basis for this change. The W7LOG supported the previous policy direction that smaller parks may be considered eligible parkland contributions, as this was in keeping with the urban, high-density vision for Weston 7. We would appreciate the opportunity to discuss this change with staff and provide further comment on how we can support parkland provision for the benefit of future residents.

We appreciate the work of staff to prepare Draft #5 of the W7SP, and we look forward to continuing to participate in the process of building Weston 7 into a well-designed, engaging, mixed-use complete community. If you have any questions about the comments above, please reach out to the undersigned.

Yours truly,
KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan MCIP, RPP
Partner



Madison Van West MES, MCIP, RPP
Intermediate Planner II

Appendix I: Weston 7 Landowners Group Ownership Map



Weston 7 Landowners Group Ownership Map

No.	Ownership Name	Common Name	Gross Area (ac)
1	CALLOWAY REIT (WESTRIDGE) INC.; CANADIAN PROPERTY HOLDINGS (ONTARIO) INC.	Smart Centres/Choice	19.30
2	CALLOWAY REIT (WESTRIDGE) INC.; CANADIAN PROPERTY HOLDINGS (ONTARIO) INC.	Smart Centres/Choice	10.84
3	N.H.D. DEVELOPMENTS LIMITED	Sorbara	4.14
4	HOME DEPOT HOLDINGS INC.	Home Depot	10.02
5	CALLOWAY REIT (400 AND 7) INC.	Smart Centres	9.65
6	167 CHRISLEA ROAD HOLDINGS INC.		3.44
7	CP REIT ONTARIO PROPERTIES LIMITED	Choice	8.89
8	CALLOWAY REIT (WESTRIDGE) INC.; CANADIAN PROPERTY HOLDINGS (ONTARIO) INC.	Smart Centres/Choice	6.76
9	CANADIAN TIRE PROPERTIES INC.	Canadian Tire	8.22
10	PEM (WESTON) LIMITED PARTNERSHIP; PEM (WESTON) GP INC.	Pemberton	3.65
11	MAC'S CONVENIENCE STORES INC.	Mac's	0.75
12	1857307 ONTARIO INC.	Liberty	4.80
13	CALLOWAY REIT (400 AND 7) INC.	Smart Centres	5.78
14	CALLOWAY REIT (400 AND 7) INC.	Smart Centres	4.68
15	KINGSMOOR DEVELOPMENTS INC.	Trinity Point	2.82
16	GALLU CONSTRUCTION INC.	ARG	3.96
17	Condominium		2.71
18	MARINO ON 7 INC.	Marino	1.91
19	Condominium		1.97
20	DEV-WEST PROPERTIES INC.	Morguard	10.05
21	SUNCOR ENERGY INC.	Suncor	1.58
22	Condominium		2.68
23	RIOTRIN PROPERTIES (VAUGHAN 3) INC.	RioCan	5.57
24	1493130 ONTARIO LIMITED	RioCan	20.14
25	2371933 ONTARIO INC.	Sky Property Group	2.47
26	RIOTRIN PROPERTIES (VAUGHAN) INC.	RioCan	6.09
27	RIOTRIN PROPERTIES (VAUGHAN2) INC.	RioCan	17.29
28	COSTCO WHOLESALE CANADA LTD.	Costco	13.08
29	1493130 ONTARIO LIMITED	RioCan	10.58

Total Participating Owners	116.20
Total Non-Participating Owners	82.80
TOTAL *	**199.00**

* Does not include Liberty (Parcel No.12)

Legend

- Weston & 7 Secondary Plan Boundary
- (#) Parcel Number
- Exempt Owner
- Participating Owner
- Non-Participating Owner
- N

Job No.	
File No.	

Description: Weston & 7 Secondary Plan Ownership Map

Municipality: Vaughan, Ontario
Region of York

DELTA URBAN
8800 Dufferin St, Suite 104
Vaughan, Ontario L4K 0C5

Source: Geowarehouse

Date: March 13, 2025

TMA LAW

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ssnider@tmalaw.ca
skaufman@tmalaw.ca

January 21, 2025

Via Email to: clerks@vaughan.ca; council@vaughan.ca

City of Vaughan
Mayor Del Duca and Members of Council
Attn: Todd Coles, City Clerk
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Mayor Steven Del Duca and Members of City of Vaughan Council

Re: Weston 7 Secondary Plan
City of Vaughan
Weston 7 Landowners Group
Our File No. 13729

We are counsel to the Weston 7 Landowners Group (the "W7LOG"). The W7LOG formed in January of 2024 at the request of the City of Vaughan ("City") to help coordinate input on the Weston 7 Secondary Plan ("W7SP" or "Secondary Plan") process. The W7LOG includes the following individual landowners representing approximately 88% of the W7SP area (175.87 of 199 acres): **(Ownership Map attached)**

- 1493130 Ontario Limited,
- 2371933 Ontario Inc.,
- Dev-West Properties Inc.,
- Calloway Reit (400 and 7) Inc.,
- Calloway Reit (Westridge) Inc.,
- Canadian Property Holdings (Ontario) Inc.,
- Canadian Tire Properties Inc.,
- Costco Wholesale Canada Ltd.,
- CP REIT Ontario Properties Limited,
- Gallu Construction Inc.,
- Kingsmoor Developments Inc.,
- Marino ON 7 Inc.,
- Pem (Weston) Limited Partnership,

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Yours truly,

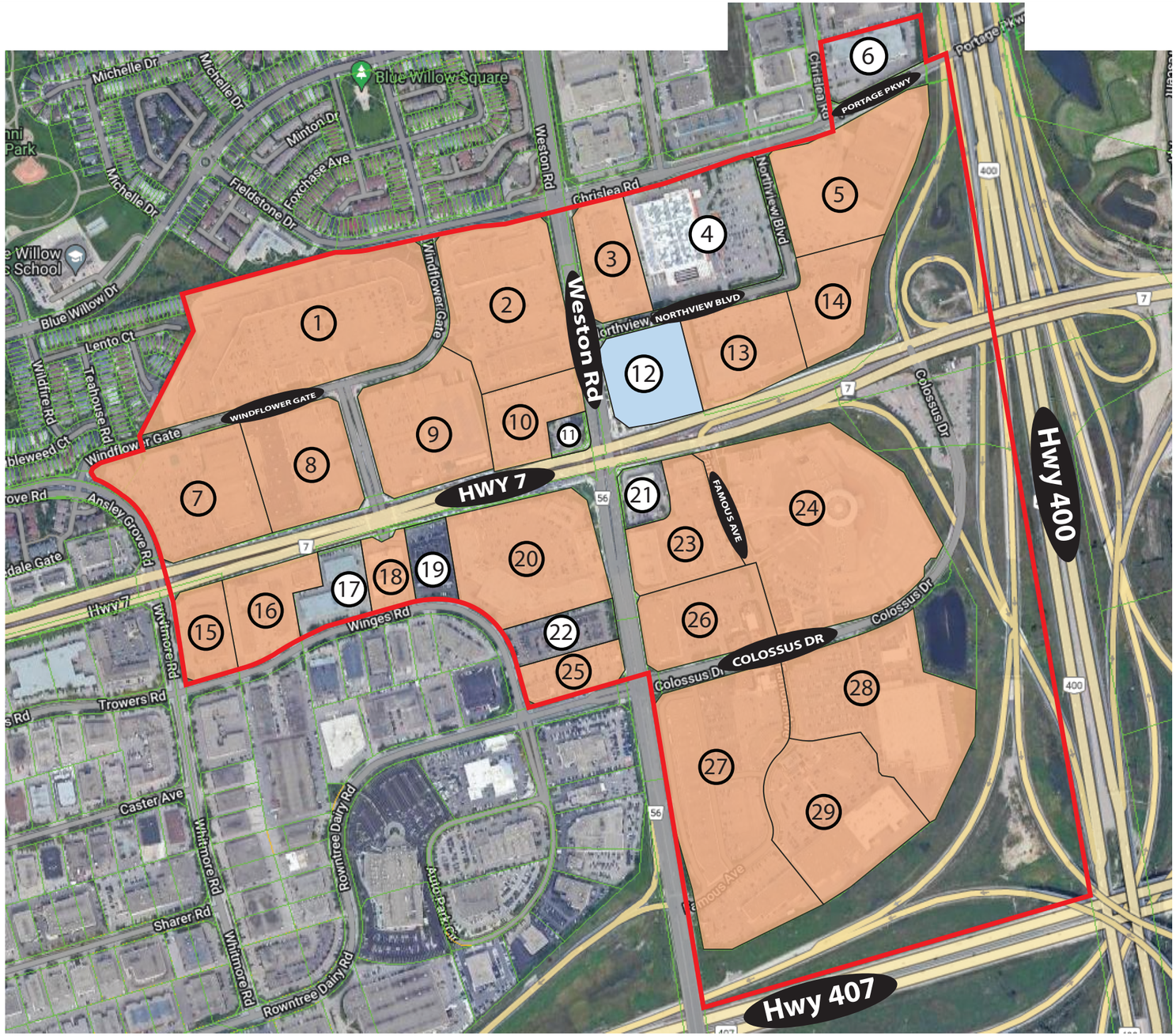
Scott Snider

Yours truly,

Shelley Kaufman

Sk:ss:nd
Att'd.
13729/3

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N

Job No.
File No.

Description: Weston & 7 Secondary Plan Ownership Map

Municipality: Vaughan, Ontario
Region of York

DELTA URBAN
8800 Dufferin St, Suite 104
Vaughan, Ontario L4K 0C5

Source: Geowarehouse

Date: June 24, 2024

C163.
Communication
CW(PM) – June 4, 2025
Item No. 10

TMA LAW

Scott Snider
Professional Corporation
Shelley Kaufman
25 Main Street West, Suite 2010
Hamilton Ontario Canada L8P 1H1
Tel: 905 529-3476
ssnider@tmalaw.ca
skaufman@tmalaw.ca

January 21, 2025

Via Email to: clerks@vaughan.ca; council@vaughan.ca

City of Vaughan
Mayor Del Duca and Members of Council
Attn: Todd Coles, City Clerk
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Mayor Steven Del Duca and Members of City of Vaughan Council

Re: Weston 7 Secondary Plan
City of Vaughan
Weston 7 Landowners Group
Our File No. 13729

We are counsel to the Weston 7 Landowners Group (the "W7LOG"). The W7LOG formed in January of 2024 at the request of the City of Vaughan ("City") to help coordinate input on the Weston 7 Secondary Plan ("W7SP" or "Secondary Plan") process. The W7LOG includes the following individual landowners representing approximately 88% of the W7SP area (175.87 of 199 acres): **(Ownership Map attached)**

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- 2371933 Ontario Inc.,
- Dev-West Properties Inc.,
- Calloway Reit (400 and 7) Inc.,
- Calloway Reit (Westridge) Inc.,
- Canadian Property Holdings (Ontario) Inc.,
- Canadian Tire Properties Inc.,
- Costco Wholesale Canada Ltd.,
- CP REIT Ontario Properties Limited,
- Gallu Construction Inc.,
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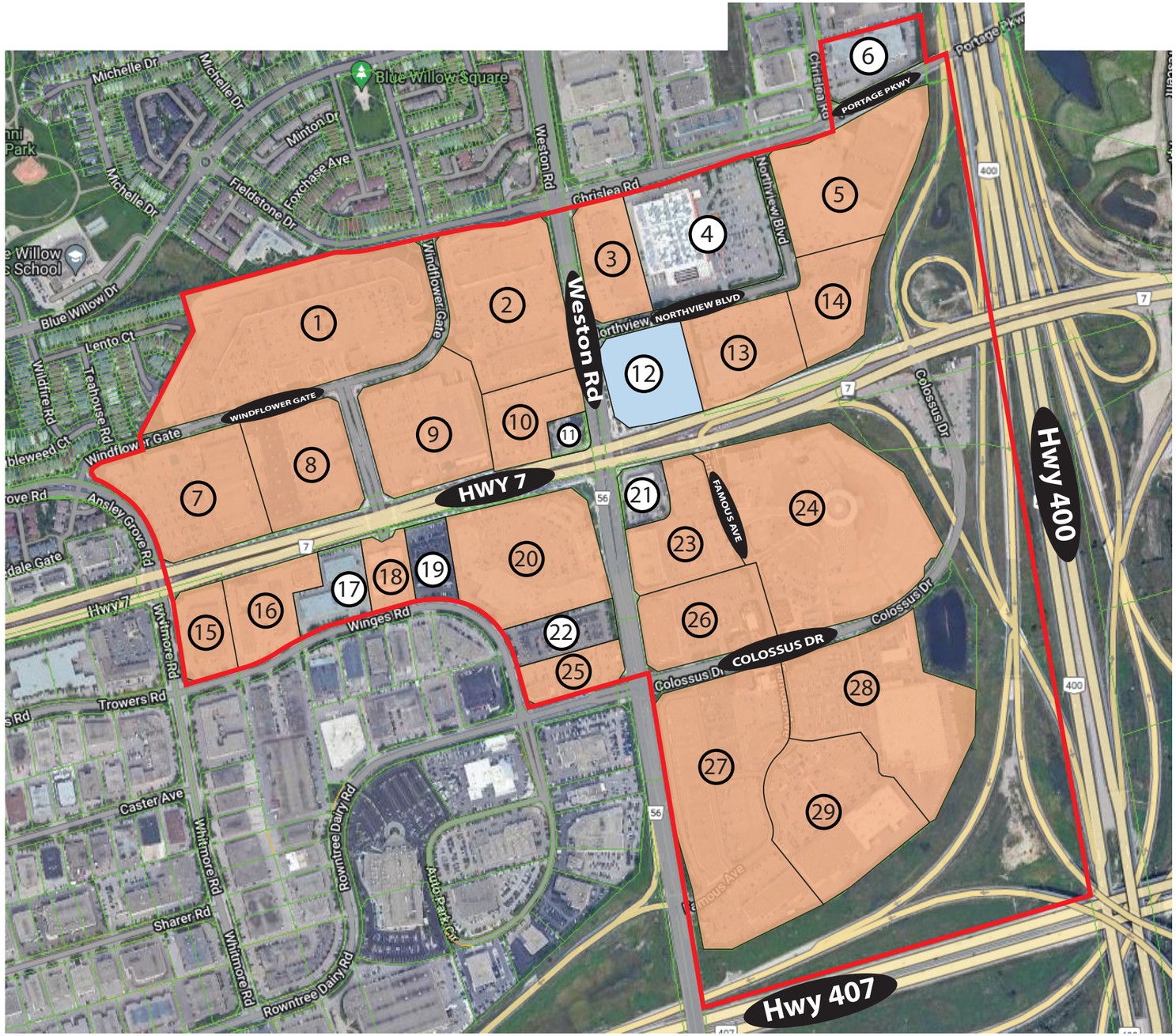
Scott Snider

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Shelley Kaufman

Sk:ss:nd
Att'd.
13729/3

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N

Job No.
File No.

Description: Weston & 7 Secondary Plan Ownership Map

Municipality: Vaughan, Ontario
Region of York

DELTA URBAN
8800 Dufferin St, Suite 104
Vaughan, Ontario L4K 0C5

Source: Geowarehouse

Date: June 24, 2024

From:	Clerks@vaughan.ca
To:	Assunta Ferrante
Subject:	FW: [External] Weston 7 Secondary Plan Draft #5 Comments
Date:	Tuesday, June 3, 2025 11:55:24 AM
Attachments:	image001.png 2025-06-03_LOG comments on W7 Draft 5_Final.pdf 01.21.25 - SS and SK - TMA - letter to City of Vaughan Mayor and Members of Council.pdf

---

From: Madison Van West <mvanwest@klmplanning.com>
Sent: Tuesday, June 3, 2025 11:54 AM
To: Weston7@vaughan.ca; Clerks@vaughan.ca
Cc: Ryan Mino <RMino@KLMPlanning.com>
Subject: [External] Weston 7 Secondary Plan Draft #5 Comments

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Good morning,

Please find attached comments from the Weston 7 Landowners Group and Individual Registered Landowners regarding June 4, 2025 Committee of the Whole (Public Meeting) Item #10.

Please confirm receipt of this correspondence.

Kind regards,

Madison Van West MES, MCIP, RPP
Intermediate Planner II

KLM 35 PLANNING YEARS

Mobile 647-355-5479 **Office** 905-669-4055
Email mvanwest@klmplanning.com
Web www.klmplanning.com
64 Jardin Drive, Unit 1B, Concord, Ontario L4K 3P3
CELEBRATING 35 YEARS

C164.
Communication
CW(PM) – June 4, 2025
Item No. 10

64 JARDIN DRIVE, UNIT 1B
CONCORD, ONTARIO L4K 3P3
T 905.669.4055
KLMPLANNING.COM

File: P-3423

June 3, 2025

City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: **Hon. Mayor Del Duca and Members of Council**

Re: **Committee of the Whole (Public Meeting), Wednesday June 4, 2025**
Agenda Item. 4(10)
City of Vaughan revised Draft New Official Plan, May 2025
Astona Centre Inc., 11720 Jane Street
City of Vaughan
Regional Municipality of York

KLM Planning Partners Inc. ("KLM") is the land-use planning consultant for Astona Centre Inc. (the "client"). Our client's lands are located at 11720 Jane Street in the City of Vaughan (the "City"), Region of York (the "Region") (the "Subject Lands"). The Subject Lands are located north of Kirby Road, situated between Highway 400 in the west, and Jane Street in the east.

KLM has completed a review of the Draft Official Plan released in May 2025 (the "Draft OP") on behalf of our client and provide the following comments:

1. The Province has revised the definition of "area of employment" in the Provincial Planning Statement, 2024 (the "PPS 2024"), which now restricts Major Office uses to Strategic Growth Areas and limits office uses in employment areas to be associated with the primary employment use e.g. manufacturing, warehousing, etc. As such, Major Office uses are not part of an "area of employment". This definition was not in effect when the Region completed their land needs assessment and their Municipal Comprehensive Review, to determine the quantum of Employment Area required to accommodate Employment growth to 2051.

   It is not clear how the new definition for Area of Employment has been addressed as part of the Draft OP. With this change in definition, which excludes offices, retail, hotel and other non-traditional employment uses, the quantum of lands designated Employment Area within Block 42 and elsewhere in the City may be overstated. The City should evaluate the quantum of Employment Area required based on the proposed revised definition prior to approval of the Draft OP, to avoid over designating employment lands, and the need to consider requests to convert employment lands in the future. We would respectfully request a meeting with staff to discuss the above.

2. Section 2.2.2.5 provides that development in New Community Areas or New Employment Areas is to be phased, such that development within same will not occur until adjacent Community Areas or Employment Areas have achieved (emphasis added) their minimum density targets. We have a series of issues with this policy, as follows:

- The term “achieve” is not defined. Does this mean that policies prescribing the required density target must be included within an approved secondary plan or official plan amendment, or that development contemplated by an approved secondary plan or official plan amendment has been built?
- The development in New Community Areas or New Employment Areas, specifically the establishment of secondary plans and blocks plans, etc. should not be prejudiced on the timing or the ability of adjacent lands to develop, particularly given the multitude of potential issues which could delay the development of any parcel of land. In other words, if adjacent lands are unable to or do not wish to develop, alternatives for new growth should be facilitated by the Draft OP, not discouraged.

3. Section 2.2.2.6 notes that the provision of municipal servicing to greenfield Employment Areas will proceed prior to or in parallel with servicing to New Community Areas. We do not understand the rationale for requiring employment areas to be serviced in advance of or at the same time as community areas. This implies that servicing to new Community Areas cannot occur in advance of servicing to new Employment Areas, which may not be appropriate given the high demand/need for housing in the City.

4. Section 2.2.3 provides the framework for the types of residential uses permitted within Community Areas. We note that this includes single-detached, semi-detached, townhouses and additional residential units, but excludes mid-rise apartment residential and mixed-use development. It is our opinion that low-rise, mid-rise, and mixed-use development are compatible with the uses noted above, and that excluding these uses is inappropriate given the need for housing. Further, achievement of the 65 residents and jobs/hectare density target will require the provision of higher density built form. The inclusion of the built forms and land uses will better contribute to the establishment of complete communities by including a broad range of housing choice and by providing greater range of uses within the community. As such we respectfully request that low-rise and mid-rise apartment residential and commercial/residential mixed-use development be permitted within Community Areas.

5. Section 2.14.1.27 provides that due to noise and other environmental nuisances, certain residential uses such as single detached, semi-detached, townhouses and stacked townhouses are prohibited directly adjacent to Provincial highways. Residential uses can coexist adjacent to Provincial highways subject to ensuring appropriate mitigation is provided. As such, we respectfully request that this policy be modified to identify that those residential uses can be permitted subject to appropriate mitigation.

6. Section 2.14.1.37 – This section provides that a minimum of two north/south and two east/west collector streets be provided in new block Development, where feasible. This policy is overly prescriptive and should simply direct that the number and extent of collector streets within new block development be determined at the secondary plan stage, based upon detailed traffic studies.

7. Sections 4.3.3.2 to 4.3.3.21 provide built form policy requirements applicable to the design of the built environment. In many instances, prescriptive requirements associated with setbacks, unit sizes, building separation, etc. are provided, which in our opinion are more appropriately defined in the implementing Zoning By-law. We respectfully request that these sections be reviewed and revised to provide the general framework for these uses, rather than prescriptive requirements.

8. Section 5.1.1.5 provides that secondary plans will be advanced by the City in consultation with the public. Private landowner groups are well-positioned to efficiently advance the work associated with the completion of a secondary plan in close collaboration with the City, the public and other stakeholders. In doing so, this removes the financial burden on the municipality and facilitates

the timely advancement of necessary planning approvals required to deliver needed housing. As such, we respectfully request that this policy be revised to permit secondary plans to also be privately initiated, subject to the involvement of all stakeholders.

9. Definition of Major Office – Major Office is defined as having a gross floor area of greater than 4,000 square metres or with approximately 200 jobs or more. The policy framework of the Draft OP directs Major Office to Strategic Growth Areas consistent with the PPS 2024. The VOP 2010 identifies major office uses as having a gross floor area of greater than 12,500 square metres and an office use as having a gross floor area of less than 12,500 square metres.

   For reference, the origin of the 4,000 square metres threshold for Major Office uses comes from the definition for Major Office in the now repealed A Place to Grow: Growth Plan for the Greater Golden Horseshow (the "Growth Plan"). This definition was also included in the 2022 York Region Official Plan to conform to the Growth Plan. As the Growth Plan has now been repealed, there is no framework in provincial planning to prescribe the 4,000 square metre threshold. The PPS 2024 restricts Major Office uses to Strategic Growth Areas and limits office uses in employment areas to be associated with the primary employment use e.g. manufacturing, warehousing, etc.

   As currently proposed, this definition has the effect of limiting the amount of office use within Employment Areas when associated with a permitted employment use, which would need to have an area of less than 4,000 square metres in order to not be considered Major Office. As such we respectfully request that the City modify the definition of Major Office to specify that they must be within a freestanding building and increase the threshold to 12,500 square metres consistent with the Official Plan 2010. This will permit office uses within an employment area associated with an employment use which may exceed 4,000 square metres, and which are otherwise appropriate.

10. Schedule 9B – We note that the right of way width for major collector roads has increased from 26 metres in the VOP 2010 to 30 metres in the Draft OP. We are not clear the rationale for the increase and what has prompted the additional 4 metres. This land could otherwise be used for development. We respectfully request clarification in this regard.

Thank you for the opportunity to provide input into the OPR. We kindly request notice of any future reports and/or public meetings and consultations regarding the Draft OP, and that we receive notice of any decision of City Council.

Should you have any questions or concerns of if you require any additional information on the contents of this letter, please do not hesitate to contact the undersigned.

Yours truly,
KLM PLANNING PARTNERS INC.



Tim Schilling BES, MCIP, RPP
Senior Planner

cc. Client
Fausto Filipetto, Project Manager

C165.
Communication
CW(PM) – June 4, 2025
Item No. 10

Davies Howe
LAND DEVELOPMENT ADVOCACY & LITIGATION

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File No. 702614-2

June 3, 2025

By E-Mail Only to *clerks@vaughan.ca* and *oprmanager@vaughan.ca*

City of Vaughan Committee of the Whole
Vaughan City Hall, Level 200
2141 Major Mackenzie Drive Vaughan
Ontario L6A 1T1

Fausto Filipetto, Project Manager
Vaughan City Hall, Level 200
2141 Major Mackenzie Drive, Vaughan
Ontario L6A 1T1

Dear Chair and Members of the Committee of the Whole:

Re: Committee of the Whole (Public Meeting) June 4, 2025 – Item 4.10
Draft New Vaughan Official Plan 2025 (May 2025 Draft)
Written Submissions of 2431247 Ontario Limited ("ZZEN")

We are counsel to ZZEN, the registered owner of 7725 Jane Street in the City of Vaughan (the "**Southeast Site**"). The Southeast Site is at south corner of Jane Street and Highway 7 West, within the Vaughan Metropolitan Centre ("**VMC**"). A map outlining the Southeast Site is found at **Appendix "A"**.

The purpose of this letter is to provide comments on behalf of ZZEN on both Volume 1 of the Draft Vaughan Official Plan (the "**Draft VOP 2025**") and Volume 2, which includes a draft new VMC Secondary Plan (the "**Draft VMC SP**").

In summary, our client has serious concerns that the policies and schedules are not reflective of the City's intention through discussions with ZZEN, its approved Black Creek Renewal Class Environmental Assessment dated August 2018 (the "**Black Creek EA**") and its Black Creek Renewal Design Initiative presented at a Public Information Session on May 2, 2024 (the "**Renewal Design**") to enclose Black Creek on the Jane Street frontage abutting the Southeast Site. This concern is compounded with the placement of mews on the Southeast Site, which were not present in the existing VMC Secondary Plan, and reduce ZZEN's developable area significantly. The Southeast Site is within draft Protected Major Transit Station Area ("**PMTSA**") 67, where the gross minimum floor space index for the PMTSA is 2.2. Reducing the development potential of the Southeast Site through these inappropriate and inflexible designations does not represent good planning nor is it in the public interest.

As such, we request that the City of Vaughan (the "**City**"):

1. Amend Schedule 2 of the Draft VOP 2025 to change the "Core Features" designation on the Southeast Site, to the "To be Determined Through Future Studies" designation. This ensures that a natural heritage evaluation will be conducted through the development process to determine the location of any important components of the Southeast Site to the Natural Heritage Network, without unduly restricting the use of the lands.

2. Amend Schedule G of the Draft VMC SP to replace the "Environmental Open Space" designation on the Southeast Site with "Mixed Use", consistent with the more easterly portion of the lands. In the alternative, indicate that the extent of the "Environmental Open Space" designation is "To be Determined Through Future Studies" and that the underlying designation is "Mixed Use". This alternative designation is more aligned with sections 6.7 and 9.1.8 of the Draft VMC SP, rather than prematurely designating the Southeast Site as Environmental Open Space before the boundaries of said designation are finalized.

3. Amend Schedules B to J of the Draft VMC SP to remove the "Environmental Open Space" designation on the Southeast Site. In the alternative, indicate that the extent of the "Environmental Open Space" designation is "To be Determined Through Future Studies".

4. Amend Schedules B to J of the Draft VMC to remove the "existing watercourse" on the Southeast Site or alternatively, to identify that it is currently and will be "enclosed".

5. Add a provision to Section 6.7 of the Draft VMC SP which indicates that:

   Notwithstanding policies 6.7.1 to 6.7.4, phased development and site alterations may be permitted on the Southeast Site provided that it is demonstrated through development applications to the satisfaction of the City, the TRCA and the Province that the proposed development appropriately manages the flood plain with respect to ecological management, naturalization and flood remediation where feasible.

6. Remove the Asterix at the southern border of the Southeast Site on Schedules C and D of the Draft VMC SP which note says: "see policy 5.3.24". This policy relates to the extension of Edgeley Boulevard and is not applicable to the Southeast Site. The Asterix should likely refer to policy 5.3.25, which indicates that the width of the mews on the Southeast Site will be 10 metres to act as a buffer to Black Creek. Given that Black Creek will be enclosed on the Southeast Site Jane Street frontage, this policy is inappropriate and should exclude the Southeast Site or indicate that it only applies to areas where the Black Creek has an open channel.

7. Amend Schedules B to J of the Draft VMC SP to remove the "mews" from the Southeast Site. The required roads and pedestrian paths will be determined through the preparation and review of development applications on a site-specific basis as contemplated by proposed policy 5.3.20. Arbitrarily placing mews on the Southeast Site is premature and unduly restricts what qualified professionals may propose for the sites.

8. Amend policy 7.1.8 of the Draft VMC SP to permit Environmental Open Space and non-vehicular mews to count towards parkland dedication requirements where appropriate.

9. Amend policy 9.9.26 of the Draft VMC SP to replace the "shall" with "may" or "where appropriate," to provide more flexibility.

We also request a meeting with City staff to discuss these concerns further.

Background

The Southeast Site is currently occupied by a two-storey commercial facility that contains below grade parking and surface parking. Given the location of the site as a prominent intersection within the VMC, it has always been ZZEN's intention to submit development applications that more appropriately represent the City's vision for the VMC of high-density built form within walking distance of transit.

As the current VMC Secondary Plan did not reflect this vision for the Southeast Site, upon purchase, ZZEN assumed a prior owner's appeal of the existing VMC Secondary Plan which is ongoing as a legacy appeal at the Ontario Land Tribunal (the "**Tribunal**") as File Number OLT-21-001787 (the "**Existing Appeal**").

In the Existing Appeal, ZZEN identified various policies which it has concerns with; however, its primary concerns are the policies in relation to the Black Creek Remediation Strategy and the designations on the Southeast Site as "black creek greenway" and "subject to the results of the VMC Black Creek Renewal EA (Stages 3 & 4) and the detailed design of the Black Creek Corridor" as these policies and designations lacked any certainty and impacted the developability of the Southeast Site substantially.

As part of the Black Creek EA, ZZEN's concerns were acknowledged, and it was agreed with the City that the channel design of the creek on the Southeast Site would be deferred for further review as part of the Renewal Design process. ZZEN then provided the City with various design concepts, and we have been advised by ZZEN that the City agreed that Black Creek would be enclosed along the Jane Street frontage of the Southeast Site, thereby facilitating a future development that is consistent with the intention of the VMC.

This understanding is reflected on pages 11 and 12 of the Renewal Design document enclosed as **Appendix "B"**.

Concerns

Black Creek Renewal Area

Notwithstanding ZZEN's concerns with these designations and policies in its Existing Appeal, the completion of the Black Creek EA, the Renewal Design and subsequent discussions with the City, the Draft VMC SP demarks the creek on the Southeast Site as an "existing watercourse" and Schedule I indicates that the Southeast Site is within the "Black Creek Renewal Area" and therefore subject to section 6.7 of the Draft VMC SP.

Section 6.7 is extremely restrictive and essentially prohibits development of the Southeast Site until certain criteria, which are entirely out of the control of ZZEN, are met.

The Black Creek EA has been completed and identifies the Southeast Site as "to be determined by future study" in the Preferred Alternative Figure ES-4. Further, under "Recommendations for Future Study", it is recommended that the Southeast Site have future studies conducted in consultation with the stakeholders during detailed design.

As such, designating the Southeast Site entirely as Black Creek Renewal Area with an "existing watercourse" running entirely through the site, without any acknowledgement that the creek is to be enclosed on the Southeast Site subject to future study, is not consistent with the Black Creek EA , the Renewal Design or ZZEN's discussions with the City. This designation will inappropriately and unfairly subject ZZEN to the policies in section 6.7, among others, which are not within its control to fulfill. This could have the result of delaying ZZEN from doing anything with the Southeast Site for an indefinite period of time, when it was always the intention that these studies could be conducted as part of the development review process.

To resolve this concern, it would be more appropriate to introduce a site-specific exception for the Southeast Site, like what is set out above under Request Number 5.

Environmental Open Space Designation and Policy 7.1.8

Schedule G of the Draft VMC SP designates the eastern half of the Southeast Site as Environmental Open Space. This designation is extremely limiting and will reduce the development potential of the Southeast Site by nearly 50%. This is particularly concerning given ZZEN's agreement with the City to enclose Black Creek on the Southeast Site. While it may be appropriate for ZZEN to provide some public amenity space fronting Jane Street, this should be determined through the application process.

In addition, policy 6.7.4 of the Draft VMC SP provides that if the criteria in policy 6.7.1 is satisfied (*i.e.* the development is consistent with the Black Creek Renewal Design), the

underlying designation comes into force on the applicable lands without the need for an amendment to this plan. This means that, even if it is determined through the final Renewal Design that the creek should be enclosed on the Southeast Site, half of the site will still be designated Environmental Open Space which does not permit Mixed Use development. Further, policy 7.1.8 does not permit areas designated as Environmental Open Space or mews to count as parkland dedication.

By designating 50% of the Southeast Site as Environmental Open Space, with a 10 metre mews, the City is essentially expropriating 50% of ZZEN's property without providing any compensation. It is not appropriate to require one landowner to provide that amount of public and park space for an entire community without compensation.

As such, we request that Schedule 2 of the Draft VOP 2025 and Schedules B to J of the Draft VMC SP be amended to reflect that the lands designated as environmental are subject to future study. This is consistent with the framework of the Natural Heritage Network in the Draft VOP 2025 where it identifies lands within the Natural Heritage Network as either "Core Features" or areas "To be determined through future studies". According to draft policy 2.7.3.1, Core Features are the core elements of the Natural Heritage Network to be protected and enhanced, and "To be determined through future studies" areas fall under the "Enhancement Area" policies and include underdeveloped areas that offer potential to protect, support, and expand the Natural Heritage Network as determined through appropriate City studies or as part of the development approvals process. This designation is more reflective of the intention of both the City and ZZEN for the Southeast Site where the extent of the Environmental Open Space provided is to be determined through the development approval process.

Mews

Schedules B to J of the Draft VMC SP place a north-south mews bisecting the Southeast Site. This mews is in addition to the proposed local road separating the Southeast Site with the easterly adjacent development.

According to policy 5.3.25, the width of the mews on the Southeast Site will be 10 metres to act as a buffer to Black Creek. Given that Black Creek will be enclosed on the Southeast Site, this policy is inappropriate and should exclude the Southeast Site. Further, the Asterix on Schedules C and D on the Southeast Site which states "see policy 5.3.24", refers to a policy that does not apply to the Southeast Site.

If it is determined that a pedestrian path is appropriate on the Southeast Site, this should be determined through the preparation and review of development applications on a site-specific basis as contemplated by proposed policy 5.3.20. It is inappropriate to place a "mews" on the Southeast Site when it will substantially limit its developability which is not consistent with the intent of the VMC.

Policy 9.9.26 of the Draft VMC SP

Policy 9.9.26 requires that the distance between the facing walls of two high rise towers within the Mixed Use designation be 25 metres, and where non-residential towers abut residential towers, 35 metres. This policy unduly restricts the location of the building footprint and does not take into consideration the site-specific circumstances of each development and site. The inflexibility of this policy is inappropriate for an official plan and should be amended to permit exceptions where appropriate without amendments to the official plan.

Conclusion

ZZEN is supportive of providing some amenity space and pedestrian connectivity within its proposed development, consistent with several of the City's objectives for the VMC as a sustainable and vibrant area; however, it is important that these objectives do not compromise the City's accompanying objectives to provide for high density development in transit-supportive areas and a variety of housing forms to support a diverse population. For landowners to assist in creating the balanced VMC which the City is seeking, it's important that the Draft VMC SP policies are not overly restrictive and permit the Environmental Open Space areas, particularly the Black Creek areas, to be determined as part of the development review process and not inflexibly set out in policy.

We thank you for the opportunity to provide comments and reiterate our requests outlined above, including our request to set up a meeting with the City to come to a mutually agreeable solution.

Please ensure that we are notified of any future Open Houses, Public Meetings, City staff and recommendation reports and any decisions respecting this matter.

Should you have any questions or if you require any additional information, please do not hesitate to contact me, or my associate, Grace O'Brien.

Yours truly,

DAVIES HOWE LLP



John M. Alati

JMA:GO

copy: Sam Speranza and Joseph Sgro, ZZEN

Appendix "A"



Southeast Site

N

Appendix "B"

Excerpts of the Black Creek Renewal Initiative Public Information Presentation (May 2024)

Black Creek Renewal – Project Reach

Upper Reach



Middle Reach



Lower Reach



- The Black Creek Renewal project is comprised of three reaches as upper reach, middle reach and lower reach
- The upper and lower reaches will be built to ultimate EA recommendation
- The middle reach will be constructed to accommodate existing constraints

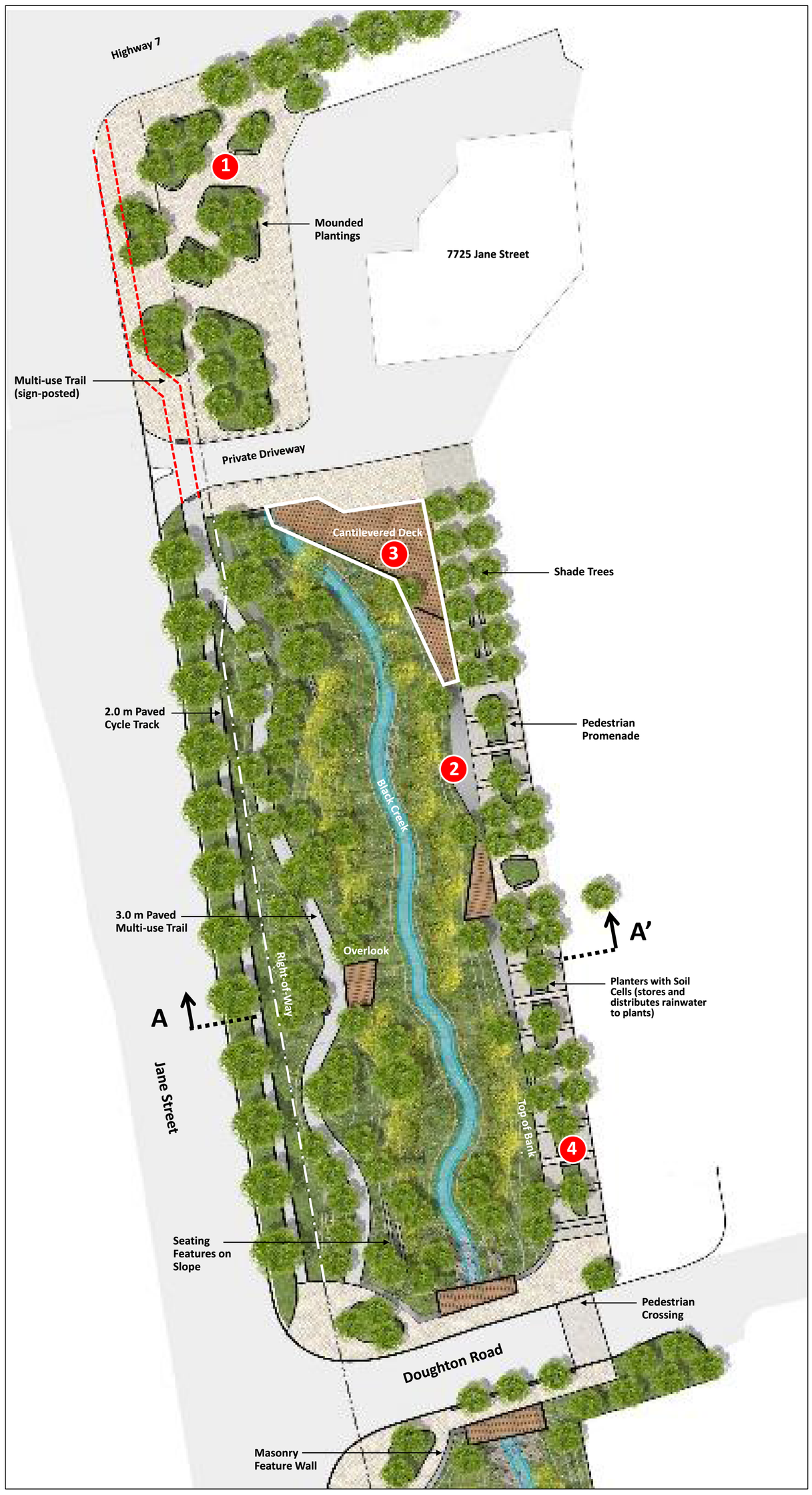
Aquafor Beech Limited

SCHOLLEN & Company Inc.

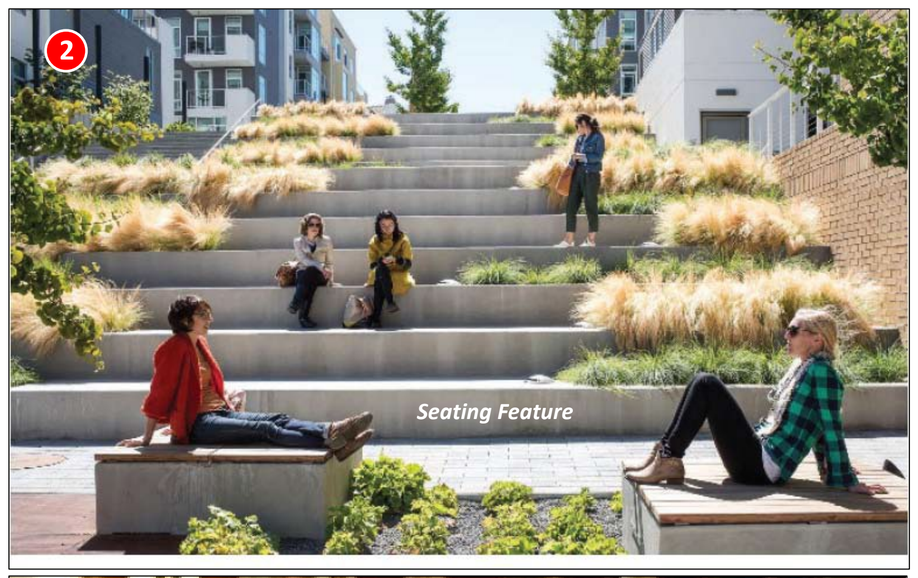
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VAUGHAN

Black Creek Renewal
Doughton to Highway 7 Plan and Cross Section (Upper Reach)



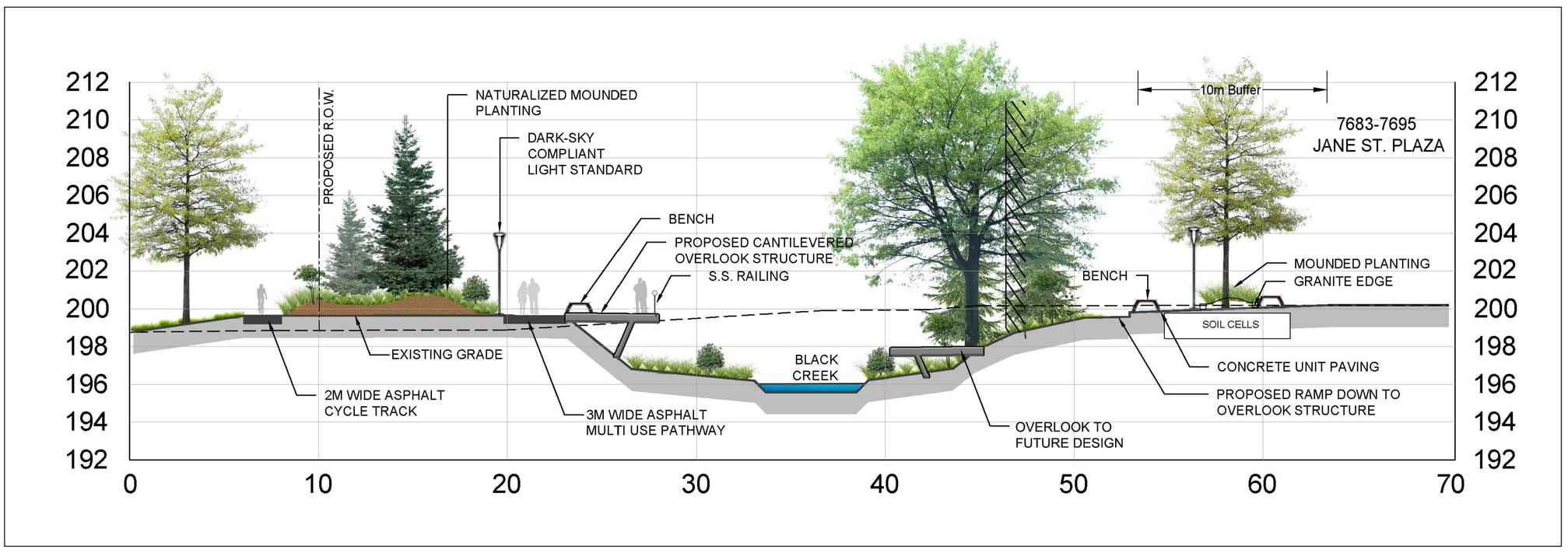








Section A-A'



Aquafor Beech Limited

SCHOLLEN & Company Inc.

ENTUITIVE

VAUGHAN

C166.
Communication
CW(PM) – June 4, 2025
Item No. 10

Davies Howe
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File No. 702614-2

June 3, 2025

By E-Mail Only to *clerks@vaughan.ca* and *oprmanager@vaughan.ca*

City of Vaughan Committee of the Whole
Vaughan City Hall, Level 200
2141 Major Mackenzie Drive Vaughan
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Fausto Filipetto, Project Manager
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Ontario L6A 1T1

Dear Chair and Members of the Committee of the Whole:

Re: Committee of the Whole (Public Meeting) June 4, 2025 – Item 4.10
Draft New Vaughan Official Plan 2025 (May 2025 Draft)
Written Submissions of 2732129 Ontario Inc.

We are counsel to 2732129 Ontario Inc., which company is a joint venture partnership between ZZEN and Gold Park (referred to hereinafter as "**ZZEN / GoldPark**"). ZZEN / Goldpark is the registered owner of the lands municipally known as 2986, 2966 & 2938 Highway 7 West in the City of Vaughan (the "**Subject Site**"). The Subject Site is at the north corner of Jane Street and Highway 7 West within the Vaughan Metropolitan Centre ("**VMC**"). A map showing the Subject Site is found at **Appendix "A"**.

The purpose of this letter is to provide comments on behalf of ZZEN / GoldPark on both Volume 1 of the Draft Vaughan Official Plan (the "**Draft VOP 2025**") and Volume 2, which includes a draft new VMC Secondary Plan (the "**Draft VMC SP**").

While our client is content with the proposed designation of the Subject Site as Mixed Use, it has concerns with the transition policies in the Draft VOP 2025 and the inflexibility of the built form and parkland policies in the Draft VMC SP. The Subject Site is within draft Protected Major Transit Station Area ("**PMTSA**") 67, where the gross minimum floor space index for the PMTSA is 2.2. As such, it is critical that the policies be flexible in order to permit landowners to achieve higher densities, while not compromising on the design and aesthetics of the proposal.

ZZEN / GoldPark is also concerned that if the transition provision is not applied to its development, or if it expires, its developement will be subject to the policies in section 6.7 of the Draft VMC SP, which indicate that the underlying Mixed Use designation shall not come into force on lands within the existing floodplain north of Highway 7 as identified on Schedule I until specified conditions are met to the satisfaction of the City of Vaughan (the "**City**"), the Toronto and Region Conservation Authority and the Province.

As such, we request that the City:

1. Delete proposed policy 1.4.2.7 which proposes to repeal the transition provisions in five years after the approval of the Draft VOP 2025.

2. Add a site-specific exception to section 6.7 of the Draft VMC SP which indicates that section 6.7 does not apply to the Subject Site and that development may be permitted provided that it is demonstrated through site-specific development applications that the proposed development is appropriate.

3. Amend Schedules B to J of the Draft VMC SP to remove the east-west mews from the Subject Site, or make it clear that it is not on the Subject Site. The required roads and pedestrian paths will be determined through the site-specific application as contemplated by proposed policy 5.3.20.

4. Amend policy 7.1.8 of the Draft VMC SP to permit Environmental Open Space and non-vehicular mews to count towards parkland dedication requirements where appropriate.

5. Amend policy 9.9.26 of the Draft VMC SP to replace the "shall" with "may" or "where appropriate" to provide more flexibility.

We also request a meeting with City staff to discuss these concerns further.

Background

The Subject Site which is made up of three consolidated parcels from 2117969 Ontario Inc. (2986 and 2966 Highway 7 West) and Midvale Estates Limited (2398 Highway 7 West).

A predecessor of ZZEN / GoldPark submitted site-specific applications to facilitate the development of the Subject Site (the "**Site Specific Applications**") before the 2010 Vaughan Official Plan (the "**2010 VOP**") was approved. ZZEN / GoldPark then appealed the 2010 VOP to the Tribunal because it did not permit its proposed development. Through a series of mediation sessions, the Tribunal approved Minutes of Settlement that were formally executed on December 28, 2016. However, following the resolution of the 2010 VOP, the City did not make a decision on the Site Specific Applications. As a result, ZZEN / GoldPark appealed the Site Specific Applications to the Tribunal (OLT File Numbers OLT-22-003374 and OLT-22-003376). The site-specific appeals were administratively closed on December 1, 2023 to permit ZZEN / GoldParks' consultants an opportunity to undertake further engineering analyses.

Because the Site Specific Applications were deemed complete on January 23, 2012, before the 2010 VOP was approved, proposed policy 1.4.2.4 of the Draft VOP 2025 would apply and the Site Specific Applications would be reviewed under the policies of the Official Plan in effect on January 23, 2012, being the Official Plan of the Vaughan Planning Area as amended by Official Plan Amendment Nos. 500 (Vaughan Corporate Centre Plan) and 663 (The Avenue 7 Plan).

Concerns

Given that the Subject Site is proposed to be transitioned under the Draft VOP 2025, ZZEN / GoldPark's primary concern is ensuring that transition provision 1.4.2.4.a is applied, that section 6.7 does not apply to the Subject Site and that the intent of the Draft VOP 2025 including the Draft VMC SP accurately reflects the City's stated vision of the VMC Mixed Use Designation which is to contribute to an integrated mix of residential and non-residential uses to serve the Vaughan population as a downtown, as well as supporting the VMC complete community.

Five Year Time Limit of Transition Provision

ZZEN / GoldPark has serious concerns with the proposed policy 1.4.2.7, which as written repeals the transition provisions of the Draft VOP 2025 after 5 years. This policy is arbitrary, not reflective of the actual amount of time it takes to obtain approvals and creates uncertainty and indeterminate liability for property owners. ZZEN / GoldPark urges the City to adopt a more measured approach by converting the 5-year sunset date to a review of the transition provisions in 5 years.

Section 6.7 of the Draft VMC SP

Further to the above, if the City does not apply the transition provision to apply to the Site Specific Applications or it expires as contemplated by proposed policy 1.4.2.7, since Schedule I identifies that the Subject Site is within the "existing flood plain", section 6.7 of the Draft VMC SP would apply and prohibit development until certain criteria are met. This will delay ZZEN / GoldPark in pursuing its Site Specific Applications for an indefinite period of time, when it has always been the intention that these studies could be conducted as part of the development review process. To resolve this concern and ensure clarity, a site-specific exception to section 6.7 should be added for the Subject Site.

Mews

Similarly, if the transition provision is not applied, Schedules B to J of the Draft VMC SP place an east-west mews along the north property limit of the Subject Site. It is not clear if this mews is located on the publicly owned lands, being part of the Edgely stormwater management pond, or on the Subject Site. If it is located on the Subject Site, it is not appropriate nor consistent with the Site Specific Applications as it will compromise the proposed driveway location that will extend from Jane Street and connect to Barnes Ct.

As such, Schedules B to J should be amended to remove the east-west mews from the Subject Site, or it make it clear that it is not on the Subject Site, as the location of a mews is more appropriately determined through review of the Site Specific Application as contemplated by proposed policy 5.3.20.

Policy 7.1.8 of the Draft VMC SP

Proposed policy 7.1.8 should be revised to permit Environmental Open Space and non-vehicular mews to count as parkland dedication where appropriate.

Policy 9.9.26 of the Draft VMC SP

Policy 9.9.26 requires that the distance between the facing walls of two high rise towers within the Mixed Use designation be 25 metres, and where non-residential towers abut residential towers, 35 metres. This policy unduly restricts the location of the building footprint and does not take into consideration the site-specific circumstances of each development and site. The inflexibility of this policy is inappropriate for an official plan and should be amended to permit exceptions where appropriate without amendments to the official plan.

Conclusion

ZZEN / GoldPark is supportive of providing some amenity space and pedestrian connectivity within its proposed development, consistent with several of the City's objectives for the VMC as a sustainable and vibrant area; however, it is important that these objectives do not compromise the City's accompanying objectives to provide for higher density development along the City's major transit corridor, and a variety of housing forms to support a diverse population.

We thank you for the opportunity to provide comments and reiterate our requests outlined above, including setting up a meeting to discuss this further with the City. Please ensure that we are notified of any future Open Houses, Public Meetings, City staff and recommendation reports and any decisions respecting this matter.

Should you have any questions or if you require any additional information, please do not hesitate to contact me, or my associate, Grace O'Brien.

Yours truly,

DAVIES HOWE LLP

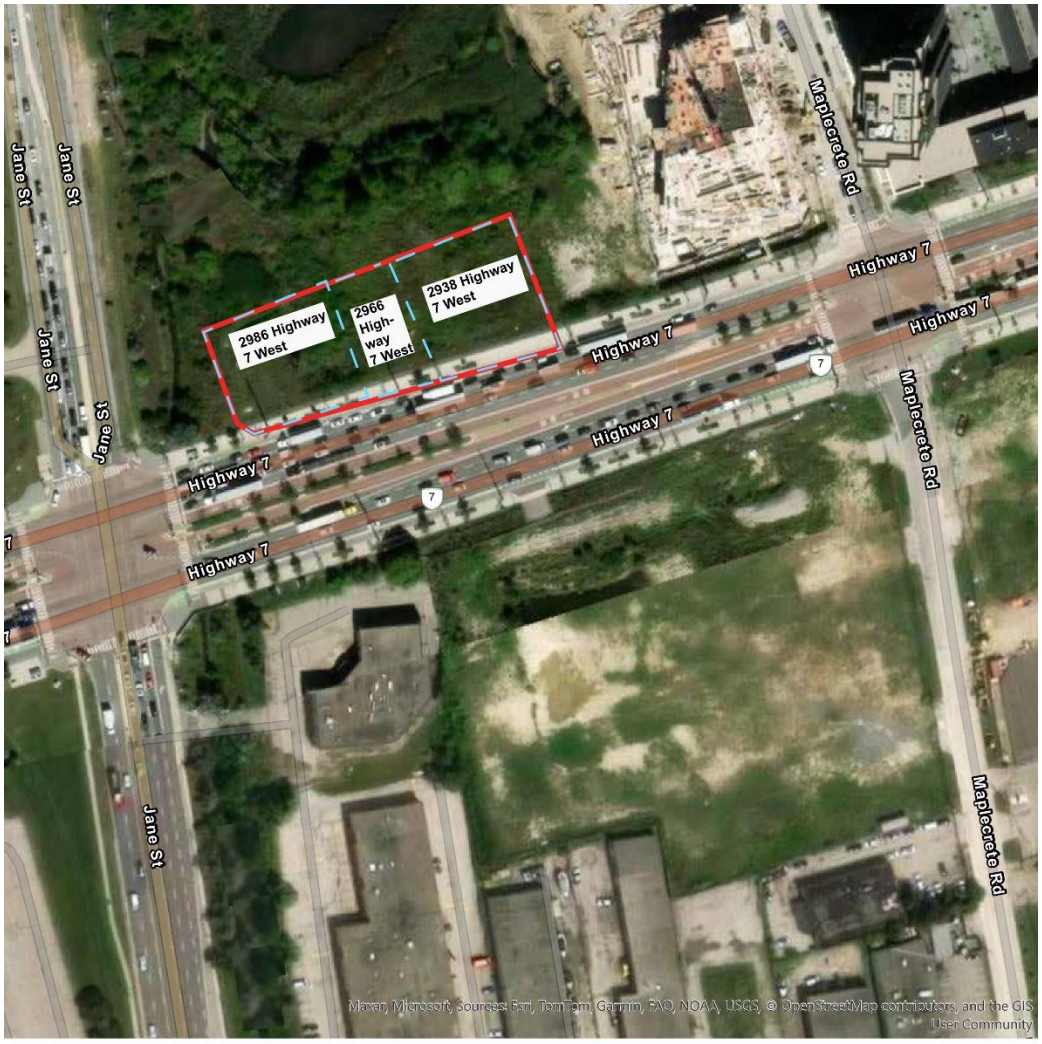


John M. Alati

JMA:GO

copy: Joseph Sgro, ZZEN Group
Peter Cipriano, GoldPark Group

Appendix "A"


2986 Highway 7 West
2966 High-way 7 West
2938 Highway 7 West
Jane St
Jane St
Jane St
Jane St
Jane St
Maplecrete Rd
Maplecrete Rd
Maplecrete Rd
Highway 7
Highway 7
Highway 7
Highway 7
Highway 7
7
7
Maxar, Microsoft, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
Northeast Site
Individual Property Boundaries
N

Natalie Ast
Associate
Direct 416-730-0387
Cell 416-831-9295
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Overland LLP
5255 Yonge St, Suite 1101
Toronto, ON M2N 6P4
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overland

C167.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 3, 2025

VIA EMAIL

Committee of the Whole
Vaughan City Hall
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Attention: Todd Coles, City Clerk

Dear Members of the Committee of the Whole:

RE: Draft New Vaughan Official Plan 2025
Item 4.10 - Committee of the Whole (Public Meeting) Report, June 4, 2025
Preliminary Comments by VMC GP Inc. as a general partner and on behalf of VMC Condos Limited Partnership

We are the solicitors for VMC GP INC. as general partner of and on behalf of VMC CONDOS LIMITED PARTNERSHIP (the **"Owner"**) being the owner of the property municipally known as 3201 Highway 7 (the **"Subject Property"**). We have had an opportunity to review the Draft New Vaughan Official Plan 2025 (**"Draft VOP 2025"**), which includes the draft New Vaughan Metropolitan Centre Secondary Plan (**"Draft New VMCSP"**), and we are writing to forward preliminary comments on this matter.

Background

The Subject Property is located at the southeast corner of the Highway 7 and Interchange Way intersection, approximately 185 metres from the VMC TTC Subway Station. The Subject Property is currently occupied by a hotel. We note that the Subject Property is included in the Vaughan Metropolitan Centre Secondary Plan area, as shown on Schedule A to the Draft New VMCSP, VMC Boundary and PMTSA Boundaries, in particular, the Subject Property is located within Protected Major Transit Station Area 67.

The Subject Property is zoned C9 Corporate Centre Zone by Zoning By-law 1-88, as amended, and subject to site-specific Exception 9(957), which permits residential and commercial uses. The Subject Property is also subject to the provisions of By-law 144-2009, which establishes a minimum building height of 16.5 metres for most properties on the north and south sides of Regional Road 7 from the CN Railway Classification Yard and Ansley Grove Road. The Subject Property is also subject to a number of minor variances (A136/18, A124/21, A209/23) to permit the proposed development associated with Site Development Application DA 17.015. The approved development consists of a high-density mixed use development consisting of three towers.

Appeals were filed by the Owner in respect of the Comprehensive Zoning By-law 001-2021, and its transition provision By-law 39-2022, which are currently before the Tribunal.

With respect to the Vaughan Official Plan, 2010, the Subject Property is the subject of a site specific policy, Area "K", Section 9.3.13 (the **"Site Specific Modifications"**). The Site Specific Modifications were approved by the Ontario Land Tribunal through a motion for partial approval, with respect to Appeal #164 of the Vaughan Official Plan 2010. The Site Specific Modifications generally include height and density permissions for the Subject Property, including a maximum building height of 55 storeys for the East and West towers, a maximum building height of 46 storeys for the South Tower and a maximum floor space index of 12.58, as well as provisions for tower floor plate sizes of 843 square metres for the East and West towers and 903 square metres for the South Tower, and a maximum residential gross floor area of 125,000.5 square metres.

Concerns with Draft New Vaughan Official Plan 2025 and Draft New Vaughan Metropolitan Centre Secondary Plan

Our client and its land use planning consultant have identified preliminary concerns with respect to the New VOP 2025 and the Draft New VMCSP.

We note that the current draft of the Draft New VMCSP does not contain a site-specific policy that would reference the Site Specific Modifications. While our client supports the proposal to remove maximum height and density provisions, the Draft New VMCSP introduces policies that would restrict the maximum tower floor plate size to 800 square metres, (see proposed Policy 9.9.25 of the Draft New VMCSP). Similarly, the Draft New VMCSP proposes a requirement that all uses within the Mixed Use designation shall provide a minimum of 10% non-residential gross floor area (see proposed Policy 9.2.4 of the Draft New VMCSP). Both of these proposed policies conflict with the Site Specific Modifications that were developed in support of the approved development for the Subject Property. We submit that the Draft New VMCSP should be modified to recognize these site-specific permissions.

While we recognize that the Draft VOP 2025 contains transition policies, in our view, these policies fail to account for future applications that may be required in respect of the implementation of pipeline projects, including for example, future minor variance applications.

We note that the comments above are preliminary in nature, and we reserve our right to comment further on the Draft VOP 2025 and the Draft New VMCSP in advance of City Council's consideration of this matter. We request notice of all further meetings and decisions related to this Item. Our contact information is provided herein.

Yours truly,
Overland LLP

Natalie Ast

Per: Natalie Ast
Associate

WESTON CONSULTING

C168.
Communication
CW(PM) – June 4, 2025
Item No. 10

City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, ON, L6A 1T1

June 3, 2025
File 3867

Attn: City of Vaughan Clerks Office

RE: City of Vaughan Official Plan Review – May 2025 Draft
H&L Title Inc. and Ledbury Investments Ltd.
9081 Weston Road (South of Rutherford Road and east of Weston Road)

Weston Consulting is the authorized planning consultant for H&L Title Inc. and Ledbury Investments Ltd. (the "Owner"), the owners of the lands municipally known as 9081 Weston Road in the City of Vaughan (the "Site"). We are monitoring the City of Vaughan's Official Plan Review process on behalf of the Owner and previously submitted written correspondence on the Draft Vaughan Official Plan 2025 (the "Draft VOP") in a letter dated March 14, 2025 (Attachment 1). The purpose of this letter is to provide additional comments on the version of the Draft VOP released in May 2025 in advance of the Statutory Public Meeting on June 4, 2025.

City of Vaughan Official Plan Review

Land Use Designation and Urban Structure

As outlined in our March 2025 letter, the Site is located within the Vaughan Mills Centre Secondary Plan (VMCSP) area, which proposes to designate the Site *Prestige Office Employment* and *Prestige Employment.* Although the VMCSP is subject to appeals at the Ontario Land Tribunal (OLT) for the lands west of Highway 400, it seeks to create a complete and well-integrated mixed-use urban centre that promotes connectivity throughout the area, including across Highway 400. This is further supported by the future Bass Pro Mills Drive extension located immediately south of the Site. As detailed in our March 2025 letter, it is our opinion that the *Prestige Office Employment* and *Prestige Employment* designations are not appropriate in the context of current provincial policy, which does not generally permit office or retail uses to be located in Employment Areas. Our March 2025 letter requested that Schedule 13 of the Draft VOP be revised to designate the Site *Mid Rise Mixed Use* and *High Rise Mixed Use* to provide appropriate transition between the residential neighbourhood to the west and the Vaughan Mills Shopping Centre to create a more integrated complete community with residential and non-residential densities. We note that Schedule 13 has not been updated in relation to the Site and request that Council direct Staff to revise Schedule 13 to appropriate mixed use designations, as noted above.

Urban Structure

As detailed in our March 2025 letter, Schedule 1 of the Draft VOP provided *Core Employment Areas* and *Supporting Employment Areas* categories, and the Site was proposed to be located within the *Core Employment Areas* category. We note the revised Draft VOP removes the C*ore Employment Areas* and *Supporting Employment Areas* categories and consolidates them into a single *Employment Areas* category of the Urban Structure. The revised Draft VOP continues to locate the Site within the *Employment Areas* and adjacent to a *Primary Centre* despite our March 2025 letter requesting the Site be removed from the *Employment Areas*.

Employment Areas are intended to be reserved for industrial, manufacturing, warehouse and related uses, including research and development and ancillary retail and office uses. Limiting the permitted uses primarily to

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1.800.363.3558 F. 905.738.6637

industrial, manufacturing and warehousing will impede development of the Site due to its location between an established residential neighbourhood and the Vaughan Mills Shopping Centre. We request Council direct Staff to revise Schedule 1 to remove the *Employment Areas* category and extend the *Primary Centre* Strategic Growth Area over the Site.

Employment Area Conversion Policies

Policy 2.2.4.4 and Policy 2.2.4.5 of the revised Draft VOP establish criteria for the conversion of lands in *Employment Areas* to uses other than manufacturing, warehouse, or ancillary uses directly related to a manufacturing or warehouse use. We have reviewed these policies and note that additional considerations are provided in the Draft VOP than those found in the *Provincial Planning Statement 2024* (PPS 2024). For example, the criteria in the Draft VOP requires that an *Employment Areas* conversion request demonstrate it will not impact the configuration of the *Employment Area.* They also require the request to demonstrate it will not impact the City's ability to provide a variety of land types and sizes in the Employment Area. They also require demonstration that the land to be converted is not required for Employment Area uses beyond 2051, which is beyond the proposed horizon of the Plan. In our opinion, the criteria for the conversion of lands in Employment Areas should be consistent with the PPS 2024 to provide clarity and consistency in the application of planning policies. We request that Council direct Staff to revise Policies 2.2.4.4 and 2.2.4.5 to be consistent with the PPS 2024.

Natural Heritage Framework

Our March 2025 letter requested that Schedule 2 be revised to remove the *Enhancement Area* identified on the Site as it does not reflect the existing condition. The revised Draft VOP continues to show the natural feature on Schedule 2; however, we note it has been relabeled as an area "*To be Determined Through Future Studies".* We understand these are areas with potential to contribute to the Natural Heritage Network subject to further study. Policy 2.7.3.17 of the Draft VOP states that,

> "*Enhancement Areas are undeveloped lands identified conceptually on Schedule 2 as 'To be Determined through Future Studies' and are important components of the Natural Heritage Network."*

Policy 2.7.3.18 states that,

> "*Enhancement Areas are not existing known Core Features, but have been identified as potential Core Features that require further study if proposed for Development or Site Alteration."*

Policy 2.7.3.1.9 states that,

> "*Enhancement Areas shown on Schedule 2 are approximate and the final location and boundary of the Enhancement Area shall be based on a natural heritage evaluation or Environmental Impact Study completed as part of the Development process*."

While we generally support the intent of these policies to determine the refinement of *Core Features* based on the findings of technical studies, we request the Draft VOP be further revised to clarify that an Official Plan Amendment would not be required if an Environment Impact Study determines the feature is not significant. That said, as outlined in our March 2025 letter, we continue to be of the opinion that Schedule 2 of the Draft VOP does not accurately reflect the existing condition and request Council direct Staff to revise Schedule 2 accordingly.

Road Classification

Our March 2025 letter requested the proposed road network on Schedules 9A, 9B and 9C of the Draft VOP be removed and we note the revised Draft VOP continues to show a proposed road network on these schedules. It continues to be our opinion that including a conceptual road network in the Draft VOP may create limitations for

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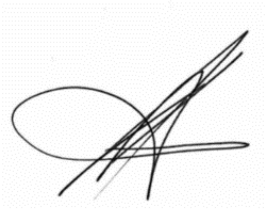
future development applications and the final configuration of the road network should be informed by the outcome of the pending OLT matter or through a development application, with the exception of the extension of Bass Pro Mills Drive. We request Council direct Staff to revise these Schedules to remove the conceptual road network.

Weston Consulting will continue to monitor the Official Plan review process and reserves the right to provide further comments on this matter. We request to be notified of any future updates as well as any discussion pertaining to the applicable designations, overlays, and policies which have effect on the Site, and to receive notice of any decisions by Committee and/or Council regarding this matter.

If you have any questions regarding the above comments, please contact the undersigned at extension 241 or Darrin Cohen at extension 329.

Yours truly,

Weston Consulting
Per:





Ryan Guetter, BES, MCIP, RPP
President

Darrin Cohen, MCIP, RPP
Senior Planner

Encl. City of Vaughan Official Plan Review Commenting Letter, March 14, 2025

c. H&L Title Inc. and Ledbury Investments Ltd.
Mark Flowers, Davies Howe LLP
Fausto Filipetto, Project Manager, City of Vaughan

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WESTON CONSULTING

Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

March 14, 2025
File 3867

Attn: Fausto Filipetto, Project Manager

RE: Comments on the Draft Vaughan Official Plan 2025
9081 Weston Road

Weston Consulting is the authorized planning consultant for H&L Title Inc. and Ledbury Investments Ltd. (the "Owner"), the owners of the lands municipally known as 9081 Weston Road (the "Site"). We are monitoring the City of Vaughan's Official Plan Review process on behalf of the Owner and are pleased to provide the following comments on the Draft Vaughan Official Plan 2025 (the "Draft VOP") as it relates to the Site. We previously submitted written correspondence on the Official Plan Review in a letter dated October 3, 2023 (attached).

Site Context

The Site is part of a broader development block that is located on the east side of Weston Road, south of Rutherford Road, west of Highway 400 and north of the proposed Bass Pro Mills Drive extension (Figure 1).

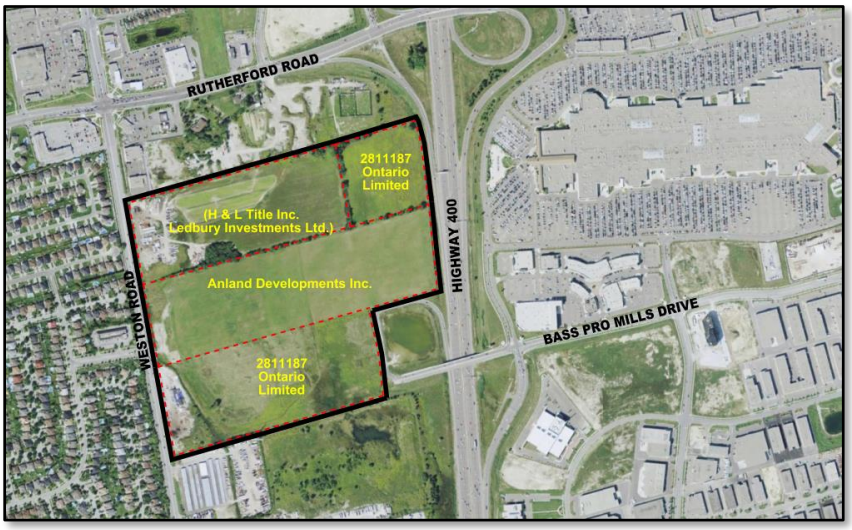


Figure 1: Map of Development Block of Landowners

In 2012 and 2014, landowners within the development block, including the Owner, appealed the 2010 Vaughan Official Plan (VOP 2010) and the Vaughan Mills Centre Secondary Plan (VMCSP), seeking to introduce non-employment use permissions on the western portion of the development block. As part of those appeals, the Owner sought to redesignate the Site within a *Primary Centre* and apply a mixed-use designation to permit residential uses with a range of heights and densities. Phase 1 of the Ontario Land Tribunal (OLT) hearing took place in 2021 to determine the general land use designations and Phase 2, which is pending, will determine the appropriate policies for the specific land use designations. The OLT issued an interim decision on Phase 1 of the hearing in 2021, and did not grant the proposed redesignation for mixed-use development, but determined that the City's employment projection for the lands west of Highway 400 was too aggressive and not achievable.

Since the time of that interim decision, there have been significant legislative and policy changes regarding employment areas, as reflected in amendments to the *Planning Act*, a new Provincial Planning Statement and the elimination of the Growth Plan for the Greater Golden Horseshoe, all of which occurred in October 2024.

The VOP 2010 identifies the Site within an *Employment Areas* and within the *Natural Areas and Countryside* according to Schedule 1 (Urban Structure). The Site is also located within the Vaughan Mills Centre Secondary Plan area.

City of Vaughan Official Plan Review

We have reviewed the draft policies and schedules of the Draft VOP released to date and are pleased to provide the following comments:

Land Use Designation and Urban Structure

Schedule 13 (Land Use Designations) of the Draft VOP identifies the Site within the Vaughan Mills Centre Secondary Plan (VMCSP). The VMCSP designates the Site *Prestige Office Employment* and *Prestige Employment*, although those designations are subject to appeals that remain before the OLT. In our opinion, *High Rise Mixed Use* and *Mid-Rise Mixed Use* designations are appropriate for the Site and should be depicted as such on Schedule 13 of the Draft VOP and within the VMCSP. According to Section 4.2.2 of the Draft VOP, the mixed use designations "*are primarily intended to support the evolution of Strategic Growth Areas into vibrant Complete Communities, with a range of housing and employment options, and services such as food stores, pharmacies, financial institutions, and restaurants within walking distance of residents*." The mixed-use designations permit both residential and non-residential uses on the same lot.

Based on the context of the Site between a residential neighbourhood and the Vaughan Mills Shopping Centre, the *Mid-Rise Mixed Use* and *High Rise Mixed Use* designations are appropriate and support the intent of Section 4.2.2. The introduction of the *Mid-Rise Mixed-Use* designation along Weston Road and *High Rise Mixed-Use* designation on the balance of the Site will provide appropriate transition between these two areas and create a more integrated complete community with residential and non-residential densities. By integrating new housing and job opportunities in proximity, it encourages the use of alternate forms of transportation and reduces the number and length of individual automobile trips which supports one of the policy objectives of the Draft VOP for Mixed Use areas.

It is our opinion that the land use designation identified in the VMCSP is not appropriate in the context of the provincial policy direction, which does not permit office or retail use to be located in Employment Areas. According to the new definition of "area of employment" established in Section 1 of the *Planning Act,* as of October 2024, stand alone commercial uses, including retail and office uses that are not associated with manufacturing or warehousing uses, are not permitted in areas of employment. The VMCSP identifies the entirety of the Vaughan Mills Centre as being a Priority Area for intensification and envisions intensification and redevelopment throughout all areas of the secondary plan area. Additionally, the VMCSP seeks to create a complete and well-integrated mixed-use urban centre that promotes connectivity throughout the area, including across Highway 400 which is further supported by the future Bass Pro Mills Drive extension. The *High Rise Mixed Use* and *Mid Rise Mixed Use* designations for the Site will support the goal of the VMCSP and should be reflected on Schedule 13 of the Draft VOP. Accordingly, we request Schedule 13 of the Draft VOP be revised to designate the Site *Mid Rise Mixed Use* and *High Rise Mixed Use*.

Urban Structure

The Draft VOP identifies two categories for Employment Areas: *Core Employment Areas*, which are areas that meet the amended definition of "area of employment" in Section 1 of the *Planning Act*, and *Supporting Employment Areas*, which do not meet the definition of "area of employment" and permit a broader range of uses including standalone office and retail uses. The Site is located within a *Core Employment Area* according to draft Schedule 1 (Urban Structure), with lands designated *Supporting Employment Areas* to the east and south of the Site within the balance of the development block.



Figure 2: Schedule 1 of the Draft VOP: Urban Structure

The Draft VOP also establishes a hierarchy of Strategic Growth Areas, which include *Primary Centres* and *Primary Intensification Corridors*. Draft Schedule 1A identifies the southern portion of Rutherford Road as a *Primary Intensification Corridor within Employment Areas* and the northern portion of Rutherford Road as a *Primary Intensification Corridor*. The lands east of the Site, across Highway 400, are identified as a *Primary Centre*. Policy 2.2.1.1 describes these Strategic Growth Areas:

> *ii. Primary Centres are locations of Intensification accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity that is supportive of transit;*
>
> *vi. Primary Intensification Corridors link together the various centres on transit supportive corridors and will be places to accommodate Intensification in the form of mixed-use Mid-Rise Buildings, limited mixed-use High-Rise Buildings and Low-Rise Buildings;*



Figure 3: Schedule 1A of the Draft VOP: Strategic Growth Areas

In our opinion, the *Core Employment Area* category is not appropriate for the Site as it represents a transitional area between an established residential neighbourhood and the Vaughan Mills Shopping Centre. Lands within the *Core Employment Area* are reserved for industrial, manufacturing, warehouse and related uses, including research and development and ancillary retail and office uses. Stand alone commercial uses, including retail and office uses that are not associated with manufacturing or warehousing uses, are not permitted in areas of employment. Limiting the permitted uses primarily to industrial, manufacturing and warehousing will impede development of the Site due to its location between a *Primary Centre* to the east and an established residential neighbourhood to the west. As discussed above, the Site should be redesignated *Mid Rise Mixed Use* and *High Rise Mixed Use* to support an appropriate development pattern that will create an integrated and complete community.

As such, we request the *Primary Centre* Strategic Growth Area be extended to the Site. It should be noted that the Site and broader Development Block have remained largely vacant for several years despite historically being designated for employment uses.

Policy 2.2.2.4 of the Draft VOP states that *Primary Centres* shall be planned to:

a. *Develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and Affordable Housing and Attainable Housing*
b. *include a mix of non-residential uses, including Retail, office, institutional, Community Facilities, and Human Services intended to serve both the local population and the City as a whole, and attract activity throughout the day;*
c. *develop at densities supportive of planned public transit;*
d. *have a fine grain multimodal transportation network suitable for pedestrians and cyclists, with appropriate internal links and links to the surrounding Community Areas which may take the form of sidewalks and/or Greenways;*
e. *include an appropriate amount of well-designed public open spaces appropriate to the local context, including City-owned parks;*

f. encourage a pedestrian-friendly built form by locating active uses at grade; and
g. be designed and developed to implement appropriate transition of intensity and use to surrounding Community Areas, and/or compatibility with adjacent Employment Areas

Furthermore, we note that the Site is not located in proximity to major Rail Facilities, which is described as an important feature of *Core Employment Areas* within the Draft VOP. According to Section 2.2.4,

> *Core Employment Areas also include the City's major Rail Facilities, identified on Schedule 1. Rail-related policies are included in Section 3.9. Close proximity to highway access and providing appropriate frontage for these facilities is important.*

It should be noted that we are coordinating with the adjacent landowners to prepare a concept that will demonstrate how mixed-use development can support residential and non-residential growth within the development block between Weston Road and Highway 400 as part of a complete community.

Natural Heritage Framework

According to Schedule 2 of the Draft VOP, an *Enhancement Area* is identified on the Site (Figure 4). According to Policy 3.6.3.16, *Enhancement Areas are undeveloped lands identified conceptually on Schedule 2 and are important components of the Natural Heritage Network because they have the potential to:*

a. enhance form and function of watercourses;
b. maintain and/or enhance water flow;
c. improve Wildlife Habitat value;
d. improve species movement and/or dispersal;
e. provide restoration options;
f. improve overall connectivity value; and/or
g. improve the likelihood of maintaining self-sustaining vegetation.



Figure 4: Draft Schedule 2 of the Draft VOP: Natural Heritage Network

Policy 3.6.3.17 states that,

> *Enhancement Areas shown on Schedule 2 are approximate and the final location and boundary of the Enhancement Area will be based on a natural heritage evaluation or Environmental Impact Study completed as part of the Development process.*

Furthermore, Policy 3.6.3.20 states that,

> *Enhancement Areas as determined by policy 3.6.3.17 above will be incorporated into the Natural Heritage Network as Core Features and/or open space designations and conveyed to the City as a condition of Development approval. Such changes do not require amendment to this Plan*.

We support the intent of these policies to allow for the refinement of *Enhancement Areas* based on the findings of an Environmental Impact Study (EIS) without an Official Plan Amendment. However, it should be noted that the *Enhancement Area* depicted on Schedule 2 of the Draft VOP does not accurately reflect the existing conditions on the Site. A portion of Black Creek currently traverses north-south along the westerly boundary of the Site. Schedule 2 should be revised to remove the *Enhancement Area* depicted as does not reflect the existing condition on the Site. It is noted that the VMSCP contemplates the realignment of Black Creek; however this will be addressed through a formal development application review process.

Road Classifications

According to Schedules 9A, 9B and 9C of the Draft VOP, a proposed road network is identified on the Site consisting of two north-south Minor Collector Streets and one east-west Local Street. In our opinion, including the proposed conceptual street network through the Site is inappropriate. Including a conceptual road network in the Draft VOP may create limitations for future development applications. With the exception of the extension of Bass Pro Mills Drive, the final configuration of the road network should be informed by the outcome of the pending OLT matter or through a development application. We request the road network on Schedules 9A, 9B and 9C of the Draft VOP be removed.

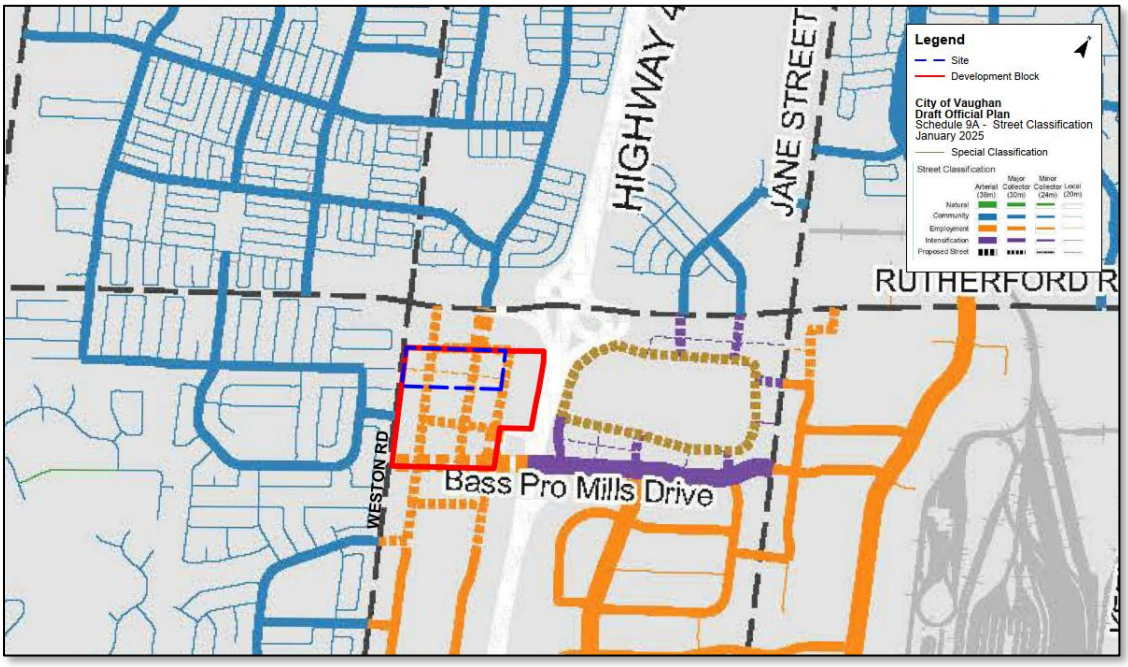


Figure 5: Draft Schedule 9A of the Draft VOP: Street Classification

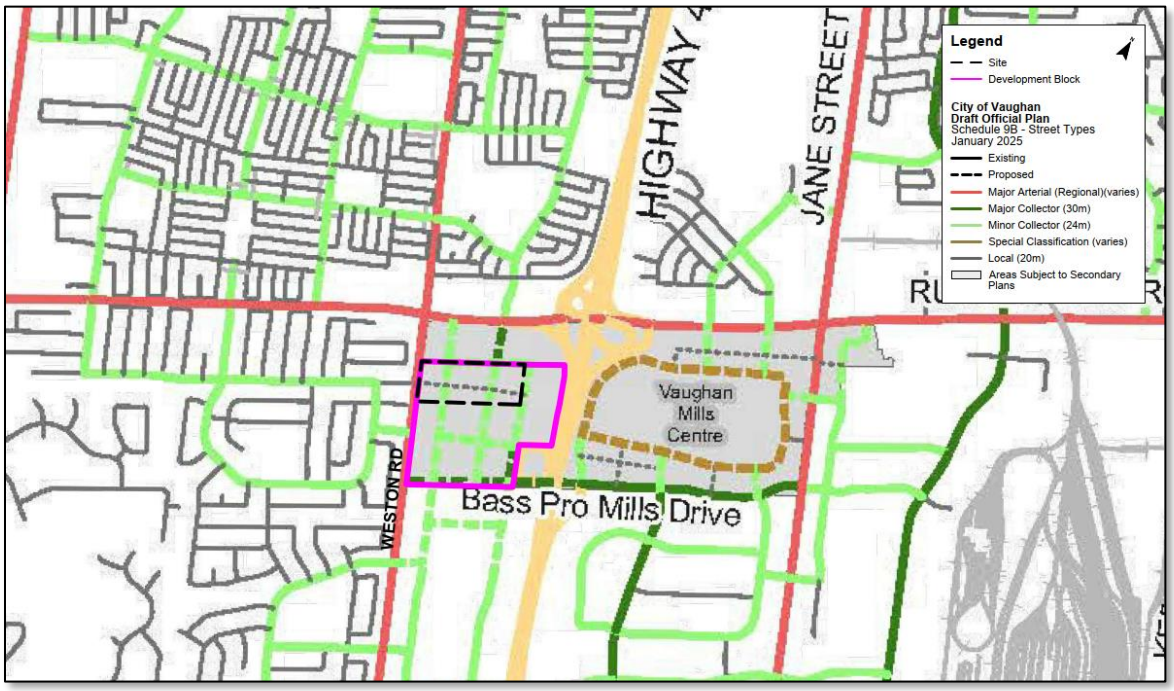


Figure 6: Draft Schedule 9B: Street Types

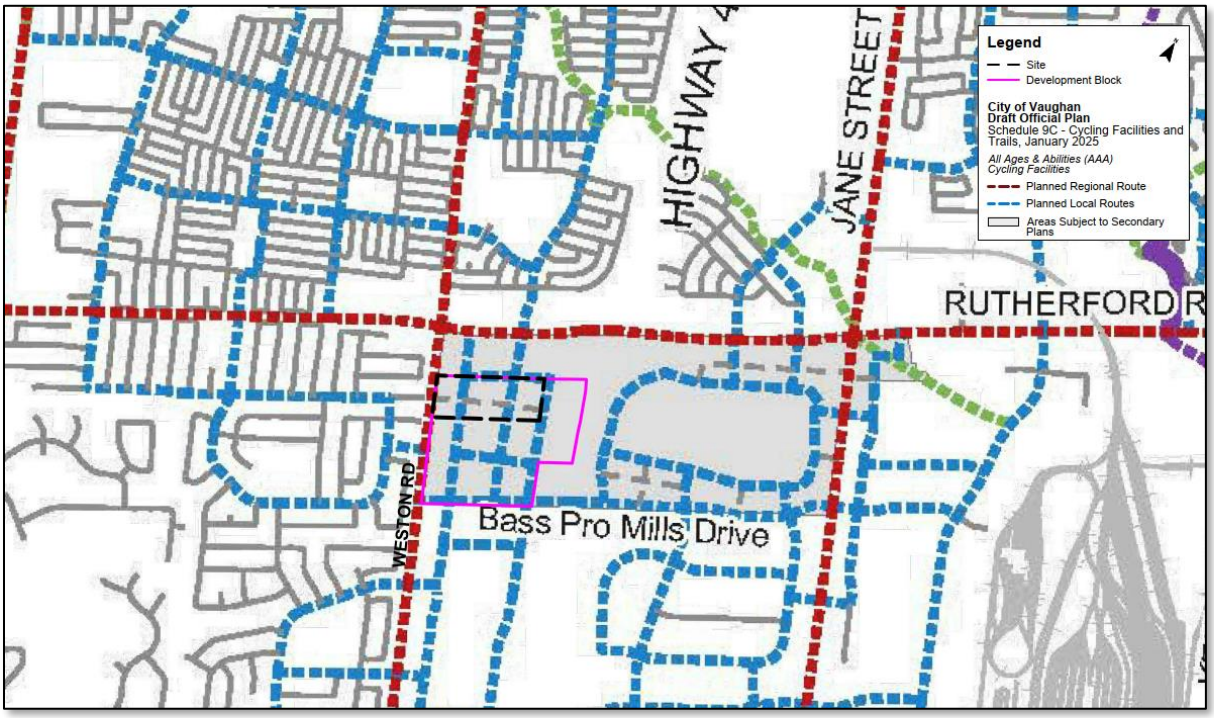


Figure 7: Draft Schedule 9C: Cycling Facilities and Trails

Transition

Section 1.4.2 of the Draft VOP provides transition policies that will repeal VOP 2010 subject to the criteria of Policy 1.4.2.1 to Policy 1.4.2.2. Applications in process will also be subject to transition policies established in the Draft VOP. We note that certain matters of VOP 2010 for the lands west of Highway 400, including the Site, have been appealed to the OLT and are yet to be disposed of fully.

Section 1.4.2.1 of the Draft VOP provides transition policies for the repeal of VOP 2010. According to Policy 1.4.2.1(b),

> *Volume 2 of VOP 2010 remains in force for the lands shown on Schedule 14A – Areas Subject to Secondary Plans, Schedule 14B – Areas Subject to Area Specific Plans and Schedule 14C – Areas Subject to Site Specific Plans, in Volume 1 of VOP 2010, save and except for the following secondary plan areas:*
>
> *i. The "Weston Road and Highway 7" area shown on Schedule 14A; and*
> *ii. The "Vaughan Metropolitan Centre" area shown on Schedule 14A.*

It is our understanding that the policies and schedules of the VMCSP will continue to apply to the Site; however, these policies and schedules, as they relate to the lands west of Highway 400, are under appeal to the OLT. Based on the analysis provided in this letter, it is our opinion that *Mid-Rise Mixed Use* and *High-Rise Mixed-Use* designations are appropriate for the Site and should be depicted on Schedule 13 (Land Use) of the Draft VOP. The extension of the *Primary Centre* Strategic Growth Area category to include the Site supports this objective.

Conclusion

In summary, we are pleased to provide the following requests:

- Revised Schedule 13 of the Draft VOP to designate the Site *Mid Rise Mixed Use* along Weston Road and *High Rise Mixed Use* for the balance of the Site.
- Revise Schedule 1 of the Draft VOP to remove the *Core Employment Area* and apply the *Strategic Growth Area* to the Site.
- Revise Schedule 1A to extend the *Primary Centre* category to the Site to permit a mix of uses in support of a complete community.
- Revise Schedules 9A, 9B and 9C to remove the conceptual road pattern.
- Revise Schedule 2 to remove the *Enhancement Areas* on the Site.

Weston Consulting will continue to monitor the Official Plan Review process and reserves the right to provide further comments on this matter. We request to be notified on any future updates as well as any discussion pertaining to the designations and policies pertaining to the Site, and to receive notice of any decisions by Committee and/or Council regarding this matter.

If you have any questions regarding the above comments, please contact the undersigned at ext. 241, Darrin Cohen at extension 329, or James Todd at extension 345.

Yours truly,
Weston Consulting
Per:

Ryan Guetter, BES, MCIP, RPP
President

Darrin Cohen, MCIP, RPP
Senior Planner

Encl. City of Vaughan Official Plan Review Commenting Letter, October 3, 2023

c. H&L Title Inc. and Ledbury Investments Ltd.
Mark Flowers, Davies Howe LLP

City Council
City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, ON, L6A 1P7

October 3, 2023
File 3867

RE: City of Vaughan Official Plan Review
H&L Title Inc. and Ledbury Investments Ltd.
South of Rutherford Road and east of Weston Road

Weston Consulting is the planning consultant for H&L Title Inc. and Ledbury Investments Ltd. (collectively, the "Owners"), the owners of the lands consisting of approximately 10.1 hectares located south of Rutherford Road and east of Weston Road, in the City of Vaughan (the "subject lands"). The subject lands are located in the southeastern quadrant of the Weston Road and Rutherford Road intersection in the City of Vaughan and are situated west of Highway 400. The purpose of this letter is to provide formal comments on the City of Vaughan's Official Plan Review and the draft materials that have been released for review and comment. As additional draft materials are released, we may provide further comments.

On November 4, 2022, the Ministry of Municipal Affairs and Housing modified and approved the new York Region Official Plan. The nature of the modifications included redesignating certain lands throughout the Region. As per the Minister's direction, the lands adjacent to the subject lands to the east and south were redesignated from an *Employment Area* designation to *Community Area*, as per Map 1A, Land Use Designations (see Figure 1 below). The subject lands were not redesignated by the Minister's decision and maintained an *Employment Area* designation.

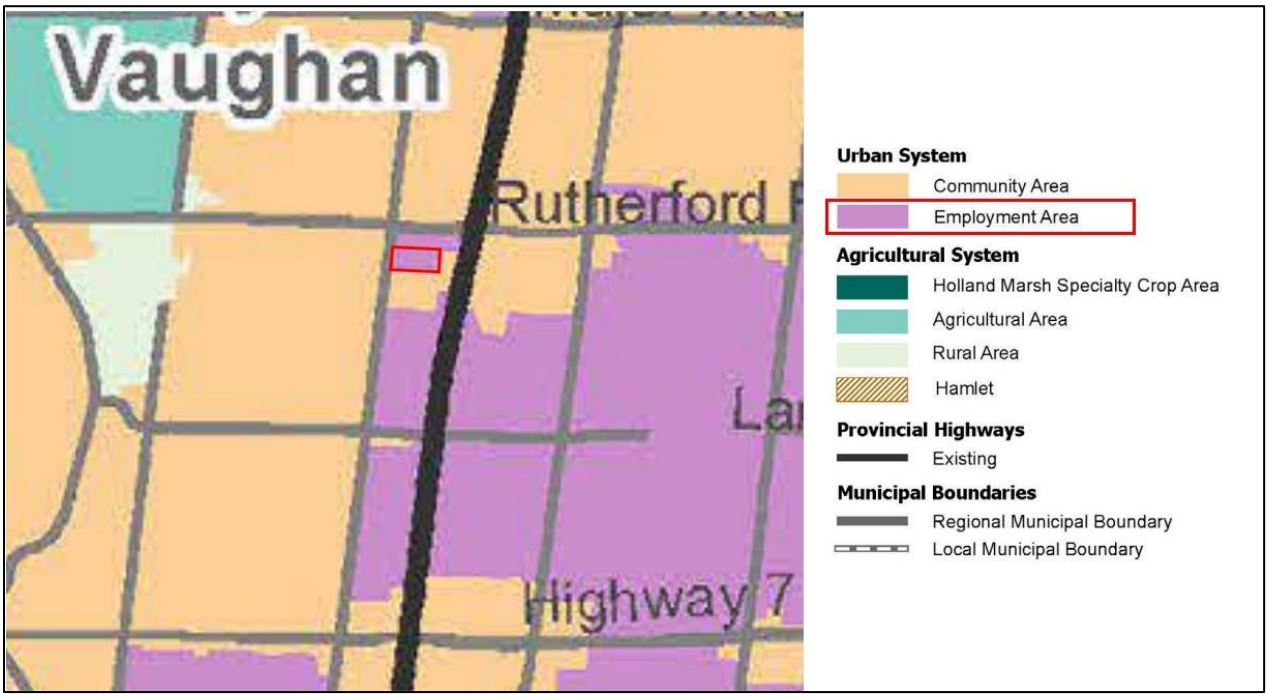


Figure 1: York Region Official Plan, Map 1A, Land Use Designations

Based on draft Schedule 1, Urban Structure of the City of Vaughan Official Plan, the land use designations of the subject lands are identified as *Employment Area,* whereas the adjacent lands are not consistent with the Minister's land use modifications to the York Region Official Plan on November 4, 2022. Notably, in the south east quadrant of Weston Road and Rutherford Road, the *Community Area* designation as per draft City of Vaughan Official Plan Schedule 1 is not consistent with the *Community Area* designation per York Region's Map 1A, Land Use Designations, with the City's draft Schedule 1 identifying lands immediately south of the subject lands as *Employment Area* whereas these lands are designated as *Community Area* in the York Region Official Plan (see Figure 2 below).

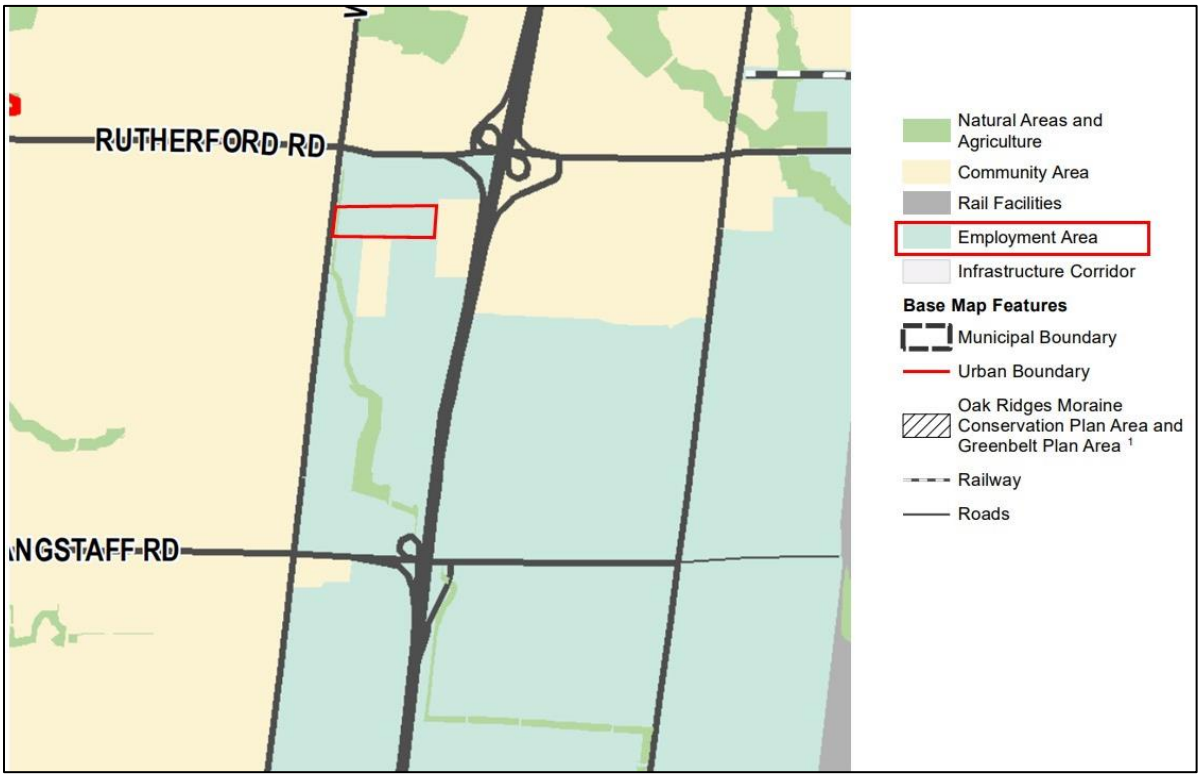


Figure 2: Draft City of Vaughan Official Plan, Schedule 1, Urban Structure

As a result of the inconsistency between the approved York Region Official Plan Map 1A and draft City of Vaughan Official Plan Schedule 1, the Owners request that the City revise the land use designation on Schedule 1, Urban Structure to ensure consistency with the Minster's decision on November 4, 2022. Further, we recommend that the City take steps to incorporate the subject lands as part of the *Community Area* in order to provide greater continuity of the land use designation and ultimately avoid orphaned *Employment Area* parcels in the City. The redesignation of the lands to *Community Area* would allow for greater continuity of lands with residential permissions situated to the south, east and west of the subject lands, and would be compatible with the lands to the north that are currently designated in the City of Vaughan Official Plan predominately for commercial uses (e.g. office, retail, hotel, etc.).

Thank you for the opportunity to provide comments on the City's draft Official Plan. We reserve the right to provide additional comments in the future. Please do not hesitate to contact the undersigned should you have any questions.

Yours truly,
Weston Consulting
Per:



Ryan Guetter, BES, MCIP, RPP
Executive Vice President

c. Mark Flowers, Davies Howe LLP
Stephen, Elliott & Gary Title



STATUTORY PUBLIC MEETING

CITY OF VAUGHAN OFFICIAL PLAN REVIEW

H&L TITLE INC. AND LEDBURY INVESTMENTS LTD.

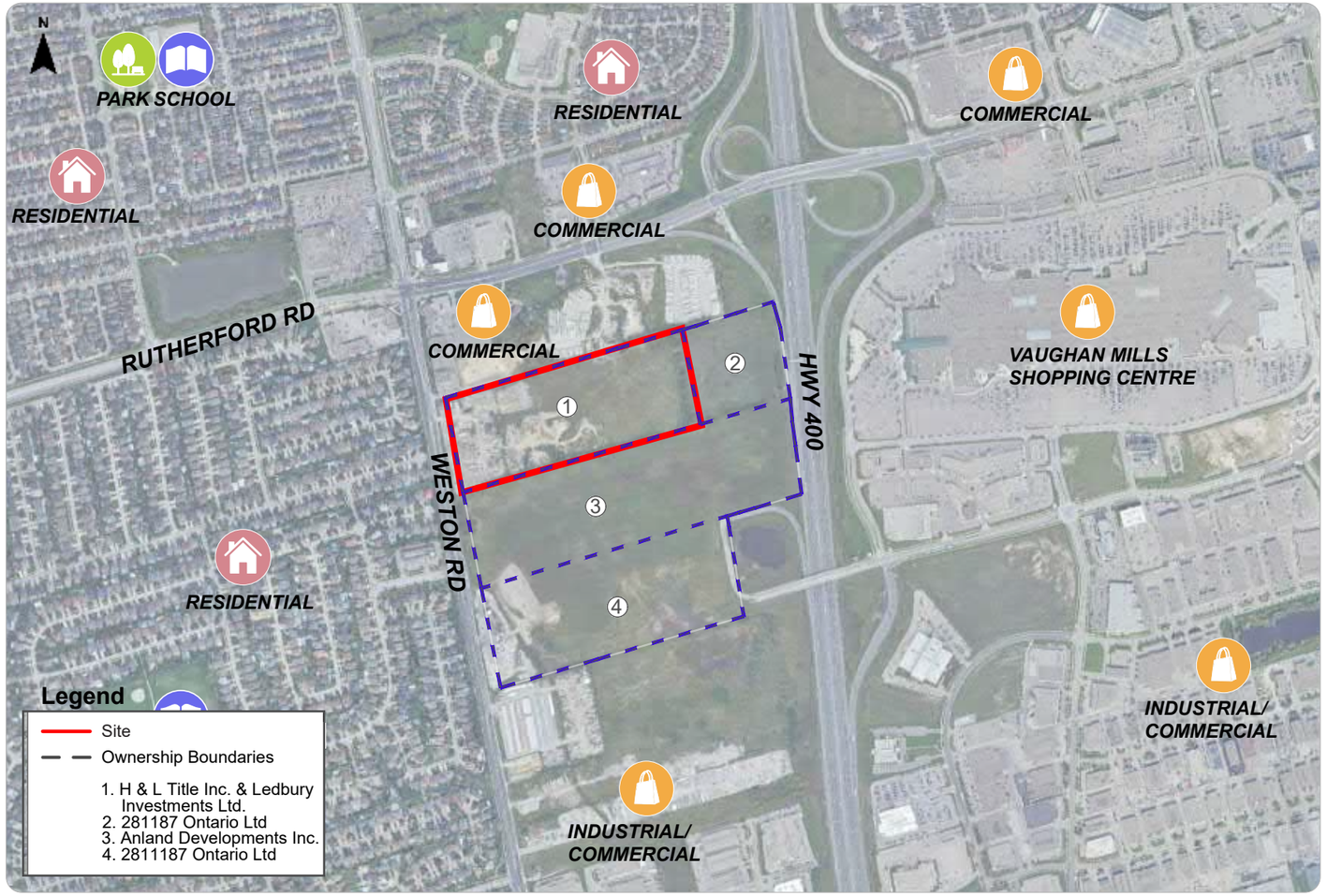
9081 WESTON ROAD, CITY OF VAUGHAN

JUNE 04, 2025

C169.
Communication
CW(PM) – June 4, 2025
Item No. 10

WESTON CONSULTING

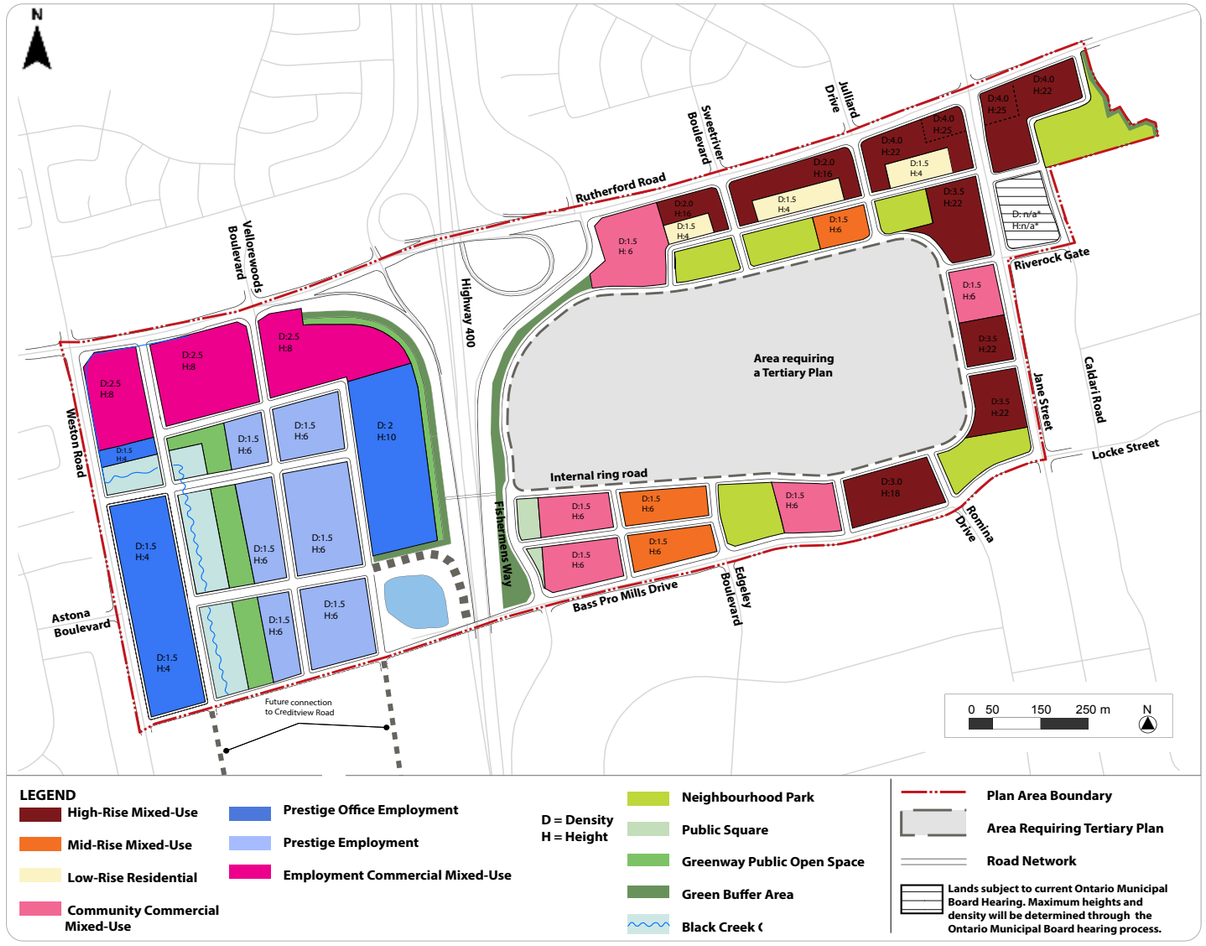
CONTEXT AND SUBJECT LANDS



Aerial Context Map (Source: Google Earth) - Prepared by Weston Consulting

- Located in the Vaughan Mills Centre Secondary Plan Area.
- Approximately 10 hectares in area.
- Approximately 200 metres of frontage along Weston Road.
- Part of a larger development block being coordinated with adjacent landowners as part of a master planned development.

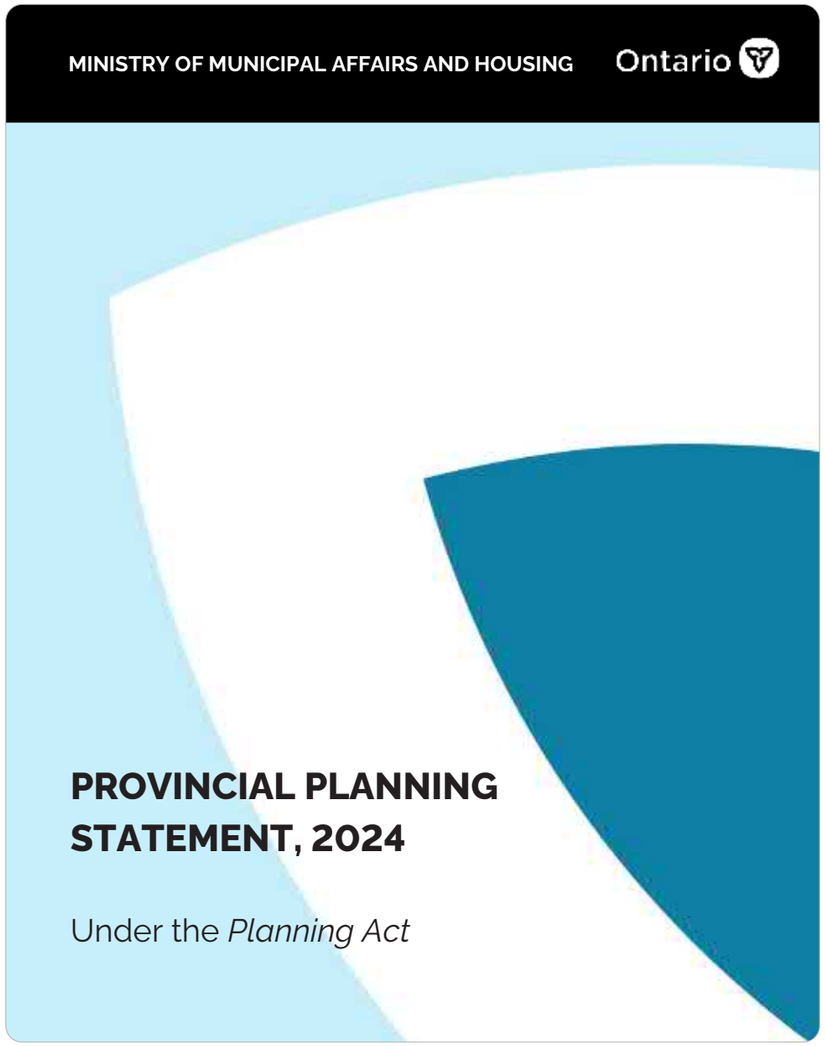
BACKGROUND AND HISTORY



Vaughan Mills Centre Secondary Plan, Schedule B: Height and Density

- 2009 report “Where & How to Grow” identified the site as a Priority Opportunity Area for residential intensification and as a key location to accommodate a greater mix of uses.
- VOP 2010 adopted with Employment Designation for the site and was subsequently appealed.
- 2014 Vaughan Mills Centre Secondary Plan Area adopted and was subsequently appealed.
- 2021 OLT decision (Phase 1) determined employment projections were unreasonable. The Phase 2 hearing is pending.
- Lands have remained largely vacant.

CHANGING LAND USE PLANNING FRAMEWORK



- New Provincial Planning Statement 2024
- Change to “areas of employment” in the Planning Act.
- Changes in nature of employment.
- Housing affordability and housing supply.

DRAFT OFFICIAL PLAN

SCHEDULE 1 - URBAN STRUCTURE

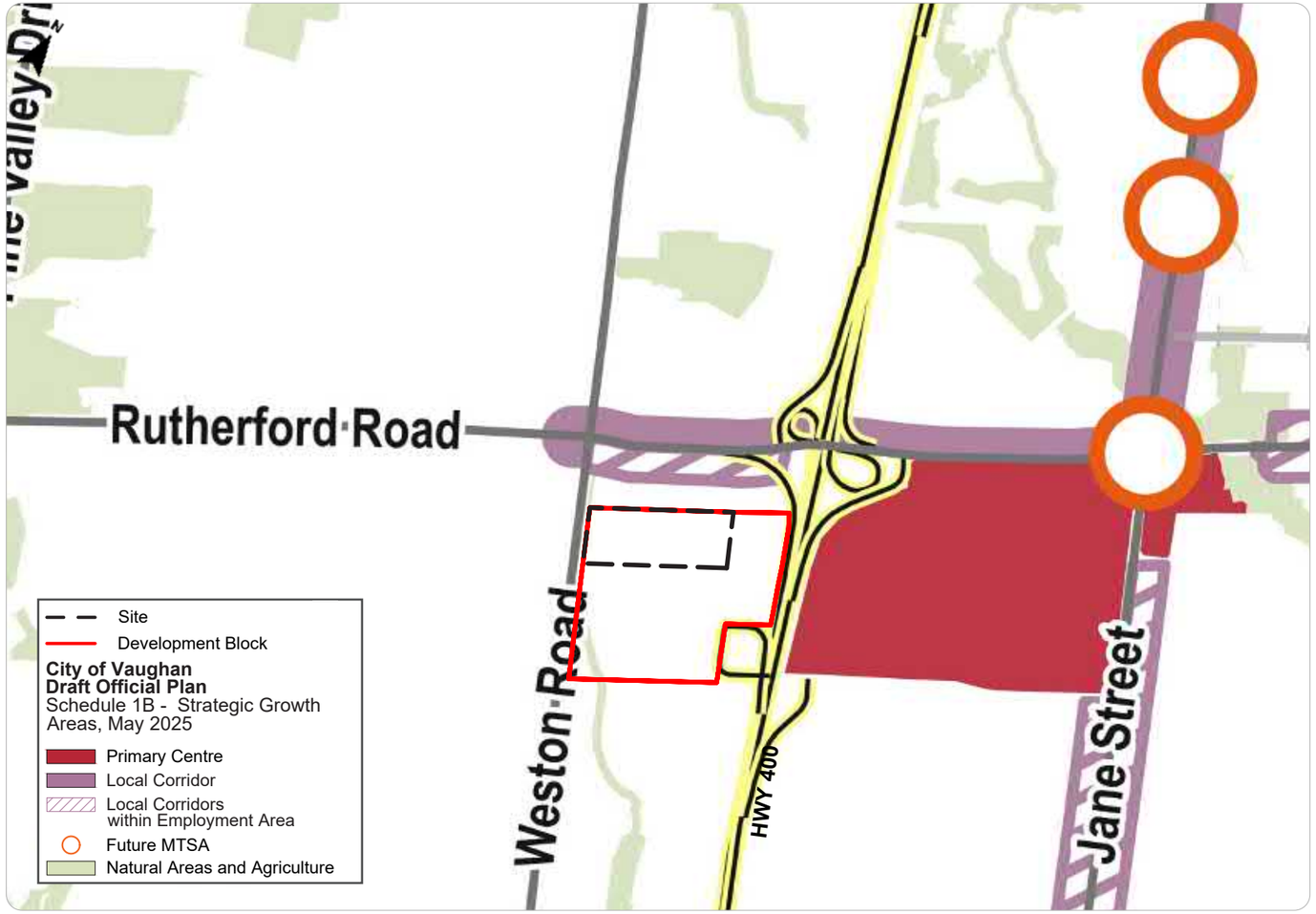


Draft VOP, Schedule 1: Urban Structure, May 2025 - Prepared by Weston Consulting

- Located in the *Employment Area*, according to Schedule 1 of the Draft VOP.
- VMCSP includes the lands west and east of Highway 400.
- ***Request: Revise Schedule 1 to include the site and development block within the Strategic Growth Area.***

DRAFT OFFICIAL PLAN

SCHEDULE 1B - STRATEGIC GROWTH AREA



Draft VOP, Schedule 1B: Strategic Growth Area, May 2025 - Prepared by Weston Consulting

- Adjacent to a *Primary Centre*, which includes the Vaughan Mills Shopping Centre, according to Schedule 1B of the Draft VOP.
- Represents a transition area between an established residential neighbourhood and the Vaughan Mills Shopping Centre.
- ***Request: Revise Schedule 1B to extend the Primary Centre to include the site and development block.***

DRAFT OFFICIAL PLAN

SCHEDULE 2 - NATURAL HERITAGE FRAMEWORK

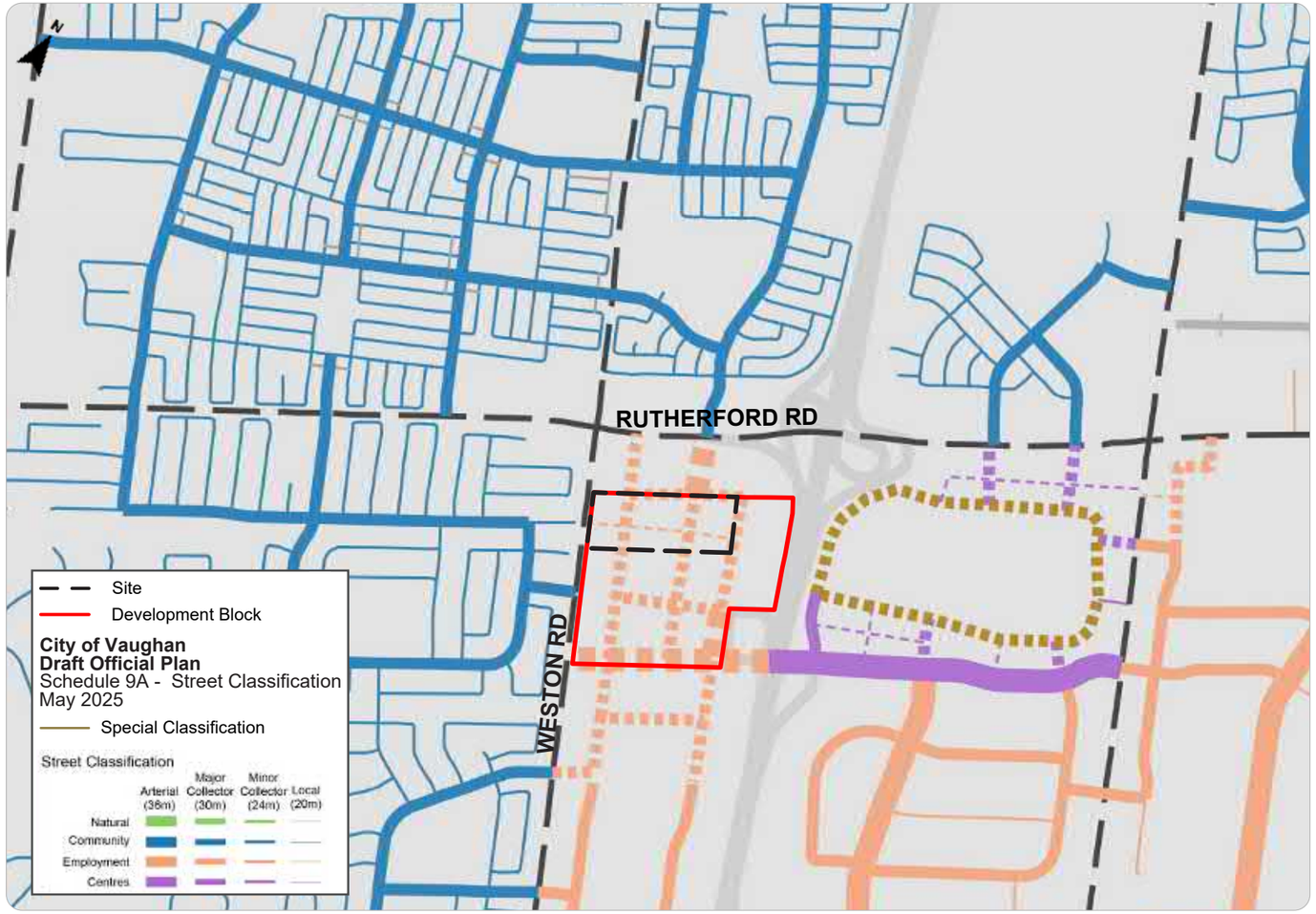


Draft VOP, Schedule 2: Natural Heritage Framework, May 2025 - Prepared by Weston Consulting

- The lands include an area *To Be Determined Through Future Studies.*
- Does not accurately reflect the existing or proposed conditions.
- ***Request: Revise Schedule 2 to remove the depiction of the area To Be Determined Through Future Studies.***

DRAFT OFFICIAL PLAN

SCHEDULE 9A - STREET CLASSIFICATION



Draft VOP, Schedule 9A: Street Classification, May 2025 - Prepared by Weston Consulting

- Schedules 9A, 9B, and 9C of the Draft VOP show a conceptual road network on the site.
- Roads will be determined through the Secondary Plan and future development applications.
- ***Request: Revise the Schedules to remove the conceptual road pattern, key north/south and east/west connections will be maintained.***

DRAFT OFFICIAL PLAN

SCHEDULE 13 - LAND USE DESIGNATIONS



Draft VOP, Schedule 13: Land Use Designations, May 2025 - Prepared by Weston Consulting

- Employment designation in the VMCSP.
- Transition between residential neighbourhood and Vaughan Mills Shopping Centre
- ***Request: Designate the site Mid-Rise Mixed Use and High-Rise Mixed Use.***

PUBLIC BENEFITS

- ✓ **Supports the development of a Complete Community, including parks, community uses and amenities.**
- ✓ **Enables the delivery of a variety of housing types.**
- ✓ **Provides affordable housing opportunities, community uses and new jobs.**
- ✓ **Delivers employment opportunities, including commercial.**
- ✓ **Provides important N/S and E/W road connections.**
- ✓ **Leverages the extension of Bass Pro Mills Drive.**
- ✓ **Improves the Black Creek channelization for SWM, flood control and naturalized amenity.**

Thank You
Comments & Questions?

Ryan Guetter, BES, MCIP, RPP
Weston Consulting

905-738-8080 (ext. 241)
rguetter@westonconsulting.com

WESTON CONSULTING

C170.
Communication
CW(PM) – June 4, 2025
Item No. 10

GOLDBERG GROUP LAND USE PLANNING AND DEVELOPMENT
2098 AVENUE ROAD, TORONTO, ONTARIO M5M 4A8
TEL: 416-322-6364 FAX: 416-932-9327



ADAM LAYTON, MCIP, RPP
alayton@goldberggroup.ca
(416) 322-6364 EXT. 2101

June 3, 2025

City of Vaughan
Vaughan City Hall, Level 200
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Attn: Mr. Fausto Filipetto

Dear Mr. Filipetto:

Re: Comments on the Draft Vaughan Official Plan (January 2025)
8158, 8196, and 8204 Kipling Avenue
LCT Investment Group Ltd.

Goldberg Group acts on behalf of LCT Investment Group Ltd., the "**Owner**" of the properties legally described as 'Part of Lots 8 and 9, Concession 8', and municipally known in 2025 as 8158, 8196, and 8204 Kipling Avenue (the "**subject property**"). The subject property encompasses a total area of approximately 1.46 hectares (+/-3.6 acres), with a frontage of approximately 231 metres along Kipling Avenue.

As noted in our prior letter dated February 11, 2025, the Owner intends to redevelop the lands with a more intensive residential built form, and has previously submitted applications to amend the City Official Plan and Zoning By-law, and for Site Plan Control approval (the "**Applications**"). The Applications were deemed complete as of October 31, 2014 as **City Files: OP.14.010, Z.14.042,** and **DA.14.072**, respectively.

Additionally, the Applications are subject to an ongoing OLT proceeding following an appeal due to the lack of decision by City Council in 2017.

We have reviewed the updated May 2025 Draft Vaughan Official Plan (the "**VOP**"), and provide the following additional comments on behalf of our Client:

VOP Schedules

Schedule 1B: Strategic Growth Areas

We note that none of the proposed GO Stations identified on Schedule 10 are identified as *Future Major Transit Station Areas (MTSAs)* on this Schedule, while the potential stations associated with future extension of the TTC Subway line north from Highway 7 to Major Mackenzie Drive are identified. Given that the the potential impacts of said stations on the consideration of growth and development are contemplated within the *Future MTSAs* section

contained in **Policies 2.4.6.14** through **2.4.6.17**, we request that the figure be updated to reflect these potential stations to ensure a consistent approach across the City.

In this regard, we believe that revisions are required to these policies as will be outlined in our comments throughout this Response Letter.

Schedules 9A and 9B: Street Classification and Street Types (respectively)

A *proposed* street continues to be shown in proximity to the subject property, which appears to extend from Meeting House Road and cross the Rail Corridor. We appreciate the efforts to clarify the classification of the street, which appears to be a *minor collector* with a width of 24 metres. While we note that the proposed street is slightly offset from Meeting House Road which addresses our prior concern, we question the rationale for the increased width of the street which was previously contemplated with a 20-metre width.

The proposed street is contemplated to extend west from Kipling Avenue across the rail corridor to the Woodbridge Foam facility. Beyond this facility is an open space corridor which limits the ability for the street to extend further. On this basis, we suggest there is no need for this road to be classified as a 'Collector' as it would function as a 'Local' road. We further question if sufficient analysis has been undertaken to demonstrate that there is sufficient traffic generated by the potential future GO Station on a daily basis to warrant the additional width as contemplated.

The proposed width of 24 metres would require conveyance of lands from the subject site. This matter has been previously discussed with City Staff and the adjacent lands on the west side of the Rail Corridor. Given the impacts of this potential street on the pending OLT proceeding, we suggest that the present classification of this proposed road on these schedules is premature, and potentially prejudicial to our Client's appeal.

Considering the history of this matter in combination with the advanced development status the Applications, and the apparent lack of a 'user' for this road in the foreseeable future, we request that any mapping, including the determination of a specific width, identify the road as 'potential'.

This concern applies also to the provisions of **Section 2.14** (Street Classification and Street Types (Schedules 9A and 9B)), and more specifically **Policy 2.14.1.5,** and **2.14.1.7**.

Section 1.4.2: Transition

As noted previously, the Applications were deemed complete after September 7, 2010, and thus would be subject to the Transition provisions of **Policy 1.4.2.4**. Notwithstanding this, we note that **Policy 1.4.2.7** outlines that this transition policy is intended to be repealed at the earlier of the time of the next Official Plan review, or 5 years. We do not understand the rationale for the elimination of this transition protocol.

Section 2.1.2: Vaughan's Evolution: Key Planning Objectives

We generally support the planning objectives outlined in this Section, however suggest that **Policy 2.1.2.1** should include stronger reference to proactive measures to be undertaken to advance the potential business cases required to justify proposed rapid transit stations, such as the proposed Woodbridge GO Station identified on Schedule 10. More specifically, we feel that the intrinsic link between population/job density and the ability to justify rapid transit stations should be recognized. In the case of the Woodbridge GO Station, we respectfully suggest that this may warrant a review of the Kipling Avenue Corridor Secondary Plan in order to maximize the potential density proximate to the proposed Station.

Section 2.2.1: Urban Structure Components

The subject site is identified within a *Strategic Growth Area (SGA)*, being the *Local Centre* associated with the Historic Village of Woodbridge. As noted above, the potential for a Woodbridge GO Station abutting the subject site is also contemplated in the VOP based on recent study and approval by City Council. Should the GO Station proceed, it is reasonable to conclude that the surrounding area would be delineated as a *Major Transit Station Area (MTSA).*

Considering this context, as well as our prior comments related to the intrinsic link between density and the ability to support a business case for a rapid transit station, we suggest that additional policies are required to supplement **Policy 2.2.1.3** to address situations where there may be a <u>future</u> overlap of SGAs. We suggest that it is inherent to the art of 'Planning' to protect for the optimal future condition and thus would not be of benefit to the City to prejudice the ability to justify a future rapid transit station by limiting the potential growth of an area due to the <u>existing</u> context within the VOP SGA hierarchy.

This concern would apply also to **Section 2.2.2** (Phasing Growth), which makes no reference to encouraging or maximizing growth to achieve the potential for new rapid transit stations.

Section 2.2.3: Community Areas

While the subject site is not within the *Community Area* of the City as identified on Schedule 1, we note that **Policy 2.2.3.9** provides that

> a. *"…all new dwellings shall front and address a public street, with the exception of Additional Residential Units in Accessory buildings, which may front onto laneways;…*
> c. *private laneways or driveways shall not be used to provide frontage for residential dwellings with the exception of Additional Residential Units in Accessory buildings which may front onto laneways;…"*

We suggest that these requirements effectively eliminate the potential for condominium developments accessed by a common laneway, such as those extant to on the lands surrounding the subject site. Further, the restrictions outlined above would seem to conflict

with the intent to consolidate and/or minimize the number of curb cuts along *arterial* or *collector streets*, and across public sidewalks to enhance public safety. This restriction also seemingly conflicts with the provisions of **Section 4.1.2** (Housing Type and Tenure) which seek to promote a mix of housing options across the City, including in *Community Areas*.

We feel these restrictions would significantly impact the ability to maximize the efficiency of urban lands through infill and intensification. This would potentially jeopardize the intent of this Policy to promote the provision of *Missing Middle* dwelling types, and the promotion of general affordability and attainability of housing across the City.

Section 2.2.6: Rail and Goods Movement

We note the requirements of **Policy 2.2.6.4**, and question the difference between the Land Use Compatibility studies within subsections **(a)** and **(b)**. Additionally, we question how **Policy 2.2.6.5** requiring the grade separation of rail corridors at *arterial* and *collector road* junctions may impact the proposed *minor collector* street referenced earlier in this letter.

Section 2.4.1: Planning Strategic Growth Areas

We question the notion of *Balanced Density* as defined in the VOP and referenced in **Policy 2.4.1.1(b)**, specifically the notion that people, jobs, amenities, and services are located throughout the City in "balanced proportions". It would seem to be inherent to the structure of the City that SGAs would be comprised of significantly higher intensity of such aspects than *Community Areas*.

Section 2.4.4: Local Centres

Our prior comments related to the planning of *Local Centres* remain relevant to **Policy 2.4.4.1**, and specifically subsections **(e)** and **(i)**. For convenience, we reiterate them below.

> ***Subsection (e):*** *That Local Centres shall be planned to:… consist of predominantly Low-Rise Buildings and Mid-Rise Buildings and develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each Local Centre;*

While we support the intent of providing transit supportive densities, we suggest that the future planned context may differ greatly from the existing urban fabric. In this regard, we suggest that it be explicitly noted that the built form, density, and intensity of proposed uses necessary to support transit may naturally result in a change and evolution of the existing context.

> ***Subsection (i):*** *That Local Centres shall be planned to:… be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent Employment Areas.*

The subject site is adjacent to Kipling Avenue, a *Minor Collector* road based on Schedule 9A, with *Community Areas* located to the north and east, and a Rail Corridor to the west. While we acknowledge that a form of transition is required to ensure a harmonious relationship between lower density residential areas and the more intensive development which continues to occur along the corridor, we suggest that it must be recognized that a 'transition' can take many forms, and does not necessarily mean a reduction in height or density.

Chapter 3: Land Use

We suggest that there is a general need to review all Secondary Plans to ensure consistency with the VOP with respect to permitted building types in order to both ensure that new and evolving built form and housing types are permitted, and to recognize the evolution of building practices. This would be consistent with the stated intent of the VOP to add a greater range of housing types and sizes to the City, while also avoiding the potential need for costly and time-consuming site-specific development applications.

This comment would similarly apply with respect to consistency with **Section 4.3.3** (Site Design and Building Types).

Section 4.1.1: Housing Affordability

We reiterate our prior comments related to affordable housing outlined in **Policy 4.1.1.1**.

We suggest that requiring a minimum of 25% of all new units be affordable outside of a Protected Major Transit Station Area (PMTSA), while laudable, is inconsistent with the recent amendment to Ontario Regulation 232/18 which stipulates that the maximum number of units that can be required to be set aside as affordable within a PMTSA is 5% of the total number of units, or gross floor area (not including common areas).

Given that the Planning Act does not permit a Municipality to require the provision of affordable units outside of a PMTSA, we question how the City will implement an Inclusionary Zoning (IZ) framework for the balance of the City.

Given the uncertainty inherent in the development process, the time it takes to bring a project to conclusion, and the general market conditions presently facing the Province, requiring such an onerous target may lead to the cancellation of existing or planned projects, or developers seeking other opportunities for development outside of the City.

While attempting to increase the rate at which affordable housing is created, the realities of construction must be considered – specifically that the cost to build an affordable unit is no different than the cost to build a market unit, however these units may need to be sold at a loss to meet the definition of 'affordable' for a specific area. Consideration should be given on providing incentives to offset the costs of these units, such as the reduction/elimination of planning and permit application fees, development charges, parkland contributions, or community benefits, as well as the elimination of the need to provide parking for said units.

We are also concerned that there is a lack of recognition for 'intrinsically affordable' or 'attainable' units. It is the Owner's position that increasing the diversity and supply of a variety of housing options through the provision of apartment, townhouse, stacked townhouse, and other innovative design options are crucial in creating not only a complete and diverse community, but would also contribute to the inherent affordability across the City by providing options for all income levels. Alternative forms of housing can be considered affordable when compared to the relatively limited supply of traditional forms of ground-related housing, although may not meet the strict definition of 'affordable'.

We continue to suggest that the VOP must include a wide variety of options for meeting the stated affordable unit targets, including through 'intrinsically affordable' and attainable units, and through an increased supply. Further, incentives should be provided beyond the potential for reduced parking requirement (**Policy 4.1.1.2(d)**) to offset the costs of building 'affordable' or 'intrinsically affordable' units to ensure that projects remain viable.

Lastly, transition protocols should be well defined for any active development proposals which are currently under review.

These comments apply also to the Inclusionary Zoning policies contained in **Policies 5.1.3.4** and **5.1.3.5.**

Section 4.3.1: The Public Realm

We would like to comment on the following policy with respect to the public realm:

> **Policy 4.3.1.2(n):** *That the Public Realm contributes to a distinct sense of place and the health and wellbeing of residents by being physically and visually accessible, inclusive, diverse and environmentally sustainable. The investment and design of the Public Realm, includes but not limited to, the following:… incorporate, where possible, Green Infrastructure, including Low Impact Development;…*

In our opinion, this Policy, as well as those within **Policy 4.3.1.3**, fails to fully consider the opportunities inherent in the design of the Public Realm to incorporate stormwater management facilities, particularly infiltration facilities, within public boulevards. We suggest these areas present an opportunity to aid in mitigation stormwater flows from streets and private lands into municipal infrastructure through innovative design, and request that greater emphasis on such design interventions be included in the VOP. Such treatment could also serve to address issues related to climate change and biodiversity.

This comment applies also to the provisions of **Section 4.6.1** (Sustainable Growth) and **4.7.3** (Stormwater Management).

While we support the general intent of **Policy 4.3.1.6**, we suggest that **subsection (a)** requires greater specificity as to how the 'connective value' of a private road is to be determined. We suggest that even if an opportunity exists to provide a connection to adjacent

redevelopment sites, this can still be facilitated through a private road subject to an access easement and cost sharing agreement. Alternatively, the City should consider the creation of alternative road standards which would be publicly owned, but reflect reduced width similar to that of a condominium laneway.

Section 4.3.2: Built Form and Development Policies

We would like to comment on the following built form policies:

> **Policy 4.3.2.1:** *That all new or redeveloped buildings in the City shall support the following design principles:*
>
> *a. heights, massing, scale, setbacks, building articulation and separation distances shall ensure privacy, sunlight, and sky views and limit shadow and/or wind impacts for nearby buildings, parks, open spaces and private amenity spaces;…*
> *d. effective Built Form Transitions will be applied within single buildings, between buildings on a site and between sites, and will reflect site-specific conditions and adjacent context;…*

As previously noted in our comments related to *Local Centres*, it must be recognized that the future planned context may differ greatly from the existing urban fabric. In this regard, we suggest that it be explicitly noted that the built form aspects of a proposal necessary to support transit may naturally result in a change and evolution of the existing context. Additionally, it should be recognized that 'transition' does not inherently mean a reduction in height or density.

Further, we suggest that this Policy must be reviewed for consistency with the recently released Bill 17: the *Protect Ontario by Building Faster and Smarter Act, 2025*, which would potentially restrict the studies and considerations of development which may be required or assessed by the City.

Section 4.3.3: Site Design and Building Types

We suggest that **Policy 4.3.3.1(a)(ii)** should include reference to back-to-back stacked townhouses, or simply reference 'all forms' of stacked townhouses.

Our prior comments responded to Policy **4.3.3.7**, and this remains a concern. We suggest that the inclusion of a specific separation distance is overly prescriptive for the VOP, and is best left to the implementing Zoning By-law. Further, we suggest that attempting to control separation with a blanket policy removes any ability to adjust to site specific conditions or context.

Lastly, we question the justification of the proposed 15-metre distance. It has been our experience that an appropriate separation distance is typically determined based on the resulting height of a building and the ability to maintain daylight on the front door of a unit for

several hours during the day. We request that the specific distance (15-metres) be removed, and the overall language within this policy revised to reflect that building separation should 'generally' achieve desired outcomes rather than a specific distance.

Similarly, our prior comments with respect to Policy 4.3.3.8 have not been considered. We continue to suggest that the inclusion of a specific minimum linear length is overly prescriptive for the VOP, and is best left to the implementing Zoning By-law. Further, we suggest that attempting to control this aspect of built form with a blanket policy removes any ability to adjust to site specific conditions or context.

Section 4.4.1: Parks and Open Space Network

In light of **Policy 4.4.1.1**, which states *"That where there is a conflict between the policies in section 4.4.1, the policies pertaining to the underlying land use designation in this Plan, or the relevant Secondary Plan, the more restrictive policies shall apply."* we continue to suggest that there is a need for a comprehensive review of all Secondary Plans to ensure consistency with the VOP and PPS (2024).

Section 4.4.2: Parkland System

We support the provision of Strata Parks within the overall City Parks hierarchy as outlined in **Policy 4.4.2.2**, however continue to be concerned with the criteria of **Policy 4.4.2.4** which restricts the ability to encumber parkland with private infrastructure. As previously provided in our February letter, this Policy is overly prescriptive, and does not appear to recognize the realities of how and where Strata Parks would reasonably be provided.

As a result, we feel the ability of the City to achieve the intended delivery of innovative park or open spaces within SGAs may be limited. Given the restrictions of Policy 4.4.2.4 we feel there is no practical situation wherein a Strata Park could feasibly be provided.

Section 4.4.3: Open Space Typologies

We continue to request clarification as to what responsibilities, if any, the City would bear within the referenced Agreement in **Policy 4.4.3.2**. There are legal and operational concerns with respect to the provision of publicly accessible, but privately owned spaces (such as liability) which should be clearly stated to ensure full transparency between the City and a proponent.

Section 4.4.4: Open Space Design

While we support increasing the variety of park and open space designs across the City, we feel that the locational and size criteria outlined in **Policies 4.4.4.3** and **4.4.4.5** may limit the ability to realize innovative and unique open spaces in the context of an increasingly urbanized and dense City Structure. We suggest that greater flexibility be included in the

VOP to allow departures from the general standards to recognize unique opportunities as they arise.

Further, we suggest that consideration should be included to address the notion that where a park is co-located with a School, there are inherent efficiencies that can be gained with respect to programming that could enable a park area to be reduced.

Section 4.4.5: Parkland Dedication

Policy 4.5.5.8 continues to provide: *That Privately Owned Public Spaces may be eligible for parkland dedication credit toward satisfying the parkland dedication requirements for a Development or Redevelopment, subject to meeting all requirements established in Sections 4.4.3.2 and 4.4.4.8 of this Plan.*

We support the potential to provide Parkland Dedication credit for the provision of POPS, but request confirmation of the following matters:

- We request clarity as to whether this policy applies to *Strata Parks* given this form is distinct from POPS based on the definitions of the VOP.
- We note that both Section 51.1 and 42 of the *Planning Act* do not solely refer to 'Parks', but to "*…park or other public recreational purposes…".* On this basis, we feel that the VOP should ensure greater flexibility in terms of what is considered for Parkland Dedication credit, and suggest that the policy be revised to state that POPS and Strata Parks **'shall'** be eligible for Parkland Dedication credit.
- We request clarity as to how credit applied under this Policy will be determined.

Section 5.1.1: Secondary Plans

As previously noted in this Letter, we suggest there is a need to review all existing Secondary Plans for consistency with the VOP and PPS (2024) to ensure that the vision of the City can be realized, and to avoid the potential need for unnecessary Planning Act applications.

Section 5.1.3: Site and Area Specific Policies

We support the provisions of **Policy 5.1.3.2**, but suggest additional clarify would be beneficial to clarify that a site and area specific policy supersedes any conflicting policies of the VOP.

Section 5.2: Engagement and Consultation

We question the need for **Policy 5.2.1.7(a):** *"A new public meeting for a planning application(s) shall automatically be required when any of the following circumstances occur: any application(s) that has not been considered by Council within two years after the date it was considered at a previous statutory public meeting;…"*

We suggest that absent a significant change in City or Provincial Policy, this would simply further prolong a development process.

Additionally **subsection (b)** states that: *an application(s) has been deemed by the City to be significantly amended, such as an increase to the proposed density and/or building height beyond what was proposed and considered by Council at a previous public meeting.*

We believe this is overly broad, and ignores the realities of a development process which can often naturally result in changes to built form through the course of addressing technical comments.

Section 5.3: Implementation Tools

We would like to comment on the following policy with respect to the use of Holding symbols:

> **Policy 5.3.1.14:** *That the Holding Symbol (H) may be applied where Council has determined the specific land use for an area or a parcel of land is premature until one or more of the following have been addressed:…*

We continue to suggest that many of the matters identified in the subsections for this Policy are redundant given the requirements of the *Planning Act* and *Building Code Act*. On this basis, the use of Hold provisions should be reviewed to ensure that they are only enacted as needed and do not require an Owner or Proponent to potentially delay approval/construction to remove a Hold symbol.

In particular, **subsection (o)** outlines that a Hold provision may be enacted with respect to *"any required conveyance of parkland, finalization of park spaces and/or Privately Owned Public Spaces, and entering into the necessary agreements with respect to these park facilities and/or payment of cash-in-lieu."*

This requirement is particularly redundant given that the Financial and Land Dedication Tools of the VOP are outlined in **Policies 5.3.1.16** through **5.3.1.21**, with **5.3.1.18(a)** specifically stating *"That Development approvals **shall implement** the required equitable contributions of funds, **land dedications** and commitments for services that will be in place and operative **prior to, or coincident with occupancy and use of the land**. Items which may be addressed in Development agreements or other forms of agreements include but are not limited to: **parks, park facilities**, recreational trails, open space and Natural Heritage Network features, including the protection, ownership and management of Table Land Woodlands;…" **[emphasis added]**.*

Additionally, where Hold provisions are enacted, we suggest that ability to remove the symbol be delegated to Staff to avoid potential delays due to Council schedules/recesses. We note that this has been undertaken in several other municipalities across the Greater Toronto Area.

Section 5.4.2: Complete Application Submission Requirements

We suggest that **Policy 5.4.2.5** should clarify that the date of deeming an application is complete is retroactive to the date of submission, in accordance with established case law.

Conclusion

We welcome the opportunity to meet with City Staff to discuss the above comments and concerns, and request to be notified of any further activity or reporting on this matter.

If you have any questions or require additional information, please do not hesitate to contact Michelle Tiger at (416) 322-6364 ext. 2102 or the undersigned at ext. 2101.

Yours truly,

GOLDBERG GROUP



Adam Layton, MCIP, RPP

cc. LCT Investment Group Ltd.
Andrew Jeanrie, Bennet Jones LLP

C171.
Communication
CW(PM) – June 4, 2025
Item No. 10

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File: P-3036

June 3, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Delivered by email to oprmanager@vaughan.ca and clerks@vaughan.ca

Attn: **Hon. Mayor Del Duca and Members of Council**

RE: **Committee of the Whole (Public Hearing) June 4, 2025, Item #4.10**
Forward Vaughan – Vaughan Official Plan Review
Official Plan Draft – May 2025
Avenue 7 Developments Ltd.
2267 Highway 7 & 7700 Keele Street, City of Vaughan
Related Files: OP.22.008, Z.22.015 & 19T-22V002

KLM Planning Partners Inc. are the land use planning consultants for Avenue 7 Developments Ltd. ("**Avenue 7**"), in respect to their lands known municipally as 2267 Highway 7 & 7700 Keele Street, City of Vaughan (the "**Subject Lands**"). We are actively monitoring and participating in the Forward Vaughan, Draft Vaughan Official Plan 2025 ("**VOP 2025**") process. On behalf of our client, we submit the enclosed comments on the May 2025 iteration of the VOP 2025.

The Owner has submitted a series of Planning Applications (Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision – collectively referred to as "**the Applications**") to facilitate the development of development of a mixed-use community consisting of four (4) buildings containing seven (7) high-rise towers ranging from 20 to 60 storeys in height, a six (6) storey office building, with the inclusion of non-residential uses (e.g., commercial, retail and community uses) located within the podiums. A total of +/- 237,784 square metres (m^2) of Gross Floor Area ("**GFA**") comprised of 3000 residential units along with +/- 22,221 m^2 of non-residential GFA is proposed on the Subject Lands. On May 22, 2024, Vaughan Council endorsed that the Official Plan Amendment, Zoning By-law Amendment subject to Holding Symbol Conditions and that the Draft Plan of Subdivision be approved to permit the development of the lands. The Planning Applications are currently before the Ontario Land Tribunal, OLT Case No. OLT-24-000031, OLT-24-000032, OLT-24-000033. It is anticipated that future applications will be required for Site Plan Approval and Draft Plan of Condominium.

The new VOP 2025 is envisioned to guide new growth and development which encompasses innovative ideas, inclusivity and meets the needs of residents and businesses. While we recognize that the Official Plan update is essential for Vaughan to ensure its guiding document is up to date, applications submitted under Vaughan Official Plan 2010 ("**VOP 2010**") represent the outcome of years of collaboration, substantial investment and alignment with both municipal and provincial policy. It is integral for the new Official Plan to set forth clear transition provisions to ensure the new policies under VOP 2025 do not result in unintended barriers to development causing delays, redesigns, or full resubmissions.

Our Request

1. We kindly request Council to direct staff to include policies within the new Official Plan to ensure existing approvals and active applications under VOP 2010 continue to be assessed under the Official Plan in effect at the time the application was submitted without a sunset clause to repeal the transition provisions. The introduction of clear transition policies will provide planning continuity and ensure fairness for large-scale, multi-phased development that extend over years amongst others who have submitted applications under VOP 2010.

Context

A Pre-Application Consultation ("PAC") was originally held with City of Vaughan staff and external agencies with respect to applications for redevelopment of Avenue 7's lands on December 5, 2019. Due to the passage of time, the initial PAC checklist listing the required plans and studied required for a complete application expired and a new PAC meeting was held on January 5, 2022. An updated PAC Understanding was issued on January 27, 2022, by City staff detailing the required submission materials for a complete application. Based on these PAC meetings, our Client and its consultants refined its proposal, developed the required supporting studies, and on June 6, 2022, the Applications were submitted to the City. The Applications were deemed complete on June 28, 2022, and a Public Meeting was held with respect to the Applications on September 13, 2022. Almost 6 years later, our Client is still working towards obtaining final approvals of the Applications. This timeframe does not include the further approvals required before obtaining building permits which could take another 10 to 15 years over the lifecycle of this complex project.

Development applications are inherently iterative and require time, as they involve multiple stages of review, refinement and collaboration with municipal staff and other stakeholders to ensure alignment with planning policy and objectives. It is imperative that the transition provisions within the new Official Plan are conscious of these processing timelines to ensure applications with approvals or those actively mid-stream are grandfathered under the existing Official Plan policy framework to support their full build-out without disruption of a new Official Plan coming into effect.

We look forward to continuing our participation in the Forward Vaughan, Draft VOP 2025 process and collaborating with the City. We may make further detailed submissions following the release of subsequent editions of the Draft VOP 2025 and reserve the right to provide additional comments on the current draft, as required.

We respectfully request notice of any future reports and/or public meetings and consultations regarding the Draft OPA, and that we receive notice of any decision of City Council. Should you require additional information or clarification, please contact the undersigned at rmino@klmplanning.com or apereira@klmplanning.com

Yours truly,

KLM PLANNING PARTNERS INC.

Ryan Mino-Leahan BURPl, MCIP, RPP
Partner

Aidan Pereira
Associate

cc. Client
Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery
Christina Bruce, Director of Policy Planning and Special Programs
Ash Faulkner, Senior Planner, Policy Planning and Special Programs
Carly Murphy, Planner, Policy Planning and Special Programs

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C172.
Communication
CW(PM) – June 4, 2025
Item No. 10

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

June 3, 2025

RE: Draft VMC Secondary Plan Comments
201 Millway Avenue

Dear Mayor and Members of Council,

York Region Condominium Corporation No. 945 ("YRCC 945"), collectively on behalf of the owners of the property municipally addressed as 201 Millway Avenue in the City of Vaughan (the "subject property") has been actively participating in Vaughan's VMC Secondary Plan Update process. The purpose of this letter is to provide general comments on the Draft Vaughan Metropolitan Centre Secondary Plan (the "Draft Secondary Plan"), released on May 15, 2025.

The subject property is located on the east side of Millway Avenue, north of Portage Parkway and west of Jane Street, and is within the Council-endorsed VMC Expansion Area B and abuts the northern boundary of the existing VMC. The site, along with other lands along the north side of Portage Parkway, was granted an employment land conversion to permit non-employment uses through the 2022 York Region Official Plan ("YROP").



Figure 1 –Subject Property

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We have filed an application for Official Plan Amendment to permit a multi-tower, mixed-use development (the "OPA Application") and have been working collaboratively with City Staff to resolve matters related to our site-specific application.

Draft VMC Secondary Plan, 2025

In accordance with Draft Schedule G – Land Uses, the subject property is proposed to be designated *Mixed Use* with a public park identified at the southwest corner of the site. Additionally, the Portage Parkway frontage is proposed as a *Recommended Retail, Service Commercial, Integrated Community Facility or Public Use Frontage* in accordance with Draft Schedule H – Areas for Retail, Service Commercial, or Public Uses. A new east-west Local Road is proposed along the northern boundary of the subject property in accordance with Draft Schedule C – Street Network.

General Comments on the Draft VMC Secondary Plan, 2025

Based on our review of the Draft Secondary Plan, we offer the following comments:

Through discussions with City Staff, we have obtained support for a POPS as part of the OPA development on the subject property. Staff have verbally agreed that a public park is not required as the proposed POPS more than meets the size and programming requirements of the City for this site despite the proposed public park designation on Draft Schedule G – Land Uses. It is acknowledged that Staff have confirmed through correspondence dated October 16, 2024 that Staff are satisfied with a POPS, provided the POPS continues to meet the City's size and programming requirements and that Council may choose to accept land proposed as POPS for credit towards satisfying parkland dedication requirements. It is noted that the Draft VMCSP does not appear to contain any policies as it relates to POPS.

We also have comments on and/or concerns with the following matters:

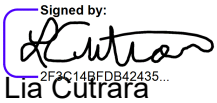
- Requirement to achieve LEED Silver for all applicable development proposals located in Intensification Areas (draft policy 6.5.2);
- The application of the VMC Parks & Wayfinding Master Plan (i.e., the requirement to be guided by or to conform with the Master Plan) (draft policies 7.1.12 and 7.6.1);
- We support the reduction of the minimum non-residential GFA requirements in the Mixed Use designation from 15% to 10% (draft policy 9.2.4);
- The criteria associated with the stratification of parking below public rights-of-way and the need to consider financial feasibility;
- The definition of high-rise buildings as being over 10-storeys, whereas the Draft Vaughan Official Plan, 2025 defines high-rise buildings as being over 12-storeys (draft policy 9.1.1.c);
- The prescriptive nature of urban design policies related to large scale retail uses (draft policy 9.8.6); and
- The prescriptive nature of various urban design and built form policies contained in Section 9.9 and ensuring sufficient flexibility to consider alternative design approaches on a site-by-site basis.

The above comments are provided based on our initial review of the Draft Secondary Plan. We reserve the right to provide further detailed comments as part of the ongoing public consultation that we understand is to be held over the summer 2025.

We appreciate the collaborative approach as part of our active OPA application and the opportunity to provide these comments. If you have any questions or require further information, please contact the undersigned

Docusign Envelope ID: 25507957-906B-4B93-866E-6F9C2D3FD469

Sincerely
York Region Condominium Corporation No. 945
Per:



Lia Cutrara

cc:

K. Franklin, KBFranklin Planning
G. Soucy, City of Vaughan
C. Gray, City of Vaughan
C. Bruce, City of Vaughan

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C173.
Communication
CW(PM) – June 4, 2025
Item No. 10

File: P-2948

June 3, 2025

The City of Vaughan
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via Email: clerks@vaughan.ca & oprmanager@vaughan.ca

Attention: Hon Mayor Del Duca and Members of Vaughan City Council

Re: Committee of the Whole (Public Hearing), Item # 4.10
Draft #5 City of Vaughan Official Plan 2025
1539253 Ontario Inc.
10951 Kipling Avenue
Related Vaughan City Files: OP.09.003, Z.09.026
Part of Lots 27 and 28, Concession 7
City of Vaughan, ON

KLM Planning Partners Inc. is the land use planning consultant for 1539253 Ontario Inc., the owner (the "**Owner**") of the lands known municipally as 10951 Kipling Avenue (the "**Subject Lands**"), in the City of Vaughan ("**City**" or "**Vaughan**").

The purpose of this letter is to request that the City's proposed draft Official Plan 2025 (the "**Draft VOP 2025**") be revised to designate the Subject Lands as "Private Open Space" on Draft Schedule 13 and "Rural Lands" on Draft Schedule 1D. Doing so would facilitate the establishment of a desirable suite of alternative recreational opportunities on the Subject Lands that has been under consideration since 2009. We also request revisions to the transition policies in the Draft VOP 2025.

The Subject Lands are located on the east side of Kipling Avenue, north of Teston Road, being in the northwestern quadrant of the City. The Subject Lands have approximately 807 metres frontage on the east side of Kipling Avenue and an approximate depth of 982 metres. The Subject Lands are 79.69 hectares (196.9 acres) in area. Based on a natural features staking exercise that took place with TRCA in September 2019, the developable area is 49.45 hectares (122.2 acres). Applications for Official Plan Amendment and Zoning By-law Amendment (the "**Applications**", City files OP.09.003, Z.09.026) have been in

process since 2009 to facilitate a privately-owned and publicly accessible outdoor and indoor recreational uses.

1.0 Background

1.1 The Applications

The Applications were submitted to the City on September 11, 2009 to facilitate a privately-owned and publicly-accessible outdoor and indoor recreational centre known as the "Kipling Recreational Centre". A revised submission with updated reports was made on January 19, 2021. A constantly shifting land use planning legislative and policy has greatly complicated the application process.

The Owners' vision for the Kipling Recreation Centra is for it to provide a mix of parks, playgrounds, racquet courts, lawn bowling greens, skating and curling rinks, athletic fields, picnic areas, swimming pools, day camps, indoor facilities, cross-county skiing, walking trails and similar uses, together with necessary and accessory buildings and structures. The exact components would be determined through further consultation.

1.2 Land Use Designations

The Subject Lands are located within the Protected Countryside of the Greenbelt Plan. The policies for the Protected Countryside permit a range of agricultural, infrastructure, natural resource, as well as recreational uses. The Greenbelt Plan outlines the applicable policy framework for Natural Heritage and Agricultural Systems, each consisting of further subclassifications. Within the Agricultural System the "Rural Lands" and the "Prime Agricultural" designation can be found. Municipalities are responsible for identifying "Rural Lands" and "Prime Agricultural" areas within their Official Plans. The Rural Lands designation allows for recreational, tourism, and institutional uses, a crucial component of any community, whereas the Prime Agricultural designation does not.

At the time of the Applications, the Subject Lands were designated "Rural Policy Area" under the York Region Official Plan 1994 ("**YROP 1994**") which permit recreational use of the Subject Lands. The 2010 YROP was subject to appeal by the Owners and the land use designations for the Subject Lands have not been determined. On November 2022, the Ministry of Municipal Affairs and Housing (the "**MMAH**") approved the 2022 York Region Official Plan ("**YROP 2022**"), which designated the Subject Lands "Agricultural Area" and introduced more stringent restrictions on permitted land uses for the Subject Lands which preclude recreational use. Due to changes in legislation, the Owners were not able to challenge this Decision and its underlying mapping despite the long-standing proposal for recreational use of the Subject Lands.

The passing of *Bill 23, More Homes Built Faster Act, 2022* ("**Bill 23**") had the effect of making the YROP 2022 an Official Plan of the City of Vaughan, with York Region becoming an

Upper Tier Municipality without Planning Responsibilities. We understand that through the Draft VOP 2025 process, the City will be repealing the YROP 2022.

The Subject Lands were designated "Rural Use Area" by Vaughan Official Plan Amendment 600 ("**OPA 600**") which explicitly permitted recreational uses, subject to detailed planning. OPA 600 was in place at the time the Applications were made. Subsequently, the Vaughan Official Plan 2010 (the "**VOP 2010**") was approved, but appealed by the Owners. There has been no land use determination in the VOP 2010 appeals.

2.0 Key Considerations

Enabling recreational uses on the Subject Lands through the "Private Open Space" and "Rural Lands" designation is supported by: the long-standing intent for the Subject Lands demonstrated by the Applications, site conditions that limit agricultural production, the existing and planned surrounding land, and the opportunity to support City density targets and complete community objectives.

2.1 History of Subject Lands and Description of Proposed Development

- In the context of the Subject Lands, the Kipling Recreational Centre is encouraged by the PPS 2024 and is permitted within the broader Greenbelt Plan Protected Countryside designation.

- The Subject Lands are designated "Rural Area" under the YROP 1994 and "Rural Use Area" under OPA 600. These designations would permit the Kipling Recreational Centre, subject to detailed implementation.

- The Subject Lands are in a location that is easily accessible to surrounding residential lands. As such, the Subject Lands provide a convenient additional opportunity for recreation uses within the City.

- It is also notable that the uses proposed by the Applications are low intensity, will maintain highly permeable surfaces, and would be designed to protect and enhance natural heritage features. The Kipling Recreation Centre would be in keeping with the policy framework for development within the Greenbelt Plan Protected Countryside – Natural Heritage System.

2.2 Limited Viability as Agricultural Lands

- Despite Provincial agricultural mapping, the viability of the Subject Lands being utilized to their full extent for agricultural uses, including for livestock and poultry facilities, is greatly limited due to the presence of sensitive uses to the immediate west and the requirement to meet Minimum Distance Separation policies in Provincial Policy.

- The existence of natural heritage features also limits the ability to maximize agricultural operations. Recreational uses would provide an appropriate transitional use between urban uses and agricultural uses.

2.3 Supporting Density Targets and Leveraging Existing Servicing

- The Kipling Recreation Centre would appropriately balance the objectives of Provincial policy and municipal policy by permitting larger format recreational uses within the Greenbelt Plan, which are permitted on Rural Lands in the Protected Countryside, while allowing lands within the urban boundary to be more appropriately developed for more intensive urban uses including residential and employment uses. This will directly support the Provincial Government's objective of contributing to the much needed housing supply.

- Environmental and natural self-sustaining areas (in accordance with the Greenbelt Plan) will been protected. Based on the Draft VOP 2025, new community areas shall be designed to meet or exceed a minimum density target of 65 residents and jobs/hectare. Locating a recreational centre of the proposed scale within the urban boundary could potentially result in the loss of land that could support housing for 2,240 future residents.

- The PPS 2024 requires the efficient use of existing infrastructure. With respect to servicing the Subject Lands, the approved Master Environmental Servicing Plan for the adjacent Block 55 community made provision for services adequate to accommodate the Kipling Recreational Centre.

2.4 Supporting Complete Communities

- The Kipling Recreational Centre would contribute to a high quality of life for residents of the City, not only in providing expanded opportunities to recreate but also by creating opportunities for employment and economic growth.

- The Kipling Recreational Centre will provide recreational uses in close proximity to residential communities while creating the potential to free up an equivalent amount of land in the urban area for uses other than large format recreational uses. As noted, this will protect opportunities to provide more housing in the urban areas of Vaughan.

- The City's Active Together Master Plan ("**ATMP**"), which was updated in 2018, contemplates the provision of parks, recreation, and library facilities for the period from 2018 - 2023, and with a view to 2031 when the population is projected to increase from 324,100 in 2018 to 424,500. The Kipling Recreational Centre would contribute to the realization of the ATMP vision, supplementing available and planned public facilities to complement the spread and availability of a diversity of recreational options for residents.

- Considering the ATMP intention to provide parkland, including facilities such as those proposed, at a rate of 2.0 ha per 1,000 residents, the Kipling Recreational Centre has the potential to serve approximately 17,230 residents of the City. In a more specific assessment of the ATMP recommendations, Table 1 within the Executive Summary, recommends that twelve (12) additional soccer fields, three (3) cricket pitches, two (2) multi-use artificial fields (football, rugby, lacrosse, etc.), and twenty (20) tennis courts be developed within the City. If approved as proposed, the Proposed Development could provide parks, playgrounds, racquet courts, lawn bowling greens, skating and curling rinks, athletic fields, picnic areas, swimming pools, day camps, indoor facility, snow skiing, walking trails and all similar uses, together with necessary and accessory buildings and structures.

- As a comparative exercise, the Kipling Recreational Centre would provide parkland for 20,676 housing units based on a net developable area of 34.46 ha at the current parkland dedication rate of 1 hectare of parkland per 600 units.

The Kipling Recreational Centre supports the current direction of the City to provide more recreational opportunities, delivering facilities in alignment with the ATMP, and has the potential to free up significant urban lands for residential, employment, commercial, and institutional uses which are not permitted within the Greenbelt.

3.0 Draft Vaughan Official Plan 2025

Below we provide detailed comments and requested revisions for the Draft VOP 2025. We would be pleased to meet, as needed, to further discuss any aspect of our comments.

3.1 Transition Provisions

The Draft VOP 2025 has a view to transition of ongoing applications within Section 1.4.2.4 which proposes to continue processing applications which were deemed complete after September 7, 2010 under the Official Plan in effect at the time they were deemed complete.

Problematically, the Applications were deemed complete prior to this transition date. However, the principle of considering policy in force at the time an application is made should continue to apply, as is the common practice in land use planning. Then, as now, the Kipling Recreational Centre represents a logical land use.

To account for this, and to support other similar applications that may exist, we propose a modification to Section 1.4.2.4 to refer simply y to “applications deemed complete prior to adoption of VOP 2025.”

3.2 Recommended Policy Directions

In the Draft VOP 2025, the Subject Lands are proposed to be designated:

- "Prime Agricultural Lands" on Schedule 1D Agricultural System,
- "Greenbelt Plan Area, Natural Heritage Network" and "Core Features" on Schedule 2 Natural Heritage Network,
- "Greenbelt Protected Countryside" on Schedule 4; and,
- "Natural Areas" and "Prime Agricultural Areas" on Schedule 13 Land Use.

Based on the information provided in this letter, it is requested that draft schedules are revised to reflect the following designations:

- "Rural Lands" on Schedule 1D Agricultural System; and,
- "Private Open Space" on Schedule 13 Land Use.

These changes would support the continued processing of the Applications to establish a recreation centre which aligns with Provincial policy objectives, including as expressed through the Greenbelt Plan. As a low intensity land use with expansive field areas the Kipling Recreational Centre is compatible land use in the Greenbelt Belt Protected Countryside.

While a change is not requested to Schedule 9C Cycling Facilities and Trails, this schedule indicates that the planned "Vaughan Super Trail" multi-use recreational path is intended to traverse just above the north limit of the Subject Lands. The trail is described as an important active linkage connecting the "North Kleinberg-Nashville Secondary Plan area" to the west and the "Block 41 Secondary Plan" area to the east and beyond. Continued processing of the Applications could potentially contribute to advancement of the City's objectives to realize the connection, and would provide a recreational destination along this route encouraging non-vehicular travel.

With respect to natural heritage and agricultural areas, Section 1.7.5 broadly proposes to protect environmentally sensitive lands with the application of appropriate buffers, to protect agricultural and diversified uses, and to support improved access to natural areas and trails recognizing health benefits for residents. The requested modifications to the Draft VOP 2025 would support these objectives by protecting delineated natural heritage resources and their buffers within the Subject Lands, by naturalizing additional lands in accordance with the requirements of the Greenbelt Plan, by establishing new trails throughout the site connecting to existing and proposed trail infrastructure, and by introducing a range of recreational facility encouraging resident health and well-being.

The proposed policies of section 2.6.1 provide guidance with respect to lands being designated "Prime Agricultural Lands" and "Rural Lands". By applying a "Rural Lands" designation to the Subject Lands, a broader range of non-residential uses, such as the

Proposed Development, would be permitted in alignment with the PPS 2024 and the Greenbelt Plan. This modification would recognize that the Subject Lands are situated among urban areas, and other non-agricultural uses that make up the context which is not characteristic of a prime agricultural area where concentrations of farms with ongoing agriculture operations would otherwise predominate.

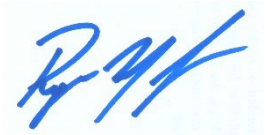
The draft "Private Open Space" designation policies 3.2.5.2 and 3.2.5.3 are directed towards lands that currently do or could support the broader Open Space Network. Lands with this designation are not intended for Development or Redevelopment. This designation would facilitate the proposed recreation use, introducing a combination of passive and active recreation uses within the Greenbelt. Internal and external trail connectivity, introduction of recreational uses identified within the City's ATMP, and naturalization of a component of the site will result in a use which will compliment, expand, and enhance the broader Open Space Network.

4.0 Summary

Applications and related appeals have been in process for an extended period dating back to 2009. The Subject Lands are encumbered substantially by environmental features and are located broadly between urban uses and immediately among non-agricultural and limited agricultural uses. The requested modifications to the Draft VOP 2025 would result in a use which supports the surrounding community with facilities identified in the ATMP, potentially freeing up urban lands for uses which are not permitted within the Greenbelt. The location for the proposed recreational use is strategic where existing servicing and planned trail infrastructure is concerned and would represent an expansion and enhancement to the Open Space Network while protecting environmental features and naturalizing a large segment of the Subject Lands.

Thank you for the opportunity to comment. We are more than happy to discuss the specific details associated with the information enclosed as required. We trust the foregoing is in order. Please notify the undersigned of any further correspondence, public meetings or decisions in relation to this matter.

Yours truly,
KLM PLANNING PARTNERS INC.





Ryan Mino-Leahan MCIP, RPP

Partner

Madison Van West MES, MCIP, RPP

Intermediate Planner II

cc: 1539253 Ontario Inc.

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C175.
Communication
CW(PM) – June 4, 2025
Item No. 10

File: P-3275

June 3, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON,
L6A 1T1

Via e-mail to clerks@vaughan.ca & weston7@vaughan.ca

Attention: **Hon. Mayor Del Duca and Members of City of Vaughan Council**

Re: **Committee of the Whole (Public Hearing), Item # 4.10**
Weston 7 Secondary Plan Draft #5
Comments from PEM (Weston) Limited Partnership
City of Vaughan

KLM Planning Partners Inc. (**"KLM"**) is the land use planning consultant representing PEM (Weston) Limited Partnership (the **"Client"**), owner of the lands known municipally as 3790 Highway 7, City of Vaughan ("City"), in the Region of York and generally located at the north-west corner of the intersection of Weston Road and Highway 7 (the **"Subject Lands"**).

Our Client submitted applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision (collectively "**the Applications**") on June 28, 2024 to facilitate the construction of 3 high-rise, mixed-use buildings being 45, 43 and 45 storeys in height along with the introduction of a new public road along the west and north sides of the property and a privately owned public open space (POPS) with frontage on Highway 7. These applications are currently being reviewed by City of Vaughan Staff, and all detailed comments on the applications have been received. These applications were the subject of a Statutory Public Meeting on November 6, 2024 and the City confirmed the Applications were deemed complete on November 25, 2024. An appeal of the Applications was submitted to the Ontario Land Tribunal ("OLT") on March 28, 2025 due to the lack of a decision by the City within the 120-day review period prescribed by the Planning Act. Notwithstanding the appeal, we remain committed to working with City staff regarding the Applications through the OLT appeal towards a settlement of the Applications.

On behalf of our client, we have been actively engaged in the future development of the Subject Lands which proposes a form of development that is generally consistent with the overall vision and policy framework of the Weston 7 Secondary Plan ("**W7SP**"). KLM and the Client have also been actively involved in the evolution of the W7SP through ongoing conversations with City staff, and membership/participation in the Weston 7 Landowners Group (**"W7LOG"**). Our client shares the collective desire of all stakeholders to advance its final approval so that the area can continue its transformation into a pedestrian friendly, transit-oriented mixed-used community providing much needed housing in Vaughan. Our Client maintains that the Applications are not subject to the W7SP given they were submitted and determined to be complete in advance of the W7SP being approved.

This letter is being submitted on behalf of our Client in respect of the staff report related to the W7SP Draft #5 which is being considered at a Statutory Public Hearing on June 4, 2025. We appreciate the

City's ongoing efforts to include our client and the entirety of the W7LOG in the process, and we are pleased to provide the following high-level comments on Draft #5 of the W7SP for consideration.

1. Permitted Height

We request the re-introduction of policy language that permits increased heights without an amendment to the W7SP, subject to demonstration of land use compatibility, appropriate transition to adjacent uses, and the availability of adequate servicing and transportation infrastructure to support the development. This would support efficiencies in the development process as well as support the City's residential and employment targets. It is also in keeping with the designation of Weston 7 as a Primary Centre, identified as an area in which significant growth will be directed. This is further supported by the existing City-Wide Urban Design Guidelines that provide direction for built form in the W7SP area and the City as a whole.

2. Density/FSI

Floor Space Index (FSI) for the different land uses should be based on Gross Developable Area, not net Developable Area. This recommendation aligns with the current FSI definitions within the Draft Vaughan Official Plan 2025 and the neighbouring Vaughan Metropolitan Centre Secondary Plan (VMC). The current definition of FSI could have the effect of penalizing landowners who are required to provide areas within their development for new public roads and parks, which provide an overall public benefit but reduce the development potential on their lands. This results in an unequitable treatment between landowners where the overall goal is the delivery of new development and public benefits. A revised approach to including gross land area in the calculation of FSI will reduce the amount of coordination required among landowners, will encourage the delivery of public infrastructure, and will contribute to a more streamlined development process.

3. Non-Residential Gross Floor Area

We recognize the importance of balancing non-residential and residential uses in Weston 7 to support complete communities. However, we have concerns with the prescriptive nature of policies for Mixed-Use I and Mixed-Use II development and in particular the required non-residential Gross Floor Area (**"GFA"**). We are concerned that the requirement for a minimum of 15% or 20% of GFA to be non-residential uses (for Mixed-Use I and Mixed-Use II respectively) may not be feasible under current market conditions and could potentially result in intensification being delayed. Furthermore, it is also notable that the requirement of 15% or 20% non-residential GFA is significantly higher than other areas of the City including the VMC and Yonge Steeles Corridor Secondary Plan that are planned for even greater density. As such, it is our recommendation that a much lower requirement be implemented that better reflects the development conditions of the area.

4. Standalone Residential Buildings

As identified in draft Schedule 1, the majority of lands within Weston 7 are designated either Mixed-Use I or Mixed-Use II, and within these designations, standalone residential development is prohibited (policies 5.2.3(b) and 5.3.3(b)). Requiring that essentially all development in the W7SP include non-residential GFA is not likely feasible given current market conditions and may not necessarily lead to a quality pedestrian experience for future residents if non-residential GFA is built but remains unoccupied. We would recommend that standalone residential buildings within the Mixed-Use I and Mixed-Use II designations be permitted, so long as they do not front onto an arterial or major collector road.

As noted above, our client is also a member in good standing with the W7LOG who have been active participants in the evolution of the W7SP. A separate letter is being submitted on behalf of the W7LOG which provides additional comments on the policy framework at a broader level which our Client also supports.

We appreciate the work of staff to prepare Draft #5 of the W7SP, and we look forward to continuing to participate in the process of building Weston 7 into a well-designed, engaging, mixed-use complete community. If you have any questions about the comments above, please reach out to the undersigned.

Yours truly,
KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan BURPl, MCIP, RPP
Partner



Ian Franklin, BPhil, BURPl, MCIP, RPP
Senior Planner

Brutto Consulting

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Email: cbrutto@bruttoconsulting.ca

C176.
Communication
CW(PM) – June 4, 2025
Item No. 10

June 3rd, 2025

Attention: Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive, Vaughan, Ontario L6A 1T1

Re: Notice of Public Meeting – Draft New Vaughan Official Plan 2025
Submission on behalf of Goldpark Group Inc.
Owner of Listed Properties, City of Vaughan

To Whom it May Concern,

Brutto Consulting is pleased to submit this letter as a representative of our client, Goldpark Group Inc. who are the owners of the attached properties in the City of Vaughan within the Region of York. **See *Attachment 1*** which notes the properties included.

The purpose of this submission is to formally advise the City of Vaughan of our Client's interest in participating in the Draft Official Plan process.

At this time, it is our Client's intent to continue to be actively engaged in the Draft Official Plan process. Please treat this letter as our initial written submissions to the Draft Official Plan review. We continue to review the Draft Official Plan as it pertains to our client's properties and we will provide additional comments as the process unfolds in the coming months.

We look forward to working with the City in this important process. Further and more detailed submission will follow as part of the process. We kindly ask that we be included on your notice list for any upcoming meeting or project update.

Brutto Consulting

113 Miranda Ave
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Telephone: (416) 453-6197
Email: cbrutto@bruttoconsutling.ca

Please call or email me if you have any questions in regards to this submission. Thank you for the opportunity to input to this important process.

Yours truly,



Claudio Brutto, MCIP, RPP
President, Brutto Planning Consultant Ltd.
113 Miranda Ave, Toronto, ON MB6 3W8
Mobile (416) 453-6197

cc. Client: Goldpark Group Inc. (pcipriano@goldparkgroup.com)
cc. Francesco Fiorani (ffiorani@bruttoconsulting.ca)
cc. Julia Spagnuolo (jspagnuolo@bruttoconsulting.ca)

ATTACHMENT 1: LIST OF PROPERTIES

Property Adress	Current Designation	Change in Urban Structure?	Future OP Designation	Current Zoning	Comments
Block 40 (Weston Road)	Subject to Area Specific Policy 12.13	Natural Areas are now in the Greenbelt Plan Area.	Subject to Area Specific Policy 12.13	EP	Policy 12.13 designates the lands as Estate Residential and Valley Lands
Block 40/47	Subject to Area Specific Policy 12.13	Natural Areas are now in the Greenbelt Plan Area.	Subject to Area Specific Policy 12.13	EP	Policy 12.13 designates the lands as Valley Lands and Low Density Residential
Block 41	Agricultural, natural areas, Greenbelt and a small portion subject to Block 41 Secondary Plan	Agriculture and Natural Areas are now outside of the Urban Boundary. Block 41 is also now an Area Subject to a Minister's Decision.	Mostly Prime Agricultural and Natural Areas. Small portion subject to Block 41 Secondary Plan	Greenbelt ORM and MZO	
7230 Nashville Road (Block 67)	Agricultural with some Natural Areas	Yes, Site is now Core Employment and in the Urban Boundary. Proposed Highway 413 Corridor Overlay	Agricultural with some Natural Areas with an overlay for New Community Area and New Employment Area (2.2.5)	A	
East of Hydro Corridor (Block 67)	Natural Areas with some Agricultural	Yes, Site is now Core Employment and in the Urban Boundary. Proposed Highway 413 Corridor Overlay	Natural Areas with some Agricultural with an overlay for New Community Area and New Employment Area (2.2.5)	A	
Highway 50 and Cold Creek Road (Block 67)	Agricultural with some Natural Areas	Yes, Site is now Core Employment and in the Urban Boundary. Proposed Highway 413 Corridor Overlay	Agricultural with some Natural Areas with an overlay for New Community Area and New Employment Area (2.2.5)	A	
Block 55 Kirby and Kleinburg	Agricultural and Natural Areas, Subject to North Kleinburg-Nashville Secondary Plan, Greenbelt	Agriculture and Natural Areas are now outside of the Urban Boundary.	Agricultural and Natural Areas, Subject to North Kleinburg-Nashville Secondary Plan	FD	
2700 Teston Road (Block 27)	Refer to Block 27 Block Plan	Existing Natural Areas and Greenbelt overlay is now outside of the Built Boundary.	Refer to Block 27 Block Plan	FD	In the Block 27 Block Plan the Subject Site is designated as Low-Rise Mixed Use, Low-Rise Residential, SWM Facility, Schools, Neighbourhood Parks, and Natural Areas.
Rosehollow Estates	Refer to Block 27 Block Plan	Existing Natural Areas and Greenbelt overlay is now outside of the Built Boundary.	Refer to Block 27 Block Plan	FD	In the Block 27 Block Plan the Subject Site is designated as Low-Rise Mixed Use.
5111 Kirby Road	Agricultural with some Natural Areas, Greenbelt	No change, continues to be greenbelt, natural areas and outside the Urban Boundary	Agricultural with some Natural Areas	A	
4660 Kirby Road	Agricultural with some Natural Areas, Greenbelt	No change, continues to be greenbelt, natural areas and outside the Urban Boundary	Agricultural with some Natural Areas	A	

Southeast Corner of King Vaughan and Weston	Refer to Highway 400 North Employment Lands Secondary Plan, Agricultural with some Natural Areas, Greenbelt	Existing Employment Area is now a Supporting Employment Area. Existing Natural Areas and Greenbelt overlay is now outside of the Built Boundary.	Refer to Highway 400 North Employment Lands Secondary Plan, Agricultural with some Natural Areas	FD and Greenbelt ORM	
Northeast Corner of Pine Valley and Teston	Refer to the Block 41 Secondary Plan	No change, continues to be greenbelt, natural areas and outside the Urban Boundary	Refer to the Block 41 Secondary Plan	MZO and Greenbelt-ORM	In the Block 41 SP the Site is mostly Natural Areas and Agriculture under the Greenbelt Plan, some land with Mid-Rise Ressidential designation.
12022 Keele Street	Greenbelt and Natural Linkage Area on front half, Back half is Agricultural	Front half remains a Natural Area in the Greenbelt Plan outside the Urban Boundary. The back half is now a Community Area in the Urban Boundary.	Natural Linkage Area on front half, Back half is Prime Agricultural with an overlay for New Community Area and New Employment Area (2.2.5)	A and A-ORM	
10436 Huntington Road	Agricultural with some Natural Areas	Front half is now Community Areas and back half is Natural Areas and Core Employment. Whole site is now in the Urban Boundary.	Prime Agricultural with some Natural Areas on front portion. Back portion with forest is Natural Areas with an overlay for New Community Area and New Employment Area (2.2.5)	A 94	The overlay for New Community Area and New Employment Area (2.2.5) goes up to the Site's Southern property line but does not cover the agricultural portion of the Site.
2966 Highway 7 Midvale Estates	Refer to VMC Secondary Plan	Previously VMC now just a Strategic Growth Centre	Refer to VMC Secondary Plan	OS1 and V1	The Site is designated as Station Precinct and Major Parks and Open Space in the currrent Vaughan Metropolitan Centre Secondary Plan. In the new draft SP it is designated as Mixed Use
55 Silton Road (Fanshore Investments)	General Employment	Previously Employment Areas, now Core Employment	General Employment	EM2	

C177.
Communication
CW(PM) – June 4, 2025
Item No. 10

Delivered via Email – clerks@vaughan.ca

June 3, 2025

City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive,
Vaughan, ON, L6A 1T1

Hon. Mayor Del Duca and Members of Council

Re: Draft New City of Vaughan Official Plan 2025 (the "Plan")
Comments to the Committee of the Whole on behalf of 781731 Ontario Limited

I am writing to provide comments on the Plan on behalf of 781731 Ontario Limited, the owner of the property municipally known as 7600 Kirby Road, Vaughan, and legally described as Lot 31, Concession 11, Vaughan (the "Property"). The Property falls within Block 69 and fronts onto Albion Vaughan Road to the west, Kirby Road to the south and Cold Creek Road to the east. For ease of reference, I have embedded a Property boundary map below.



First, I would like to commend the planners, consultants and everyone else for their hard work and input in preparation of the Plan. Although the Owner agrees with the City's intention to include the Property within the urban boundary expansion, I wish to express the foregoing concerns with certain sections of the Plan as it pertains to the Property. Please note that a previous email outlining these concerns was submitted in 2024 and the comments therein should be read in conjunction with this letter.

Secondary Plan Pre-Condition

As is commonly the practice when implementing the provisions of Municipal plans, the detailed guidelines are established by the Municipalities for newly planned areas in the form of a Secondary Plan. With respect to those properties that are newly included in the urban boundary expansion west of Highway 400 (i.e., the Plan's "Urban Expansion Areas"), subparagraph 2.2.5.4 of the Plan requires that the final route for the newly proposed Highway 413 be confirmed before any Secondary Plan can proceed.

The owner respectfully disagrees with this requirement as it pertains to certain properties within the Urban Expansion Areas, including the subject lands, which fall entirely outside of the Province's "Hold/Freeze" zone. The Province's Hold zone for Highway 413 is meant, in part, to prohibit development approvals within its limits while the hold is in effect; the purpose of which is to enable the preferred route of the proposed highway to be altered within that zone. For this reason, there is no concern that planning for the 413 or its ultimate alignment will be impacted by land development planning outside of the Hold zone. Accordingly, I would kindly urge the City to consider amending this requirement and allow for the Secondary Plan process to move forward without awaiting a final determination of the 413 route for those properties falling entirely outside of the Hold zone.

The Provincial Policy Statement (PPS) and Compatible Land Uses

The PPS encourages what is referred to as a compatible planning approach. In the PPS, a separation of incompatible land uses is the preferred approach to avoid land use compatibility issues. When avoidance of incompatible uses is not possible, the PPS directs that every attempt should be made to mitigate the adverse effects on sensitive land use. The PPS directs that mitigation may include buffering sensitive land uses, such as residential use, through transitioning uses. For example, residential uses should be separated from industrial uses, if possible, by commercial or office uses. While most of the employment land along Highway 50 is either adjacent to other employment land or commercial/office land use buffers, the Property, which falls within Block 69 and which abuts Albion Vaughan Road, is directly across the street from a townhouse development to the west.

I have included a street view of the neighbouring residential development directly across the street from the Property along with retail buffering to the south. As you can see, there are no land uses in the Plan that provide transition to the adjacent residential use to the west of the Property.



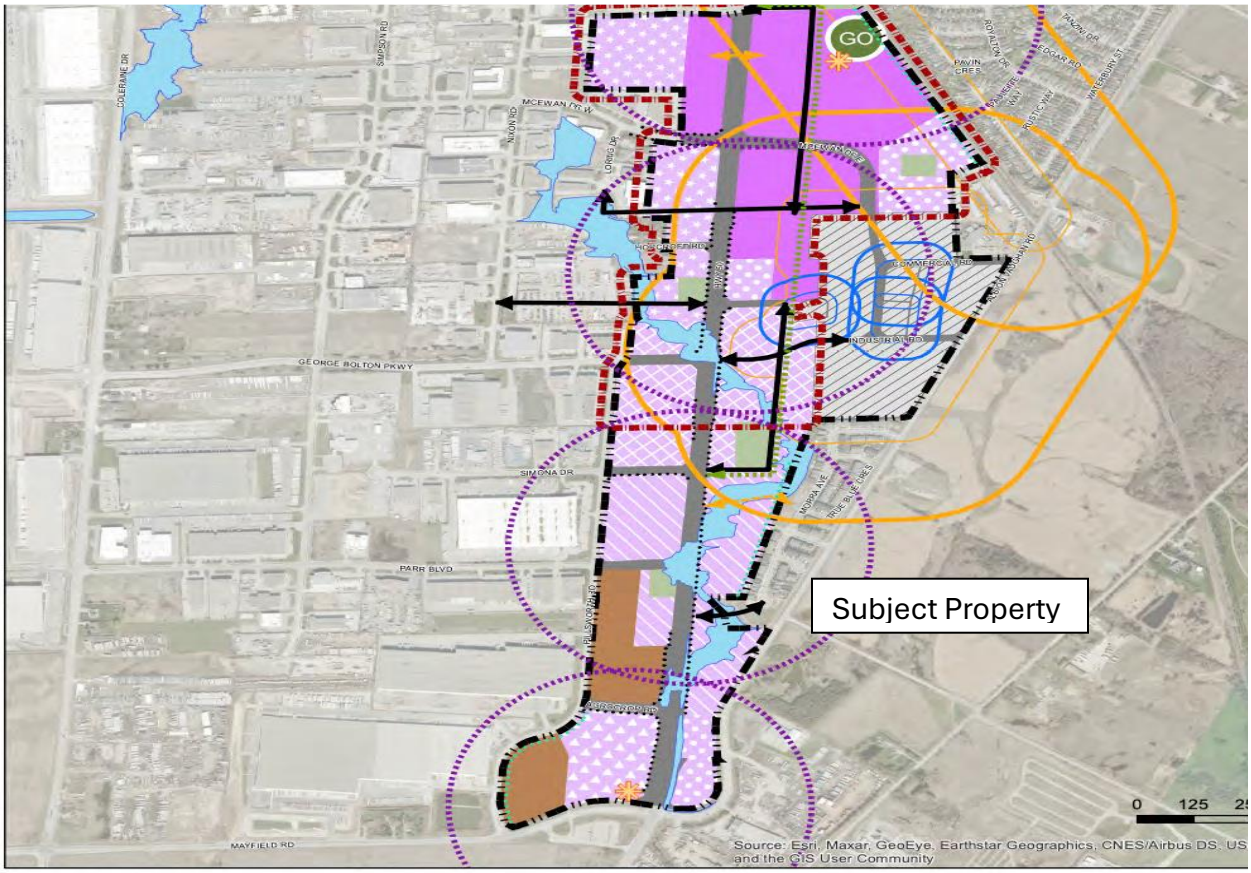
The City has an opportunity to avoid a land use compatibility issue altogether by carving Block 69 out of the West Vaughan Employment Corridor and designating it as a Community Area. This is a Block that is isolated from the employment properties to the south and should stand on its own.

Planning and Existing Uses in Surrounding Areas

To ensure the compatibility of land uses within the Plan, it is recommended that the City consider planning initiatives in neighbouring Townships/Municipalities in the immediate area. In particular, the Town of Caledon (the "Town") is preparing a Secondary Plan for south Bolton (immediately west of the Property) and the preferred concept plan (see below) includes medium to high density residential (4-25 stories) within five hundred meters of the Property.



The following is the preferred Draft Secondary Plan for South Bolton which has been circulated by the Town for public comment:



LEGEND

- MTSA High Density Mixed Use (up to 25 storeys)
- High Density Mixed Use (up to 20 storeys)
- Medium Density Mixed Use (4 - 12 storeys)
- Low Density Mixed Use (up to 3 storeys)
- Mixed Use Gateway
- Commercial Mixed Use
- Park
- Industrial
- Future Study Area
- Pedestrian Connection
- Proposed Pedestrain Greenway (min. 10m wide)
- Proposed Road
- Transition To Existing Residential Land Uses
- Proposed Sidewalk Extension/Improvement
- Class I MSD
- Class I PIA
- Class II MSD
- Class II PIA
- Floodplain
- Existing Road
- POPS
- GO Station
- Study Area
- Major Transit Station Area Boundary
- 400m Walking Circle

As you can see from the above Secondary Plan, the Town is proposing a commuter GO station, which, if approved, would be located less than 1 km from the Property. The Town has written to Metrolinx to have it consider approving this station and it has requested that construction be completed by 2031 to accommodate the higher density the Town is planning.

Furthermore, on February 25, 2025, the Town approved a plan for an approximately 3-acre site located at 12148 Albion Vaughan (less than five hundred meters south of the Property) that would see the construction of a 6 and 7-storey apartment/condominium complex for a total of 265 units (including 20 townhouses). The details of the Application can be found by clicking the following link to the Town website: https://www.caledon.ca/en/town-services/12148-albion-vaughan-road.aspx.

The Provincial Policy Statement encourages intensified development in transit zones. Although the future and timing of a commuter GO station in south Both is anything but certain at this point, I would think that the Town's efforts would garner support from the City of Vaughan, as this would hopefully bring the Caledon-Vaughan commuter rail line to fruition in a shorter time-frame.

In conclusion, to maintain land use compatibility with the surrounding land uses, and to ensure that the City adheres to the guidance provided in the PPS, the owner recommends that the City consider designating the Property as a New Community Area.

I want to thank you for the opportunity to participate in this review process. I kindly ask that you provide me with notice of any decisions made by Council/the Committee regarding the Plan as well as any future meetings.

Sincerely,



Anthony Joseph Cocomile

c.c. opmanager@vaughan.ca

781731 Ontario Limited

C178.
Communication
CW(PM) – June 4, 2025
Item No. 10

INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

June 3, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON.
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clerks@vaughan.ca

Attention: Mayor Del Duca and Members of Council

Re: Vaughan Committee of the Whole Public Meeting
June 4, 2025 – Item #10
Draft New Vaughan Official Plan 2025 (DVOP 2025)
11307 Pine Valley Drive
City of Vaughan

Innovative Planning Solutions Inc. ("IPS") is the planning consultant for the owners of the lands located at 11307 Pine Valley Drive in the City of Vaughan (Refer to Figure 1). The Subject Lands are legally described as: PT BLK 53 PL M2031, PT 3 65R21928; VAUGHAN. We submitted a letter to the City of Vaughan on the January 2025 Version of DVOP 2025, which is enclosed with this letter.

FIGURE 1 – AERIAL MAP OF THE SUBJECT LANDS



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This correspondence constitutes a formal submission to the Vaughan Committee of the Whole statutory public meeting under the *Planning Act* for the Draft New Vaughan Official Plan 2025.

DVOP 2025 (May 2025 Version) plans to designate the Subject Lands as the following:

1. *Community Areas* per Schedule 1 – Urban Structure (Refer to Appendix 1);
2. *Built Boundary* per Schedule 1B – Urban Area;
3. *Established Large-Lot Neighbourhoods* with a Lot Frontage of *30m+ (100ft.+)* per Schedule 1C – Established Large-Lot Neighbourhoods (Refer to Appendix 2); and,
4. *Rural* per Schedule 13 – Land Use Designations (Refer to Appendix 3).

On behalf of our clients, we are generally supportive of the updated land use planning policies as it relates to the Community Areas designation and the Site Design and Building Types policies, specifically, its promotion of Missing Middle dwelling types in the form of townhouses, stacked townhouses and/or back-to-back townhouses or low-ruse buildings.

DVOP 2025 has recognized the range and mix of housing types that are suitable to implement within the Community Areas designation and in other designations within Schedule 13, including the Low-Rise Residential designation. These designations generally permit a mix of residential and commercial uses in low-rise building typologies, and it is through the application of policies including but not limited to Policies 2.5.1 and 4.3.3; **however, Schedule 13 of DVOP 2025 has not reflected the appropriate land use designation for the Subject Lands and the lands located at 11301 Pine Valley Drive and 34 Rachelle Court to reflect the Low-Rise Residential land use designation, which replicates the existing and planned context within DVOP 2025 per Schedules 1 and 1B.**

With respect to Item 4 we request the following modifications to the Subject Lands and lands located at 11301 Pine Valley Drive and 34 Rachelle Court:

I. A modification to Schedule 13 of DVOP 2025 to re-designate the Subject Lands *Low-Rise Residential*.

In our view, Schedules 1 and 1B appropriately identify the subject lands for growth and intensification through infill development. The restrictive assignment of the *Rural*

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designation set out in Schedule 13 does not align with the City's broader objectives for complete communities and development in *Community Areas*.

Planning Rationale

The Subject Lands offers the opportunity to support Missing Middle development and Gentle Intensification, while respecting and reinforcing the existing physical character and uses of the surrounding area and provide for a mix of land uses and the opportunity to building upon the significant public and private infrastructure investment made by all levels of government within the surrounding areas, i.e., Block 41 and future Secondary Plan Areas.

The *Rural* designation is limiting and does not provide sufficient flexibility or outlook in realizing the planned context of the Subject Lands, adjacent lands and the Community Areas Urban Structure.

DVOP 2025 marks a significant step in aligning local policy with the Provincial Policy Statement (2024). The Subject Lands, located within a Community Area and the Built-up Area are ideally positioned to support the City's intensification and sustainability objectives.

While Schedules 1 and 1B reflect this context, we request that Schedule 13 should be updated to support the broader vision, including Missing Middle residential uses, consistent with the existing and planned context of the Community Areas and PPS 2024.

Respectfully submitted,
Innovative Planning Solutions



Mathew Halo, BURPl., MCIP, RPP
Associate

c. Clients
Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing
Christina Bruce, Director of Policy Planning and Special Programs

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Fausto Filipetto, Senior Manager of Policy Planning and Sustainability

Encl. January 2025 DVOP Response Letter prepared by IPS, dated February 24, 2025

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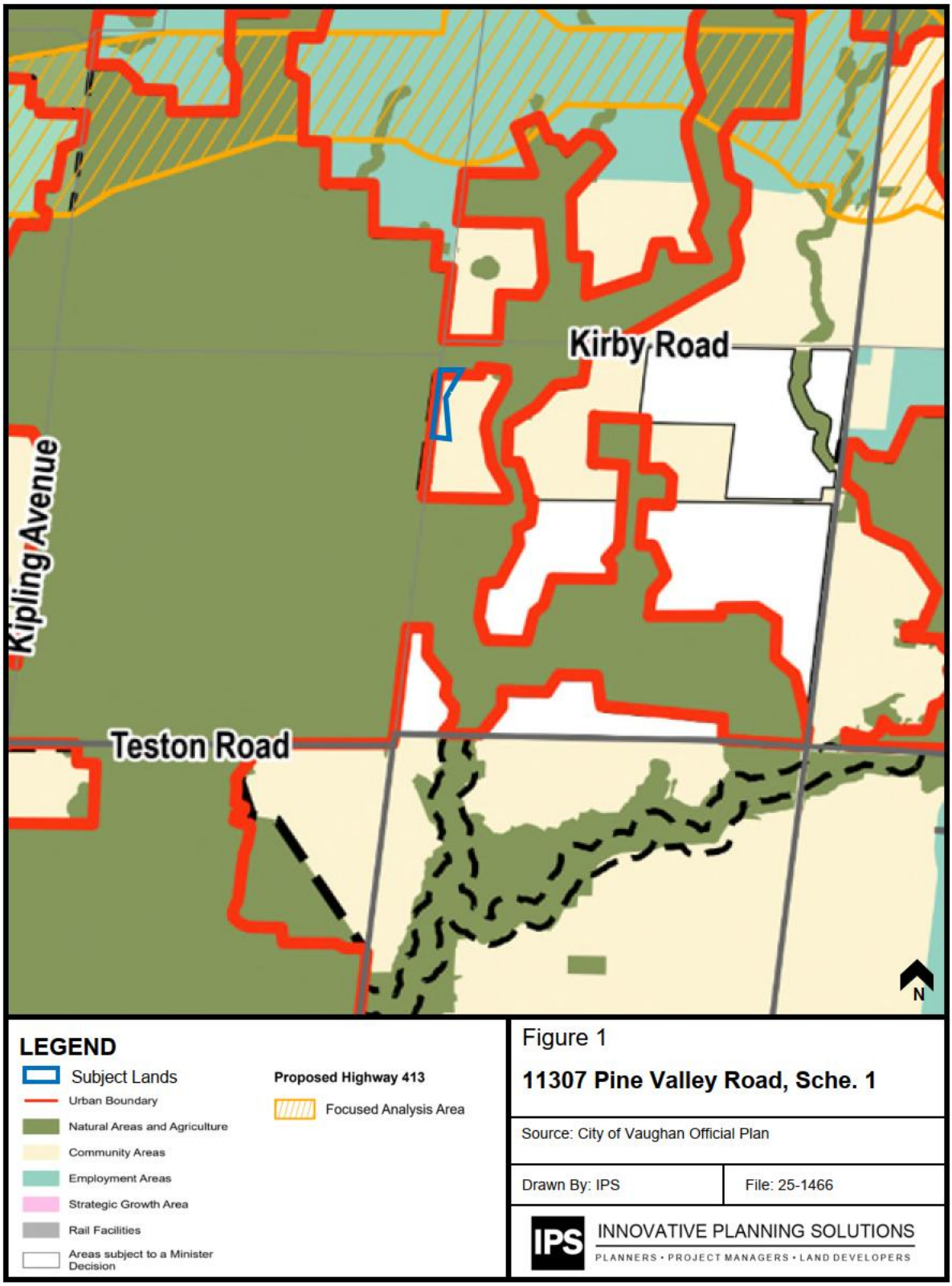
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APPENDIX

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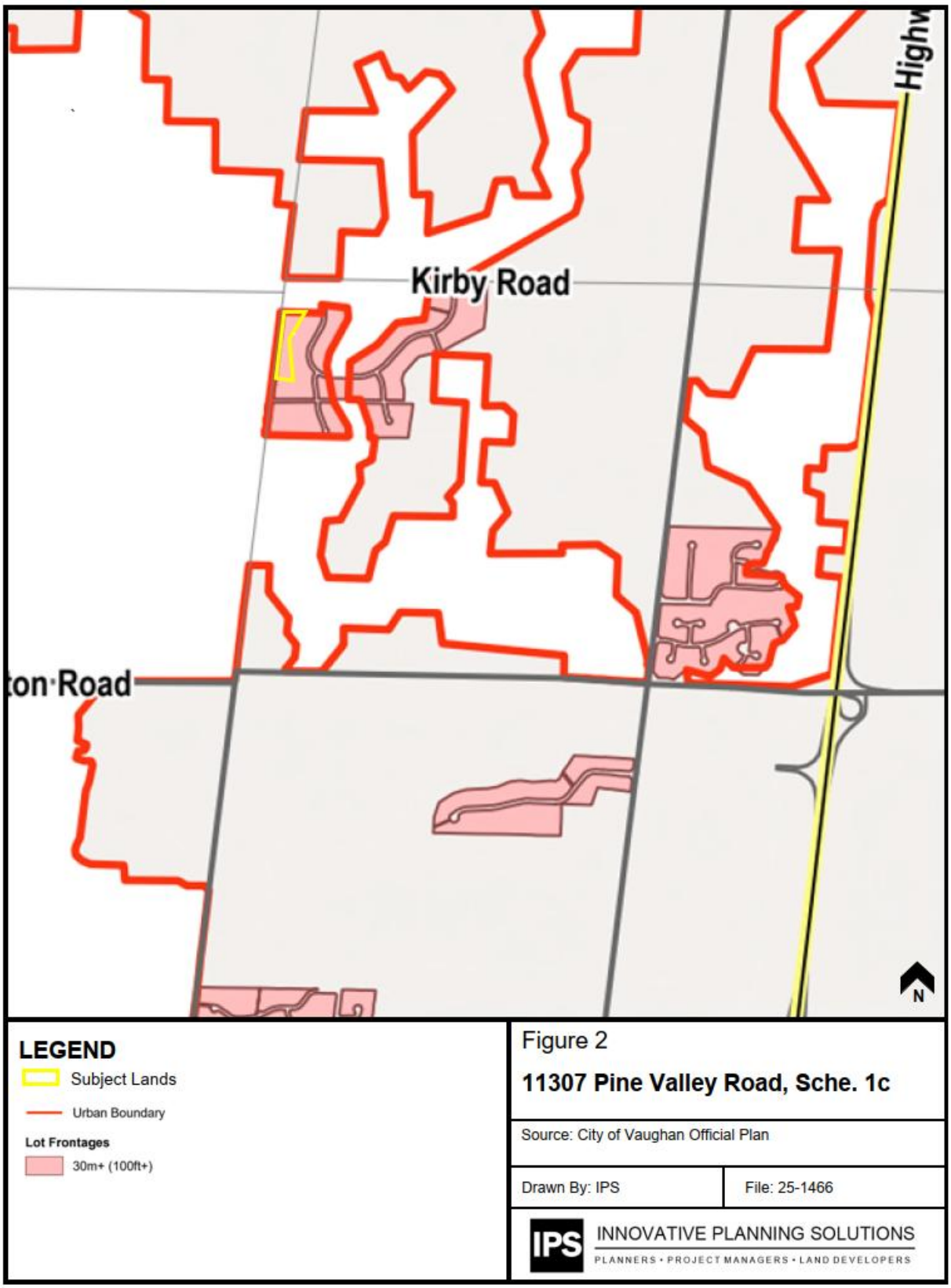
APPENDIX 1: SCHEDULE 1 – URBAN STRUCTURE



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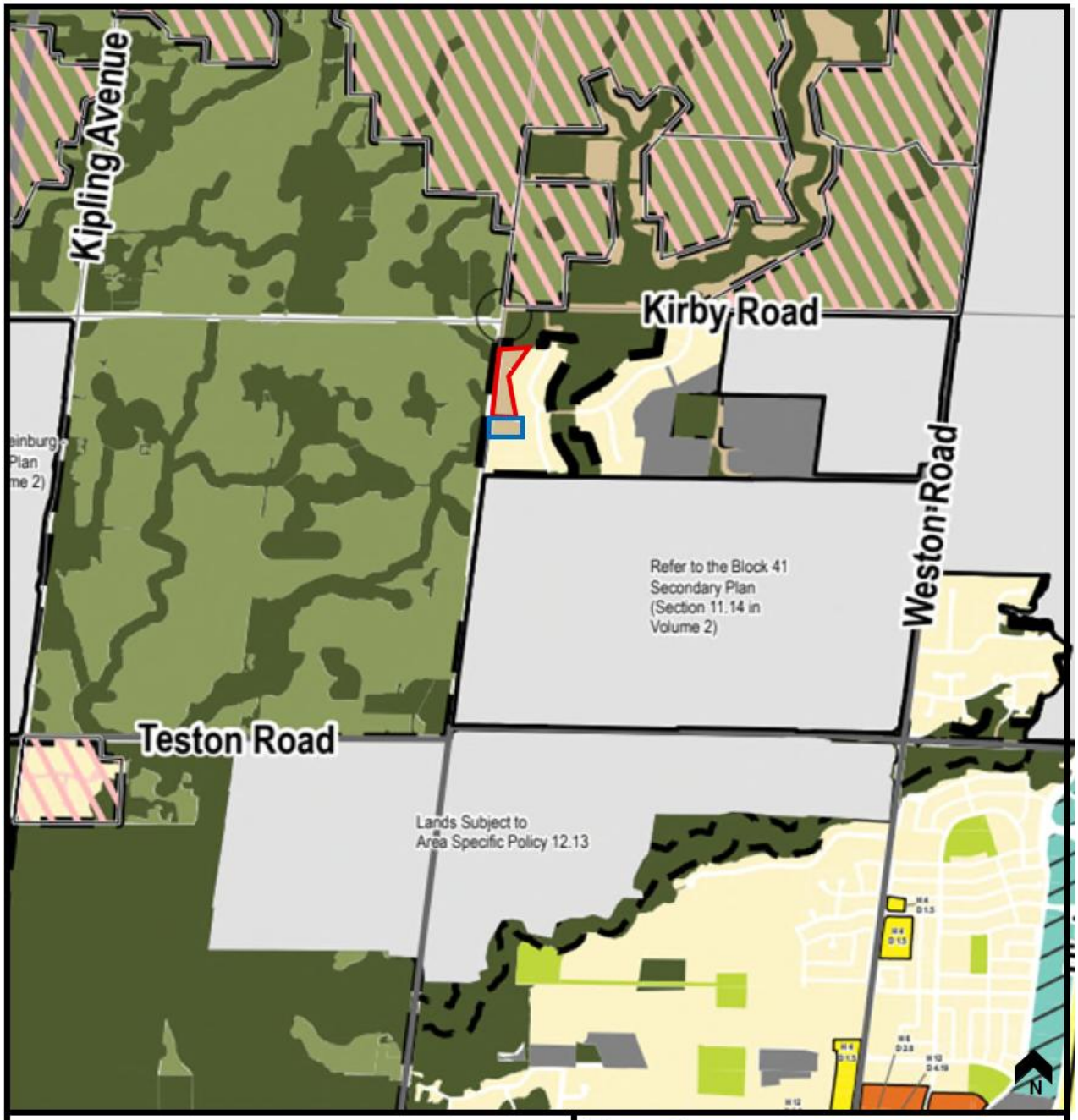
APPENDIX 2: SCHEDULE 1C – Established Large-Lot Neighbourhoods



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APPENDIX 3: SCHEDULE 13 – LAND USE



LEGEND

- Subject Lands
- Adjacent Lands (not owned by applicant)
- New Community Area and New Employment Area as identified in policy 2.2.5 and 2.2.6
- Natural Areas
- Parks
- Private Open Spaces
- Prime Agriculture
- Rural
- Low-Rise Residential

Figure 3

11307 Pine Valley Road, Sche. 13

Source: City of Vaughan Official Plan

Drawn By: IPS | File: 25-1466

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

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INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

Sent via email
opanager@vaughan.ca

February 24, 2025

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: City of Vaughan Policy Planning Staff

Re: Forward Vaughan – City of Vaughan Official Plan Review
January 2025 Draft Vaughan Official Plan
11307 Pine Valley Drive, Vaughan

1.0 INTRODUCTION

On behalf of the owners of 11307 Pine Valley Drive (herein known as the '**Subject Lands**), Innovative Planning Solutions ('**IPS**') is pleased to submit this letter to City of Vaughan Staff in response to the Final Draft, January 2025 Version of the City of Vaughan Official Plan 2025 (herein known as the '**Draft Vaughan Official Plan**' or '**DVOP 2025**').

This letter requests the following to be undertaken and implemented by Vaughan Staff through the current City of Vaughan's Official Plan Review ('**OPR**') process ('**Forward Vaughan**'):

- A review of the Subject Lands within the lens of the existing low-rise residential context abutting the lands and within the context of the planned / emerging land uses within Block 41 and the Block 41 Secondary Plan ('**B41-SP**') to determine the appropriateness of proposing a land use designation in DVOP 2025 that reflects more suitably its existing and planned context.

- Modify Schedule 1B – Urban Area to remove the *Designated Greenfield Area* designation the *Community Areas* designation in Schedule 1 – Urban Structure of DVOP 2025 and the York Region Official Plan 2022 ('**YROP 2022**').

- Modify Schedule 1C – Established Large Lot Neighbourhood to remove the Subject Lands from this policy framework.

- Modify Schedule 13 – Land Use Designations to designate the Subject Lands as *Low-Rise Residential* instead of *Rural*, to reflect the *Community Areas* designation and frontage onto an *Arterial Road* that the Subject Lands afford.

- Provide direction to the public on when Volume 2 of VOP 2010 will be reviewed as part of the City's OPR.

The content of this letter provides a general overview of the Subject Lands and overview of why the above-noted request to Staff is appropriate for DVOP 2025 to be consistent with provincial policy and regional policies.

2.0 FRAMING THE SUBJECT LANDS

The Subject Lands are located on the east side of Pine Valley Drive, south of Kirby Road, in the City of Vaughan. They abut an estate residential neighbourhood to the east and agricultural / agricultural residential land uses to the west. North of the Subject Lands is a woodlot and south are estate residential and natural heritage uses.

The Subject Lands are within Block 41; however, they are not within the Block 41 Secondary Plan Area ('B41-SPA') and are not actively part of the Block 41 Developers / Landowners Group. **Their locational attributes do, however, afford them the ability to build upon the current Block 41 planning applications and recently approved Block 41 Master Environmental Servicing Plan ('MESP').**

The Subject Lands are ~2.12-hecatres (21,156 square metres) in land area and afford approximately 257 metres of frontage along Pine Valley Drive (Minor Arterial with a planned ROW width of 36 metres). The Subject Lands are rectangular in shape with uniform frontage along Pine Valley Drive and exhibit variable depths along the rear lot line abutting the estate residential lots that front onto Stephanie Boulevard. The lands' depths range from ~49-metres to ~103-metres (north to south). **The Subject Lands are unique within Block 41 in that they are a large lot that abut existing residential uses; however, they are not unique in that there are numerous undeveloped large lots within the Block 41 Secondary Plan (i.e., the Block 41 LOG) that are planned for *Community Area* development that are not subject to the *Established Large-lot Neighbourhoods* policy context in VOP 2010 and DVOP 2025.**

The Subject Lands are vacant with sporadic trees located in the central and southern portions. Portions of the Subject Lands that front Pine Valley Drive are subject to the Toronto and Region Conservation Area (TRCA) Regulatory Area. Figure 1 in this document provides an image of the Subject Lands and the TRCA Regulatory Limit.

FIGURE 1 – TRCA REGULATION LIMIT AND REGULATED AREA



As identified above, the Subject Lands are located within Block 41; however, they are not afforded land use permissions that reflect / represent their planned context. The work completed as part of the Block 41 Planning Applications including the Master Environmental Servicing Plan ('**MESP**') and Block 41 Block Plan ('**B41-BP**') provide the Subject Lands the opportunity to consider the planned context (i.e., townhouse and other forms of Missing Middle dwelling types) of other Block 41 lands and integrate / utilize planned Block 41 infrastructure in facilitating the planned intensification and development on Subject Lands. Refer to Figures 3 and 4 identifying the planned infrastructure associated with B41-BP that should be considered in the preparation of materials supporting the future planning applications to facilitate the contemplated townhouse development on the Subject Lands.

The Block 41 LOG's Application for Block Plan Approval (BL.41.2020) was granted approval by Vaughan City Council on September 24, 2024. A Block Plan Concept, Urban Design and Sustainability Guidelines, MESP, Sub-watershed Study, and other technical materials were approved by Council as part of the September 24, 2024, decision.

FIGURE 3 – BLOCK 41 MESP: PROPOSED WATER SUPPLY SERVICING PLAN

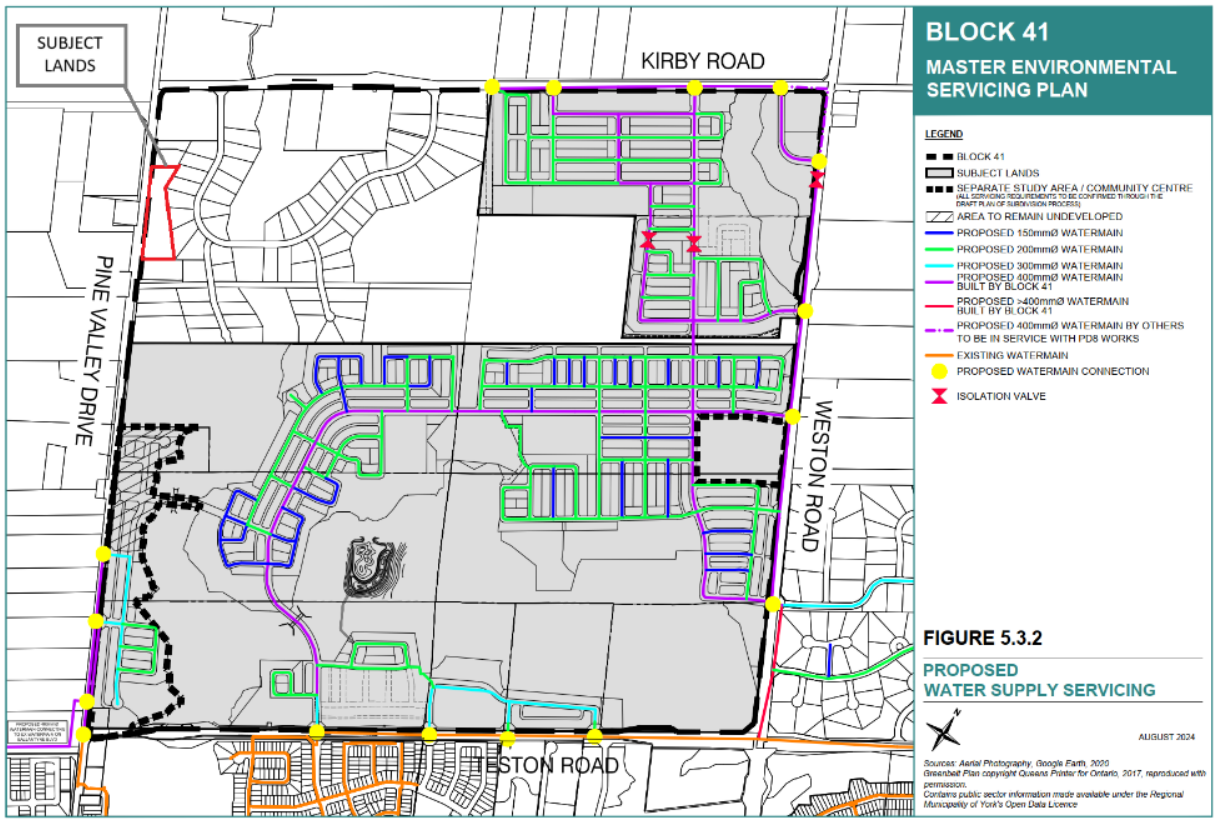
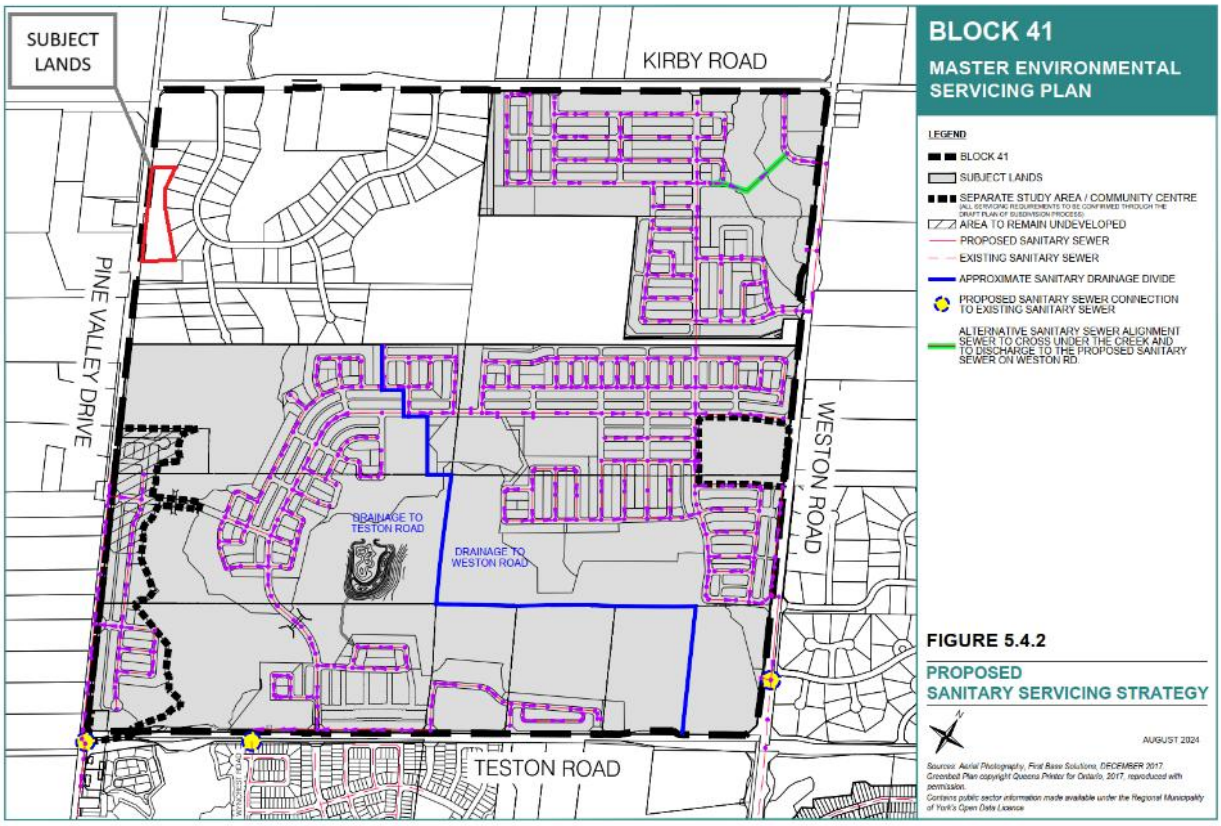


FIGURE 4 – BLOCK 41 MESP: PROPOSED SANITARY SERVICING STRATEGY



As identified above, the Subject Lands are strategically located in the Bock 41 Area and that the planned development and infrastructure within B41 provides the Subject Lands the opportunity to implement a development framework that reflects the planned context of the area. The low-rise residential built-form that is contemplated on the Subject Lands are a built-form that is anticipated in the community and would meet the needs of existing and future residents. The landowner intends to work closely with the Block 41 LOG to facilitate infrastructure upgrades required to service the Subject Lands and facilitate future development on the lands.

3.0 PLANNING HISTORY

A Pre-Application Consultation (PAC) Meeting Request was submitted to City of Vaughan Staff and a PAC Meeting was held to discuss the future development of the Subject Lands. A PAC Checklist and Comments document was issued that identified that Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications are required to facilitate future development on the Subject Lands.

As indicated above, the Subject Lands should be afforded the opportunity through DVOP 2025 to realize its intended and planned low-rise residential land use.

4.0 LAND USE PLANNING POLICY AND REGULATORY *FRAMEWORK*

This section of this letter provides an overview of the applicable / relevant in-force (and emerging / evolving) land use planning policy and regulatory framework relevant to the Subject Lands. The following documents are outlined in this section of the letter:

- Region of York Official Plan (2022);
- City of Vaughan Official Plan (2010);
- Draft Vaughan Official Plan (2025); and,
- Vaughan Comprehensive Zoning By-law 001-2021.

4.1 REGION OF YORK OFFICIAL PLAN (2022)

The Region of York Official Plan (2022) ("YROP 2022") was adopted by York Region Council in June 2022 and the Minister of Municipal Affairs and Housing approved the Plan with 80 modifications in November 2022. As identified in Section 2.2.2 of this document, the Region of York no longer has planning approval authority under the Planning Act. Notwithstanding the removal of their planning authority, the following components are relevant to the Subject Lands in consideration of the preliminary development concept:

- The Subject Lands are located within the Urban Area per Map 1 – Regional Structure;
- The Subject Lands are designated as Community Area per Map 1A – Land Use Designations and as a Designated Greenfield Area per Map 1B – Urban Systems Overlay; and,
- The portion of Pine Valley Drive that the Subject Lands abut / front have a Regional Planned Street Width of Up to 41 metres per Map 11 – Planned Street Widths.

The Community Area designation in YROP 2022 is identified as areas where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth. YROP identifies that an adequate supply of housing be maintained by providing a minimum 15-year supply of land designated for housing through intensification, redevelopment, and in designated greenfield areas. It identifies that local municipalities shall meet or exceed the designated greenfield area minimum density targets by 2051.

4.2 DRAFT CITY OF VAUGHAN OFFICIAL PLAN (2025)

We acknowledge that the City of Vaughan is currently accepting comments on DVOP 2025, and that Staff anticipate releasing a Final Draft of DVOP 2025 in March 2025 for final commenting and Council endorsement in May 2025.

This section of the letter provides our review and commentary on the proposed / draft land use planning policy applicable to the Subject Lands in DVOP 2025.

Schedule 1 – Urban Structure proposes a *Community Areas* designation.

Comment on *Community Areas*:

Policy 2.2.3.4 provides that *Community Areas* shall permit *Gentle Intensification,* and that *Development must have regard for any applicable Urban Design Guidelines* and *be Sensitive to and Compatible with the character, form, and planned function of the surrounding context.*

We understand that *Gentle Intensification* is a new term introduced to the Vaughan Official Plan. We are in general support of introducing new terms into the VOP that encourages appropriate ***Intensification*** of underutilized lands within an existing *Community Area* and ones that align with PPS 2024; however, it is our opinion that components of the term that directs or influences the intensity of development to a test of *slightness* rather than tests of *minor* or *major* determine *minor* or *major* deviations from existing densities or character should be revisited.

We acknowledge that the term *Gentle Intensification* may have been contemplated or introduced within the context of *Missing Middle* housing. It is our opinion that the use of the work *slightly* in the definition of *Gentle Intensification* is not appropriate; therefore, we provide the following recommended modifications to the term *Gentle Intensification* within the context of encouraging appropriate residential intensification in *Community Areas* where sensitivity and compatibility within the character, form, and planned function of the surrounding context need to be demonstrated through the application of planning policy via planning applications to facilitate development on lands within Existing Community Areas.

Recommended revisions / considerations to the term *Gentle Intensification:*

- *Residential Intensification within existing neighbourhoods, including small infill sites, where additional housing units in the from of Missing Middle or low density residential land uses are encouraged provided that these forms of residential uses are compatible within the existing neighbourhood.*

- In addition the above recommended modification to the term *Gentle Intensification*, we provide that the term *Intensification* in Section 5.3 Glossary of DVOP 2025 suggests that provides a baseline for determining *development of a property, site or area at a* ***higher density***, and that with the **replacement of the word *slightly* with *Missing Middle* provides a more appropriate test to determining if Gentle Intensification is appropriate for a property, site or area at higher densities than what is current built in the existing Community Area.**

- While we acknowledge that the intent of the introduction of the term *Gentle Intensification* builds on the term *Intensification* by framing it within the context of the defined term of *Compatible* in the lens of sensitivity of proposed development or intensification, **it is our opinion** that the use of *slightly* doesn't capture the effect needed to demonstrate compatibility and sensitivity to similar existing development within immediate surroundings. To enhance the character of the surrounding community without causing any ***undue, adverse impacts on adjacent properties*****, it is our opinion that the use of the word slightly is not appropriate or required, rather, the use of *Residential Intensification* in the definition assumes that residential development or intensification would already need to demonstrate through applicable VOP policies how the development is appropriate and *respects and reinforces the existing physical character of uses of the surrounding area*.**

Schedule 1B – Urban Area proposes a *Designated Greenfield Area* designation.

Comment on *Designated Greenfield Area:*

Based on the *Community Areas* designation applicable and assigned to the Subject Lands in YROP 2022 and DVOP 2025, we hereby request that the *Designated Greenfield Area* designation on Schedule 1B – Urban Area be removed for the Subject Lands, and that Schedule 1B be updated to include the *Built-Up Area* designation to reflect the planned context of Block 41.

Schedule 1C – Established Large-Lot Neighbourhoods proposes that the Subject Lands are included within the *Large-Lot Neighbourhoods* policy framework.

Comment on *Established Large-Lot Neighbourhoods:*

As identified in this letter, notwithstanding the Subject Lands exhibiting large-lot characteristics, it is our opinion that intensification of the Subject Lands for *Missing Middle* dwelling types on the Subject Lands is appropriate given its frontage on an Arterial Street in DVOP 2025. We acknowledge the modified Large-Lot Neighbourhoods policies in

DVOP 2025 and support the proposed framework, which encourages Residential Intensification through Missing Middle dwelling types. We acknowledge that any planned development on the Subject Lands require a comprehensive development framework and that the required planning applications will need to assess the applicable land use planning policy framework to ensure that the proposed development is compatible with and sensitive to the existing low-rise residential context within the existing *Community Area* context.

Given the Large-Lot Neighbourhoods designation applying to the Subject Lands, we do not support the *Rural* designation for the lands in Schedule 13 of DVOP 2025, and **request that Staff revise Schedule 13 to reflect both the Community Areas designation, and the planned / intended residential land uses on the Subject Lands.**

Schedule 13 – Land Use Designations proposes that the Subject Lands be designated *Rural*.

Comment on Schedule 13:

As identified above, **it is our opinion that the Rural designation in Schedule 13 is not the appropriate land use designation given its *Community Areas*, *Arterial Road* and *Large-Lot Neighbourhoods* designations, that it is within Block 41 and is current underutilized with the opportunity to implement low-rise residential land uses to support existing and future residents.**

We request that Staff revise Schedule 13 in DVOP 2025 to re-designate the Subject Lands to the *Low-Rise Residential* designation to realize its planned / intended context, to reflect the adjacent low-rise residential community / neighbourhood that the Subject Lands are located in, and to reflect the policy framework in PPS 2024 envisioned for *Large and Fast Growing Municipalities*.

Despite being located Schedule 14A – Areas Subject to Secondary Plan does not include the Subject Lands as being within the Block 41 Secondary Plan Area.

5.0 CONCLUSION AND NEXT STEPS

As identified in this letter, the landowner acknowledges the City of Vaughan's ongoing review of their Official Plan document to be consistent with and come into conformity with provincial policy. Through this letter and submission to the City of Vaughan, we hereby request that the City provide the following:

- Review of the Subject Lands within the lens of the existing low-rise residential context abutting the lands and within the context of the planned / emerging land

uses within Block 41 and the Block 41 Secondary Plan ('**B41-SP**') to determine the appropriateness of proposing a land use designation in DVOP 2025 that reflects more suitably its existing and planned context for low-rise residential land uses.

- Modify Schedule 1B – Urban Area to remove the *Designated Greenfield Area* designation and reflect the remainder of Block 41's Whitebelt context and the *Community Areas* designation in Schedule 1 – Urban Structure of DVOP 2025 and the York Region Official Plan 2022 ('**YROP 2022**').

- Modify Schedule 1C – Established Large Lot Neighbourhood to remove the Subject Lands from this policy framework.

- Modify Schedule 13 – Land Use Designations to designate the Subject Lands as *Low-Rise Residential* instead of *Rural*, to reflect the *Community Areas* designation and frontage onto an *Arterial Road* that the Subject Lands afford.

- Provide direction to the public on when Volume 2 of VOP 2010 will be reviewed as part of the City's OPR.

We are continually monitoring and participating in the City's OPR process and look forward to reviewing and providing comment on the next phases of the OPR. We trust that this letter and enclosed materials are sufficient, and that Staff and Council will provide opportunities for additional dialogue and discussion through the OPR process.

Should you have any further questions or comments, please to not hesitate to contact the undersigned.

Respectfully submitted,
Innovative Planning Solutions



Mathew Halo, MCIP, RPP
Associate

cc. Client
Ward 1 Councillor – Marilyn Iafrate
Christina Bruce, Director of Policy Planning and Special Programs
Fausto Filipetto, Senior Manage of Policy Planning

C179.
Communication
CW(PM) – June 4, 2025
Item No. 10

INNOVATIVE PLANNING SOLUTIONS

planners • project managers • land development

June 3, 2025

City of Vaughan
Planning and Growth Management
Vaughan City Hall, Level 200
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Deputy City Manager, Planning and Growth Management

Re: Response to Draft Vaughan Official Plan 2025 ('**DVOP 2025**')
Request for Acceptance of Comments to DVOP 2025 (May 2025)
SW Corner of Weston Road & King-Vaughan Road
12100 Weston Road, City of Vaughan

Innovative Planning Solutions Inc. ("IPS") is the planning consultant for owners of the lands located at the southwest corner of Weston Road and King-Vaughan Road (herein referred to as the 'Subject Lands'). The Subject Lands are municipally addressed 12100 Weston Road and are legally known as: **PT E1/4 LT 35 CON 6 VAUGHAN; PT LT 34 CON 6 VAUGHAN PT 1, 65R36306 CITY OF VAUGHAN**



FIGURE 1 – AERIAL PHOTOGRAPH

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The Subject Lands are at the confluence of emerging communities and direct access to existing and planning transportation and transit infrastructure. They serve as a gateway site to the Highway 400 North Area and the North-Central Vaughan Area from Highway 400 and Highway 413.

It is anticipated that the southern portion of the Subject Lands would be serve as the northwest quadrant of the Weston Road and Highway 413 Interchange, with this portion planned to be utilized as an on/off ramp for the planned highway. The southwest quadrant is planned to serve as the eastbound lanes to Highway 400 North and South, and a Transitway leading to a Transitway Station within the southeast quadrant of the interchange on the east side of Weston Road. The northeast quadrant is planned for a Maintenance Yard. Figure 2 of this Letter overlays the boundary of the Subject Lands over the May 2025 version of Highway 413's planned highway design.

The new Highway 413 will provide the Subject Lands and the general area additional transportation infrastructure and enhanced/improved levels of access and accessibility to regional and provincial highway and transit infrastructure. Highway 413 provides tremendous opportunity to connect the Subject Lands to other areas of the City of Vaughan and beyond. Refer to Figure 2 for an overlay of Subject Lands and the May 2025 Highway 413 mapping.



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This correspondence constitutes a formal submission to the Vaughan Committee of the Whole statutory public meeting under the *Planning Act* for the Draft New Vaughan Official Plan 2025.

DVOP 2025 plans to associate the following land use planning policy elements to the Subject Lands and the areas north and south of Highway 413's Focused Analysis Area, east of natural area associated with the Humber River Watershed and west of Weston Road:

1. *Employment Area*, *Natural Areas and Agriculture* and *Focused Analysis Areas* associated with the Proposed Highway per Schedule 1 – Urban Structure (Refer to Figure 1 in the Appendix)
    a. *Narrowed Area of Interest* is also identified under Proposed Highway 413 in the Legend of Schedule 1. It is understood that the Province of Ontario is planning to release the areas of the Proposed Highway 413 corridor that are part of the *Narrowed Area of Interest*

2. *New Employment Area* and *Focused Analysis Area* per Schedule 1A – Urban Area
    a. The portions of the Subject Lands within the *New Employment Area* are planned as part of the *Urban Boundary*

3. Schedule 1B – Strategic Growth Areas provides that the Subject Lands are applicable to the *Focused Analysis Area* under the Proposed Highway 413 framework

4. The portion of the Subject Lands designated as *Natural Areas and Agriculture* in Schedule 1, Schedule 10 – Agricultural System designations those parts of the Subject Lands as *Rural Lands*

5. *Core Features* and *Greenbelt Plan Area, Natural Heritage Network* per Schedule 2 – Natural Heritage Network

6. *Greenbelt Protected Countryside* within the *Greenbelt Plan Boundary* per Schedule 4 – Provincial Plans and Designations

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7. Weston Road and King-Vaughan Road are both *Major Arterial Streets* with Weston Road having a planned ROW of up to 41 metres and King-Vaughan Road of up to 36 metres per Schedule 9B – Street Types
8. *New Community Area and New Employment Area as identified in policy 2.2.5 and 2.2.6* per Schedule 13 – Land Use Designations

9. *North-Central Vaughan* Required Secondary Plan Area per Schedule 14A – Areas Subject to Secondary Plans

On behalf of our clients, we are not supportive of proposed land use policies and designations in the DVOP 2025 as they relate to the Employment Areas within the planned context, specifically items 1, 2 and 8 above.

DVOP 2025 has recognized the Subject Lands as being within a location that is Subject to a future Secondary Plan process, are part of the New Community Area and New Employment Area framework as identified in **policy 2.2.5 and 2.2.6**, as identified on Schedule 13, and are contemplated to be part of the City's Employment Area Urban Structure. Based on our review, we view the proposed Employment Area Urban Structure and New Employment Area land use planning framework does not provide sufficient flexibility within the planned land use planning policy and development framework to create complete communities within the future Secondary Plan Area. We view that the Community Areas designation would provide the Subject Lands the opportunity to provide both jobs and housing that aligns with the City of Vaughan's growth projections for the Subject Lands and North-Central Vaughan Secondary Plan Area.

We request the following modifications be provided through DVOP 2025:

I. A modification to Schedule 1 to remove the Employment Areas and Schedule 1A to remove the New Employment Area designation and replace these designations within Schedules 1 and 1A to Community Areas and New Community Area.

II. Reflect the correct policy reference for New Community Area and New Community Area within Schedule 13. It currently states that these areas are applicable to 2.2.5 and 2.2.6, whereas, those policies are applicable to Natural Areas and Agriculture and Rail and Goods Movement, **and the correct policy reference should be to 2.3.1.**

It is our view that Schedules 1 and 1A should be modified to reflect the (New) Community Area(s) Urban Structure to provide a broader range of land uses that can

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be utilized to achieve objectives to create complete communities that can be planned for both job-related and non-employment land uses.

The re-designation of the Subject Lands to Community Areas will support Vaughan's goals to build complete, compact communities while maintaining job targets through flexible land use planning permissions to allow mixed-use development that include non-employment land uses. The Subject Lands are ideally positioned, both geographically and contextually, to help achieve these objectives.

We appreciate the opportunity to participate in the City of Vaughan's ongoing Official Plan Review process and to provide input that supports both municipal objectives and regional planning alignment. We trust that this submission will be carefully considered during the finalization of DVOP 2025 and the review of relevant Secondary Plans in 2026.

Should City Staff require additional clarification or wish to engage in further discussion, we would be pleased to coordinate a follow-up meeting at your convenience.

Respectfully submitted,
Innovative Planning Solutions



Kevin Bechard, BES, M.Sc., RPP
Senior Associate

c. Clients
Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing
Christina Bruce, Director of Policy Planning and Special Programs
Fausto Filipetto, Senior Manager of Policy Planning and Sustainability

Appendix: 1. Schedule 1: Overlay on Schedule 1 – Urban Structure
2. Schedule 2: Overlay on Schedule 1A – Urban Area
3. Schedule 3: Overlay on Schedule 13 – Land Use
4. Schedule 4: Overlay on Schedule 14A – Areas Subject to Secondary Plans

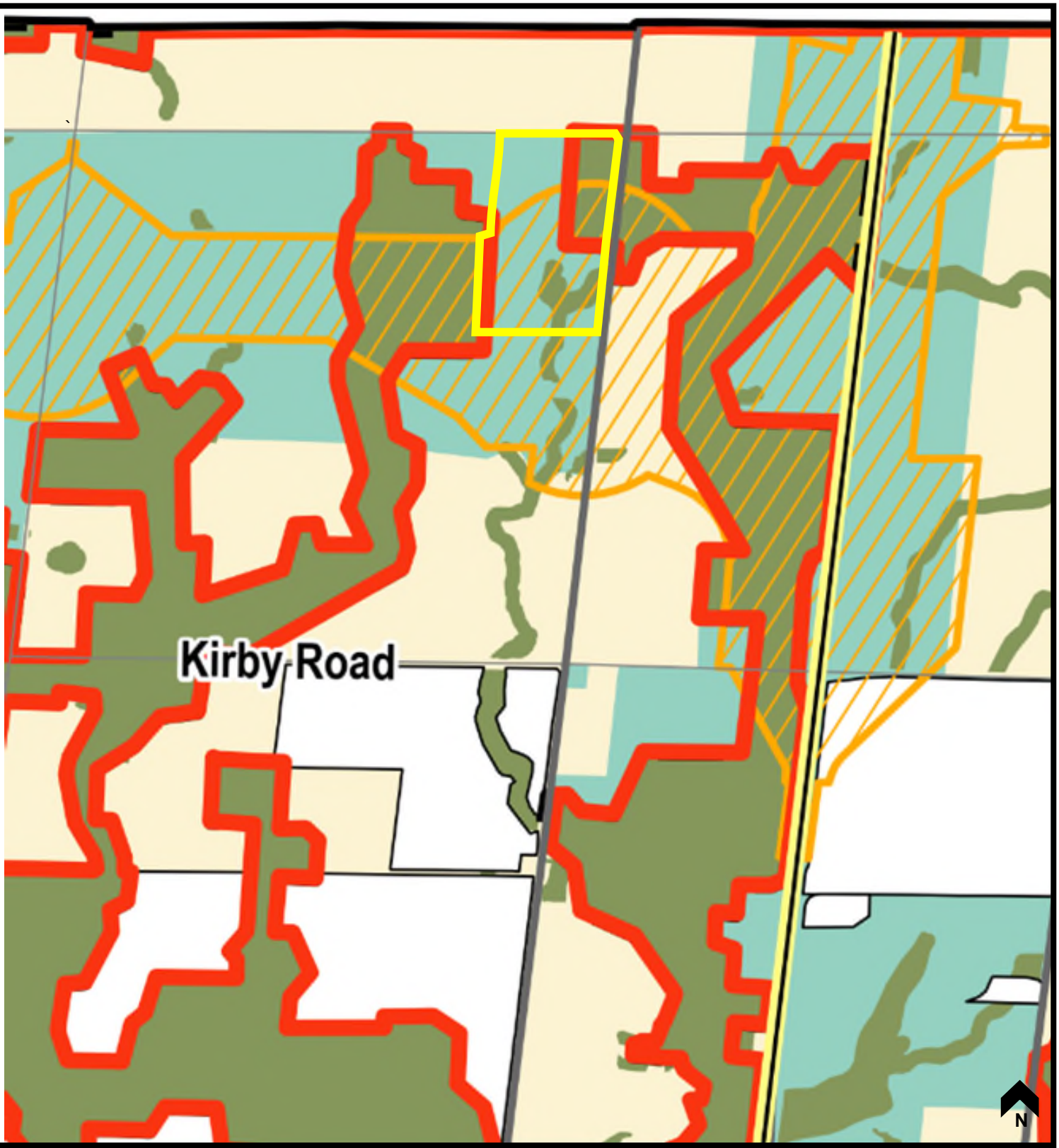
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APPENDIX

BARRIE OFFICE
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LEGEND

- Subject Lands
- Urban Boundary
- Natural Areas and Agriculture
- Community Areas
- Employment Areas
- Strategic Growth Area
- Rail Facilities
- Focused Analysis Area
- Areas subject to a Minister Decision

Figure 1

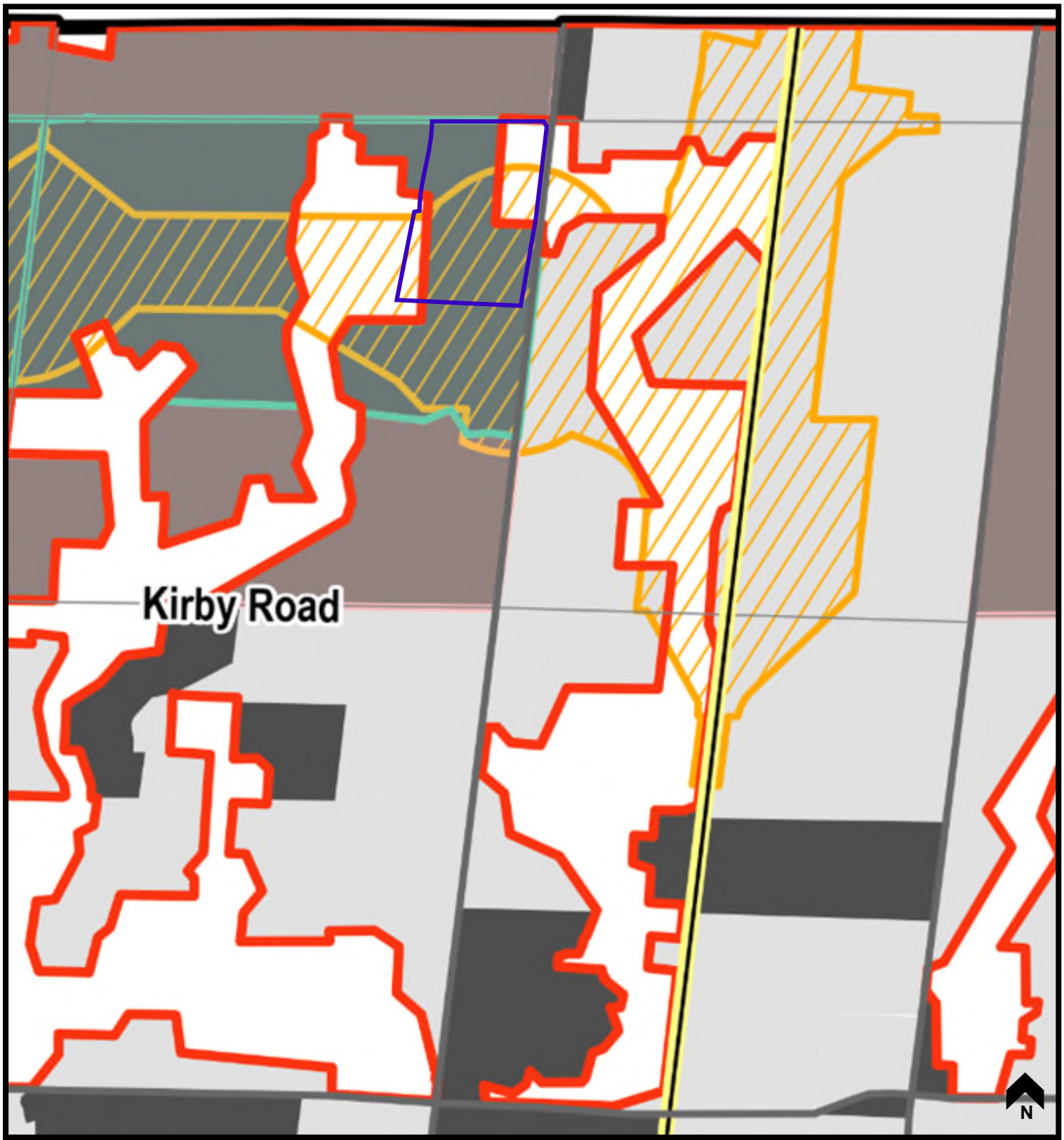
12100 Weston Road, Sche. 1

Source: Draft City of Vaughan Official Plan

Drawn By: IPS | File: TBD

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LEGEND

- Subject Lands
- Urban Boundary
- New Employment Area
- New Community Area
- Designated Greenfield Area
- Built Boundary

Proposed Highway 413

- Focused Analysis Area

Figure 2

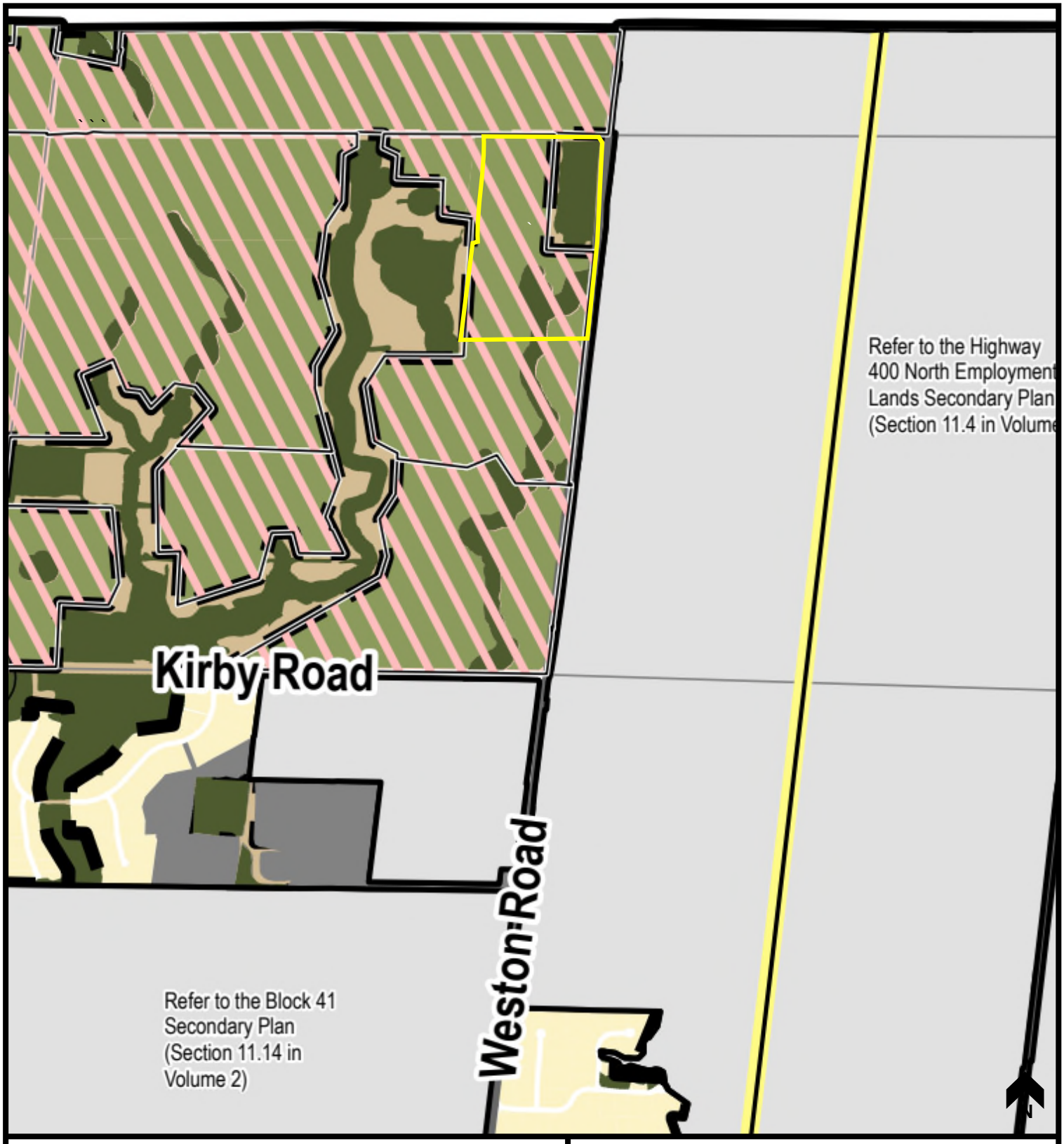
12100 Weston Road, Sche. 1a

Source: City of Vaughan Official Plan

Drawn By: IPS | File: TBD

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LEGEND

- Subject Lands
- New Community Area and New Employment Area as identified in policy 2.2.5 and 2.2.6
- Natural Areas
- Parks
- Private Open Spaces
- Prime Agriculture
- Rural
- Low-Rise Residential
- Infrastructure and Utilities
- Lands Subject to Secondary Plans or Particular Area Specific Plans[1]

Figure 3

12100 Weston Road, Sche. 13

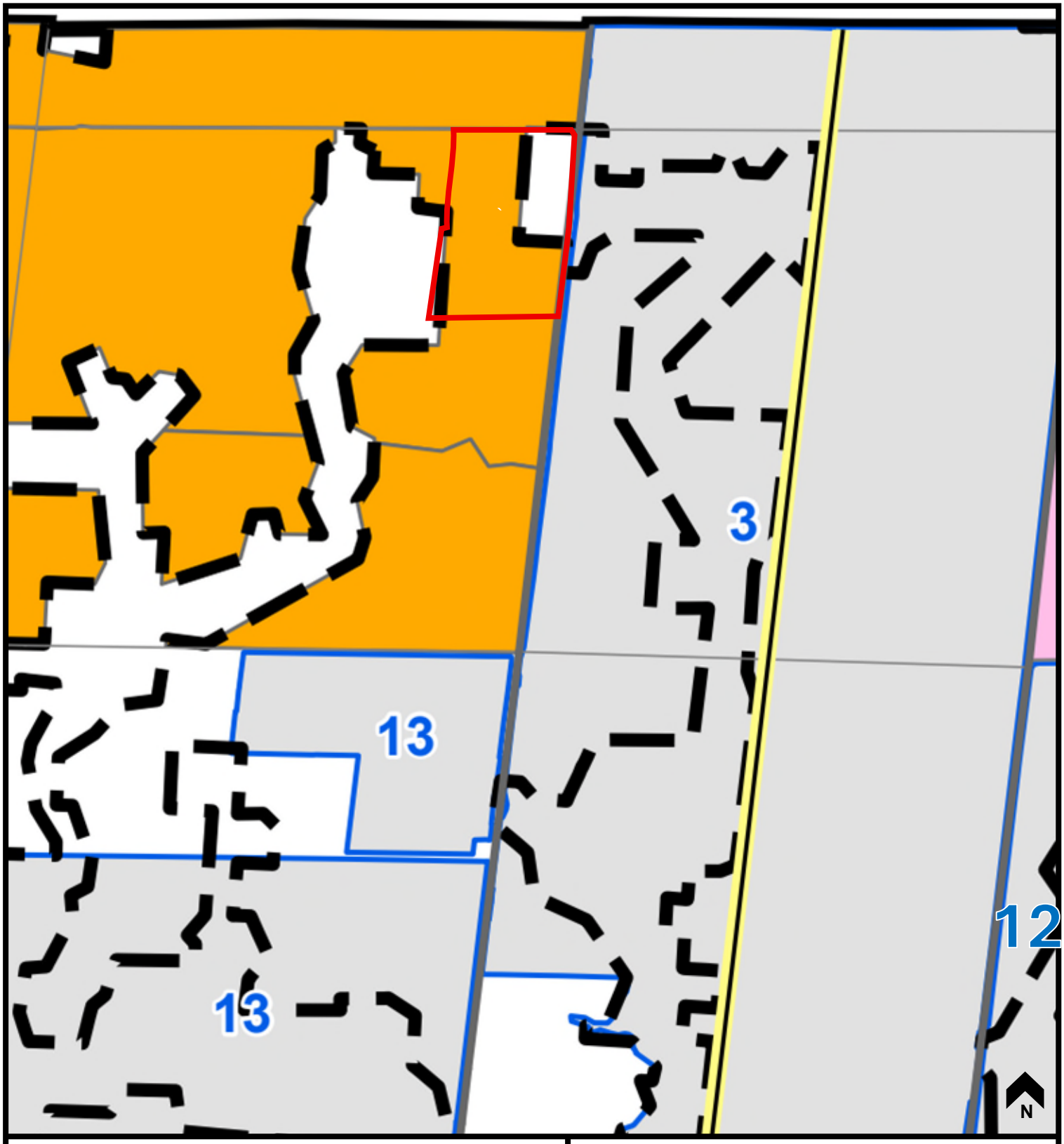
Source: City of Vaughan Official Plan

Drawn By: IPS

File: TBD

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LEGEND

- Subject Lands
- 3,Highway 400 North Employment Lands,11.4
- 12,Block 27 Secondary Plan,11.13
- 13,Block 41 Secondary Plan,11.14
- North-Central Vaughan
- Block 28

Figure 4

12100 Weston Road, Sche. 14a

Source: City of Vaughan Official Plan

Drawn By: IPS | File: TBD

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Item No. 10

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

June 3, 2025
File 12143

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

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

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

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

Summary of Previous Comments

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

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

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

Updates and Additional Comments

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

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

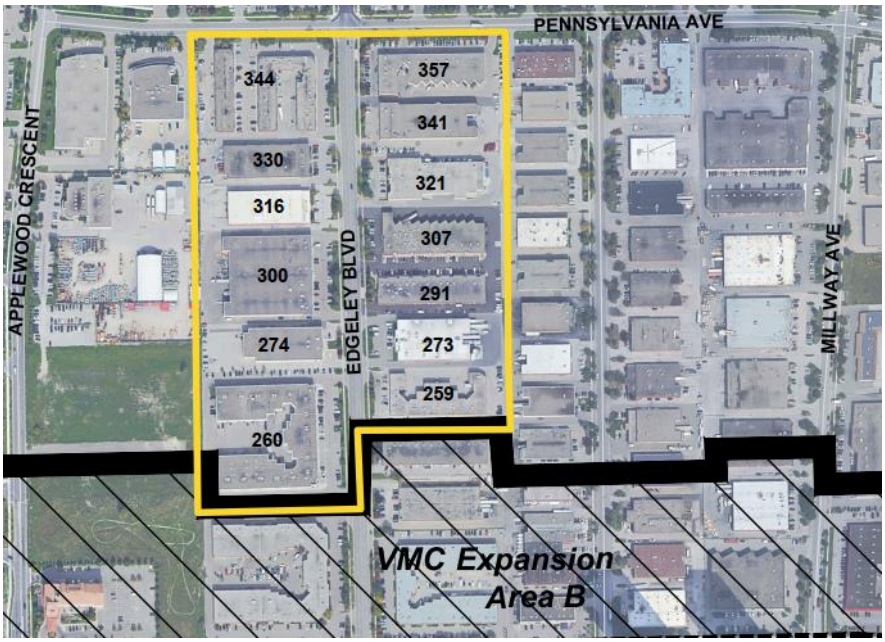


Figure 1- Aerial Image of Subject Area

Request for Revisions to Policies

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

2.2.4 Employment Areas

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

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

It is the policy of the Council:

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

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

    i. *avoiding, or where avoidance is not possible, minimizing and mitigating potential adverse impacts to Sensitive Land Uses by existing or planned Employment Area uses in accordance with land use compatibility policies in Section 3.1.1 and 4.2.3 of this Plan;*
    ii. *maintaining access to major goods movement facilities and corridors;*
    iii. *avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts on the long-term operational and economic viability of employment uses within existing or planned Employment Areas; and*
    iv. *minimizing risk to public heath and safety.*

c. *existing or planned Infrastructure and Public Service Facilities are available to accommodate the proposed uses; and*
d. *Vaughan shall still have sufficient lands in Employment Areas to accommodate projected employment growth to 2051.*

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

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

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

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

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

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

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

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

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

Yours truly,
Weston Consulting
Per:

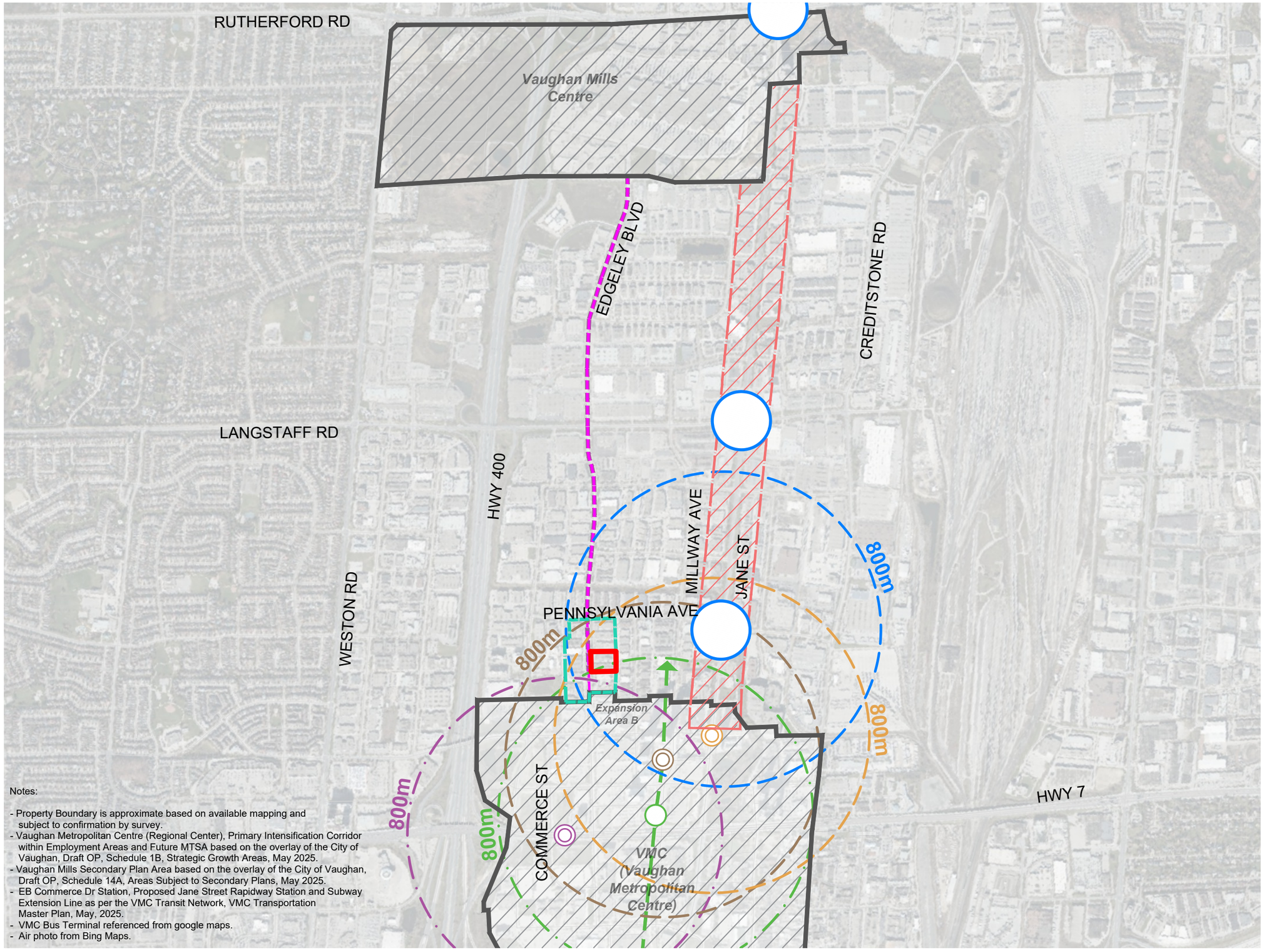


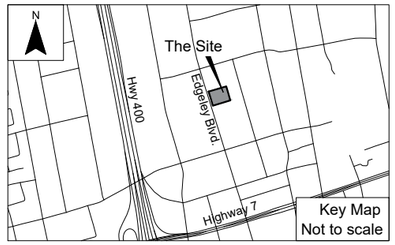
Ryan Guetter, BES, MCIP, RPP
President

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

Appendix A- Site and Context Analysis for the Subject Area
Appendix B- Comment Letter in Response to Draft Vaughan Official Plan 2025

Appendix A





LEGEND

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

Notes:

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

DRAWN / REVISED

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

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

SCALE 0 200 400m

WESTON CONSULTING

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

Drawing SC

Appendix B

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

February 28, 2025
File 12143

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

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

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

Description of the Subject Properties

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

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

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

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

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

Highway 407.



Figure 1- Aerial Image of Subject Properties

Transportation and Transit Infrastructure

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

Public Transit

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

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

The subject properties are also currently within a 10-minute walking distance of both the Vaughan Subway Station and the Vaughan Metropolitan (SmartCentres) Bus Terminal. Additionally, the subject properties are in close proximity to the existing Commerce BRT station at Commerce Way and Highway 7, which is also within an approximately 10-minute walking radius, ensuring convenient access to public transit.
These factors underscore the excellent access of the subject lands to both existing and planned public transit services. To support the investments of this transit infrastructure, it is important to plan for appropriate growth.

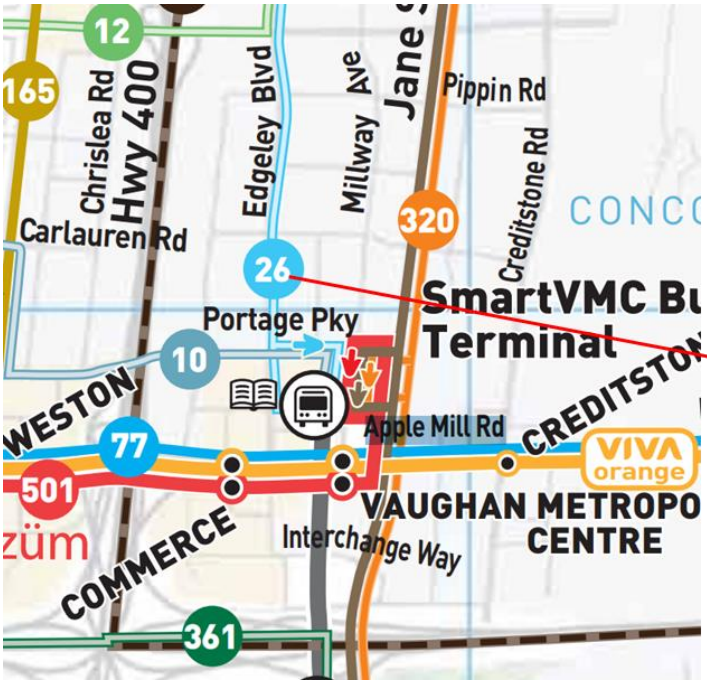


Figure 2- York Region Transit System Map

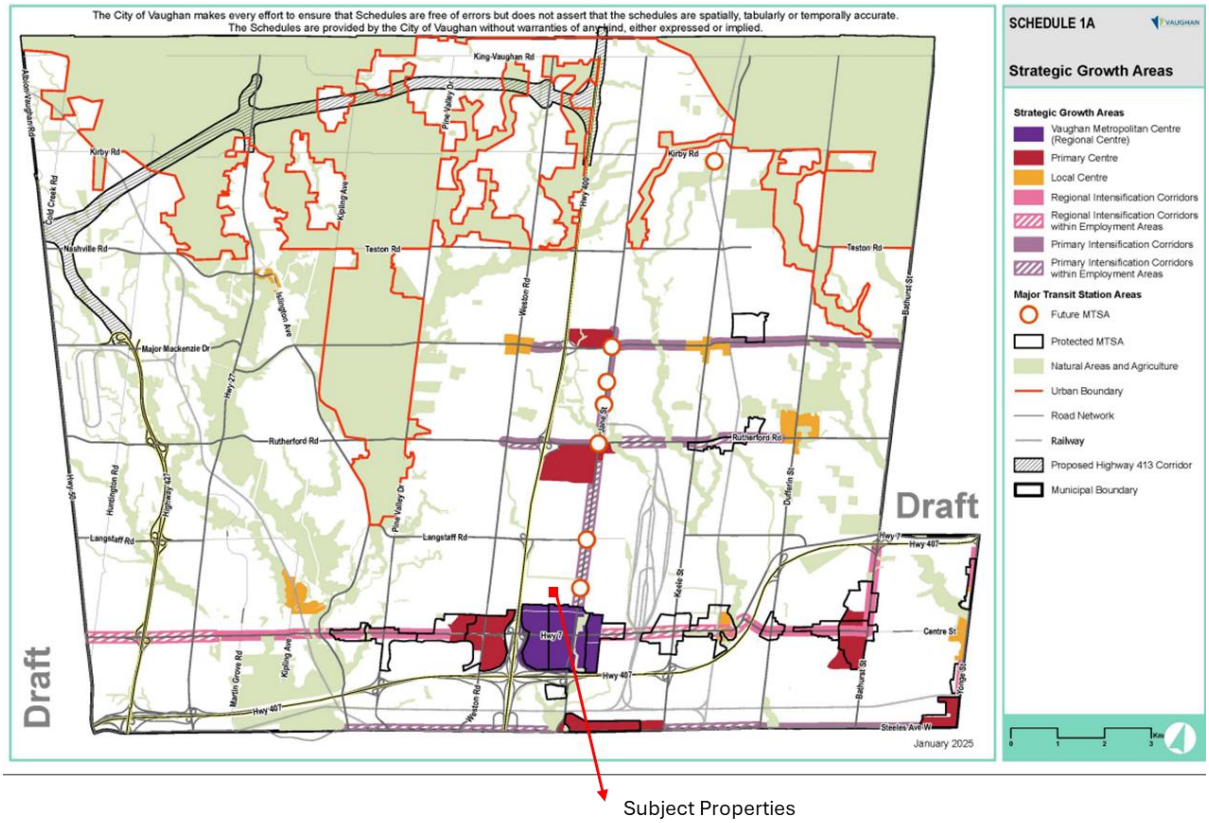


Figure 3- Schedule 1A- Strategic Growth Areas (Draft OP)

Right of Way and Street Network

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

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

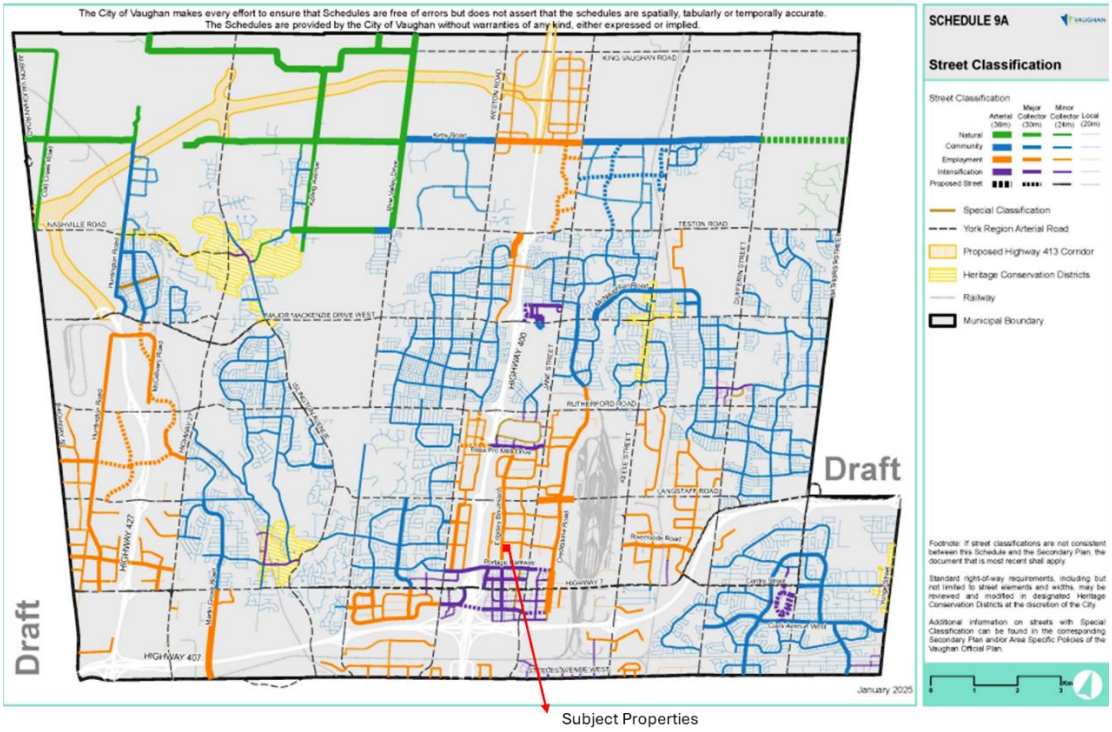


Figure 4- Schedule 9A- Street Classification (Draft OP)

Draft New Vaughan Official Plan 2025

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

Urban Structure

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

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

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

Land Use

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

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

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

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

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

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

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

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

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

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

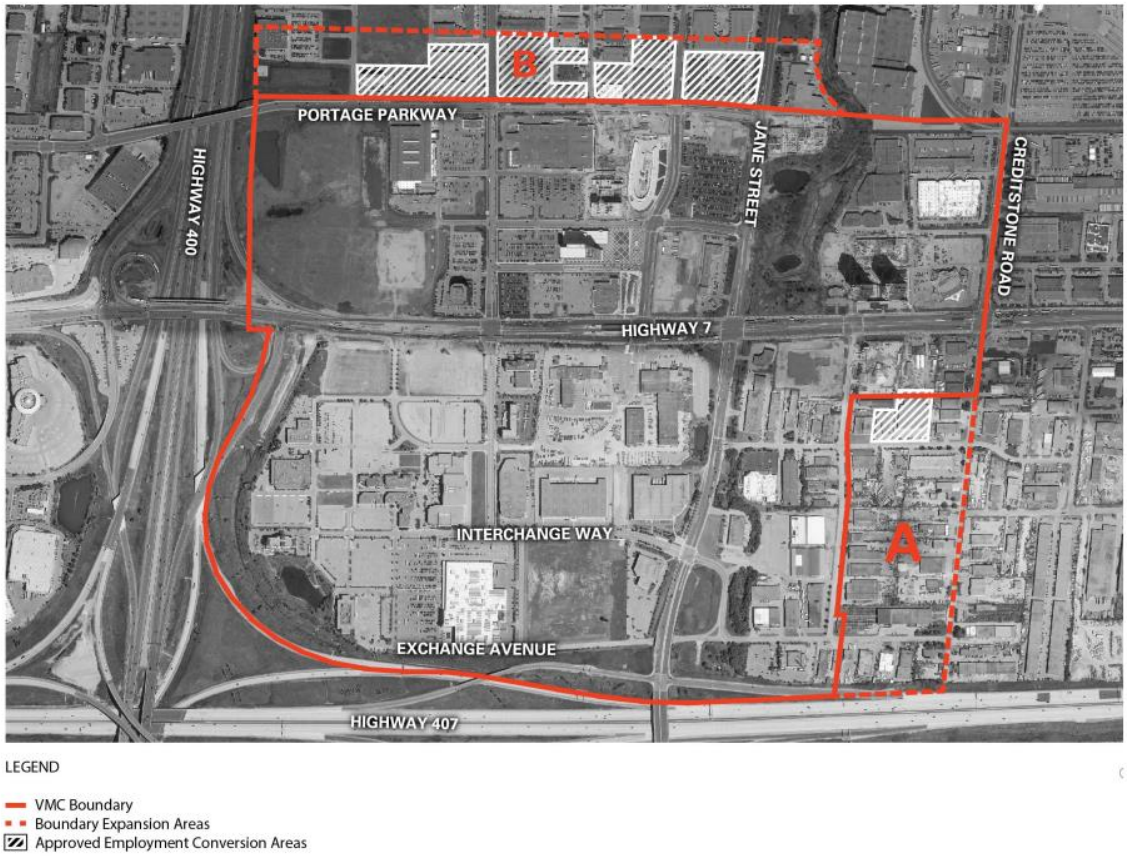


Figure 5- The Boundary of VMC Area

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

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

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

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

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

Proposed Revisions to Draft OP

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

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

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

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

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

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

Yours truly,
Weston Consulting
Per:

Ryan Guetter, BES, MCIP, RPP
President

Martin Quarcoopome, BES, MCIP, RPP
Vice President

C. Travis Nolan, Vice President, National Homes
Jason Pantalone, President & CEO, National Homes

Appendix 1- Site Context Analysis

DRAFT

FOR DISCUSSION PURPOSES ONLY

RUTHERFORD RD

Vaughan Mills Centre

EDGELEY BLVD

CREDITSTONE RD

LANGSTAFF RD

HWY 400

WESTON RD

MILLWAY AVE

JANE ST

PENNSYLVANIA AVE

800m

Expansion Area B

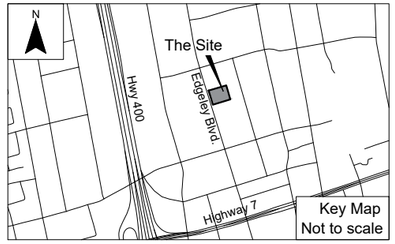
COMMERCE ST

VMC (Vaughan Metropolitan Centre)

HWY 7

Notes:

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



LEGEND

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- Proposed Potential Supportive Intensification Corridor
- Proposed Special Policy Area A

DRAWN / REVISED	
28 FEB 2025	First Draft

SITE AND CONTEXT ANALYSIS

291 - 307 EDGELEY BOULEVARD
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK

SCALE 0 200 400m

WESTON CONSULTING

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

Drawing SC

Appendix 2- Proposed Special Policies

X. Special Policy Area "A"

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

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

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

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

X.3. Land Use Compatibility

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

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

WESTON CONSULTING

C181.
Communication
CW(PM) – June 4, 2025
Item No. 10

291- 307 EDGELEY BOULEVARD CITY OF VAUGHAN

COMMITTEE OF WHOLE AGENDA-ITEM 10

JUNE 4, 2025

SUBJECT PROPERTIES

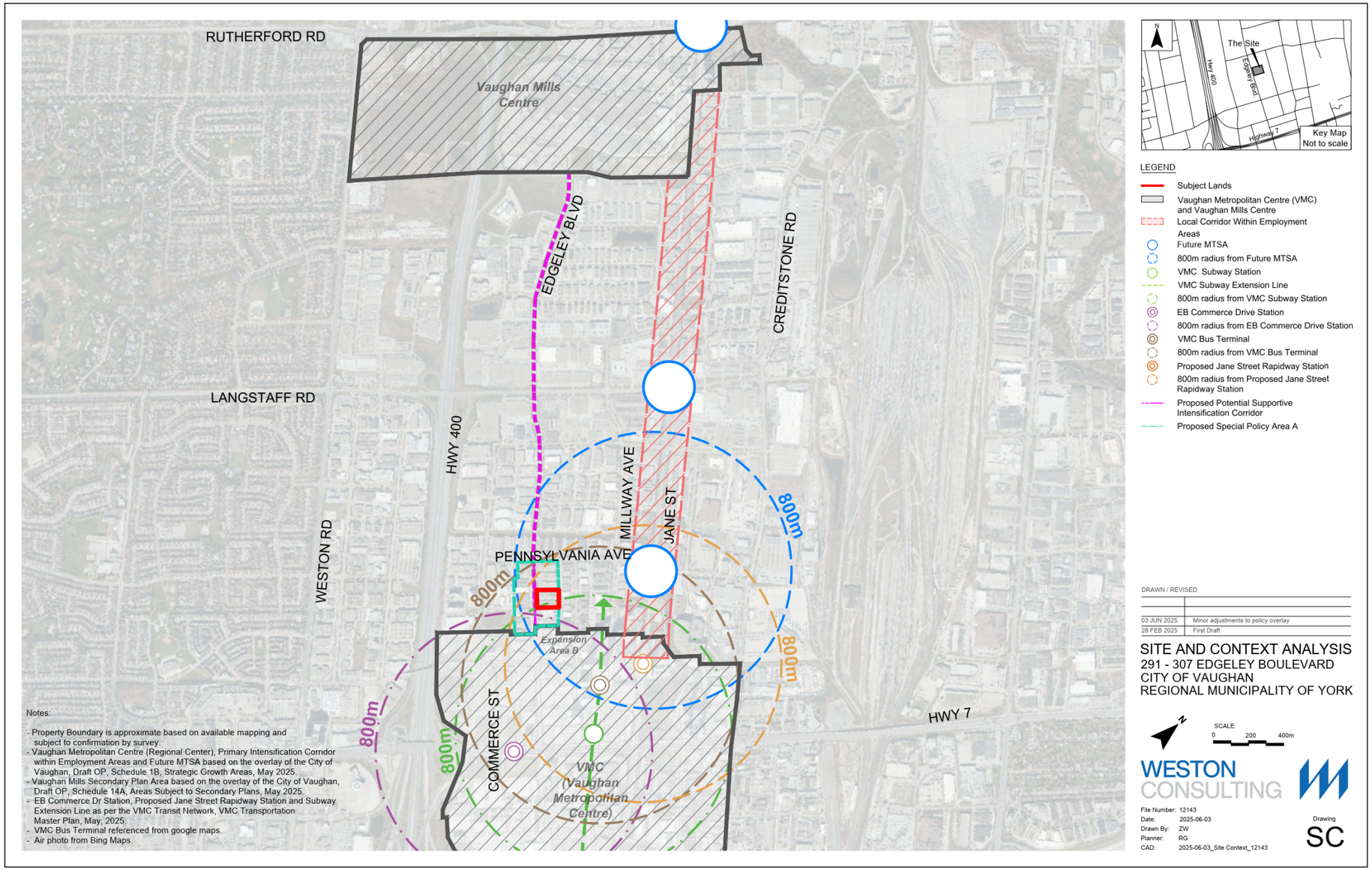


LEGEND

Subject Properties

Aerial photo of subject property – Prepared by Weston Consulting

SITE CONTEXT



Site Context – Prepared by Weston Consulting

SPECIAL POLICY AREA



Special Policy Area Map – Prepared by Weston Consulting

- Comment Letter submitted in response to VMC Transportation Master Plan- Feb 23, 2025
- Comment Letter submitted in response to Draft Vaughan Official Plan- Feb 28, 2025
- Comment Letter submitted in response to Draft Vaughan Official Plan- June 3, 2025
- Request for Revisions to the Draft Vaughan Official Plan to Introduce Special Policy Area A

THANK YOU!

Comments & Questions?

Ryan Guetter, BES, MCIP, RPP
President

905-738-8080 (ext. 241)
rguetter@westonconsulting.com

WESTON
CONSULTING

C182.
Communication
CW(PM) – June 4, 2025
Item No. 10

Brutto Consulting

113 Miranda Ave
Toronto, ON, M6B 3W8

Telephone: (416) 453-6197
Email: cbrutto@bruttoconsutling.ca

June 3rd, 2025

Attention: Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive, Vaughan, Ontario L6A 1T1

Re: Notice of Public Meeting – Draft New Vaughan Official Plan 2025
Submission on behalf of 3911 Teston Rd Inc.
Owner of 3911 Teston Road, City of Vaughan

To Whom it May Concern,

Brutto Consulting is pleased to submit this letter as a representative of our client, 3911 Teston Rd Inc. who are the owners of the 3.1-hectare (7.66 acres) remnant lands within the municipal address of 3911 Teston Road in the City of Vaughan within the Region of York. **See *Attachment 1*** which illustrates the property location.

The purpose of this submission is to formally advise the City of Vaughan of our Client's interest in participating in the Draft Official Plan process. The property is situated at the southwest quadrant of Gilford Road and 20th Sideroad in the City of Vaughan. The property has significant frontages of 153 metres (503 feet) on Weston Road and 228 metres (750 feet) of depth. The subject property is in Area Specific Policy area 12.13.

At this time, it is our Client's intent to continue to be actively engaged in the Draft Official Plan process. Please treat this letter as our initial written submissions to the Draft Official Plan review. We continue to review the Draft Official Plan as it pertains to our client's property and we will provide additional comments as the process unfolds in the coming months.

113 Miranda Ave
Toronto, ON, M6B 3W8

Telephone: (416) 453-6197
Email: cbrutto@bruttoconsutling.ca

We look forward to working with the Town in this important process. Further and more detailed submission will follow as part of the process. We kindly ask that we be included on your notice list for any upcoming meeting or project update.

Please call or email me if you have any questions in regards to this submission. Thank you for the opportunity to input to this important process.

Yours truly,



Claudio Brutto, MCIP, RPP
President, Brutto Planning Consultant Ltd.
113 Miranda Ave, Toronto, ON MB6 3W8
Mobile (416) 453-6197

cc. Client: 3911 Teston Rd Inc. (pcipriano@goldparkgroup.com)
cc. Francesco Fiorani (ffiorani@bruttoconsulting.ca)
cc. Julia Spagnuolo (jspagnuolo@bruttoconsulting.ca)



ATTACHMENT 1: AERIAL VIEW OF SUBJECT PROPERTY

C183.
Communication
CW(PM) – June 4, 2025
Item No. 10

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Weston 7 Secondary Plan - Comments
Date: Tuesday, June 3, 2025 11:41:42 AM

From: Weston7@vaughan.ca <Weston7@vaughan.ca>
Sent: Tuesday, June 3, 2025 11:41 AM
To: Clerks@vaughan.ca
Cc: FRANCA STIRPE [redacted]
Subject: FW: [External] Weston 7 Secondary Plan - Comments

Hello,

Please see below regarding Item No. 10 on the Agenda for the Committee of the Whole (Public Meeting) on June 4.

Thank you,

Lina Alhabash, MCIP, RPP, PLE
Senior Planner, Policy Planning & Special Programs
905-832-8585 ext. 8077 | lina.alhabash@vaughan.ca

City of Vaughan I Policy Planning & Special Programs
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca

From: FRANCA STIRPE [redacted]
Sent: Monday, June 2, 2025 10:38 PM
To: Weston7@vaughan.ca
Subject: [External] Weston 7 Secondary Plan - Comments

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Hello.

I am completely opposed to the proposal for the Weston 7 Secondary Plan. A total of approximately 60,000 new residents in such a confined space? Totally ridiculous and unacceptable!

I did briefly attend one of the information meetings and was disgusted to learn that our cherished outdoor shopping centre at the south-east corner of Highway 7 and Weston Road is being considered for bulldozing and destruction. This area, together with the surrounding shopping areas have been our cherished community Hubs for many years, and have also provided services to the neighbouring and distant communities at large.

We are long-time residents of this community and remember when there were merely a few grocery stores available. Little by little our community grew and prospered, and became the envy of many. Now, after so many years of prosperity and growth, when we are enjoying the abundance of shopping options in our own backyard without having to travel elsewhere to spend our dollars, there is a proposal to destroy all that is convenient and good.

It is my understanding that shopping will be limited to the ground floor area of the proposed condo buildings, with all parking to be underground. Did anyone stop to think about our senior citizens? I do not believe that many would be comfortable parking underground for all their basic shopping needs, nor will they appreciate having to hop from one condo building to another to gather their requirements. Yes, shopping habits have changed, but there still is, and there will always be a very large portion of the population which still prefers to shop in-person and not online. Parking will most likely be paid parking only, with an added burden to shoppers. Responsible planning must ensure that everyone's needs are met.

As far as intensification is concerned, I believe we must all take our fair share, not just one particular community. The Woodbridge area is already busting at the seams and it will only get worse, as evidenced by all the rezoning applications pertaining to established plazas, infill developments, condos along major roads and also adjacent to single residential properties.

With all the proposed destruction of shopping areas and new construction of numerous condos and infill developments, where are residents supposed to shop? This will be a great inconvenience to the community and force them to spend their dollars elsewhere, This is not what is expected and deserved.

Traffic will be at a standstill. I know....studies will be done and they will show that the community can handle the extra traffic, with all the safeguards that will be put into place. Well, studies are not always correct, and it only takes a drive through the City at any given time to experience the current horrendous and frustrating, levels of traffic.

I hope that this enormous proposal receives all the consideration a project of this size requires, and that all our shopping plazas are saved from the bulldozer. We need them!

Thank you for your time.

Sincerely,

Franca Stirpe

C184.
Communication
CW(PM) – June 4, 2025
Item No. 4

Subject: Concern Regarding Proposed Condo Development at Rideout Court (10390 Pine Valley Drive, applicant: Country Wide Home (Pine Valley Estates) Inc. – proposal: 19T-25V002

Dear City Clear & Rosanna,

My name is Haroon Meer, and I am a homeowner in the Lindvest Estate community. I purchased my home in June 2020 and moved in August 2022. Since then, my family and I have been living at [redacted] Ballantyne Boulevard [redacted]

It has recently come to our attention that Country Wide Homes is planning to develop two condominium buildings—one 10-storey and the other 12-storey—at the Rideout Court location (10390 Pine Valley Drive). I am writing to express my deep concern and disappointment regarding this proposed development.

When I purchased my home during Phase 1 of the project, I was among the first buyers in the area. At no point during the purchase process or afterward was I informed that such high-density, multi-storey condo complexes would be constructed in the heart of our subdivision. Had I been made aware of these plans, I would never have chosen to invest in this area. My decision to buy here was based on the understanding that this would be a quiet, family-oriented neighborhood suitable for raising our two young children.

My primary concerns relate to safety, traffic, and the overall character of the community:

1. **Traffic and Safety:** Our home is directly across from the pond on Ballantyne Boulevard, an area that already experiences significant vehicle traffic. The addition of two high-rise residential buildings will only exacerbate the congestion. This raises serious concerns about road safety, particularly for children and pedestrians. As a parent, I am extremely worried about my kids' safety when playing outside or walking in the neighborhood.
2. **Community Impact and Crime:** With a sudden and substantial increase in population density, we anticipate more noise, reduced privacy, and a greater strain on local infrastructure. Moreover, we are already seeing troubling incidents in our community, such as car thefts and break-ins. The influx of new residents could potentially increase such criminal activity, leaving families like mine feeling vulnerable and unsafe.
3. **Lack of Transparency:** It feels deeply unfair and deceptive that buyers were not informed of the potential for such high-rise development when purchasing homes. We feel misled—trapped into a situation that we would not have agreed to had all the facts been disclosed. It is our belief that proper disclosure and community consultation should have been part of the planning process from the beginning.

I urge the city and the developers to reconsider the scale and placement of this project. A development of this magnitude does not align with the existing character of our subdivision and poses serious challenges for long-term residents who chose this area for peace, safety, and a family-friendly environment.

Thank you for your attention to this matter. I hope our concerns will be seriously taken into account during any further planning and approval stages.



Sincerely,
Haroon Meer
[redacted] Ballantyne Boulevard,
L3L 0E5 Woodbridge, ON
[redacted]

C185.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Concerns Proposed Development at Pine Valley Estates
Date: Tuesday, June 3, 2025 10:10:26 AM

From: aman uppal [redacted]
Sent: Tuesday, June 3, 2025 10:09 AM
To: Clerks@vaughan.ca
Subject: [External] Concerns Proposed Development at Pine Valley Estates

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Dear Members of Council,

I hope you are doing well. I am writing to express my concerns regarding the proposed apartment development by Country Wide Homes (Pine Valley Estates), as outlined in the recent Notice of Public Meeting.

My family and I are recent homeowners at [redacted]pine Heights Drive,having moved to this neighborhood with the expectation that it would remain a quiet, low-density residential area. We were quite disappointed to discover that, shortly after settling in, plans are underway to construct apartment buildings nearby.

Had we been made aware of these intentions earlier, we likely would have reconsidered our decision to move here. A major factor in choosing this location was the peaceful, community-focused environment that offered privacy and limited traffic congestion. The proposed development, however, risks significantly changing the character of our neighborhood.

Some of our key concerns include:

- Loss of Privacy: The proximity of a multi-unit building may greatly reduce the privacy currently enjoyed by nearby homes.

I respectfully urge you to take the views of current residents into account

before proceeding with this project. Thank you for your attention and consideration.

Thank you
Amandeep Uppal

C186.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Regarding - OP.25.004 and Z.25.008
Date: Tuesday, June 3, 2025 11:08:54 AM

From: Francesco Gucciardi [redacted]
Sent: Tuesday, June 3, 2025 11:02 AM
To: Clerks@vaughan.ca
Subject: [External] Regarding - OP.25.004 and Z.25.008

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Tuesday June 3rd, 2025.

Official Plan Amendment File OP.25.003

Zoning By-Law Amendment File Z.25.004

Residence of [redacted] Wintrhop Crescent – [redacted]

Francesco Gucciardi

Mary Gucciardi

Daniel Gucciardi

Jessica Gucciardi

Dear Members of City Council,

I am writing as a concerned resident of the Lindvest subdivision located on the southwest corner of Pine Valley and Teston Road to formally object to the proposed construction of the two high-rise buildings—one 10 storeys and the other 12 storeys – within the interior of our establishing subdivision.

When residents, my family included, purchased homes in this area, we did so with the understanding that the neighborhood would remain low- to mid-density residential. No indication was given- either by the developers or in the planning documents- that high-rise buildings of this scale would be permitted in the heart of this quiet, family oriented community.

The proposed development raises several serious concerns:

Incompatibility with existing community character high-rise buildings at the interior of a low-rise subdivision would dramatically alter the character and visual harmony of the neighborhood, undermining the planning principles that have shaped its development to date. To be clear, the elevation at site for these buildings are such that their ground floor is already at a higher elevation than the first floor of most homes in the near vicinity and the top floors of these buildings would be TOWERING over the homes in the area unnecessarily impeding on the privacy of all newly and currently being built and currently being sold homes as this community is still in it's infancy in development. Essentially putting homes in complete darkness in the afternoons and impeding on their privacy of their backyards as the buildings would sit directly between the sun setting in the West and the homes to the east of the buildings. How can planners at the city allow such egregious intrusions of a structure of this magnitude on existing home owners and the unsuspecting new home owners of this community?

Traffic and Safety concerns Increased density will bring a significant rise in vehicle traffic on roads that were not designed to support such volume. This creates potential safety hazards for children, pedestrians, and cyclists, and will degrade the quality of life for current residents.

Lack of infrastructure planning the introduction of high-rise buildings without a supporting infrastructure plan (e.g. transit, parking, emergency access) is irresponsible and short sighted. The community was not initially planned to support 500 additional new residences to the existing road structures and intersections and will inevitably cause a literal traffic jam in the morning adding excessive time to exit subdivision let alone deal with the congestion that is already close to saturated on Pine valley drive south bound approaching Major Mackenzie. The mornings here are visibly congested on PineValley and the existing planned homes are not close to being completed.

Loss of trust in planning process allowing major changes to the subdivision after families have invested in homes undermines public trust in the municipal planning process and the principle of transparency.

The proposed amendments to the zoning and plan for the area appear to be in direct conflict with the existing zoning and community vision. It also sets a concerning precedent that significant developments can be approved during the time the community is still being established, without adequate public consultation or consideration of long-term impacts and the due notification process. Specifically, signage outlining the developer's intentions has been placed in an area where pedestrians and external traffic are not allowed therein. As an existing residence of the area, I was chased and spoken to multiple times by the "paid-for" security guard who is very polite, to leave the area where this signage has been placed. In fact, Ballantyne rd. has been segregated, and justly so, stopping traffic from the countrywide building site and the Lindvest building sites as the area is still being highly developed and trying to keep the children safe in the area. However, the timing and zoning changes do not stop not withstanding the fact that the community is still not built and people have bought homes without direct knowledge that these two sky scrapers being built. I say "sky scrapers" because if you would visit the site, it is visibly intimidating to vision a 10 or a 12 storey building being built at this site.

I respectfully urge City Council to reject this proposal and preserve the integrity and livability of our neighborhood. At the very least, I ask that the full public consultation be required after 90% of the community has been moved in before any decisions are made regarding changes of this magnitude as there is a significant Lindvest community that has bought and moved into the area prior to any of these changes being known or proposed. There should be some consideration for this fact alone as THESE LINDVEST HOMEOWNERS are directly effected by this the most. I can confidently say the most as not many (less than 5) homeowners from Countrywide have moved in as the subdivision is still in its very infancy.

I am certain that the honorable members of City Council and City Planners would not want this monstrosity in your community AFTER you have made one of the most expensive purchases in your life. If you were privy to this information prior to your home purchase, then the egregiousness of this proposed change would be null and void. Anything less than this would be a choice from Council and City to support the notion that tax payer 2nd, developer 1st mentality. I apologize in advance for the assumption but it is becoming increasingly difficult to believe otherwise at this point

Sincerely,

Taxpayer of 18+ years to the city of Vaughan.

The humble and respectful family of,

Francesco Gucciardi

Mary Gucciardi

Daniel Gucciardi

Jessica Gucciardi

C187.
Communication
CW(PM) – June 4, 2025
Item No. 4

June 3, 2025

Vaughan City Council

RE: COUNTRY WIDE HOMES (PINE VALLEY ESTATES) INC. OFFICIAL PLAN AMENDMENT FILE OP.25.003 ZONING BY-LAW AMENDMENT FILE Z.25.004 10390 PINE VALLEY DR. VICINITY OF PINE VALLEY DRIVE AND TESTON ROAD

Good evening Mayor, Chair, and members of city council,

My name is Dr. Alexandra Makos, and I am a resident of Ballantyne Boulevard in the Pine Valley Estates Community. I am here today to express deep concern about the expansion of the proposed high-density development, and more urgently, the severe traffic and safety risks it poses to our neighborhood — particularly to our children.

Ballantyne Boulevard is a residential street where hundreds of children play, walk, and ride their bikes. All our families moved to this master planned community because of the peaceful, family-friendly environment we knew we could cultivate for our children. That environment is now at risk of being permanently altered.

When we first moved into the neighborhood in 2023, my son was just 4 years old. Within weeks of settling in, he was nearly struck by a car speeding down our street — a young driver going well over the limit and not paying attention. That moment shook me to my core. We haven't forgotten it, and I bring it up today because I fear it will not be the last near-tragedy unless immediate steps are taken to protect our children.

Vaughan is all too familiar with the devastating consequences of reckless driving. Countless times our city has been shaken by fatal accidents during the morning and afternoon commutes — all tragic reminders that these risks are not hypothetical. They are real, and they are becoming more common.

The proposed amendment will bring a dramatic increase in traffic to roads not designed for that volume — especially Ballantyne Boulevard, and Pine Valley Drive which is already under strain in addition to having no streetlights along the valleys. With no additional traffic calming measures, no traffic lights, minimal enforcement, and poor sightlines for drivers, the risk of accidents and injuries — or worse — will only grow especially with a conservative estimate of 700 new vehicles travelling these treacherous roads. Our most vulnerable in the community need to be protected.

In addition to safety concerns, we must address the educational pressure on our area. Our schools are already overcrowded. Schools in the ward are over capacity, and the number of

portables continues to rise. Our children are in holding schools across the neighbourhood and cannot deepen their sense of community and bonds with each other because of this. We do not have the infrastructure to support the volume of new families that a high-density build will bring — not on the roads, not in the classrooms, and not in the community.

City planning must prioritize child safety, wellbeing, and sustainable development. A neighborhood is more than buildings — it's the people, the kids, the memories we build on sidewalks and crescents. We ask you to pause, to reconsider, and to protect the integrity of the community we've built here — for our children, and for future generations.

Thank you for your time and consideration.

Sincerely,

Dr. Alexandra Makos, Resident at of Pine Valley Estates

Assistant Professor, *Department of Applied Psychology & Human Development*
Ontario Institute for Studies in Education (OISE)
University of Toronto

C188.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Amendment OP.25.003
Date: Tuesday, June 3, 2025 11:52:47 AM

From: Jennifer Rosa [redacted]
Sent: Tuesday, June 3, 2025 11:51 AM
To: Clerks@vaughan.ca; Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] Amendment OP.25.003

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RE: 19t-25v002

Hi Clerks Office and Councillor DeFrancesca,

I am writing as a concerned resident of Pine Valley Estates and mother of 2 in opposition to the proposed condominiums in the Country Wide Homes site at Pine Valley Drive and Teston Rd.

I do not believe this proposal is inline with the values of the City of Vaughan and is in opposition to Mayor Del Duca and Councillor DeFrancesca's mission to reduce gridlock in Vaughan but also build housing that respects existing neighbourhoods and the need for green space.

My family carefully chose this location back in 2019 primarily for the secluded, peaceful, quiet, and scenic nature that was marketed to us for this community against the backdrop of the McMichael Art Gallery. At no time during our research (which include City of Vaughan planning) was there ever plans for condominiums to be built in our subdivision. Furthermore we chose to move to the City of Vaughan back in 2007 as the "City Above Toronto" where we could escape the concrete jungle and densification of Toronto itself. This plan is in stark contrast to the vision myself and so many others had when choosing Vaughan, and the Pine Valley community to raise our families in. I do not believe this is the identity Vaughan is looking to achieve for itself. These 12 storey and 10 storey buildings will change the aesthetic of the community while also making it a less desirable area for families to move to. The buildings itself encroach on existing greenspace and will likely disrupt animal life already present in the area.

This community and existing infrastructure cannot support the amount of units being proposed. Pine Valley Drive is already a disaster as a one lane road in both North and South directions. Many times the road is closed in the winter due to multiple accidents heading down to Major Mackenzie or due to hazardous conditions. Traffic within the community roads is also a problem. We have congestion due to school buses in the morning (we don't even have a local school or plan for one) and speeding among the current neighbours. Adding 600+ more units will only compound these problems.

We don't have a school planned in our community either. While there is a "proposed" school, the YCDSB does not show plans for building a school here in their Long Range Plans which cover the time period from 2024-2029. In addition we have been patiently waiting for a community meeting to discuss plans for our neighborhood park. These, should be priorities to Vaughan, not the projects of rich developers that look to inflate their profits.

We must also consider property values of the existing homes that were built well before these plans were proposed. I for one would not choose to buy a re-sale home that is close to condos. Many picky buyers will be the same. This will drive prices down and push people to move outside of Vaughan, such as King City or Nobleton where these problems are less likely to exist.

Please help our community stand up to greedy developers and restore Vaughan to the "City Above Toronto" and not a city trying to copy Toronto.

Thanks,
Jennifer (A very concerned resident thinking about moving to King City now)

C189.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Opposition to Proposed Development at 10390 Pine Valley Drive
Date: Tuesday, June 3, 2025 11:55:37 AM

From: Amanda Orsi [redacted]
Sent: Tuesday, June 3, 2025 11:55 AM
To: Clerks@vaughan.ca
Subject: [External] Opposition to Proposed Development at 10390 Pine Valley Drive

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Dear Mayor Del Duca, Councillor DeFrancesca, Members of Council and the Clerks Office,

Re: Proposed Development at 10390 Pine Valley Drive

As a lifelong resident of Vaughan and a deeply invested member of the Klein Estates Community, I am writing to express my strong opposition and concern regarding the recently approved high-rise development **WITHIN** our subdivision—reportedly involving the construction of a 10-storey and 12-storey condominium complex. I purchased my Lindvest home back in 2020, and was never told of this possibility. We moved into our home in January of 2023, and within the last 5 years since purchasing, have only been shared this information recently (Saturday May 24th, 2025 by that of a concerned citizen in our neighbourhood and not by the builder or city).

I am both surprised and deeply disappointed by the Ontario Land Tribunal's (OLT) approval of this proposal years ago, which I firmly believe is incompatible with the character and needs of our quiet, family-oriented neighbourhood. **The planned development is not on the periphery of our subdivision, but right in its heart—an area where children ride bikes, families walk their dogs, and neighbours gather.** The lack of a separate or designated entrance for these buildings raises not only traffic and safety concerns, but also disrupts the harmony of our residential environment.

This area was never intended or designed to support high-density developments. Specifically, I would like to outline the following key reasons why this project should not proceed in its current form:

1. **Incompatible Zoning and Neighbourhood Character**
   A 10- and 12-storey condo development inside of a low-rise subdivision is wholly inappropriate. It drastically alters the scale and fabric of the community, undermining the existing residential character and tranquility. It will be an eyesore in our subdivision and block the beautiful nature views we were sold on by our builder, as well as minimize our privacy in our own homes as these units will literally intrude into the

backyards. I would also like to mention that this project could potentially put our homes in the dark during late afternoons. This is unacceptable!Our streets are already overwhelmed by cars parking on the side, the streets are narrow - and now we will be adding even more cars into such a small area.

2. **Zero Walk Score and Lack of Accessibility**
   The proposed site is not walkable—there are no nearby shops, services, or transit options. This lack of access contradicts basic principles of smart urban planning and will further isolate residents without vehicles. We do not have any grocery stores, gas stations, etc in the area to help support the number of families to the area. This means more cars in an already crowded and unsafe Pine Valley rd.
3. **Lack of Supporting Infrastructure**
   Our community lacks the infrastructure to support such an influx in population. This includes public transit, road capacity, parking availability, sewage and stormwater management, and emergency services access. None of these systems were designed to accommodate high-density housing.
4. **Proximity to Elementary School and Safety Risks**
   The development's proximity to a future Elementary School raises serious safety issues. Increased traffic and density directly adjacent to a school zone is unacceptable and puts our children and most vulnerable at risk. We already have children in the area that have almost been hit by speeding cars and those who do not obey bussing stop signs.
5. **Environmental Concerns**
   Our subdivision is surrounded by sensitive conservation and natural areas. Introducing high-density development so close to these zones risks environmental degradation, habitat disruption, and increased pollution.

In summary, I—and many of my fellow residents—strongly urge the City of Vaughan and all relevant governing bodies to reconsider and revoke approval for this project in its current location and scope. I ask that you prioritize community well-being, safety, and sustainable urban development over short-term gains.

Furthermore, I formally request to be notified **immediately and directly** of any meetings, decisions, public hearings, amendments, or discussions related to this development project. Transparency and open dialogue are critical to restoring trust between the City and its residents.

Thank you for your attention to this important matter. I, along with many concerned neighbours, look forward to your prompt response and meaningful engagement with our community.

Sincerely,
A. Orsi
Concerned Resident

C190.
Communication
CW(PM) – June 4, 2025
Item No. 4

Dear Ms. DeFrancesca and Vaughan Planning Department,

This proposal objection letter is relating to Application 19T-25V002.

I am writing as a concerned resident of the Pine Valley Estates to formally oppose the proposed development consisting of 486 apartment dwellings and 51 podium townhouses by Countrywide Homes in the heart of our established residential neighbourhood.

The scale and density of this proposal are completely incompatible with the existing character of the community. Pine Valley Estates is a low-density residential area designed with single-family homes and green space in mind. Introducing a high-density development of this magnitude would severely disrupt the neighborhood fabric, increase traffic congestion, and strain existing infrastructure and public services that were never designed to support this level of population.

Key concerns include:

Zoning: Not consistent with the City's Block Plan for Block 40/47. All residents are shocked and completely disappointed by this high-rise condo development proposal and we were not informed of this while purchasing our new home in this new build community.

Traffic and Safety: The surrounding roads are narrow, residential streets not intended to support the traffic volume that nearly 550 new residences would bring. This raises serious concerns about cyclists and pedestrian safety—especially for children and seniors—and the increased likelihood of accidents. This increases the number of traffic movement along Ballantyne Blvd and Brant Drive, which is adjacent to a future school and local park, resulting in a serious safety concern for small children. It will increase traffic congestions on Pine Valley Drive and Teston Road. Also, roads and public transit will become congested, leading to longer commutes and reduced quality of life. Emergency vehicles could face delays due to congestion.

Overburdened Infrastructure: Small neighborhoods are not designed to handle a sudden population surge. The development will place significant pressure on water, sewage, and waste management systems, not to mention local schools and emergency services, which are already operating near capacity.

Loss of Community Character: The height, scale, and design of the proposed buildings clash with the established aesthetic of the neighborhood. The resulting loss of sunlight, privacy, and green space will degrade the quality of life for current residents.

Environmental Impact: Removing mature trees and green areas to make way for this development will negatively affect local wildlife, local ecological systems, natural heritage, and increase the urban heat island effect from large concrete structures.

Construction Access: The new development is located well deep into the heart of the existing established residential community in which there are only access routes to Teston Road and Pinevalley through residential streets. This is great concern with delivering of material and removal of existing waste through residential streets that are not able to sustain larger construction vehicles in and out of the site.

Parking Problems: Hundreds of new residents mean more cars, worsening street parking. Emergency vehicles could face delays due to congestion.

Pressure on Local Services: Schools, clinics, parks and community centers may become overcrowded. Longer wait times for healthcare, daycare, and other essential services. Parks and recreational facilities could become overused and poorly maintained.

Health Concerns: Vehicle pollution (noise, dust, emissions) and Noise pollution disrupts daily life.

Privacy Issues: Overlooking windows from high rise 10-12 storey condos can invade the privacy of existing homes.

Crime and Drugs: Studies and reports indicate that condo and apartment complexes, particularly larger ones, can have higher rates of certain types of crime compared to single-family homes. In addition, condo and apartment complexes are susceptible to drug-related issues and attract other problems like loitering, vandalism, and violence.

We understand the need for new housing, but this proposal is out of context and contrary to principles of responsible and sustainable urban planning. Adding two large condo towers to a small residential area often does more harm than good. The strain on infrastructure, loss of community identity, and increased living costs outweighs the potential benefits, making this a bad idea for long-term residents. We urge the city to reject this project and instead consider development that respects the existing community and infrastructure limitations.

We respectfully request that our concerns be formally recorded and that we be notified of all future meetings and decisions regarding this application.

Sincerely,

Angelo Perna,

[redacted] Wainfleet Crescent, Vaughan ON, L3L 0E6

C191.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Petition to Proposed Development at 10390 Pine Valley Drive
Date: Tuesday, June 3, 2025 11:59:50 AM

From: olivia vallozzi [redacted]
Sent: Tuesday, June 3, 2025 11:59 AM
To: Clerks@vaughan.ca
Subject: [External] Petition to Proposed Development at 10390 Pine Valley Drive

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Mayor Del Duca, Councillor DeFrancesca, Members of Council, and the Clerks Office,

My name is Olivia Biscardi - Vallozzi a former neighbour of Mayor Del Duca and a long time resident of Pine Valley. Del Duca and I grew up off of Teston Road and lived a life where we felt safe to ride our bikes,and live a beautiful childhood in a rural safe space.

When i bought Pine Valley (KLEIN ESTATES) i was excited to continue the life we lived as youths in such a removed area from the city.

I am devastated to learn of the proposal approved condo back in 2023—the same year we took possession of our long-awaited 42' Klein Estates home. A home we lovingly built with the dream of raising our family, creating memories with our 2- and 3-year-old children, and becoming part of a community grounded in space, safety, and shared values.

We chose Klein Estates for the promise it held: parks, schools, and a suburban environment that supports family life—not high-density condominiums and the pressures of urban living. The introduction of such a development is not just disappointing—it feels like a betrayal of the vision we and so many others bought into.

I sincerely hope that those in decision-making positions will take a moment to consider the ethical implications of these choices. Our community deserves mindful growth that prioritizes children, traffic safety, and overall well-being—not short-sighted development.

Not surprised, but truly disappointed that the government wants to take over our rural beautiful conservation for more housing nobody will need and tailored to non Canadian citizen.

Praying for everyone to do better and listen all of our deep concerts and sorrows. Many of us will have to leave if you proceed.

Sincerely,
A Concerned [redacted] Homeowner – Klein Estates Lindvest

Let me know if you'd like to tailor it further for a letter, petition, or community post.

C192.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Complaint Letter Re: 10390 Pine Valley Drive
Date: Tuesday, June 3, 2025 12:01:19 PM

From: Amanda Orsi [redacted]
Sent: Tuesday, June 3, 2025 12:00 PM
To: Clerks@vaughan.ca
Subject: [External] Complaint Letter Re: 10390 Pine Valley Drive

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Mayor Del Duca, Councillor De Francesca, Members of Council and the Clerks Office,

I am writing on behalf of all the children who live at the Klein Estates at Pine Valley and Teston Road.
I'm 9 years old. I live in this subdivision. This is my home, and I love living here. I ride my bike on our street, I play outside with my friends, and I feel safe. But if two big condos are built down the street from me, everything will change. There will be way more cars, and that makes it harder for kids like me to play safely. It will be noisier and more crowded, and it won't feel like a neighbourhood anymore — it will feel like a busy city. I'm really sad and worried about that. I don't want to lose the quiet, safe place where I live. You need to help us. Please put us first. Please listen to the families and kids who live here, and help us protect our neighbourhood.

Thank you for listening to our concerns,
S. Orsi

C193.
Communication
CW(PM) – June 4, 2025
Item No. 4

WENDAKE

ONYIONHWENTSÏIO'

255, PLACE CHEF MICHEL LAVEAU
WENDAKE (QUÉBEC) G0A 4V0

T. 418 842-3767 | WENDAKE.CA

Wendake, June 2nd, 2025

BY EMAIL

Mayor Steven Del Duca and City Council of Vaughan
2141 Major MacKenzie Dr W,
Vaughan, ON L6A 1T1

Subject: CountryWide Homes development application for zoning by-law amendment and minor official plan amendment

Kwe,

The Wendat Nation has been working for decades in the protection of its heritage on our ancestral lands in Ontario. In recent years, we have developed a plan to instill good practices and put meaningful measures in place with CountryWide Homes (CWH) to ensure the appropriate, sensitive archaeological salvage and respectful planning of the Skandatut lands located west of Pine Valley Drive and south of Teston Road in Vaughan. Yändata', the Wendat Nation's archaeological company, and CWH, have established a clear and respectful plan to proceed with archaeological fieldwork and protective measures for this site.

We understand that CWH is soliciting the Wendat Nation's support for their development application for draft plan, zoning by-law amendment, and minor official plan amendment to the City of Vaughan. We wish to acknowledge, first of all, that a partnership has been established between the Wendat Nation and CWH to respectfully undertake the archaeological measures needed for this site. All of the First Nations with interests in the site have been engaged in various ways over the past three years, including through archaeological monitoring on-site, which continues to-date.

The Wendat Nation has no issues with the proposed height and density of the future development. And we are pleased to be collaborating with CWH on the planning and design for a future commemoration park, to respectfully honour our Nation's presence on this site, and to ensure the protection of the portion of the site that will remain. Indeed, the continuation of the archaeological work and delivery of items such as the park require the proposed development approvals.

CountryWide Homes's engagement with the Wendat Nation and other First Nations has been exemplary.

Yours sincerely,



Vincent Bourret
Director, Onyionhwentsïio'
The Council of the Wendat Nation

C194.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Reg: zoning By law Amendment File Z. 25. 004
Date: Tuesday, June 3, 2025 12:10:13 PM

From: Amarjeet Saini [redacted]
Sent: Tuesday, June 3, 2025 12:09 PM
To: Clerks@vaughan.ca
Subject: [External] Reg: zoning By law Amendment File Z. 25. 004

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Good Afternoon,

I am Amarjeet Saini currently living in the neighborhood of pine valley and teston. I came to know about this zoning law amendment I like to add comment on this amendment file no. Z. 25.004.

Since I am living not in countrywide homes but right next lane of Winthrop crescent of Lind vest builders, and this certainly affects us directly by bringing a multistory apartment building.

1. It is very deep peak into our privacy of our backyard from the building, as all other dwellings are detached around and in near vicinity.
2. It is not very good for the environment and habitat specially the birds as it backs into conservation area.
3. We brought this property considering all dwelling around are detached, at the most some townhouses around pine valley, but now changing the by law is like moving away from the previous promise and now changing the landscape to make more money.

Thanks

Amarjeet Saini
[redacted]Winthrop Crescent
Vaughan, ON,
[redacted]

C195.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Proposal 19t-25v002
Date: Tuesday, June 3, 2025 12:49:22 PM

From: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Sent: Tuesday, June 3, 2025 12:49 PM
To: Lucy Emanuele [redacted] Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Cc: Marco Ricciuti <Marco.Ricciuti@vaughan.ca>; Marisa D'Ambrosio <Marisa.D'Ambrosio@vaughan.ca>; Nancy Tamburini <Nancy.Tamburini@vaughan.ca>; Clerks@vaughan.ca; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>
Subject: RE: [External] Proposal 19t-25v002

Hi Lucy,

Thank you for taking the time to share your concerns, I will be sure that your objection is placed on public record.

Please do not hesitate to reach out if I can be of further assistance
.
Warmest regards,

-Rosanna

From: Lucy Emanuele [redacted]
Sent: Tuesday, June 3, 2025 11:40 AM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] Proposal 19t-25v002

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Dear Ms. DeFrancesca and The Vaughan Planning Department,

My name is Lucy Emanuele and I live in the Klein Estates neighbourhood. I am writing express my opposition to the proposed construction of a medium/high-rise condominium building in our suburban neighbourhood - Proposal 19t-25v002.

As a mother of two, my top priority is the safety of the children in our community. Speeding through neighbourhood streets and failing to stop for school buses are

already serious concerns in our community. These behaviors are dangerous now, and the situation will only worsen with the addition of the proposed number of residential units.

I hope that you can help support and advocate for the families and children in our community.

Thank you for your time,
Lucy Emanuele

C196.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Application # 19T-25V002 Formal Opposition to Proposed Condo Development in Pine Valley Estates
Date: Tuesday, June 3, 2025 10:42:36 AM

From: Sankar, Daywattie [redacted]
Sent: Tuesday, June 3, 2025 10:42 AM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Clerks@vaughan.ca
Cc: Babita Sankar [redacted]
Subject: [External] Application # 19T-25V002 Formal Opposition to Proposed Condo Development in Pine Valley Estates

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Re: 19T-25V002

Dear Ms. DeFrancesca, Members of City Council and Vaughan Planning Department,

We are writing as concerned residents and homeowners in Pine Valley Estates to formally express our strong opposition to the proposed development by Country Wide Homes, consisting of 486 apartment dwellings and 51 podium townhouses. We believe the scale and density of this proposal are fundamentally incompatible with the existing character of our low-density residential neighborhood, which is designed with single-family homes and green spaces in mind. This high-density development would disrupt the community, significantly increase traffic congestion, and strain existing infrastructure and public services. I urge members of the council to visit our neighborhood to fully appreciate the potential negative impacts.

Our key concerns are as follows:

- **Traffic Congestion and Safety:** Pine Valley Drive is a single-lane road already burdened with safety issues, including accidents near the church. The city currently has no plans to expand Pine Valley Drive. The proposed development will add significantly more traffic, exacerbating these existing problems and creating a hazardous environment for pedestrians, cyclists, and drivers. The surrounding narrow residential streets are not designed to support the projected traffic volume from nearly 550 new residences. This raises serious concerns about pedestrian safety, especially for children and seniors, and the increased likelihood of accidents. Emergency vehicle access could also be delayed due to increased congestion. Existing traffic congestion, already a major concern due to school buses, commuter traffic accessing Major Mackenzie Drive and

Highway 427, and the proximity of Tommy Douglas Secondary School, will be critically worsened by the planned construction of a new school *and* the proposed condo development. The widening of Teston Road has not addressed the current gridlock. The combined influx of residents from the new condos and students/staff from the new school will place an unsustainable burden on Pine Valley Drive, compounding existing delays and creating unacceptable levels of congestion.

- **Existing Development Issues:** Four years after the original development, we are still experiencing significant issues. The final coat of pavement on our roads has not been applied, resulting in constant dust from gravel, damage to vehicles, and flat tires from nails, making it unsafe for children to play or ride bikes. We continue to have problems with garbage collection and streetlights on Pine Valley, despite multiple complaints. The entrance to our neighborhood remains unfinished, and the promised park has not been built. Adding a large condo development before addressing these existing issues is unacceptable. We also experience a frustrating runaround between the city and the developer regarding snow removal and grass cutting.
- **Overburdened Infrastructure:** This development will place significant pressure on water, sewage, and waste management systems, as well as local schools and emergency services, which are already operating near capacity. Small neighborhoods are not designed to handle a sudden population surge, which can overwhelm existing systems and lead to longer wait times for essential services. The existing infrastructure struggles to handle current demands. We question whether current snow removal services and garbage disposal capacity can handle the increased demand from the proposed development.
- **Loss of Community Character:** The height, scale, and design of the proposed buildings clash with the established aesthetic of our neighborhood. The increased density will erode the "small-town" feel that residents value, leading to a loss of sunlight, privacy, and green space. Shadows from tall buildings may block sunlight, affecting parks, gardens, and homes.
- **Environmental Impact:** Our proximity to a conservation area means increased traffic and construction could negatively impact local wildlife. The removal of mature trees and green areas will further harm wildlife and increase the urban heat island effect. Construction pollution (noise, dust, emissions) will disrupt daily life.
- **Limited Amenities and Public Transportation:** There is currently no public transit available in this area, making it unsuitable for high-density housing. Furthermore, while public transportation is planned, its future implementation will likely contribute to further traffic congestion. There are also not many commercial stores available in the immediate area. The closest commercial area, Major Mac/Weston, already has plans for at least 4-6 high-rise condos.
- **Pressure on Local Services:** Schools, clinics, and community centers may become

overcrowded, leading to longer wait times for essential services. Parks and recreational facilities could become overused and poorly maintained. The status of promised park remains unclear.

- **Potential for Higher Cost of Living:** New luxury condos can drive up property values, potentially leading to higher rents and property taxes, potentially pricing out long-time residents. Local businesses may cater to wealthier newcomers, displacing affordable shops.
- **Safety & Privacy Issues:** We have experienced a rise in crime, including home break-ins and theft of vehicles and other valuable items (e.g., boats, cars) from driveways. Introducing a larger population without addressing these underlying safety issues will make it more difficult for residents to monitor the neighborhood and protect their property. More people mean less familiarity among neighbours, potentially reducing neighbourhood watch effectiveness. Overlooking windows from tall condos can invade the privacy of existing homes.
- **Questionable Benefits for Current Residents:** Promised "community benefits" rarely offset the negative impacts of such a large development. Many new units may be investor-owned or short-term rentals, not housing for families who need it.

While we understand the need for new housing, this proposal is out of context and contrary to responsible and sustainable urban planning. Adding two condo towers to a small residential area can have significant negative impacts on the community. The strain on infrastructure, loss of community identity, and increased living costs outweighs any potential benefits.

We urge the City to reject or significantly scale down this project and instead consider development that respects the existing community and infrastructure limitations.

We respectfully request that our concerns be formally recorded and that we be notified of all future meetings and decisions regarding this application.

Sincerely,

Babita Sankar , Biswajeet Singh & Melissa Singh

[redacted] Wainfleet Crescent Woodbridge, L3L 0E6
Ph: [redacted] E-mail: [redacted]

C197.
Communication
CW(PM) – June 4, 2025
Item No. 10

City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, Ontario
L6A 1T1

June 2, 2025
File 6169

Attn: Mayor Del Duca and Vaughan Council Members

RE: Comment Letter in Response to Draft Vaughan Metropolitan Centre Secondary Plan 2025
Committee of the Whole on June 4th, 2025 (Public Meeting)- Item 10
126-146 Peelar Road

Weston Consulting has been retained to provide planning assistance for 2443390 ONTARIO LIMITED, the legally registered landowner of the property municipally known as 126 - 146 Peelar Road (herein referred to as "the subject property" or "site") in the Vaughan Metropolitan Centre (VMC) area of the City of Vaughan. On behalf of the registered landowner, Weston Consulting has been actively monitoring the VMC Secondary Plan process and has engaged in it through the submission of letters and correspondence addressing various matters impacting the subject property. This letter has been prepared in response to the Draft VMC Secondary Plan released on May 15, 2025 ("Draft VMCSP").

Description of the Subject Property

The subject property is in an industrial area with frontage on Peelar Road, west of Maplecrete Road (See Figure 1). The total land area of the subject property is approximately 0.54 hectares (1.34 acres). The subject property is currently occupied by one industrial building and is bounded by industrial land uses to the north, east, and south. The Black Creek Channel is located to the west of the subject property. The proposed east-west extension of Interchange Way is located to the north of the subject property. There is a significant grade difference between the subject property and the adjacent lands to the west.



Figure 1- Subject Property Shown with Red Boundary

Comments on the Draft VMCSP

The registered landowner has been actively engaged in the planning process for the VMC Secondary Plan, providing ongoing feedback as it relates to the subject property, since the VMC 2010 Secondary Plan was released. The following comments reiterate previously submitted input on behalf of the landowner and provide new comments in response to the Draft VMCSP:

1- Site-Specific Policies (Area I in the VMC 2010 Secondary Plan):
On December 28, 2018, the Local Planning Appeal Tribunal (LPAT) approved a settlement between the City and the owners of the subject property settling their appeals of the VMC 2010 Secondary Plan. This settlement established the site-specific policies set out in Section 9.3.11 of the VMC 2010 Secondary Plan (Office Consolidation, 2020)("Area I Site-Specific Policies"), which state:

a. *Following the completion of the Black Creek Renewal EA, should the City determine, in its discretion, that the City no longer requires parkland within Area I, then the land use designation of the parkland that is no longer required shall be redesignated to the same land use designation as the remaining lands within Area I as shown on Schedule I to the Vaughan Metropolitan Centre Secondary Plan.*

b. *The need for location and alignment of the north-south local street (within Area I) will be determined following the Black Creek Renewal EA and be subject to the development application review process, to the satisfaction of the City in consultation with York Region.*

Although Schedule J of the Draft VMCSP acknowledges *Site-Specific Policy Areas* (subject to the 2010 VMC Secondary Plan), and acknowledges this site, Section 10.3 – Site-Specific Policies does not explicitly indicate that the site-specific policies for the subject property are being carried forward. We request that the existing Area I Site-Specific Policies be carried forward in the Draft VMCSP being brought forward for adoption. These policies address key development related matters and must remain in effect to ensure clarity and consistency during the development application process.

The north-south local road that runs through the subject property is a significant concern, which has been raised in previous correspondence and discussions with Staff. Site-specific policy 9.3.11.b of the VMC 2010 Secondary Plan was agreed to through the previous settlement reached with the landowner and is intended to provide flexibility regarding this local street, which is identified on the east side of the subject property on Schedule C of the Draft VMCSP. The proposed alignment bisects the subject property and constrains the site's development potential, as it reduces the total developable area of the site.

The width of this local road is entirely within the subject property, occupying a minimum 20-22-metre width, and continues to pose a major constraint on the developable area. This local road alignment is also conflicting with the Draft VMCSP as it does not straddle the property line with the adjacent landowner to the east, which Section 5.3.2 encourages:

Section 5.3.2 of the Draft VMCSP states that:

Minor modifications to the location and alignment of planned streets are permitted without amendment to this Plan, provided the intersections in Schedule C that include a major or minor collector street or arterial street are maintained in their general location. Generally, local streets shall straddle property lines where they appear on Schedule C to be located between two properties, to the satisfaction of the City.

The precise location, alignment and design of the streets and mews identified on Schedule C shall be determined by the City through a municipal class Environmental Assessment and/or the development application process, as appropriate, in consultation with the Region of York, with consideration for matters such as the equitable distribution of costs and land consumption, development phasing, traffic management, and access requirements.

As noted in previous correspondence, a traffic engineer was retained by the landowner and determined that a local road is not required. The landowner requests that the local road be removed or, at minimum, that the Draft VMCSP explicitly reference the Site-Specific Policies from the VMC 2010 Secondary Plan, which permit the road's full removal if it is demonstrated during the development review process that it is unnecessary. The terms of the settlement and these policies need to be acknowledged by the Draft VMCSP.

2- Street Network- Extension of Interchange Way:

Schedule C – Street Network indicates the alignment of the east-west extension of the Interchange Way Extension ("IWE"). Weston Consulting, on behalf of the landowner of the subject property, has been actively monitoring the Environmental Assessment process and has communicated the landowner's position regarding the IWE alignment, which is still to be finalized.

Currently, Schedule C reflects a conceptual alignment for the IWE, which is intended to be the modified Option 2 that shifts the IWE further south, compared to Option 1. We continue to assert our position that Option 1 should be advanced as it offers a more equitable solution compared to Options 2 and 3. This is particularly important because the properties south of the IWE are smaller, and Options 2 and 3 would significantly constrain their development potential. We acknowledge that the subject property does not directly abut the proposed IWE, but the IWE poses impacts as it relates to potential land consolidation opportunities for the subject property with adjacent lands. We have concerns with the current proposed alignment and maintain that Option 1 should continue to be actively considered.

We appreciate the opportunity to provide these comments. We respectfully request that staff carry forward the Site-Specific Policies from the VMC 2010 Secondary Plan and incorporate them explicitly into Section 10.3 of the Draft VMCSP. Should you have any questions, please contact the undersigned at ext. 309 or Hanieh Alyassin at ext. 337.

Yours truly,
Weston Consulting
Per:

Jenna Thibault

Jenna Thibault, BSC, MPL, MCIP, RPP
Associate

c. Policy Planning and Special Programs, City of Vaughan
Fausto Filipetto, City of Vaughan
Gerard C. Borean, J.D., Parente Borean

City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, Ontario
L6A 1T1

June 2, 2025
File 6169

Attn: Mayor Del Duca and Vaughan Council Members

RE: Comment Letter in Response to Draft Vaughan Metropolitan Centre Secondary Plan 2025
Committee of the Whole on June 4th, 2025 (Public Meeting)- Item 10
126A Peelar Road

Weston Consulting has been retained to provide planning assistance for 1034933 ONTARIO LIMITED, the legally registered landowner of the property municipally known as 126A Peelar Road (herein referred to as "the subject property" or the "site") in the Vaughan Metropolitan Centre (VMC) area of the City of Vaughan. On behalf of the registered landowner, Weston Consulting has been actively monitoring the VMC Secondary Plan process and has engaged in it through the submission of letters and correspondence addressing various matters impacting the subject property. This letter has been prepared in response to the Draft VMC Secondary Plan released on May 15, 2025 ("Draft VMCSP").

Description of the Subject Property

The subject property is situated on the east side of Jane Street and west of Maplecrete Road (See Figure 1). The total land area of the subject property is approximately 0.50 hectares (1.24 acres), and it is irregular in shape. The subject property currently does not have direct frontage on a municipal road but has access via Jane Street through Peelar Road, as well as through a private driveway access from the south of Peelar Road. The subject property is currently occupied by one industrial building and is bounded by industrial land uses to the north, east, and south. The Black Creek Channel is located to the west. The subject property will directly front onto the proposed east-west extension of Interchange Way. There is a significant grade difference between the subject property and the adjacent lands to the west.



Figure 1- Subject Property Shown with Red Boundary

Comments on the Draft VMCSP

The registered landowner has been actively engaged in the planning process for the VMC Secondary Plan, providing ongoing feedback as it relates to the subject property, since the VMC 2010 Secondary Plan was released. The following comments reiterate previously submitted input on behalf of the landowner and provide new comments in response to the Draft VMCSP:

1- Site-Specific Policies (Area I in the VMC 2010 Secondary Plan):
On December 28, 2018, the Local Planning Appeal Tribunal (LPAT) approved a settlement between the City and the owner of the subject property settling their appeals of the VMC 2010 Secondary Plan. This settlement established the site-specific policies set out in Section 9.3.11 of the VMC 2010 Secondary Plan (Office Consolidation, 2020)("Area I Site-Specific Policies"), which state:

a. *Following the completion of the Black Creek Renewal EA, should the City determine, in its discretion, that the City no longer requires parkland within Area I, then the land use designation of the parkland that is no longer required shall be redesignated to the same land use designation as the remaining lands within Area I as shown on Schedule I to the Vaughan Metropolitan Centre Secondary Plan.*

b. *The need for location and alignment of the north-south local street (within Area I) will be determined following the Black Creek Renewal EA and be subject to the development application review process, to the satisfaction of the City in consultation with York Region.*

Although Schedule J of the Draft VMCSP acknowledges *Site-Specific Policy Areas* (subject to the 2010 VMC Secondary Plan) and acknowledges this site, Section 10.3 – Site-Specific Policies does not explicitly indicate that the site-specific policies for the subject property are being carried forward. We request that the existing Area I Site-Specific Policies be carried forward in the Draft VMCSP being considered for adoption. These policies address key development related matters and must remain in effect to ensure clarity and consistency during the development application process.

The currently depicted north-south local road that runs through the subject property is a significant concern, which has been raised in previous correspondence and discussions with Staff. Site-specific policy 9.3.11.b from the VMC 2010 Secondary Plan was agreed to through the previous settlement reached with the landowner and is intended to provide flexibility and context regarding this local street, which is identified on the east side of the subject property on Schedule C of the Draft VMCSP. The proposed alignment of the local road bisects the subject property, cutting it into two parts, and significantly reducing the viability of the east portion of the site for development.

The width of this local road is entirely within the subject property, occupying a minimum 20-22-metre width, and poses a major constraint on the developable area of the site which is already small in area given its geometry. This local road alignment is also conflicting with the Draft VMCSP as it does not straddle the property line with the adjacent landowner to the east, which Section 5.3.2 encourages:

Section 5.3.2 of the Draft VMCSP states that:

Minor modifications to the location and alignment of planned streets are permitted without amendment to this Plan, provided the intersections in Schedule C that include a major or minor collector street or arterial street are maintained in their general location. Generally, local streets shall straddle property lines where they appear on Schedule C to be located between two properties, to the satisfaction of the City.

The precise location, alignment and design of the streets and mews identified on Schedule C shall be determined by the City through a municipal class Environmental Assessment and/or the development application process, as appropriate, in consultation with the Region of York, with consideration for matters such as the equitable distribution of costs and land consumption, development phasing, traffic management, and access requirements.

As noted in previous correspondence, a traffic engineer was retained by the landowner and determined that this local road is not required. The landowner requests that the local road be removed or, at minimum, that the Draft VMCSP explicitly reference and include the Site-Specific Policies in the VMC 2010 Secondary Plan, which permit the road's full removal if it is demonstrated during the development review process that it is unnecessary. The terms of the settlement and these policies need to be acknowledged by the Draft VMCSP.

2- <u>Street Network- Extension of Interchange Way:</u>
Schedule C – Street Network of the Draft VMCSP indicates the alignment of the east-west extension of the Interchange Way Extension ("IWE"). Weston Consulting, on behalf of the landowner, has been actively monitoring the Environmental Assessment ("EA") process and has communicated the landowners' position regarding the IWE alignment, which is still to be finalized. As a part of the EA process, three road alignment options were introduced.

Schedule C reflects a conceptual alignment for the IWE, which we understand is intended to be the modified Option 2 that shifts the IWE further south, compared to Option 1. We continue to assert our position that Option 1 should be advanced as it offers a more equitable solution compared to Options 2 and 3. The subject property is directly impacted by the IWE. The proposed Option 2 alignment reduces the site's developable area decreasing the opportunity for this site to achieve a viable, mid- to high-rise building, as well as the desirability of this site for consolidation with other adjacent lands. We maintain that Option 1 should continue to be actively considered and selected.

The proposed north-south local road alignment, in conjunction with the proposed IWE, effectively eliminates the development potential of the eastern portion of the subject property because it results in a narrow, remnant piece of land of low value, with limited development potential or practical use (Figure 2). Figure 2 illustrates how this remnant piece of land is disconnected from the rest of the site and how the combination of the local road, and the impact of the IWE, result in an inequitable situation for the subject property.

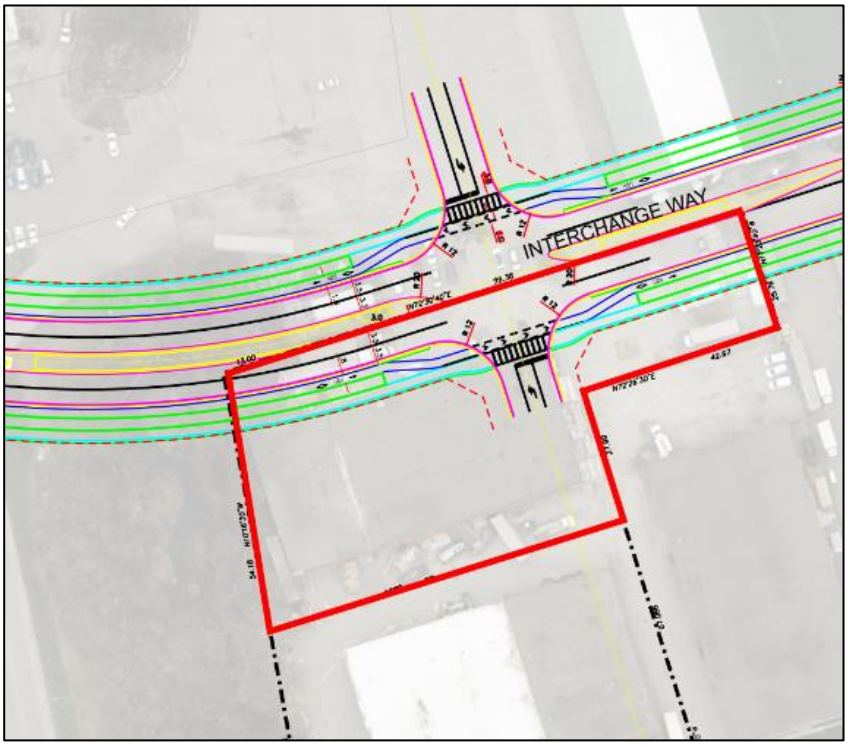


Figure 2- Overlay of IWE Modified Option 2 on subject property

We appreciate the opportunity to provide these comments. We respectfully request that staff carry forward the Site-Specific Policies from the VMC 2010 Secondary Plan and incorporate them explicitly into Section 10.3 of the Draft VMCSP. We also ask that staff reconsider the proposition of Option 1 for the proposed IWE and reflect the updates on Schedule C of Draft VMCSP. Should you have any questions or require further information, please contact the undersigned at extension 309 or Hanieh Alyassin at extension 337.

Yours truly,
Weston Consulting
Per:

Jenna Thibault

Jenna Thibault, BSC, MPL, MCIP, RPP
Associate

c. Policy Planning and Special Programs
Fausto Filipetto, City of Vaughan
Leo Longo, Aird & Berlis LLP

C199.
Communication
CW(PM) – June 4, 2025
Item No. 6, 7, 8 & 9

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Opposition to Temporary Zoning for Illegal truck yards in Vaughan,
Date: Tuesday, June 3, 2025 8:21:45 AM
Attachments: Image.png

From: Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>
Sent: Monday, June 2, 2025 8:00 PM
To: Clerks@vaughan.ca
Cc: [redacted]
Subject: Fw: [External] Opposition to Temporary Zoning for Illegal truck yards in Vaughan,

Please include as communications for public hearing on June 4.

Thank you.

Marilyn Iafrate
Councillor, Ward 1
Maple/Kleinburg
905.832.8585 x 8344
marilyn.iafrate@vaughan.ca

City of Vaughan

2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca
To subscribe to my E-Newsletter, please click here

My work day may look different than your work day. Please do not feel obligated to respond out of your normal working hours.

From: Anna Maria Bianco [redacted]
Sent: Monday, June 2, 2025 7:57 PM
To: Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>
Subject: [External] Opposition to Temporary Zoning for Illegal truck yards in Vaughan,

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Marilyn,

I'm writing this letter in **opposition** to the Temporary Zoning for Illegal Truck Yards in Vaughan.

As a long time resident of Caledon I am appalled at how the area of Highway 50 and Nashville to Major Mackenzie has changed. Prime farmland has been replaced with acres and acres of gravel, tractor trailers, containers and storage units. It honestly looks like we are surrounded by junk yards. The roadways are destroyed not to mention all the traffic and being surrounded by large tractor trainers that on many occasions are seen driving dangerously. This is not what you would expect to see in Canada, this looks like a country with no order, no pride and no regard for the prime farmland. The next generation and those after will wonder how we let this all happen. If you haven't been to this area recently take a drive and you will understand.

This is Canada, we deserve to live in clean safe community. We deserve to have safe roads. It is our responsibility to protect our green spaces and water tables from contamination for today and for years to come.

Please pass this message anyone that can help.

Regards,

Anna Maria Bianco
[redacted] Riverwood Terrace,
Bolton ON
L7E 1S6

C200.
Communication
CW(PM) – June 4, 2025
Item No. 6, 7, 8 & 9

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Concerned Resident
Date: Tuesday, June 3, 2025 11:15:54 AM
Attachments: image001.png

From: Sandra Ettore [redacted]
Sent: Tuesday, June 3, 2025 11:15 AM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
Subject: [External] Concerned Resident

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Dear Mayor and Members of Council,
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These properties are actively being used for the outdoor storage of transport trucks, trailers, and intermodal containers, without proper zoning or regard for the law. The landowners are aware of the current zoning restrictions, and yet they are knowingly prioritizing corporate profits over legal compliance and community safety.
An alarming example is 7151 Nashville Road, where there are currently two large illegal truck yards in operation or ready for operation, with the only driveway access to the site on Nashville Road. This road is designated a "No Truck Route" and is not designed to handle heavy truck traffic. The owner is now seeking to legitimize these illegal yards by requesting temporary zoning. This is a flagrant disregard of city policy, public safety, and community livability and should not be tolerated.

- The larger truck yard on the property is currently completely packed with trucks, truck trailers and various unsightly garbage and other truck-related materials. The smaller yard in the middle of the property used to have various trucks and what appeared to be wrecked cars from accidents stored there - thankfully, those things have been removed, but the site has already been stripped of agricultural soil and illegally filled with gravel (of what quality?) and is ready to park trucks despite there being no zoning for this use. This is yet another instance of asking for proper zoning after the land alterations have already been done & resulting in a request for many exceptions to the zoning in order to zone this property into compliance. These lands are being used illegally, this is not acceptable, and should not be rewarded.
- The Traffic Brief concludes ‘The proposed use will have negligible impact on roadway operations’. Anyone who drives along Nashville Road knows that statement is completely false. How can trucks on a no truck road ‘have negligible impact on roadway operations’??? It would be laughable if it wasn’t so chaotic and dangerous to drive on Nashville Road!
    - The swept path analysis seems to show that trucks entering and leaving the sites will be staying within the single lane of Nashville Road. Anyone who drives on Nashville

Road with any frequency knows that trucks turning in and out of these driveways on this property routinely turn into, and completely block, oncoming traffic to make their turns into and out of the site. The swept path analysis should reflect the reality that many truck drivers do not drive in the way the Traffic Brief depicts.

- The Phase 1 Environmental Site Assessment showed five areas of potential environmental concern (including the illegal fill operation to pave over the former agricultural land to park trucks) and recommended a Phase 2 ESA be done - when will that report be available?
    - It is also unclear if the Phase 1 ESA was done when the illegal truck yard had been populated with trucks, or if it was just a gravel parking lot. If trucks hadn't been parked there yet, the Phase 1 ESA should be re-done considering the high potential for further contamination from truck maintenance being done in the parking lot of the illegal truck yards.
- The Comments Response Matrix indicated, in relation to the Site Plan, that the Google Maps image from May 2024 shows that works have taken place on the site (likely the gravel paving for the illegal truck yard) & would need to be halted until approval of the temporary zoning is received. The owner replied: 'No additional work is occurring, and the intent of this process is to seek approval' - however, they continue to operate illegal truck yards without consequence and are even expanding their operations at the site. This is egregious and should be stopped.

10481 Highway 50 is also operating an illegal truck yard. This particular property has received several notices from by-law and is flagrantly ignoring them. Charges are now before the courts for their illegal land use and they should not be rewarded with a zoning change to legitimize their illegal operation.

- The application documents for this property do not specify the number of sea containers they would be storing - and it needs to. We have seen with other properties that the number of containers keep growing and growing & they keep stacking them higher and higher.
- The environmental reports show that the land alterations that have already been done are negatively impacting the water tributaries due to stormwater runoff. According to the TRCA, they have also placed fill in order to disrupt an existing watercourse channel. The Phase 1 ESA identified 8 areas of potential environmental concern, some of them with obvious staining on the ground - and yet did not recommend a Phase 2 ESA be done. That is very curious and concerning as there is obvious storage of dangerous chemicals and staining on this property. A Phase 2 ESA should be done, as was recommended with the property above (7151 Nashville Road).
- This is yet another instance where there is a long list of zoning exceptions being requested - because the land was already illegally altered and being used as an illegal truck yard - this should not be allowed, as this incentivizes people to use land illegally and then ask for proper zoning after the fact
- The list of zoning exceptions don't mention anything about the maintenance garage that is operating on this property - shouldn't they?
- Upon driving past the site on May 31, 2025, cars are currently being parked in front of the berm on the property - this should be stopped immediately. Yet more evidence of the flagrant disregard for the law and disrespect for the land they are hoping to get temporary zoning for.
- The concept plan doesn't specify where snow will be stored on the property - this needs to be specified
- This particular property also has a median on Highway 50 right in front of their driveway - resulting in the driveway being a right in/right out. On multiple occasions, commuters have

witnessed trucks coming out of this driveway, heading north on Highway 50 - and then doing a U turn to head south on Highway 50. AN 18 WHEELER PULLING A U TURN IN FRONT OF ONCOMING TRAFFIC!!! Someone is going to be killed if this property continues to operate.

- There is a Traffic Brief on file that references another Traffic Brief completed in Mar 2024 - however that document is not available online (I have contacted the Planner, but not heard back as of the submission of this email) - so a proper review of the Traffic information was not able to be completed by residents

Both properties are also well within the Focused Analysis Area (FAA) for the Highway 427 extension to Highway 413 and would require the Ministry of Transportation (MTO) to allow any change in zoning. According to the planning application documents online, it seems MTO supports the temporary use until September 2025 and then they may change their stance. That is only 3 months from now and it is unlikely that the zoning approval process would be completed by then. Would MTO still be in favour of these zoning changes after September 2025? That's an unknown.
Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?
These illegal operations are having a severe and growing impact on the surrounding area, including:

- **Threats to commuter safety** due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type
- **Declining quality of life** for residents of the surrounding communities due to noise, pollution, and traffic congestion
- **Damage to local infrastructure**, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road
- **Public frustration and loss of trust** in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.
The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.
Therefore, I respectfully urge Council to:

1. **Reject all temporary Zoning By-law applications** related to these properties for truck parking and shipping container storage
2. **Issue immediate orders to cease all illegal truck yard operations** on land not properly zoned for these activities
3. **Recommit to transparency, enforcement, and lawful urban planning**

Residents are not anti-development—we welcome **responsible, legal, and community-minded growth**. But we will not stand by as our neighborhoods are transformed into unregulated industrial zones, with no input and at the cost of our safety, health, and peace of mind.
Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.

- This development is also proposing an east/west road with a signalized intersection with

Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this proposed intersection, trying to turn left onto Major Mackenzie - I can't imagine how a signalized intersection would work in this location at all.

- The Transportation Impact Study indicates that 15 trucks per hour would be coming in and out of the site in the morning, and 22 in the afternoon. Considering the proposed 437 truck parking spaces that are proposed, this seems like a drastic underestimation. I would suggest that an evaluation of other warehouses in the location with a similar amount of truck parking spaces should be evaluated to confirm if that estimated volume is accurate.
- The site plan also doesn't indicate where snow storage would be located - it should

The solution to many of the concerns related to truck traffic coming in and out of Highway 50 and all of these proposed developments is related to my comments on Block Plan 66. **The Block Plan, and all of these properties mentioned above should have any driveway access to Highway 50 closed. All truck traffic should be directed to a north/south spine road that runs from Nashville Road south to Major Mackenzie.** None of the properties within Block Plan 66 should have truck traffic coming in and out onto Highway 50. This is a great opportunity for City of Vaughan to show that they take the safety of their residents and commuters on their roads seriously - it's a chance for Vaughan to get this right and stop the unsafe practice of subjecting the public to the wild west situation that is currently happening on Highway 50.

Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the rail yard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

The Block Plan also indicates that several of the water tributaries will be rerouted, and some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible - but if it needs to be done, it needs to be done responsibly and in agreement with the TRCA and Ministry of Natural Resources and according to their comments and the policies they require. The Block Plan includes a highly vulnerable aquifer and a significant water recharge area and this needs to be properly considered and respected.

In closing, City of Vaughan has a great opportunity to work together with the landowners in Block Plan 66 to create a plan to develop the lands in this area that will help to properly plan for the employment area that Vaughan has decided will go here. The residents understand that trucks are necessary and given the proximity to the rail yard and Highway 427, it likely makes sense to put these kinds of developments into Block Plan 66. That said, **we expect City of Vaughan and the landowners to plan this area such that the safety of residents and commuters is respected. The current situation we are living with in this area is incredibly unsafe and this is the opportunity to get it right. We expect City of Vaughan and the landowners to collaborate and keep resident and commuter safety top of mind - keep the trucks in this area off Highway 50 - it will be safer for everyone.**

Sincerely,

Sandra Ettore | Travel Advisors
ONVIGO-Together™

C201.
Communication
CW(PM) – June 4, 2025
Item No. 6, 7, 8 & 9

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Truck yards
Date: Tuesday, June 3, 2025 11:17:19 AM

From: J DIPOCE [redacted]
Sent: Tuesday, June 3, 2025 11:16 AM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
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Sincerely,

Concerned Resident

[redacted]

C202.
Communication
CW(PM) – June 4, 2025
Item No. 4

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: [External] Re: June 4th, 2025 Public Meeting Agenda Items 4.6, 4.7, 4.8 and 4.9
Date: Tuesday, June 3, 2025 11:58:56 AM

From: R C [redacted]
Sent: Tuesday, June 3, 2025 11:58 AM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
Subject: [External] Re: June 4th, 2025 Public Meeting Agenda Items 4.6, 4.7, 4.8 and 4.9

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Re: June 4th, 2025 Public Meeting Agenda Items 4.6, 4.7, 4.8 and 4.9

- Zoning By-law Amendment Z.25.010 – 7151 Nashville Road
- Zoning By-law Amendment Z.25.007 – 10481 Hwy 50
- Official Plan Amendment OP.24.006 & Zoning By-law Amendment Z.24.017 – 10223 Hwy 50
- Block Plan 66 West Landowners Group Inc. - BL.66W.2024

Dear Mayor and Members of Council,

I am respectfully writing as a concerned resident to express my strong opposition to the development applications for **7151 Nashville Road** and **10481 Highway 50**, both located within **Block 66**. These properties are currently being used illegally as truck yards—an ongoing violation that undermines both local regulations and community trust.

Approving these applications would not only legitimize this unlawful use but also set a troubling precedent for future developments. I respectfully urge you to **reject or, at the very least, reconsider** these applications in light of the current violations and the potential long-term impacts on our community.

These properties are actively being used for the outdoor **storage of transport trucks**, **trailers, and intermodal containers**, without proper zoning or regard for the law. The landowners are aware of the current zoning restrictions, yet they knowingly prioritize corporate profits over legal compliance and community safety.

An alarming example is 7151 Nashville Road, where there are currently two large illegal truck yards in operation or ready for operation, **with the only single driveway access to the site on Nashville Road. This narrow road is designated as a "No Truck Route"** and is not designed to handle increased heavy-duty truck traffic which leads to congestion, causing road wear, and increasing accident risks. The owner is now seeking to legitimize these illegal yards

by requesting temporary zoning. This is a flagrant disregard for city policy, public safety, and community livability and should not be tolerated.

The current larger truck yard on the property is already completely packed with trucks, truck trailers and various unsightly garbage and other truck-related materials. The smaller yard in the middle of the property used to have various trucks and what appeared to be wrecked cars from accidents stored there - thankfully, those things have been removed, but the site has already been stripped of agricultural soil and illegally filled with gravel (of what quality?) and is ready to park trucks despite there being no zoning for this use. This is yet another instance of asking for proper zoning after the land alterations have already been done and resulting in a request for many exceptions to the zoning in order to zone this property into compliance. These lands are being used illegally, **this is not acceptable** and should not be rewarded.

The Traffic Brief concludes 'The proposed use will have negligible impact on roadway operations'. It is obvious to all commuters who drive along Nashville Road that this statement is completely false. **How can trucks on a "no-truck" road 'have negligible impact on roadway operations'???** It would be laughable if it wasn't already so chaotic and dangerous to drive on Nashville Road!

The swept path analysis seems to show that trucks entering and leaving the sites will be staying within the single lane of Nashville Road. Anyone who drives on Nashville Road with any frequency knows that trucks turning in and out of these driveways on this property routinely **completely block** oncoming traffic to make their turns into and out of the site without any regard to traffic flow. The swept path analysis should reflect the reality that many truck drivers do not drive in the way the Traffic Brief depicts.

The Phase 1 Environmental Site Assessment showed five areas of potential environmental concern (including the illegal fill operation to pave over the former agricultural land to park trucks) and recommended a Phase 2 ESA be done - when will that report be available?

It is also unclear if the Phase 1 ESA was done when the illegal truck yard had been populated with trucks, or if it was just a gravel parking lot. If trucks hadn't been parked there yet, the Phase 1 ESA should be redone considering the high potential for further contamination from truck maintenance being done in the parking lot of the illegal truck yards.

The Comments Response Matrix indicated, concerning the Site Plan, that the Google Maps image from May 2024 shows that works have taken place on the site (likely the gravel paving for the illegal truck yard) and would need to be halted until approval of the temporary zoning is received. The owner replied: 'No additional work is occurring, and the intent of this process is to seek approval' - however, they continue to operate illegal truck yards without consequence and are even expanding their operations at the site. This is egregious and should be stopped.

10481 Highway 50 is also operating an illegal truck yard. This particular property has received several notices from by-law enforcement and is flagrantly ignoring them. Charges are now before the courts for their illegal land use and they should not be rewarded with a zoning change to legitimize their illegal operation.

The application documents for this property do not specify the number of sea containers they would be storing - and it needs to. We have seen with other properties that the number of containers keep growing and growing and they keep stacking them higher and higher resulting in visual urban blight.

The environmental reports show that the land alterations that have already been done are

negatively impacting the water tributaries due to stormwater runoff. According to the TRCA, they have also placed fill in order to disrupt an existing watercourse channel. The Phase 1 ESA identified 8 areas of potential environmental concern, some of them with obvious staining on the ground - and yet did not recommend a Phase 2 ESA be done. That is very curious and concerning as there is obvious storage of dangerous chemicals and staining on this property. A Phase 2 ESA should be done, as was recommended with the property above (7151 Nashville Road).

This is yet another instance where there is a long list of zoning exceptions being requested - because the land was already illegally altered and being used as an illegal truck yard - this should not be allowed, as this incentivizes people to use land illegally and then ask for proper zoning after the fact

The list of zoning exceptions doesn't mention anything about the maintenance garage that is operating on this property - shouldn't they?

Upon driving past the site on May 31, 2025, cars are currently being parked in front of the berm on the property - this should be stopped immediately. Yet more evidence of the flagrant disregard for the law and disrespect for the land they are hoping to get temporary zoning for.

The concept plan doesn't specify where snow will be stored on the property - this needs to be specified.

This particular property also has a median on Highway 50 right in front of their driveway - resulting in the driveway being a right in/right out. On multiple occasions, commuters have witnessed trucks coming out of this driveway, heading north on Highway 50 - and then doing a U turn to head south on Highway 50. **AN 18-WHEELER PULLING A U-TURN IN FRONT OF ONCOMING TRAFFIC!!!** Someone is going to be killed if this property continues to operate.

There is a Traffic Brief on file that references another Traffic Brief completed in Mar 2024 – however as of today that document has not been made available online so a proper review of the Traffic information was not able to be completed by residents.

Both properties are also well within the Focused Analysis Area (FAA) for the Highway 427 extension to Highway 413 and would require the Ministry of Transportation (MTO) to allow any change in zoning. According to the planning application documents online, it seems MTO supports the temporary use until September 2025 and then they may change their stance. That is only 3 months from now and it is unlikely that the zoning approval process would be completed by then. Would MTO still be in favour of these zoning changes after September 2025? That's an unknown.

Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?

These illegal operations are having a severe and growing impact on the surrounding area, including:

- Threats to commuter safety due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type
- Declining quality of life for residents of the surrounding communities due to noise, pollution, and traffic congestion

- Damage to local infrastructure, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road
- Public frustration and loss of trust in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.

The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.

Therefore, I respectfully urge Council to:

1. Reject all temporary Zoning By-law applications related to these properties for truck parking and shipping container storage
2. Issue immediate orders to cease all illegal truck yard operations on land not properly zoned for these activities
3. Recommit to transparency, enforcement, and lawful urban planning

Residents are not anti-development—we welcome responsible, legal, environmentally responsible, and community-minded growth. But we will not stand by as our neighborhoods are transformed into unregulated industrial zones, with no input and at the cost of our safety, health, and peace of mind.

Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.
This development is also proposing an east/west road with a signalized intersection with Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this proposed intersection, trying to turn left onto Major Mackenzie - I can't imagine how a signalized intersection would work in this location at all.

The Transportation Impact Study estimates that 15 trucks per hour will enter and exit the site in the morning, and 22 in the afternoon. Given the proposed 437 truck parking spaces, this projection appears significantly underestimated.

To ensure an accurate assessment, I strongly recommend evaluating comparable warehouse sites in the area with a similar number of truck parking spaces. This would help determine whether the projected traffic volumes are realistic and reflective of actual operational demands.

The site plan also doesn't indicate where snow storage would be located - it should

The solution to many of the concerns related to truck traffic coming in and out of Highway 50 and all of these proposed developments is related to my comments on Block Plan 66. The Block Plan, and all of these properties mentioned above should have any driveway access to Highway 50 closed. All truck traffic should be directed to a north/south spine road that runs

from Nashville Road south to Major Mackenzie. None of the properties within Block Plan 66 should have truck traffic coming in and out onto Highway 50. This is a great opportunity for the City of Vaughan to show that they take the safety of their residents and commuters on their roads seriously - it's a chance for Vaughan to get this right and stop the unsafe practice of subjecting the public to the Wild West situation that is currently taking place on Highway 50.

Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the rail yard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

The Block Plan also indicates that several of the water tributaries will be rerouted, and some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible - but if it needs to be done, it needs to be done responsibly and in agreement with the TRCA and Ministry of Natural Resources and according to their comments and the policies they require. The Block Plan includes a highly vulnerable aquifer and a significant water recharge area and this must considered and respected.

In closing, the City of Vaughan has a significant opportunity to work collaboratively with the landowners of Block Plan 66 to develop a thoughtful and strategic plan for the future employment area designated for this region.

We, as residents, fully understand that truck-related developments are necessary—and given the proximity to the rail yard and Highway 427, Block Plan 66 may well be a logical location. However, we strongly urge the City and the landowners to prioritize **safe, integrated planning** that respects both the needs of industry and the safety of residents and commuters.

The current situation is untenable. What we are living with today is **dangerous**—and this is a critical moment to get it right.

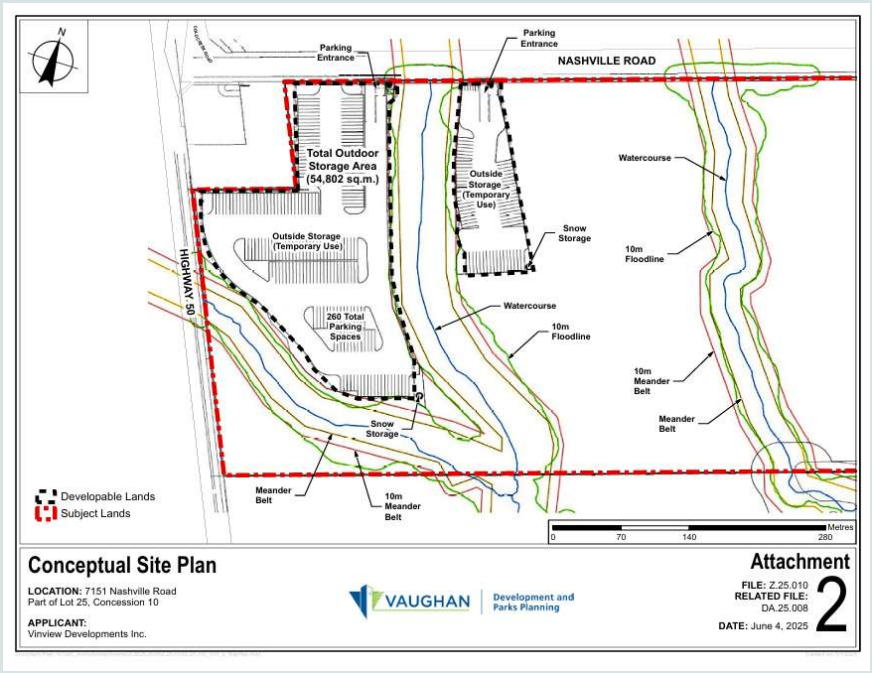
We urge the City of Vaughan and the landowners to **work together** with the community to ensure that safety is not an afterthought. Keep heavy truck traffic **off Highway 50**. It will be safer for everyone.

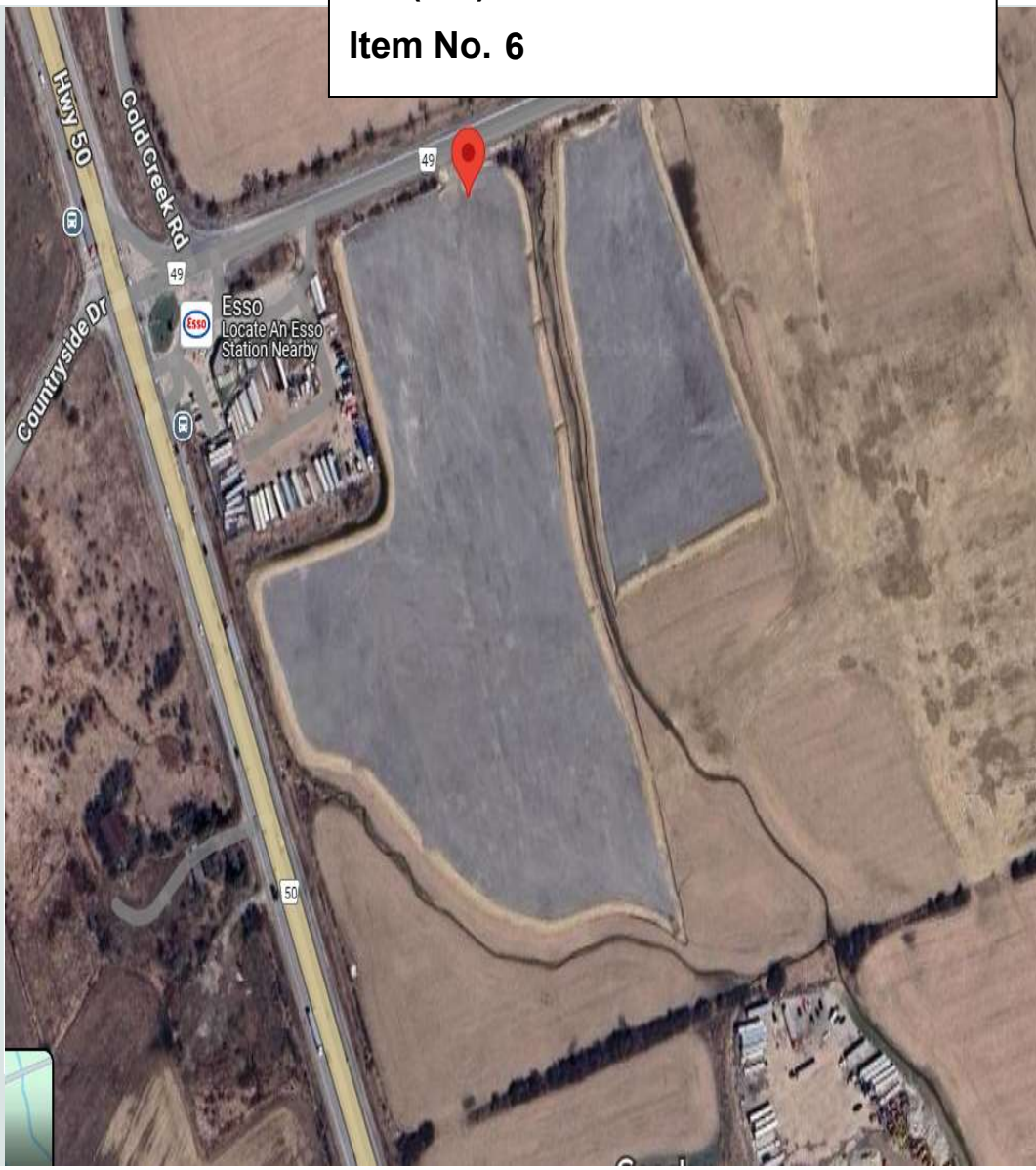
Sincerely,

Rosa Ciantar, Concerned Resident

C203.
Communication
CW(PM) – June 4, 2025
Item No. 6

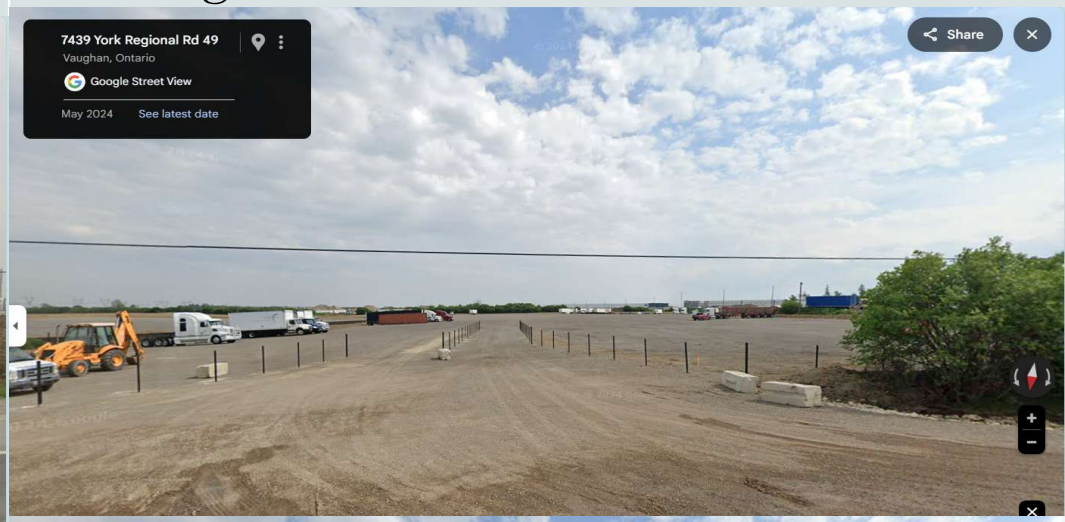
Jun 4, 2025
Agenda Item 4.6
Z.25.010 for 7151 Nashville Road



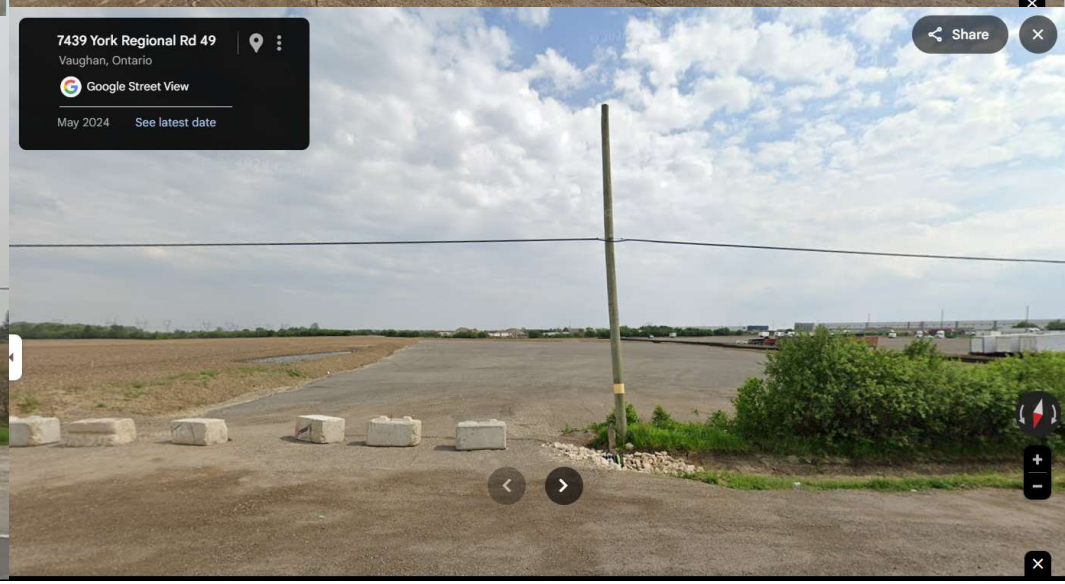


Location In Real Life (Google Photos)









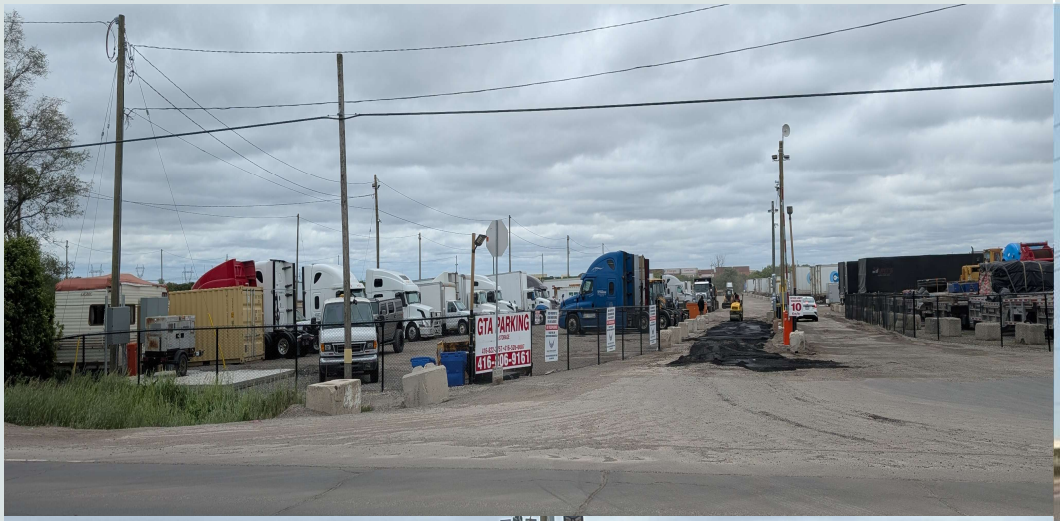
Environmental Impact of Illegal Truck Yards

The Phase 1 Environmental Site Assessment showed five areas of potential environmental concern (including the illegal fill operation to pave over the former agricultural land to park trucks) and recommended a Phase 2 ESA be done - **when will that report be available?**

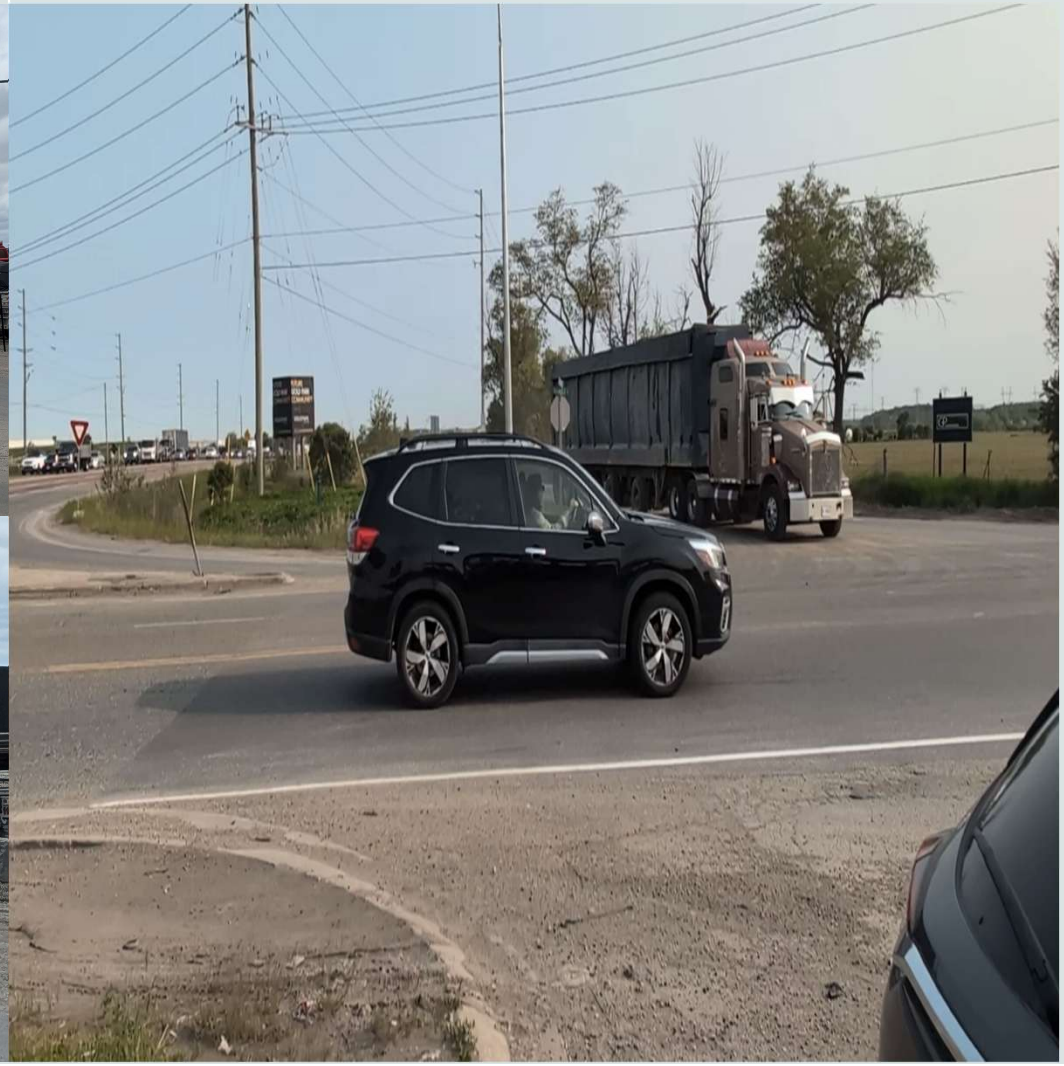
Was the Phase 1 ESA done when the illegal truck yard had been populated with trucks, or when it was just a gravel parking lot? **If trucks hadn't been parked there yet, the Phase 1 ESA should be re-done considering the high potential for further contamination from truck maintenance being done in the parking lot of the illegal truck yards**.

There are several creek tributaries running through this property and the **TRCA comments mentioned there is an outstanding violation on this property. City of Vaughan should not be considering granting temporary zoning to any properties with unresolved violations.**

Recent Photos (May 31st) and Video









Impact to Traffic Through Nashville, Huntington, Hwy 50 and Cold Creek



Nashville Road, Cold Creek Road & Hwy 50 is a very dangerous & congested intersection – and Huntington is right in a residential area

- Nashville – no truck road (marked at Hwy 50 and Hwy 27) and has no truck signs
- Cold Creek and Huntington roads are weight restricted roads
- The roundabout on Huntington is routinely damaged by trucks that should not be there, trying to avoid Highway 50 to get to Highway 427

The Traffic Brief concludes 'The proposed use will have negligible impact on roadway operations' – anyone who drives here knows that is laughable and completely false.

Safety of the public needs to be the highest concern here – not rewarding landowners who are not respecting the law, disrespecting area residents and commuters – all for the desire to make as much money as possible before lands are expropriated for Highway 413.

Temporary Zoning Should Not Be Granted

Landowners must follow the law, just like the rest of us are expected to. This landowner has chosen to alter the land before doing a re-zoning application. This is illegal and should not be rewarded.

This particular landowner is flagrantly disrespecting the City of Vaughan, neighbouring residents and commuters.

The Comments Response Matrix indicated, that the Google Maps image from May 2024 shows that works have taken place on the site (likely the gravel paving for the illegal truck yard) & would need to be halted until approval of the temporary zoning is received. **The owner replied: 'No additional work is occurring, and the intent of this process is to seek approval' - however, they continue to operate illegal truck yards without consequence and are even expanding their operations at the site. This is egregious and should be stopped.**

Landowners and the City of Vaughan must do better than this. We will be closely watching Vaughan's vote on this application. **Please hear us – we are not going away – we are counting on you do to the right thing & not grant temporary zoning to this property.**

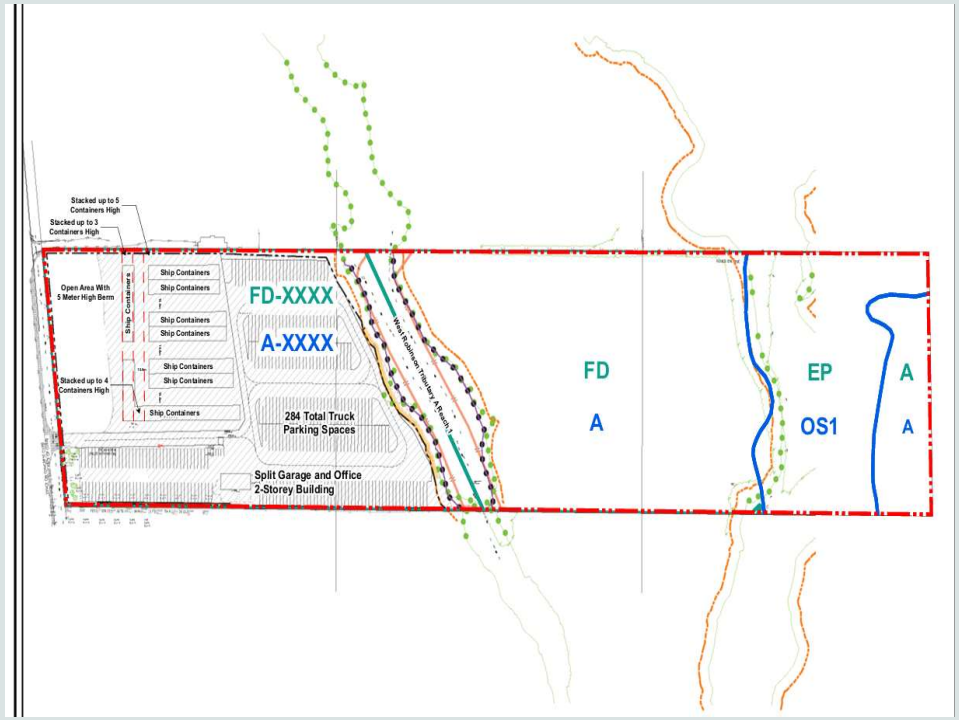
Thank you

AMANDA CORBETT

Resident of Bolton

C204.
Communication
CW(PM) – June 4, 2025
Item No. 7

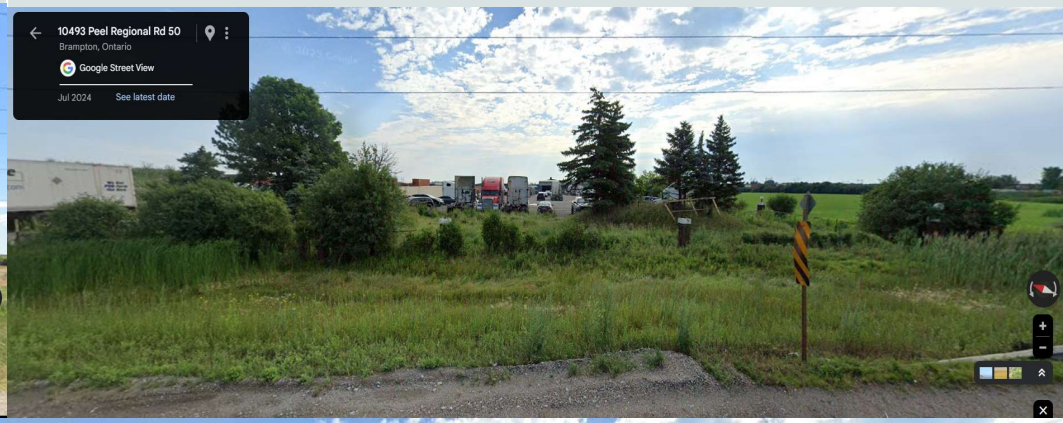
Jun 4, 2025
Agenda Item 4.7
Z.25.007 for 10481 Hwy 50

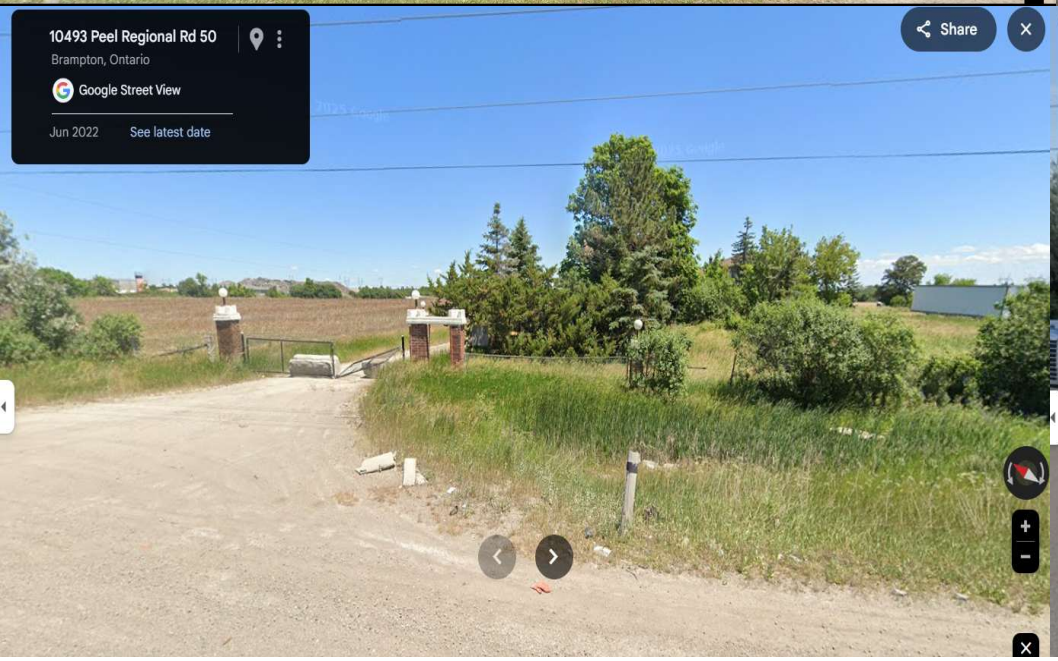


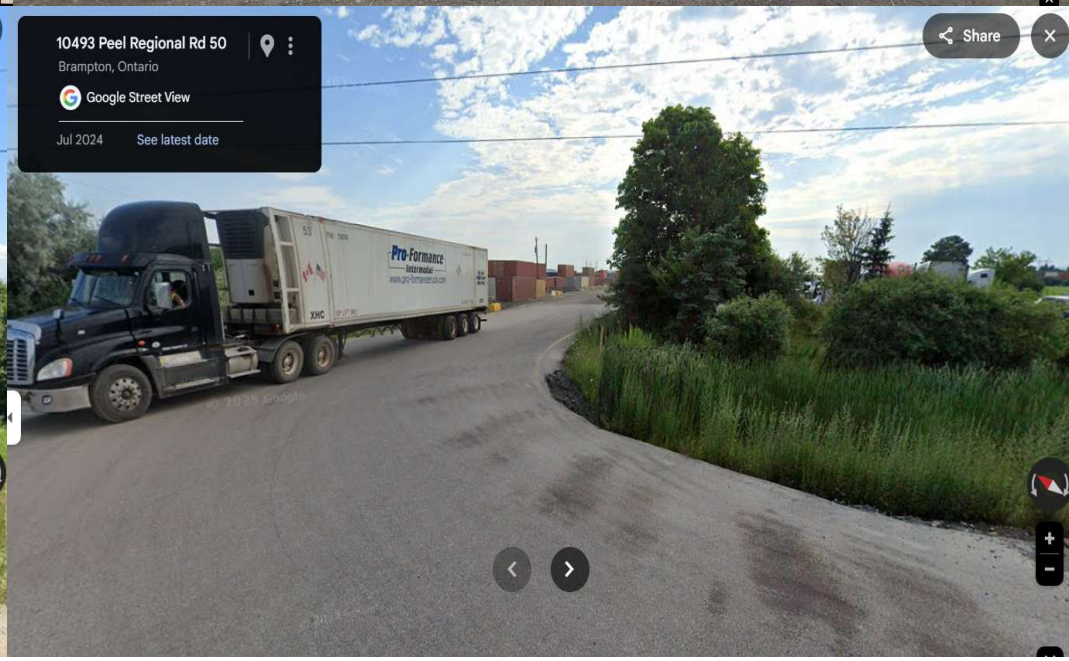


Location In Real Life (Google Photos)









Environmental Impact of Illegal Truck Yards

The environmental reports show that the **land alterations that have already been done are negatively impacting the water tributaries** due to stormwater runoff. According to the TRCA, they have also **placed fill in order to disrupt an existing watercourse channel**.

The Phase 1 ESA identified 8 areas of potential environmental concern, some of them with obvious staining on the ground - and yet did not recommend a Phase 2 ESA be done. That is very curious and concerning as there is **obvious storage of dangerous chemicals and staining on this property. A Phase 2 ESA should be done.**

There are several creek tributaries running through this property and the **TRCA comments mentioned there is an outstanding violation on this property. City of Vaughan should not be considering granting temporary zoning to any properties with unresolved violations.**



More Photos from the Environmenal Report









Traffic Concerns

Cars are now being parked in front of the berm on this property – this needs to be stopped and is not reflective of the Site Plan that was submitted

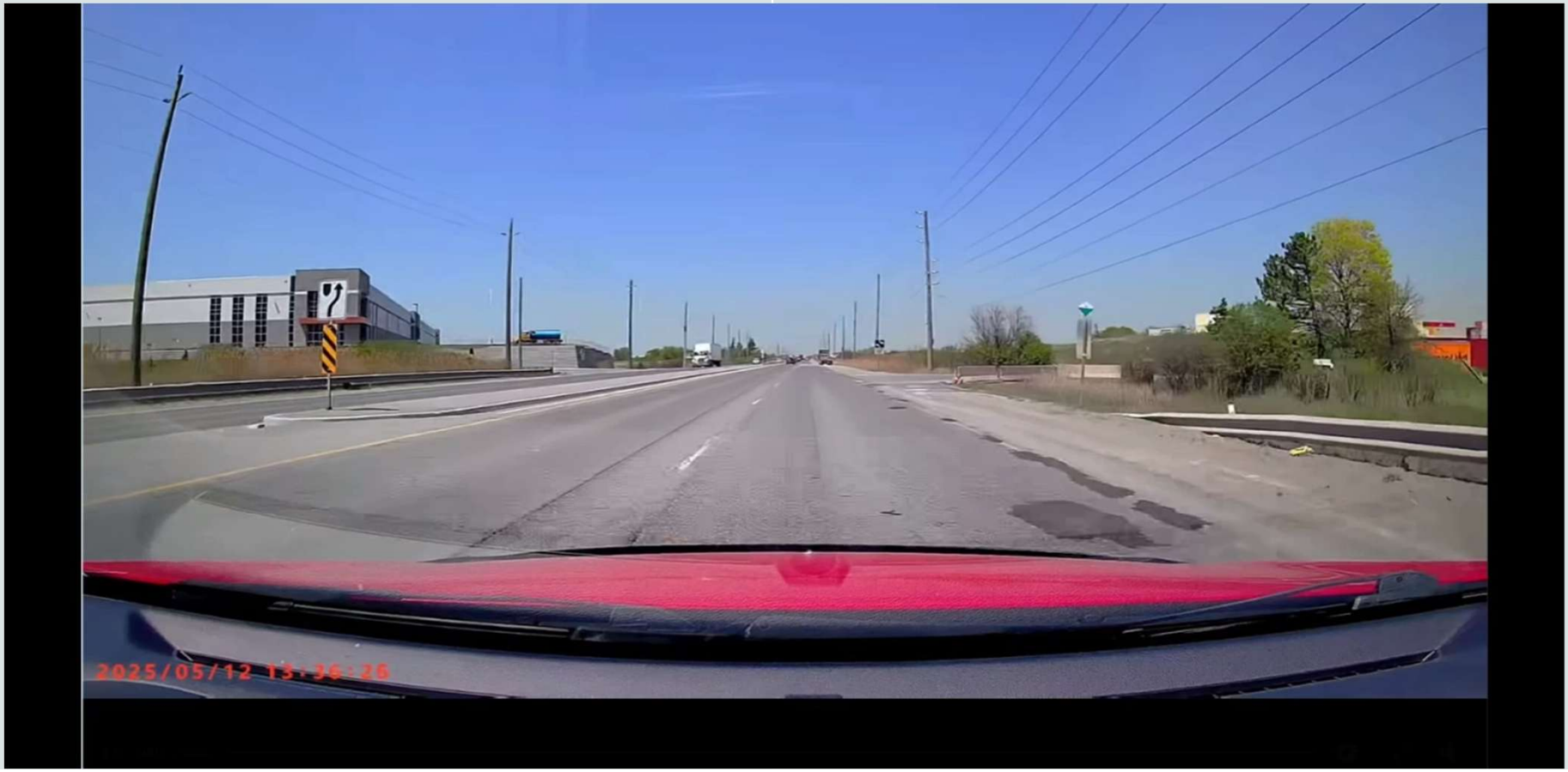


Could not be properly evaluated as the main Traffic Brief was not included in the list of documents online

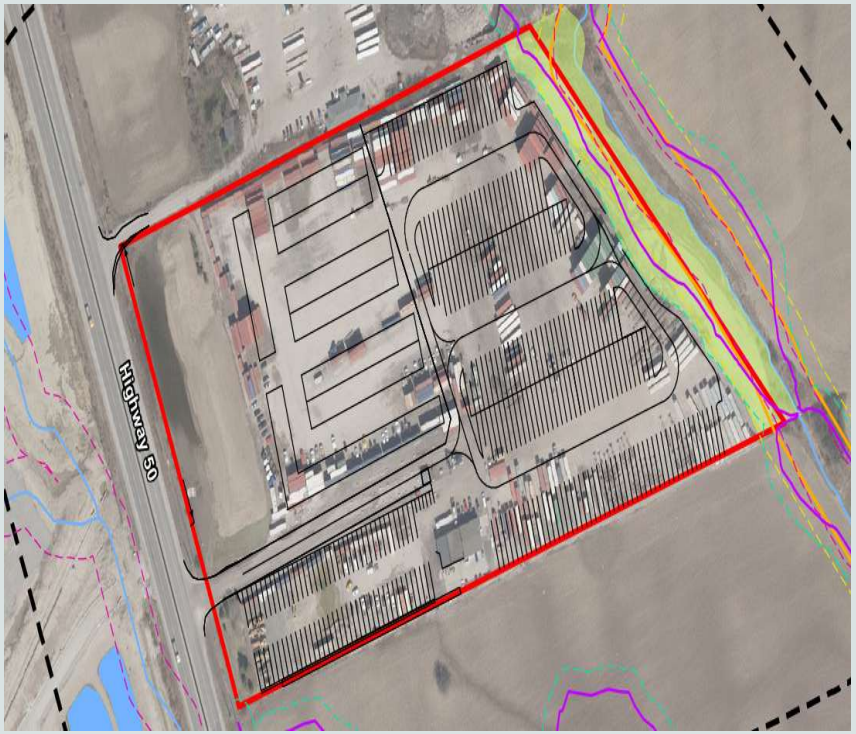


Traffic Concerns

The driveway to this yard currently has a median in front of it – so it's now right in/right out. Trucks from this property are routinely pulling unsafe U turns or driving into oncoming traffic to go left out of this property. **Someone is going to die if this continues!!!**



Concerns with the Site Plan Application



Number of sea containers they are intending to store is not specified – it should be

As with the property at 7151 Nashville Road, there is a **long list of zoning exceptions that are being requested** (height increases of more than triple of what is normally allowed, surface area allowed for outside storage, allow storage in the front yard, etc). **This should not be permitted for a property that has been, and continues to be non-compliant.**

The list of zoning exceptions don't mention anything about the **maintenance garage** that is operating on this property – should it? And is a maintenance garage allowed?

There is no specification of **where snow will be stored**. We know this is an issue on other properties where snow storage isn't properly considered, then truck traffic can't get into the site & backs up on the road.

Temporary Zoning Should Not Be Granted

This particular property has received **several notices from by-law** and is **flagrantly ignoring them**. **Charges are now before the courts** for their illegal land use and they should not be rewarded with a zoning change to legitimize their illegal operation.

Residents are not anti-development – we welcome **responsible, legal, and community-minded growth**. But we will not stand by as our neighborhoods are transformed into unregulated industrial zones, with no input and at the cost of our safety, health, and peace of mind.

Landowners and the City of Vaughan must do better than this. We will be closely watching Vaughan's vote on this application. **Please hear us – we are not going away – we are counting on you do to the right thing & not grant temporary zoning to this property.**

Thank you

AMANDA CORBETT

Resident of Bolton

C205.
Communication
CW(PM) – June 4, 2025
Item No. 3

From: Clerks@vaughan.ca
To: Assunta Ferrante
Subject: FW: 10990 & 11010 Highway 27 - Public Comments and Statutory Public Meeting
Date: Tuesday, June 3, 2025 1:32:06 PM
Attachments: image001.png
10990 11010 Highway 27 - Planning Applications.msg

From: Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>
Sent: Tuesday, June 03, 2025 1:31 PM
To: Clerks@vaughan.ca
Subject: 10990 & 11010 Highway 27 - Public Comments and Statutory Public Meeting

Good afternoon,

Please see the attached email response to a resident from the Applicant that they wish to be added to the public record.

Thanks,

Joshua Cipolletta
Planner
905-832-8585, ext. 8112 | joshua.cipolletta@vaughan.ca

City of Vaughan l Development and Parks Planning Department
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
vaughan.ca

From: Mathew Halo <mhalo@ipsconsultinginc.com>
Sent: Monday, June 2, 2025 9:06 AM
To: Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>
Cc: Anthony Bruno [redacted]
Subject: RE: [External] 10990 & 11010 Highway 27 - Public Comments and Statutory Public Meeting

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Hi Joshua,

I hope all is well. We have reviewed the June 4 COW Communications document and

observe that C1, C2, C3, C4, C5, and C60 were submitted as part of the official record. I am attaching an email that we sent to a resident who called me last month to speak about the applications. I sent him an email on May 5th; however, I haven't heard from him since. **Please add the attached correspondence to the record.**

Can you advise if you have received any additional communications?

Thanks,

Mathew Halo, BURPL., MCIP, RPP
ASSOCIATE

Barrie Office
9-647 Welham Road
Barrie, ON L4N 0B7
705 - 812 - 3281 Ext. 41
mhalo@ipsconsultinginc.com

Vaughan Office
200W-3800 Steeles Ave W
Vaughan, ON L4L 4G9
905 - 291 - 7525 Ext. 41
www.ipsconsultinginc.com

From: Mathew Halo
To: [redacted]
Cc:
Subject: 10990 & 11010 Highway 27 - Planning Applications
Attachments: image001.png

Hi Adrian,

Thank you for taking the time to call me this afternoon to discuss the above-noted lands and the Planning Applications.

As discussed, IPS is the planning consultant and agent on the file, and we received a Notice of Complete from the City of Vaughan on the Planning Applications in March 2025. The City has uploaded the submission materials to their website, Planit, where they house all of their planning applications and supporting materials for public review.

To access the submission materials, please go to https://maps.vaughan.ca/planit/. Once on the lading page, you will need to select the ***Zoning By-law*** on the right side of the screen under ***Interactive Legend***. In the search bar, search 10990 & 11010 Highway 27. Once the map has located the property, click the property and navigate next until you reach the Zoning By-law application. Once there, on the left side of the screen you will see Supporting Documents. Under that tab you are able to view all of the submitted / uploaded documents applicable to the 1st submission of the Planning Applications. See attached for a snip of the page for reference.

If you have any issues navigating the page, please let me know. Have a great evening.

Regards,

Mathew Halo, BURPL., MCIP, RPP
ASSOCIATE

Barrie Office
9-647 Welham Road
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