

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JUNE 4, 2025**COMMUNICATIONS****Distributed June 4, 2025**

C206.	David Falletta and David Milano, Bousfields Inc. Church Street, Toronto, dated June 3, 2025	10
C207.	David Falletta, Bousfields Inc. Church Street, Toronto, dated June 4, 2025	10
C208.	Jason Jacome, Vaughan, dated June 3, 2025 (includes Petition)	4
C209.	Elia LoSciavo, Antonella Crescent, Vaughan, dated June 3, 2025	10
C210.	Joseph LoSciavo, Antonella Crescent, Vaughan, dated June 3, 2025	10
C211.	Amanda Corbett, Bolton, dated June 4, 2025	8
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Please note there may be further Communications.



June 3, 2025

Project No. 23196

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
8955 Weston Road and Part of Lots 14 and 15 Concession 5
281187 Ontario Ltd. and Anland Developments Inc.

Bousfields Inc. is the planning consultant for 281187 Ontario Ltd. and Anland Developments Inc. (the “**Owners**”) with respect to their lands located east of Weston Road, south of Rutherford Road and west of Highway 400, legally identified as Part of Lots 14 and 15 Concession 5 (the “**Subject Site**”). The subject site comprises approximately 29 hectares and is located in the Vaughan Mills Centre Secondary Plan area.

We have monitored the City’s Official Plan Review process and reviewed the May Draft New Vaughan Official Plan 2025 (Draft VOP 2025). We submitted a letter on March 21, 2025, outlining our comments and requests on the Draft VOP 2025, released in January 2025, as it relates to the Subject Site. A copy of our March 21, 2025, letter is attached, and our comments and requests remain the same with respect to the Subject Site and the May Draft VOP 2025.

Subject Site

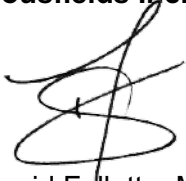
The subject site includes approximately 29 hectares of land on the east side of Weston Road, as identified in Figure 1 in the attached letter. The lands are predominantly vacant however a portion of the southern parcel includes a landscaping supply business. The subject site is adjacent to Highway 400 on its west side, including the existing southbound on-ramp from Bass Pro Mills Drive, which borders the subject site’s southeast corner. The planned extension of Bass Pro Mills Drive to Weston Road is proposed within the southern portion of the subject site. Additionally, a portion of the Black Creek channel is located within the subject site and is planned to be revitalized and realigned.

Comments on Draft VOP 2025

Please refer to our comment letter dated March 21, 2025 (attached), regarding our comments and requests on the Draft VOP 2025 as it relates to the Subject Site. For the reasons outlined in the attached letter, **we continue to request that the Subject Site be identified as a *Strategic Growth Area* on Schedule 1 – Urban Structure, and as a *Primary Centre* on Schedule 1B – Strategic Growth Areas.**

We appreciate the opportunity to provide comments on the Draft VOP 2025. Should you require any additional information please do not hesitate to contact the undersigned.

Respectfully Submitted,
Bousfields Inc.



David Falletta, MCIP, RPP



David Milano, MCIP, RPP

cc: 281187 Ontario Ltd.
Anland Developments Inc.



BOUSFIELDS INC.

March 21, 2025

Project No. 23196

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

Delivered by email to: oprmanager@vaughan.ca

**Re: Comments on Draft Vaughan Official Plan 2025
8955 Weston Road and Part of Lots 14 and 15 Concession 5
281187 Ontario Ltd. and Anland Developments Inc.**

Bousfields Inc. is the planning consultant for 281187 Ontario Ltd. and Anland Developments Inc. (the “**Owners**”) with respect to their lands located east of Weston Road, south of Rutherford Road and west of Highway 400, legally identified as Part of Lots 14 and 15 Concession 5 (the “**subject site**”). The subject site comprises approximately 29 hectares and is located in the Vaughan Mills Centre Secondary Plan area.

We understand that the City has been working towards creating the new Vaughan Official Plan 2025 and that a draft of the new Official Plan was released in January 2025 for public review and comment (the “**2025 Draft OP**”). We have reviewed the 2025 Draft OP text and schedules and are writing to express our comments and requests with respect to the subject site.

Subject Site

The subject site includes approximately 29 hectares of land on the east side of Weston Road, as identified in **Figure 1**. The lands are predominantly vacant however a portion of the southern parcel includes a landscaping supply business. The subject site is adjacent to Highway 400 on its west side, including the existing southbound on-ramp from Bass Pro Mills Drive, which borders the subject site’s southeast corner. The planned extension of Bass Pro Mills Drive to Weston Road is proposed within the southern portion of the subject site. Additionally, a portion of the Black Creek channel is located within the subject site and is planned to be revitalized and realigned.

Immediately to the west of the subject site includes a low-rise residential community within the Weston Downs neighbourhood. To the north of the subject site are commercial uses on the south and north sides of Rutherford Road and further north is a low-rise residential community within the Vellore Woods neighbourhood of Vaughan. To the east of the subject site is Highway 400 and the Vaughan Mills Shopping Centre. To the south of the

subject site are a mix of vacant lands and outdoor storage uses. Further south are commercial and low-rise employment uses between Weston Road and Highway 400.

With respect to the subject site's land use planning context, the Vaughan Mills Centre Secondary Plan designates the subject site as *Prestige Office Employment* and *Prestige Employment*, as well as *Black Creek Corridor* and *Greenway Public Open Space*, although these designations remain subject to appeals at the Ontario Land Tribunal.



Figure 1 – Subject Site

Comments and Requests on 2025 Draft OP

1. Schedule 1 – Urban Structure

The subject site is identified as “*Supporting Employment Area*” and “*Natural Areas and Countryside*” on Schedule 1 – Urban Structure of the 2025 Draft OP. As set out below, we request that the subject site be identified as *Strategic Growth Area* on Schedule 1.

We understand the 2025 Draft OP follows the regional structure and land use designations as determined by the 2022 York Region Official Plan (2022 YROP), as amended by Bill 150 in December 2023 and Bill 162 in February 2024, which designates the subject site as *Employment Area* on Map 1A. Importantly, in October 2024 the Province of Ontario proclaimed legislation updating the *Planning Act* and, at the same time, brought into effect the 2024 Provincial Planning Statement (2024 PPS). Among other changes, the 2024 PPS provides a revised definition for “employment area”:

***“Employment area:** means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.”*

In this regard, the subject site would not meet the definition of “employment area” in the 2024 PPS based on the land uses permitted on the subject site through the Vaughan Official Plan (the “**VOP**”) and Vaughan Mills Centre Secondary Plan (the “**Secondary Plan**”), which allow for office buildings, commercial uses, and institutional uses.

It should also be acknowledged that the initial projected job growth for the subject site is no longer appropriate, as acknowledged by the interim decision issued by the Ontario Land Tribunal (“**OLT**”). Further, the concept of residential and mixed uses on the subject site has been promoted through the City of Vaughan’s own process to establish the VOP, as detailed below.

The OLT interim decision (Case No. PL140839) issued on August 3, 2021, emphasizes that the employment projections and resulting density adopted in the Vaughan Mills Centre Secondary Plan for the western area (Vaughan Mills Centre Business District), which includes the subject site, is unreasonable and unachievable compared to other comparable employment uses.

Furthermore, during the City of Vaughan’s process to formulate VOP, the background studies identified the subject site as offering an opportunity for residential development. In June 2009, Urban Strategies Inc. prepared a report titled “Where & How to Grow” for the City of Vaughan to support the creation of its Official Plan and provide direction on future growth in the city. This report identified the lands between Weston Road and Highway 400, south of Rutherford Road (including the subject site) as a “Mixed-use Opportunity Area”, and a “Priority Opportunity Area to 2031” for mixed-use intensification. Further, the report states that these lands, including the subject site, have the most potential in this

area as it is mostly unbuilt and that while they are currently designated for employment uses, significant residential development could be introduced.

Based on the foregoing, the proposed *Supporting Employment Area* designation that applies to the subject site will not facilitate productive use of these vacant and under-utilized lands that are located within the urban area with access to existing and planned infrastructure, including public transit.

We acknowledge the proposed permitted uses for the *Supporting Employment Area* designation as outlined in policy 3.4.2.5 of the 2025 Draft OP, which states that employment-supportive uses may include commercial services, convenience retail, restaurants and cafés or business centres offering printing and shipping services. In our opinion, these uses could be accommodated through a mixed-use designation that also includes residential and supporting uses. In our opinion, a mixed-use designation that permits the range of uses is appropriate and desirable in land use planning terms.

Given the updated provincial land use planning context, expected and appropriate job growth within the subject site, and the City's own studies contemplating mixed-uses for the broader area, **we request that the subject site be identified as *Strategic Growth Area* on Schedule 1 of the new 2025 Vaughan Official Plan.**

Furthermore, Schedule 1 also identifies a significant portion of the subject site as *Natural Areas and Countryside*. We assume this designation is intended to coincide with the eventual realignment of the Black Creek channel. The 2025 Draft OP policies do not speak to the revised alignment of the Black Creek channel on Schedule 1, as well the alignment and width has not been determined through a natural heritage evaluation or environmental impact study. Until these lands are developed, and the realignment of the Black Creek channel is studied in more detail from an environmental perspective, the alignment and width of the channel is not known. Further, the proposed area of *Natural Areas and Countryside* on Schedule 1 is not consistent with Schedule 1A (Strategic Growth Areas) and Schedule 2 (Natural Heritage Network) of the 2025 Draft OP. In this regard, **we request that the proposed central area designated as *Natural Areas and Countryside* associated with the Black Creek realignment within the subject site be removed.**

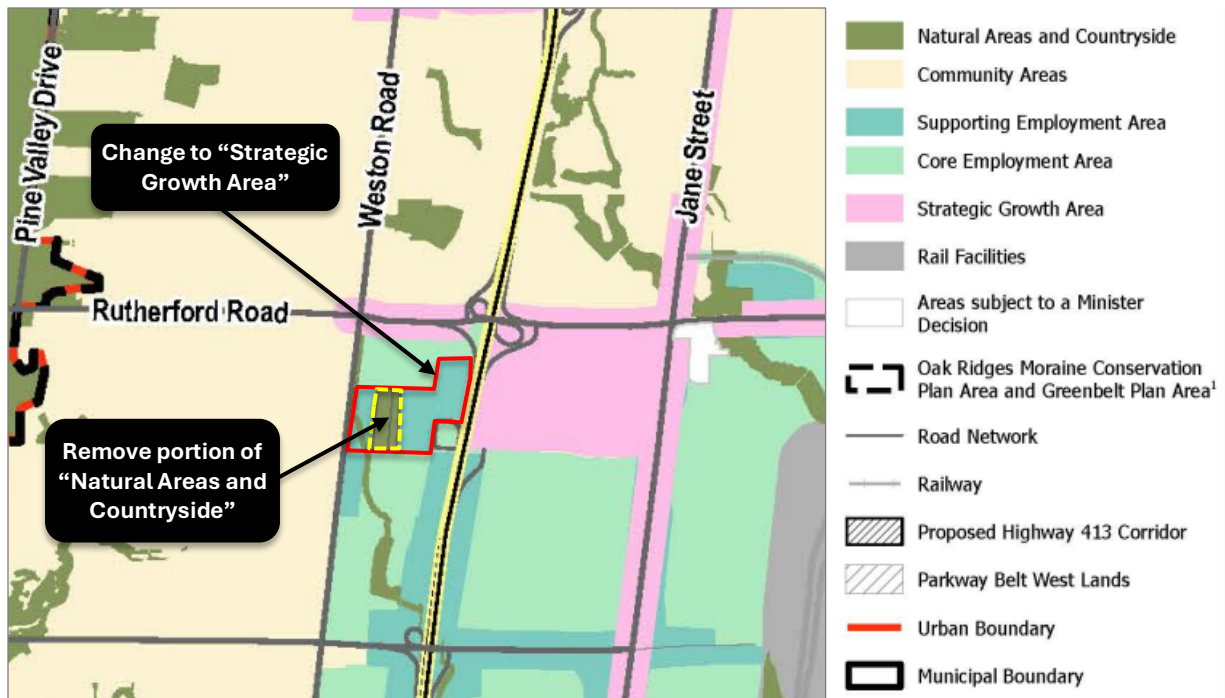


Figure 2 – Excerpt of Schedule 1 Urban Structure

2. Schedule 1A – Strategic Growth Areas

The subject site is included in the Secondary Plan area, which is generally bordered by Rutherford Road to the north, Jane Street to the east, Bass Pro Mills Drive to the south and Weston Road to the west. The Vaughan Mills Centre Secondary Plan states *“Vaughan Mills Centre is Vaughan’s ‘midtown’ urban centre for commerce, tourism, entertainment, and gathering... As one of the primary urban centres in the city, it is a gathering place with unique amenities and supported by great retail areas, entertainment, residential enclaves, bustling employment, and public spaces.”*

It is clear in the direction of the Secondary Plan that the Vaughan Mills Centre area is intended to be a primary urban centre. The 2025 Draft OP preamble section of Primary Centres in Section 2.2.2 (Strategic Growth Areas) lists the Vaughan Mills Centre Secondary Plan area as a *Primary Centre* and states *“Primary Centres are mixed-use areas with residential development and a wide range of other uses that will serve local residents, the surrounding Community Areas and the City as a whole...They will be designed as transit-oriented, pedestrian-friendly places and include a variety of built forms, such as mid-rise and High-Rise Buildings.”*

Schedule 1A of the 2025 Draft OP does not designate all of the Secondary Plan area as a *Primary Centre* despite what is stated in Section 2.2.2 identifying the Secondary Plan

area as a *Primary Centre* (only lands east of Highway 400 are identified as such). In consideration of the Secondary Plan context, and the points above in this letter related to Schedule 1 – Urban Structure, it is our opinion that the entire Secondary Plan area, including lands west of Highway 400, should be identified as a *Primary Centre*. Accordingly, **we request that Schedule 1A be updated to identify the entire Secondary Plan area, including the subject site, as *Primary Centre*.**

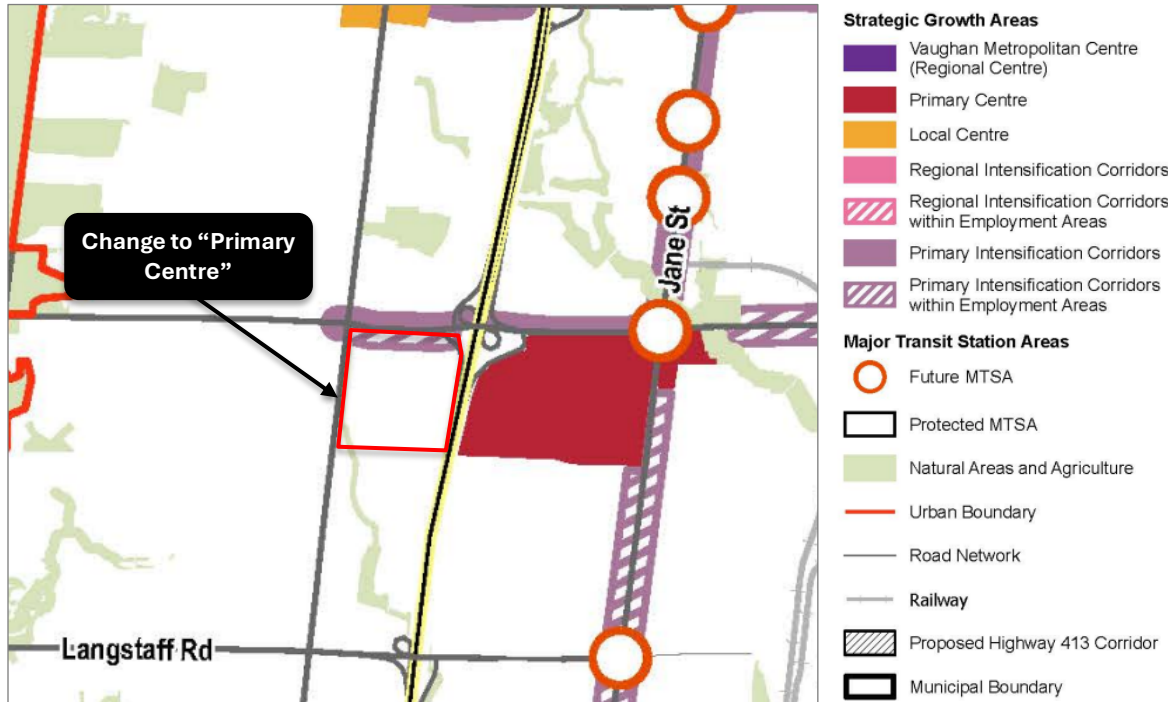


Figure 3 – Excerpt of Schedule 1A Strategic Growth Areas

3. Schedule 9A – Street Classification

Schedule 9A – Street Classification identifies several new streets within the subject site, including the extension of Bass Pro Mills. The streets are classified as “employment” streets and include major collectors, minor collectors, and local streets.

In accordance with the requests above regarding urban structure and land use, the streets within the subject site are more appropriately classified as “intensification” streets.

Furthermore, is it premature to delineate the full street network within the subject site, which is largely vacant, as development of the subject site will include detailed transportation studies to determine the required street network. With the exception of the major collectors, which include the western extension of Bass Pro Mills Drive and a portion

of the southern extension of Vellore Woods Boulevard, the location and classification of additional streets (i.e., minor collectors or local streets) will be determined through future study. In this regard, **we request that Schedule 9A be revised to classify the streets within the subject site as “intensification” streets, and that the proposed minor collector and local streets be removed from the subject site.**

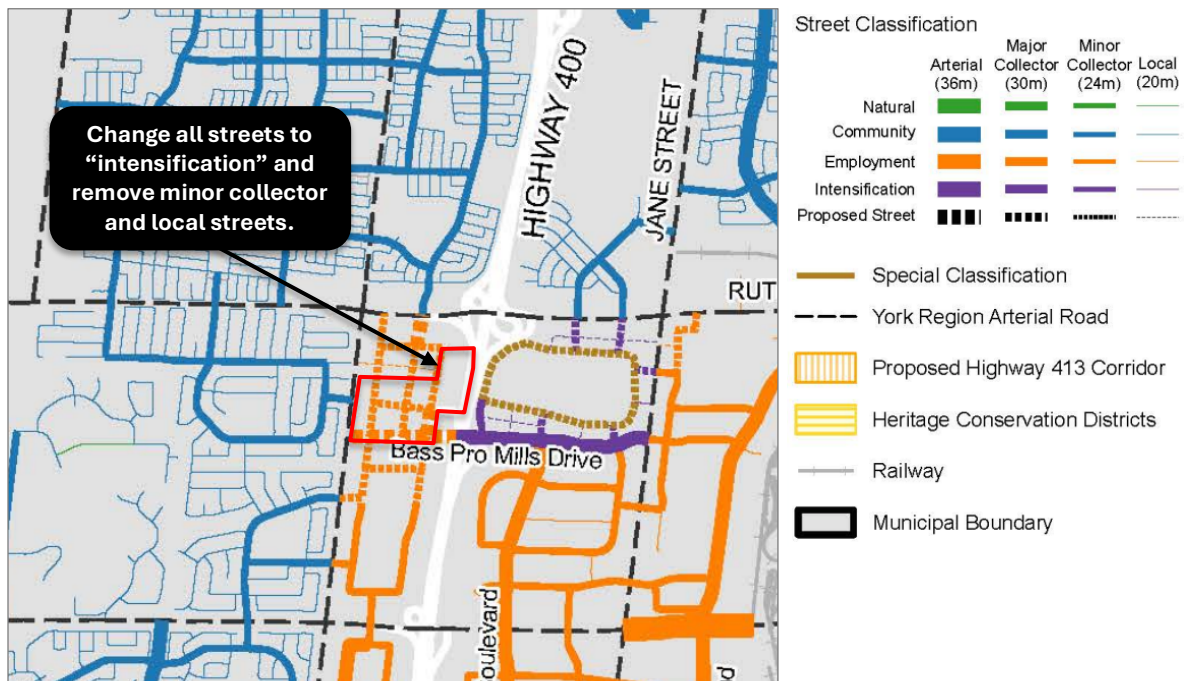


Figure 4 – Excerpt of Schedule 9A Street Classification

4. Vaughan Mills Centre Secondary Plan

Provided the requested modifications above are incorporated into the new Vaughan Official Plan, changes to the Vaughan Mills Centre Secondary Plan will be necessary to ensure conformity with the new VOP and that the “Strategic Growth Area” and “Primary Centre” policies are achieved on the subject site, which as noted above, remains subject to appeals at the Ontario Land Tribunal.

Conclusion and Next Steps

As outlined in this letter, we request the above-noted schedule changes to the 2025 Draft OP to provide for mixed-use intensification within the subject site, to maintain consistency with provincial land use planning direction and to optimize the use of vacant and under-utilized lands within the built-up area, which have access to existing and planned infrastructure and public service facilities, including public transit.

As identified within the City's planning documents, development of the subject site will deliver significant transportation and infrastructure improvements, including the extension of Bass Pro Mills Drive and the realignment of a portion of the Black Creek channel. Through future development applications, development of the subject site can also help the city achieve its goals for housing and employment projections by delivering much needed housing in an area well-served by public service facilities and planned for regional transit priority improvements while accommodating appropriate non-residential uses.

We understand city staff intend to issue a revised draft of the new Official Plan prior to holding a statutory public meeting in the near future. We appreciate the opportunity to provide comments and kindly request a meeting with your team to discuss our comments and requests in further detail at your earliest convenience.

Should you require any additional information please do not hesitate to contact the undersigned.

Respectfully Submitted,
Bousfields Inc.



David Falletta, MCIP, RPP



David Milano, MCIP, RPP

cc: 281187 Ontario Ltd.
Anland Developments Inc.

C207.

Communication

CW(PM) – June 4, 2025

Item No. 10

June 4, 2025



Draft New Vaughan Official Plan 2025

8955 Weston Road and Part of Lots 14 and 15 Concession 5
281187 Ontario Ltd. and Anland Developments Inc.
Committee of the Whole

Subject Site and Surroundings

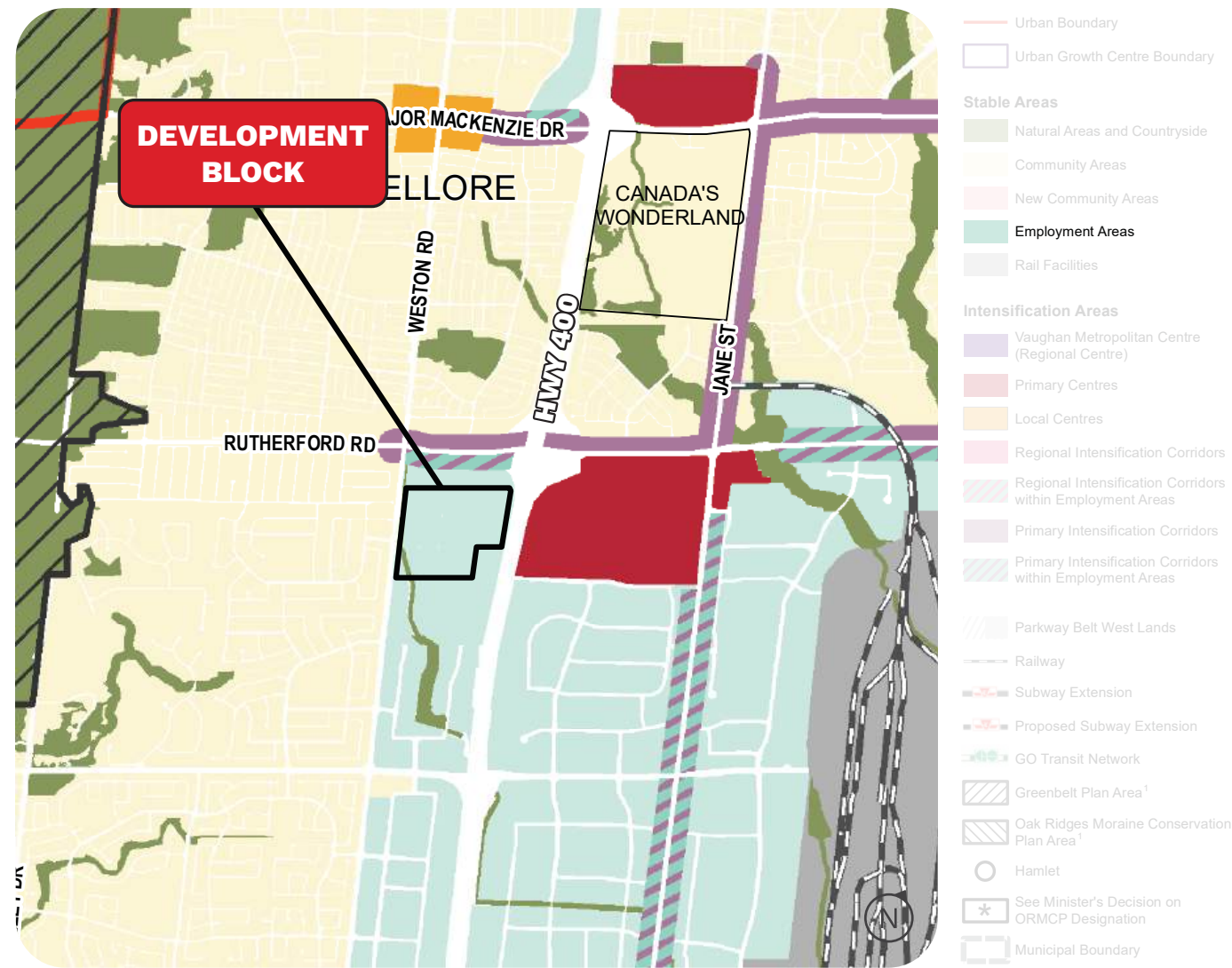


Legend

-  Subject Site
-  Development Block

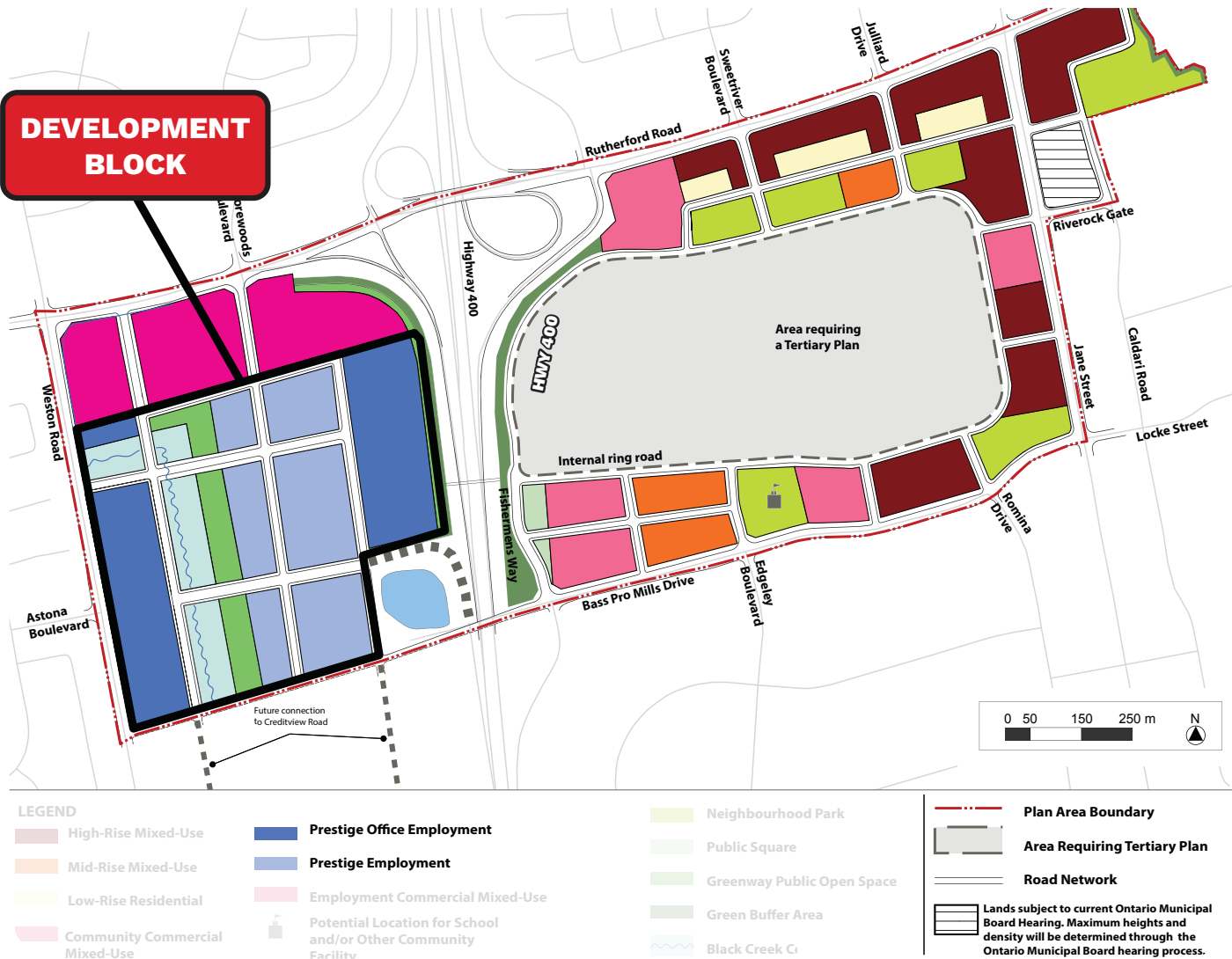
Site History

- The Subject Site is designated *Employment Areas* in VOP (2010) and is designated *Prestige Office Employment* and *Prestige Employment* in the Vaughan Mills Centre Secondary Plan.



Vaughan Official Plan (2010), Schedule 1

Draft New Vaughan Official Plan 2025
8955 Weston Road and Part of Lots 14 and 15 Concession 5



Vaughan Mills Centre Secondary Plan, Schedule C

Site History

Owners appealed the VOP (2010) and Vaughan Mills Centre Secondary Plan (2014) and sought to redesignate the Development Block to permit a mix of uses beyond employment uses, including residential.

The 2021 interim decision by the OLT did not redesignate the Development Block but it determined that the City's employment projections were unreasonable compared to similar areas.

The land use designations remain the subject of the OLT appeal.

Employment Area Policy Context

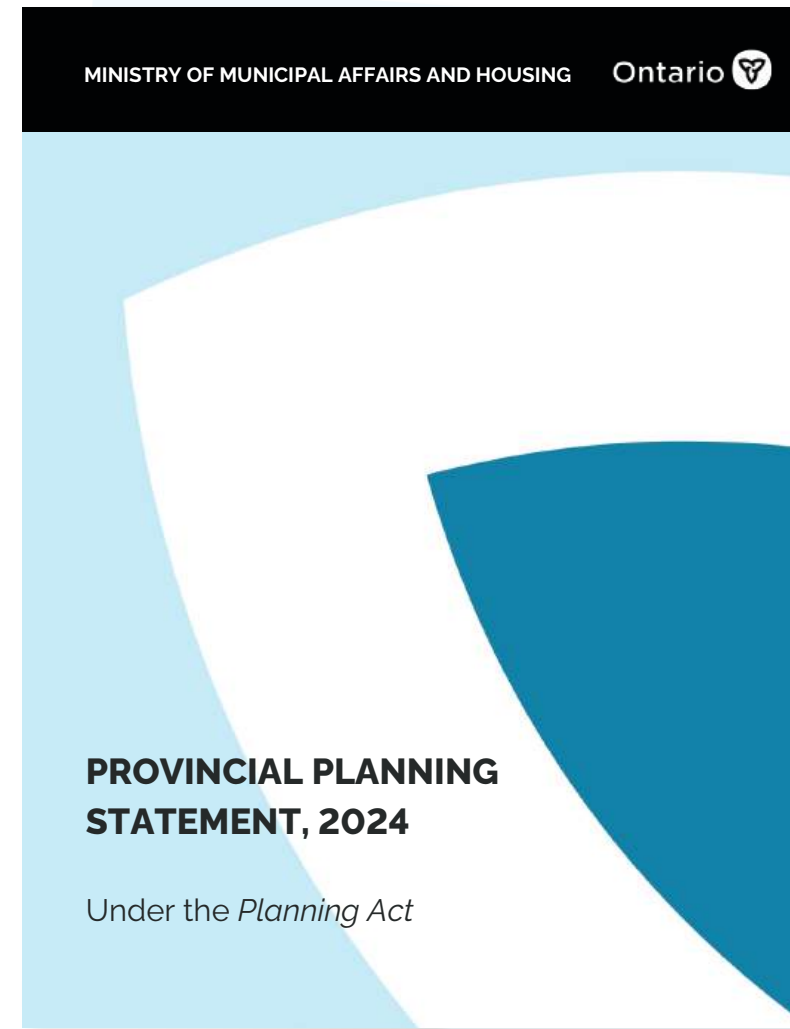
Provincial direction regarding Employment Areas has changed

Employment Areas **are reserved for:**

- Manufacturing uses
- Research and development in connection with manufacturing, warehousing, goods movement
- Retail and office associated with uses listed above
- Ancillary facilities

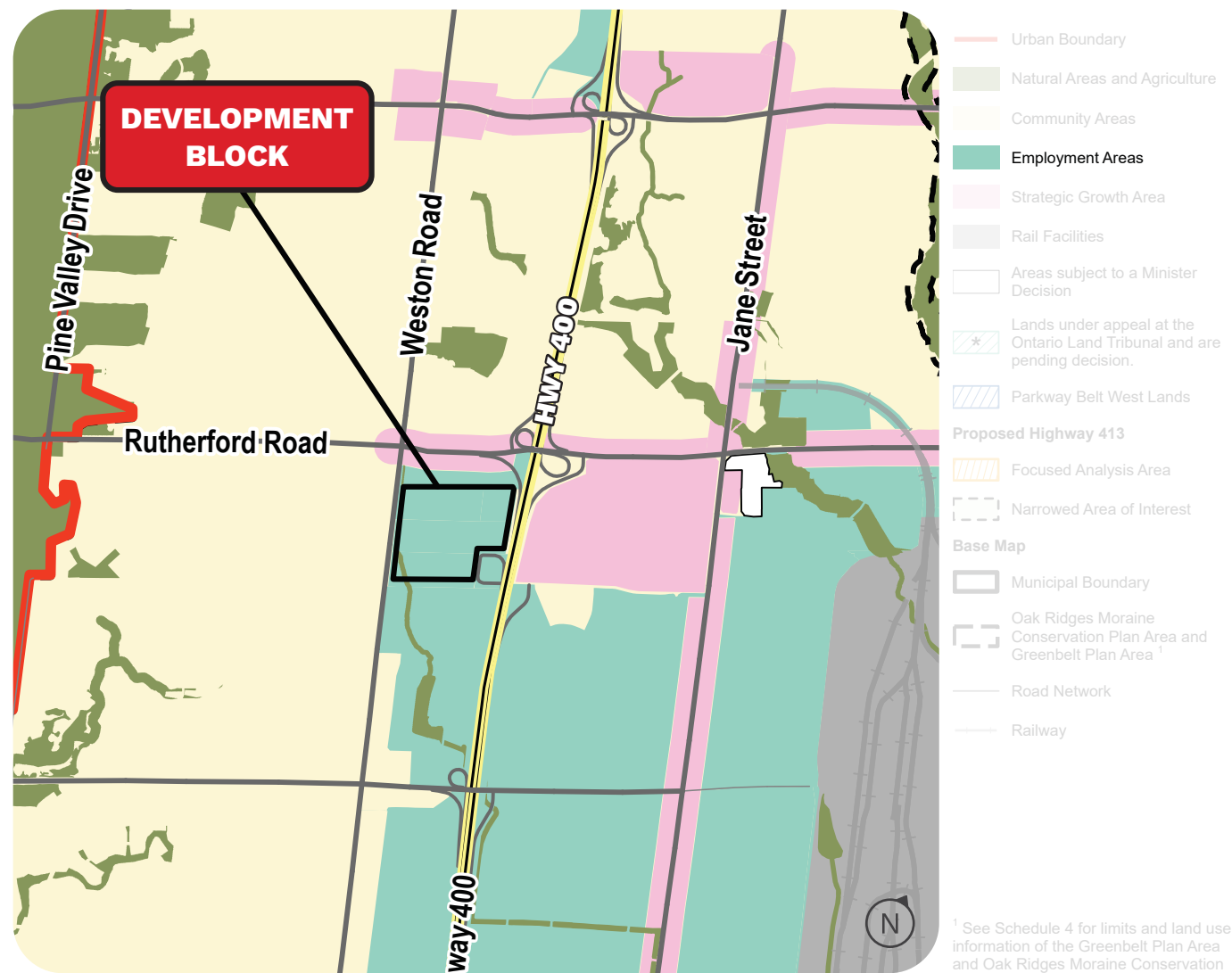
Employment Areas **exclude:**

- Institutional and commercial uses
- Retail and office not associated with the primary employment uses listed above

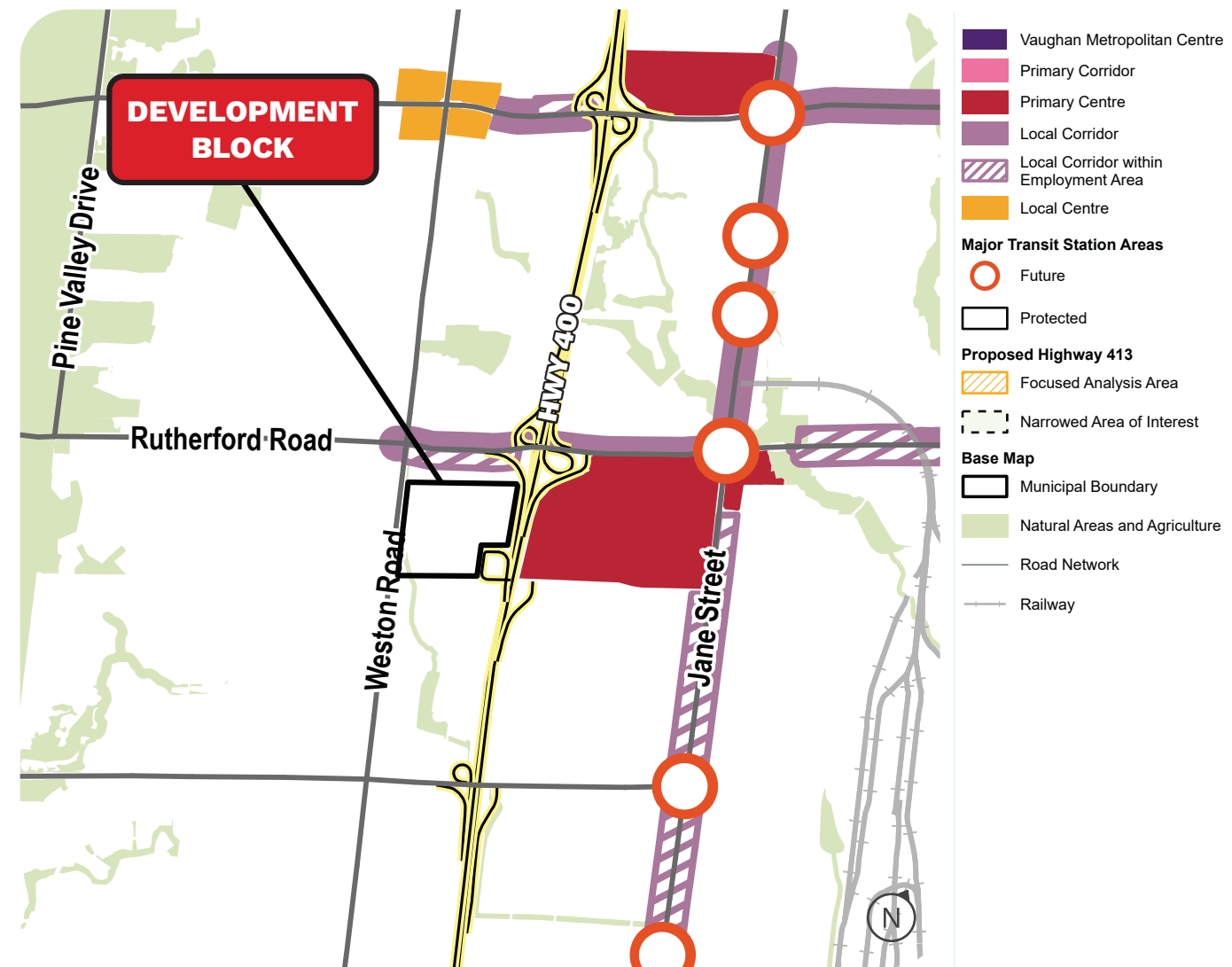


Draft Vaughan Official Plan 2025

The Draft VOP 2025 proposes to designate the Block as Employment Areas



Draft Vaughan Official Plan (2025), Schedule 1



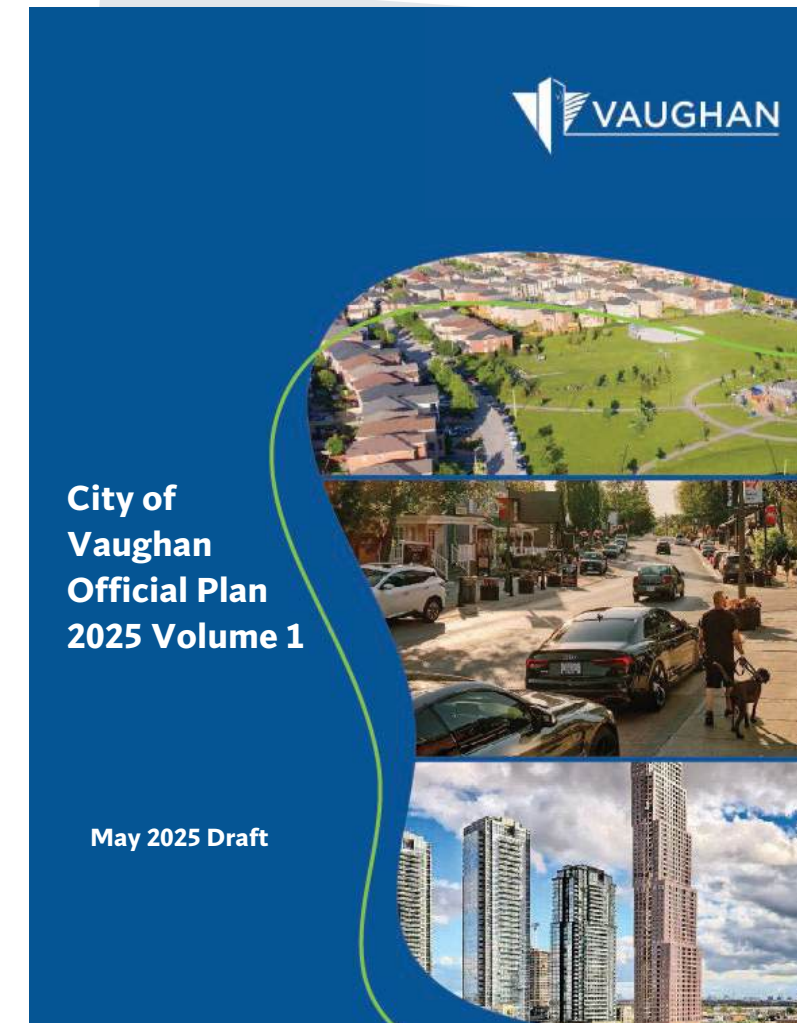
Draft Vaughan Official Plan (2025), Schedule 1B

Mixed Use Designation Achieves the City's Policy Objectives

The Draft VOP 2025 includes the Vaughan Mills Centre Secondary Plan area as a *Primary Centre*.

Primary Centres:

- Are mixed-use areas with residential development and a wide range of other uses
- Serve local residents, the surrounding Community Areas and the City as a whole
- Are designed as transit-oriented, pedestrian-friendly places
- Include a variety of built forms, such as mid-rise and High-Rise Buildings



These lands should be designated *Mixed Use*

- ✓ Lands are predominantly vacant
- ✓ The Secondary Plan confirms the employment projections are unreasonable
- ✓ **Transitional** between the planned high density mix of uses on to the east of the Block and the established low-rise residential uses which are immediately to the west of the Block.



Infrastructure Improvements

Bass Pro Mills Drive Extension – Preferred Alternative

Development of the Subject Site will provide for significant infrastructure improvements in the area:

- The extension of major roadways, including Bass Pro Mills Drive, to increase vehicle capacity.
- The future north-south road connecting to Rutherford Road.
- Realignment of the Black Creek channel.



Source: Bass Pro Mills Drive Extension Open House, April 7, 2025

Public Benefits



Public Service
Facilities



Commercial
Amenities



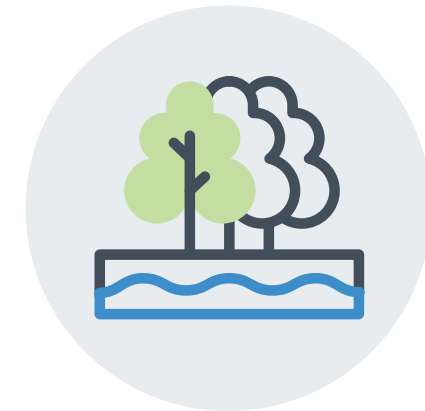
Jobs



Housing



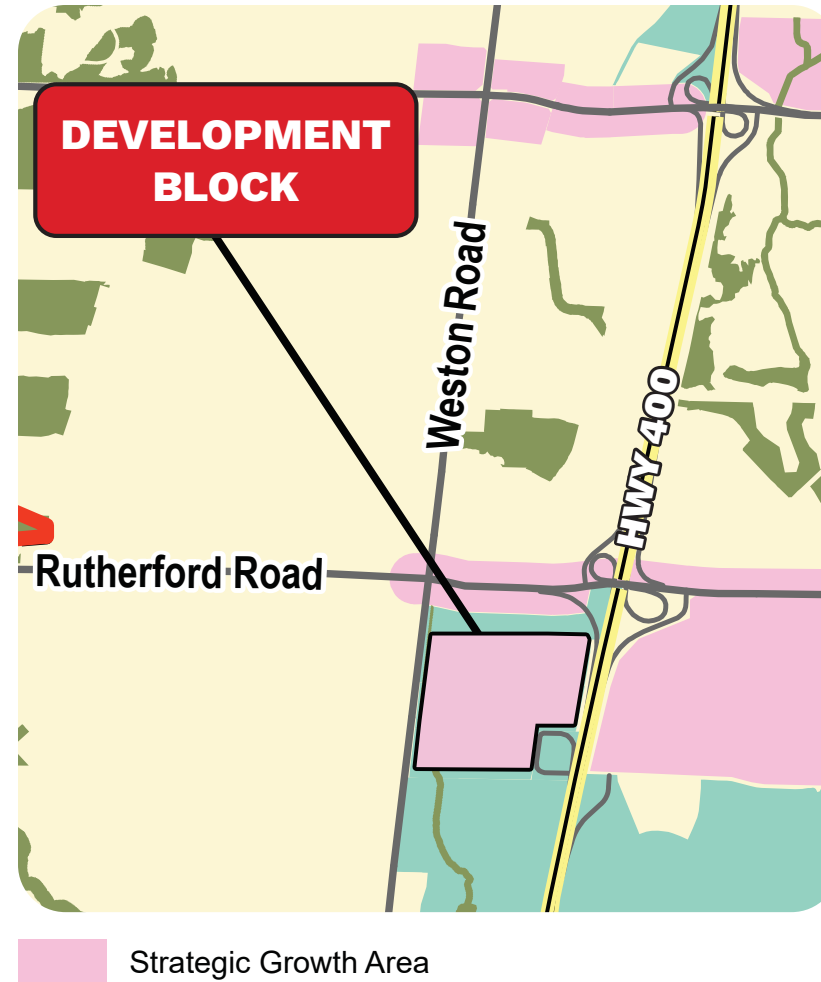
Bass Pro Mills
Drive



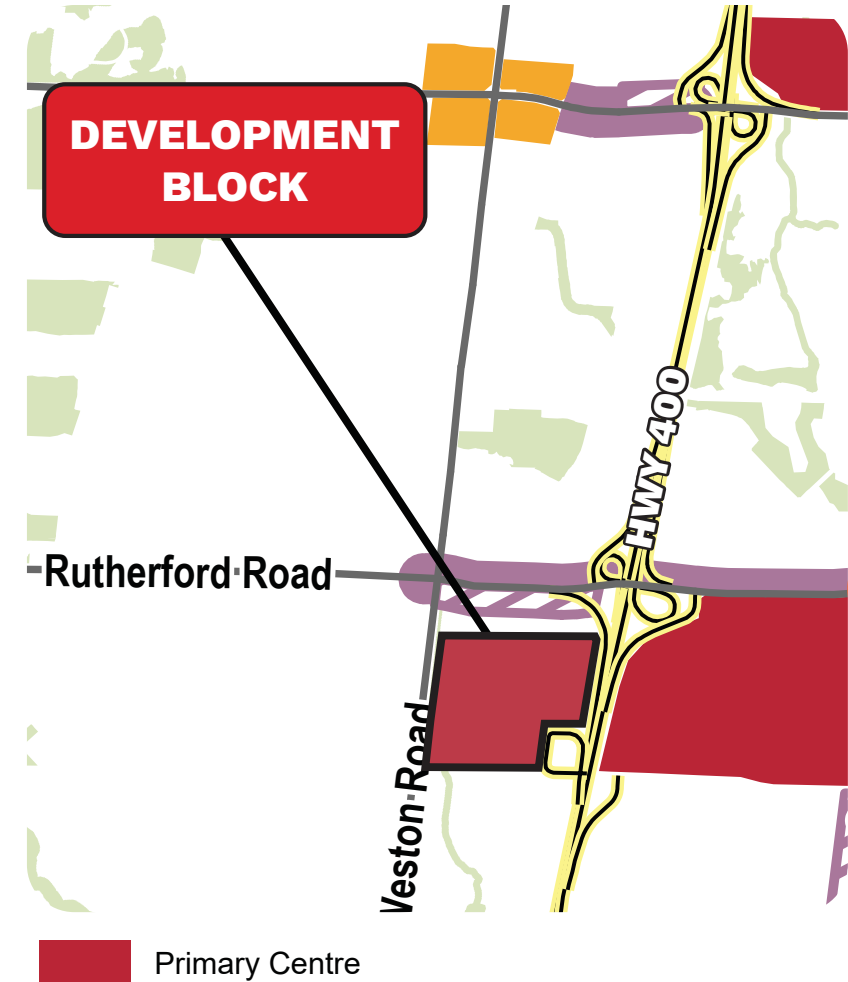
Black Creek
Channel

Our Request

- Identify the block as a *Strategic Growth Area* and a *Primary Centre* in VOP 2025 (see following maps).
- Designate the block as *Mixed Use High-Rise* and *Mixed-Use Mid-Rise* through a future update to the Vaughan Mills Centre Secondary Plan.



Draft Vaughan Official Plan (2025)
Schedule 1



Draft Vaughan Official Plan (2025)
Schedule 1B

Questions & Comments?

Thank
You



C208.

Communication

CW(PM) – June 4, 2025

Item No. 4

Committee of the Whole (Public Meeting)

June 4, 2025

RE:

**Item 4 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**

The Office of the City Clerk has received a petition from Jason Jacome on behalf of concerned community residents in opposition to the proposed development within the Pine Valley Estates community.

The total number of signatures on the petition, as of 12pm on June 3, 2025 is 176.

Their concerns are outlined below:

“Our concerns around this unprecedented high rise density in the middle of our community include traffic, safety, environment, crime and transparency.

There is a public meeting with Vaughan City Council tomorrow (June 4th) at 6pm in Vaughan City Hall. Please join us in support of inviting the builder to negotiate with the City and residents on a new low rise, low density proposal that better fits with the existing community and infrastructure.”

A copy of the entire petition document, containing a total of six pages, is on file in the Office of the City Clerk.

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Written Submission for Public Meetin June 4th, 2025
Date: Tuesday, June 3, 2025 11:18:55 AM
Attachments: [City Of Vaughan.pdf](#)

C209.
Communication
CW(PM) – June 4, 2025
Item No. 10

From: elia loschiavo [REDACTED]
Sent: Tuesday, June 3, 2025 11:16 AM
To: Clerks@vaughan.ca
Subject: [External] Written Submission for Public Meetin June 4th, 2025

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.

JUNE 2, 202

City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1 clerks@vaughan.ca

Re: DRAFT NEW VAUGHAN OFFICIAL PLAN 2025 (INCLUSIVE OF THE DRAFT NEW WESTON 7 SECONDARY PLAN AND THE DRAFT NEW VAUGHAN METROPOLITAN CENTRE SECONDARY PLAN)

Council and Chair,

We, concerned residents of the area, are writing this letter to have our voices heard regarding Vaughan's New Official Development Plan. We are not in agreement that the Secondary Plan for Weston Hwy 7 is being fast-tracked into Vaughan's Official Master Plan for the next 30 years. We have attended community meetings and read the public draft documents, in which it can be reasonably concluded identified issues and concerns going to a sustainable secondary plan for both existing and future residents with "transportation"/traffic gridlock/amongst the most dangerous intersections within the Greater Toronto Area; servicing needed to provide sustainability for both existing and future residents.

RECOMMENDATION

We are requesting a deferral and referral of the Weson/7 Secondary Plan to the City of Vaughan Planning Department to review the outstanding issues, in consultation with the community and ratepayer association, with the purpose to bring forth a "final" Weston/7 Secondary Plan with amendments going to:

- 1.
- 2.
3. "sustainability" understanding it must be "appropriate" understood to intensification
4. policies with York Region and the existing community;
- 5.
- 6.
- 7.
8. Phasing the development. Take only part of each quadrant to redevelop - example 40% redevelopment
9. in each section and keep some of the shopping centers/retail
- 10.
- 11.
- 12.
13. Phased In Development by converting the south west quadrant "employment" / "retail" to
14. "residential".
- 15.
- 16.
- 17.
18. Growth management review policies to the growth goal, i.e. growth to be approved and
19. allowed upon annual review to determine if proposed growth "accessibility" and
- 20.
21. "Affordability" needed for "family" living.
- 22.

Agreeing to modifications/amendments to the plan could resolve many issues.
Potential ideas:

- 1.
- 2.
3. Develop only south of Hwy 7 as there are no residential buildings on this side
- 4.
- 5.
- 6.
7. Reduce the density ie. the number of condo units
- 8.

BASIS FOR THE RECOMMENDATION

We have been residents of Weston/Hwy 7 for the past 35 years. We have witnessed its growth and development from vacant lands to present-day. This section of Vaughan has become a great community of diverse people, homes and businesses. We continue to support Vaughan projects that add to its prosperity.

With this new plan it is very difficult to comprehend the magnitude of the new Weston Hwy 7 proposal. It is the demolition of our entire retail service community. It is the tearing down of a successful, vibrant community. The proposed buildings to be demolished are not even 35 yrs old. This is not ethically nor environmentally responsible.

The existing community is fully developed, and is amongst the highest in density blocks in the City of Vaughan. We ask you to respect the existing community as each of you have promised to do so. There is no need or basis in which the City of Vaughan needs to fast track both the Weston/7 Secondary Plan, VMC Secondary Plan, into a consolidated Official Plan in which has now been contemplated amidst "draft" Secondary Plans while Official Plans already exist.

CONCERNS REGARDING THE SECONDARY PLAN

First, the plan greatly impacts the entire community dynamics and landscape. All four corners of the area will be demolished, severing independent businesses, employment, and service industries. The properties and businesses are owned by recent entrepreneurs who will relocate, retire or be unemployed. The cost of shutting down, relocating, and returning is expensive. Commercial units at the ground level of condominiums are not easily accessible due to parking issues.

Second, the proposed density target of 26,000 people and 81 new buildings is too high, contrary and inconsistent with both York Regional Intensification Policies and Vaughan's VMC Policy in which the Weston/7 Secondary Study area is to be considered "secondary" with lower heights, densities

Third, congestion/traffic gridlock is already over capacity impacting traffic in which has resulted in having amongst the most dangerous intersections throughout York Region and GTA. Traffic is frustrating and walking and cycling is dangerous. This traffic issue is not resolved to date and the new plan does not provide adequate resolutions. The suggested 2-3 minute walking radius is unrealistic as there will not be a grocery store/services within each radius. The plan limits parking spaces and underground options pose security risks.

Fourth, the existing development has been approved by the City of Vaughan going to all of the planning principles which has been identified and accepted by residents in having decided to our home. The community is fully developed and already has amongst the highest density in which means we have already achieved Vaughan's goal with growth through intensification.

Fifth, the promised green space park does not exist and York Police recently opened a new Vaughan Police Substation in the VMC area. This after, crime and safety concerns escalated over the past 6 years, a problem which is inherent with high density.

Sixth, we understand and support a balanced approach to "affordable" housing. From reading the documents, a minimum of 35% must be affordable housing. How do we support the influx of needs and control the impact to the area? It is important not to make the same errors as other municipalities. Building small scale units is not practical and does not promote positive community lifestyles. The units in the Vaughan plan are not large enough to accommodate family living and dynamics.

Seventh, we have always supported the development of vacant land contributing to a vibrant community but cannot support the demolition of an entire successful commercial/retail/employment area that has been established over the last 35 years.

Respectfully, we ask that the City of Vaughn work with the community and modify/amend the Weston/7 Secondary Plan so that the final plan will result in a sustainable community while having growth. Ethically, economically, morally, and environmentally, the City of Vaughan must make responsible decisions and plan for a sustainable community in this area in Vaughan.

Citizens of Vaughan - NorthWest Weston/Hwy 7

Elia LoSchiavo

Antonella Cres.

sig

CO- SIGNED

NAME	ADDRESS/CONTACT	SIGNATURE
Elia Loschiavo	Antonella Cres	
Judy Tavares	Monica Court	
Joe Loschiavo	Antonella Cr	
Brian Tavares	Monica Court	
Maria Carnovale	Monica Crt	
Antoinette Triumbari	Monica Crt	
Franco Vendetti	Antonella Cres	
Esterina Vendetti	Antonella Cres	
Marianne Montano	Monica Crt	
Angelo Montano	Monica Crt	
Fernando Quattrociocchi	Antonella Cres	
Elvira Quattrociocchi	Antonella Cres	
Kevin Fraser	Antonella Cres	
Maria Tenuta	Antonella Crs	
Frank Tenuta	Antonella Cres	
Giuseppe Casciacelli	Antonella Cres	

Assunta Di Crescenzo	Antonella Cres	
Cassandra Conte	Monica Court	
Giancarlo Conte	Monica Court	
Julia Loschiavo	Anotnella Cr	
Patizia Costa	Zucchet Crt	
Nicole Triumbari	Monica Crt	
Teresa Panza	Davidson	
Brittany Smeriglio	Nestor Cres.	
Julia Kowalczyk	Junew St	
Tony Ciampa	Antonella Cres	
Doris Ciampa	Antonella Cres	
Emanuela Damiani	Waterfall Road	

Do

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JUNE 2, 2025

Regarding: DRAFT NEW VAUGHAN OFFICIAL PLAN 2025 (INCLUSIVE OF THE DRAFT NEW WESTON 7 SECONDARY PLAN AND THE DRAFT NEW VAUGHAN METROPOLITAN CENTRE SECONDARY PLAN)

Council and Chair,

We, concerned residents of the area, are writing this letter to have our voices heard regarding Vaughan's New Official Development Plan. We are not in agreement that the Secondary Plan for Weston Hwy 7 is being fast-tracked into Vaughan's Official Master Plan for the next 30 years. We have attended community meetings and read the public draft documents. We are requesting amendments to the Weston 7 Secondary plan.

We have been residents of Weston/Hwy 7 for the past 35 years. We have witnessed its growth and development from vacant lands to present-day. This section of Vaughan has become a great community of diverse people, homes and businesses. We continue to support Vaughan projects that add to its prosperity.

With this new plan it is very difficult to comprehend the magnitude of the new Weston Hwy 7 proposal. It is the demolition of our entire retail service community. It is the tearing down of a successful, vibrant community. The proposed buildings to be demolished are not even 35^ys old. This is not ethically nor environmentally responsible.

There are many concerns regarding the secondary plan.

First, the plan greatly impacts the entire community dynamics and landscape. All four corners of the area will be demolished, severing independent businesses, employment, and service industries. The properties and businesses are owned by recent entrepreneurs who will relocate, retire or be unemployed. The cost of shutting down, relocating, and returning is expensive. Commercial units at the ground level of condominiums are not easily accessible due to parking issues. .

The proposed density target of 26000 people and 81 new buildings is too high. Congestion is already over capacity impacting traffic. Traffic is frustrating and walking and cycling is dangerous. This traffic issue is not resolved to date and the new plan does not provide adequate resolutions. The suggested 2-3 minute walking radius is unrealistic as there will not be a grocery store/services within each radius. The plan limits parking spaces and underground options pose security risks.

Development planners promise that community services will be in place, however, we only need to look at the VMC project and see it takes a very long time. The promised green space park does not exist and York Police recently opened a new Vaughan Police Substation in the VMC area. This after, crime and safety concerns escalated over the past 6 years, a problem which is inherent with high density.

We understand and support a balanced approach to affordable housing. From reading the documents, a minimum of 35% must be affordable housing. How do we support the influx of needs and control the impact to the area? It is important not to make the same errors as other municipalities. Building small scale units is not practical and does not promote positive community lifestyles. The units in the Vaughan plan are not large enough to accommodate family living and dynamics.

We have always supported the development of vacant land contributing to a vibrant community but cannot support the demolition of an entire successful commercial area that has been established over the last 35 years. .

Agreeing to modifications/amendments to the plan could resolve many issues.

Potential ideas:

1. Develop only south of Hwy 7 as there are no residential buildings on this side
2. Take only part of each quadrant to redevelop - example 40% redevelopment in each section and keep some of the shopping centers/retail
3. Reduce the density ie. the number of condo units

Respectfully, we ask that the City of Vaughn work with the community and modify/amend the Weston/7 Secondary Plan so that the final plan will result in a sustainable community while having growth. Ethically, economically, morally, and environmentally, the City of Vaughan must make responsible decisions and plan for a sustainable community in this area in Vaughan.

Citizens of Vaughan - NorthWest Weston/Hwy 7

Elia LoSchiavo

CO- SIGNED

NAME	ADDRESS/CONTACT	SIGNATURE
Elia Loschiavo	Antonella Cres	
Judy Tavares	Monica Court	
Joe Loschiavo	Antonella Cres	
Brian Tavares	Monica Ct	
Maria Carnovale	Monica	
Antoinette Triumbari	Monica Ct	
FRANCO VENDITTI	ANTONELLA CRES	
ESTERINA VENDITTI	" "	
Marianne Montano	Monica Ct	
Angelo Montano	Monica Ct	
Fernando Quattrocchi	Antonella C	
Kevin Fraser	Antonella Cres	
Elvira Quattrocchi	Antonella Cres	

Name	Address/Contact	Signature
MARIA TENUTA	[REDACTED]	[REDACTED]
FRANK TENUTA	[REDACTED]	[REDACTED]
Sirio Coscetta	[REDACTED]	[REDACTED]
	Antonella Cg	[REDACTED]
Assunta M' Cicerenzo	[REDACTED] Antonella Cres	[REDACTED]
Cassandra Conte	Monica Crt	[REDACTED]
Giancarlo Conte	Monica Crt	[REDACTED]
Julia LoSchiavo	Antonella Cres.	[REDACTED]
Patrizia Costa	Zucchet Crt.	[REDACTED]
Marco LoSchiavo	Antonella Cres.	[REDACTED]
Nicole Triumbari	Monica Crt	[REDACTED]
Theresa Panza	Davidson	[REDACTED]
Brittany Smeriglio	Nestor Cres.	[REDACTED]

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Written Submission
Date: Tuesday, June 3, 2025

C210.
Communication
CW(PM) – June 4, 2025
Item No. 10

From: elia loschiavo [REDACTED]
Sent: Tuesday, June 3, 2025
To: Clerks@vaughan.ca
Subject: [External] Written Submission

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.

City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1 clerks@vaughan.ca

Re: [DRAFT NEW VAUGHAN OFFICIAL PLAN 2025 \(INCLUSIVE OF THE DRAFT NEW WESTON 7 SECONDARY PLAN AND THE DRAFT NEW VAUGHAN METROPOLITAN CENTRE SECONDARY PLAN\)](#)

Council and Chair,

We, concerned residents of the area, are writing this letter to have our voices heard regarding Vaughan's New Official Development Plan. We are not in agreement that the Secondary Plan for Weston Hwy 7 is being fast-tracked into Vaughan's Official Master Plan for the next 30 years. We have attended community meetings and read the public draft documents, in which it can be reasonably concluded identified issues and concerns going to a sustainable secondary plan for both existing and future residents with "transportation"/traffic gridlock/amongst the most dangerous intersections within the Greater Toronto Area; servicing needed to provide sustainability for both existing and future residents.

RECOMMENDATION

We are requesting a deferral and referral of the Weston/7 Secondary Plan to the City of Vaughan Planning Department to review the outstanding issues, in consultation with the community and ratepayer association, to ensure the "final" Weston/7 Secondary Plan.

The consultant and review is to provide the following goals/objectives in which must be provided:

- 1.
- 2.
3. "Sustainability" with servicing. It is understood the Weston /7 Secondary Plan does not
4. have sufficient servicing or planned capacity available for the 30 year plan. And, the VMC Plan has recently identified "servicing" capacity related issues.
- 5.
- 6.
- 7.
- 8.
9. Planning must be "appropriate" and "compatible" with the intensification policies with
10. York Region along Highway 7 from Highway 50 to Weston Road as the Secondary Plan will be precedent setting to be used throughout the highway 7 corridor from Pine Valley Drive to Highway 400. Planning is aware of several applications in which have been made
11. within Ward 3 on Highway 7, Weston Road, in which intensification has been approved within the Regional Intensification policies, e.g. Dairy Queen/Restaurant plaza, Ansley Grove/Highway 7 from 1 storey to 4 storey and 7-10 storey standalone building.
- 12.

- 3.
- 4.
5. Phasing development over 30 Years to plan for "growth" within "sustainability". South
6. west quadrant to be phase 1, subject to York Region Intensification Policies; north east to phase 2, subject to the planning issues as raised by Home Depot and York Region Intensification Policies; phase 3 the south west quadrant subject to the traffic and
7. congestion issues, including "over capacity", "most dangerous" intersection" in which warrants Engineering Study to be tied to the Weston 7 Secondary Plan to mitigate the impact of growth with traffic transportation with the intersection having the only double/double/double
8. turning movements throughout Ontario understood to not be within Provincial Standards, and overpass as proposed. The community rejects the position further road narrowing will reduce traffic gridlock.
- 9.

BASIS FOR THE RECOMMENDATION

We have been residents of Weston/Hwy 7 for the past 35 years. We have witnessed its growth and development from vacant lands to present-day. This section of Vaughan has become a great community of diverse people, homes and businesses. We continue to support Vaughan projects that add to its prosperity.

With this new plan it is very difficult to comprehend the magnitude of the new Weston Hwy 7 proposal. It is the demolition of our entire retail service community. It is the tearing down of a successful, vibrant community. The proposed buildings to be demolished are not even 35 yrs old. This is not ethically nor environmentally responsible.

The existing community is fully developed, and is amongst the highest in density blocks in the City of Vaughan. We ask you to respect the existing community as each of you have promised to do so. There is no need or basis in which the City of Vaughan needs to fast track both the Weston/7 Secondary Plan, VMC Secondary Plan, into a consolidated Official Plan in which has now been contemplated amidst "draft" Secondary Plans while Official Plans already exist.

CONCERNS REGARDING THE SECONDARY PLAN

First, the plan greatly impacts the entire community dynamics and landscape. All four corners of the area will be demolished, severing independent businesses, employment, and service industries. The properties and businesses are owned by recent entrepreneurs who will relocate, retire or be unemployed. The cost of shutting down, relocating, and returning is expensive. Commercial units at the ground level of condominiums are not easily accessible due to parking issues.

Second, the proposed density target of 26,000 people and 81 new buildings is too high, contrary and inconsistent with both York Regional Intensification Policies and Vaughan's VMC Policy in which the Weston/7 Secondary Study area is to be considered "secondary" with lower heights, densities

Third, congestion/traffic gridlock is already over capacity impacting traffic in which has resulted in having amongst the most dangerous intersections throughout York Region and GTA. Traffic is frustrating and walking and cycling is dangerous. This traffic issue is not resolved to date and the new plan does not provide adequate resolutions. The suggested 2-3 minute walking radius is unrealistic as there will not be a grocery store/services within each radius. The plan limits parking spaces and underground options pose security risks.

Fourth, the existing development has been approved by the City of Vaughan going against all of the planning principles which has been identified and accepted by residents in having decided on our home. The community is fully developed and already has amongst the highest density in which means we have already achieved Vaughan's goal with growth through intensification.

Fifth, the promised green space park does not exist and York Police recently opened a new Vaughan Police Substation in the VMC area. This after, crime and safety concerns escalated over the past 6 years, a problem which is inherent with high density.

Sixth, we understand and support a balanced approach to "affordable" housing. From reading the documents, a minimum of 35% must be affordable housing. How do we support the influx of needs and control the impact to the area? It is important not to make the same errors as other municipalities. Building small scale units is not practical and does not promote positive community lifestyles. The units in the Vaughan plan are not large enough to accommodate family living and dynamics.

Seventh, we have always supported the development of vacant land contributing to a vibrant community but cannot support the demolition of an entire successful commercial/retail/employment area that has been established over the last 35 years.

We respectfully ask that the City of Vaughn work with the community, Plne Valley Village Community Association, and modify/amend the Weston/7 Secondary Plan so that the final plan will result in a sustainable community while having growth. Ethically, economically, morally, and environmentally, the City of Vaughan must make responsible decisions and plan for a sustainable community in this area in Vaughan.

Citizens of Vaughan

Joseph LoSchiavo

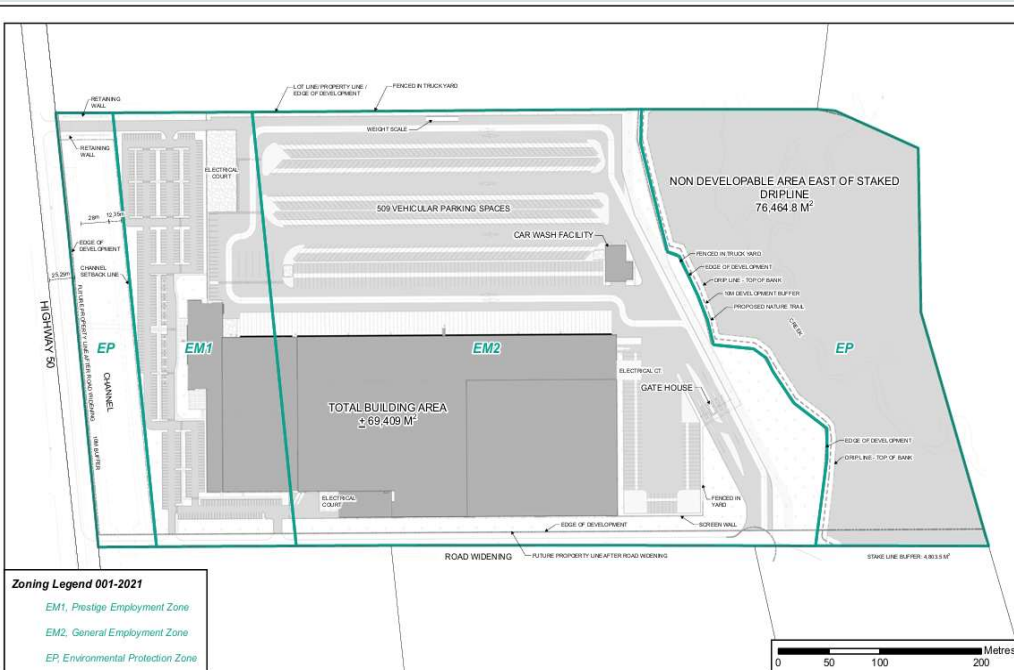
CO- SIGNED

NAME	ADDRESS/CONTACT	SIGNATURE
Elia Loschiavo	■ Antonella Cres	■
Judy Tavares	■ Monica Court	■
Joe Loschiavo	■ Antonella Cr	■
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Angelo Montano	■ Monica Crt	■
Fernando Quattrociocchi	■ Antonella Cres	■
Elvira Quattrociocchi	■ Antonella Cres	■
Kevin Fraser	■ Antonella Cres	■
Maria Tenuta	■ Antonella Crs	■
Frank Tenuta	■ Antonella Cres	■
Giuseppe Casciacelli	■ Antonella Cres	■
Assunta Di Crescenzo	■ Antonella Cres	■

Cassandra Conte	█ Monica Court	█
Giancarlo Conte	█ Monica Court	█
Julia Loschiavo	█ Anotnella Cr	█
Patizia Costa	█ Zucchet Crt	█
Nicole Triumbari	█ Monica Crt	█
Teresa Panza	█ Davidson	█
Brittany Smeriglio	█ Nestor Cres.	█
Julia Kowalczyk	█ Junew St	█

C211.
Communication
CW(PM) – June 4, 2025
Item No. 8

Jun 4, 2025
Agenda Item 4.8
OP.24.006 and Z.24.017 for 10223
Hwy 50



Conceptual Site Plan

LOCATION:
10223 Highway 50
Part of Lot 22, Concession 10

APPLICANT:
CPSP Vaughan Nominee Inc.



Attachment

FILE:
OP.24.006 and Z.24.017
RELATED FILE:

DATE:
June 4, 2025

2



Major Concern Related to Truck Traffic on Hwy 50

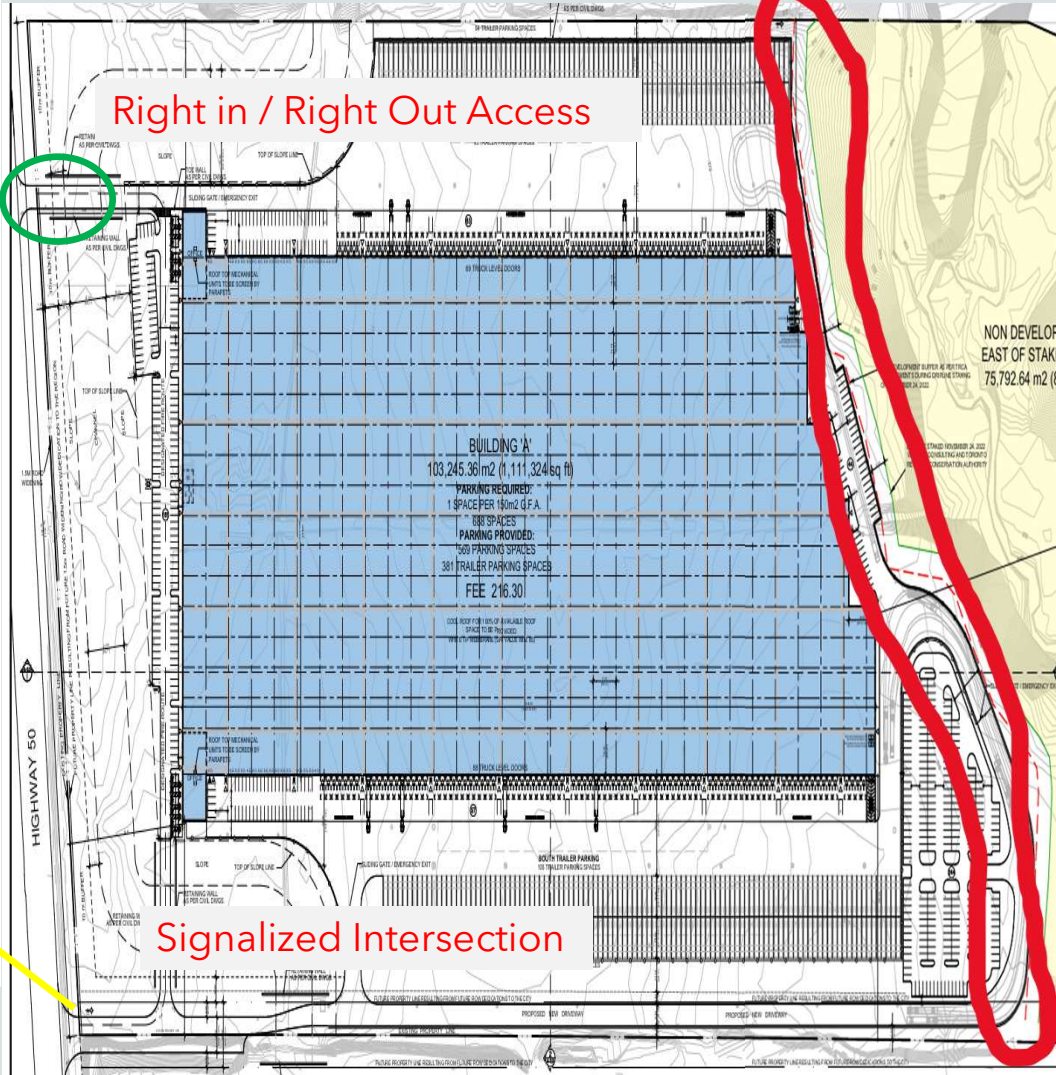
Hwy 50 is already overburdened and dangerous. **Adding more trucks in this specific location would cause more chaos on the road.**

Trucks turning in and out of this property would be turning right where the back up to turn eastbound on Major Mack from southbound on Hwy 50 often begins.



Site Plan in Context of Traffic

Best road access location



Other Concerns & Expectations

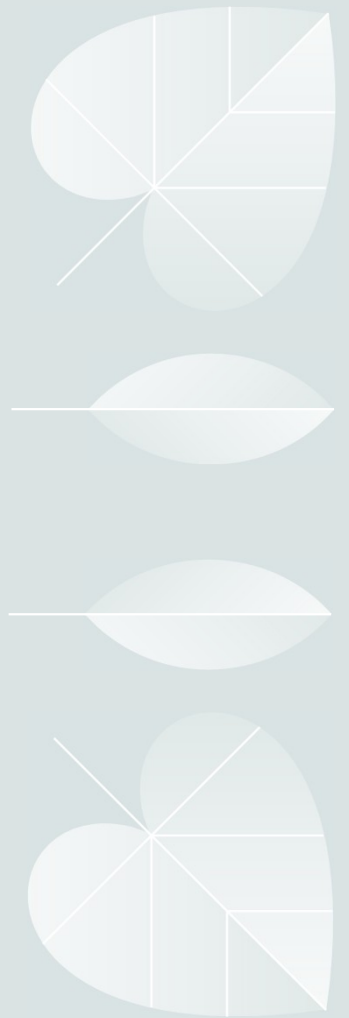
Transportation Impact Study indicates 15 trucks/hr would be coming in and out of the site in the morning, and 22 in the afternoon.

Considering the proposed **437 truck parking spaces**, this seems like a drastic **underestimation**. An evaluation of other warehouses in the area with a similar amount of truck parking spaces should be evaluated to confirm if that estimated volume is accurate.

The Site Plan doesn't indicate areas for **snow storage** - that is necessary as we are seeing the impact of no plan for snow storage on illegal yards where truck traffic is often lined up and stopped on Hwy 50.

The landowner and City of Vaughan need to work together to funnel the truck traffic from these developments off of Highway 50 and onto a north-south road that is interior to the Block Plan.

Residents & commuters are fed up with the chaos on the roads here & adding more trucks to Highway 50 knowingly compromises public safety.





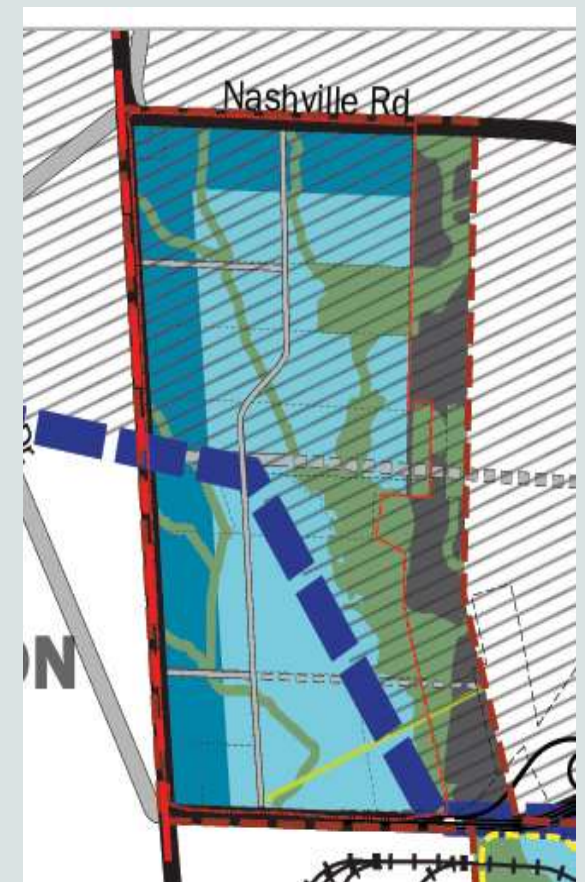
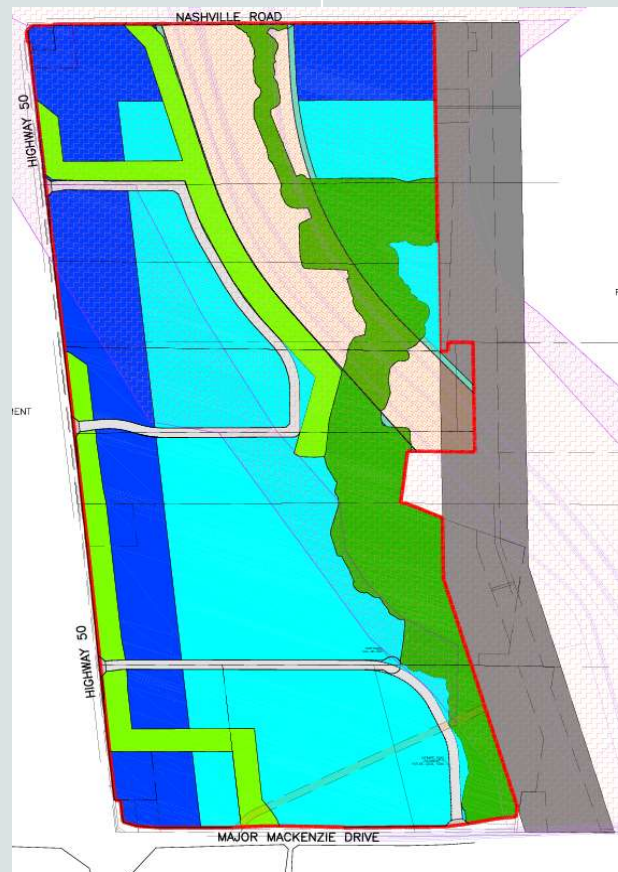
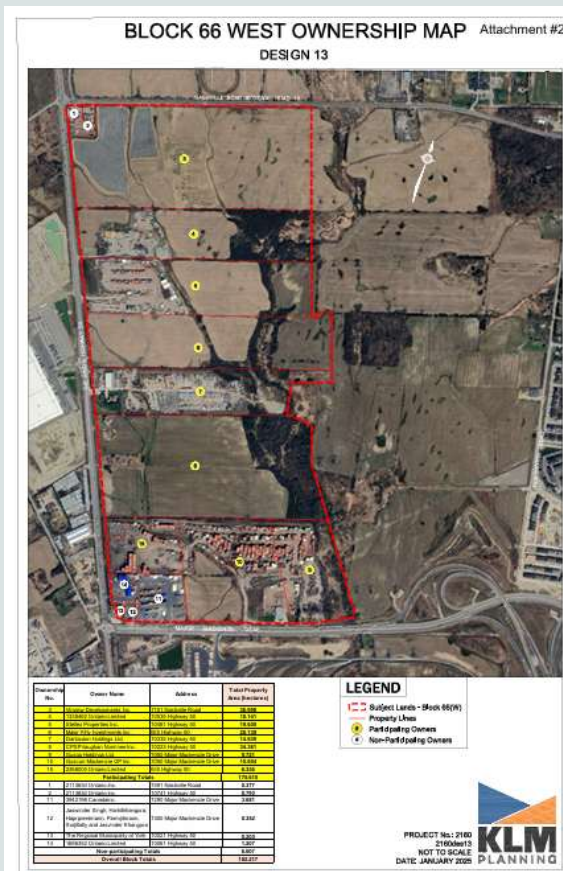
Thank you

AMANDA CORBETT
Resident of Bolton

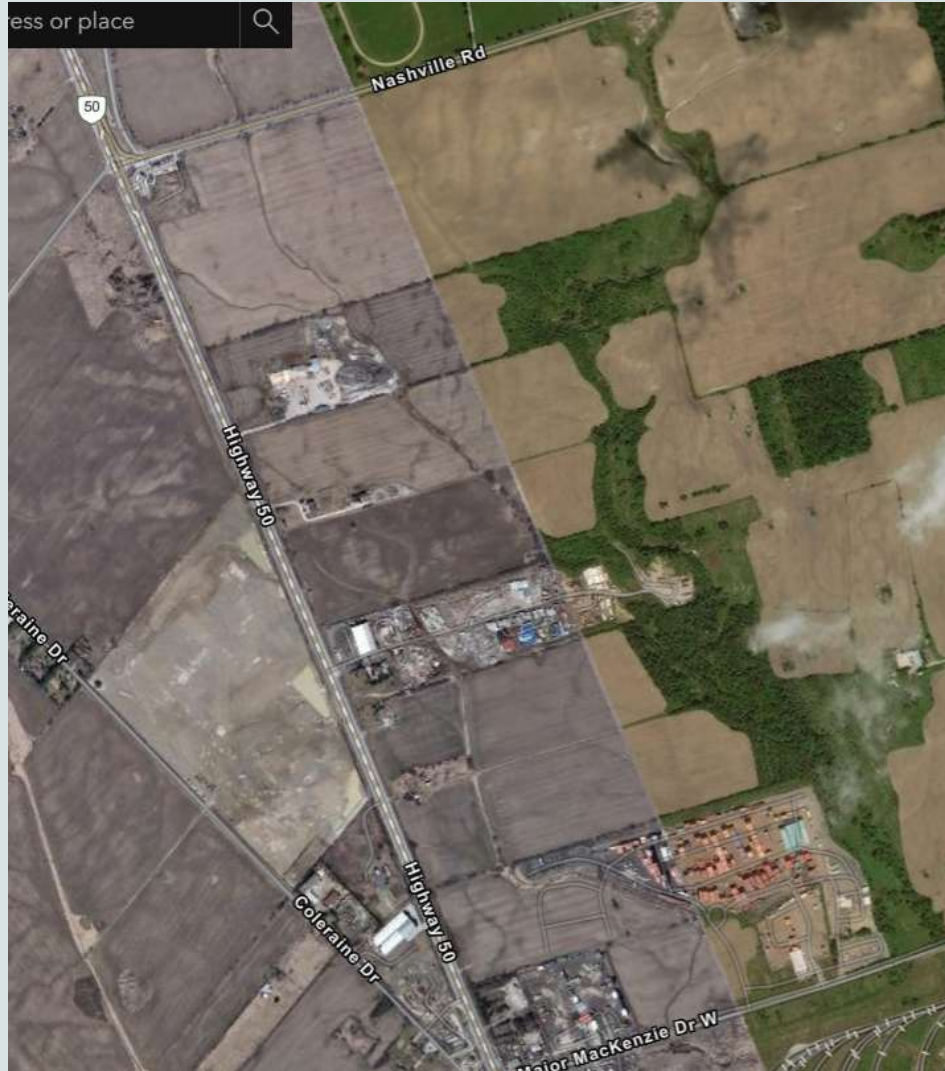


C212.
Communication
CW(PM) – June 4, 2025
Item No. 9

Jun 4, 2025 Agenda Item 4.9 BL.66W.2024 for Block Plan 66 West Landowners Group

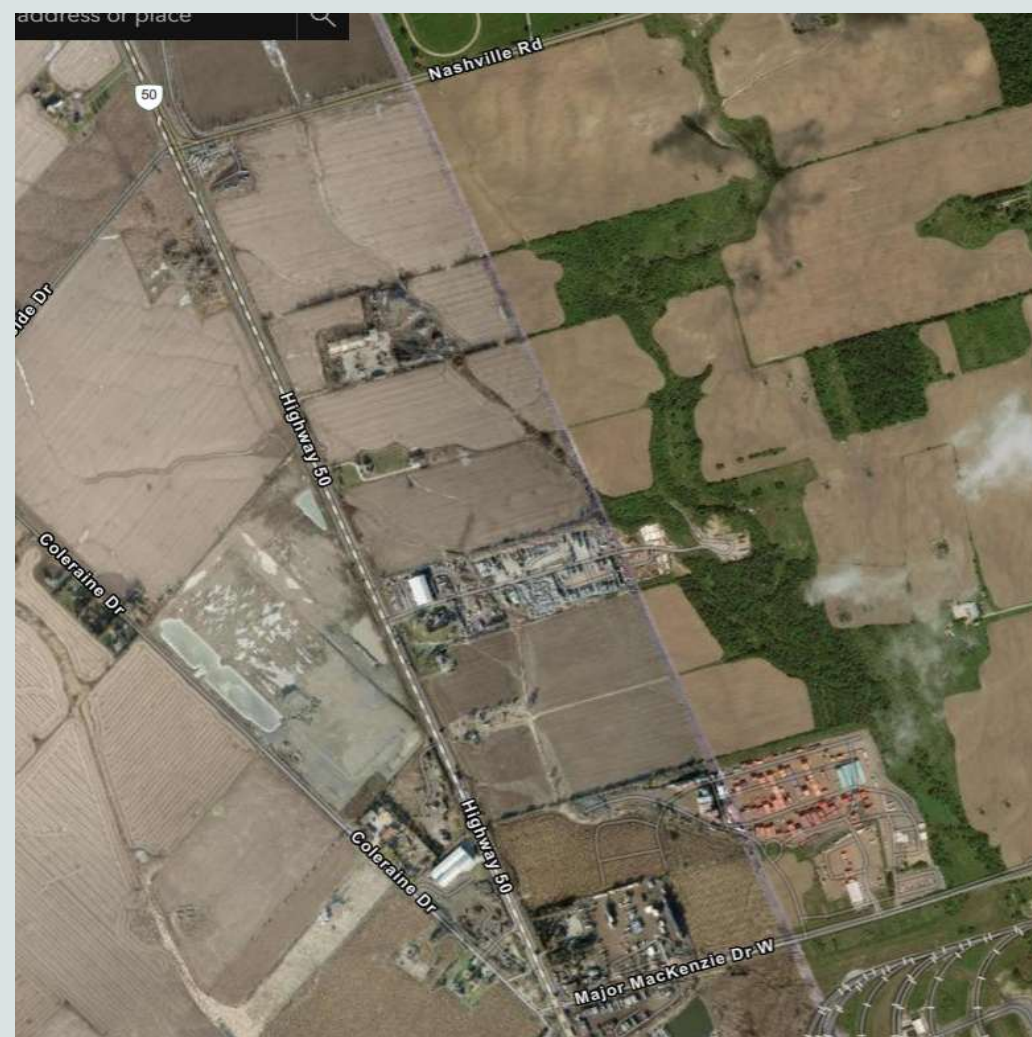


Sequence of Development Compared to Collision Data



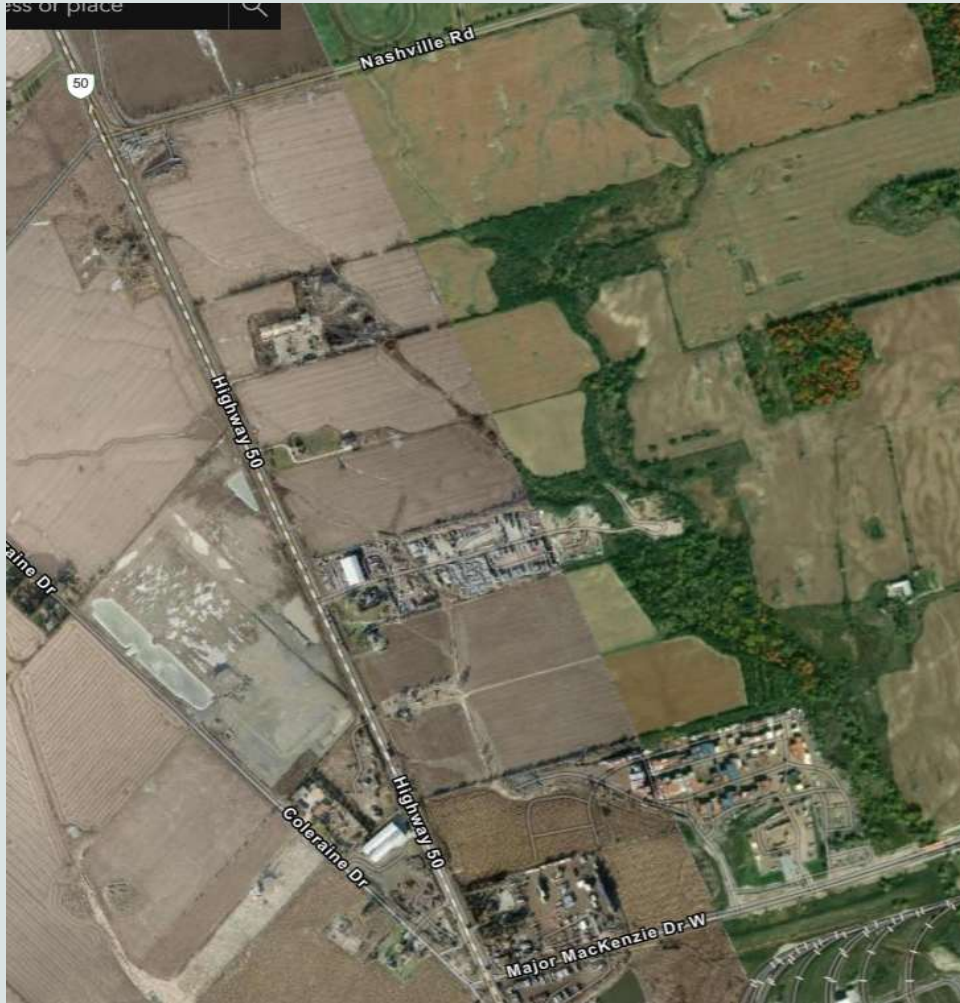
Year	Nashville & Hwy 50	Major Mack & Hwy 50
2017	4	9

Sequence of Development Compared to Collision Data



Year	Nashville & Hwy 50	Major Mack & Hwy 50
2017	4	9
2018	11	15
2019	5	4

Sequence of Development Compared to Collision Data



Year	Nashville & Hwy 50	Major Mack & Hwy 50
2017	4	9
2018	11	15
2019	5	4
2020	3	8

Sequence of Development Compared to Collision Data



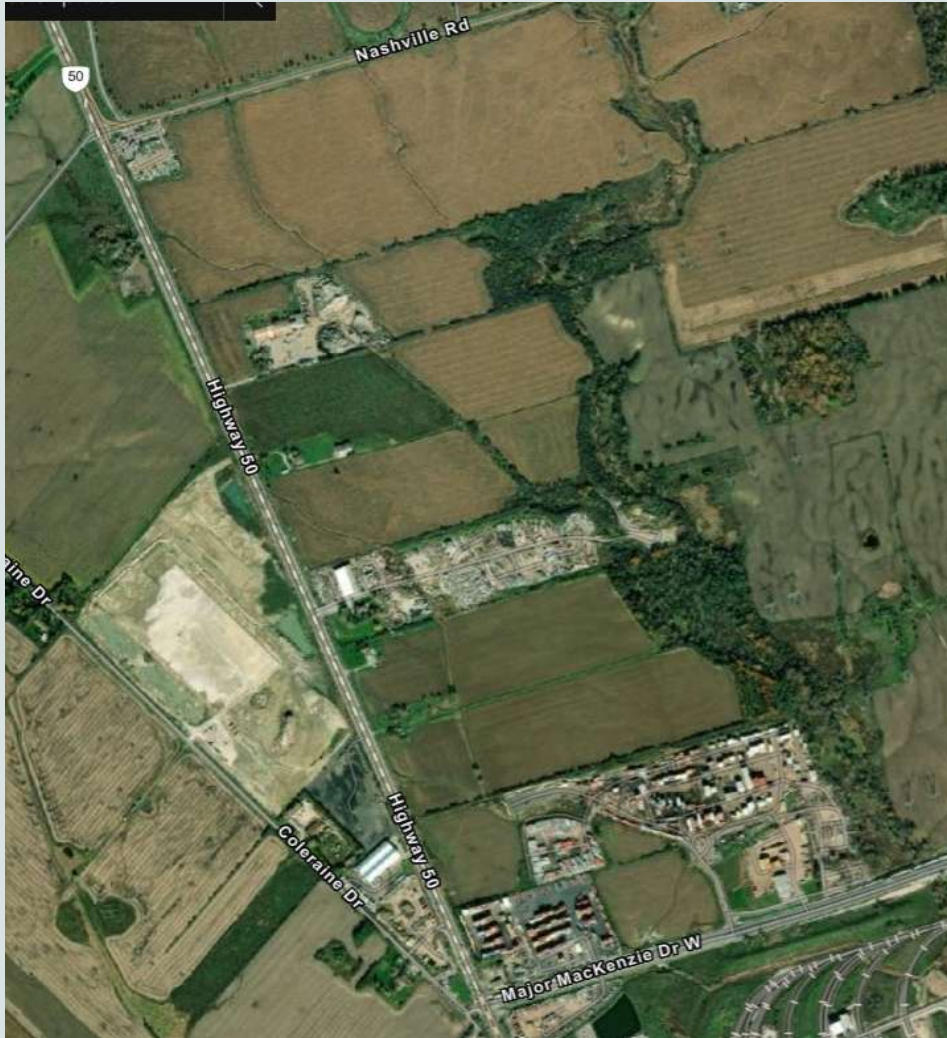
Year	Nashville & Hwy 50	Major Mack & Hwy 50
2017	4	9
2018	11	15
2019	5	4
2020	3	8
2021	10	17

Sequence of Development Compared to Collision Data



Year	Nashville & Hwy 50	Major Mack & Hwy 50
2017	4	9
2018	11	15
2019	5	4
2020	3	8
2021	10	17
2022	16	50

Sequence of Development Compared to Collision Data



Year	Nashville & Hwy 50	Major Mack & Hwy 50
2017	4	9
2018	11	15
2019	5	4
2020	3	8
2021	10	17
2022	16	50
2023	31	49

Sequence of Development Compared to Collision Data



Year	Nashville & Hwy 50	Major Mack & Hwy 50
2017	4	9
2018	11	15
2019	5	4
2020	3	8
2021	10	17
2022	16	50
2023	31	49
2024	Pending from Peel Region	

Satellite Photos from: livingatlas.arcgis.com

Collision Data from: Peel Region

Sequence of Development Compared to Collision Data



Year	Nashville & Hwy 50	Major Mack & Hwy 50
2017	4	9
2018	11	15
2019	5	4
2020	3	8
2021	10	17
2022	16	50
2023	31	49
2024	Pending from Peel Region	
2025	In progress	

The previous applications discussed tonight would add just under 1,000 truck parking spaces to this area. Some are already in operation illegally.

Other properties are yet to be developed. More trucks cannot be accommodated on Hwy 50.

This compromises public safety.

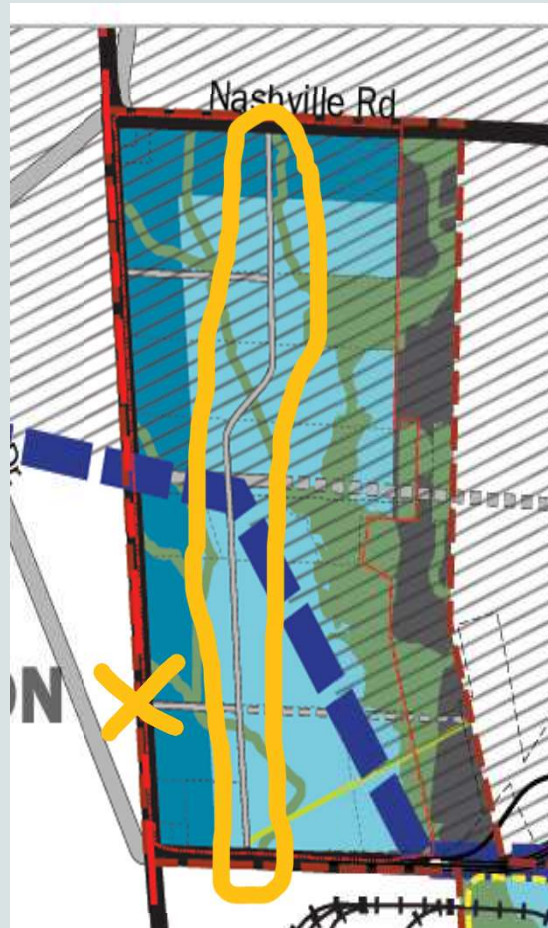
What is the Solution?

Truck traffic from all properties in Block Plan 66 should be directed to a north/south spine road that runs from Nashville Road to Major Mackenzie on the interior of the Block. And directly onto the Highway 427 and into the rail yard, if at all possible.

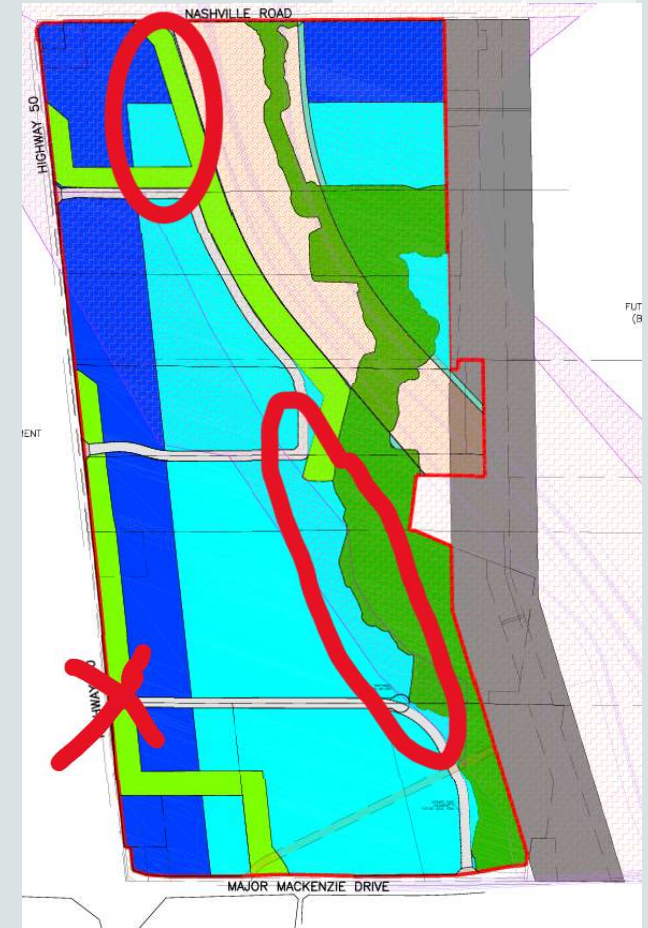
No trucks should be coming onto, or off of Highway 50 into any of these properties or on any east/west roads contemplated in the Block Plan development!

This is a chance for the Block Plan landowners and City of Vaughan to get the development in this area right, and stop subjecting residents and commuters to unsafe road conditions on Highway 50.

West Vaughan
Employment Area



Proposed Block Plan from
Landowners



Other Concerns & Expectations

The Block Plan indicates several water tributaries will be rerouted, and some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible, considering these lands are on a highly vulnerable aquifer and a significant recharge area.

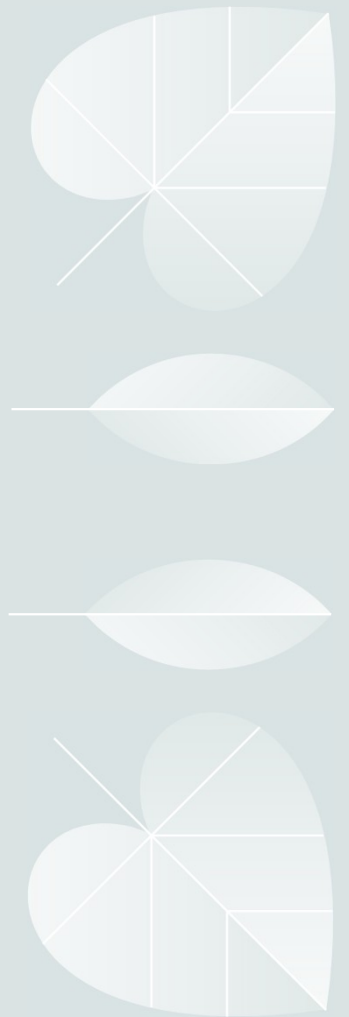
If it needs to be done, it **must be done in agreement with the TRCA and Ministry of Natural Resources policies and any comments they have.**

We expect City of Vaughan and the landowners to collaborate and plan this area while keeping resident and commuter safety top of mind.

The current situation we are living with on Nashville Road, Highway 50 and Major Mackenzie is incredibly unsafe.

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, and at the cost of our safety, health, and peace of mind.

Keep the trucks in this area off Highway 50 - it will be safer for everyone.





Thank you

AMANDA CORBETT
Resident of Bolton

