



Project No. 1006

June 3, 2025

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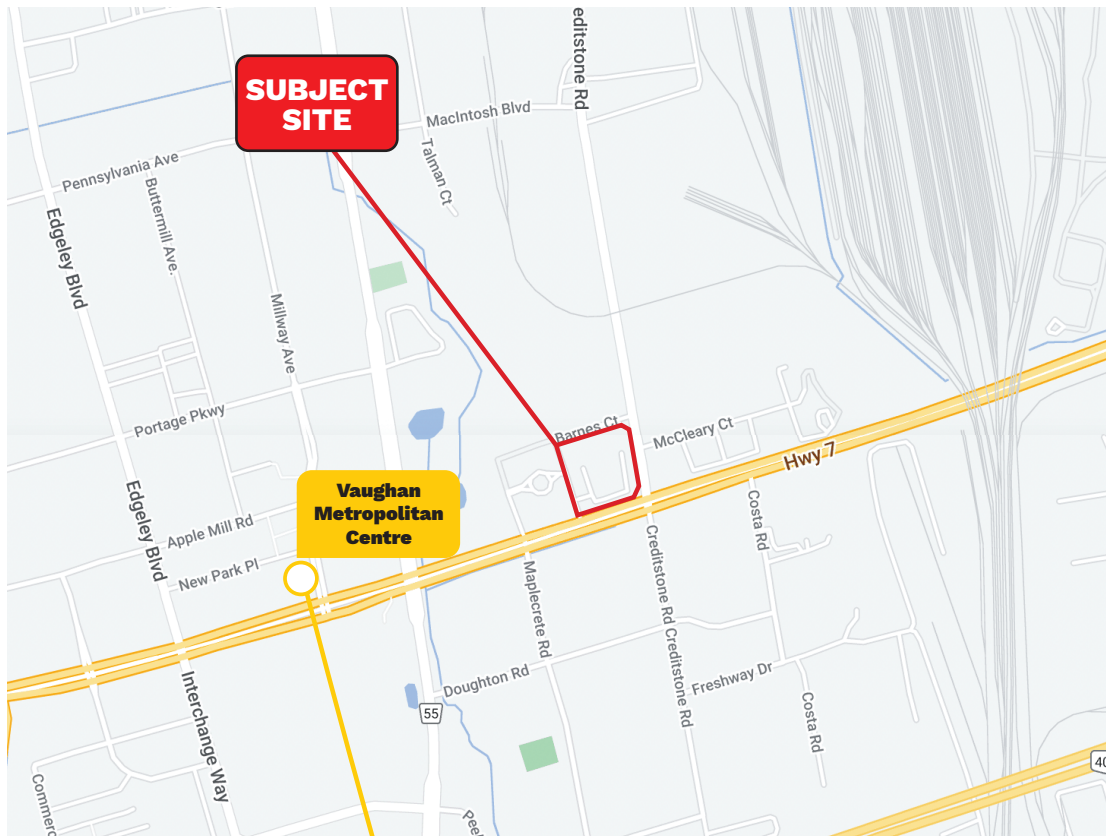
Re: Draft VMC Secondary Plan (2025)

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 VMCSPP") 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 VMCSPP 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 VMCSPP 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 VMCSPP 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

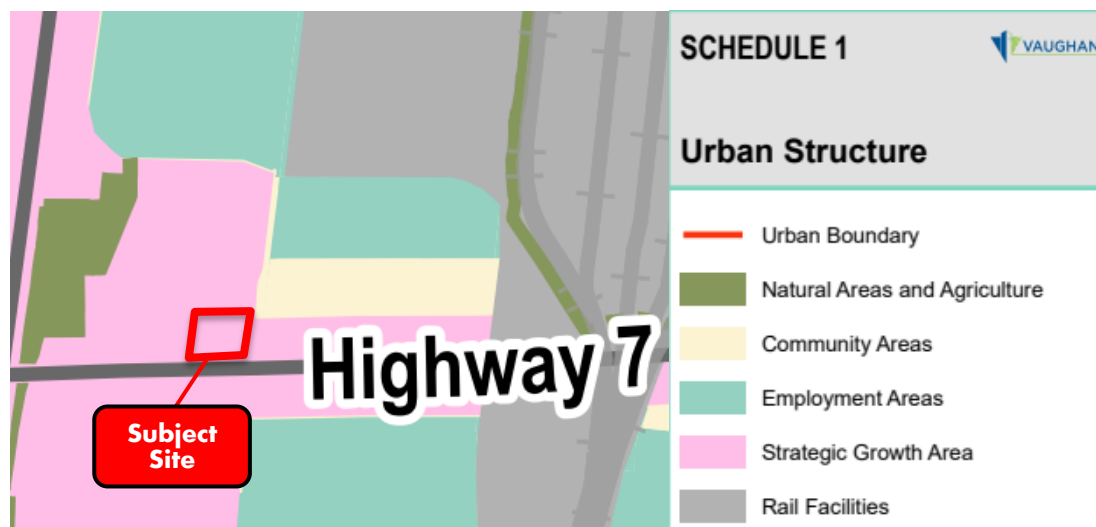
It is our understanding that the proposed Mixed Non-residential designation along the Creditstone Road frontage (on Draft Schedule G) is intended to act as a transition between sensitive land uses in the VMC and the industrial uses and infrastructure in the surrounding Employment Area (Policy 9.4.1).

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 VMCSF, 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 VMCSF indicates required retail only at the corner of Highway 7 and Creditstone Road. Schedule H of the Draft VMCSF 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 VMCSPP 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