



June 3, 2025

Project No. 21386

City of Vaughan  
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Vaughan City Hall  
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Delivered by email to [clerks@vaughan.ca](mailto: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**

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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*