



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**).

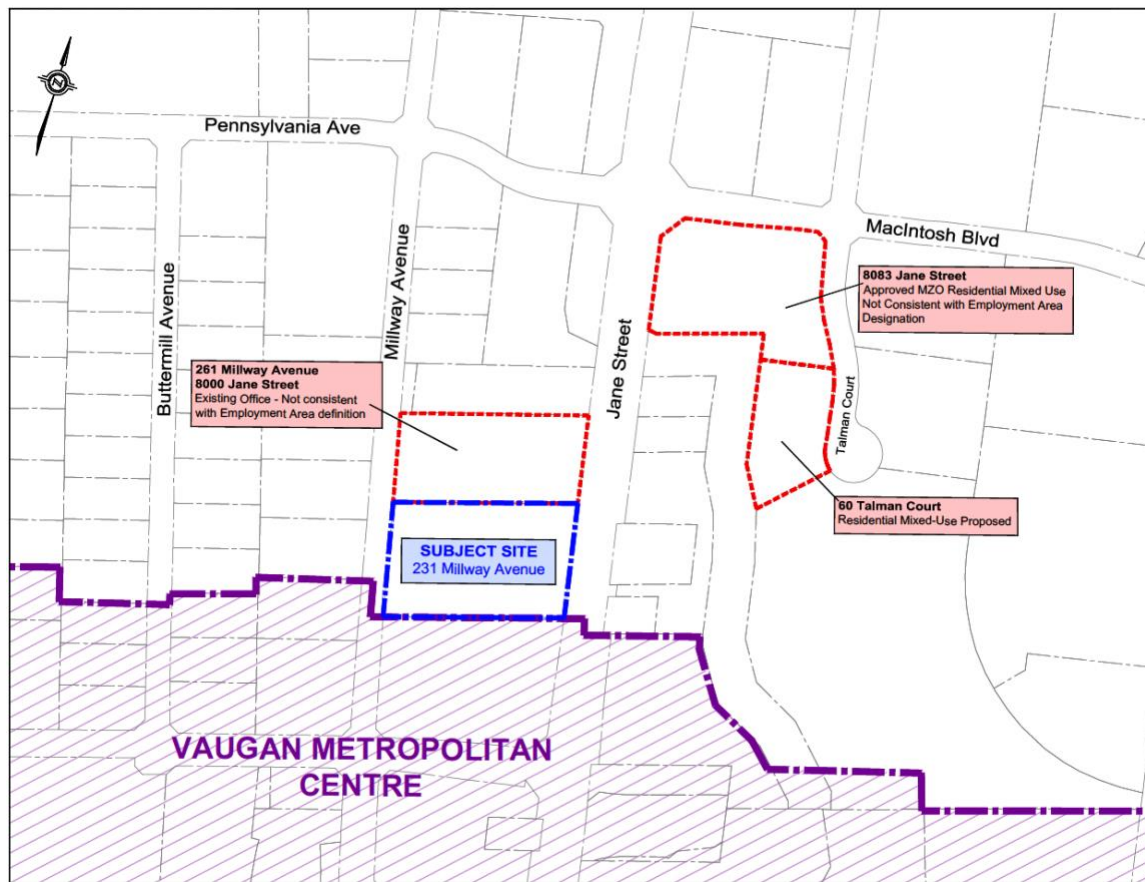


Figure 1 – Subject Site and Surrounding Context

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 Network) 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 development 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 establishment 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

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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

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 which 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.

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 north 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.

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.

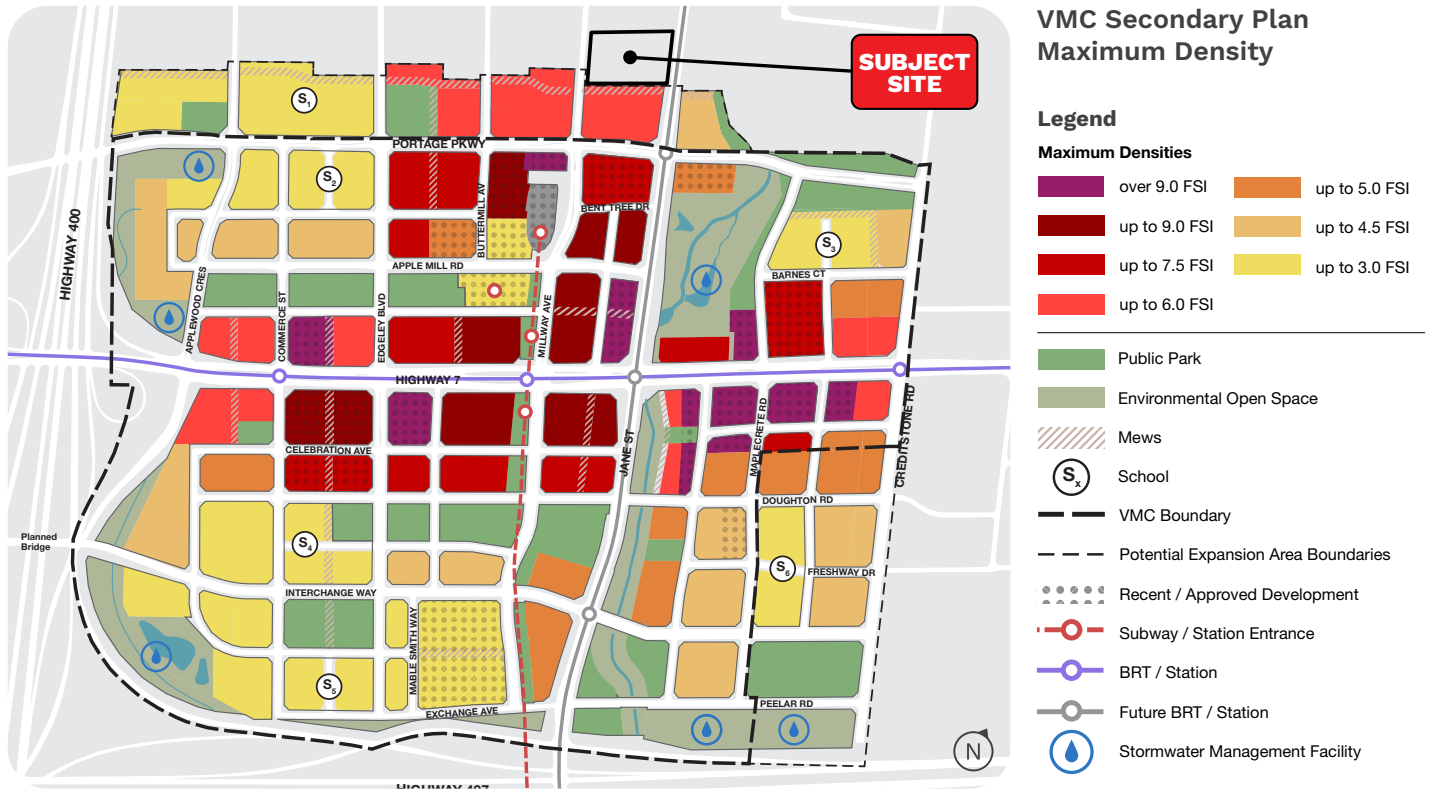


Figure 1 - VMC Secondary Plan Update - Proposed Maximum Density

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.

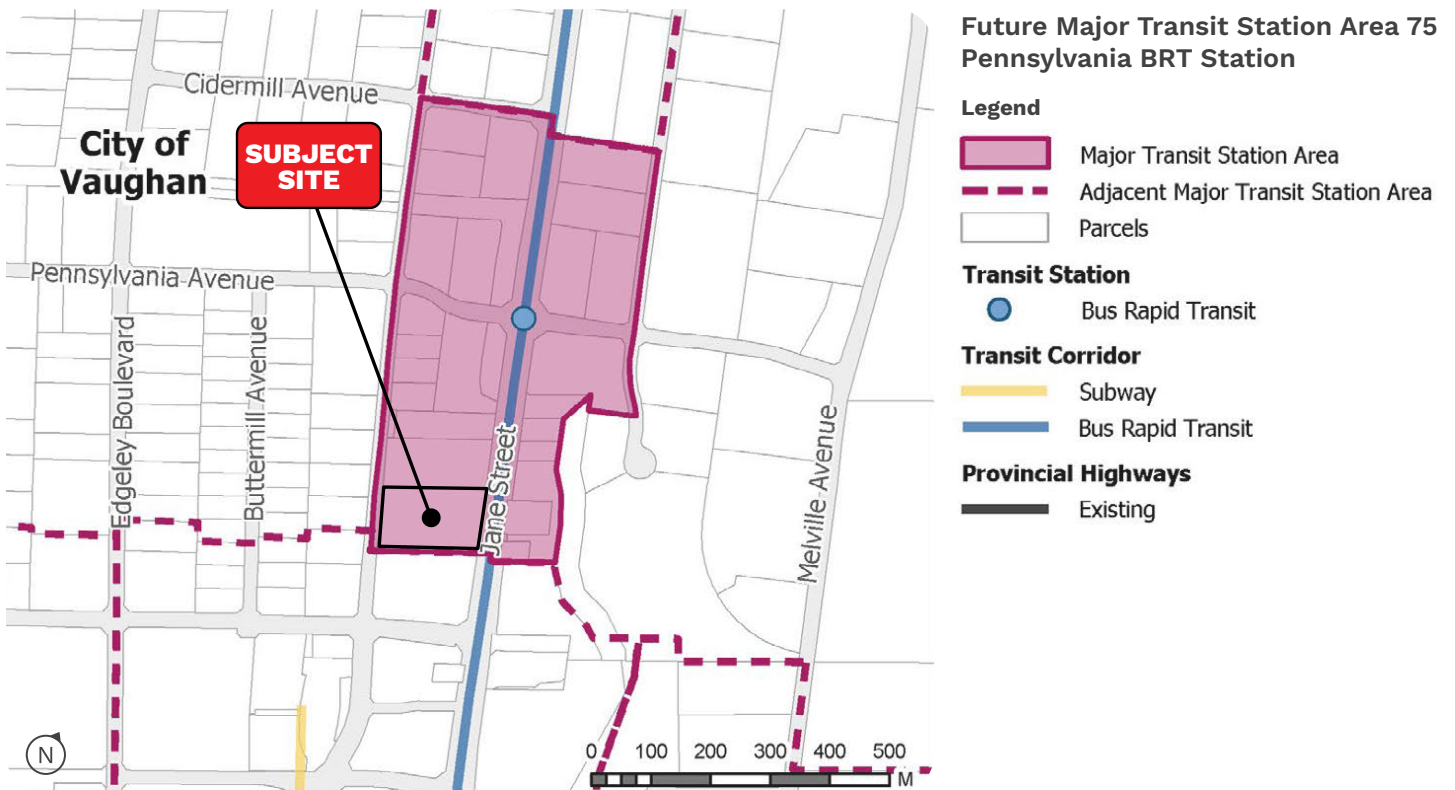


Figure 2 - Future MTSA 75 - Pennsylvania BRT Station (as adopted by Regional Council)

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 existing 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.

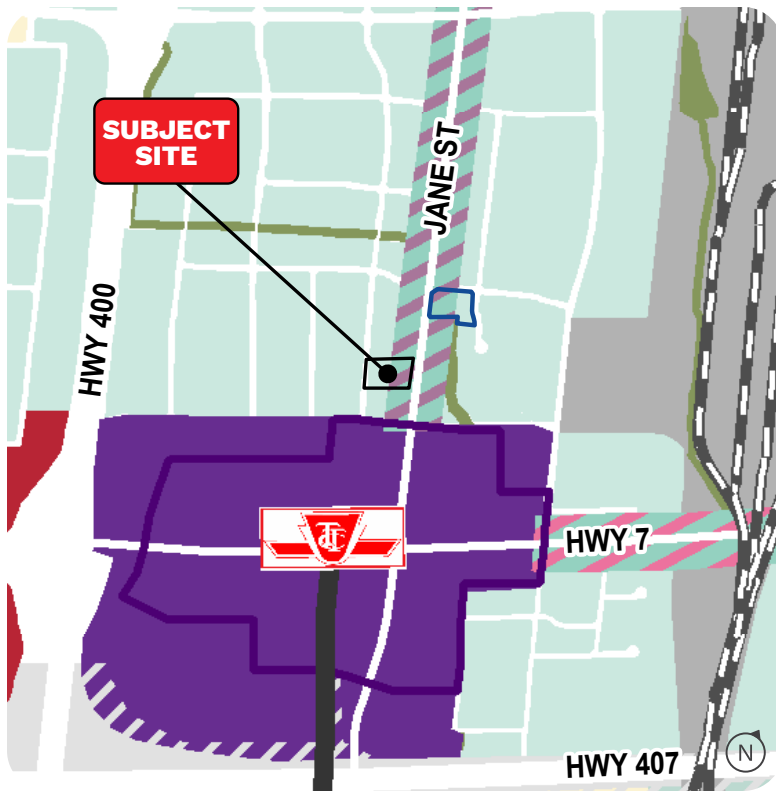
3.2 City of Vaughan Official Plan

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.



Region of Vaughan Official Plan Schedule 1 - Urban Structure

Legend

- Urban Growth Centre Boundary
- MZO (8083 Jane Street)

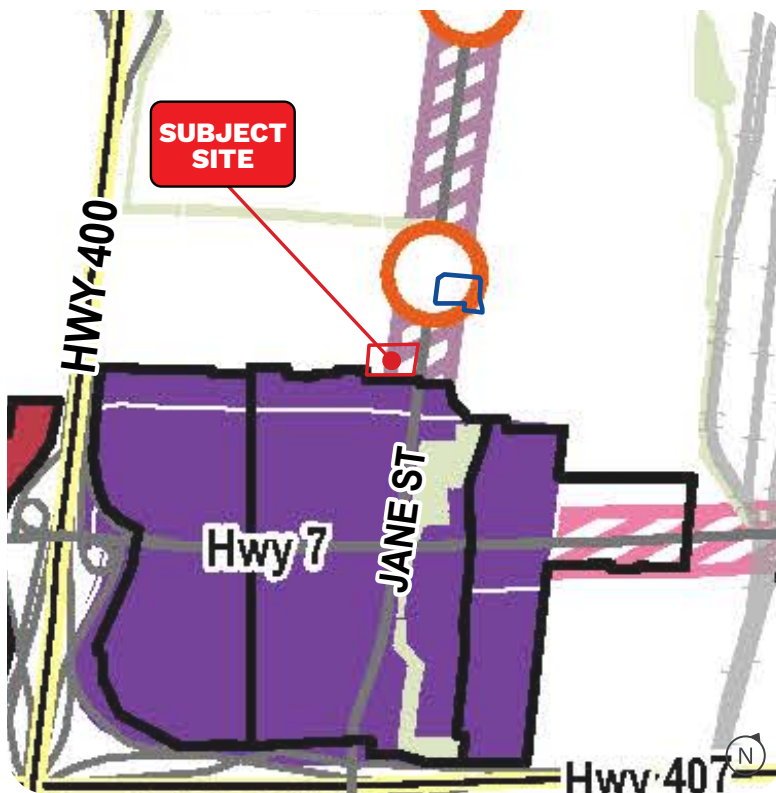
Intensification Areas

- Vaughan Metropolitan Centre (Regional Centre)
- Primary Centres
- Regional Intensification Corridors within Employment Areas
- Primary Intensification Corridors within Employment Areas
- Parkway Belt West Lands
- Railway
- Subway Extension

Stable Areas

- Natural Areas and Countryside
- Employment Areas
- Rail Facilities

Figure 3 - City of Vaughan Official Plan, Schedule 1 - Urban Structure



Draft Region of Vaughan Official Plan Schedule 1A - Strategic Growth Areas

Legend

- MZO (8083 Jane Street)

Strategic Growth Areas

- Vaughan Metropolitan Centre (Regional Centre)
- Primary Centre
- Regional Intensification Corridors within Employment Areas
- Primary Intensification Corridors within Employment Areas

Major Transit Station Areas

- Future MTSA
- Protected MTSA
- Natural Areas and Agriculture
- Road Network
- Railway
- Municipal Boundary

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

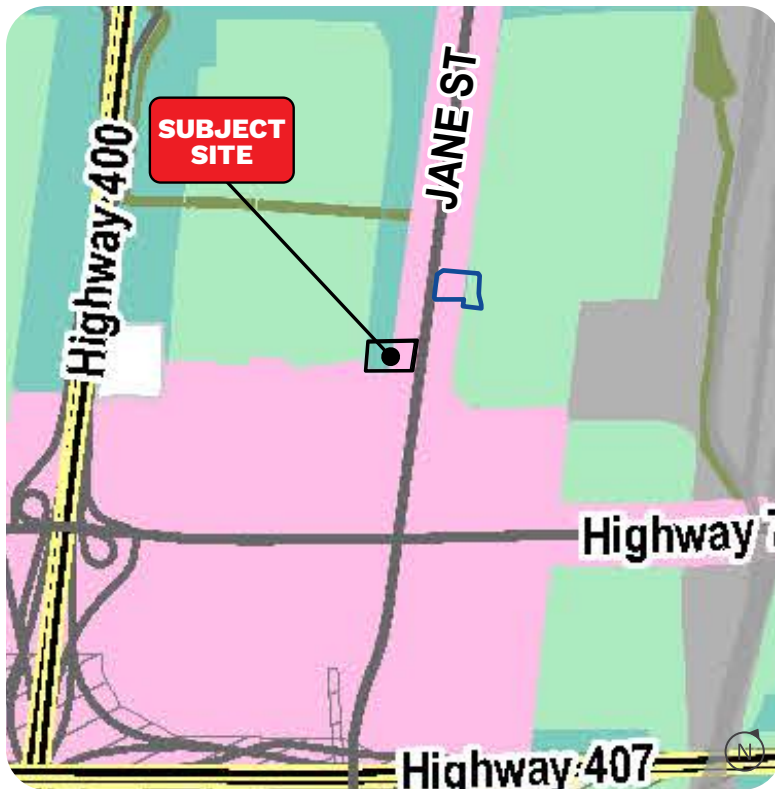


Figure 6 - Draft City of Vaughan Official Plan, Schedule 1 - Urban Structure

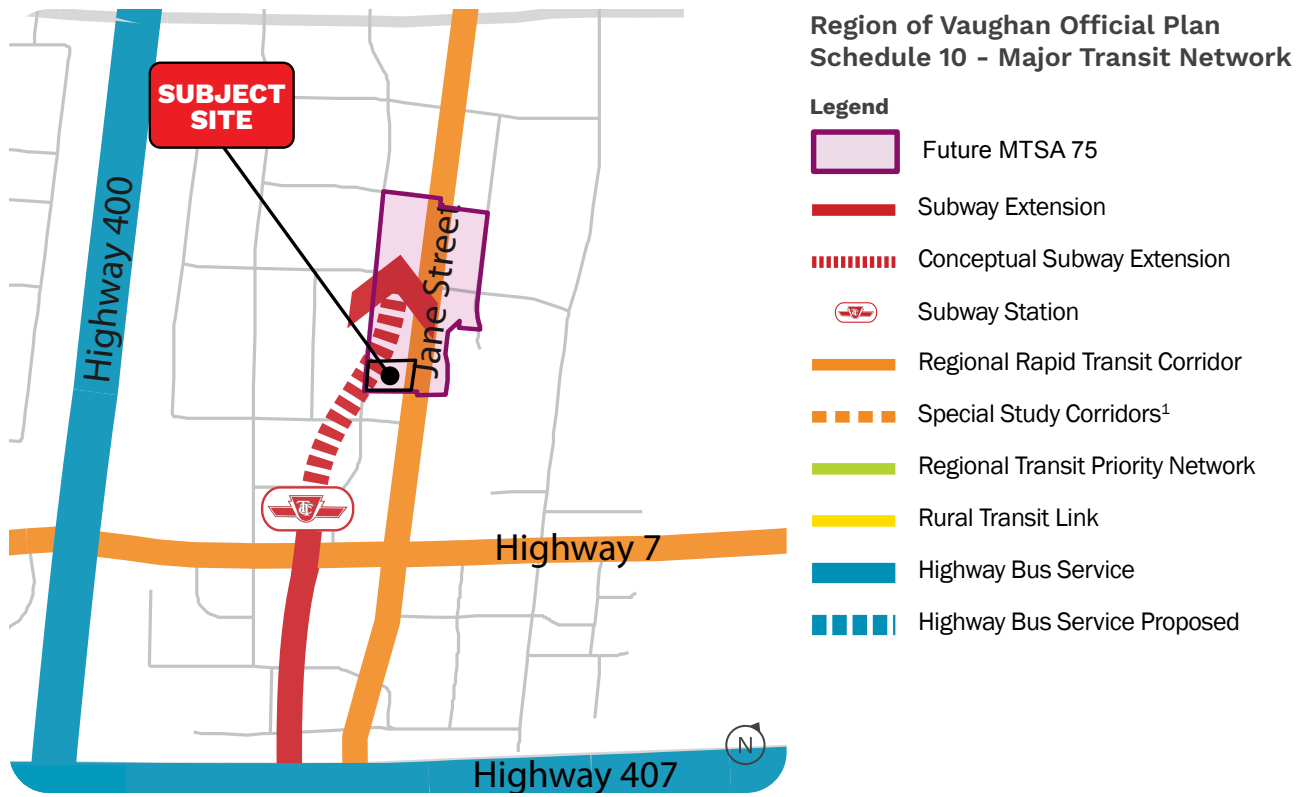


Figure 7 - City of Vaughan Official Plan, Schedule 10 - Major Transit Network

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).

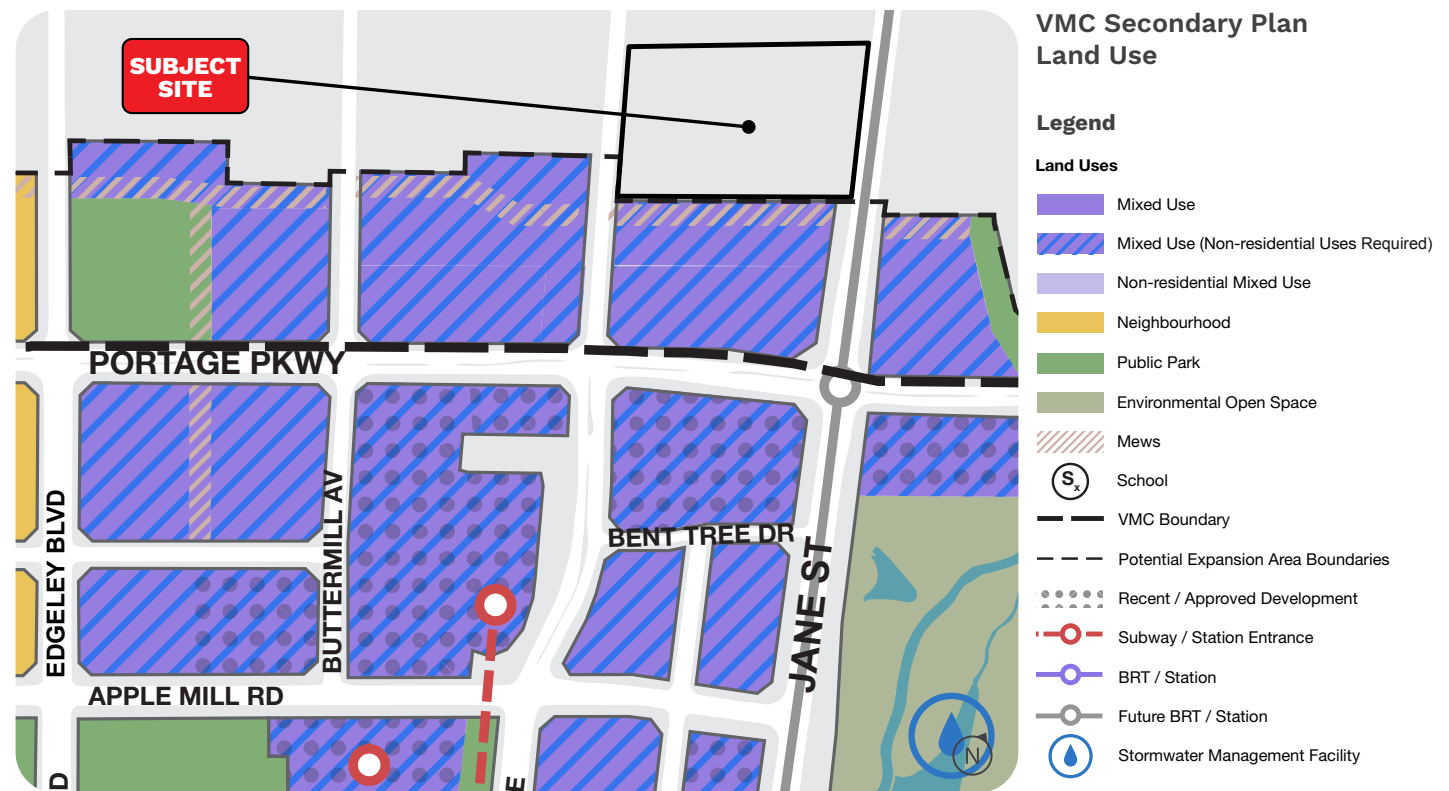


Figure 8 - Vaughan Metropolitan Centre Secondary Plan Update - Land Use

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 assembly 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.

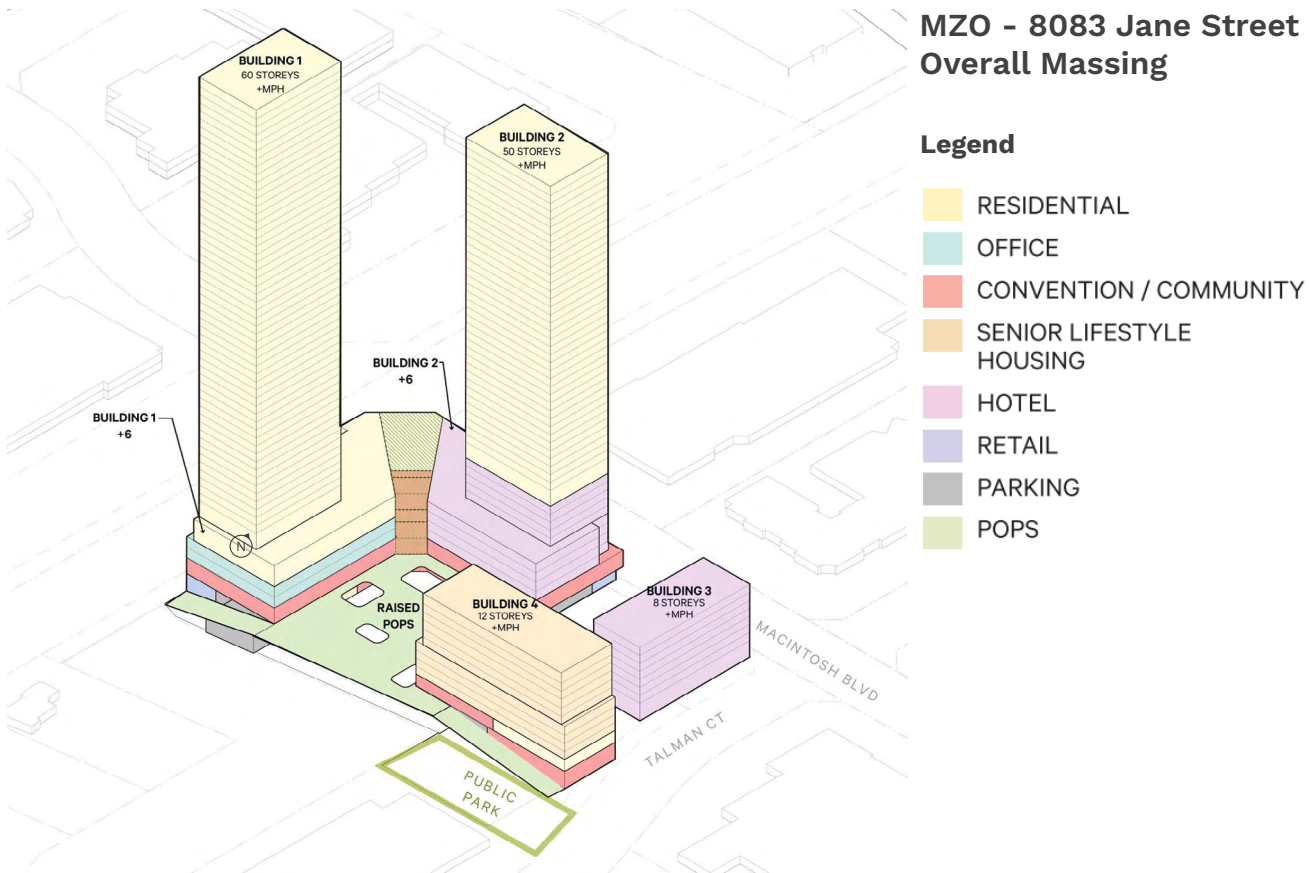


Figure 9 - MZO (8083 Jane Street) Overall Massing

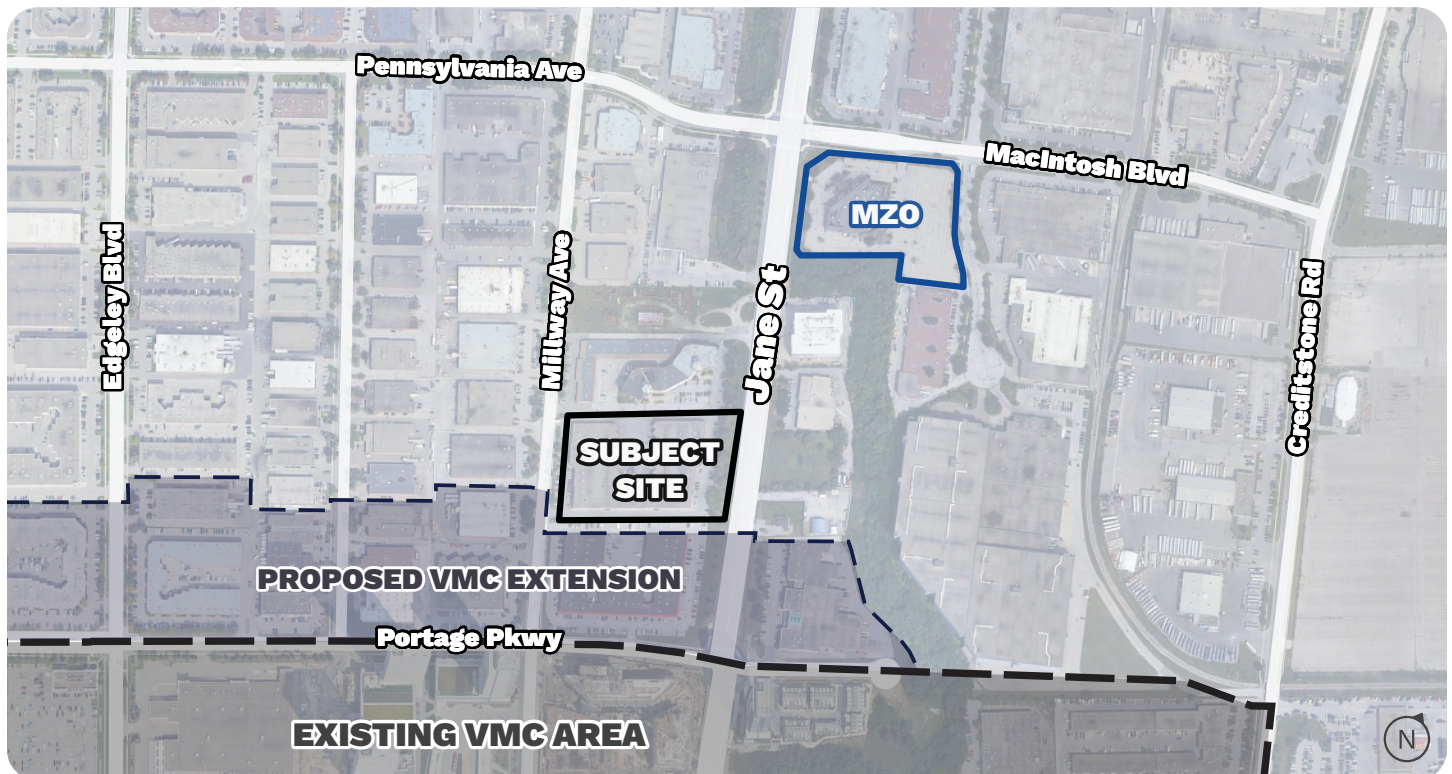


Figure 10 - MZO (8083 Jane Street) Site Context

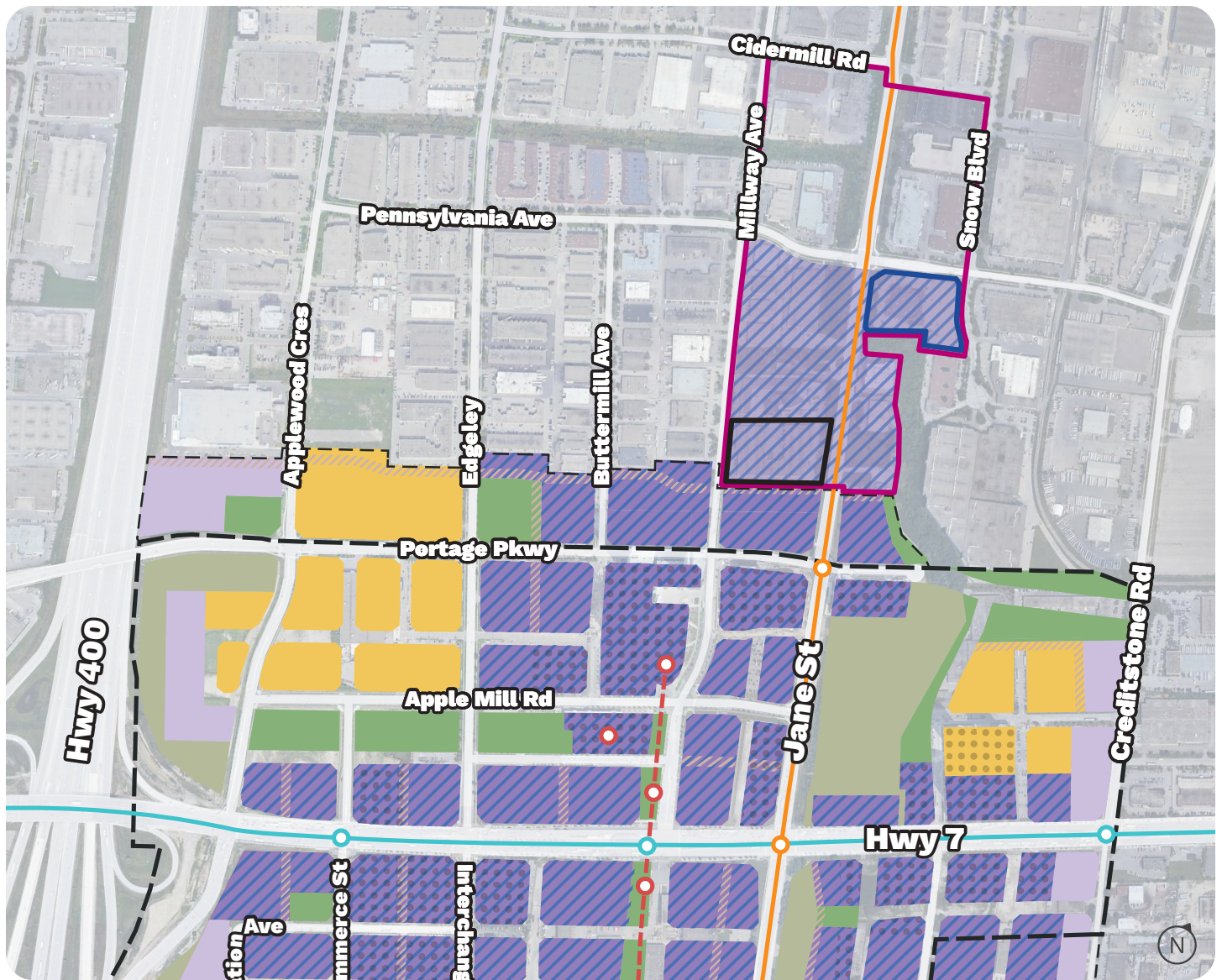
4.0 Request

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 MTSA's 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.



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


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 hesitate to contact me.

Yours very truly,

Bousfields Inc.



Michael Bissett, MCIP, RPP
Partner

cc. Vince Musacchio, Deputy City Manager, Infrastructure Development

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