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June 3, 2025

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Communication

CW(PM) – June 4, 2025

Item No. 10

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.

Vaughan Official Plan (VOP 2010) and West Vaughan Employment Area Secondary Plan (WVEASP)

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 Mackenzie 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 Mackenzie 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 Mackenzie 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 policies 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 distance 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 m² 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 m² and an Office use as having a GFA of less than 12,500 m².

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 BURPI, MCIP, RPP
Associate

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

