

COUNCIL MEETING – JUNE 24, 2025 COMMUNICATIONS

		<u>Rpt. No.</u>	<u>Item(s) No.</u>	<u>Committee</u>
<u>Distributed June 20, 2025</u>				
C1.	Philip J. Stewart, Pound & Stewart Planning Consultant, Belsize Drive, Toronto, dated June 3, 2025.	23	3	Committee of the Whole
C2.	Stephen Albanese, Arcadis Professional Services (Canada) Inc., St. Clair Avenue West, Toronto, dated May 30, 2025.	24	1	Committee of the Whole (Public Meeting)
C3.	Eddy Aceti, 10 Tracie Crt., Maple, dated June 4, 2025.	24	6, 7, 8, 9	Committee of the Whole (Public Meeting)
C4.	Bill Kiru, Liberty Development, Highway 7, Markham, dated June 4, 2025.	24	10	Committee of the Whole (Public Meeting)
C5.	Tina Liscio, dated June 4, 2025.	24	6, 7, 8, 9	Committee of the Whole (Public Meeting)
C6.	Sandra K. Patano, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025.	24	10	Committee of the Whole (Public Meeting)
C7.	Sandra K. Patano, Weston Consulting, Millway Avenue, Vaughan, dated June 3, 2025.	24	10	Committee of the Whole (Public Meeting)
C8.	Avril Kwiatkowski & Desmond Monterio, dated June 4, 2025.	24	4	Committee of the Whole (Public Meeting)
C9.	Rizwana Tahir, Ballantyne Blvd., Vaughan, dated June 4, 2025.	24	4	Committee of the Whole (Public Meeting)
C10.	delremichele, dated June 4, 2025.	24	6, 7, 8, 9	Committee of the Whole (Public Meeting)
C11.	Carmelo Galluccio, dated June 4, 2025.	24	6, 7, 8, 9	Committee of the Whole (Public Meeting)
C12.	John Cutler, Kleinburg & Area Ratepayers' Association, PO Box 202, Kleinburg, dated June 4, 2025.	24	6, 7	Committee of the Whole (Public Meeting)
C13.	Joseph Lisi, dated June 4, 2025.	24	6, 7, 8, 9	Committee of the Whole (Public Meeting)
C14.	Maurizio Rogato, Blackthorn Development Corp., dated June 4, 2025.	24	10	Committee of the Whole (Public Meeting)

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COUNCIL MEETING – JUNE 24, 2025 COMMUNICATIONS

		<u>Rpt. No.</u>	<u>Item(s) No.</u>	<u>Committee</u>
C15.	Fabian Rosales, dated June 4, 2025.	24	6, 7, 8, 9	Committee of the Whole (Public Meeting)
C16.	Philip J. Stewart, Pound & Stewart Planning Consultant, Belsize Drive, Toronto, dated June 4, 2025.	24	10	Committee of the Whole (Public Meeting)
C17.	Grant Uyeyama, KLM Planning, Jardin Drive, Concord, dated June 4, 2025.	24	10	Committee of the Whole (Public Meeting)
C18.	Betty Lombardi, dated June 4, 2025.	24	6, 7, 8, 9	Committee of the Whole (Public Meeting)
C19.	Peter Jin, Wainfleet Cres, Woodbridge, dated June 4, 2025.	24	4	Committee of the Whole (Public Meeting)
C20.	Tony Volpentesta, Bousfields Incl., Church Street, Toronto, dated June 3, 2025.	24	10	Committee of the Whole (Public Meeting)
C21.	Marco Ferrazzo, dated June 4, 2025.	24	6, 7, 8, 9	Committee of the Whole (Public Meeting)
C22.	Bernie DiVona, Pine Valley Community Association., dated June 4, 2025.	24	10	Committee of the Whole (Public Meeting)
C23.	Riccardo Bozzo, Yonge St., Toronto, dated June 4, 2025.	24	3	Committee of the Whole (Public Meeting)
C24.	Ali Momeni, dated June 4, 2025.	23	1	Committee of the Whole
C25.	Memorandum from the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery, dated June 9, 2025.	23	5	Committee of the Whole
C26.	Afdis Sepan, Forest Heights Blvd., Kleinburg, dated June 9, 2025.	24	3	Committee of the Whole (Public Meeting)
C27.	Ali & Elsa Shirbegi, Old Humber Cres., Vaughan, dated June 9, 2025.	24	3	Committee of the Whole (Public Meeting)
C28.	Marie Commisso, dated June 11, 2025.	23	5	Committee of the Whole
C29.	Memorandum from the Deputy City Manager, Community Services, the Deputy City Manager, Strategic Initiatives and the City Solicitor, dated June 24, 2025.	23	20	Committee of the Whole

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**COUNCIL MEETING – JUNE 24, 2025
COMMUNICATIONS**

		<u>Rpt. No.</u>	<u>Item(s) No.</u>	<u>Committee</u>
C30.	Frank Smolinger, Sanramo Court, Vaughan, dated June 16, 2025.	25	8	Committee of the Whole
C31.	John Cutler, Kleinburg & Area Ratepayers' Association, dated June 16, 2025.	26	5	Committee of the Whole (Closed Session)
C32.	Alyssa Moro, dated June 16, 2025.	25	8	Committee of the Whole
C33.	Vasos Kyprianou, Sanremo Court, dated June 16, 2025.	25	8	Committee of the Whole
C34.	Silvia Stirpe, Sanremo Court, dated June 16, 2025.	25	8	Committee of the Whole
C35.	Hoda Nia, Microsoft Canada, dated June 18, 2025.	25	8	Committee of the Whole
C36.	Joe Fleming, Milano Avenue, Woodbridge, dated June 19, 2025.	25	8	Committee of the Whole
C37.	Confidential memorandum from the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery, dated June 19, 2025.	26	4	Committee of the Whole (Closed Session)
C38.	Joe Fleming, dated June 19, 2025.	25	8	Committee of the Whole
C39.	Grant Uyeyama, KLM Planning Jardin Drive, Concord, dated June 13, 2025.	24	10	Committee of the Whole (Public Meeting)
C40.	Memorandum from the Deputy City Manager, Infrastructure Development, dated June 24, 2025.	23	11	Committee of the Whole

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Please note there may be further Communications.

C1

Communication

Council – June 24, 2025

CW(1) – Report No. 23 Item No. 3

June 3, 2025

BY EMAIL (clerks@vaughan.ca) & REGULAR MAIL

Vaughan City Hall
c/o Office of the City Clerk
2141 Major Mackenzie Drive, Level 100
Vaughan, Ontario
L6A 1T1

Attn: Mayor S. Del Duca & Members of the Committee of the Whole

**Re: Committee of the Whole Agenda June 4, 2025 – Item 3.
Official Plan Amendment - City File OP.22.007
5655, 5657, 5731, 5767, 5781 Highway 7 and 7700 and 7714 Martin Grove Road
(South-West Quadrant Martin Grove Road and Highway 7)
City of Vaughan, Region of York
Our file: 1711-25**

As planners of record, we write on behalf of Westlake Canada Inc., o/a Westlake Pipe & Fittings ('Westlake') regarding the above captioned planning application ('OP.22.007') before Committee for a decision. As a significant industrial stakeholder, Westlake has, and continues to participate regularly in the city's planning programs to pursue productive implementation of land use planning policies. For the past thirty-five years 'Westlake' continues to manufacture and distribute a wide variety of pipes, fittings and building products serving the City of Vaughan, Region of York and the broader regional market. Westlake's products are essential to servicing the residential & ICI building products market in the city, the region and in Canada. In fact, Westlake's industrial products broadly support region-wide housing and related construction activities.

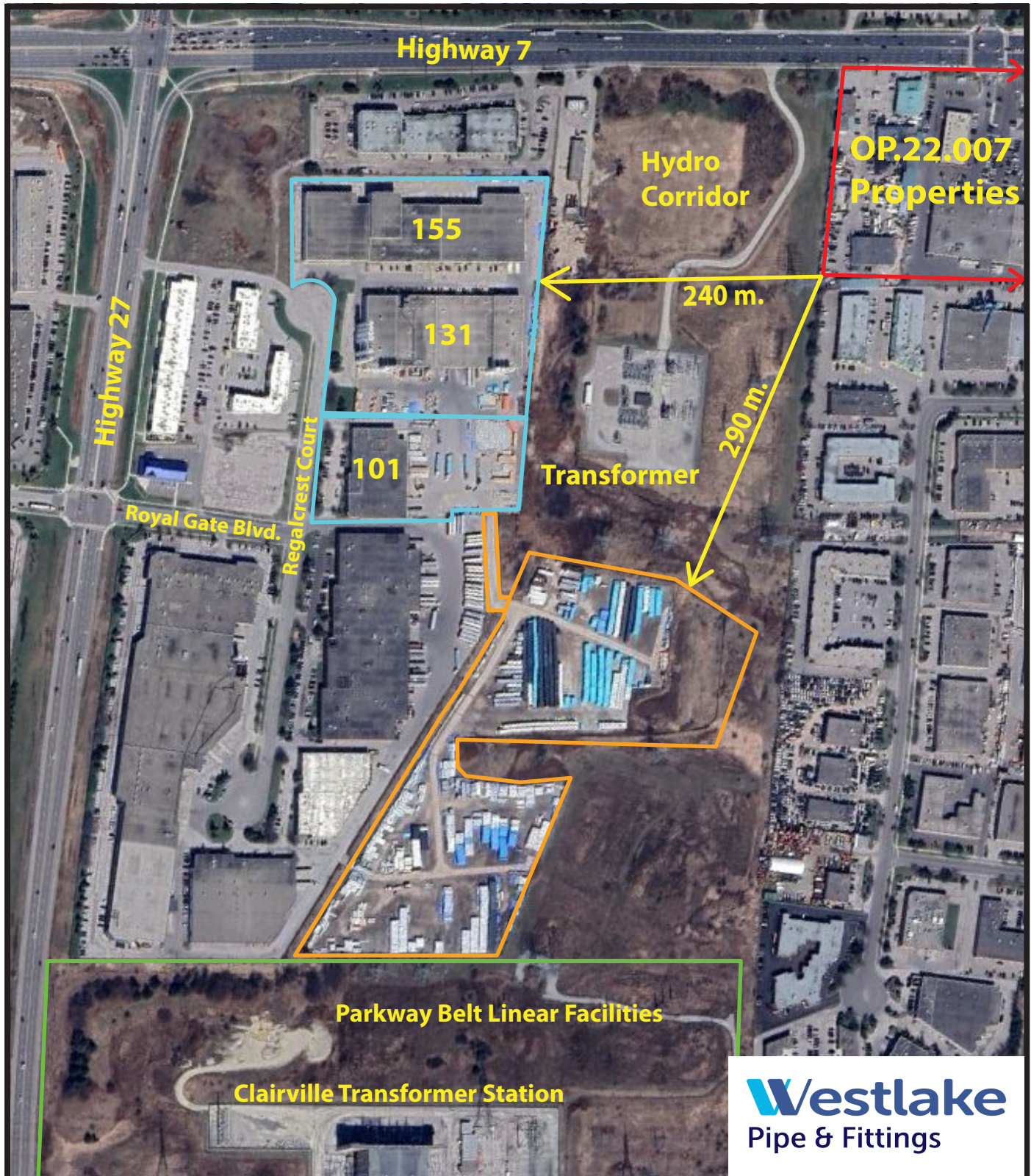
As part of the Vaughan Enterprise Zone (VEZ) south, 'Westlake' employs approximately 170 workers and staff and its manufacturing business operations are located at 101, 131 and 155 Regalcrest Court and also includes a licensed portion of the Hydro Corridor used for the outside storage of manufactured pipe and fitting products. Please refer to the attached Aerial Image describing the relative boundaries of 'Westlake' business operations and their collective properties in relation to the western boundary of the OP.22.007 properties.

We are of the opinion that City Staff's recommendation to approve File OP.22.007 is premature for the following reasons:

POUND & STEWART ASSOCIATES LIMITED



**AERIAL IMAGE
WESTLAKE CANADA INC. O/A WESTLAKE PIPE & FITTINGS**



1711_Image1_JAN.2025

G/E IMAGE APRIL 2024

Legend

- 101, 131 & 155 REGALCREST COURT
- NORTHERN & SOUTHERN OUTSIDE STORAGE BLOCKS (LICENCED)
- OP.22.007 - MARTIN GROVE AND HIGHWAY 7 PROPERTIES
- OP.22.007 - DISTANCE FROM WESTLAKE PIPE & FITTINGS PROPERTIES
- PARKWAY BELT WEST PLAN AREA



Provincial Planning Policies Strengthen Planned Functions ‘Employment Areas’

The *Planning Act* and the Provincial Planning Statement (PPS 2024) have strengthened and clarified the planning policies and planned functions of ‘*Employment Areas*’, as further implemented via municipal Official Plans and zoning. To protect the long-term operational and economic viability of ‘*Employment Areas*’, the PPS 2024 section ‘3.5 Land Use Compatibility’ reads:

1. *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*
2. *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

Based on the provincial planning framework, the onus or responsibility of achieving ‘Land Use Compatibility’ is placed on the proponent of new ‘*Sensitive Land Uses*’, thereby protecting the long-term operational and economic viability of existing and planned ‘*Employment Areas*’. This is further re-iterated by Provincial NPC-300 GUIDELINE, C1.3.1 which reads “... the proponent of a new noise sensitive land use (is responsible) to ensure compliance with the applicable sound level limits and for these responsibilities to be reflected in land use planning decisions.” A proponent’s responsibilities include, but are not limited to:

- *determining the feasibility of the project;*
- *assessing outdoor and indoor acoustical environments, as appropriate;*
- *investigation of feasible means of noise impact mitigation;*
- *ensuring that the required noise control measures are incorporated into the development, and;*
- *describing the technical details, and clarifying the responsibility for the implementation and maintenance, of the required noise control measures.*

POUND & STEWART ASSOCIATES LIMITED

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The NPC-300 GUIDELINE, along with the Environmental Guideline D-1 "Land Use and Compatibility" make it clear that the assessment of noise impacts on sensitive uses is not a one-time requirement. It is a requirement any time Westlake has to make changes in its processes. This requirement applies even if the change is not a significant expansion if Westlake's processes are subject to either an Environmental Compliance Approval (ECA) or an Environmental Activity and Sector Registration (EASR) because amendments will need to be made. Acoustic Assessment Report, Audits and Noise Abatement Action Plans may need to be provided or changed. The encroachment of sensitive land uses will not only drive up costs and processing times, but could result in necessary ECA amendments for Westlake's existing facilities being impossible to obtain. The long-term operational and economic viability of its operations is potentially threatened and land use compatibility has not been demonstrated at this time, allowing this application to be approved.

Lack of Demonstrated Need for the Additional Density & Building Height per OP.22.007

The in-effect Vaughan Official Plan, as amended ('VOP 2010') permits a 'Mid-Rise Mixed-Use' land use designation for the OP.22.007 properties, and includes a maximum density of 2.5 and 3, and a maximum building height of 8 – 10 storeys. Notwithstanding, the OP.22.007 applicant has:

"...submitted a proposal to permit a phased high-rise mixed-use master plan community consisting of 10 residential apartments blocks totalling 13 buildings with at-grade commercial uses, a maximum height of 28-storeys, a maximum Floor Space Index ('FSI') of 5.62 times the area of the lot and a total of 3,390 units spanning three phases, various public and private roads, public parks and privately owned spaces" (City Staff Report).

As a planning application, OP.22.007 is subject to the substantive and procedural requirements of the *Planning Act*, the PPS 2024, the York Region Official Plan, 2022, now subsumed within and as the City of Vaughan Official Plan 2010, as amended.

The planning profile of the OP.22.007 properties is exhibited by Official Plan policies, as further reflected in the City's pending VOP 2025 with a 2051 planning horizon:

- Not located in a 'Regional Centre' and is located in an 'Urban Area';
- Not located in a 'Protected Major Transit Station Area' ('MTSA'), nor identified as a 'Future MTSA';



- The 70+ Protected MTSA's in York Region, (some 21 existing MTSA's in the City, with 6 more Future MTSA's identified) are planned to be developed and/or redeveloped to support higher density residential development to achieve MTSA planned functions;
- Highway 7 is identified as a 'Rapid Transit Corridor' and a 'Regional Intensification Corridor' within Employment Areas;
- Within a 'Community Area' that abuts the 'West Vaughan Employment Area Zone' which is *"an area of high economic output and strategically located to provide opportunities to improve coordination between land use planning economic development and infrastructure investments to support investment and job creation over the long-term."*

Land Use Compatibility Issues

Notwithstanding Staff's recommendation, it is clearly acknowledged by City Staff that the OP.22.007 proposal exhibit Land-Use Compatibility concerns with the nearby protected employment areas. City Staff advise as follows in their report (page 4 and 8 of 14):

- *"The proposed residential and commercial land uses will be within proximity to existing industrial uses to the south and the proposed land-use buffer may be insufficient to mitigate compatibility concerns."* Page 4. (This observation should have also included Westlake's properties to the west.)
- *"The supporting Land-Use Compatibility / Air Quality Study must consider future growth potential on abutting employment areas and its effects on the proposed residential and commercial uses proposed on the Subject Lands."* Page 4
- *"Encroachment of 'sensitive land uses', including residential uses, may affect the integrity of the overall employment area."* Page 4
- *"Subsequent land use compatibility studies are required to be provided at the individual Zoning By-law Amendment stage to supplement the initial Land Use Study, and to confirm the industrial classes within the area of influence, including the identification of on-site and off-site mitigation measures and appropriate setback provisions in adherence with the D6-3 guidelines. These provisions will be incorporated into the site-specific policies as shown in Attachment 7 of this report."* Page 8.



Land use compatibility studies are to include a Noise Assessment, Environmental Engineering and Air Quality, among others *"...at the subsequent rezoning, draft plan of subdivision and site development stage, to secure mitigation and design measures for individual redevelopment sites within the Subject Lands. This will be incorporated as site-specific policies of this Plan and may also be used as a Holding provision if required."* Page 12.

CONCLUSIONS & RECOMMENDATION

Westlake should not have to contend with land use compatibility pressures from proposed 'Sensitive Land Uses' as public planning policies and regulations protect the integrity of 'Employment Areas' from the proposed 'encroachment' of 'Sensitive Land Uses', as further implemented via municipal Official Plans and zoning.

Westlake requests that the application should not be approved at this time, it being premature until more careful noise and air emissions studies have been carried out to demonstrate and ensure that current and future Westlake operations are compatible with the development and that Westlake's operational and economic viability can be ensured.

OP.22.007 represents a significant increase in residential densities and building heights, beyond what is currently provided for by the City's Official Plan. While the need for housing is acknowledged, it would appear that there are plenty of other opportunities and planning applications in process in well planned Secondary Plan Areas and approved Protected MTSA's that are fully capable of satisfying the city's planned housing goals and objectives, combined with the delivery of expensive public infrastructure and services.

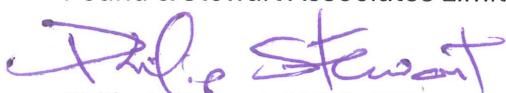
In closing, on behalf of Westlake it is my professional planning opinion that OP.22.007 be refused as it does not represent good community planning.

Please ensure our firm remains on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related items, and any Council decision or actions on the above captioned matter.

Thank-you in advance for your co-operation.

Yours truly,

Pound & Stewart Associates Limited



Philip J. Stewart, MCIP, RPP

/la_1711ltr.Westlake.June.03.2025

POUND & STEWART ASSOCIATES LIMITED

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Attachment: Aerial Image 1

cc. Ward 2 Councillor A. Volpentesta, Adriano.Volpentesta@vaughan.ca

cc. Ms. L. Cardile, Ward 2, Executive Assistant, Lucy.Cardile@vaughan.ca

cc. Mr. V. Musacchio, Interim Deputy City Manager, Planning & Growth Management & Housing Delivery, City of Vaughan vince.musacchio@vaughan.ca

cc. Ms. N. Tuckett, MCIP, RPP, Director of Development and Parks Planning, City of Vaughan nancy.tuckett@vaughan.ca

cc. Mr. M. Antoine, Sr. Manager of Development Planning, MCIP, RPP, City of Vaughan mark.antoine@vaughan.ca

cc. Mr. K. Apanisile, Sr. Planner, MCIP, RPP, City of Vaughan Kemi.Apanisile@vaughan.ca

cc. Ms. E. Mahoney, CAO, Region of York (Erin.Mahoney@york.ca)

cc. Messrs. D. Tang & R. Gray, Miller Thomson LLP

cc. client



C2
Communication
Council – June 24, 2025
CW(PM) – Report No. 24 Item No. 1



Committee of the Whole
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6B 1T1
Canada

Arcadis Professional Services (Canada) Inc.
55 St. Clair Avenue West
7th Floor
Toronto, Ontario M4V 2Y7
Canada
Phone: 416 596 1930
www.arcadis.com

Date: May 30, 2025

Subject: **Comments on the May 2025 City of Vaughan Draft Official Plan**

Dear Members of the Committee of the Whole,

Arcadis Professional Services (Canada) Inc. (“Arcadis”) has prepared the following comments on behalf of 2748355 Canada Inc. (“274”) with respect to Vaughan’s Draft Official Plan Review (OPR). 274 and its various partnerships own approximately 31 hectares of land within the Southwest Quadrant of the VMC. As part of 274’s efforts as a landowner and stakeholder, 274 and Arcadis have met with City Staff, its consultants, and relevant commenting agencies to provide input as it relates to policy and schedule updates associated with the draft Official Plan.

Arcadis has been monitoring the City of Vaughan’s Official Plan Review process and the recently released May 2025 draft schedules and policies of the Official Plan. The following letter reflects our comments as it relates to the potential impacts of the Official Plan policies to 274’s landholdings.

It is noted that a previous letter prepared by Arcadis dated July 30, 2024 was submitted to City Staff in response to an earlier draft of the Vaughan Official Plan and should be read in conjunction with this letter. Overall, the most significant comment is that the policies within this City-wide document are often very prescriptive and often fail to take into appropriate consideration of the unique nature of the City’s Downtown, the Vaughan Metropolitan Centre. While the VMC does have a separate secondary plan to govern its redevelopment, guidance comes from the City-wide Official Plan, and these policies are often too restrictive and will limit the ability of the City to achieve its goals within this important centre.

Policy Changes of Key Interest

Housing Options

Section 4.1 of the draft Official Plan includes policies pertaining to housing affordability, tenure targets, unit mix and potential implementation of inclusionary zoning that may go well beyond any the legislative framework. Given there is emerging provincial guidance and severity of the housing crisis we submit that, Section 4.1 should be revisited to remove compulsory language stipulating specific affordability, tenure and unit mix targets and provide flexibility to respond to the housing market.

Retail

Policy Section 4.2.4 regarding retail development and redevelopment should include an exemption for the entirety of the VM CSP area and have it defer to the Secondary Plan for guidance. Specifically, there is concern that language around mixed-use development is far too restrictive given the magnitude, scale and phasing of the VMC development. To require commercial impact studies to redevelop existing retail within the VMC is an example of how to discourage and delay the redevelopment of this important City Centre.

Site Design and Building Types

The use of the word “shall” within such a broad reaching policy document as it relates to urban design and building design policies (Section 4.3) is problematic as many parts of the City have much different characteristics and urban fabric. A broader, more flexible policy regime that once again defers to Secondary Plan policies is a more appropriate approach.

Specifically, the majority of Section 4.3.3 as it relates to the detailed and restrictive policies governing more dense forms of development (Townhouses, Mid and High Rise residential) limit the creative options within a key redevelopment area such as the VMC. The detailed nature of these policies create a unified design result that may be appropriate for minor redevelopment sites but would result in a potentially boring, repetitive and uninteresting urban fabric if applied across such a large area as the VMC. As it stands now, without recognizing the VMC as a unique area of redevelopment, many of the policies within Section 4.3 (especially ones that use “shall”) would be problematic and inappropriate in their application or guidance for development within the City’s downtown.

Park and Open Space

The policies within Section 4.4 need sufficient flexibility to permit the provision of park and open space in potentially difficult urban redevelopment areas. The need for non-traditional park and open space policies within challenging Major Centres such as the VMC, is the key to providing these important community assets on a timely basis while maximizing public and private investment. As the policy is written, within secondary plan areas, the “more restrictive” policies between the two documents would apply. This is an inappropriate application of City-wide park standards and design criteria to unique planning areas, such as the VMC. Finally, the policies within Section 4.4 need to implement the intent of the recent changes at the provincial level regarding parkland dedication.

Conclusion

Overall, Arcadis and 2748355 Canada Inc. acknowledge the substantial reduction of repetitive policies within the May 2025 draft compared to earlier versions. However, the draft policies still contain many specific and prescriptive policies that are not suitable in such a broad reaching policy document.

2748355 Canada Inc. looks forward to the opportunity to refine the draft policies of the Vaughan Official Plan, and work collaboratively with the City and all other relevant agencies, stakeholders, and the public with regards to these policies and permissions.

Please do not hesitate to contact the undersigned should you require clarification or additional information.

Sincerely,

Arcadis Professional Services (Canada) Inc.

Stephen Albanese MCIP RPP
Principal
stephen.albanese@arcadis.com

CC: Jay Claggett MCIP RPP
Senior Vice President | Development
jay.claggett@quadreal.com

From: [Eddy Aceti](#)
To: Clerks@vaughan.ca
Cc: [Assunta Ferrante](#)
Subject: [External] CITY OF VAUGHAN COMMITTEE OF THE WHOLE (PUBLIC MEETING) June 4, 2025 6pm item 4.6, 4.7, 4.8, 4.9
Date: June-04-25 10:19:46 AM

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.

Hello Mayor & members of council,

I am writing regarding the items on the agenda numbered 4.6, 4.7, 4.8, 4.9 of the CITY OF VAUGHAN COMMITTEE OF THE WHOLE (PUBLIC MEETING) June 4, 2025 at 6pm.

Please note I do NOT think these amendments should be allowed. I believe city council has to do much much more to discourage truck/industrial traffic through residential areas & instead have been encouraging such encroachment. There are far too many examples of industrial traffic coming through residential areas such as Melville Ave between Major Mac & Rutherford, & housing along hwy 50. More needs to be done to discourage this, such as heavy truck restriction signs in more areas with police follow-up, locate truck parking & aggregate sites far away from residential areas with their own access to highways, among others.

Thank you

Eddy Aceti,
■ Tracie Crt
Maple resident



C4

Communication

Council – June 24, 2025

CW(PM) – Report No. 24 Item No. 10

June 4, 2025

VIA E-MAIL ONLY

Mayor and Members of City Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

Dear Members of City Council:

RE: “DRAFT” City of Vaughan- Official Plan 2025,

and

**“DRAFT” The VMC Plan- Secondary Plan for the Vaughan Metropolitan Centre
2025**

Background

Liberty Development Corporation is the development manager for a number of registered landowners in the City of Vaughan. We continue to monitor the various studies and initiatives the City undertakes when it comes to facilitating continued improvements within the municipality. Please accept this letter as our response to the “DRAFT” City of Vaughan- Official Plan 2025, May 2025, and “DRAFT” The VMC Plan- Secondary Plan for the Vaughan Metropolitan Centre, April 2025.

General Comment (“DRAFT” City of Vaughan- Official Plan 2025)

As an overarching comment we believe the DRAFT City of Vaughan- Official Plan 2025, May 2025 (“VOP2025”) is a long and cumbersome document to read. We recognize it has been reduced in size since the first draft was issued in January 2025. It should be shortened further and simplified in light of the multiple provincial objectives that have been introduced over the last few years.

An Official Plan is intended to be a visionary document with high level policies providing guidance as Councils blueprint for developing the City over the next 25-year horizon and it should not act as a prescriptive document that limits flexibility in recognition of a changing marketplace.

With respect to the Transition policies, they are not very clear. The current Official Plan is over 15 years old and there has been significant change in Provincial policy to address much

needed housing. As such, we are wondering why the City would not go a step further and repeal VOP 2010 in its entirety?

Section 4.3- Urban Design and the Elements of a Great City

The Urban Design component should be scoped/reduced in content in light of Bill 23 changes affecting design review. Commensurate with this, the City should either eliminate or reduce the scope of the Urban Design Review Panel ("Panel"). The process of undergoing 2 Panel meetings as part of an Official Plan Amendment ("OPA") and/or Zoning By-law Amendment ("ZBA") application adds another layer of review creating added delay in obtaining approvals and ultimately building much needed housing. If the Panel is to be used efficiently, it should be done at the Site Plan approval stage, where the ultimate design of the development is finalized.

Section 5.4.1- Pre-Application Consultation

VOP2025 identifies pre-application consultation ("PAC") as the first step in the development review process to ensure development applications are complete and supported by submissions that fulfill the review requirements of the City and other pertinent review agencies. It further notes it is the policy of Council that a pre-application consultation meeting with the City may be requested by an applicant and be held prior to the submission of development applications. As part of the complete application submission requirements an Executed and Valid PAC understanding has been identified as being required. If this process is intended to be voluntary, why is there a need to require the industry to submit this specific document?

Section 5.4.2- Complete Application Submission Requirements

There are a significant number of studies and reports identified that are required to be submitted as part of the various planning approval applications. In reviewing Table 5.1- Required Information, Reports, Studies and Materials, it identifies Architectural Material and an Urban Design based brief to name a couple. As noted earlier in our letter, these matters were removed from the purview of the City by Bill 23. We recommend staff review this table and scope the requirements accordingly.

With respect to the matter of Wind Studies, being required at the OPA and/or ZBA stage, we recommend this type of study is more appropriately dealt with at the Site Plan approval stage where the detailed design of a building is crystallized.

Regarding larger studies/reports such as Transportation or Storm Water Management, which take considerable time and expense to undertake, we are recommending staff scope these type of studies/reports, especially within the Vaughan Metropolitan Centre ("VMC"). By scoping we mean reducing the extent of the work and content required by the City from the various Consultants that produce these reports. There is a significant database that has been collected over the years by the City through the numerous amount of development applications that have been approved or are being reviewed within the VMC. Accordingly, we recommend the City utilize 'addendum reports' that build on the existing database. This would result in greater review efficiency and assist in expediting the City's review process.

General Comment ("DRAFT" The VMC Plan- Secondary Plan for the Vaughan Metropolitan Centre 2025)

As an overarching comment we believe the VMC SecPlan 2025 is too prescriptive in certain areas. Similar to an Official Plan, Secondary Plans should be more visionary with high level policies and providing certain requirements as guidance rather than being prescriptive like a Zoning By-law.

Section 4- Growth Management

General Policy 4.1.2

This policy dictates due to the ability of the City and the Region to provide for the required services and infrastructure, the rate of growth within the VMC will be identified. This infers there is no capacity to approve any development applications at this time, thereby resulting in the potential to delay development approvals. Given the established need to provide housing the City should be ensuring significant infrastructure projects within the VMC should receive priority.

General Policy 4.2.3

This policy identifies development in the VMC shall only be permitted if it can be demonstrated to the satisfaction of the City that sufficient parkland will be provided within the VMC Secondary Plan Area to provide for a minimum of 0.3 ha of parkland per 1,000 residents. How was this number derived and more importantly how does this relate to the caps established by the *Planning Act* wherein there is maximum amount of 10% or 15%?

The obligation of the developer is to meet the requirements of the *Planning Act*, it is the responsibility of the City to ensure they have and will provide the required parkland. We have on previous occasions identified the City should be acquiring parkland in advance of development in the City's downtown.

Section 5- Streets and Transportation

General Policy 5.3.4

This policy identifies the hierarchy of streets and more specifically the right-of-way ("ROW") widths. While remaining generally the same as the previous version of the VMC SecPlan 2010, there are a couple of streets identified for modified ROW widths.

The current ROW widths under the VMC SecPlan 2010 for Highway 7 are 45 metres east of Jane Street and 60 metres west of Jane Street, whereas now the VMC SecPlan 2025 identifies a ROW width of 68.2 metres. How does this wider ROW requirement impact existing development approvals? Will further lands be required by the City to accommodate the ROW, thereby resulting in a reduced lot size?

Given the quest to build complete communities which are safe and attractive, widening Highway 7 by an additional 8.2 metres seems contrary to this goal. Traversing Highway 7 will become even more problematic especially for seniors and people with disabilities. In addition, most people perceive that wider roads typically result in increased speeds, thereby making this requirement at odds with the intent of creating a safer community.

Section 6- Energy, Water and the Natural Environment

General Policy 6.5.3

This policy aims to reduce heat island effect, and in line with the City's Sustainability Metrics Program, recommends certain buildings (such as mixed-use) shall be encouraged to install a

green roof covering 75% or more of the available roof space and/or using a combination of other techniques to meet a minimum of 75% of the roof to be used for reducing heat island effect. Previously the VMC SecPlan (2010) had values of 50% green roof and a combination having 70%. How was this new value determined?

Section 7- Parks and Open Spaces

General Policy 7.1.9

This policy allows the City to establish alternative parkland dedication requirements for the VMC without amendment to the Secondary Plan. As a minimum, wording is required to clarify that if the City does so, the City shall do so in accordance with the maximum requirement(s) permitted under the *Planning Act*.

General Policies 7.2.2 and 7.2.3

These policies establish criteria on what constitutes an Urban Park and Public Square, whereas VMC SecPlan 2010 did not identify criteria for Urban Parks, and only had a minimum size of 0.2 hectares for a Public Square. The VMC SecPlan 2025 now identifies that Urban Parks are to provide a minimum contiguous area of 0.75 hectares and Public Squares are to provide a contiguous area between 0.2 and 0.75 hectares. We would like to know how the City determined these areas.

General Policies 7.4.1

The encumbrance of parkland policy seeks to ensure all parkland to be free of all surface and below-grade encumbrances, including parking, utilities, structures, easements, and systems. It goes on to allow encumbered parkland subject to extenuating circumstances, wherein the applicant must demonstrate such hardship through a justification report. As written, it appears this policy is discouraging the use of stratified parkland. Rather it should be written to embrace these type of parks to allow even more parkland for residents immediately within the development and surrounding community.

Section 9- Land Use, Density and Built Form

General Policy 9.1.5

This states development in the VMC shall demonstrate to the satisfaction of the City that sufficient retail and service uses are present to support the anticipated needs of the local population for daily necessities, as per the intent of this Plan. How does the City intend to address this- are you seeking to introduce the need for additional studies? Adding more requirements to be fulfilled by the development industry would only prolong the approval process.

General Policy 9.1.21

This policy prescribes building heights and densities are encouraged to decrease within the Mixed-Use designation as the distance from the central point (Subway station area) increases. Given you are not capping maximum building heights and densities in the VMC SecPlan 2025, why is this policy being introduced? Based on all of the development to date within the VMC, you have multiple examples of varying heights- there is no need to have this policy.

General Policy 9.2.2

Under this policy, the VMC SecPlan 2025 identifies a list of permitted uses. Using restrictive language to only permit these uses does not afford flexibility in light of the goal of achieving a more vibrant mixed-use community. We recommend the use of language such as "including

but not limited to”, which is more appropriate to avoid future amendments to the VMC SecPlan 2025 for something as simple as a use permission.

General Policy 9.7.5

Developments with a residential component within the Neighbourhood designation, as delineated on Schedule G, shall include a minimum of 15% of units with three bedrooms, is a new policy that has been introduced into the VMC SecPlan 2025. How was this percentage derived? We wish to note the market ultimately determines what would be built within a development project as it relates to the extent of the unit types.

Sub-Section 9.9- Built Form

As an overarching comment references to the Urban Design component should be scoped/reduced in content in light of Bill 23 changes affecting design review. Accordingly, further refinement of the Built Form policies is required.

General Policy 9.9.6

This policy provides a very technical requirement for build-to lines and setbacks, which is more conducive for a Zoning By-law. Softer language such as “generally” should be used rather than being overly prescriptive.

General Policy 9.9.25

This policy sets out the floorplate sizes for towers and identifies floorplates shall have average sizes no greater than 800 square meters. Over the course of the development of the VMC, many development approvals have exceeded this floorplate size. This policy should provide floorplate sizes that are more akin to the existing context. Accordingly, flexibility to allow for larger floorplate sizes is encouraged.

General Policy 9.9.26 b and d.

This policy sets the distance between the facing walls (“separation distance”) of two towers at 35 metres within the Neighbourhood designation, where previously a tower separation distance of 25 metres was prescribed. How was the new separation distance derived?

This policy also proposes the tower portion of high-rise buildings shall be setback a minimum of 50% of the tower separation distance established in this policy from any side or rear property line to provide for tall buildings on adjacent properties, where permitted. In its simplest form this represents a setback of 17.5 metres. Again, we seek an answer on how this was derived?

Section 10- Administration and Interpretation

Policy 10..1.1 states the policies of this Plan shall supersede the policies of any other area or site-specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan. In light of the removal of height and density maximums and the introduction of more prescriptive requirements to name a few examples, how are existing site-specific approvals transitioned? Will permissions be removed and more stringent requirements be imposed? The transition policies referred to and contained in the parent Vaughan Official Plan 2025 are somewhat confusing. Further clarity is required.

Conclusion

We believe there is still more work to be done on both the Vaughan Official Plan 2025 and the VMC Secondary Plan 2025. We would be pleased to meet with staff to discuss these matters further. Please include us in any notices and meetings with respect to this matter. Should you require further information please feel free to contact me directly at (905) 910-0124.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "W. Kiru", is written over the typed name.

Bill Kiru, Director of Planning
Liberty Development

cc. Marco Filice
Senior Vice President, Liberty Development

Ms. Christina Bruce
Director, Policy Planning and Special Programs

Mr. Fausto Filipetto
Senior Manager of Policy Planning & Sustainability

From: [Tina L](#)
To: Clerks@vaughan.ca; mayor@vaughan.ca; [Marilyn Iafrate](#); [Roberto Simbana](#); [Joshua Cipolletta](#); [Alex Di Scipio](#)
Subject: [External] • Zoning By-law Amendment Z.25.010 – 7151 Nashville Road • Zoning By-law Amendment Z.25.007 – 10481 Hwy 50 • Official Plan Amendment OP.24.006 & Zoning By-law Amendment Z.24.017 – 10223 Hwy 50 • Block Plan 66 West Landowners Group Inc. - ...
Date: June-04-25 3:03:08 PM

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.

Dear Mayor and Members of Council,

I am writing as a concerned resident to express my strong opposition to two development applications, 7151 Nashville Road and 10481 Highway 50 (both part of Block 66), which are currently being used illegally as truck yards.

These properties are actively being used for the outdoor storage of transport trucks, trailers, and intermodal containers, without proper zoning or regard for the law. The landowners are aware of the current zoning restrictions, and yet they are knowingly prioritizing corporate profits over legal compliance and community safety.

An alarming example is 7151 Nashville Road, where there are currently two large illegal truck yards in operation or ready for operation, with the only driveway access to the site on Nashville Road. This road is designated a "No Truck Route" and is not designed to handle heavy truck traffic. The owner is now seeking to legitimize these illegal yards by requesting temporary zoning. This is a flagrant disregard of city policy, public safety, and community livability and should not be tolerated.

- The larger truck yard on the property is currently completely packed with trucks, truck trailers and various unsightly garbage and other truck-related materials. The smaller yard in the middle of the property used to have various trucks and what appeared to be wrecked cars from accidents stored there - thankfully, those things have been removed, but the site has already been stripped of agricultural soil and illegally filled with gravel (of what quality?) and is ready to park trucks despite there being no zoning for this use. This is yet another instance of asking for proper zoning after the land alterations have already been done & resulting in a request for many exceptions to the zoning in order to zone this property into compliance. These lands are being used illegally, this is not acceptable, and should not be rewarded.
- The Traffic Brief concludes 'The proposed use will have negligible impact on roadway operations'. Anyone who drives along Nashville Road knows that statement is completely false. How can trucks on a no truck road 'have negligible impact on roadway operations'??? It would be laughable if it wasn't so chaotic and dangerous to drive on Nashville Road!
- The swept path analysis seems to show that trucks entering and leaving the sites will be staying within the single lane of Nashville Road. Anyone who drives on Nashville Road with any frequency knows that trucks turning in and out of these driveways on this property routinely turn into, and completely block, oncoming traffic to make their turns into and out of the site. The swept path analysis should reflect the reality that many truck drivers do not drive in the way the Traffic Brief depicts.

- The Phase 1 Environmental Site Assessment showed five areas of potential environmental concern (including the illegal fill operation to pave over the former agricultural land to park trucks) and recommended a Phase 2 ESA be done - when will that report be available?

- It is also unclear if the Phase 1 ESA was done when the illegal truck yard had been populated with trucks, or if it was just a gravel parking lot. If trucks hadn't been parked there yet, the Phase 1 ESA should be re-done considering the high potential for further contamination from truck maintenance being done in the parking lot of the illegal truck yards.

- The Comments Response Matrix indicated, in relation to the Site Plan, that the Google Maps image from May 2024 shows that works have taken place on the site (likely the gravel paving for the illegal truck yard) & would need to be halted until approval of the temporary zoning is received. The owner replied: 'No additional work is occurring, and the intent of this process is to seek approval' - however, they continue to operate illegal truck yards without consequence and are even expanding their operations at the site. This is egregious and should be stopped.

10481 Highway 50 is also operating an illegal truck yard. This particular property has received several notices from by-law and is flagrantly ignoring them. Charges are now before the courts for their illegal land use and they should not be rewarded with a zoning change to legitimize their illegal operation.

- The application documents for this property do not specify the number of sea containers they would be storing - and it needs to. We have seen with other properties that the number of containers keep growing and growing & they keep stacking them higher and higher.

- The environmental reports show that the land alterations that have already been done are negatively impacting the water tributaries due to stormwater runoff. According to the TRCA, they have also placed fill in order to disrupt an existing watercourse channel. The Phase 1 ESA identified 8 areas of potential environmental concern, some of them with obvious staining on the ground - and yet did not recommend a Phase 2 ESA be done. That is very curious and concerning as there is obvious storage of dangerous chemicals and staining on this property. A Phase 2 ESA should be done, as was recommended with the property above (7151 Nashville Road).

- This is yet another instance where there is a long list of zoning exceptions being requested - because the land was already illegally altered and being used as an illegal truck yard - this should not be allowed, as this incentivizes people to use land illegally and then ask for proper zoning after the fact

- The list of zoning exceptions don't mention anything about the maintenance garage that is operating on this property - shouldn't they?

- Upon driving past the site on May 31, 2025, cars are currently being parked in front of the berm on the property - this should be stopped immediately. Yet more evidence of the flagrant disregard for the law and disrespect for the land they are hoping to get temporary zoning for.

- The concept plan doesn't specify where snow will be stored on the property - this needs to be specified

- This particular property also has a median on Highway 50 right in front of their driveway -

resulting in the driveway being a right in/right out. On multiple occasions, commuters have witnessed trucks coming out of this driveway, heading north on Highway 50 - and then doing a U turn to head south on Highway 50. AN 18 WHEELER PULLING A U TURN IN FRONT OF ONCOMING TRAFFIC!!! Someone is going to be killed if this property continues to operate.

- There is a Traffic Brief on file that references another Traffic Brief completed in Mar 2024 - however that document is not available online (I have contacted the Planner, but not heard back as of the submission of this email) - so a proper review of the Traffic information was not able to be completed by residents

Both properties are also well within the Focused Analysis Area (FAA) for the Highway 427 extension to Highway 413 and would require the Ministry of Transportation (MTO) to allow any change in zoning. According to the planning application documents online, it seems MTO supports the temporary use until September 2025 and then they may change their stance. That is only 3 months from now and it is unlikely that the zoning approval process would be completed by then. Would MTO still be in favour of these zoning changes after September 2025? That's an unknown.

Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?

These illegal operations are having a severe and growing impact on the surrounding area, including:

- Threats to commuter safety due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type
- Declining quality of life for residents of the surrounding communities due to noise, pollution, and traffic congestion
- Damage to local infrastructure, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road
- Public frustration and loss of trust in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.

The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.

Therefore, I respectfully urge Council to:

1. Reject all temporary Zoning By-law applications related to these properties for truck parking and shipping container storage

2. Issue immediate orders to cease all illegal truck yard operations on land not properly zoned for these activities

3. Recommit to transparency, enforcement, and lawful urban planning

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, with no input and at the cost of our safety, health, and peace of mind.

Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.

- This development is also proposing an east/west road with a signalized intersection with Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this proposed intersection, trying to turn left onto Major Mackenzie - I can't imagine how a signalized intersection would work in this location at all.

- The Transportation Impact Study indicates that 15 trucks per hour would be coming in and out of the site in the morning, and 22 in the afternoon. Considering the proposed 437 truck parking spaces that are proposed, this seems like a drastic underestimation. I would suggest that an evaluation of other warehouses in the location with a similar amount of truck parking spaces should be evaluated to confirm if that estimated volume is accurate.

- The site plan also doesn't indicate where snow storage would be located - it should

The solution to many of the concerns related to truck traffic coming in and out of Highway 50 and all of these proposed developments is related to my comments on Block Plan 66. The Block Plan, and all of these properties mentioned above should have any driveway access to Highway 50 closed. All truck traffic should be directed to a north/south spine road that runs from Nashville Road south to Major Mackenzie. None of the properties within Block Plan 66 should have truck traffic coming in and out onto Highway 50. This is a great opportunity for City of Vaughan to show that they take the safety of their residents and commuters on their roads seriously - it's a chance for Vaughan to get this right and stop the unsafe practice of subjecting the public to the wild west situation that is currently happening on Highway 50.

Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the rail yard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

The Block Plan also indicates that several of the water tributaries will be rerouted, and some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible - but if it needs to be done, it needs to be done responsibly and in agreement with the TRCA and Ministry of Natural Resources and according to their comments and the

policies they require. The Block Plan includes a highly vulnerable aquifer and a significant water recharge area and this needs to be properly considered and respected.

In closing, City of Vaughan has a great opportunity to work together with the landowners in Block Plan 66 to create a plan to develop the lands in this area that will help to properly plan for the employment area that Vaughan has decided will go here. The residents understand that trucks are necessary and given the proximity to the rail yard and Highway 427, it likely makes sense to put these kinds of developments into Block Plan 66. That said, we expect City of Vaughan and the landowners to plan this area such that the safety of residents and commuters is respected. The current situation we are living with in this area is incredibly unsafe and this is the opportunity to get it right. We expect City of Vaughan and the landowners to collaborate and keep resident and commuter safety top of mind - keep the trucks in this area off Highway 50 - it will be safer for everyone.

Sincerely,

Tina Liscio- Bolton North Hill
Concerned Resident

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

June 3, 2025
File No. 9979-1

Attn: Hon. Mayor and Members of Council

Re: June 4th Committee of the Whole Meeting (Public Meeting) – Item 4.10
Draft New Vaughan Official Plan 2025
85, 105 and 125 Bass Pro Mills Drive (Formerly 8940 Jane Street)
Related LPAT Files: PL140839, PL110419 & PL110456

We are the planning consultants for Sedano Group Corp., the owner of the above noted property in the City of Vaughan. We have been monitoring and actively participating in Vaughan's Official Plan Review ("OPR") process on behalf of the owner. The subject lands are located within Vaughan Mills Secondary Plan and a "Primary Centre" in a Strategic Growth Area of the Draft City of Vaughan Official Plan 2025 ("Draft OP").

We have reviewed the Draft OP and provide the following comments for your consideration:

- 1.) We support the inclusion of the Sedano Group Corp. lands in the "Primary Centre" of the Strategic Growth Area to help accommodate "intensification and higher-density mixed uses", and encourage the City to ensure the required municipal servicing is available to support developments in the area.
- 2.) We suggest that Policy s. 2.4.3.1 a) for "Primary Centre" to "develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and Affordable Housing" be removed. We believe it should be a city-wide policy to promote a housing mix that suits the needs for all.
- 3.) We suggest that the City consider developing a series of policies to help improve housing affordability instead of imposing a percentage target to specific areas as per the draft Policies s. 4.1.1.
- 4.) We suggest that Policy s. 4.3.3 regarding "Site Design and Building Types" be simplified, revised, or largely removed, as per the ongoing provincial consultation (ERO-025-0462). We believe the policies under Policy s. 4.3.3 are excessive and not in line with the provincial directions to streamline the planning approval process and deliver more housing sooner.
- 5.) We suggest that the point-based "Sustainability Metrics Program" in Policy s. 1.2 to evaluate planning applications be removed to help streamline the planning approval process and be replaced with a series of qualitative policies to continue promoting sustainability.

We respectfully submit and request that consideration be given to the enclosed comments as staff proceed to finalize the Draft VOP 2025. The above comments are provided based on our initial review of the Draft VOP 2025.

We ask to be notified of any modifications concerning the subject lands, as well as any additional or updated draft policies, updated mapping, future reports and/or upcoming meetings regarding the Draft OP. Thank you for the opportunity to provide comments on the Draft OP. We reserve the right to provide additional comments in the future.

Should you wish to discuss or require further information with respect to the above, please do not hesitate to contact the undersigned at ext.245.

Yours truly,



Sandra K. Patano, BES, MES, MCIP, RPP
Partner, Planning Lead

- c. Client
Ryan Guetter, Weston Consulting
Fausto Filipetto, City of Vaughan



City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

C7

Communication

Council – June 24, 2025

CW(PM) – Report No. 24 Item No. 10

June 3, 2025
File No. 6728-1

Attn: Hon. Mayor Del Duca and Members of Council

**Re: June 4th Committee of the Whole Meeting (Public Meeting) – Item 4.10
Draft New Vaughan Official Plan 2025
9785 & 9797 Keele Street, Vaughan**

Weston Consulting is the planning consultant for Laurier Harbour (Keele) Inc., the registered owner of the properties municipally known as 9785 and 9797 Keele Street in the City of Vaughan (herein referred to as the “Subject Lands”). The purpose of this letter is to provide general and site-specific comments on the Draft Vaughan Official Plan dated May 2025. This letter is intended as a follow-up to our previous commenting letter dated February 27, 2025.

Draft VOP 2025 Policies and Schedules

Weston had provided comments in our February 2025 commenting letter requesting that City staff correct the mislabelled Site-Specific Plan No. that relates to the Subject Lands. Draft Schedule 14C (Areas Subject to Site-Specific Policies) to the Draft VOP 2025 had incorrectly identified the Subject Lands as being subject to Site Specific Plan No. 58.

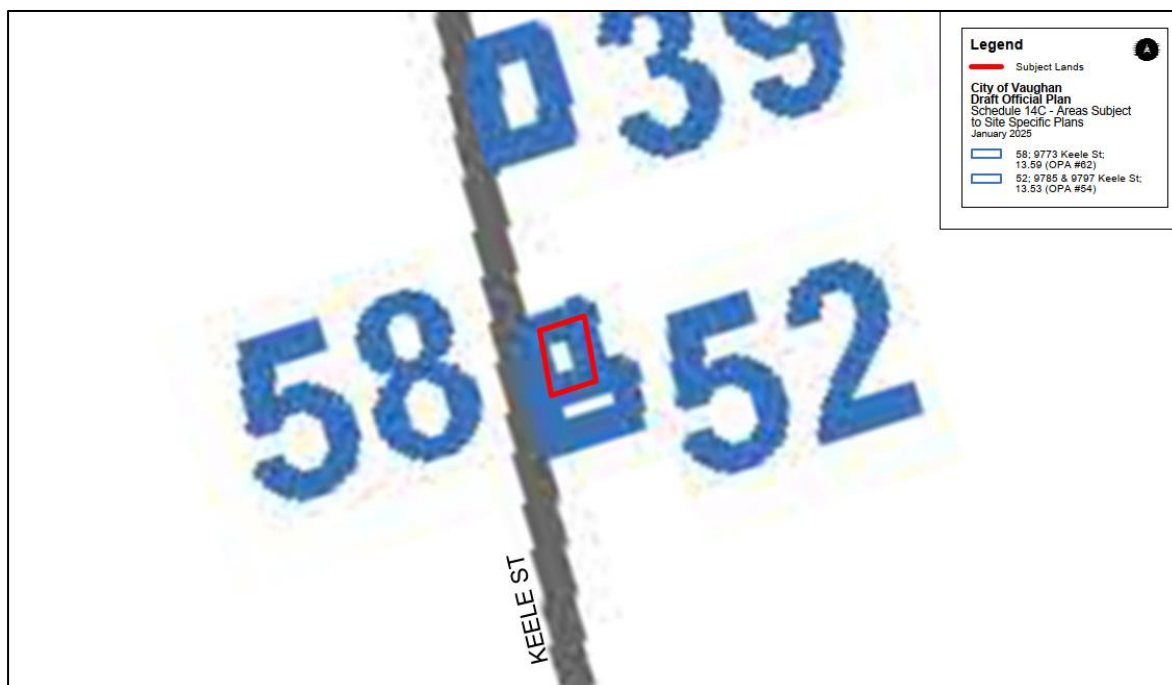


Figure 1 – Draft VOP 2025, Schedule 14C – Areas Subject to Site-Specific Policies

Draft Schedule 14C dated May 2025 correctly identifies the Subject Lands as being subject to Site Specific Plan No. 52 in the **legend** and the **mapping**. We are satisfied with the correction applied to Schedule 14C and have no further site-specific comments with respect to the Draft VOP 2025.

We are continuing to monitor the Vaughan OPR process and ask to be notified of any modifications concerning the Subject Lands, as well as any additional or updated draft policies, updated mapping, future reports and/or upcoming meetings regarding this matter.

Thank you for the opportunity to provide comments on the Draft VOP 2025. We reserve the right to provide additional comments in the future. Please do not hesitate to contact the undersigned at ext. 245 should you have any questions regarding this submission.

Yours truly,

Weston Consulting

Per:



Sandra K. Patano, BES, MES, MCIP, RPP
Partner, Planning Lead

- c. Laurier Harbour (Keele) Inc.
Fausto Filipetto, City of Vaughan
Ryan Guetter, Weston Consulting

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Opposing Construction proposed at Pine Valley and Teston
Date: June-04-25 8:37:01 AM

From: Avril Kwiatkowski [REDACTED]
Sent: Tuesday, June 3, 2025 7:17 PM
To: Clerks@vaughan.ca; Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Cc: Desmond Monteiro [REDACTED]
Subject: [External] Opposing Construction proposed at Pine Valley and Teston

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.

Dear Ms. DeFrancesca, Vaughan City Council and Vaughan Planning Department,

We writing as a concerned residents of the Pinevalley Estates to formally oppose the proposed development consisting of 486 apartment dwellings and 51 podium townhouses by Countrywide Homes in the heart of our established residential neighbourhood or any expansion of plans proposed.

The scale and density of this proposal is completely incompatible with the existing community and neighbourhood and will result in a disruption from an environmental, infrastructure and historical perspective. The following details our concerns.

Key concerns include:

1. **Overburdened Infrastructure:** The development will place significant pressure on roads, water, sewage, and waste management systems, not to mention local schools and emergency services, which are already operating near capacity.
2. **Traffic and Safety:** The surrounding roads are narrow, residential streets not intended to support the traffic volume that nearly 550 new residences would bring. Specifically Pine Valley Rd does not afford much expansion without significant disruption to surrounding habitat The infrastructure raises serious concerns about pedestrian safety—especially for children and seniors—and the increased likelihood of accidents. The fatalities on the road have increased already with increased families moving into the area.
3. **Environmental Habitat Disruption:** Removing mature trees, water and green areas

will have significant impacts. The wildlife and flora have already been negatively affected by the destruction of their habitat through construction. Further, the Humber river is only 200 meters away with protected species that have not been accounted for as part of development plans. Finally, this development is counterproductive to Vaughan's Greenspace Strategic Plan which emphasizes protection of wildlife habitats.

4. **Archeological Impacts:** To preserve the Huron Wendat protected land and the Skandatur remains in our neighbourhood. While we understand that an agreement was struck, additional damage to the environment will continue to result in loss of our local history..
5. **Loss of Community Character:** The height, scale, and design of the proposed buildings clash with the established aesthetic of the neighborhood..
6. **Misalignment with Mayor Del Duca's Terms of Council Priorities:** For reasons stated above, the development is misaligned with commitments made by Mayor Del Duca, including "reducing gridlock and getting Vaughan moving again" and "building more housing while respecting both existing neighbourhoods and our community's need for green space".

We urge the Council to reject or maintain the scaled down project proposed by Countrywide Homes at Teston and Pine Valley and instead consider development that respects the existing community and its surrounding environment as well as account for infrastructure limitations. As residents in this area, we would welcome the opportunity to work with the builder as they identify alternate options.

We respectfully request that our concerns be formally recorded and addressed at the meeting on June 4th, 2025.

Sincerely,

Avril Kwiatkowski & Desmond Monterio

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Complaint letter - Proposal 19t-25v002
Date: June-04-25 8:37:09 AM

C9
Communication
Council – June 24, 2025
CW(PM) – Report No. 24 Item No. 10

From: Rizwana Tahir [REDACTED]
Sent: Tuesday, June 3, 2025 8:41 PM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Clerks@vaughan.ca
Subject: [External] Complaint letter - Proposal 19t-25v002

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Dear Councillor Rosanna DeFrancesca,

As a long-standing resident of Vaughan and now Klein Estates at Pine Valley and Teston, I am writing to express my strong opposition to development proposal 19T-25V002, which seeks to introduce two high-density condominium towers and additional housing units into our established low-density neighborhood.

This proposal is fundamentally incompatible with the character, infrastructure, and planning vision of our community. Klein Estates was thoughtfully designed as a family-oriented neighborhood, with infrastructure built to support a limited number of homes—not nearly 500 additional units! The proposed condo towers would impose an abrupt and inappropriate scale that is entirely out of place in this setting.

There are no precedents for such dense, vertical developments embedded within the interior of Vaughan's newer residential neighborhoods. In fact, the City has historically directed these types of developments to main corridors and transit hubs—not quiet, family neighborhoods. This deviation from responsible planning raises serious concerns among residents, many of whom, like myself, are raising families here and chose this area specifically for its safe, community-focused design.

Approving this application would set a dangerous precedent that rewards developer overreach and disregards the voices of the very people who live and invest in this city. We understand the need for diverse housing options in Vaughan, and we are not opposed to condominium developments in appropriate locations—but this is not one of them.

The proposal will dramatically strain local resources. Our schools, clinics, community centers, and essential services are already working near capacity. Adding such a significant population influx will overburden doctors, labs, dentists, and recreational programs. Traffic congestion will increase, street parking will become more difficult, and local roads will be less safe for children. Essential systems like sewage, utilities, and waste management will also face additional pressure

This is not responsible growth. It is not aligned with Vaughan's Official Plan or the broader vision of thoughtful urban development in Ontario and Canada. This is an example of unchecked developer ambition being placed ahead of sound planning and resident well-being.

As our elected representative, we are counting on you to uphold the integrity of our community and resist the pressure from developers like CountryWide Homes. I urge you, on behalf of myself and many of my concerned neighbors, to reject the Official Plan Amendment OP.25.003 and Zoning By-law Amendment File Z.25.004, and to deny application 19T-25V002 in its entirety.

This is your opportunity to show that community voices matter more than developer profits.

Sincerely,

Rizwana Tahir

■ Ballantyne Blvd

Vaughan, ON

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] URGENT - Concerned Resident - Illegal Trucking Yards
Date: June-04-25 8:37:18 AM

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, June 3, 2025 10:02 PM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
Subject: [External] URGENT - Concerned Resident - Illegal Trucking Yards

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.

- Zoning By-law Amendment Z.25.010 – 7151 Nashville Road
- Zoning By-law Amendment Z.25.007 – 10481 Hwy 50
- Official Plan Amendment OP.24.006 & Zoning By-law Amendment Z.24.017 – 10223 Hwy 50
- Block Plan 66 West Landowners Group Inc. - BL.66W.2024

Dear Mayor and Members of Council,

I am writing as a concerned resident to express my strong opposition to two development applications, 7151 Nashville Road and 10481 Highway 50 (both part of Block 66), which are currently being used illegally as truck yards.

These properties are actively being used for the outdoor storage of transport trucks, trailers, and intermodal containers, without proper zoning or regard for the law. The landowners are aware of the current zoning restrictions, and yet they are knowingly prioritizing corporate profits over legal compliance and community safety.

An alarming example is 7151 Nashville Road, where there are currently two large illegal truck yards in operation or ready for operation, with the only driveway access to the site on Nashville Road. This road is designated a "No Truck Route" and is not designed to handle heavy truck traffic. The owner is now seeking to legitimize these illegal yards by requesting temporary zoning. This is a flagrant disregard of city policy, public safety, and community livability and should not be tolerated.

- The larger truck yard on the property is currently completely packed with trucks, truck trailers and various unsightly garbage and other truck-related materials. The smaller yard in the middle of the property used to have various trucks and what appeared to be wrecked cars from accidents stored there - thankfully, those things have been removed, but the site has already been stripped of agricultural soil and illegally filled with gravel (of what quality?) and is ready to park trucks despite there being no zoning for this use. This is yet another instance of asking for proper zoning after the land alterations have already been done & resulting in a request for many exceptions to the zoning in order to zone this property into compliance. These lands are being used illegally, this is not acceptable, and should not be rewarded.
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Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?

These illegal operations are having a severe and growing impact on the surrounding area, including:

- Threats to commuter safety due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type
- Declining quality of life for residents of the surrounding communities due to noise, pollution, and traffic congestion
- Damage to local infrastructure, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road
- Public frustration and loss of trust in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.

The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.

Therefore, I respectfully urge Council to:

1. Reject all temporary Zoning By-law applications related to these properties for truck parking and shipping container storage
2. Issue immediate orders to cease all illegal truck yard operations on land not properly zoned for these activities
3. Recommit to transparency, enforcement, and lawful urban planning

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, with no input and at the cost of our safety, health, and peace of mind.

Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.

- This development is also proposing an east/west road with a signalized intersection with Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this

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Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the rail yard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

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In closing, City of Vaughan has a great opportunity to work together with the landowners in Block Plan 66 to create a plan to develop the lands in this area that will help to properly plan for the employment area that Vaughan has decided will go here. The residents understand that trucks are necessary and given the proximity to the rail yard and Highway 427, it likely makes sense to put these kinds of developments into Block Plan 66. That said, we expect City of Vaughan and the landowners to plan this area such that the safety of residents and commuters is respected. The current situation we are living with in this area is incredibly unsafe and this is the opportunity to get it right. We expect City of Vaughan and the landowners to collaborate and keep resident and commuter safety top of mind - keep the trucks in this area off Highway 50 - it will be safer for everyone.

Sincerely,

Concerned Resident

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Zoning
Date: June-04-25 8:37:29 AM

C11
Communication
Council – June 24, 2025
CW(PM) – Report No. 24 Item No. 6, 7, 8, 9

From: carmelo galluccio [REDACTED]
Sent: Tuesday, June 3, 2025 10:16 PM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
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Sincerely,

Carmelo Galluccio

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Kleinburg and Area Ratepayers' Association

PO Box 202 Kleinburg, ON L0J 1C0

To: Members of the Committee of the Whole / City of Vaughan
Todd Coles / Office of the City Clerk
Vince Musacchio / Planning, Growth Mgmt & Housing Delivery

Re: June 4, 2025 Committee of the Whole Mtg (6 pm session)
Item #6: Vinview Developments / 7151 Nashville Road
Item#7: Stellex GP / 10481 Hwy #50

Date: June 3, 2025

C12

Communication

Council – June 24, 2025

CW(PM) – Report No. 24 Item No. 6, 7

K.A.R.A. (Kleinburg & Area Ratepayers' Association) has for some time been receiving complaints from residents about the growing problem of unauthorized truck and storage container yards in the Nashville, Huntington and Cold Creek areas. The situation has resulted in increased and dangerous truck traffic on these “ no truck “ or “truck restricted” roads” and apparent difficulty in stopping the obvious zoning violations. The issues of noise, traffic congestion, safety and environmental concerns that have been tabled by many residents highlight a serious and growing problem. A drive-by of this area is an eye opener with random haphazard yards that certainly do not present an attractive entrance to Vaughan.

It is for these reasons, that K.A.R.A wishes to table their opposition to two specific applications: (1) Vinview Development's application for outdoor storage of trucks and commercial vehicles ... 260 spaces and 55,000 square metres at 7151 Nashville Road and (2) Stellex GP's application for continued storage of trucks and containers at 10481 Hwy #50. In both case, the applicants have been operating in clear violation of zoning bylaws and routinely perform significant land alterations without approval. The requests are for a temporary (3 year) zoning by-law amendment but in no way should the applicants be rewarded for their past behavior of clearly ignoring Vaughan's land use bylaws by approving their application.

Respectfully



John Cutler
President

Kleinburg & Area Ratepayers' Association

Website: www.kara-inc.ca

E-mail: kara@kara-inc.ca

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Concerned Citizen - Road Safety
Date: June-04-25 8:52:43 AM

-----Original Message-----

From: Joseph Lisi [REDACTED]
Sent: Wednesday, June 4, 2025 8:52 AM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
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- This particular property also has a median on Highway 50 right in front of their driveway - resulting in the driveway being a right in/right out. On multiple occasions, commuters have witnessed trucks coming out of this driveway, heading north on Highway 50 - and then doing a U turn to head south on Highway 50. AN 18 WHEELER PULLING A U TURN IN FRONT OF ONCOMING TRAFFIC!!! Someone is going to be killed if this property continues to operate.

- There is a Traffic Brief on file that references another Traffic Brief completed in Mar 2024 - however that document is not available online (I have contacted the Planner, but not heard back as of the submission of this email) - so a proper review of the Traffic information was not able to be completed by residents

Both properties are also well within the Focused Analysis Area (FAA) for the Highway 427 extension to Highway 413 and would require the Ministry of Transportation (MTO) to allow any change in zoning. According to the planning application documents online, it seems MTO supports the temporary use until September 2025 and then they may change their stance. That is only 3 months from now and it is unlikely that the zoning approval process would be completed by then. Would MTO still be in favour of these zoning changes after September 2025? That's an unknown.

Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?

These illegal operations are having a severe and growing impact on the surrounding area, including:

- Threats to commuter safety due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type
- Declining quality of life for residents of the surrounding communities due to noise, pollution, and traffic congestion
- Damage to local infrastructure, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road
- Public frustration and loss of trust in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.

The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.

Therefore, I respectfully urge Council to:

1. Reject all temporary Zoning By-law applications related to these properties for truck parking and shipping container storage
2. Issue immediate orders to cease all illegal truck yard operations on land not properly zoned for these activities
3. Recommit to transparency, enforcement, and lawful urban planning

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, with no input and at the cost of our safety, health, and peace of mind.

Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.

- This development is also proposing an east/west road with a signalized intersection with Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this

proposed intersection, trying to turn left onto Major Mackenzie - I can't imagine how a signalized intersection would work in this location at all.

- The Transportation Impact Study indicates that 15 trucks per hour would be coming in and out of the site in the morning, and 22 in the afternoon. Considering the proposed 437 truck parking spaces that are proposed, this seems like a drastic underestimation. I would suggest that an evaluation of other warehouses in the location with a similar amount of truck parking spaces should be evaluated to confirm if that estimated volume is accurate.
- The site plan also doesn't indicate where snow storage would be located - it should

The solution to many of the concerns related to truck traffic coming in and out of Highway 50 and all of these proposed developments is related to my comments on Block Plan 66. The Block Plan, and all of these properties mentioned above should have any driveway access to Highway 50 closed. All truck traffic should be directed to a north/south spine road that runs from Nashville Road south to Major Mackenzie. None of the properties within Block Plan 66 should have truck traffic coming in and out onto Highway 50. This is a great opportunity for City of Vaughan to show that they take the safety of their residents and commuters on their roads seriously - it's a chance for Vaughan to get this right and stop the unsafe practice of subjecting the public to the wild west situation that is currently happening on Highway 50.

Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the rail yard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

The Block Plan also indicates that several of the water tributaries will be rerouted, and some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible - but if it needs to be done, it needs to be done responsibly and in agreement with the TRCA and Ministry of Natural Resources and according to their comments and the policies they require. The Block Plan includes a highly vulnerable aquifer and a significant water recharge area and this needs to be properly considered and respected.

In closing, City of Vaughan has a great opportunity to work together with the landowners in Block Plan 66 to create a plan to develop the lands in this area that will help to properly plan for the employment area that Vaughan has decided will go here. The residents understand that trucks are necessary and given the proximity to the rail yard and Highway 427, it likely makes sense to put these kinds of developments into Block Plan 66. That said, we expect City of Vaughan and the landowners to plan this area such that the safety of residents and commuters is respected. The current situation we are living with in this area is incredibly unsafe and this is the opportunity to get it right. We expect City of Vaughan and the landowners to collaborate and keep resident and commuter safety top of mind - keep the trucks in this area off Highway 50 - it will be safer for everyone.

Sincerely,

Concerned Resident,
Joseph Lisi



C14

Communication

Council – June 24, 2025

CW(PM) – Report No. 24 Item No. 10

Land Development | Land Use Planning | Project Management | Government Relations

DELIVERED VIA EMAIL

May 20, 2025

City of Vaughan

Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

RE: Written Comments: Draft New Vaughan Official Plan 2025
Request for Employment Conversion (*Existing Residential Lot*)
5000 King Vaughan Road (*"Subject Lands"*)
City of Vaughan, Region of York

We write on behalf of the Registered Owner of lands municipally addressed as 5000 King Vaughan Road being lands located on the north side of King Vaughan Road, west of Mill Road, east of Kipling Avenue and south of King Road (*"Subject Lands"*).

Specifically, for reasons outlined below, we write to request the City revise the *Draft New Vaughan Official Plan 2025* to remove a portion of the Subject Lands from an 'Employment Area' designation and into a 'Community Areas' designation.

The Subject Lands are legally described as Part of Lot 1, Concession 7 with an approximate Building Lot Area of 3,142.12 Square Metres (*0.31 Hectares*).

The Subject Lands are surrounded by Rural Residential and Agricultural land uses including onsite Natural Features and are presently not serviced by existing Municipal Services, with access from King Vaughan Road.

The Subject Lands include an existing Single Family Detached Dwelling with Accessory Structure, located within a Building Envelope being east of the existing Staked Long-Term Stable Slope and approximately 3,142.12 Square Metres (*0.31 Hectares*) in area.

An existing Hydro Easement transverses the northwest quadrant of the Subject Lands.

The remainder of the Subject Lands contain existing Natural Features including existing Provincially Significant Wetlands, Unevaluated Wetlands, Watercourse and Wooded areas.

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Figure 1: Location Map, 5000 King Vaughan Road



Source: Region of York Interactive Map

Existing Land Use Policies & Regulations

The Subject Lands are partially located within the *Greenbelt Plan*, forming part of the Natural Heritage System and Protected Countryside.

As mentioned, a portion of the Subject Lands contains a Building Lot being where the existing Single Family Detached Dwelling and Accessory Structure exist.

The Subject Lands are designated ‘Provincial Natural Heritage System,’ ‘Protected Countryside,’ ‘Agricultural Area,’ with the Building Lot forming part of the Designated Greenfield Area and designated ‘Employment Area’ per the *Region of York Official Plan*.

The Subject Lands are designated ‘Natural Areas’ partly ‘Greenbelt Plan Area’ with the Building Lot designated ‘Agricultural’ per Schedule 13 of the in-effect *City of Vaughan Official Plan*.

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The Subject Lands are Zoned ‘A – Agricultural’ and ‘ORM-Greenbelt – EP Environmental Protection’ per *City of Vaughan Zoning By-law No. 001-2021*.

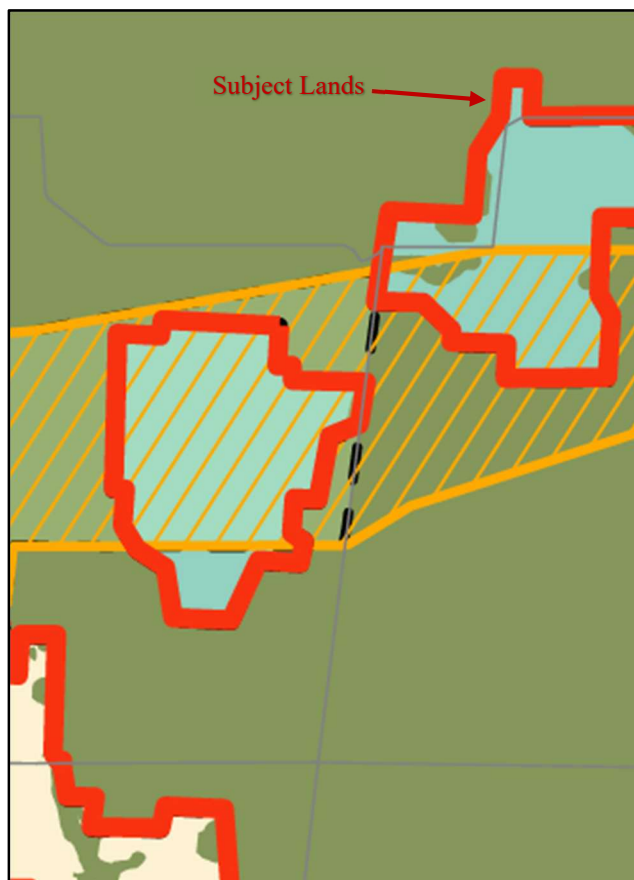
Lastly, the Subject Lands are located within the Toronto and Region Conservation Authority’s (TRCA) Regulated Area.

Draft New City of Vaughan Official Plan 2025

In accordance with the latest *Draft New City of Vaughan Official Plan 2025* the Subject Lands are located within the ‘Natural Areas and Agriculture’ system with the existing Building Lot within the ‘Designated Greenfield Area’ and designated ‘Employment Areas’ being a New Employment Area.

The Subject Lands are located north of the GTA West Corridor’s ‘Focused Analysis Area’ and outside of the ‘Narrowed Area of Interest.’

Figure 2: New City of Vaughan Official Plan 2025



Source: New City of Vaughan Draft Official Plan, Schedule 1

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Request to Subject Lands from New Employment Areas & Planning Justification

As mentioned, our request is to remove the ‘Employment Areas’ designation and to instead designate the Building Lot portion of the Subject Lands as ‘Community Areas’ being a suitable designation.

In accordance with the *Provincial Planning Statement, 2024 (PPS)*, ‘Employment Area’ is Defined, as follows:

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.

The Subject Lands while designated through the updated *Region of York Official Plan* to be partly within an ‘Employment Area’ are not capable of accommodating employment uses, as defined by the PPS.

The Subject Lands are presently occupied by a Single Family Detached Dwelling and are surrounded by Rural Residential and Agricultural Uses while being largely within the *Greenbelt Plan* with existing Natural Features.

Locating future employment uses within the Subject Lands may impact the existing Natural Features, adjacent to the existing Building Lot, which is not large enough nor suitable to accommodate any manufacturing, warehousing, good movement, associated retail and office or ancillary uses. Further, with nearby sensitive land uses present, adverse effects on such uses are possible and will be avoided by removing the Subject Lands from the proposed employment designation.

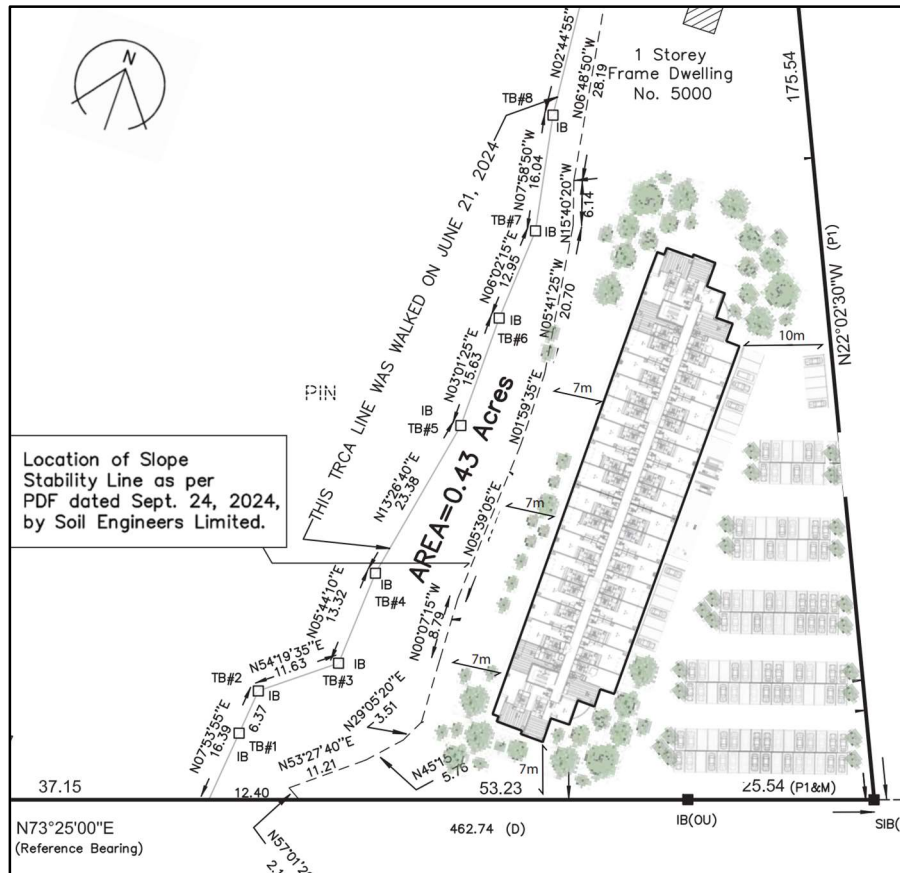
Section 2.8.2 of the PPS clearly prohibits residential and other sensitive uses within Employment Areas while requiring appropriate transition to adjacent non-employment areas to ensure land use compatibility.

Further, the PPS requires municipalities to assess and update Employment Areas identified in official plans to ensure such a designation is appropriate to the planned function of Employment Areas by means of maintaining land use compatibility.

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The Subject Lands, being located within an existing Rural Residential and Agricultural Area, are not compatibly suited for accommodating Employment Areas and are instead, better suited to accommodate future residential uses, as depicted within Figure 3, below:

Figure 3: Residential Concept Plan (Retirement Residences)



Source: General DRW

While the Subject Lands are proposed to be part of a larger Employment Area, generally located west of Weston Road, north of Kirby Road and east of Kipling Avenue, a logical land use buffer, to the new Employment Area, would be King Vaughan Road.

Accordingly, it is recommended, new employment uses should be restricted to the south side of King Vaughan Road, as a means of avoiding land use conflicts.

The PPS also provides for criteria in considering Employment Conversions, as follows:

Planning authorities may remove lands from employment areas only where it has been demonstrated that:

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a) there is an identified need for the removal and the land is not required for employment area uses over the long term;

b) the proposed uses would not negatively impact the overall viability of the employment area by:

1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;

2. maintaining access to major goods movement facilities and corridors;

c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and

d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

In reviewing the above Employment Conversion criteria, the following is noted, as it pertains to the Subject Lands:

- i. Removal of the Subject Lands from the proposed Employment Area designation is needed to ensure land use compatibility with existing sensitive land uses and existing Natural Features including adjacency to the *Greenbelt Plan*. The Subject Lands are largely undevelopable, due to being within the Natural Heritage System with only a minor portion of the Subject Lands suitable for development being the existing Building Lot which presently contains an existing Single Detached Dwelling with Accessory Structure. The Subject Lands, located on the north side of King Vaughan Road and representing a minor portion of the overall Employment Area(s), are not required for employment area uses over the long term, nor are suitable to accommodate such a land use.
- ii. Removal of the Subject Lands from the proposed Employment Area designation would not impact the planned Employment Area(s) uses, with the existing area context consisting of existing Rural Residential and Agricultural Uses. Furthermore, the Subject Lands while being in proximity to the GTA West Corridor's 'Focused Analysis Area' are located outside the 'Narrowed Area of Interest' with no direct access to major goods movement facilities and corridors.
- iii. The Subject Lands are presently and partially utilized for residential use with sufficient existing infrastructure to accommodate the existing residential use. Future

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residential uses can be implemented, as shown in Figure 3, upon the availability of planned infrastructure and public service facilities. However, given the small area of the Building Lot, future employment uses cannot be accommodated on the Subject Lands and may pose adverse impacts on existing and adjacent sensitive uses including adjacent Natural Features.

- iv. Removing the Subject Lands from the proposed 'Employment Area' designation is considered a minor removal of approximately 3,142.12 Square Metres (0.31 Hectares) and would not bring the City's Employment Land Base into deficiency.

The above PPS policies are carried over within the *New City of Vaughan Official Plan 2025*, with the following, added Employment Conversion policies, per Section 2.2.4.5 of the proposed Official Plan:

That further to policy 2.2.4.4, where conversions of lands in Employment Areas are proposed, it should be shown the conversion:

- a. does not impact the configuration, location, and contiguous nature of the Employment Area;*
- b. maintains access to major transportation corridors from the Employment Area;*
- c. does not impact the City's ability to provide a variety of land types and sizes in the Employment Area;*
- d. does not introduce direct or indirect potential adverse impacts such as odour, noise and other contaminants to future residents or employees;*
- e. does not create risks to public health and safety.*

In reviewing the above 'draft' policies, the is noted, as it pertains to the Subject Lands:

- i. Removing the Subject Lands from the proposed 'Employment Area' designation will not impact the configuration, location, and contiguous nature of the overall Employment Area since the Subject Lands are located on the north side of King Vaughan Road and currently are not contiguous with the proposed new Employment Area. A contiguous Employment Area would be better suited to be south of King Vaughan Road. Per Schedule 1, of the draft Official Plan, the Subject Lands are the only 'carved out' Lot being proposed for employment uses, on the north side of King Vaughan Road, prior to the road bending south.

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- ii. The Subject Lands are not located within the ‘Narrowed Area of Interest’ associated with the GTA West Corridor and presently do not have any access to a major transportation corridor and therefore, there is no maintenance of employment access required. The existing access from King Vaughan Road is to be maintained.
- iii. Removing the Subject Lands from the ‘Employment Area’ designation does not impact the City’s ability to provide a variety of land types and uses within the proposed and larger Employment Area since the Subject Lands cannot accommodate employment uses, mainly due to the irregular configuration of the Building Lot, available, lack of existing services and adjacency to Natural Features.
- iv. The new Employment Area will need to be planned to ensure no impacts to existing sensitive land uses and therefore, removal of the Subject Lands from the ‘Employment Area’ designation will not introduce direct or indirect potential adverse impacts such as odour, noise, and other contaminants.
- v. There is no risk to public health and safety by means of removing the Subject Lands from the proposed ‘Employment Area’ designation. In fact, maintaining the residential use, on the Subject Lands, is within the Public Interest when considering the surrounding Rural Residential and Agricultural context including the existing Natural Environment.

Closing Remarks & Request for Notice of Decision

Based on the, we respectfully request the *New City of Vaughan Official Plan 2025* be revised to remove the portion of the Subject Lands from the ‘Employment Area’ designation, replacing the same with a ‘Community Area’ designation.

We further request to be provided any Notice of Decision including updates as it pertains to the *New City of Vaughan Official Plan 2025*.

Thank you for the opportunity to comment on the new Official Plan.

Your attention regarding our Written Comments and Request is greatly appreciated.

Should you have any questions or require further information, please do not hesitate to contact the undersigned.

BLACKTHORN DEVELOPMENT CORP.

Yours truly,

BLACKTHORN DEVELOPMENT CORP.

Maurizio Rogato, B.U.R.Pl., M.C.I.P., R.P.P.

Principal

Copy:

Mr. Fausto Filipetto, MCIP, RPP, Senior Manager, Policy Planning & Sustainability

Mr. Bobby Bhoola, Registered Owner, 5000 King Vaughan Road

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Zoning and Official Plan Amendments – 7151 Nashville Rd, 10481 Hwy 50, 10223 Hwy 50, Block Plan 66 West
Date: June-04-25 9:05:30 AM

From: Fabian Rosales [REDACTED]
Sent: Wednesday, June 4, 2025 9:04 AM
To: mayor@vaughan.ca; Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
Subject: [External] Zoning and Official Plan Amendments – 7151 Nashville Rd, 10481 Hwy 50, 10223 Hwy 50, Block Plan 66 West

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.

Dear Mayor and Members of Council,

As a concerned resident, I am writing to strongly oppose the proposed Zoning By-law Amendments for 7151 Nashville Road and 10481 Highway 50—both operating illegal truck yards in violation of existing zoning, environmental protection, and public safety.

7151 Nashville Road

This site includes two illegal truck yards accessed via Nashville Road, a No Truck Route. Despite ongoing operations, the owner now seeks temporary zoning to legitimize these violations, including the unauthorized removal of agricultural soil, illegal gravel fill, and extensive truck traffic that routinely blocks oncoming vehicles. Claims in the Traffic Brief downplaying impacts are blatantly false to anyone familiar with local conditions.

10481 Highway 50

Despite multiple by-law notices and pending legal action, illegal truck yard operations continue here. There's no clarity on container limits, stormwater impact is worsening, and the site shows evidence of environmental contamination without a recommended Phase 2 ESA. Dangerous maneuvers—like 18-wheelers making U-turns on Hwy 50—put lives at risk.

Shared Concerns

Both properties are within the Highway 427-413 Focused Analysis Area. Temporary zoning approval, if granted now, could be obsolete in three months—why approve now with so much uncertainty? These sites also have unresolved TRCA violations and repeated, flagrant disregard for regulations. Rewarding this behavior only encourages others to do the same.

10223 Highway 50

This proposed warehouse will funnel even more trucks into the already gridlocked Hwy 50/Major Mackenzie intersection. Traffic estimates seem severely understated given 437 truck parking spaces. The concept lacks proper planning for traffic flow, snow storage, and safety.

Block Plan 66

We urge Vaughan to ensure no truck access onto Hwy 50. A dedicated north-south spine road should handle all truck traffic to direct it toward the rail yard and Hwy 427, not onto unsafe local roads. Any wetland or aquifer disturbances must strictly follow TRCA and MNR guidelines.

We respectfully request:

1. Deny all temporary zoning requests for 7151 Nashville and 10481 Hwy 50
2. Enforce immediate shutdown of all illegal truck yard operations
3. Ensure Block Plan 66 prioritizes safe routing, environmental stewardship, and resident protection

We support responsible development—but not at the expense of safety, law, or livability. This is your opportunity to get it right.

Sincerely,

A Concerned Resident

C16

Communication

Council – June 24, 2025

CW(PM) – Report No. 24 Item No. 10

June 4, 2025

BY EMAIL: clerks@vaughan.ca **and** oprmanager@vaughan.ca **& BY REGULAR MAIL**

Vaughan City Hall, Level 100

2141 Major Mackenzie Dr.

Vaughan, ON

L6A 1T1

Attn: Mayor S. Del Duca & Members of the Committee of the Whole

RE: Committee of the Whole Agenda June 4, 2025 – Item 10

New Vaughan Official Plan – May 2025 (File PL 9023 11)

Westlake - Royal Building Products at 71 and 91 Royal Group Crescent Properties

City of Vaughan, Region of York

Our File: 1711-25

As planners of record, we write on behalf of Westlake Canada Inc., dba Royal Building Products ('Westlake'). We appreciate the opportunity to provide stakeholder input to the new Vaughan Official Plan 2025 ('VOP 2025') program further to our earlier April 25, 2025 letter submission (attached as Appendix 1 to this letter) regarding Vaughan's proposed new Official Plan.

As noted, the VOP process is now recently elevated to a proposed new Official Plan (May 2025 version) under Section 17 of the *Planning Act*.

- Westlake is a well-established manufacturing business located at 71 and 91 Royal Group Crescent. Please refer to attached Aerial Image;
- As a significant industrial stakeholder, Westlake has, and continues to participate regularly in the city's planning programs in order to maintain the implementation of land use planning policies that are conducive to their manufacturing operations;
- 'Westlake' continues to manufacture and distribute a wide variety of building products that are essential to servicing the residential & ICI building products market in the city, the region and in Canada. In fact, Westlake's industrial products broadly support region-wide housing and related construction activities;



- Westlake has plans to expand and grow its robust operations at this location in keeping with a thirty-five-year history of manufacturing, warehousing and distributing building products, and;
- Westlake, with its significant work force, serves the regional market from this convenient and highway and transit accessible location within the city.

Please consider our April 25, 2025 letter submission as formal input to the June 4, 2025 Statutory Public Meeting regarding VOP 2025 (May 2025 version).

Proposed Modifications to Draft VOP 2025

Public planning policies and regulations reinforce the protection and long-term viability of existing and planned industrial, manufacturing, warehousing and distribution uses, and related uses within established 'Employment Areas'.

While the proposed VOP 2025 policies and schedules set out to present provincial 'Employment Areas' goals and objectives, we request certain modifications to improve consistency with the *Planning Act* and conformity with the PPS 2024.

Proposed Modification No. 1: It is recommended that the following underlined text from policy 1.4.1.8 be deleted to support employment area planned function, scale and context.

"...the use abutting an arterial street or Provincial highway shall be interpreted to extend one lot depth in from the arterial street or Provincial highway. In all other instances..."

Proposed Modification No. 2: To protect employment areas by ensuring planned functions may be fulfilled per provincial planning policies, it is recommended that the employment areas be more carefully reviewed to be consistent and fully and appropriately designated as 'Core Employment Areas' and 'General Employment' per the final VOP 2025, as appropriate.

Proposed Modification No. 3: It is recommended that VOP 2025 policies achieve and manage urban design goals and objectives for employment areas through specific VOP 2025 policies, rather than by applying employment area land use designations to this effect, so to avoid inhibiting 'Core Employment Area' planned functions.



This submission does not preclude additional comments in due course regarding proposed new VOP 2025. Please ensure our firm remains on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related items, and any Council decision or actions regarding the above captioned proposed VOP 2025.

Thank-you in advance for your co-operation.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart MCIP, RPP

/la 1711_VOP 2025_Westlake_71 and 91 Royal Group Cres._June.04.2025

Attached Appendix 1 – April 25, 2025 letter submission

cc. Ward 2 Councillor A. Volpentesta, Adriano.Volpentesta@vaughan.ca

cc. Ms. L. Cardile, Ward 2, Executive Assistant, Lucy.Cardile@vaughan.ca

cc. Mr. V. Musacchio, Interim Deputy City Manager, Planning & Growth Management & Housing Delivery, City of Vaughan vince.musacchio@vaughan.ca

cc. Ms. N. Tuckett, MCIP, RPP, Director of Development and Parks Planning, City of Vaughan nancy.tuckett@vaughan.ca

cc. Mr. F. Filipetto, MCIP, RPP, Project Manager, Policy Planning, City of Vaughan Fausto.Filipetto@vaughan.ca

cc. Ms. C. Murphy, MCIP, RPP, Policy Planning, City of Vaughan Carly.Murphy@vaughan.ca

cc. Mr. M. Antoine, Sr. Manager of Development Planning, MCIP, RPP, City of Vaughan mark.antoine@vaughan.ca

cc. Messrs. D. Tang & R. Gray, Miller Thomson LLP

cc. client

POUND & STEWART ASSOCIATES LIMITED

3



POUND & STEWART

PLANNING CONSULTANTS • CITYPLAN.COM

ing People Shape Living, Working & Public Spaces

April 25, 2025

BY EMAIL: oprmanager@vaughan.ca **& BY REGULAR MAIL**

Vaughan City Hall, Level 200
2141 Major Mackenzie Dr.
Vaughan, ON
L6A 1T1

Attn: Mr. Fausto Filipetto, MCIP, RPP, Project Manager, Policy Planning

RE: Final Draft Vaughan Official Plan 2025 (January 2025)
Westlake Royal Building Products at 71 and 91 Royal Group Crescent

Dear Mr. Filipetto.

We are planning consultants writing on behalf of Westlake Canada Inc., dba Westlake Royal Building Products ('Westlake') regarding the final Draft Vaughan Official Plan 2025 ('VOP 2025') in terms of the above captioned properties.

Westlake operates well-established building products manufacturing businesses located at 71 and 91 Royal Group Crescent within the 'Vaughan Industrial Park'. Please refer to Aerial Image 1.

- Westlake has plans to expand and grow its robust operations in keeping with its thirty-five-year history of manufacturing, warehousing and distributing building products for the construction industry.
- Westlake's products are essential to servicing the residential & ICI building products market in the city, the region and in Canada, broadly supporting region-wide housing and related construction activities.
- Westlake, with its significant work force, serves the regional market from this convenient and accessible location within the city.

We request certain modifications to the proposed 'employment areas' policies to improve consistency with the *Planning Act* and Provincial Planning Statement 2024 ('PPS 2024') based on the following:

POUND & STEWART ASSOCIATES LIMITED

1



WESTLAKE CANADA INC. O/A WESTLAKE ROYAL BUILDING PRODUCTS



71 & 91 Royal Group Crescent

Provincial ‘Employment Areas’ Policies per the *Planning Act* & PPS 2024

As per the *Planning Act*, and as further set out in the PPS 2024;

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 excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.

The VOP 2025 interprets provincial policies per Section 2.2.4 ‘Employment Areas’, comprising two categories, as shown on ‘Schedule 1 Urban Structure’ and ‘Schedule 13 Land Use Designations’ (See attached Figures 1 and 2 respectively.)

“Core Employment Areas meet the definition of “area of employment” in Section 1 of the *Planning Act* and are reserved for industrial manufacturing, warehouse and related uses, including research and development and ancillary **Retail** and office uses. Lands in **Core Employment Areas** are designated **General Employment** on Schedule 13 to this Plan and in accordance with policies contained in 2.2.4.3.” (page 49 of Draft VOP 2025 – Jan. 2025 release)

“Supporting Employment Areas do not meet the definition of “area of employment” in Section 1 of the *Planning Act* and permit a broader range of uses, including certain **Employment-Supportive Uses**. Lands in **Supporting Employment Areas** are designated **Prestige Employment** or **Employment Commercial Mixed-Use** on Schedule 13 to this Plan.” (page 49 of Draft VOP 2025 – Jan. 2025 release)

Public planning policies, including that of the Region of York Official Plan (‘YROP’), set out to reinforce and protect the long-term viability of existing and planned industrial, manufacturing, warehousing and distribution uses, and related uses within established Employment Areas, as defined above.

To maintain VOP 2025 consistency with the *Planning Act* and conformity with the PPS 2024, we recommend the following modifications to ensure ‘Core Employment Areas’ policies are in compliance and designed to achieve defined planned functions.

FIGURE 1

The City of Vaughan makes every effort to ensure that Schedules are free of errors but does not assert that the schedules are spatially, tabularly or temporally accurate. The Schedules are provided by the City of Vaughan without warranties of any kind, either expressed or implied.

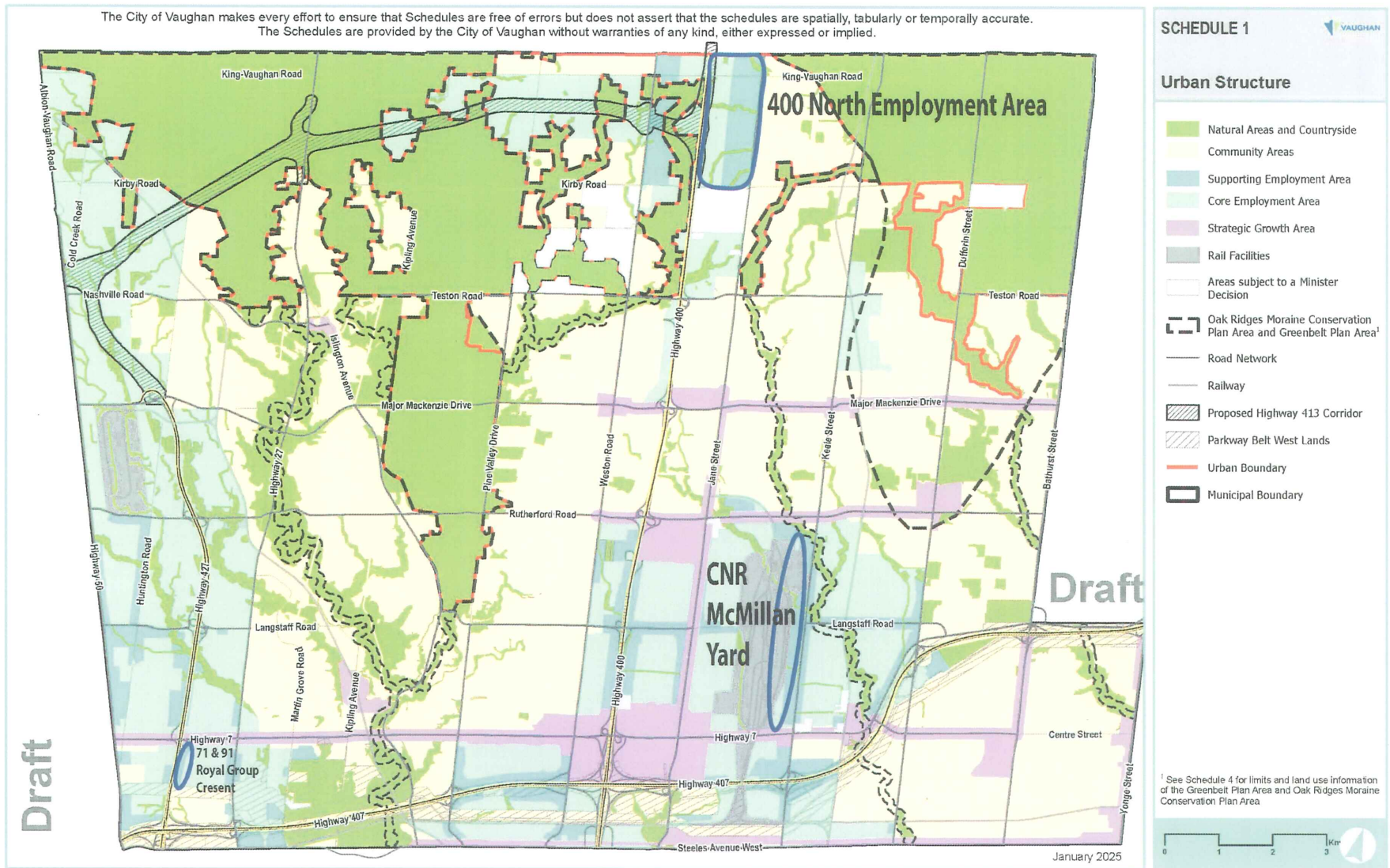
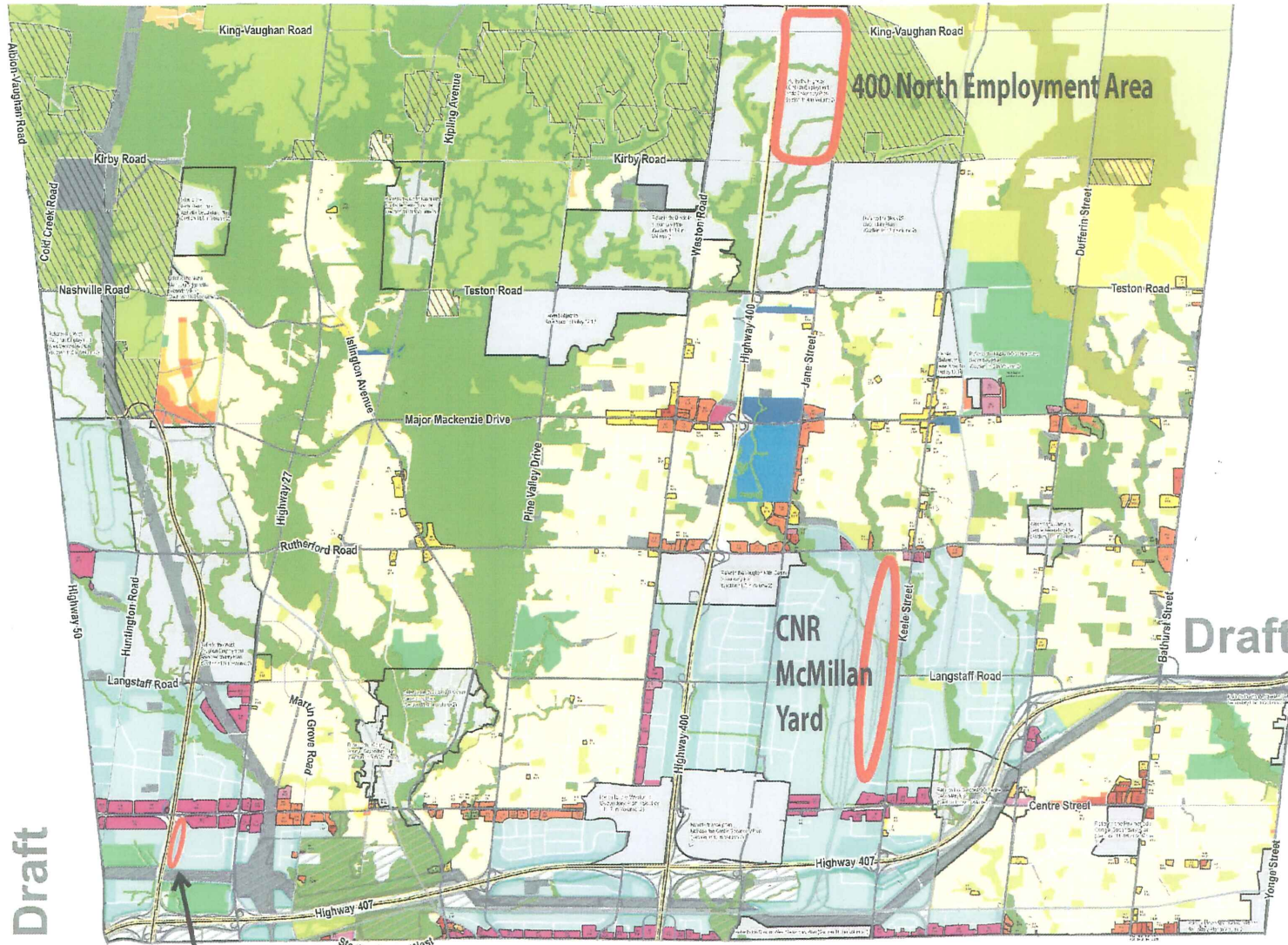


FIGURE 2

The City of Vaughan makes every effort to ensure that Schedules are free of errors but does not assert that the schedules are spatially, tabularly or temporally accurate. The Schedules are provided by the City of Vaughan without warranties of any kind, either expressed or implied.



71 & 91 Royal Group Crescent

January 2025

SCHEDULE 13



Land Use Designations

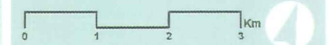
- New Community Area and New Employment Area as identified in policy 2.2.6
- Natural Areas
- Parks
- Private Open Spaces
- Prime Agriculture
- Rural
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- High-Rise Residential
- High-Rise Mixed-Use
- Transitional Mid-Rise Mixed-Use
- Employment Commercial Mixed-Use
- General Employment
- Prestige Employment
- Major Institutional
- Theme Park and Entertainment
- Parkway Belt West Lands
- Infrastructure and Utilities
- Lands Subject to Secondary Plans or Particular Area Specific Plans¹
- Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area²
- Natural Core Area
- Natural Linkage Area
- Countryside
- Hamlets
- Railway
- Road Network
- Municipal Boundary

- Proposed Park³
- Proposed School³

¹ Refer to Schedules 14B-C for Lands Subject to Area and Site Specific Policies in Volume 2

² See Schedule 4 for limits and land use information of the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area

³ Locations are conceptual and may be modified without an amendment to this plan.



Modification No. 1: Policy 1.4.1.8 – “one lot depth in from ... Provincial highway”

Both ‘Schedule 1 Urban Structure’ and ‘Schedule 13 Land Use Designations’ illustrate a thin band that is parallel to the western edge of this industrial area’s frontage with Highway 427, described as ‘Supporting Employment Area’ and ‘Prestige Industrial’ respectively.

This planning context applies to a portion of the 71 and 91 Royal Group Crescent properties, et al. To ensure ‘Core Employment Areas’ are able to achieve defined planned functions please refer an issue concerning policy 1.4.1.8, under 1.4.1 General Policies which reads:

It is the policy of Council:

*1.4.1.8 That boundaries of Land Use designations on Schedule 13 are approximate except where delineated by a Secondary Plan, Area-Specific policy, Site-Specific policy, or where they coincide with fixed distinguishable features such as streets, utility corridors, railroads or major natural features. For the purposes of delineating between **Prestige Employment** and **General Employment** Land Uses and between **Employment Commercial Mixed-Use** and **Prestige Employment** or **General Employment** Land Uses, the use abutting an arterial street or Provincial highway shall be interpreted to extend one lot depth in from the arterial street or Provincial highway. In all other instances, the boundaries of Land Use designations will be determined by a review of existing Zoning By-laws; prevailing lot depths; orientation of lot frontages; lot patterns; and land use patterns. Where the intent of this Plan is maintained, minor adjustments to the boundaries will not require amendment to this Plan. It is intended that the extent of the various land use designations be established through the Block Plan process. The detailed boundaries will be reflected in the approved subdivision plans and Zoning By-Law. (Underlining added for emphasis)*

By analysis the ‘as-built’ 71 and 91 Royal Group Crescent properties are occupied by large industrial buildings on large lots, given the character of products manufactured, and the processing and distribution functions required. (See Aerial Image)

- 71 Royal Group Crescent has an average lot depth of about 170 metres and the lot is about 4.0 ha. (9.88 acres) in land area.
- 91 Royal Group Crescent has an average lot depth of about 280 metres and the lot is about 6.7 ha. (16.5 acres) in land area.
- The 71 and 91 Royal Group Crescent lots front onto Highway 427, where each of the buildings occupying these lots present high quality facades running along about 80% of the highway frontage.

As is, policy 1.4.1.8. is absolute, undermining the flexibility that business requires in a 'Core Employment Area' as per the provincial planning policies, where the protection of employment land use functions is mandatory.

Boundary delineations between land use designations should be more fairly determined by the Zoning By-law including; prevailing lot depths; orientation of lot frontages; lot patterns; and land use patterns in where necessary, 'split zoning' in support of planned 'employment area' functions.

This approach more fairly applies to what is a fundamentally a 'Core Employment Area', particularly as the boundaries of employment area lots are typically large and include substantial building coverage as in this case. Further, as these lots front onto 400 Series Highways, they are subject to VOP 2025 urban design policies and the land use policies of Ministry of Transportation.

Proposed Modification No. 1: It is recommended that the following underlined text from policy 1.4.1.8 be deleted to support employment area planned function, scale and context.

"...the use abutting an arterial street or Provincial highway shall be interpreted to extend one lot depth in from the arterial street or Provincial highway. In all other instances..."

Comparing & Contrasting How VOP 2025 Addresses other Employment Areas

While the planning context of 71 and 91 Royal Group Crescent properties is set out above, other employment areas in the city are treated differently per 'Schedule 1 Urban Structure' and 'Schedule 13 Land Use Designations'.

For example, consider the Keele Street Industrial Corridor, north of Highway 7, to the immediate east of the CN MacMillan Yard where the VOP 2025 identifies the 'Supporting Employment Area'. Given the industrial activities associated with rail marshalling and truck yards and the character of the 'Core Employment Area' land use functions along Keele Street, this land use appears contradictory when compared elsewhere in the city.

As well, 'Supporting Employment Area' provides for a broader range of mixed uses, potentially incompatible with rail and truck yard activities as well as outside storage. In addition, this creates overly restrictive requirements for bona fide industrial operations viewed as 'Core Employment Area' when considering improvement and/or expansion of industrial activities nearby.

To look at this issue another way, please refer to the description of ‘Prestige Employment’, as set out in the Draft VOP 2025, which reads:

Prestige Employment

The Prestige Employment designation allows for employment and Employment-Supportive Uses and provides for transition to adjacent non-employment uses as well as activating ground floor uses.

It is the policy of Council:

4.2.3.2 *That Prestige Employment lands shall generally be located on arterial streets forming the edges of Employment Areas, and along 400-series highways, in order to:*

i. allow the areas to provide a transition between General Employment lands and more Sensitive Land Uses;

ii. locate greater intensity uses on key transportation routes; and

iii. provide locational opportunities for activities which require high visual exposure and an attractive working environment.

4.2.3.3 *That on lands designated as Prestige Employment, the following policies shall apply:*

a. development shall be characterized by high quality buildings in an attractive pedestrian-friendly, connected and transit-oriented working environment;

b. a variety of lot sizes should be made available to provide flexibility for attracting and accommodating a wide range of employment uses;

c. the following uses are permitted in addition to those uses permitted through policy 4.1.1.8:

i. industrial uses, including manufacturing, warehousing (but not Retail warehousing), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted on lands designated Prestige Employment; (Underlining added for emphasis)

Simply put, industrial locations such as 71 and 91 Royal Group Crescent and the lands along Keele St. - CNR Marshalling Yard, by comparison, do not provide or need to provide for a transition to adjacent non-employment uses as none appears to exist.

Also, as an example, and in contrast to 71 and 91 Royal Group Crescent, et al, reference is made to the lands that front along Highway 400 (Kirby Road area) as these lands are represented as 'Core Employment Area' and are designated 'General Employment'.

Proposed Modification No. 2: To protect employment areas by ensuring planned functions may be fulfilled per provincial planning policies, it is recommended that the employment areas be more carefully reviewed to be consistently applied, and fully and appropriately designated as 'Core Employment Areas' and 'General Employment' per the final VOP 2025, as appropriate.

Urban Design Objectives are Better Managed Via Specific VOP 2025 Policies

Urban design goals and objectives sought by the city for properties that front provincial highways and arterial roads should be better managed through specific VOP 2025 policies and zoning by-law regulations, with development standards that avoid inhibiting 'Core Employment Area' planned functions.

As an example, any outside or outdoor storage associated with planned function could be better managed by modern screening and/or buffering techniques and technologies and building design and placement on specific lots.

Proposed Modification No. 3: Review VOP 2025 policies to achieve and manage urban design goals and objectives for employment areas through specific VOP 2025 policies, rather than by applying employment area land use designations to this effect, so to avoid inhibiting 'Core Employment Area' planned functions.

Conclusion & Proposed Modifications to Draft VOP 2025

Public planning policies and regulations reinforce the protection and long-term viability of existing and planned industrial, manufacturing, warehousing and distribution uses, and related uses within established 'Employment Areas'.

While the final Draft VOP 2025 policies and schedules set out to present provincial 'Employment Areas' goals and objectives, we request certain modifications to improve consistency with the *Planning Act* and conformity with the PPS 2024.

Proposed Modification No. 1: It is recommended that the following underlined text from policy 1.4.1.8 be deleted to support employment area planned function, scale and context.

“...the use abutting an arterial street or Provincial highway shall be interpreted to extend one lot depth in from the arterial street or Provincial highway. In all other instances...”

Proposed Modification No. 2: To protect employment areas by ensuring planned functions may be fulfilled per provincial planning policies, it is recommended that the employment areas be more carefully reviewed to be consistent and fully and appropriately designated as ‘Core Employment Areas’ and ‘General Employment’ per the final VOP 2025, as appropriate.

Proposed Modification No. 3: Review VOP 2025 policies to achieve and manage urban design goals and objectives for employment areas through specific VOP 2025 policies, rather than by applying employment area land use designations to this effect, so to avoid inhibiting ‘Core Employment Area’ planned functions.

As a general note we recommend that all the definitions that are direct quotes from the *Planning Act* and/or the PPS 2024 be identified as such in the final VOP 2025.

Please ensure our firm remains on the City’s mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related items, and any Council decision or actions regarding the above captioned VOP 2025 processing.

Thank-you in advance for your co-operation.

Yours truly,

Pound & Stewart Associates Limited



Philip Stewart MCIP, RPP

/la 1711_Draft VOP 2025_April.25.2025

Attachments as noted herein. (Aerial Image 1 & Figures 1 and 2)

cc. Mayor S. Del Duca, City of Vaughan (via email)

cc. Councillor A. Volpentesta, Ward 2, City of Vaughan (via email)

POUND & STEWART

PLANNING CONSULTANTS • CITYPLAN.COM

Helping People Shape Living, Working & Public Spaces

cc. Mr. T. Coles, MCIP, RPP, Office of the City Clerk, City of Vaughan (via email)

cc. Mr. Mr. V. Musacchio, Office of the Deputy City Manager (Acting), Planning & Growth Management, City of Vaughan (via email)

cc. Ms. N. Tuckett, MCIP, RPP, Director of Planning & Growth Management, City of Vaughan (via email)

cc. Ms. C. Murphy, MCIP, RPP, Project Manager, Policy Planning, City of Vaughan (via email)

cc. Mr. D. Salvatore, CN MacMillan Yard, City of Vaughan (via email)

cc. Miller Thomson LLP, (via email)

cc. client



C17
Communication
Council – June 24, 2025
CW(PM) – Report No. 24 Item No. 10

64 JARDIN DRIVE, UNIT 1B
CONCORD, ONTARIO L4K 3P3

T 905.669.4055
KLMPLANNING.COM

File: P-3099-c

Sent by email: clerks@vaughan.ca

June 4, 2025

Office of the City Clerk
City of Vaughan City Hall
Ground Floor, South Wing
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

Attention: Todd Coles, City Clerk and Mayor and Members of Council

Re: Communication
Committee of the Whole (Public Meeting) – June 4, 2025, 7:00 PM
Item 10 – Draft New Vaughan Official Plan 2025
(Inclusive of the Draft New Weston 7 Secondary Plan and the Draft New Vaughan Metropolitan Centre Secondary Plan)

Dear City Clerk, and Mayor and Members of Council,

On behalf of our client and owner of various lands located in the City of Vaughan, the ZZEN Group of Companies Limited, we are submitting this letter to advise that given the recent release of the draft new Vaughan Official Plan 2025 together with the Weston 7 and VMC Secondary Plans just a few weeks ago, we will require additional time to review these documents and will be submitting our comments to you and Policy Planning staff over the next few weeks for your consideration and prior to Vaughan Council's consideration and adoption of the final documents in September 2025.

We request notification of any future statutory and non-statutory meetings held by the Committee of the Whole and Council and by Vaughan Policy Planning staff regarding the draft new Vaughan Official Plan 2025.

Should you have any questions with respect to the enclosed, please do not hesitate to contact the undersigned.

Yours truly,
KLM PLANNING PARTNERS INC.

A handwritten signature in black ink that reads "Grant Uyeyama".

Grant Uyeyama, BAA, MCIP, RPP
Principal Planner

Copy: Sam Speranza, ZZEN Group of Companies Limited
Joseph Sgro, ZZEN Group of Companies Limited
Mark Yarranton, KLM Planning Partners Inc.
Christina Bruce, Director of Policy Planning and Special Programs

From: Clerks@vaughan.ca**To:** [Assunta Ferrante](#)**Subject:** FW: [External] Zoning By-law Amendment Z.25.010 – 7151 Nashville Road Zoning By-law Amendment Z.25.007 – 10481 Hwy 50 Official Plan Amendment OP.24.006 & Zoning By-law Amendment Z.24.017 – 10223 Hwy 50 Block Plan 66 West Landowners Group Inc. - BL.66W.2024**Date:** June-04-25 11:18:25 AM**From:** Betty Lombardi [REDACTED]**Sent:** Wednesday, June 4, 2025 11:12 AM**To:** Clerks@vaughan.ca**Subject:** [External] Zoning By-law Amendment Z.25.010 – 7151 Nashville Road Zoning By-law Amendment Z.25.007 – 10481 Hwy 50 Official Plan Amendment OP.24.006 & Zoning By-law Amendment Z.24.017 – 10223 Hwy 50 Block Plan 66 West Landowners Group Inc. - BL.66W.2024

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.

Dear Mayor and Members of Council,

I am writing as a concerned resident to express my strong opposition to two development applications, 7151 Nashville Road and 10481 Highway 50 (both part of Block 66), which are currently being used illegally as truck yards. These properties are actively being used for the outdoor storage of transport trucks, trailers, and intermodal containers, without proper zoning or regard for the law. The landowners are aware of the current zoning restrictions, and yet they are knowingly prioritizing corporate profits over legal compliance and community safety.

An alarming example is 7151 Nashville Road, where there are currently two large illegal truck yards in operation or ready for operation, with the only driveway access to the site on Nashville Road. This road is designated a "No Truck Route" and is not designed to handle heavy truck traffic. The owner is now seeking to legitimize these illegal yards by requesting temporary zoning. This is a flagrant disregard of city policy, public safety, and community livability and should not be tolerated.

The larger truck yard on the property is currently completely packed with trucks, truck trailers and various unsightly garbage and other truck-related materials. The smaller yard in the middle of the property used to have various trucks and what appeared to be wrecked cars from accidents stored there - thankfully, those things have been removed,

but the site has already been stripped of agricultural soil and illegally filled with gravel (of what quality?) and is ready to park trucks despite there being no zoning for this use. This is yet another instance of asking for proper zoning after the land alterations have already been done & resulting in a request for many exceptions to the zoning in order to zone this property into compliance. These lands are being used illegally, this is not acceptable, and should not be rewarded.

The Traffic Brief concludes 'The proposed use will have negligible impact on roadway operations'. Anyone who drives along Nashville Road knows that statement is completely false. How can trucks on a no truck road 'have negligible impact on roadway operations'??? It would be laughable if it wasn't so chaotic and dangerous to drive on Nashville Road!

The swept path analysis seems to show that trucks entering and leaving the sites will be staying within the single lane of Nashville Road. Anyone who drives on Nashville Road with any frequency knows that trucks turning in and out of these driveways on this property routinely turn into, and completely block, oncoming traffic to make their turns into and out of the site. The swept path analysis should reflect the reality that many truck drivers do not drive in the way the Traffic Brief depicts.

The Phase 1 Environmental Site Assessment showed five areas of potential environmental concern (including the illegal fill operation to pave over the former agricultural land to park trucks) and recommended a Phase 2 ESA be done - when will that report be available?

It is also unclear if the Phase 1 ESA was done when the illegal truck yard had been populated with trucks, or if it was just a gravel parking lot. If trucks hadn't been parked there yet, the Phase 1 ESA should be re-done considering the high potential for further contamination from truck maintenance being done in the parking lot of the illegal truck yards.

The Comments Response Matrix indicated, in relation to the Site Plan, that the Google Maps image from May 2024 shows that works have taken place on the site (likely the gravel paving for the illegal truck yard) & would need to be halted until approval of the temporary zoning is received. The owner replied: 'No additional work is occurring, and the intent of this process is to seek approval' - however, they continue to operate illegal truck yards without consequence and are even expanding their operations at the site. This is egregious and should be stopped.

10481 Highway 50 is also operating an illegal truck yard. This particular property has

received several notices from by-law and is flagrantly ignoring them. Charges are now before the courts for their illegal land use and they should not be rewarded with a zoning change to legitimize their illegal operation.

The application documents for this property do not specify the number of sea containers they would be storing - and it needs to. We have seen with other properties that the number of containers keep growing and growing & they keep stacking them higher and higher.

The environmental reports show that the land alterations that have already been done are negatively impacting the water tributaries due to stormwater runoff. According to the TRCA, they have also placed fill in order to disrupt an existing watercourse channel. The Phase 1 ESA identified 8 areas of potential environmental concern, some of them with obvious staining on the ground - and yet did not recommend a Phase 2 ESA be done. That is very curious and concerning as there is obvious storage of dangerous chemicals and staining on this property. A Phase 2 ESA should be done, as was recommended with the property above (7151 Nashville Road).

This is yet another instance where there is a long list of zoning exceptions being requested - because the land was already illegally altered and being used as an illegal truck yard - this should not be allowed, as this incentivizes people to use land illegally and then ask for proper zoning after the fact

The list of zoning exceptions don't mention anything about the maintenance garage that is operating on this property - shouldn't they?

Upon driving past the site on May 31, 2025, cars are currently being parked in front of the berm on the property - this should be stopped immediately. Yet more evidence of the flagrant disregard for the law and disrespect for the land they are hoping to get temporary zoning for.

The concept plan doesn't specify where snow will be stored on the property - this needs to be specified

This particular property also has a median on Highway 50 right in front of their driveway - resulting in the driveway being a right in/right out. On multiple occasions, commuters have witnessed trucks coming out of this driveway, heading north on Highway 50 - and then doing a U turn to head south on Highway 50. AN 18 WHEELER PULLING A U TURN IN FRONT OF ONCOMING TRAFFIC!!! Someone is going to be killed if this property

continues to operate.

There is a Traffic Brief on file that references another Traffic Brief completed in Mar 2024 - however that document is not available online (I have contacted the Planner, but not heard back as of the submission of this email) - so a proper review of the Traffic information was not able to be completed by residents

Both properties are also well within the Focused Analysis Area (FAA) for the Highway 427 extension to Highway 413 and would require the Ministry of Transportation (MTO) to allow any change in zoning. According to the planning application documents online, it seems MTO supports the temporary use until September 2025 and then they may change their stance. That is only 3 months from now and it is unlikely that the zoning approval process would be completed by then. Would MTO still be in favour of these zoning changes after September 2025? That's an unknown.

Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?

These illegal operations are having a severe and growing impact on the surrounding area, including:

- Threats to commuter safety due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type
- Declining quality of life for residents of the surrounding communities due to noise, pollution, and traffic congestion
- Damage to local infrastructure, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road
- Public frustration and loss of trust in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.

The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.

Therefore, I respectfully urge Council to:

- Reject all temporary Zoning By-law applications related to these properties for truck parking and shipping container storage
- Issue immediate orders to cease all illegal truck yard operations on land not properly zoned for these activities
- Recommit to transparency, enforcement, and lawful urban planning

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, with no input and at the cost of our safety, health, and peace of mind.

Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need any more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.

This development is also proposing an east/west road with a signalized intersection with Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this proposed intersection, trying to turn left onto Major Mackenzie - I can't imagine how a signalized intersection would work in this location at all.

The Transportation Impact Study indicates that 15 trucks per hour would be coming in and out of the site in the morning, and 22 in the afternoon. Considering the proposed 437 truck parking spaces that are proposed, this seems like a drastic underestimation. I would suggest that an evaluation of other warehouses in the location with a similar amount of truck parking spaces should be evaluated to confirm if that estimated volume is accurate. The site plan also doesn't indicate where snow storage would be located, as it should

The solution to many of the concerns related to truck traffic coming in and out of Highway 50 and all of these proposed developments are related to my comments on Block Plan 66. The Block Plan, and all of these properties mentioned above should have any driveway access to Highway 50 closed. All truck traffic should be directed to a north/south spine road that runs from Nashville Road south to Major Mackenzie. None of the properties within Block Plan 66 should have truck traffic coming in and out onto Highway 50. This is a great opportunity for the City of Vaughan to show that they take the

safety of their residents and commuters on their roads seriously - it's a chance for Vaughan to get this right and stop the unsafe practice of subjecting the public to the wild west situation that is currently happening on Highway 50.

Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the rail yard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

The Block Plan also indicates that several of the water tributaries will be rerouted, and some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible - but if it needs to be done, it needs to be done responsibly and in agreement with the TRCA and Ministry of Natural Resources and according to their comments and the policies they require. The Block Plan includes a highly vulnerable aquifer and a significant water recharge area and this needs to be properly considered and respected.

In closing, the City of Vaughan has a great opportunity to work together with the landowners in Block Plan 66 to create a plan to develop the lands in this area that will help to properly plan for the employment area that Vaughan has decided will go here. The residents understand that trucks are necessary and given the proximity to the rail yard and Highway 427, it likely makes sense to put these kinds of developments into Block Plan 66. That said, we expect the City of Vaughan and the landowners to plan this area such that the safety of residents and commuters is respected. The current situation we are living with in this area is incredibly unsafe and this is the opportunity to get it right. We expect the City of Vaughan and the landowners to collaborate and keep resident and commuter safety top of mind - keep the trucks in this area off Highway 50 - it will be safer for everyone.

Sincerely,
Betty Lombardi
Concerned Resident

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Notice of Public Meeting, OPA file OP.25.003, ZBA file Z.25.004, 10309 Pine Valley Dr.
Date: June-04-25 11:53:15 AM

From: Peter Jin [REDACTED]
Sent: Wednesday, June 4, 2025 11:46 AM
To: Clerks@vaughan.ca
Subject: [External] Notice of Public Meeting, OPA file OP.25.003, ZBA file Z.25.004, 10309 Pine Valley Dr.

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.

Hello,

The public hearing today regarding the subject files, land is nonsense! I will attend in person anyway.

The proposed plan is against YROP section 4.1 as:

'It is planned 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 while more limited density is directed to Regional Corridors between MTSAs as well as Local Centres and Corridors.'

The proposed plan has the highest density as 264 and 310(average 124) which should be as VMC style. How can it be proposed and passed along for approval for building in a deep green belt field?

Secondly, OLT ordered the owner to build High density Residential-Commercial housing which falls YROP above too. It did not allow to build Residential only with high density.

It will set up a very bad instance or message to the developers if it proceeds.

see attached photo I just took this morning around 8:00am while I was on my way to

work. You may see Pine Valley is already congested.

Please consider and pass on.

Peter Jin

[REDACTED]

Resident of [REDACTED] Wainfleet Cres, Woodbridge



BOUSFIELDS INC.

June 3, 2025

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

C20

Communication

Council – June 24, 2025

CW(PM) – Report No. 24 Item No. 10

Delivered by email to: oprmanager@vaughan.ca

Re: Comments on Draft Vaughan Official Plan 2025
2-28 Simcoe Street, 49-51 Railway Street and 2100 Major Mackenzie Drive
West, City of Vaughan

Bousfields Inc. is the planning consultant for Bader Group Inc., with respect to the lands located on the west side of Simcoe Street, north of Major Mackenzie Drive West, municipally known as 2-28 Simcoe Street, 49-51 Railway Street, and 2100 Major Mackenzie Drive West in the City of Vaughan (the “subject site” or “site”).

We are writing on behalf of our client with respect to the 2025 Vaughan Official Plan Review, specifically, the latest draft that was released in May of 2025 for public review and comments (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. The findings and analysis as set out in our comment letter, dated May 21, 2025, with respect to the January 2025 City of Vaughan Draft Official Plan, continue to be relevant and are to be supplemented by this letter.

Subject Site and Area Context

The subject site is approximately 7,896 square metres in size, and is located on the north side of Major Mackenzie Drive West, west of Simcoe Street (see **Figure 1, Aerial of Subject Site**). The site is currently occupied with 8 single detached residential dwellings.

Directly north of the subject site, on the north side of Railway Street, is a residential neighbourhood predominantly comprised of single-detached and semi-detached dwellings. The neighbourhood extends north to McNaughton Road.

To the east of the subject site, east of Simcoe Street is the railway corridor associated with GO Transit (Barrie Line). To east of the rail corridor is the Maple GO Station which provides higher order transit service on the Barrie Line between Union Station and Allandale Waterfront. The closest entrance to Maple GO Station is located approximately

150 metres east of the subject site and has direct pedestrian access via a walkway that straddles the rail corridor along Major Mackenzie Drive West. Surrounding the Maple GO Station, is a mixed-use community comprised of low-rise, mid-rise and high-rise buildings. The tallest buildings are situated on the north side of Eagle Rock Way, approximately 280 metres northeast of the subject site.

To the immediate south of the subject site, on the south side of Major Mackenzie Drive West, are various civic and institutional buildings including Vaughan City Hall (2141 Major Mackenzie Drive West) and Civic Centre Resource Library (2191 Major Mackenzie Drive West), To the south of the institutional uses is a low-rise residential neighbourhood that extends south to Rutherford Road.

Directly west of the subject site are low-rise residential uses, predominantly comprised of single-detached dwellings. The residential uses extend west to just east of Keele Street. The properties fronting on Keele Street are comprised of one- to two-storey commercial uses.



Figure 1 – Aerial of Subject Site

Applicable Policy Context

With respect to the subject site's current land use planning context, the York Region Official Plan designates the site as a *Community Area* (Map 1A – Land Use Designations), and the City of Vaughan 2010 Official Plan identifies the site as being located with a *Community Area* along a *Primary Intensification Corridor* (Schedule 1 – Urban Structure).

The City of Vaughan May 2025 Draft Official Plan identifies the site as being located within a *Strategic Growth Area* along a *Local Corridor* (Schedule 1B – Strategic Growth Areas). On Schedule 13 (Land Use), the Official Plan designates the site as *Low-Rise Residential*, which prescribes a maximum height of 3-storeys and a maximum density of 1.25 FSI.

Additionally, the subject site is located immediately adjacent to the Maple GO Protected Major Transit Station Area (PMTSA). Maple GO Station (PMTSA 62) requires a minimum density target of 150 people and jobs per hectare, and a minimum density of 0.8 FSI. As noted below, while the site falls immediately outside of the Maple GO PMTSA, it is our opinion that it is located within an area that is intended for higher-density intensification in accordance with provincial direction.

Vision for the Subject Site

The proposed vision is to redevelop the subject site with a transit-oriented, mid-rise residential building that appropriately responds to the existing and proposed built form context in the surrounding area, in particular, in an area adjacent to the Maple GO Station. The proposed intensification in the form of an apartment building would also contribute to diversifying the housing stock in the City of Vaughan.

Comments and Requests on May 2025 Draft OP

1. General Comments

We agree with the general direction of the Draft Official Plan, particularly the focus on intensification within Strategic Growth Areas and Protected Major Transit Station Areas (PMTSAs), as well as the emphasis on increasing housing supply and the protection of environmental features. However, it is our opinion, as outlined below, that the City should be cautious against adopting policies that are overly prescriptive or rigid. While clear guidelines are essential for development and growth, too rigid an approach may unintended consequences for development.

With respect to the schedules, the Draft Official Plan introduced several notable changes. For instance, the renaming of “Primary Intensification Corridor” to “Local Corridor” and “Regional Intensification Corridor” to “Primary Corridor” on Schedule 1B (Strategic Growth

Areas) have reduced redundancy and confusion between the two types of Strategic Growth Areas. Additionally, the inclusion of the right-of-way widths for Major Arterial Roads on Schedule 9B (Street Types) is helpful to avoid cross-reference with the York Region Official Plan. To further enhance ease of use and clarity, it is our opinion that street labels should be consistently used throughout all of the schedules.

2. Proposed Land Use - Schedule 13

The subject site is proposed to be designated *Low-Rise Residential* on Schedule 13 – Land Use Designations in the May 2025 Draft OP. As set out below and as outlined in our previous comment letter, we request that the subject site be designated as *Mid-Rise Residential* on Schedule 13 for the reasons noted below (see **Figure 2, Schedule 13, Land Use Designations**).

Policy 2.2.2.2(a) of the 2025 Draft OP provides that development is encouraged to occur first in Strategic Growth Areas that are currently served by public transit, in the following order: subway, bus rapid transit, GO train, and bus (our emphasis). The subject site is located immediately adjacent to the GO Transit (Barrie Line) railway corridor, and approximately 150 metres west of the closest entrance to Maple GO Station. Maple GO Station (PMTSA 62) requires a minimum density target of 150 people and jobs per hectare, and a minimum density of 0.8 FSI.

It should be acknowledged that while the site is not located within the delineated Maple Protected Major Transit Station Area (PMTSA) as identified on the York Region OP and the 2025 Draft OP, the site meets the definition provided within the Provincial Planning Statement (2024), which directs that Major Transit Station Areas are the areas generally within an approximate 500 to 800-metre radius of an existing or planned higher order transit station. Given the subject site's location within 150 metres of the Maple GO PMTSA, it is our opinion that it is an area that is intended and appropriate for higher-density intensification in accordance with provincial direction and should be compatible with the minimum density targets as outlined above.

With respect to the emerging planning and regulatory framework, the subject site is identified as a "Strategic Growth Area" as per Schedule 1 – Urban Structure of the Draft Official Plan, and specifically, along a "Local Corridor" (Major Mackenzie Drive West) as per Schedule 1B – Strategic Growth Areas. In accordance with Policies 2.1.2.1 and 2.2.1.1 of the Official Plan, Strategic Growth Areas are the primary locations for accommodating intensification. Schedule 1 establishes a hierarchy of Strategic Growth Areas in descending order of density, building height, and intensity of use, including the Vaughan Metropolitan Centre, Primary Centres, Primary Corridors, Local Centres, and Local Corridors. Local Corridors are planned to accommodate intensification in the form of mixed-use Mid-Rise Buildings, limited mixed-use High-Rise Buildings, and Low-Rise

Buildings. Accordingly, it is our opinion that the *Mid-Rise Residential* land use designation would be appropriate for the subject site, as it is located within a Strategic Growth Area, and Local Corridor (Major Mackenzie Drive West), which are specifically targeted for higher-density, mixed-use development and growth.

In addition to being recognized as a “Local Corridor” on Schedule 1B, Major Mackenzie Drive West is also identified as a “Major Arterial” on Schedule 9B – Street Types of the Draft Official Plan. As noted in Section 2.14 of the Draft Official Plan, arterials are the location for nearly all Strategic Growth Areas, play an important role in moving large volumes of traffic, and will be the primary location for rapid transit service. Accordingly, Major Mackenzie Drive West is an appropriate location for intensification in the form of *Mid-Rise Residential* development.

Abutting the subject site, Major Mackenzie Drive West has a Regional Planned Street Width of up to 36 metres on Map 11 (Street Network) of the Region of York 2022 Official Plan, as well as on Schedule 9B of the Draft Official Plan. The existing right-of-way width of the subject site ranges between approximately 36.5 metres along the western portion of the subject site adjacent to 2100 Major Mackenzie Street West and up to 47.5 metres along the eastern portion of the subject site adjacent to 2 Simcoe Street.

With respect to the existing site context, it is our opinion that the *Mid-Rise Residential* land use designation would be compatible with and provide appropriate transition to the abutting land uses. In particular, the surrounding land uses include *Low-Rise Mixed-Use* lands to the west, *Major Institutional* lands to the south, *Mid-Rise Residential* lands to the southeast, *Private Open Spaces* to the east, *Mid-Rise Mixed-Use* lands to the northeast, and *Low-Rise Residential* uses to the north. The *Mid-Rise Residential* land use designation, which permits buildings up to 12-storeys in height, would be appropriate for this area, provided that new development is designed with a pedestrian-scale podium, including appropriate setbacks and setbacks, that would incorporate appropriate transition of intensity, scale, and use to surrounding properties. In addition, given the significant right-of-way width along Major Mackenzie Drive, the subject site presents an ideal candidate for mixed-use, mid-rise intensification.

Given the surrounding site and planning policy context outlined above, it continues to be our opinion that a *Mid-Rise Residential* land use designation would be appropriate for the subject site. **We request that the subject site be designated as *Mid-Rise Residential* on Schedule 13 of the new 2025 Vaughan Official Plan.**

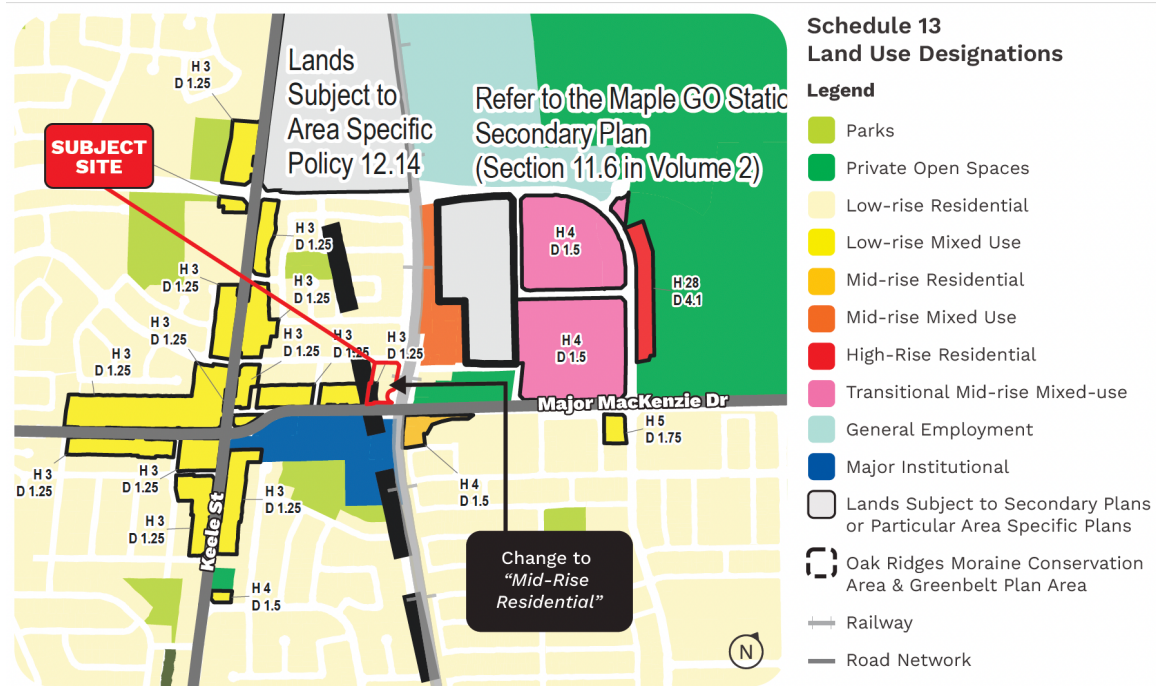


Figure 2 – Schedule 13, Land Use Designations

3. Angular Plane Requirements

Policy 4.3.3.9 of the Draft Official Plan provides that in order to provide appropriate privacy and daylight/sunlight conditions for any adjacent house form building on a lot that abuts a lot with an existing Single-Detached House, Semi-Detached House or Townhouse, the entirety of a Mid-Rise Building “shall be contained” within a 45-degree angular plane measured from the property line abutting those house form buildings that are designated *Low-Rise Residential*.

As outlined below, it is our opinion that the proposed application of the 45-degree angular plane (and other such numerical standards) is overly rigid in a policy document. A more appropriate approach would be to prescribe urban design objectives or criteria that “generally comply” with a 45-degree angular plane.

In this respect, there are other ways to minimise built form impacts on adjacent uses which are contained in the built form policies for Mid-Rise Buildings specified in Policies 4.3.3.10 and 4.3.3.11, including the requirements for a pedestrian-scaled podium or other architectural articulation to be two to six storeys in height, and the requirement for building elements above the podium to be set back three metres along all street frontages, are sufficient to regulate the built form of mid-rise buildings and ensure that appropriate transition in scale and use is provided between mid-rise buildings neighbouring properties.

The application of a 45-degree angular plane is unnecessarily prescriptive and may have unintended consequences on the efficiency and outcomes of development, as described below.

The City of Toronto Mid-Rise Building Performance Standards (2010) is among the most well-known examples of the unintended constraints posed by rigidly applying the 45-degree angular plane, and similar numerical design standards, to the development of mid-rise buildings. The application of many performance standards within the Guidelines, in particular the required rear transition requirements to *Neighbourhoods* and *Parks*, placed a significantly greater weight on urban design considerations at the expense of policies promoting transit-supportive intensification and the creation of new housing supply, especially within “strategic growth areas.” In many instances, the resulting built form (even in cases where buildings did not meet every recommended performance standard) was less economical to build, less efficient, and less environmentally sustainable than a building with fewer stepbacks and more consistent floor plates. The front and rear angular planes in particular provided for highly terraced built form which brought challenges in accommodating functional double-loaded corridors with appropriately sized and shaped units, particularly at the upper levels of mid-rise buildings and on shallower lots.

To respond to these unintended consequences, in December of 2024 the City of Toronto Council adopted the updated 2024 Mid-Rise Building Design Guidelines that include several key changes including removing the application of both the front and rear angular planes. These changes are intended to simplify construction and make buildings more economical to build, while also providing for appropriate built form relationships and fit within the existing and planned context of a development site. It is our opinion that similar to the City of Toronto, performance standards that require certain setbacks and stepbacks to ensure appropriate building massing should be provided in a guideline document, rather than prescribed within the City of Vaughan Official Plan.

Given the context above, we request the modification of policies from the Draft Official Plan regarding the application of front and rear angular planes, which are unnecessarily prescriptive and have unintended consequences for development. As noted above, it is our opinion that the other built form criteria for Mid-Rise Buildings specified in Policies 4.3.3.10 and 4.3.3.11, are sufficient to ensure that appropriate transition in scale and use is provided between mid-rise buildings neighbouring properties, and that any further specifications regarding built form should be included within a guideline document.

4. Ground-Floor Retail Uses in Historical Villages

Policy 4.2.4.4 of the Draft Official Plan requires that infill development along arterial streets and collector streets in the historic villages “shall include” ground-floor oriented Retail uses and incorporate design guidance from the Vaughan City-Wide Urban Design Guidelines

to ensure the new development is sensitive to the existing context of the village. In this regard, the subject site is located within the Village of Maple Heritage Conservation District, as shown on Schedule 14B, and is located along Major Mackenzie Drive West, which is identified on Schedule 9B as a Major Arterial Road with a planned right-of-way width of 36 metres.

It is our opinion that the proposed requirement for ground-floor oriented retail uses in arterial streets and collector streets in the historic villages is overly rigid in a policy document. A more appropriate approach would be to indicate that ground-floor oriented retail uses “should” or “are encouraged to” be provided within infill development along arterial streets and collector streets in the historic villages. It is our opinion that the inclusion of retail uses should be evaluated on a site-by-site basis due to the unique constraints and characteristics of each location. For instance, there is a significant grade difference on the subject site along Major Mackenzie Drive West that would make retail uses unviable due to visibility and accessibility concerns. As noted above, a mid-rise residential built form would be more appropriate for the subject site.

Given the context above, we request the modification of policies from the Draft Official Plan regarding the requirement for ground-oriented retail uses in arterial streets and collector streets in the historic villages, which are unnecessarily prescriptive and may not be appropriate for all sites within the villages. As noted above, it is our opinion that the inclusion of ground-floor oriented retail uses should be carefully considered on a site-by-site basis due to the distinct characteristics of each location.

Conclusion and Next Steps

As outlined in this letter, we request the above-noted policy and schedule changes to the 2025 Draft OP to provide for residential intensification within the subject site, and to optimize the use of underutilized lands within the built-up area, which have access to existing and planned infrastructure and public service facilities, including public transit.

We understand that the next draft of the Official Plan will be proceeding to a statutory Public Meeting on June 4, 2025, and is targeted for adoption at a Council meeting in the fall of 2025. 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.

Tony Volpentesta

Tony Volpentesta, MCIP, RPP

cc: *Robert Bader, Bader Group Inc.*

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Concerned Zoning By-Law Amendments
Date: June-04-25 1:04:28 PM

C21

Communication

Council – June 24, 2025

CW(PM) – Report No. 24 Item No. 6, 7, 8, 9

From: Marco Ferrazzo [REDACTED]
Sent: Wednesday, June 4, 2025 1:00 PM
To: Clerks@vaughan.ca; mayor@vaughan.ca; Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Roberto Simbana <Roberto.Simbana@vaughan.ca>; Joshua Cipolletta <Joshua.Cipolletta@vaughan.ca>; Alex Di Scipio <Alex.DiScipio@vaughan.ca>
Subject: [External] Concerned Zoning By-Law Amendments

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.

Dear Mayor and Members of Council,

RE: • Zoning By-law Amendment Z.25.010 – 7151 Nashville Road
• Zoning By-law Amendment Z.25.007 – 10481 Hwy 50
• Official Plan Amendment OP.24.006 & Zoning By-law Amendment Z.24.017 – 10223 Hwy 50
• Block Plan 66 West Landowners Group Inc. - BL.66W.2024

I am writing as a concerned resident to express my strong opposition to two development applications, 7151 Nashville Road and 10481 Highway 50 (both part of Block 66), which are currently being used illegally as truck yards.

These properties are actively being used for the outdoor storage of transport trucks, trailers, and intermodal containers, without proper zoning or regard for the law. The landowners are aware of the current zoning restrictions, and yet they are knowingly prioritizing corporate profits over legal compliance and community safety.

An alarming example is 7151 Nashville Road, where there are currently two large illegal truck yards in operation or ready for operation, with the only driveway access to the site on Nashville Road. This road is designated a "No Truck Route" and is not designed to handle heavy truck traffic. The owner is now seeking to legitimize these illegal yards by requesting temporary zoning. This is a flagrant disregard of city policy, public safety, and community livability and should not be tolerated.

- The larger truck yard on the property is currently completely packed with trucks, truck trailers and various unsightly garbage and other truck-related materials. The smaller yard in the middle of the property used to have various trucks and what appeared to be wrecked cars from accidents stored there - thankfully, those things have been removed, but the site has already been stripped of agricultural soil and illegally filled with gravel (of what quality?) and is ready to park trucks despite there being no zoning for this use. This is yet another instance of asking for proper zoning after the land alterations have already been done & resulting in a request for many exceptions to the zoning in order to zone this property into compliance. These lands are being used illegally, this is not acceptable, and should not be rewarded.

- The Traffic Brief concludes 'The proposed use will have negligible impact on roadway operations'. Anyone who drives along Nashville Road knows that statement is completely false. How can trucks on a no truck road 'have negligible impact on roadway operations'??? It would be laughable if it wasn't so chaotic and dangerous to drive on Nashville Road!

- The swept path analysis seems to show that trucks entering and leaving the sites will be staying within the single lane of Nashville Road. Anyone who drives on Nashville Road with any frequency knows that trucks turning in and out of these driveways on this property routinely turn into, and completely block, oncoming traffic to make their turns into and out of the site. The swept path analysis should reflect the reality that many truck drivers do not drive in the way the Traffic Brief depicts.

- The Phase 1 Environmental Site Assessment showed five areas of potential environmental concern (including the illegal fill operation to pave over the former agricultural land to park trucks) and recommended a Phase 2 ESA be done - when will that report be available?

- It is also unclear if the Phase 1 ESA was done when the illegal truck yard had been populated with trucks, or if it was just a gravel parking lot. If trucks hadn't been parked there yet, the Phase 1 ESA should be re-done considering the high potential for further contamination from truck maintenance being done in the parking lot of the illegal truck yards.

- The Comments Response Matrix indicated, in relation to the Site Plan, that the Google Maps image from May 2024 shows that works have taken place on the site (likely the gravel paving for the illegal truck yard) & would need to be halted until approval of the temporary zoning is received. The owner replied: 'No additional work is occurring, and

the intent of this process is to seek approval' - however, they continue to operate illegal truck yards without consequence and are even expanding their operations at the site. This is egregious and should be stopped.

10481 Highway 50 is also operating an illegal truck yard. This particular property has received several notices from by-law and is flagrantly ignoring them. Charges are now before the courts for their illegal land use and they should not be rewarded with a zoning change to legitimize their illegal operation.

- The application documents for this property do not specify the number of sea containers they would be storing - and it needs to. We have seen with other properties that the number of containers keep growing and growing & they keep stacking them higher and higher.
- The environmental reports show that the land alterations that have already been done are negatively impacting the water tributaries due to stormwater runoff. According to the TRCA, they have also placed fill in order to disrupt an existing watercourse channel. The Phase 1 ESA identified 8 areas of potential environmental concern, some of them with obvious staining on the ground - and yet did not recommend a Phase 2 ESA be done. That is very curious and concerning as there is obvious storage of dangerous chemicals and staining on this property. A Phase 2 ESA should be done, as was recommended with the property above (7151 Nashville Road).
- This is yet another instance where there is a long list of zoning exceptions being requested - because the land was already illegally altered and being used as an illegal truck yard - this should not be allowed, as this incentivizes people to use land illegally and then ask for proper zoning after the fact
- The list of zoning exceptions don't mention anything about the maintenance garage that is operating on this property - shouldn't they?
- Upon driving past the site on May 31, 2025, cars are currently being parked in front of the berm on the property - this should be stopped immediately. Yet more evidence of the flagrant disregard for the law and disrespect for the land they are hoping to get temporary zoning for.
- The concept plan doesn't specify where snow will be stored on the property - this needs to be specified

- This particular property also has a median on Highway 50 right in front of their driveway - resulting in the driveway being a right in/right out. On multiple occasions, commuters have witnessed trucks coming out of this driveway, heading north on Highway 50 - and then doing a U turn to head south on Highway 50. AN 18 WHEELER PULLING A U TURN IN FRONT OF ONCOMING TRAFFIC!!! Someone is going to be killed if this property continues to operate.
- There is a Traffic Brief on file that references another Traffic Brief completed in Mar 2024 - however that document is not available online (I have contacted the Planner, but not heard back as of the submission of this email) - so a proper review of the Traffic information was not able to be completed by residents

Both properties are also well within the Focused Analysis Area (FAA) for the Highway 427 extension to Highway 413 and would require the Ministry of Transportation (MTO) to allow any change in zoning. According to the planning application documents online, it seems MTO supports the temporary use until September 2025 and then they may change their stance. That is only 3 months from now and it is unlikely that the zoning approval process would be completed by then. Would MTO still be in favour of these zoning changes after September 2025? That's an unknown.

Both of these properties appear to have outstanding and unresolved violations with the TRCA. Why should temporary zoning even be considered on these properties when there are violations of any kind that haven't been resolved?

These illegal operations are having a severe and growing impact on the surrounding area, including:

- Threats to commuter safety due to the influx of heavy truck traffic on roads not designed for such volume or vehicle type
- Declining quality of life for residents of the surrounding communities due to noise, pollution, and traffic congestion
- Damage to local infrastructure, especially on Highway 50, Major Mackenzie Drive, Huntington Road, Cold Creek Road, and Nashville Road
- Public frustration and loss of trust in the City's ability to enforce zoning bylaws and protect communities

To approve these applications would be to reward illegal behavior, reinforcing the message that zoning laws can be ignored without consequence, and abandon the residents who rely on the City to uphold its own rules.

The surrounding area residents have been repeatedly pleading with the City of Vaughan and York Regional Police to take action and help control the spread of these illegal truck yards, emphasizing the urgent need for effective safety measures for everyone in the community.

Therefore, I respectfully urge Council to:

1. Reject all temporary Zoning By-law applications related to these properties for truck parking and shipping container storage
2. Issue immediate orders to cease all illegal truck yard operations on land not properly zoned for these activities
3. Recommit to transparency, enforcement, and lawful urban planning

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, with no input and at the cost of our safety, health, and peace of mind.

Regarding 10223 Highway 50 and the proposed warehouse development - the major concern is the amount of truck traffic this would put onto the already overburdened Highway 50. The exact location of this property would have trucks turning in and out of the property right where the southbound left turn lane has traffic backed up trying to turn onto Major Mackenzie. The proposed driveway onto Highway 50 is meant to be a right in/right out - but as we all know, trucks don't always follow the rules. We don't need more chaos that close to the already chaotic intersection of Highway 50 and Major Mackenzie.

- This development is also proposing an east/west road with a signalized intersection with Highway 50 - and 3 driveways to funnel traffic in and out of the property. Given the amount of traffic routinely lined up far past this proposed intersection, trying to turn left onto Major Mackenzie - I can't imagine how a signalized intersection would work in this location at all.

- The Transportation Impact Study indicates that 15 trucks per hour would be coming in and out of the site in the morning, and 22 in the afternoon. Considering the proposed 437 truck parking spaces that are proposed, this seems like a drastic underestimation. I would suggest that an evaluation of other warehouses in the location with a similar amount of truck parking spaces should be evaluated to confirm if that estimated volume is accurate.
- The site plan also doesn't indicate where snow storage would be located - it should

The solution to many of the concerns related to truck traffic coming in and out of Highway 50 and all of these proposed developments is related to my comments on Block Plan 66. The Block Plan, and all of these properties mentioned above should have any driveway access to Highway 50 closed. All truck traffic should be directed to a north/south spine road that runs from Nashville Road south to Major Mackenzie. None of the properties within Block Plan 66 should have truck traffic coming in and out onto Highway 50. This is a great opportunity for City of Vaughan to show that they take the safety of their residents and commuters on their roads seriously - it's a chance for Vaughan to get this right and stop the unsafe practice of subjecting the public to the wild west situation that is currently happening on Highway 50.

Additionally, I would recommend that any east/west roads that intersect with Highway 50 within the Block Plan should be limited or eliminated. The idea is not to funnel any of the truck traffic onto Highway 50. The main focus of the Block Plan should be to find a way to get the truck traffic safely to the railyard to the south, and to Highway 427 to the east (even directly onto the Highway 427 extension) - without the trucks having to travel on Highway 50.

The Block Plan also indicates that several of the water tributaries will be rerouted, and some wetlands removed to accommodate the development of the area. This should be avoided, if at all possible - but if it needs to be done, it needs to be done responsibly and in agreement with the TRCA and Ministry of Natural Resources and according to their comments and the policies they require. The Block Plan includes a highly vulnerable aquifer and a significant water recharge area and this needs to be properly considered and respected.

In closing, City of Vaughan has a great opportunity to work together with the landowners in Block Plan 66 to create a plan to develop the lands in this area that will help to properly plan for the employment area that Vaughan has decided will go here. The residents understand that trucks are necessary and given the proximity to the rail yard

and Highway 427, it likely makes sense to put these kinds of developments into Block Plan 66. That said, we expect the City of Vaughan and the landowners to plan this area such that the safety of residents and commuters is respected. The current situation we are living with in this area is incredibly unsafe and this is the opportunity to get it right. We expect the City of Vaughan and the landowners to collaborate and keep resident and commuter safety top of mind - keep the trucks in this area off Highway 50 - it will be safer for everyone.

Sincerely,

--

Marco Ferrazzo

Concerned Resident

[REDACTED]

From: [Bernie Di Vona](#)
To: Clerks@vaughan.ca; Council@vaughan.ca; [Mario G. Racco](#); [Mario Ferri](#); [Gino Rosati](#); [Rosanna DeFrancesca](#); [IRENE FORD](#); [NADIA MAGARELLI](#); [Frank Mabrucco](#); [Cesare Teodoro](#); [Joe Tauro](#); [Fausto Natarelli](#); [Mike Pascarella](#); [margherita thurlow](#)
Subject: [External] weston 7 secondary plan -committee of the whole (pdf format)
Date: June-04-25 3:59:44 PM
Attachments: [image.png](#)

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PINE VALLEY VILLAGE COMMUNITY ASSOCIATION • WOODBRIDGE • ONTARIO

June 4, 2025.

City of Vaughan
 Office of the City Clerk
 2141 Major Mackenzie Dr. Vaughan, ON, L6A 1T1

To: clerks@vaughan.ca

RE: Proposed draft new Vaughan Official Plan 2025 applies to all lands to the new Weston 7 Secondary Plan, and the lands that apply to the draft new VMC Secondary Plan.

We are writing, as we understand and recognize the conflicting goal as the City of Vaughan has both obligation and intent to achieve “growth” targets- “more housing faster”- set by the Ministry of Municipal Affairs and Housing, then allocated to the City of Vaughan, as acknowledged within the Weston 7 Secondary Plan Study, VMC Secondary Study, to accommodate 30 year “growth”.

The tool used by the City of Vaughan is using the “secondary plan” process to deliver the “growth” target. This tool is understood used by each major and/or regional shopping center throughout the GTA as outlined with our prior submission, reverting “commercial”/“retail” or employment lands to “residential high density” without review or understanding the loss or tradeoff of “employment” lands with “residential” fundamental needs for a sustainable community- short term gain at a long term loss in which has not been evaluated or examined with the draft Weston/7 Secondary Plan and contrary and inconsistent with land use policies with “employment” lands needed for a sustainable community.

This scenario is intensified and magnified as the Weston/7 Secondary Plan Study Area includes four major/retail/employment areas and NOT one major/retail/employment block with a Secondary Plan in which is to refine and clarify an Official Plan. The Weston/7 Secondary Plan is precedent setting in size, purpose, or scope, as it refines/clarifies no less than 22 existing Official Plan approved sites.

In our view, the greatest risk to the health, safety, sustainability with the existing community is

the Weston/7 Secondary Plan as it goes to “growth” and not land use planning principles, premature as issues/concerns having been identified by our Association, interested community citizens, businesses (Home Depot) have not been effectively consulted or listened to. For example, the terms of reference with the Weston/7 Secondary plan was to be supported by the Weston/7 Traffic Study as the intersection has been over capacity with “gridlock” identified by Mayor and Council, evaluated to be “most dangerous” intersection throughout York Region, and subject to road design/signalization and movement with the ONLY double/double/double turning lanes found anywhere throughout the Province of Ontario, and proposed “overpass” in which has been deferred- Vaughan Council is failing with the existing community and it would be unbearable, scary , and outright frightening for both the existing community.

Council and Planning is expected to respect the existing community by providing us the opportunity to move towards a “final” Weston 7 Secondary Plan in which is supported by the community, concerned citizens, and businesses to work towards a secondary plan for the next 30 years.

There is no need for the City of Vaughan Council to approve of both the Weston 7 Secondary Plan and the VMC Secondary Plan except for political expediency amidst the lack of transparency in which these matters are brought forth amidst both the community, considered citizens, and businesses all advising the municipality we all have issues/concerns, and they have not been addressed.

For example, the PVVCA submission went towards the request and review by the City of Vaughan Planning Department and Legal Department, towards the appropriateness and legal entitlement to include the northwest quadrant, former Canada lands, in which was precedent setting having federal, provincial, regional, municipal, Ontario Municipal Board, approvals. These approvals understood and recognized the land uses-residential and employment/retail uses, needed for a sustainable community or “well planned community”. What exists is a City of Vaughan approved OP by multi government approvals, and what the Weston7 Secondary Plan, unilaterally has ignored and not reviewed or considered the authority or appropriateness to include the northwest quadrant within the secondary plan permanently eliminating fundamental and essential retail, commercial and employment uses, in which the City of Vaughan had unanimously determined was needed.

RECOMMENDATION

We are asking you to please listen to us- ratepayer associations, concerned citizens, businesses- in which we all understand the challenges in which exist with “growth targets” and “planning” , and request you receive and defer, refer the Weston 7 Secondary Plan to a future Committee of the Whole, following the consultation with parties having identified issues/concerns.

BASIS WITH RECOMMENDATION

The following represents the consolidation of issues/concerns having been introduced by the Pine Valley Community Association with draft plan submissions and outstanding. Our deferral recommendation is understood to be needed as the Weston 7 Secondary Plan is premature and failing to address identifiable issues/concerns:

1. Road/traffic “congestion”, “traffic gridlock”, and “most dangerous” intersection designation. The Weston 7 Traffic Study, terms of reference, was to support the Weston/7 Secondary Plan. The municipality has failed to do so, requiring Mayor Del Duca, to request a deferral with the traffic study. The matter before Council on June 4, 2025, did not have the “final” traffic Study to support the secondary plan.
2. Road/traffic “congestion”, “traffic gridlock”, terms of reference has not identified or evaluated the understanding the intersection is “over capacity”, “accident history”, compliance and conformance with provincial engineering standards. Most notably, the Weston 7 Traffic Study, while it represents a “regional road” has not reviewed and

evaluated the “regional road” road/traffic data or statistics nor evaluated by York Region.

3. Road/traffic volume and movement. The secondary plan has outlined options or requirements such as the overpass, internal north/south road network within the southeast quadrant, RIO CAN, while it is not continuous as under separate ownership. The Secondary Plan has included sites located along Highway 7 in which do not have “regional road” access and denied, i.e., Whitmore Plaza.

4. Road/traffic design. The intersection of Weston and Highway 7 has been constructed in which included an alternative design option resulting in widely understood and considered contrary to provincial engineering standards with a double/double/double traffic movement. Specifically, the engineering recommendation was for an overpass or underpass and both options not having been approved by York Region, i.e. a political decision and not an engineering decision.

5. Road/traffic Network. The comprehensive plan included a ring road system which connects both secondary study areas, east and west of Highway 400. The ring road system has been “deleted” while the volume of traffic vehicles remains unchanged. The Secondary Plan has failed to disclose how the deletion with the “ring road” system impact with development.

6. Total Growth Servicing. Servicing to ensure growth pays for growth and growth is planned or available with a development. The Weston 7 Secondary Plan has not identified servicing requirements to growth over the 30-year period. Further, the community is most frustrated and disappointed, as the VMC Secondary plan also has “growth” approved with identifiable lack of sustainability.

7. Servicing- Stormwater and Flood Control. The secondary plan has included one existing flood control feature only and not included as the property is under separate ownership, within the southeast quadrant. The Secondary Plan does not satisfactorily identify or outline stormwater management or flooding.

8. Secondary Plan Study Area. The northwest quadrant, formerly Canada Lands, in which constitutes by agreement the existing community retail, commercial and residential uses. This request with the Legal Department has not been brought forth to the Planning Department or community.

9. Secondary Plan Study Area-removal of employment lands. We support the inclusion of the retail/commercial sites located on the south side of highway 7 westerly to Whitmore. In doing so, we are of the opinion these lands should not be removed from the York Region Intensification Policies. Staff are to consider this matter as the policies within the Weston 7 Secondary Plan planning implication with all remaining properties along Highway 7 to Pine Valley Drive.

10. Sustainability- Recreation and Culture. The Secondary Plan is requested to review the Recreation Study providing the inventory and availability of parks, recreation, and library.

11. Sustainability-education. The Secondary Plan has included a several school sites proposed within the southeast quadrant, while not having addressed or considered how the “residential” is not family orientated housing. The community supports the need to include “family” housing. As you know, if the school sites are not needed, they will revert to the developer, resulting in more housing or growth on top of growth for growth’s sake.

12. Intensification/Density-“appropriate”. Highway 7 has been the subject to intensification approved by both York Region and the City of Vaughan from Highway 50 to the west and Highway 400 to the east. The guiding principle is for height limits of +/- 10 floors. The Secondary Plan is contrary and inconsistent with the Regional Road Intensification Policies in which have been initiated to address the “gridlock”, “traffic congestion”, lack of “accessibility”. The practice to ask developers how much density they want is worthy of reconsideration.

13. Phasing Growth. While the “draft” Secondary Plan has introduced phasing, we feel it needs to be refined and upgraded to ensure the phases are developed with phase 1 being the southwest quadrant, phase 2 the northeast quadrant, southeast phase 3 quadrant, and, if determined to be appropriate, the northwest quadrant phase 4. Without the phasing fundamental and essential needs for the community would vanish, e.g. grocery stores, personal services, retail stores, etc.

14. Phasing Growth Management. The “draft” Secondary Plan has included the review of growth to the Secondary Plan. We request the policies with growth management be included within a public report and that it be “all inclusive” of growth. As per our prior submissions, growth has been approved and excluded from the “growth target”, e.g., Weston Road northwest commercial sites, Highway 7/Ansley Grove Plaza, Rutherford Road and Velmar and other approved “growth” related projects. The “growth target” should represent the maximum and all-inclusive to ensure and no strain on servicing.

15. Commercial/Business/Employment Use to be compatible with Residential uses. Home Depot and other businesses provide necessary and essential services to the existing and future community. We request you consult further with each existing business having expressed concern with the Secondary Plan.

16. Employment Use with the Secondary Plan. The municipality has recognized the importance employment lands have with the municipality form employment, servicing, and taxes. The Secondary Plan is to be reviewed to determine how the Secondary Plan will ensure the satisfactory level of employment lands.

17. Zoning Standards-Height and Density. The Secondary Plan fails to examine and review compatibility of housing with the existing and proposed communities. The compatibility of housing will also result in a limit to any adverse impact with greater height and density. We consider zoning policies needed for compatibility.

18. Appropriateness- Primary and Secondary Study Areas, i.e. VMC Study area has been recognized to be needed for greater density (east of the 400) and the lands west of 400 to Ansley Grove, were defined and considered to be complimentary and phase in with lower heights and density, as approved by Council.

The Weston/7 Secondary Plan has failed to comply with and conform to the phasing, staging, and development as approved by the Council.

Respectfully submitted,

Bernie DiVona
President, Pine Valley Village Community Association.

From: [Riccardo Bozzo](#)
To: Clerks@vaughan.ca
Cc: [Riccardo Bozzo](#); [Lucy Raffaele](#)
Subject: [External] Opposition to OPA and ZBA - 2847382 Ontario Inc., 10990 and 11010 Highway 27, Vaughan
Date: June-04-25 5:31:34 PM

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Please consider this email as my participation to the statutory pubic meeting of today's date in opposition to the above noted application.

Riccardo Bozzo on behalf of the owner's 11030 Highway 27, Vaughan.

Riccardo Bozzo LL.B.

██████ Yonge St., ██████
Toronto ON ██████
██████████

C24

Communication

Council – June 24, 2025

CW(1) – Report No. 23 Item No. 1

From: [A Mom](#)
To: Clerks@vaughan.ca
Subject: [External] Survey issues.
Date: June-04-25 9:47:25 PM

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.

Please forward the following message to the Mayor and all Members of Council.

Clarification Regarding Block 27 Pipeline Concerns

Dear Council Members,

I am writing in response to Ms. Jackson's comments during the 1 pm public meeting on June 4, 2025 regarding the block 27 Landowners Group's claim that I currently have a permanent structure built over the pipeline.

I would like to clarify that the structure in question was a temporary, plastic-covered greenhouse, which was placed on the surface area with permission from TransCanada. This greenhouse was removed many years ago and no longer exists. It was never a permanent structure, and its placement was fully approved at the time by TransCanada. Also, you can see from the Landowners Group's report that includes pictures from 2024 and earlier that there are no any structures on the easement land.

Frankly, I believe the focus should be less on a temporary structure that no longer exists and more on the serious discrepancies in gaslines positioning. These inaccuracies pose real concerns for public safety, and I urge council to consider the long-term risks of incorrect gaslines mapping.

I have attached photos that clearly show the change in the size of my property between the time of purchase and two years later, which further supports my concerns about the new survey's accuracy.

Thank you for your time and consideration.

Sincerely,^{1}_{SEP}
Ali Momeni



19-111 (Parcel 2...

PDF reader



2024 – PRESENT





NavigatorPLUS - DTA View



Help



DTA View

Refresh Map

Visible Active

- ☒ ☒ Subdivision
- ☐ ☐ Zoning Bylaw
- ☐ ☐ Official Plan
- ☐ ☐ Site Plan
- ☐ ☐ Condominium
- ☐ ☐ Part Lot Control
- ☒ ☐ Property Lines
- ☒ ☐ Roads
- ☒ ☐ City Parks
- ☒ 2005 Air Photo

033440044

11. Feb. 2009

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11320 keele street

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Printed on: 11-Feb-2009 12:32:18 PM

York Region

Geomatics



C25

Communication

Council – June 24, 2025

CW(1) – Report No. 23 Item No. 5

DATE: June 9, 2025

TO: Mayor and Members of Council

FROM: Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

RE: COMMUNICATION – Council, June 24, 2025

Item 5, Report 23

**The Q Towers Limited Partnership and
The Q Towers General Partner Inc.
Official Plan Amendment File OP.21.001
Zoning By-law Amendment File Z.21.002
Site Development File DA.21.001
Part of Lot 20, Concession 6
Vicinity of Major Mackenzie Drive and Fossil Hill Road**

Recommendation

1. THAT Attachment 13 - DA.21.001 - Conditions of Approval in the Committee of the Whole report be deleted and replaced with the attached Attachment 13 - DA.21.001 - Conditions of Approval.

Background

Attachment 13 - DA.21.001 - Conditions of Approval includes the following Real Estate condition respecting parkland dedication in Section 2:

- “e) The Owner shall convey land at the rate of one hectare per 300 units and/or pay to the City of Vaughan, cash-in-lieu of the dedication of parkland at the rate of one hectare per 500 units, or at a fixed unit rate for the residential component-and cash-in-lieu of the dedication of parkland equivalent to two percent of the value of the Subject Lands for the commercial component prior to issuance of a building permit, in accordance with the *Planning Act* and the City’s Cash-in-Lieu of Parkland Dedication policy. The Owner shall submit an appraisal of the Subject Lands prepared by an accredited appraiser for approval by the Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

This condition has been updated and is replaced with the following condition in Section 2:

- “e) For high-density residential development, the Owner shall, prior to the issuance of a building permit, convey land at the rate of one hectare per 600 net residential units and/or pay to the City of Vaughan, cash-in-lieu of the dedication of parkland at the rate of one hectare per 1000 net residential units, or at a fixed unit rate, at Vaughan’s discretion, in accordance with the *Planning Act* and the City’s Parkland Dedication By-law. Notwithstanding the above, such parkland contribution - whether in the form of parkland conveyance or cash-in-lieu as determined by Vaughan - shall be subject to a cap of (i) 10 percent of the Lands or value of the Lands if the Lands are five hectares or less; or (ii) 15 percent of the Lands or value of the Lands if the Lands are greater than five hectares.

Prior to the issuance of a building permit, the Owner shall pay to the City of Vaughan, a community benefits charge equivalent to four percent of the value of the Lands in accordance with Section 37 of the *Planning Act* and the City’s Community Benefits Charge By-law. The Owner shall submit an appraisal of the Lands, pursuant to City’s Community Benefits Charge By-law, prepared by an accredited appraiser for approval by the Real Estate Department, and the approved appraisal shall form the basis of the calculation of the community benefits charge payment.”

The updated Attachment 13 - DA.21.001 - Conditions of Approval is attached to replace the version currently in the report.

For more information, contact: Judy Jeffers, Planner, Development Planning Department, ext. 8645

Respectfully submitted by

A handwritten signature in black ink, appearing to read 'V. Musacchio', with a stylized, cursive script.

Vince Musacchio, Interim Deputy City Manager,
Planning, Growth Management and Housing Delivery

Attachment

1. Attachment 13 - DA.21.001 - Conditions of Approval

Attachment 13 – Conditions Approval
Site Development File DA.21.001
(The Q Towers Limited Partnership and The Q Towers General Partner Inc.)

1. THAT prior to the execution of the Site Plan Agreement:
 - a) The Development and Parks Planning Department shall approve the final site plan, landscape plan and details, landscape cost estimate, building elevations and details, architectural materials, photometrics plan, lighting plan and sun-shadow study.
 - b) The Development and Parks Planning Department, Parks Division shall approve the Community Services and Facilities Impact Study that shall include:
 - a comprehensive review of walking distances to existing parks and trails; taking into account any physical barriers (i.e., rail lines, highways, valley/open space corridors); and
 - colour mapping illustrating locations of the above-noted information in the context of the Development site (i.e., walkshed map).
 - c) The Development Engineering Department shall approve the final site plan, servicing plan, grading plan, erosion and sediment control plan, Functional Servicing Report, Stormwater Management Report, Traffic Impact Study, and Noise Impact Study and Construction Noise and Vibration Zone of Influence Study.
 - d) The Development Engineering Department shall approve the final water servicing strategy, sanitary servicing strategy and stormwater management strategy.
 - e) The Environmental Services Department, Waste Management Division shall approve the final site plan and any plans associated with waste and recycling collection.
 - f) The Owner shall pay the applicable fees or charges for multi-residential waste diversion containers (recycling bag/container and organics kitchen container) in accordance with By-law 171-2013, as amended.
 - g) The Owner shall enter into a Privately-Owner Public Space Agreement with the City to address such matters as the design and maintenance of the privately-owner public space, easement in favour of the City, signage, ownership and future condominium corporation responsibilities, replacement of damaged furnishings, securities, indemnities, and reserve fund requirements, all to the satisfaction of the City.

Attachment 13 – Conditions Approval

Site Development File DA.21.001

(The Q Towers Limited Partnership and The Q Towers General Partner Inc.)

- h) The Owner shall provide an easement in favour of the City for the lands that form part of the privately-owned publicly accessible open space, in order to permit use by the City for the general public in perpetuity for the purpose of permitting uninterrupted and unobstructed public pedestrian ingress, egress, access, use and enjoyment in on, across, over and upon the privately-owner public space. The easements shall also be registered on title and shall form part of the condominium declaration.
 - i) The Owner shall enter into an Encroachment Agreement with the Development Engineering Department respecting the shoring and tiebacks that the Owner will require during the construction of the Development across the City's lands.
 - j) The Owner shall abide by the *Endangered Species Act (2007)* regulated by the Ministry of the Environment, Conservation and Parks and complete an information request form and submit it to the Ministry of the Environment, Conservation and Parks for confirmation of any potential Species at Risk on the Subject Lands.
 - k) The Owner/developer shall and enter into a legal binding Offer to Connect Agreement with Alectra Utilities which outline roles and responsibilities pertaining to the design, installation, energization and servicing of the Electrical Distribution System for the Development. Design and installation of the Electrical Distribution System can only commence once all monies, securities, easements and executed Offer to Connect Agreement have been received by Alectra Utilities. The Owner/developer is responsible to provide proof of the executed Offer to Connect Agreement to the municipality to have this condition met.
 - l) The Owner shall satisfy all requirements from York Region, Canada Post, Nav Canada, Toronto and Region Conservation Authority, Hydro One, Enbridge Gas Inc. and Bell Canada.
- 2. THAT the Site Plan Agreement shall include the following provisions and/or warning clauses, to the satisfaction of the City:
 - a) "The Owner shall agree to implement the recommendations of the final Noise Impact Study and Construction Noise and Vibration Zone of Influence Study into the design and construction of the buildings on the Subject Lands."
 - b) "A noise consultant shall certify that the building plans are in accordance with the noise control features recommended by the final Noise Impact Study and Construction Noise and Vibration Zone of Influence Study. Where mitigation measures such as wall, window and/or oversized forced air mechanical systems are required, these features shall be certified by a

Attachment 13 – Conditions Approval

Site Development File DA.21.001

(The Q Towers Limited Partnership and The Q Towers General Partner Inc.)

Professional Engineer at the City's request. The Engineer's certificate must refer to the final Noise Impact Study and Construction Noise and Vibration Zone of Influence Study and be submitted to the City's Chief Building Official and the Director of Development Engineering."

- c) "The following warning clauses shall be included in Offers of purchase and sale/tenancy agreements for all units where the sound levels due to road traffic will exceed the Ministry of the Environment, Conservation and Parks limits notifying future residents and tenants of the noise excess above the Ministry of the Environment and Climate Change's noise criteria as a result of the traffic noise:
- Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the Municipality's and the Ministry of the Environment, Conservation and Parks' noise criteria.
 - Purchasers/tenants are advised that this dwelling unit has been supplied with a central air conditioning system which allows windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the noise criteria of the Municipality and the Ministry of the Environment, Conservation and Parks' noise criteria."
- d) "The Owner shall agree to install parking prohibition signage on the north side of Sibella Way to the satisfaction of the Transportation and Fleet Management Services.
- e) "For high-density residential development, the Owner shall, prior to the issuance of a building permit, convey land at the rate of one hectare per 600 net residential units and/or pay to the City of Vaughan, cash-in-lieu of the dedication of parkland at the rate of one hectare per 1000 net residential units, or at a fixed unit rate, at Vaughan's discretion, in accordance with the *Planning Act* and the City's Parkland Dedication By-law. Notwithstanding the above, such parkland contribution - whether in the form of parkland conveyance or cash-in-lieu as determined by Vaughan - shall be subject to a cap of (i) 10 percent of the Lands or value of the Lands if the Lands are five hectares or less; or (ii) 15 percent of the Lands or value of the Lands if the Lands are greater than five hectares.

Prior to the issuance of a building permit, the Owner shall pay to the City of Vaughan, a community benefits charge equivalent to four percent of the value of the Lands in accordance with Section 37 of the *Planning Act* and the City's Community Benefits Charge By-law. The Owner shall submit an appraisal of the Lands, pursuant to City's Community Benefits Charge By-law, prepared by an accredited appraiser for approval by the Real Estate

Attachment 13 – Conditions Approval

Site Development File DA.21.001

(The Q Towers Limited Partnership and The Q Towers General Partner Inc.)

Department, and the approved appraisal shall form the basis of the calculation of the community benefits charge payment.

The Owner is proposing a privately-owner public space. Should the privately-owner public space not be provided, the Owner will not be eligible for a parkland credit and to meet dedication requirements under the Planning Act, the Vaughan Official Plan 2010 and current Parkland Dedication By-Law and amendments, payment-in-lieu of parkland will be applicable at the time of building permit.”

- f) The Owner/condominium shall be responsible for privately-owner public space in accordance with the Privately-Owner Public Space Agreement with the City to address such matters as the design and maintenance of the privately-owner public space, easement in favour of the City, signage, ownership and future condominium corporation responsibilities, replacement of damaged furnishings, securities, indemnities, and reserve fund requirements.
- g) The Owner/condominium shall provide an easement in favour of the City for the lands that form part of the privately-owned publicly accessible open space, in order to permit use by the City for the general public in perpetuity for the purpose of permitting uninterrupted and unobstructed public pedestrian ingress, egress, access, use and enjoyment in on, across, over and upon the privately-owner public space. The easements shall also be registered on title and shall form part of the condominium declaration.
- h) “Purchasers and/or tenants are advised that the lands contain a privately-owned publicly accessible open space to permit use by the City for the general public in perpetuity for the purpose of permitting uninterrupted and unobstructed public pedestrian ingress, egress, access, use and enjoyment in on, across, over and upon the privately-owner public space and which shall be maintained by the condominium in accordance with the Privately-Owner Public Space Agreement with the City.”
- i) “Purchasers and/or tenants are advised that the lot abuts the privately-owner public space and that lighting and noise should be expected from the use of the for recreation purposes.”
- j) “Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot to the privately-owner public space area are prohibited.”
- k) “The Owner shall pay to the City, a woodlot development charge per residential dwelling unit in accordance with the City’s Woodlot Acquisition Front-end Agreement prior to the issuance of a building permit.”

Attachment 13 – Conditions Approval

Site Development File DA.21.001

(The Q Towers Limited Partnership and The Q Towers General Partner Inc.)

- l) “The Owner shall agree to the removal of any trees in accordance with the Tree Protection Protocol and Tree Protection By-law 52-2018 through and to the satisfaction of the Parks, Forestry and Horticulture Operations Department.”
- m) “The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport and the Development and Parks Planning Department immediately in the event that:
 - i) archaeological resources are found on the property during grading or construction activities, to which the Owner must cease all grading or construction activities; and
 - ii) where human remains are encountered during grading or construction activities, the Owner must cease all grading or construction activities. The Owner shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.”
- n) “The Owner shall abide by the requirements of the *Endangered Species Act* (2007) and the *Migratory Birds Convention Act* (1994) prior to the removal of any tree.”

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Strong Objection to Proposed Townhouse Development at 10990 & 11010 Highway 27
Date: June-10-25 8:25:43 AM

From: Afdis Sepan [REDACTED]
Sent: Monday, June 9, 2025 11:01 PM
To: Clerks@vaughan.ca
Subject: [External] Strong Objection to Proposed Townhouse Development at 10990 & 11010 Highway 27

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Dear Honourable Members of Vaughan City Council,

Files: OP.24.0144, Z.24.026, and 19T.24V007 – 2847382 Ontario Inc.

We are writing to express our deep concern and strong opposition to the proposed development of twenty (20) townhomes at 10990 & 11010 Highway 27, directly adjacent to the Kerrowood Estates subdivision. This proposal represents a substantial and inappropriate departure from the planning principles that guided the creation of our community.

Kerrowood Estates is a distinctive estate neighbourhood, characterized by large private lots, consistent architectural design, and a quiet, low-density atmosphere. Residents purchased homes here with the understanding that this area would be preserved as an estate-style community. The introduction of townhomes undermines that expectation and contradicts the planning framework that has guided development in this area to date.

There is a fundamental issue of public trust at stake. Altering the character of a purpose-built estate neighbourhood to introduce incompatible density calls into question the integrity of municipal planning commitments. Highway 27 is already experiencing significant traffic pressure. The addition of multiple residential units—with the associated increase in vehicles—will further strain this corridor and pose additional risks for all road users.

From a community safety perspective, our neighbourhood was designed with limited access points and open space to support the well-being of families and older residents. A denser development threatens this sense of security and alters the character of the

area.

We urge Vaughan City Council to consider the long-term implications of permitting a development that is fundamentally out of step with the design, scale, and expectations of an established estate neighbourhood. We respectfully request that Council reject the proposed zoning amendments and subdivision plan in its entirety.

We appreciate your attention to this matter and would like to be notified of all future meetings or decisions related to this application.

Kind Regards,

Afdis Sepan

■ Forest Heights Blvd

Kleinburg ON



From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Opposition to proposed Town Development near Kerwood Estates- File no: OP.24.0144, Z.24.026 and 19T.24V007
Date: June-10-25 8:27:52 AM

-----Original Message-----

From: A Sh [REDACTED]
Sent: Monday, June 9, 2025 5:03 PM
To: Clerks@vaughan.ca
Cc: marilyn.lafrate@vuaghan.ca; Gina Ciampa <Gina.Ciampa@vaughan.ca>
Subject: [External] Opposition to proposed Town Development near Kerwood Estates- File no: OP.24.0144, Z.24.026 and 19T.24V007

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Ali & Elsa Shirbegi
[REDACTED] Old Humber Cres.
Vaughan, On [REDACTED]

Dear Members of Council:

We are residents of the Kerwood Estate community, and we are writing to express our strong opposition to the proposed townhouse development at 10990 and 11010 Highway 27, Vaughan.

Our concerns stem from the significant and lasting impacts this development would have on traffic, infrastructure, environmental sustainability, and the overall character of our neighborhood.

Highway 27 is already a heavily trafficked arterial road, and the addition of high-density housing will inevitably worsen congestion. This increased traffic volume raises serious safety concerns for all commuters and residents in the surrounding area.

Furthermore, the existing infrastructure—particularly the pumping station and sanitary sewer system—was specifically designed to support the current 40 estate homes. It is not equipped to handle the increased load that additional residential units would create. This could result in system failures, environmental harm, and potential health and safety risks for current residents.

We are also concerned about the broader environmental consequences of this proposal. The increased population density would place further strain on local ecosystems and natural resources, contributing to pollution and long-term degradation of the environment.

Importantly, our community was carefully planned and developed as an estate neighborhood. The introduction of townhouses would fundamentally alter its character and aesthetic. This change threatens to reduce property values and diminish the unique qualities that make our neighborhood a desirable place to live.

Given these significant concerns, we respectfully urge the city council to reconsider and reject this development application. We strongly believe that preserving the low-density, estate nature of our community is in the best long-term interest of both residents and the City of Vaughan.

Thank you for your attention to this matter. We look forward to your support.

Ali and Elsa Shirbegi

From: Clerks@vaughan.ca
To: [Adelina Bellisario](mailto:Adelina.Bellisario)
Subject: FW: [External] Application Submitted Southwest Corner Major Mackenzie & Fossil Hill
Date: June-11-25 1:28:13 PM

From: Marie Commisso [REDACTED]
Sent: Wednesday, June 11, 2025 1:22 PM
To: Clerks@vaughan.ca
Cc: Judy Jeffers <Judy.Jeffers@vaughan.ca>
Subject: [External] Application Submitted Southwest Corner Major Mackenzie & Fossil Hill

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.

RE: The Q Towers Limited Partnership - Southwest corner of Major Mackenzie Drive and Fossil Hill Road
Owner seeks to permit a mixed-use development consisting of a 10-storey mixed-use building with 337 residential units and 451 m2 for commercial use, and a 5- storey low-rise building with 91 residential units

Hello I am writing regarding to the application submitted to City of Vaughan for the above. We own three properties in that area, 19 Sibella Way, 80 Alexie Way & 94 Alexie Way.

We were not aware of this application until recently. When we purchased the properties we were told any future development would be low rise and more specifically a nursing home. Could you provide any update on this application as well as any other pertinent information? Were there any objections to this and if so where would I be able to view them? Is there anything I can provide at this point to express our opinions even though the deadline has passed? I have also left voicemails for all four clerks/development planning at The City of Vaughan provided on the application.

Thank you.

Marie Commisso
Real Estate Agent
STEVEN & MARIE
Royal LePage Premium One Realty, Brokerage
(416) 410-9111

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www.stevenjcommisso.com



C29

Communication

Council – June 24, 2025

CW(1) – Report No. 23 Item No. 20

DATE: June 24, 2025

TO: Mayor and Members of Council

FROM: Gus Michaels, Deputy City Manager, Community Services
Michael Genova, Deputy City Manager, Strategic Initiatives
Diana Soos, City Solicitor

RE: COMMUNICATION – COUNCIL MEETING – JUNE 24, 2025

**REPORT 23, ITEM 20
ESTABLISHING A CITY OF VAUGHAN SENIORS HUB AT 31
WOODBIDGE AVENUE**

Purpose

To provide additional information and analysis about the Members' Resolution that was introduced during the June 4, 2025, Committee of the Whole (1) meeting:

- **ESTABLISHING A CITY OF VAUGHAN SENIORS HUB AT 31 WOODBRIDGE AVENUE**

Background

During the June 4, 2025, Committee of the Whole (1) meeting, Mayor Steven Del Duca, Ward 2 City Councillor Adriano Volpentesta and Local and Regional Councillor Mario Ferri co-sponsored a Members' Resolution that would establish a City of Vaughan seniors' hub at the vacant City-owned facility at 31 Woodbridge Avenue in Ward 2. The Members' Resolution recommends the City enter into an agreement with Seniors Focus Vaughan Inc., a not-for-profit organization, to establish and operate programming at the proposed future seniors' hub.

Members of Council have not yet voted on the Members' Resolution calling to establish a seniors' hub at 31 Woodbridge Avenue. Instead, a motion to defer the Members' Resolution was introduced and did not pass. During the Committee of the Whole (1) meeting, it was mistakenly identified that the deferral motion passed, but it did not.

It should be noted that during the June 4, 2025, Committee of the Whole (1) meeting, Members of Council did not vote on the abovementioned Members' Resolution as presented. Instead, a vote took place to defer the Members' Resolution to the September 18, 2025, Committee of the Whole (2) meeting. The deferral motion resulted

in a 5-5 tie vote, and as such, the motion to defer the Members' Resolution failed to carry.

Below is a recording of the deferral motion vote outcome:

<u>In favour</u> of the Members' Resolution deferral to September	<u>Opposed</u> to the deferral of the Members' Resolution to September
1. Deputy Mayor, Local and Regional Councillor Linda Jackson	1. Mayor Steven Del Duca
2. Local and Regional Councillor Gino Rosati	2. Local and Regional Councillor Mario Ferri
3. Local and Regional Councillor Mario G. Racco	3. Ward 2 Councillor Adriano Volpentesta
4. Ward 1 Councillor Marilyn Iafrate	4. Ward 4 Councillor Chris Ainsworth
5. Ward 3 Councillor Rosanna DeFrancesca	5. Ward 5 Councillor Gila Martow

It should be reiterated that Councillors have not yet voted on the original Members' Resolution calling to establish a seniors' hub at 31 Woodbridge Avenue.

The fifth whereas statement from the June 4, 2025, Members' Resolution references the Council-approved Age-Friendly Community Action Plan and alignment between the recommendations in the Members' Resolution with the recommendations and implementation of the Age-Friendly Community Action Plan.

During the April 6, 2022, Committee of the Whole (Working Session), Council approved the Age-Friendly Community Action Plan & Implementation Study, prepared by third-party J Consulting Group, which recommends that the City explore the development of a community service hub(s) and considerations for collaborating with Seniors Focus Vaughan Inc. (who has prepared an initial strategy for a service hub).

Of note, recommendation 24 of the Age-Friendly Community Action Plan calls on the City to "Explore opportunities to develop Community Hubs," adding that:

- *"It is recommended that the City of Vaughan explore the development of a community service hub(s) in collaboration with community partners (i.e. local service providers, the Region of York, community clubs and networks). The hub(s) could be developed by expanding and/or repurposing existing space or may require new building. Considerations for the space could include community meeting space, space for health care and service providers, exercise space, a community kitchen, community garden, and information and referral space. Potential office space and/or housing located on upper floors could also be explored (p. 37)."*

The presentation (p. 13) delivered by J Consulting Group on the Age-Friendly Community Action Plan, delivered during the April 6, 2022, Committee of the Whole (Working Session), identifies Seniors Focus Vaughan Inc. as a stakeholder organization that helped inform the development and contents of the Action Plan.

Finally, the Age-Friendly Community Action Plan Implementation Strategy further identifies a five-year-plus timeline for the establishment of a seniors' hub, which, from the 2022 Council approval date, would be 2027.

During the June 4, 2025, Committee of the Whole (1) meeting, Members of Council raised the City's Community Leasing Strategy and its applicability and alignment with the seniors' hub Members' Resolution.

For additional context, the City retained KPMG in February 2024 to identify opportunities to improve its approach to leasing City-owned facilities for community use.

The KPMG report is currently in its final draft form. It provides several recommendations, including the establishment of a tenant selection/community group allocation policy and a rate-setting policy. Staff anticipate presenting KPMG's findings in Q3 2025, along with a 12-month action plan to implement the recommendations. Recommendations will be high-level. For example, the tenant selection/community group allocation and rate-setting policies are expected to be presented to Council for approval in 2026 after further consultations on the specifics of these policies.

Conclusion

The enclosed information has been provided to inform further Council's discussions about the June 4, 2025, Members' Resolution calling for the establishment of a seniors' hub at 31 Woodbridge Avenue, with operations and programming to be undertaken by the not-for-profit Seniors Focus Vaughan Inc.

As noted, the Members' Resolution has yet to be voted on by Members of Council. Once a vote occurs on the Members' Resolution, City staff will act accordingly on the decision of Council.

Attachments

1. Committee of the Whole (Working Session) Report – April 6, 2022 - Age-Friendly Community Action Plan & Implementation Strategy
2. Creating a city for all ages: Vaughan Age-Friendly Community Action Plan
3. Vaughan Age-Friendly Community Action Plan: Implementation Strategy
4. City of Vaughan Age-Friendly Community Action Plan (Presentation)



Gus Michaels
Deputy City Manager
Community Services



Michael Genova
Deputy City Manager, Strategic Initiatives



Diana Soos
City Solicitor



Committee of the Whole (Working Session) Report

DATE: Wednesday, April 6, 2022

WARD(S): ALL

**TITLE: AGE-FRIENDLY COMMUNITY ACTION PLAN
& IMPLEMENTATION STRATEGY**

FROM:

Gus Michaels, Deputy City Manager, Community Services

ACTION: DECISION

Purpose

To seek Council endorsement and adoption of the City's Age-Friendly Community Action Plan (the "Plan") and Implementation Strategy in support of the 2018-2022 Term of Council Service Excellence Strategic Plan, highlighting Council's commitment to citizens to provide a diverse community that is supportive, accessible, and equitable, where everyone including our seniors can live, work, retire, age well and feel a sense of belonging.

Report Highlights

- The City of Vaughan, in consultation with and guidance from the Older Adult Task Force, has developed an Age-Friendly Community Action Plan & Implementation Strategy that align to the City's strategic priority of Active, Safe and Diverse Communities, and respond to the needs identified by older adults/seniors in the community.
- Upon Council approval and ratification of the City's Age-Friendly Community Action Plan & Implementation Strategy, the City will apply to receive membership in Ontario's Network of Age-Friendly Community Initiatives.
- The priorities identified in the Plan & Implementation Strategy will be considered for inclusion in the 2022-2026 Term of Council Service Excellence Strategic Plan and reported back on a yearly basis through the Strategic Plan Oversight Teams (SPOT).
- The City of Vaughan will demonstrate its commitment to delivering on this Plan by sharing annual progress reports outlining the status of each priority.

Recommendations

1. That Council endorse and adopt the City's Age-Friendly Community Action Plan;
2. That Council endorse and adopt the Vaughan Age-Friendly Community Action Plan - Implementation Strategy; and
3. That staff be directed to apply for the City of Vaughan to achieve recognition as an age-friendly community through membership in Ontario's Network of Age-Friendly Community Initiatives.

Background

The City of Vaughan is a growing municipality, expected to reach a population of approximately 500,000 by 2041. It is projected that older adults (55 years and older) will make up the largest portion of the population of Vaughan, representing more than 30 per cent of the total population, by 2031. Population aging has spurred calls locally, nationally, and internationally to address the diverse needs of seniors and their desire to age as healthfully, independently, and safely as possible, and where necessary, to receive care in their own home and communities as their physical, social, and financial needs change and/or intensify.

The City's Older Adult Task Force has an overall mandate to make recommendations on the implementation of initiatives and opportunities that move towards an age-friendly community, the promotion of healthy seniors and steps towards attaining membership as an age-friendly community through the Ontario's Network of Age-Friendly Community Initiatives.

In consultation with and guidance from the Older Adult Task Force, the City has developed an Age-Friendly Community Action Plan & Implementation Strategy that involved completing a review of local data and key age-friendly indicators, conducted a review of best practices and promising approaches from other communities and captured the insights, feedback, and ideas from residents and community stakeholders to create an age-friendly vision and concrete actions for the City of Vaughan to become a more age-friendly community.

The concept of age-friendly communities was developed in 2006/2007 when the World Health Organization (WHO) developed the *Global Age-Friendly Cities Project*. This project brought together cities from around the world that had an interest in supporting healthy aging by creating communities that were more age-friendly. The activities of this project helped to identify eight key areas of community life in which communities can become more age-friendly:

- Outdoor spaces and public buildings
- Transportation
- Housing
- Respect and social inclusion
- Civic participation and employment

- Communication and information
- Community support and health services
- Social participation

The *WHO Global Network for Age-Friendly Cities and Communities* was established in 2010 and now includes 100 cities and communities worldwide, including age-friendly initiatives across many communities in Canada. In Ontario, the province developed an *Age-Friendly Community Planning Guide*, updated in 2021, that is aligned with the WHO framework and that defines an age-friendly community as “one that responds to both the opportunities and challenges of an aging population by creating physical and social environments that support independent active living and enable older people to continue contributing to all aspects of community life”.

The City of Vaughan has taken steps to create a more age-friendly community, where all residents can be active and engaged members of society at every stage of life. Age-friendly communities support aging with dignity, respect, and independence, and promote the inclusion of older adults in all areas of community life. By planning for the needs of the older-adult population, age-friendly communities are designed to better meet the needs of all residents. An age-friendly community aligns with the City's Service Excellence strategic priority of Active, Safe and Diverse Communities.

To achieve the goal of becoming an age-friendly community, the City embarked on the process of developing an Age-Friendly Community Action Plan. This ten-year action plan sets out a long-term vision, collective goals, and inclusive strategies to improve upon the ability of seniors to remain in their homes and live well within their communities.

Objectives of the City's Age-Friendly Community Action Plan, include:

1. To recognize the diversity of Vaughan's aging population not only in terms of age but also ability, gender, sexual orientation, culture, support needs, and income.
2. To support policies that create complete, accessible, and welcoming neighbourhoods.
3. To support independent, active, and healthy aging for all residents.
4. To realize a shared responsibility among community members and partners to fulfil the vision of this Plan.
5. To achieve recognition of the city of Vaughan as an age-friendly community through membership in Ontario's Network of Age-Friendly Community Initiatives.

Research

The research project phase included a scan of background reports, policies, and documentation from local senior governments, and the World Health Organization. A collection and synthesis of existing data on demographics, current services, and key age-friendly indicators were reviewed, along with a review of best and promising practices in age-friendly planning.

Community and Stakeholder Engagement

Listening to and learning from the experiences of residents and community stakeholders is the core component in defining a direction forward and in creating a more age-friendly community for all. An inclusive and robust community engagement plan was critical to the development of the Age-Friendly Community Action Plan.

Considering the COVID-19 pandemic, and given the ongoing safety and public health regulations, the community consultation activities conducted were primarily either telephone or virtual/online events. During the month of September 2021, staff were able to conduct in-person engagements at the Maple Community Centre (MCC) and the North Thornhill Community Centre (NTCC).

Our approach to community engagement included:

- Accessibility Advisory Committee presentation
- Age-Friendly Community Action Plan workshops with residents and stakeholders
- Community engagement – in-person at MCC and NTCC
- Diversity, Equity & Inclusion Task Force presentation
- Focus groups with community service providers, organizations representing vulnerable populations, older adult clubs, and staff
- Interviews with Members of City Council, City staff, and community leaders
- Older Adult Task Force meetings/presentations

Communications to support the outreach and project to date have included:

- Access Vaughan | Synthia pre-recorded message played for 'on hold' callers
- Dedicated City phone extension and email address
- Dedicated website section
- Digital signs throughout the city
- Engagement newsletter
- Extensive social media campaign
- In-Person community engagement
- Media coverage (Vaughan Citizen, thestar.com, yorkregion.com, Toronto.com)
- Mobile signs (5 – one in each ward)
- Online surveys with residents
- Public Service Announcements
- Radio ads in top 5 languages (English, Russian, Italian, Mandarin and Persian) spoken in Vaughan
- Telephone surveys with adults 55+
- Vaughan Public Library Handouts
- Video recordings of workshop presentations posted on City project website

Current State | What We Are Hearing

To launch the engagement process, our first activity was a community visioning workshop. This workshop was an initial opportunity to hear from residents on how they imagined an age-friendly Vaughan. Refined and validated by the Older Adult Task

Force, this project's vision affirms "Vaughan is a community of choice for all generations."

A second workshop was held with residents and the community with a focus on the current state of age-friendliness, namely, current policy framework, jurisdictional scan, demographic profile, age-friendly indicators, projected future characteristics, including an inventory and review of older adult services.

Residents and the community were presented with key findings and preliminary recommended actions of a draft Age-Friendly Community Action Plan at a third workshop in June 2021.

During the engagement process, we heard diverse views and insights on a wide range of issues related to current strengths, challenges, and opportunities in age-friendly planning across the City, as outlined below:

Outdoor Spaces and Public Buildings

- Residents value the number parks, trails, and greenspaces across the city.
- There is a need to improve accessibility and safety in some areas with increased lighting, adequate rest spaces, and even surfaces.
- People would like to see more options for inter-generational activities such as play spaces in parks and community gardens.

Transportation

- While the City has many transportation options for residents including accessible options, residents express the need to expand transportation options for people with disabilities.
- Other opportunities suggested by residents and stakeholders include creating greater awareness of the current transit system (i.e., pathways and options), improving lighting in some areas, integrating transit systems (across jurisdictions), and providing a subsidized transit option for seniors and caregivers.

Housing

- The need for more affordable housing choices including more accessible and supportive housing options was a priority expressed throughout the engagement activities.
- More in-home support options are important for people's health, independence, and well-being.

Respect and Social Inclusion

- Residents want to celebrate seniors and ensure they are valued members of the community.
- Need to reach out more to our vulnerable and isolated residents.
- Need to take steps to be an equitable and safe city.

Civic Participation and Employment

- There is positive civic engagement of seniors underway in the city.
- Residents and stakeholders would like to see greater awareness of volunteering and employment opportunities, creation of mentorship opportunities, and “tapping into the wisdom” of seniors.

Communication and Information

- Recognition that the City has a number of platforms and approaches for communicating with residents.
- Need to increase the awareness of what is being offered across the city.
- Needs for more outreach to seniors who do not speak English and people who may be isolated.

Community Support and Health Services

- There are many health services within the city.
- Awareness of services and access to services (i.e., affordability, transportation) can be barriers.
- Residents and stakeholders would like to see a ‘one-stop’ access to services and information, increased mental health supports, caregiver supports, and leveraging technology to increase access to health services.

Social Participation

- The City has many recreational programs and activities for older adults and has strong support for the City’s Older Adult Clubs.
- Future programing and events need to continue to consider and respect the diversity of residents while also ensuring access (i.e., affordability, awareness, accessibility).

Emerging priorities, include:

Within the various conversations and feedback from residents and stakeholders, the following priorities for age-friendly planning in the city of Vaughan emerged:

- Ensuring accessibility in all areas of community life (transportation, community spaces, housing, information, and programs and services).
- Increasing the range of housing choices available to meet people’s diverse needs.
- Creating greater awareness and connection to services.
- Ensuring all residents feel safe, respected, and included in the community.
- Planning our communities and spaces through the lens of age-friendliness.
- Providing opportunities for all residents, including older adults, to engage in community planning.

Community Action Plan | Priorities

At the local level, the City of Vaughan has a strong policy context for age-friendly planning including setting a direction within the 2018-2022 Term of Council Service Excellence Strategic Plan to support the strategic priority of Active, Safe, and Diverse

Communities. Local planning initiatives and policy documents support various aspects of age-friendly planning including the support of active transportation, complete community design, accessibility and inclusion, physical activity and wellness, and safety.

The City of Vaughan's Age-Friendly Community Action Plan priorities, include:

Outdoor Spaces and Public Buildings

When people view a neighbourhood as safe and accessible, it encourages participation in outdoor activities and engagement with the community. Accessibility involves removing barriers that limit opportunities for people with disabilities, including older adults with age-related limitations and/or disabilities.

Recommended Actions 1 to 5

1. Continue to explore opportunities to expand winter snow removal program for seniors
2. Through parks planning, continue to ensure that park and open space design incorporate spaces and amenities that are accessible and encourage physical activity, wellness, and recreational opportunities for all ages
3. Continue to make improvements to street lighting, pedestrian crossings and signal times, and overall community safety
4. Expand opportunities to support the development of community gardens accessible to all ages and abilities
5. Identify opportunities to create more walkable neighbourhoods

Transportation

The condition and design of transportation related infrastructure, such as signage, traffic lights and sidewalks, affect personal mobility. Access to reliable, affordable public transit becomes increasingly important when driving becomes stressful or challenging, or when driving is no longer available as an option.

Recommended Actions 6 to 9

6. Continue efforts to enhance bus stop accessibility, equity, comfort, and safety
7. Work with community partners to promote, and support opportunities to expand, alternative transportation modes such as ride sharing, volunteer drivers, and other options to increase access to amenities and services by residents with special needs including mobility impairments
8. Create greater awareness of all transportation options across the city

9. Explore opportunities to provide a needs-based transit subsidy for low-income residents

Housing

The availability of a range of appropriate, affordable, accessible, and supportive housing options that incorporate flexibility through adaptive features, style, and location choices, are essential for age-friendly communities.

Recommended Actions 10 to 13

10. In support of the City's Affordable Housing Strategy, establish policies and identify opportunities to provide a range of housing forms that meet the diverse and changing needs of residents
11. Explore opportunities for funding and community partnerships to pilot a HomeShare program in Vaughan
12. Share information and promote funding options for home adaptation, repair, and modification programs
13. Support community partners to promote and increase in-home supports for seniors and people with disabilities

Respect and Social Inclusion

Community attitudes, such as a general feeling of respect and recognizing the role that older adults and people with disabilities play in our society, are critical factors for establishing an inclusive and age-friendly community.

Recommended Actions 14 to 17

14. Celebrate the contributions of seniors and youth through a local art exhibition
15. Work with community partners to increase awareness and share resources to combat ageism and elder abuse
16. Work with local seniors' clubs to explore opportunities for integrated programs and activities
17. Engage and partner with community organizations to identify and develop programming opportunities that support diverse needs of residents and older adults

Civic Participation and Employment

Civic engagement includes the desire to be involved in aspects of community life that extend beyond day-to-day activities, such as volunteering, becoming politically active, voting, or working on committees. The ability to continue working or find new

employment provides economic security for older adults, as well as people of all ages and abilities. This includes having access to accessible environments, including accessible workplaces.

Recommended Actions 18 to 20

- 18. Explore and promote City and community volunteer and employment opportunities
- 19. Expand age-friendly awareness among local businesses
- 20. Engage with the Older Adult Task Force (OATF) as part of City planning initiatives

Communication and Information

Age-friendly communities provide information about community events or important services that is both readily accessible and in formats that are appropriate for older adults and people with disabilities. An age-friendly community recognizes the diversity of its population and promotes initiatives to reach as many people as possible.

Recommended Actions 21 to 23

- 21. Expand digital access and literacy among residents and seniors
- 22. Enhance online presence of community information and services
- 23. Continue efforts to ensure communication and promotional materials create positive and inclusive images celebrating the city's diversity

Community Support and Health Services

Access to and awareness of community support services and mental and physical health programs contribute to quality of life and age-friendliness.

Recommended Actions 24 to 25

- 24. Explore opportunities to develop a Community Hub
- 25. Develop relationship with the Western York Region Ontario Health Team to further advocate for health services in Vaughan

Social Participation

Social participation involves the level of interaction that older adults and people with disabilities have with other members of their community and the extent that the community itself makes this interaction and inclusion possible.

Recommended Actions 26 to 28

26. Continue to explore options to expand recreational program delivery including more options for intergenerational programs, programs for people living with dementia, programs that meets the needs of diverse ethno-cultural groups, programs in other languages, and outdoor and virtual programming
27. Explore opportunities for additional training for front-line staff to support seniors
28. Work with community organizations to coordinate monthly 'Coffee Connections'

Overarching Priorities

To further support the age-friendly actions identified in the City's Age-Friendly Community Action Plan, it is recommended that the City's Older Adult Task Force be established as the Age-Friendly Vaughan Advisory Committee (AFVAC) to support the overall leadership and monitoring of the City's Age-Friendly Community Action Plan. Membership of the AFVAC should continue to expand to include a diverse range of experiences and voices.

In addition to the role of the AFVAC, additional recommended actions to support the creation of an age-friendly system at the City of Vaughan, include:

1. Developing a 'checklist' or decision-making framework. The goal of this decision-making framework is to provide a structure to guide decision making through an age-friendly lens across municipal departments. The framework could include considerations and principles that may be built into plans, policies, and daily work at the City. This framework should also be developed in consultation with the Diversity, Equity and Inclusion Task Force.
2. Establishing the requirement, through the procurement process, that consultants who deliver work for the City demonstrate a commitment to the principles and vision of this Plan.
3. Examining opportunities to establish an Age-Friendly Coordinator role at the City
 - a. Role of the Coordinator could include attending regular AFVAC meetings and acting as a liaison with AFVAC and community partners including, other levels of government; assisting in preparing communication and promotion materials; coordinating and monitoring implementation of plan actions; seeking out funding opportunities; and assisting in planning and coordinating local events and activities.
 - b. Staff would review internal resourcing options before moving forward with establishing an Age-Friendly Coordinator role.
4. Joining Ontario's Network of Age-Friendly Community Initiatives.

5. Exploring membership to the WHO Global Network for Age-Friendly Cities and Communities.
6. Supporting the work underway to establish an Intergovernmental Age-Friendly Working Group to further support the initiatives of this Plan through partnerships with other levels of government.
7. Considering the priorities identified in the Plan for inclusion in the 2022-2026 Term of Council Service Excellence Strategic Plan and reporting back on a yearly basis through the Strategic Plan Oversight Teams (SPOT).
8. Preparing, and sharing, annual age-friendly community progress reports. These reports would list each recommended action and whether it is fully, partially, or not implemented yet.
9. Conducting a full review of the Age-Friendly Community Action Plan in 2026.

Implementation Strategy

The 28 priorities within the City's Age-Friendly Community Action Plan have been prioritized within an Implementation Strategy which has been developed to support the direction of the Plan's execution.

The Plan also identifies several core strategies that demonstrate the City's full commitment to the vision of this Plan and to creating a city-wide approach to age-friendly planning. These include developing an age-friendly decision-making framework; establishing the Older Adult Task Force as the Age-Friendly Vaughan Advisory Committee to continue to support and guide age-friendly planning across the city; requiring, through procurement, a commitment to age-friendly principles; joining Ontario's Network of Age-Friendly Community Initiatives; considering the priorities of this Plan for inclusion in the 2022-2026 Term of Council Service Excellence Strategic Plan; supporting work underway to establish an Intergovernmental Age-Friendly Working Group; preparing annual community progress reports; and conducting a full review of the Plan in 2026.

These recommendations are critical to the implementation of the Plan and demonstrate the commitment and promise of the City in becoming a more age-friendly city.

As the Age-Friendly Community Action Plan moves forward, City Staff will work to operationalize this Plan and Implementation Strategy through the City's Term of Council Service Excellence Strategic Plan and the various departmental business plans. This will be achieved through the leadership of the newly formed age-friendly executive working group and through additional discussions with various City Staff, as appropriate.

Operationalizing this Plan and Implementation Strategy will be with the leadership of an executive working group comprised of representatives from the Community Services Portfolio, the Office of Transformation and Strategy, and the Office of Communications and Economic Development.

Previous Reports/Authority

N/A

Analysis and Options

Applying an age-friendly mindset which respects the needs of our older adult population will result in a built environment that supports the needs of the broader community.

Realizing the age-friendly vision for the city of Vaughan requires the collective efforts of a broad range of stakeholders to come together to implement the recommended actions and ultimately become a more age-friendly community to all residents.

The City of Vaughan has taken on a leadership role in the coordination and facilitation of the actions outlined within the Age-Friendly Community Action Plan & Implementation Strategy. Various departments within the City play a significant role in setting policy that supports the principles and actions outlined within the plan and supports the continued growth of the municipality through an age-friendly lens. The City also has an important role in collaboration, communication, education and advocacy.

Community Organizations and Service Providers assume a number of roles in age-friendly planning including the direct provision of health services (primary care, in-home supports, emergency care, mental health), support programs (accessible transportation, friendly visiting, food banks, literacy, and language), housing (social housing, long-term care, supportive housing), and social connection (local clubs and networks).

Private Sector also has a responsibility in age-friendly planning by ensuring safe and inclusive spaces for residents to live, retire, work, shop, visit, and play.

The Vaughan community has an important role in supporting the vision of the Plan by being welcoming and inclusive of all people of all ages and abilities. Communities can also support the development of an age-friendly city through advocacy and education.

The risks associated by not taking steps to become an 'age-friendly' city include increased social isolation and loneliness among seniors and more vulnerable residents. Failure to adopt such a plan may also lead to poor health outcomes, both physically and mentally, as well as greater financial insecurity among lower income seniors and residents. This may lead to reduced levels of dignity and independence which can further amplify the marginalization of seniors and vulnerable populations.

In order to mitigate these risks, this Plan & Implementation Strategy will be jointly led by the Community Services Portfolio, the Office of Transformation and Strategy, and the Office of Communications and Economic Development.

Financial Impact

Any actions outlined in the City's Age-Friendly Community Action Plan & Implementation Strategy that may have future budget considerations will follow the corporate budget process.

Broader Regional Impacts/Considerations

Regional Municipality of York fulfils a number of roles in creating age-friendly communities including through various planning tools (i.e., Official Plan, Seniors Strategy, Transportation Master Plan, Housing and Homelessness Plan). York Region is responsible for facilitating affordable housing, administering and funding various community programs, the provision of transportation and policing, as well as regional land use and development. York Region is also an important partner in advocacy and collaboration with community organizations and service providers.

Government of Ontario has a broad role in age-friendly planning. The province has established a framework, [Creating a more inclusive Ontario: age-friendly community planning guide for municipalities and community organizations](#) (2021), and provides funding for age-friendly initiatives. The Ontario Government also sets a policy framework for growth across the province. The Province also has a significant role as a funder of many services, infrastructure, and programs across communities and across the 8 key areas of age-friendly communities.

Government of Canada also provides a policy direction for age-friendly planning, [Age-Friendly Communities in Canada – Community Implementation Guide](#), and provides funding that shapes how our communities grow.

Conclusion

It is projected that older adults (55 years and older) will make up the largest portion of the population of Vaughan, representing more than 30 per cent of the total population, by 2031.

The goal of the Age-Friendly Community Action Plan is to assess the City's social and physical environment using the eight World Health Organization (WHO) dimensions of community life and identify priority areas for meeting the needs of the aging population.

As part of the background research, the project team reviewed the City's current policy framework, conducted a jurisdictional scan of best and promising practices, and demographic & socio-economic analysis, heard from over 800 people through various community engagement activities. Community outreach of the Plan was shared using a number of communication tactics.

The endorsement and adoption of the Age-Friendly Community Action Plan & Implementation Strategy is consistent with the 2018-2022 Term of Council Service Excellence Strategic Plan commitment to ensuring Active, Safe, and Diverse Communities. Age-friendly communities support aging with dignity, respect, and independence, and promote the inclusion of older adults in all areas of community life.

Importantly, by planning for the needs of the older-adult population, age-friendly communities are designed to better meet the needs of all residents.

Following Council's resolution to actively support, promote and work towards becoming age-friendly through the endorsement of the City's Age-Friendly Community Action Plan & Implementation Strategy, staff will apply to achieve recognition of the City of Vaughan as an age-friendly community through membership in Ontario's Network of Age-Friendly Community Initiatives.

The City will also demonstrate its commitment to action by publicly posting the City's Age-Friendly Community Action Plan, and commit to measuring activities, reviewing action plan outcomes and reporting on them publicly.

For more information, please contact: Robert Braid, Recreation Manager – Community Centres, ext. 8009; or Viviana Precopi, Manager, Special Projects – Community Services, ext. 8139

Attachments

1. Creating a city for all ages: Vaughan Age-Friendly Community Action Plan
2. Vaughan Age-Friendly Community Action Plan: Implementation Strategy
3. Presentation by J. Consulting Group Inc. on the City of Vaughan's Age-Friendly Community Action Plan

Prepared by

Robert Braid, Recreation Manager - Community Centres, ext. 8009
Viviana Precopi, Manager, Special Projects - Community Services, ext. 8139

Approved by



Gus Michaels,
Deputy City Manager,
Community Services

Reviewed by



Nick Spensieri, City Manager

Creating a city for all ages:

Vaughan Age-Friendly Community Action Plan

April 2022



Message from the Mayor



We are pleased to present the City of Vaughan's first Council-approved *Age-Friendly Community Action Plan*, a document that reflects our shared commitment to foster a city where every person has opportunities to participate, regardless of their age.

The World Health Organization identifies an age-friendly community as one that provides opportunities for older adults to stay active and connected. With the senior population across

Canadian municipalities continuing to increase, it is more important now than ever to support the health and well-being of this rapidly expanding segment of society. As one of Canada's fastest growing cities, Vaughan is expected to reach a population of nearly 500,000 by 2041. In fact, it is projected that adults 55 years and older will represent the largest portion of Vaughan's population by 2031 – at more than 30 per cent. It is precisely with this in mind that we continue to advance a robust city-building agenda focused on ensuring the future health and well-being of our citizens and the overall community.

Our goal to create an age-friendly community is rooted in deep respect and appreciation for the immeasurable contributions older adults have made to our exceptional standard of living and quality of life. Through volunteer activity and encore careers across the government, nonprofit and private sectors, seniors continue to improve the lives of all generations, and for this, we are truly grateful.

I want to recognize and thank the work of the *Older Adult Task Force*, our community partners and residents for their meaningful contributions to this critical initiative. Together, we will continue to create an age-friendly city where everyone is valued, appreciated and encouraged to actively participate in every aspect of city life.

Sincerely,

A handwritten signature in black ink that reads "Maurizio Bevilacqua". The signature is fluid and cursive.

Hon. Maurizio Bevilacqua, P.C

Mayor, City of Vaughan

Message from the Deputy Mayor



As Chair of the *Older Adult Task Force*, I am pleased to recognize the contributions of our dedicated members and valued partners towards creating Vaughan's first *Age-Friendly Community Action Plan*. The *Plan* reflects our mandate to promote the inclusion of older adults in all areas of community life and our commitment to fostering Active, Safe and Diverse Communities, which is a key priority in the *2018-2022 Term of Council Service Excellence Strategic Plan*.

The *Age-Friendly Community Action Plan* has been created by studying local data, key indicators, reviewing best practices and capturing insights from residents and community stakeholders. It outlines a strategy to continue guiding our efforts to achieve recognition as an Age-Friendly community, particularly as the senior population in Vaughan continues to increase. The goal of an age-friendly community is to ensure policies, services and built infrastructure – such as available housing, walkable and accessible public areas, local social services and programs – are designed to help seniors age actively, age in place, live safely, be engaged and enjoy overall good health.

Vaughan's older adult population plays a vital role in the City's continued success. Now more than ever, it is important to support the health and well-being of older adults to ensure they can age with dignity, respect and independence.

I want to thank my Council colleagues, Vice-Chair, *Older Adult Task Force*, Gerry O'Connor, City staff and Vaughan citizens for their efforts and support to develop this *Plan*. I look forward to continuing our important work to support an age-friendly community.

A handwritten signature in black ink that reads "Mario F. Ferri".

Mario F. Ferri

Deputy Mayor and Chair, Older Adult Task Force

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Acknowledgements

We thank city of Vaughan residents, Mayor and Members of Council, City staff, and community stakeholders for taking the time to share experiences, wisdom, and provide guidance throughout the age-friendly community engagement activities.

We are very grateful to have the City of Vaughan *Older Adult Task Force* support in the age-friendly planning process and leadership in setting the vision and direction of the *Community Action Plan*.

Please visit our website for more information on the [Vaughan Older Adult Task Force](#).

Project Sponsors:

Gus Michaels, Deputy City Manager, Community Services

Michael Genova, Chief, Communications and Economic Development

Kathy Kestides, Director, Office of Transformation & Strategy

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Rob Braid, Recreation Manager

Viviana Precopi, Manager Special Projects

Sabrina Cairo, Administrative Services Representative

Consultant:

J Consulting Group



Introduction

The City of Vaughan is taking important steps to create a more age-friendly community, where all residents can be active and engaged members of society at every stage of life.

Age-friendly communities support aging with dignity, respect and independence, and promote the inclusion of older adults in all areas of community life. Importantly, by planning for the needs of the older-adult population, age-friendly communities are designed to better meet the needs of all residents.

As part of the City of Vaughan's Older Adult Recreation Strategy (2016), it was recommended that the City initiate actions towards becoming an age-friendly city. Additionally, as part of the [Term of Council Service Excellence Strategic Plan \(2018-2022\)](#), the City outlines its commitment to ensuring active, safe, and diverse communities.

To achieve the goal of becoming an age-friendly community, the City has embarked on the process of developing an *Age-Friendly Community Action Plan*. This ten-year action plan sets out a long-term vision, collective goals, and inclusive strategies to improve upon the ability of seniors within the city to age at home and live well in their communities. Importantly, by planning for our seniors and more vulnerable populations in mind, we will create a more age-friendly city for all.

Realizing the actions identified within this *Plan* requires the collective efforts of a broad range of stakeholders to come together to ultimately become a more age-friendly community to all residents. Implementation of this *Plan* will be with the leadership of an executive working group comprised of representatives from Community Services Portfolio, Office of Communications and Economic Development, and Office of Transformation and Strategy.



Approach

The City of Vaughan's *Age-Friendly Community Action Plan* was developed through a range of research activities including a robust community engagement strategy.

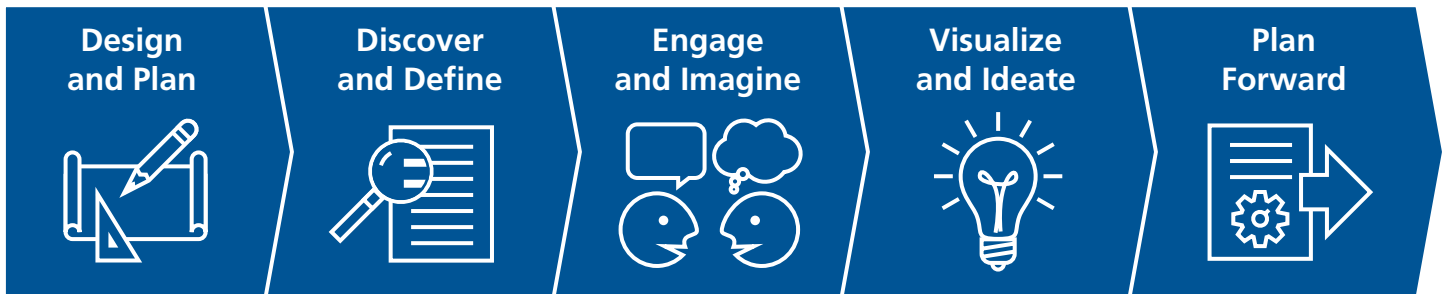
The consultation process engaged over 850 individuals representing local residents, community service providers and organizations, community clubs and networks, City staff and Members of Council.

Our objectives in developing the best plan possible for the City of Vaughan:

- Bring people together and listen to all perspectives because all stakeholders have important insights
- Make sure all consultation activities are respectful and meaningful
- Use both creative and critical thinking
- Gather input and ideas in different ways, so that we get a full understanding of ideas, opinions, and opportunities
- Create recommendations that bring all the ideas together so decisions can be made confidently to grow age friendliness in Vaughan



The project was completed over five project phases.



Design and Plan

- Preparation of detailed research, engagement, and communication strategy

Discover and Define

- A scan of background reports, policies, and documentation from local and senior governments, and the World Health Organization
- Collection and synthesis of existing data on demographics, current services, and key age-friendly indicators
- Review of best and promising practices in age-friendly planning

Engage and Imagine

- Community and stakeholder engagement
 - Online and telephone surveys with residents
 - Focus groups with community service providers and local clubs
 - Interviews with Members of Council, City staff, and other community leaders
 - Community workshops with resident and stakeholders
 - Community pop-up interviews

Visualize and Ideate

- Define future direction for an age-friendly Vaughan including vision, principles, and actions
- Collect input and feedback from OATF, staff, residents, and community stakeholders
- Draft *Age-Friendly Community Action Plan*

Plan Forward

- Prepare Implementation Strategy outlining timelines and potential partnerships
- Finalize *Age-Friendly Community Action Plan*
- Presentation of Final AF CAP to Council and Community

Background

Age-Friendly Communities

In Canada, people aged 65 years and over now represent Canada's fastest growing age group – a trend that is expected to continue for many years to come. The City of Vaughan is a growing municipality, expected to reach a population of approximately 500,000 by 2041. It is projected that older adults (55 years and older) will make up the largest portion of the population of Vaughan, representing more than 30 per cent of the total population, by 2031. Population aging has spurred calls locally, nationally and internationally to address the diverse needs of seniors and their desire to age as healthfully, independently and safely as possible, and where necessary, to receive care in their own home and communities as their physical, social and financial needs change and/or intensify.^{1,2,3}

The concept of age-friendly communities was developed in 2006/2007 when the World Health Organization (WHO) developed the Global Age-Friendly Cities Project. This project brought together cities from around the world that had an interest in supporting healthy aging by creating communities that were more age-friendly. The activities of this project helped to identify eight key areas of community life in which communities can become more age-friendly:

Outdoor Spaces and Public Buildings



When people view a neighbourhood as safe and accessible, it encourages participation in outdoor activities and engagement with the community. Accessibility involves removing barriers that limit opportunities for people with disabilities, including older adults with age-related limitations and/or disabilities.

Transportation



The condition and design of transportation-related infrastructure, such as signage, traffic lights and sidewalks, affect personal mobility. Access to reliable, affordable public transit becomes increasingly important when driving becomes stressful or challenging, or when driving is no longer available as an option.

¹ Sinha S. Living longer, living well: Report submitted to the Minister of Health and Long-Term Care and the Minister Responsible for Seniors on recommendations to Inform a Seniors Strategy for Ontario. Queens Printer for Ontario; 2013.

² Morton-Chang, F., Majumder, S. & Berta, W. Seniors' campus continuums: local solutions for broad spectrum seniors care. BMC Geriatr 21, 70 (2021). <https://doi.org/10.1186/s12877-020-01781-8>

³ van Bilsen PM, Hamers JP, Groot W, Spreeuwenberg C. The use of community-based social services by elderly people at risk of institutionalization: An evaluation. Health Policy. 2008 September; 87(3): p. 285-295.

Housing



The availability of a range of appropriate, affordable, accessible and supportive housing options that incorporate flexibility through adaptive features, style and location choices, are essential for age-friendly communities.

Respect and Social Inclusion



Community attitudes, such as a general feeling of respect and recognizing the role that older adults and people with disabilities play in our society, are critical factors for establishing an inclusive and age-friendly community.

Civic Participation and Employment



Civic engagement includes the desire to be involved in aspects of community life that extend beyond day-to-day activities, such as volunteering, becoming politically active, voting or working on committees. The ability to continue working or find new employment provides economic security for older adults, as well as people of all ages and abilities. This includes having access to accessible environments, including accessible workplaces.

Communication and Information



Age-friendly communities provide information about community events or important services that is both readily accessible and in formats that are appropriate for older adults and people with disabilities. An age-friendly community recognizes the diversity of its population and promotes initiatives to reach as many people as possible.

Community Support and Health Services



Access to and awareness of community support services and mental and physical health programs contribute to quality of life and age-friendliness.

Social Participation



Social participation involves the level of interaction that older adults and people with disabilities have with other members of their community and the extent that the community itself makes this interaction and inclusion possible.

The WHO Global Network for Age-Friendly Cities and Communities was established in 2010 and now includes 100 cities and communities worldwide, including age-friendly initiatives across many communities in Canada.⁴ In Ontario, the province developed an *Age-Friendly Community Planning Guide*, updated earlier this year, that is aligned with the WHO framework and that defines an age-friendly community as “one that responds to both the opportunities and challenges of an ageing population by creating physical and social environments that support independent active living and enable older people to continue contributing to all aspects of community life”.⁵

While Canada and many provinces have been promoting the development of age-friendly environments for the health and well-being of their older adult population, there is a growing awareness that local communities play an important, if not the most important, role in addressing the eight dimensions of healthy age-friendly cities.

“An age-friendly city encourages active ageing by optimizing opportunities for health, participation and security in order to enhance quality of life as people age.”
– WHO

Healthy Aging

Healthy aging as defined by the Public Health Agency of Canada (PHAC) is an “ongoing process of optimizing opportunities to maintain and enhance physical, social and mental health, as well as independence and quality of life over the lifecourse” (PHAC, 2016). Many factors combine to affect optimizing these opportunities including, but not limited to, one’s own health (e.g., genetics, lifestyle choices, age related changes to body and cognition), their circumstances (e.g., income security, education level, social connections and/or family) and their local environment (e.g., safe neighbourhoods, accessible transportation, care services and amenities).

Given that most older persons live in cities, this places great responsibility on municipalities to not only address the diverse needs of aging populations but anticipate and adapt planning to changing local systems (e.g., social structures/networks, urban sprawl, public services, local businesses, workplaces) over time.



⁴ World Health Organization (WHO). About the Global Network for Age-friendly Cities and Communities. <https://extranet.who.int/agefriendlyworld/who-network/>

⁵ Ontario (2021). Creating a more inclusive Ontario: age-friendly community planning guide for municipalities and community organizations. <https://www.ontario.ca/page/creating-more-inclusive-ontario-age-friendly-community-planning-guide-municipalities-and-community>

Policy Landscape

At the local level, the City of Vaughan has a strong policy context for age-friendly planning including setting a direction within the [*Term of Council Service Excellence Strategic Plan \(2018-2022\)*](#) to support active, safe, and diverse communities. Local planning initiatives and policy documents support various aspects of age-friendly planning including the support of active transportation, complete community design, accessibility and inclusion, physical activity and wellness, and safety.

The City's *Official Plan* (2010 – Office Consolidation 2019) outlines several goals and associated policies highlighting various age-friendly planning components such as developing of mix of housing including affordable and supportive housing options for seniors, support for pedestrian-friendly and active transportation, ensuring community centres are responsive to Vaughan's diversity and age appropriate, and emphasis on inclusive communities.



The *Transportation Master Plan*, *Pedestrian and Bicycle Master Plan*, *MoveSmart Mobility Management Strategy*, and the *Active Together Master Plan* reflect the City's commitment to provide safe, alternative, barrier-free transportation options. From an age-friendly lens, the synthesis of these three policies will create a transportation and mobility system that:

- Is predicated on an “all-ages” and “all-abilities” approach to planning and implementing transportation infrastructure.
- Integrates and coordinates multi-modal options to access goods, services, and amenities.
- Operates at a community and neighbourhood level to promote convenience and connectivity.
- Provides safe and accessible pathways that connect to rapid transit and bus services.
- Promotes a ‘complete communities’ approach to land development.

The City is currently preparing a *Vaughan Transportation Plan* (VTP) to establish a future vision and define improvements and policy directions to meet future transportation needs of residents.

The City's *Older Adult Recreation Strategy* provides recommendations that support physical activity and wellness through their partnership network. Two key strategies include increasing programming that supports more active and independent pursuits, and ensuring new facilities are accessible and on transit routes. The Strategy also recommended the City take steps towards becoming an age-friendly city.

A key document that connects these plans is the Council-adopted *Urban Design Guidelines* (UDG). It is a planning document that visualizes development blocks, how they should work, and how they interface with the public realm. Underlying principles of accessibility, universality and age-friendliness are embedded within all initiatives. It provides contextual analysis to ensure that city blocks, and developments are human scaled at the street level. The follow-up document *Complete Streets Guidelines Project* (current underway) will further operationalize the UDG by developing roadway design and standards at the neighbourhood level.

The City of Vaughan has also completed [Inclusive Design Standards](#) to further support efforts to be an inclusive and accessible community for all. In addition to ensuring Accessibility for Ontarians with Disabilities and Ontario Building Code requirements are met, these standards outline best practices in creating play spaces, washrooms, trails, service counters, office environments and places of workshop as inclusive as possible.

Vaughan Public Libraries (VPL) also have vital role in the delivery of programs and services to residents and contributing to creating an age-friendly community by reducing social isolation, reducing economic barriers, and through the commitment to digital literacy, accessibility and inclusion.

VPL's *Strategic Plan 2021-2025* outlines several directions that support age-friendly planning such as promoting community connections, providing life-long learning opportunities, and championing diversity equity and inclusion.

In 2021, the City initiated the creation of a *Diversity, Equity, and Inclusion Strategic Plan*. The goal of this plan is to foster a culture that is inclusive and respectful, where all citizens, employees, businesses, and visitors are provided with accessible opportunities to engage and participate.

Diversity, Equity & Inclusion Strategic Plan

The City recognizes that equity refers to achieving parity in policy, process and outcomes for historically and currently marginalized and underrepresented people and equity-seeking groups while accounting for diversity. The City is committed to working towards:

- Representational equity: the proportional participation at all levels of the City of Vaughan
- Resource equity: the distribution of resources to close equity gaps
- Equity-mindedness: the demonstration of an awareness of, and willingness to, address equity issues

A true sense of belonging is created when diversity, inclusion and equity combine to make all people feel welcome, included and part of the culture.

A Pandemic

The COVID-19 pandemic has added new challenges to addressing the age-friendliness of a city. As evidenced across the nation, COVID's deepest toll has been in long term care (LTC) facilities. However, in the community, lockdowns and service disruptions have increased social isolation and made essential everyday tasks such as grocery shopping and access to medical appointments and supports all the more difficult, and data reflects increases in elder abuse.⁶ Further, that equity deserving populations have been disproportionately affected by COVID-19.



⁶ Makaroun LK, et al. Elder Abuse in the Time of COVID-19—Increased Risks for Older Adults and Their Caregivers. *Am J Geriatr Psychiatry*. 2020 Aug; 28(8): 876–880. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7234937/>

Community Profile

Vaughan's population is aging.

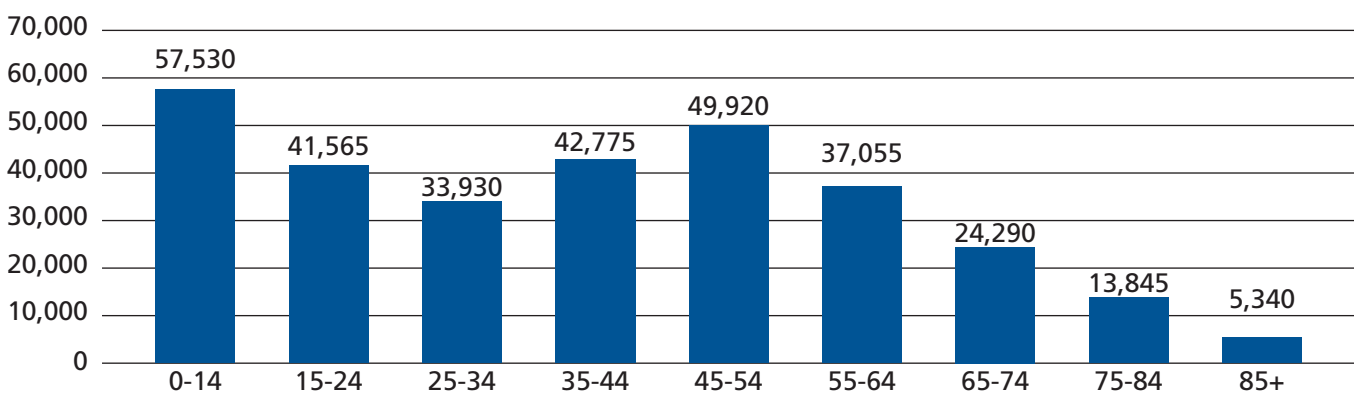
In Canada, people aged 65 years and over now represent Canada's fastest growth age group, a trend that is expected to continue for many years. In Vaughan, the City's total population grew by 6.2% between 2011 and 2016, while its seniors' population grew by 35.1% (Statistics Canada, Census). Vaughan's population of seniors aged 65 and over increased by 11,285 people between 2011 and 2016 to 43,475 seniors.

Risks for social isolation among seniors.

Some demographic trends point to risks for social isolation among seniors in Vaughan:

- 5,395 seniors or 22.1% of seniors live alone.
- 7,790 seniors in Vaughan or 18.7% of seniors cannot speak English.
- National statistics show that 12% of Canadians age 65 and older feel socially isolated.

Population by Age, Vaughan, 2016

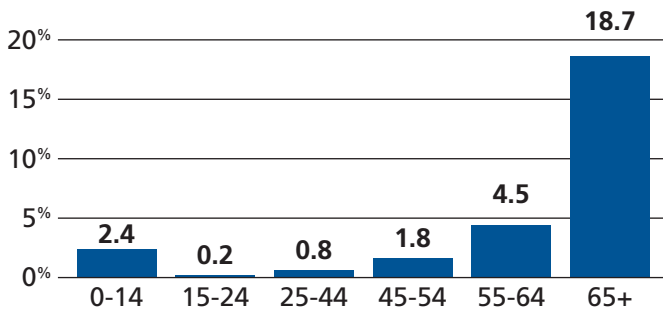


Source: Statistics Canada, Census, 2016

Most seniors in Vaughan own their homes.

Only 2,265 or 9.3% of senior households rent their homes. Among seniors renting, 21.4% live in subsidized housing (Statistics Canada, Census, 2016).

Proportion of Population Unable to Speak English by Age Group, Vaughan, 2016



Source: Statistics Canada, Census, 2016

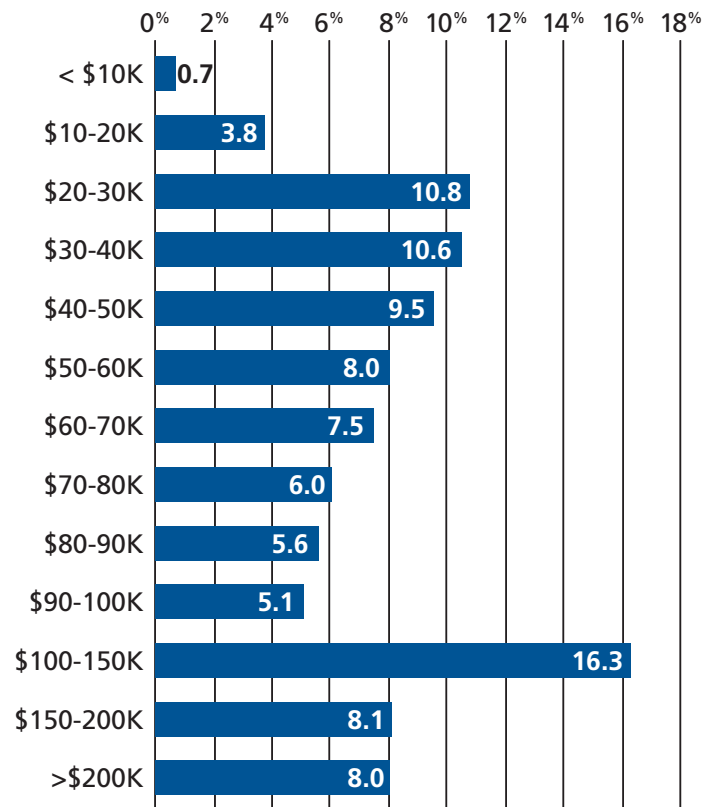
Many seniors remain active in labour force.

Many seniors in Vaughan are continuing to work past the age of 65 years, with a total of 7,385 in the labour force in 2016, a labour force participation rate of 16.9%. Seniors also remain active volunteers.

Average incomes are high, but seniors living alone have much lower incomes.

The average income of senior led households in 2015 in Vaughan was \$99,131 and the median was \$68,495. Incomes are substantially lower for seniors living alone, which had an average income of \$48,474 and median income of \$29,414. One quarter of senior led households have incomes below \$40,000. Some 3,080, or 7.4% of, seniors were in low income in 2016.⁷ Low-income rates are higher among seniors not in an economic family, where the incidence of low income was 18.9%.

Senior Households Income Distribution, Vaughan, 2015



Source: Statistics Canada, Census, 2016

Seniors live in a mix of housing types.

The majority (63%) of seniors in Vaughan live in single-detached houses and about one-quarter (23%) live in apartment buildings. Other forms of housing include row houses (6%), semi-detached houses (5%), or secondary units (3%).

⁷ Based on Statistics Canada's individual Market Basket Measure of low-income status. care home.

Housing affordability is an issue for many of Vaughan's seniors.

Over one quarter (27.6%) of seniors spend 30% or more of their income on shelter costs, including 8.6% who face severe affordability issues who are spending 50% or more of their income on shelter costs.

Affordability concerns are more common among seniors who rent their home, with 60.7% of these households spending more than 30% of their income on housing costs. Some 4,295, or 17.6%, of Vaughan's senior households were in core housing need. Core housing need is defined by CMHC as housing that is inadequate, unaffordable, or unsuitable.

Demand for affordable housing is high.

York Region's subsidized housing wait list was over 14,500 households in 2017 and seniors continue to be the largest group waiting, making up over half the wait list. Seniors waiting chronologically waited an average of 7.8 years.

In addition, as of January 31, 2020, there were 886 long-term care beds in Vaughan, and 2,493 people were waiting for basic beds, 517 people were waiting for semi-private beds and 2,081 were waiting for private beds⁸ (Central LHIN, 2020).

Strong sense of community and life satisfaction.

71.2% of York Region's seniors report a somewhat strong or very strong sense of belonging to the local community. Almost 90% report their life satisfaction as satisfied or very satisfied.

Number of seniors facing health concerns and limits to activity.

A number of indicators of physical activity highlight some concerns with physical health among seniors:

- 26.4% of York Region seniors perceived their health to be fair or poor.
- 30.9% of seniors in York Region have activity limitations.
- 16.2% of York Region seniors are obese.
- 52.2% of seniors in York Region report engaging in moderately active or activity physical activity.

Driving is the most common form of transportation for seniors.

Driving is the primary mode of transportation for the majority of York Region employed boomers and seniors (Regional Municipality of York, 2014). About half of York Region boomers and seniors live within five minutes walking distance to public transit.

⁸ These numbers may include double counting if individuals were waiting for a bed at more than one long-term care home.

Results

Listening to and learning from the experiences of residents and community stakeholders is the core component in defining a direction forward and creating a more age-friendly community for all. An inclusive and robust community engagement plan was critical to the development of the *City's Age-Friendly Community Action Plan*.

Overall, approximately 850 residents and community stakeholders shared their insights and experiences and provided guidance in the development of this *Plan*.

- 500 telephone surveys with adults 55+
- 141 online surveys with residents
- 7 focus groups with community service providers, networks, and local clubs
- 2 focus groups with persons with disabilities and support staff
- 1 visioning workshop with residents and stakeholders
- 30+ interviews with members of City Council, City staff, and community leaders
- 2 Age-Friendly Action Planning virtual workshops with residents and stakeholders
- 30 in-person community pop-up interviews



Outreach

The COVID-19 pandemic brought challenges in meeting with people in person and so additional outreach methods were conducted to engage with the city's diverse communities. Outreach activities included:

- Website – [Vaughan.ca/AgeFriendly](https://vaughan.ca/AgeFriendly)
- Public Service Announcements (2,400 subscribers)
- Media coverage (Vaughan Citizen, thestar.com, yorkregion.com, Toronto.com)
- Social media posts
- Digital signs (10)
- Mobile signs (5 –one in each ward)
- Radio ads in top 5 languages spoken in Vaughan
- Engagement newsletter (769 recipients)
- Vaughan Public Library Handouts (9,000)
- Dedicated phone line and email

Seniors in Vaughan are diverse and belong to many different communities. Reaching out to the city's diverse groups of seniors was a priority throughout the age-friendly planning process. Engagement activities took a person-centred approach; recognizing that people do not have the same access to participation or access to services, and further, that there are racial, ethnic and gender disparities within current systems. Collecting a range of experiences to better understand how existing infrastructure and policies are impacting residents and seniors differently was a core principle to engagement.

Key Messages Heard from Residents and Stakeholders

Outdoor Spaces and Public Buildings



- Residents value the number parks, trails, and greenspaces across the city.
- There is a need to improve accessibility and safety in some areas with increased lighting, adequate rest spaces, and even surfaces.
- People would like to see more options for inter-generational activities such as play spaces in parks and community gardens.

"Blessed with our greenspace, conservation area"

Transportation



- While the city has many transportation options for residents including accessible options, residents express the need to expand transportation options for people with disabilities.
- Other opportunities suggested by residents and stakeholders include creating greater awareness of the current transit system (i.e., pathways and options), improving lighting in some areas, integrating transit systems (across jurisdictions), and providing a subsidized transit option for seniors and caregivers.

Housing



- The need for more affordable housing choices including more accessible and supportive housing options was a priority expressed throughout the engagement activities.
- More in-home support options are important for people's health, independence, and well-being.

"Keeping people at home is important."

Respect and Social Inclusion



- Residents want to celebrate seniors and ensure they are valued members of the community.
- Need to reach out more to our vulnerable and isolated residents.
- Need to take steps to be an equitable and safe city.

"Want to make life meaningful to all people"

Civic Participation and Employment



- There is positive civic engagement of seniors underway in the city.
- Residents and stakeholders would like to see greater awareness of volunteering and employment opportunities, creation of mentorship opportunities, and **“tapping into the wisdom”** of seniors.

Communication and Information



- Recognition that the City has a number of platforms and approaches for communicating with residents.
- Need to increase the awareness of what is being offered across the city.
- Needs for more outreach to seniors who do not speak English and people who may be isolated.

“Everyone should be able to get the information they need.”

Community Support and Health Services



- There are many health services within the city.
- Awareness of services and access to services (i.e., affordability, transportation) can be barriers.
- Residents and stakeholders would like to see a ‘one-stop’ access to services and information, increased mental health supports, caregiver supports, and leveraging technology to increase access to health services.

“There are seniors at home that have no support and end up in hospitals.”

Social Participation



- The City has many recreational programs and activities for older adults and has strong support for the City’s Older Adult Clubs.
- Future programing and events need to continue to consider and respect the diversity of residents while also ensuring access (i.e., affordability, awareness, accessibility).

For further information on the consultation activities and feedback collected, please see the *What We Are Hearing Report* found at Vaughan.ca/agefriendly.

Action Plan

Vision

Vaughan is a community of choice for all generations.

Principles

Equity: we are committed to ensure fair, inclusive, and respectful treatment of all residents.

Collaboration: we have a shared responsibility with our partners to realize the vision of this *Plan*.

Accountability: we are responsible to report back to our community and responsive to changing needs and priorities.

Connection: we pursue active participation and engagement in community planning.

Inclusion: we are committed to creating supportive and accessible places where residents of all ages feel a sense of belonging.

Objectives

1. To recognize the diversity of Vaughan's aging population not only in terms of age but also ability, gender, sexual orientation, culture, support needs, and income.
2. To support policies that create complete, accessible, and welcoming neighbourhoods.
3. To support independent, active, and healthy aging for all residents.
4. To realize a shared responsibility among community members and partners to fulfil the vision of this *Plan*.
5. To achieve recognition of the City of Vaughan as an Age-Friendly Community through Ontario's Network of Age-Friendly Community Initiatives.

Actions

Ideas for action have been grouped under each of the World Health Organization's eight areas of an age-friendly community.



Outdoor Spaces and Public Buildings



1. Continue to explore opportunities to expand winter snow removal program for seniors.

In 2019 the City of Vaughan entered into a pilot partnership program with *Community and Home Assistance to Seniors* (CHATS) for a snow removal service for seniors. The project was originally funded through Mayor Bevilacqua's Spirit of Generosity. Based on its initial success, the pilot project was continued with additional funding from several sponsors for the 2021-2022 winter season.

The [CHATS Snow Removal Program](#) is a paid service that connects individuals with pre-approved service providers for winter snow clearance services. The cost is paid by the homeowner. Subsidies are available based on a financial assessment. The service is available to anyone aged 55 and older, or with age-related illness, who lives within the city. Services include clearing of driveway snow removal, walkway clearing to the front/main door and salting on walkways to the front/main door.

Stakeholders and residents praise the success of the program and emphasize the continued and growing need for this program. It is recommended that the City continue its partnership with CHATS to deliver the snow removal service and explore ways to expand the program to reach more residents in need (i.e., low-income seniors). Partnerships with youth organizations and schools could also be considered.



2. Through parks planning, continue to ensure that park and open space design incorporate spaces and amenities that are accessible and encourage physical activity, wellness, and recreational opportunities for all ages.

The [*Active Together Master Plan*](#) (2018) outlines principles and actions for designing, funding, constructing, and operating the City's parks and open spaces, and recreation and library facilities. The plan identifies several principles and actions that support age-friendly design including ensuring access to public spaces and ensuring that these spaces are designed with consideration for all ages and abilities.

Building on this, it is recommended that existing and future parks and open spaces throughout the city are designed to be accessible and encourage overall wellbeing for people of all ages and abilities. It is suggested that design consider the provision of washrooms, seating, lighting, shaded areas, accessible pathways, and gathering places as well as areas for physical activity.

Other considerations include:

- The development of park standards, including the provision and distribution of age-friendly amenities across the city.
- A further analysis of the provision of shade, seating, and washrooms within neighbourhood and district parks.
- A further analysis of existing trails, and urban pedestrian circulation route standards, to include age-friendly attributes, including signalized crossings, signage and wayfinding, and lighting.

3. Continue to make improvements to street lighting, pedestrian crossings and signal times, and overall community safety.

Through existing City initiatives such as the Complete Streets Guidelines Project (underway), the [*Pedestrian and Bicycle Master Plan*](#), the [*MoveSmart Mobility Management Strategy*](#), and through future urban design projects, it is recommended that the City continue to make improvements to overall pedestrian safety. It is recommended that the City develop age-friendly amenity standards that include standardized elements for seating, lighting, washrooms, shaded areas, roadway crossing and signal times, accessible pathways and gathering spaces. Design should consider surfaces and features to allow access for individuals using wheelchairs, scooters, and other assistive devices to reduce risk of falls. Design should continue to consider Crime Prevention Through Environmental Design (CPTED) strategies.

Crime Prevention Through Environmental Design (CPTED) is an approach of crime prevention that uses urban and architectural design, and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter criminal acts, and build a sense of community among residents to reduce crime, and minimize fear of crime.⁹

⁹ The International Crime Prevention Through Environmental Design Association. <https://www.cpted.net/>

4. Expand opportunities to support the development of community gardens accessible to all ages and abilities.

Community gardening can provide an opportunity for people of all ages to connect with their community, get physical activity, learn new skills, and increase access to healthy food. Community gardens are unique to the neighbourhood creating them and can include vegetables, fruits, herbs, and butterfly gardens. Stakeholders have expressed an interest in supporting the creation of accessible community gardens within the city. It is recommended that the City work in partnership with community organizations to explore this initiative further including investigating potential funding sources.

Design considerations to reduce barriers in community gardens include:

- Incorporating vertical gardening for ease of reach
- Providing raised beds for people in wheelchairs or those unable to garden at ground level
- Ensuring access to and around garden considering appropriate ground/path coverage
- Providing seating options
- Considering various colours and textures for people with visual impairments

Source: Evergreen (2001). Community Gardening Ideas. <https://www.evergreen.ca/downloads/pdfs/CG6-Community-Gardening-Ideas.pdf>

5. Identify opportunities to create more walkable neighbourhoods.

Through the engagement process, residents expressed the desire for neighbourhoods that are 'walkable', where they can walk to access local services, community facilities, stores and places to connect with family and friends. The '15-minute neighbourhood' is a concept that aims to achieve neighbourhoods where people can walk to amenities and meet daily needs (i.e., food, education, outdoor space, transit) within 15 minutes from their home. York Region is currently exploring this concept in current planning initiatives. It is recommended that the City of Vaughan also consider this concept in the planning and design of community neighbourhoods and explore opportunities to create '15-minute neighbourhoods'.

The '15-minute neighbourhood' is a concept that aims to achieve neighbourhoods where people can walk to amenities and meet daily needs (i.e., food, education, outdoor space, transit) within 15 minutes.



Transportation



6. Continue efforts to enhance bus stop accessibility, equity, comfort, and safety.

The location and design of transit stops is an important factor in creating greater access to local services and amenities. Stops should be designed to be easily accessible and provide comfort for people of all ages and abilities. The Ontario Accessibility for Ontarians with Disabilities Act (2005) provides guidelines for accessibility for transit stops. The Province also provides guidelines for enhancing access to transit through the location and design of transit stops. The Province also provides [guidelines for enhancing access to transit](#) through the location and design of transit stops. It is recommended that the City, through the *Vaughan Transportation Plan* (currently underway), work with York Region to assess existing transit stops for accessibility and comfort (i.e., benches) and make improvements as appropriate. Importantly, consideration should be given to ensure the location of transit stops are equitable across the city. Consideration should also be given to seating and appropriate lighting at all bus stops.



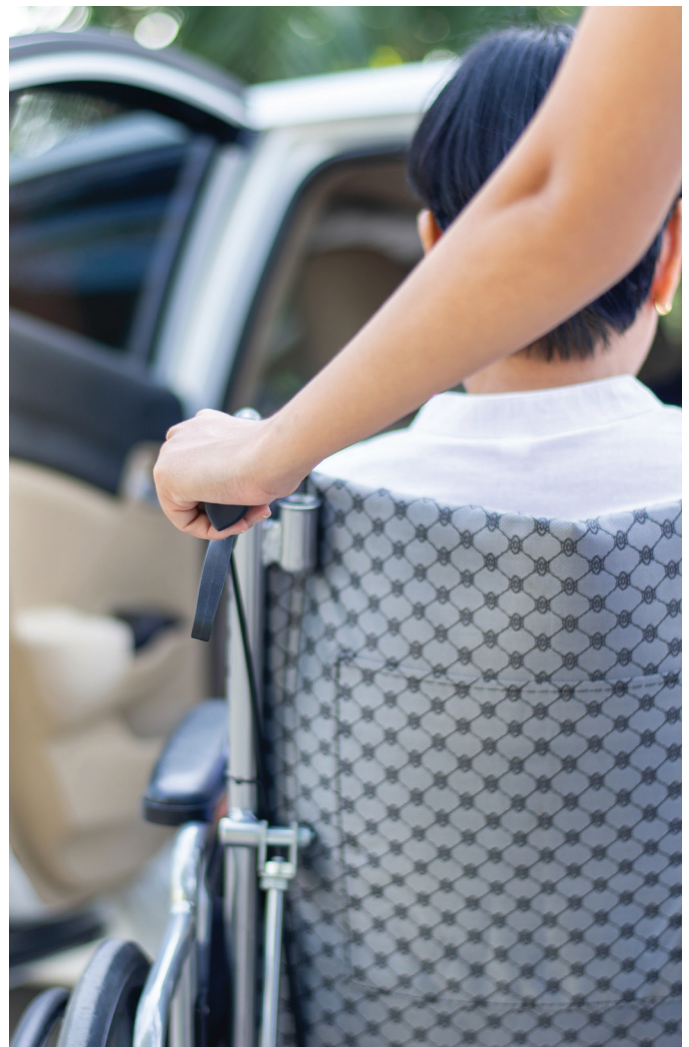
7. Work with community partners to promote, and support opportunities to expand, alternative transportation modes such as ride sharing, volunteer drivers, and other options to increase access to amenities and services by residents with special needs including mobility impairments.

For a variety of reasons many people are not able access, or experience significant barriers in accessing, public transit options. Several community partners, including York Region, provide support with transportation to appointments and amenities in the city of Vaughan. Feedback from stakeholders and residents highlight the need to expand such programs as our population continues to age, and the number of people living with disabilities increases. It is recommended that the City work with partners such as York Region Transit (Mobility On-Request Paratransit), CHATS, Human Endeavour and others to expand and promote alternative transportation options in the city. It is also recommended that the City advocate for programs to be provided at low to no cost for individuals in need.

Community Highlight: HOPE – Healthy Outcomes of Preventative Engagements is run by Human Endeavour, a non-profit organization serving York Region. HOPE is a wellness program for seniors that includes a wide variety of social, physical and psychological programs and includes a volunteer-driven transportation service that provides over 10,000 rides to seniors each year.

Community Highlight: Regulation of Private Ground Passenger Transportation

The City of Vaughan has established a set of regulations for the private ground passenger transportation industry. This framework is aimed at ensuring the health and safety of the public, the protection of consumers, and continuing efforts to promote the development and modernization of the city's transportation network.



8. Create greater awareness of all transportation options across the city.

There are several transportation options within Vaughan including options for people with mobility challenges. Consultation feedback revealed that many people are not aware of these options and/or do not understand how to access them. It is recommended that the City share information on all transportation options available including information on transit schedules and stops (i.e., links to York Region Transit), transportation fees, community transportation and on-demand-type transportation options, options for cross-jurisdictional travel (i.e., PRESTO), contact information for booking appointments and information on any criteria for service. It is further recommended that the City share information on the Region's myRide program and further promote this service to residents and caregivers (including older adults) to support and encourage transit use among residents including older adults. The myRide program is a travel training program for customers of all ages and abilities who need additional knowledge and skills to use YRT independently.

9. Explore opportunities to provide a needs-based transit subsidy for low-income residents.

Affordability can be a barrier in residents' ability to access public transportation, and consequently may reduce access to services, amenities, programs, and the ability to connect with friends and family. As of January 2021, the Region is piloting the Transit Assistance Program (TAP) to help make transit more affordable for eligible residents. A TAP pass covers half the cost of a York Region Transit adult monthly pass (\$77/month).

It is recommended that the City of Vaughan support York Region to pursue a deeper transportation subsidy for residents in need (i.e., low-income) across the city. It is also recommended that the City advocate for options for reduced or no-cost transportation passes for caregivers accompanying a person in need.

York Region Transit offers local transit services to all nine York Region municipalities including the City of Vaughan. The Region also provides Mobility Plus, door-to-door, shared-ride, accessible public transit service for people with disabilities. For more information, [York Region Transit website](https://www.yrt.ca) or [yrt.ca](https://www.yrt.ca).

Housing



10. In support of the City's Affordable Housing Strategy, establish policies and identify opportunities to provide a range of housing forms that meet the diverse and changing needs of residents.

The City of Vaughan is currently developing an Affordable Housing Strategy to better understand the current state of housing in the city and to strive for innovative solutions, through planning policy, financial tools, partnerships, and advocacy, to meet identified housing needs. As part of this work, it is recommended that the City:

- Ensure current and future planning policies encourage a mix of housing types and tenures and consider establishing targets for affordable, accessible, and supportive housing options. Housing types should consider various forms such as stacked townhouses, multiplexes, secondary suites, multi-residential as well as various ownership models such as life lease, co-operative, co-housing, and community land trusts.
- Investigate opportunities to provide financial incentives to further encourage the development of affordable housing. Incentives may include waiving fees, providing grants, providing land at a reduced cost, and inclusionary zoning.

- Continue to build an affordable housing reserve as a way of supporting the future creation of affordable housing.
- Work with York Region to continue to advocate for funding for affordable and supportive housing within the city.
- Encourage affordable and supportive housing options in areas near amenities, services, recreational opportunities, and transportation to avoid social isolation and loss of independence.
- Explore opportunities to establish 'campus of care models' of seniors housing where appropriate in place of stand-alone long-term care homes or retirement homes.
- Work with housing providers, including long-term care housing providers, to ensure safe and inclusive environments for the 2SLGBTQ+ community.

Campuses of care, much like a community hub, co-locates a continuum of community support services, housing options and long-term care beds close to each other and to the people who need them most while also offering important and needed supports to the local community.

11. Explore opportunities for funding and community partnerships to pilot a HomeShare program in Vaughan.

HomeShare programs can provide an opportunity for someone who is 'overhoused' and in need of some form of support (i.e., light household tasks and/or financial support) to remain in their home and community. In Vaughan, 22 percent of people over the age of 65 live alone. Often HomeShare programs are a living arrangement between two or more people, usually unrelated, who reside together in the same residence. Typically, each person has their own private space with shared common areas such as kitchen and living room.¹⁰ It is recommended that the City explore opportunities to work with community partners to create a HomeShare pilot program.

HomeShare programs can provide a form of affordable housing, reduce social isolation, and provide support for household responsibilities to help someone remain in their home longer.

12. Share information and promote funding options for home adaptation, repair, and modification programs.

As people age, and circumstances change people can experience increasing barriers within their homes. Sometimes home modifications and adaptations to the built form can mean that people can remain in their home, and community, longer while also maintaining independence and improving quality of life. Examples of modifications could include grab bars in bathrooms, modified door handles, removing tubs for walk in showers or modifying tubs to make them easier to get into, and making changes to entrance ways and counter levels to accommodate the use of mobility devices. In addition, sometimes homes may be older and in need of repairs to ensure continued safety. Examples of programs include the Ontario Home and Vehicle Modification Program, Ontario Renovates for Homeowners, Seniors Home Safety Tax Credit, and the York Region Home Repair Program. It is recommended that the City provide information on existing programs available to residents and seniors living in Vaughan.



¹⁰ Halton HomeShare Toolkit (2019).

https://cdhalton.ca/wp-content/uploads/2021/04/TheHaltonHomeShare_Toolkit_revised_2019.pdf

13. Support community partners in to promote and increase in-home supports for seniors and people with disabilities.

As noted above, as people age and circumstances change, the provision of support services in-home can mean that people can stay in their home and in their community longer. This, in turn, helps to support their social connectedness and independence. There are a number of community agencies providing a range of in-home supports (i.e., house keeping, personal support, yard maintenance, and friendly visiting) to people across the city. Stakeholders and residents identified the need to increase these service options for seniors and people with disabilities. It is recommended that the City promote existing programs and support community efforts to expand in-home support programs. Support may include advocating for increased funding, assisting with education and promotion of existing programs, and facilitating collaboration and partnerships.

Community Highlight:

CHATS Home Help Program

The Home Help Program provides in-home support services to assist clients with routine household activities and activities of daily living such as light housekeeping, household management tasks, shopping, and meal preparation.



Respect and Social Inclusion



14. Celebrate the contributions of seniors and youth through a local art exhibition.

Celebrating the achievements of seniors and youth across communities is an opportunity to bring residents together and acknowledge the positive impact people are having on the community. The City of Vaughan has initiatives to celebrate residents (i.e., Volunteer Recognition Awards Ceremony, Senior's Month and National Seniors Day, Youth Week). It is recommended that the City continue to seek out ways to celebrate all residents and recognize seniors and youth. It is recommended that the City consider hosting an 'Art for All Ages' Exhibition. An art exhibition could be an opportunity to feature and celebrate local artists including senior artists from diverse backgrounds and cultures. Artists and community members can engage in sharing diverse local perspectives on aging across all the World Health Organization eight domains of age-friendly communities. It is suggested that the City explore this opportunity with local organizations.



15. Work with community partners to increase awareness and share resources to combat ageism and elder abuse.

Ageism refers to stereotypes, prejudice and discrimination towards others based on age.¹¹ Greater public awareness can help prevent ageism by dispelling common stereotypes and misconceptions. Elder abuse is any action or inaction by a person in a position of trust which jeopardizes the health and well-being of an older adult.¹² It is recommended that the City support existing community partners (such as York Regional Police and CHATS) to identify ways to increase awareness of both ageism and elder abuse, and to explore solutions to prevent elder abuse throughout the city. Consideration might be given to having resources available on the City's website and promoted through local channels and offering training to staff where appropriate.

Community Highlight:

Vaughan Inclusion Charter

The City is committed to taking action to achieve the vision of the Charter in the organization and in the community. The Charter promotes and celebrates human rights and accessibility and strengthens a sense of belonging for everybody in the community to ensure they all have access to the same opportunities.

16. Work with local seniors' clubs to explore opportunities for integrated programs and activities.

Vaughan has many active seniors' clubs providing a number of programs and opportunities for seniors to connect. There are over 5500 senior club members across approximately twenty organized clubs. Seniors Association of Vaughan Initiatives (SAVI), formally instituted in 2003, is a volunteer umbrella association for local clubs dedicated to advocate for better services for seniors. The City provides clubs with approved spaces in which to deliver programming. In addition, City staff are assigned to each club and act as a liaison. Stakeholders and club representatives praise the City for the ongoing support to their organizations and members. One of the messages to emerge from the consultation activities was the desire to bring clubs together and to explore opportunities for integrating various programs and events with people from a range of cultural backgrounds and experiences.

It is further recommended that opportunities to include additional diverse clubs and community organizations in need of programming and meeting space across the city be explored.

¹¹ World Health Organization, Ageing-Ageism.
<https://www.who.int/news-room/questions-and-answers/item/ageing-ageism>

¹² York Regional Police. Recognizing Elder Abuse.
<https://www.yrp.ca/en/crime-prevention/recognizing-elder-abuse.asp>

17. Engage and partner with community organizations to identify and develop programing opportunities that support the diverse needs of residents and older adults.

In January 2021, the City of Vaughan hired a Diversity and Inclusion Officer and initiated the creation of a Diversity and Inclusion Strategy. It is vital that the City's age-friendly planning align with the goals and objectives of this strategy to work towards a more fair and equitable community. It is recommended that as part of this work, and through the City's Diversity and Inclusion Officer and Diversity and Inclusion Task Force, the City engage with diverse partners and community organizations, including individuals with lived experience to further identify program and support needs of residents including older adults. This includes, but not limited to, 2SLGBTQ+ community, persons living with dementia, new Canadians, people with physical and intellectual disabilities, Indigenous people, as well as Black, Asian and other racialized communities. Results from this action should inform programing initiatives outlined in Action 26.

Community Highlight:

Rainbow Space Program

Rainbow Space is aimed at building safer, inclusive social and recreational spaces for the 2SLGBTQ+ community in York Region. Rainbow Space provides peer-led and peer-directed programs including recreational activities, referral services, harm reduction education and resources, sexual health education, a lending library, volunteering and leadership opportunities, and wellness promotion groups.



Civic Participation and Employment



18. Explore and promote City and community volunteer and employment opportunities.

Many older adults and youth are volunteering in Vaughan, contributing hundreds of hours towards the local economy. Many residents and older adults identified the desire to continue to develop skills and to contribute to their community and to society in general through volunteering. It was also highlighted in the consultations that knowing 'where to volunteer' could be a challenge. Many seniors are also continuing to work past the age of 65 and may be interested in working part time or starting their own business. It is recommended that the City of Vaughan work with community partners to explore opportunities to share information on volunteer and employment placements.



19. Expand age-friendly awareness among local businesses.

Providing age-friendly customer service and business spaces will help reduce barriers for residents who want to access local retail and service locations. Changes could include adding ramps, improving lighting and seating, removing physical obstacles, ensuring safe and inclusive spaces, and providing product information in accessible formats. It is recommended that the City partner with stakeholders to identify opportunities to improve accessibility and age-friendliness of local businesses. It is suggested that an age-friendly self assessment checklist be created so that local businesses can identify opportunities to be more age-friendly. Further, once guidelines are established, it is recommended that the City develop a program to recognize businesses that provides exceptional age-friendly customer service. Considerations include comfort, safety and accessibility, and respect and inclusion.

20. Engage with the *Older Adult Task Force (OATF)* as part of City planning initiatives.

The City of Vaughan's *Older Adult Task Force* is a valuable resource that provides an age-friendly lens to current planning initiatives. It is recommended that major city-wide planning initiatives (i.e., master plan development) include engagement with the OATF as part of broader public participation activities.

Communication and Information



21. Expand digital access and literacy among residents and seniors.

Access to technology is increasingly impacting people's overall health and wellbeing. Access to technology can provide connection to health services, amenities, and loved ones. It is recommended that the City work with Vaughan Public Libraries and community partners to expand and promote the opportunities for older adults and residents to learn how to use new technology devices. It is further recommended that the City support the exploration of future funding opportunities to continue to provide devices to people in need.

Community Highlight: Vaughan Public Libraries

[Health 1-on-1](#) is a personal virtual session to help people learn how to find, navigate, and evaluate health information online with a Health Literacies Specialist.

[Memory Lab @ Woodbridge Library](#) offers the equipment and instruction to bring to life cherished memories. The Memory Lab can help turn photos, film and slides into high resolution files, transfer cassette tapes to digital files, and has a scanner for things like scrapbooks and recipes.

22. Enhance online presence of community information and services.

Vaughan is well served by local service clubs, community service organizations and health service providers. Several residents and stakeholders, however, noted that many people are not aware of what services and programs are offered and how to access them. The importance of ensuring the City's website includes multi-lingual options was noted by many residents. It is recommended that the City explore opportunities to enhance its online presence of community information and services for seniors in order to increase awareness of what is offered across the city. Considerations could include:

- Engaging diverse community organizations, service providers, local business, and others in the further development of an online service presence.
- Consider creating a monthly feature of local community service organizations.
- Providing a broad range of local information including, but not limited to community events; sport, recreation and cultural programming; housing and homelessness options and supports; health and community supports (i.e., mental health supports, primary care, in-home supports, friendly visiting); employment services and volunteer opportunities; languages services; healthy food programs and services; income support services; transportation services; health information (such as York Region's Health Connection and TeleHealth Ontario), City parks and amenities, and so on.

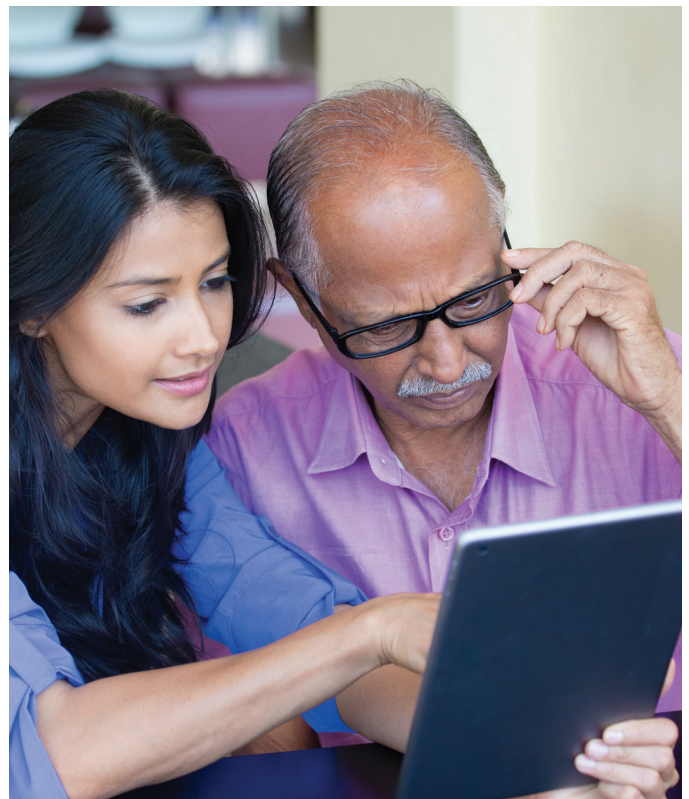
- Offering 'youth' and 'senior' search options and/or unique pages.
- Providing a 'Community Board' option where local partners have a space to promote local events and activities.
- Creating a communication strategy to broadly promote the online resource.
- Exploring opportunities to expand the City's presence in community spaces (i.e., libraries and community centres).
- Exploring multi-lingual options.
- Providing messaging and information in user-friendly formats (usage of pictures, large text options, and aphasia friendly).
- Providing options for printable version of the online service platform.

Community Highlight: Access Vaughan

Access Vaughan is the contact centre for the City of Vaughan providing information, by phone or email, on City programs and services. Services including Textnet and UbiDuo enable people who are deaf, hard of hearing or speech impaired to more easily access the service. Language Line is also available. Language Line is an over the phone interpretation system that provides verbal translation in over 150 languages and is available free of charge to residents.

23. Continue efforts to ensure communication and promotional materials create positive and inclusive images celebrating the city's diversity.

The city of Vaughan is comprised of people of all ages with over one-third comprised of people over the age of 65 and another third under the age of 24. The city is also comprised of people from diverse backgrounds and cultures who speak various languages, have varying income levels, and who have a range of abilities. It is important that everyone "see themselves" in the city of Vaughan. It is recommended that the City continue to expand communication and promotional material to reflect the city's diversity and in a way that celebrates all residents.



Community Support and Health Services



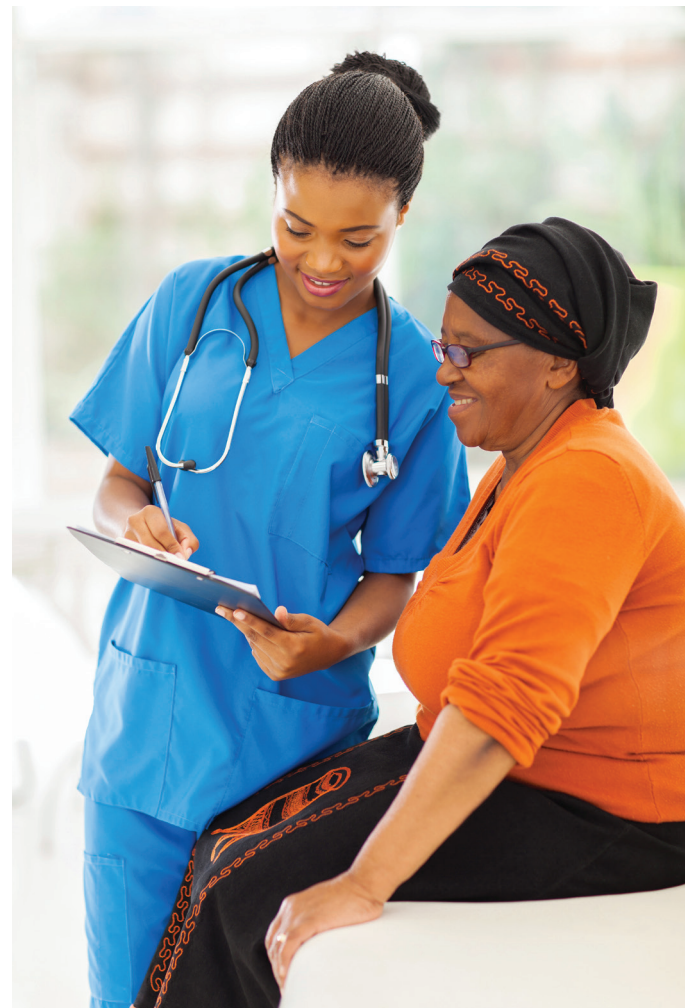
24. Explore opportunities to develop a Community Hub.

To complement information and services available online, physical community hubs can provide an opportunity to enhance, coordinate and integrate service delivery in a community. A community hub can create space for people to access information and services, participate in community activities, and connect people with service providers or family and friends. The co-location of services can also result in efficiencies. A key finding from the engagement activities was the need to provide access to information and services in one location (physical and virtual) that can direct people to supports and services people need without multiple handoffs.

It is recommended that the City of Vaughan explore the development of a community service hub(s) in collaboration with community partners (i.e. local service providers, the Region of York, community clubs and networks). The hub(s) could be developed by expanding and/or repurposing existing space or may require new building. Considerations for the space could include community meeting space, space for health care and service providers, exercise space, a community kitchen, community garden, and information and referral space. Potential office space and/or housing located on upper floors could also be explored.

Other considerations:

- Collaborating with Seniors Focus Vaughan (who has prepared an initial strategy for a service hub)
- Incorporating broad community consultation with community partners, and stakeholders, and residents into the planning and design of these spaces
- Exploring various funding opportunities and collaborations with other levels of government
- Considering locations in close proximity to transit



25. Develop relationship with the Western York Region Ontario Health Team to further advocate for health services in Vaughan.

Launched in 2019, Ontario Health Teams are a relatively new model of health care delivery across the province. The model is based on health care providers working together to provide a more coordinated continuum of care for patients. It is recommended that the City of Vaughan consider pursuing a relationship with the Western York Region Ontario Health Team to better understand the needs of seniors and residents across the city and to collaborate on education and advocacy efforts to improve health services in Vaughan. As a starting point, it is recommended that the local health team be invited to meeting with OATF with the purpose of exploring any opportunities for collaboration.

Community Highlight: Cognitive Care Kits, Vaughan Public Libraries

Vaughan Public Libraries' Cognitive Care Kits have been built to be used by caregivers with their loved ones who are suffering from Dementia. Cognitive Care Kits are intended to stimulate skills that the disease has not yet affected including fine and gross motor skills, reading, and speaking, memory, spelling, and sorting. Kits contain a variety of activities such as simple word searches and puzzles, simple reading books, conversation and memory tools, and activity books.



Social Participation



26. Continue to explore options to expand recreational program delivery including more options for intergenerational programs, programs for people living with dementia, programs that meets the needs of diverse ethno-cultural groups, programs in other languages, and outdoor and virtual programing.

The City of Vaughan offers a wide range of recreational and social programming. It is recommended that the City continue to explore options to expand service delivery to residents. Consideration should be provided for intergenerational programs, programs for persons living with dementia, continued inclusion of virtual options (incorporating technical support as needed), programing that meets needs of diverse ethno-cultural groups, programing in other languages and outdoor programing options. It is also suggested that youth, seniors, and caregivers are engaged in the planning of new programs.

Some examples of programs that could be considered include:

- Healing Through Art (art therapy)
- Gentle Walks and Talks
- Intergenerational music and cooking
- Multicultural dance
- Pen-Pal program
- Exercise for people living with dementia

27. Explore opportunities for additional training for front-line staff to support seniors.

As we age, there are several age-related changes that can affect our sensory and motor skills that may impact our ability to access and utilize public services. Additionally, there are many people who have lived with vision or hearing loss prior to becoming an older adult. Changes in vision, hearing, mobility and even cognition are important areas for municipal staff, such as Access Vaughan, to be aware of and address. Training in these areas may include simple behavioural strategies around speaking clearly and reducing background noise where possible. It is recommended that the City consider pursuing additional training for front line staff to support seniors in accessing and participating in City programs in collaboration with other ongoing changes in service delivery resulting from the COVID-19 pandemic.



28. Work with community organizations to coordinate monthly 'Coffee Connections'.

A key theme heard throughout the consultations was a desire to meet and connect with people. The COVID-19 pandemic has heightened our awareness of social isolation and more than ever people are expressing a desire to meet, share and connect. It is recommended that the City work with community partners such as SAVI to establish a monthly seniors coffee chat. Feedback from stakeholders suggest that this could take place at a community location with support from the City and perhaps local business (i.e., providing refreshments and/or donating space).

Community Highlight: Activate!Vaughan

Activate!Vaughan is a program that calls on start-ups and scale-ups to propose innovative solutions that leverage smart city technology to enhance quality of life in Vaughan. The City of Vaughan's Economic Development department delivered four Activate!Vaughan pitch challenges from 2019-2021, each focused on a specific opportunity for innovation. In 2021, age-friendly communities was an area of focus. Presented by Mackenzie Health and Vaughan Public Libraries, high-potential start-ups were asked how they would leverage smart city technologies to improve access to healthcare and enhance social participation opportunities for our aging population.



Summary of Actions



Outdoor Spaces and Public Buildings

1. Continue to explore opportunities to expand winter snow removal program
2. Continue to ensure park and open space design incorporate accessibility, safety, and recreational opportunities
3. Continue to make improvements to age-friendly street design
4. Support accessible community gardens
5. Identify opportunities to create more walkable neighbourhoods



Transportation

6. Continue to enhance bus stop accessibility, comfort and safety
7. Promote alternative transportation options
8. Increase awareness of transit options
9. Explore opportunities for needs-based transit subsidy



Housing

10. Establish policies to support a range of affordable and accessible housing options
11. Explore HomeShare program options
12. Increase awareness of home adaptation programs
13. Promote and support in-home support options



Respect and Social Inclusion

14. Celebrate seniors and youth through art
15. Increase awareness to help combat ageism and elder abuse
16. Explore integration of some local club events/programs
17. Engage and partner with community organizations to identify unique and diverse needs of older adults



Civic Participation and Employment

18. Promote and share volunteer and employment opportunities
19. Expand age-friendly awareness among local businesses
20. Engage with OATF in community planning



Communication and Information

21. Expand digital access and literacy
22. Enhance online presence of community information and services
23. Continue to create positive and inclusive messaging and promotional material



Community Support and Health Services

24. Explore opportunities to develop a community hub
25. Encourage partnerships with local health care agencies



Social Participation

26. Continue to expand diversity of recreational programs and inter-generational programs
27. Explore opportunities for additional training for front line staff to support seniors
28. In partnership with community organizations, coordinate monthly 'Coffee Connections' for older adults

Creating an Age-Friendly System

To further support the age-friendly actions identified in this plan, and as part of the *Term of Council Service Excellence Strategic Plan's* commitment to ensuring active, safe, and diverse communities, it is recommended that the City's *Older Adult Task Force* be established as the Age-Friendly Vaughan Advisory Committee (AFVAC) to support the overall leadership and monitoring of the City's *Age-Friendly Community Action Plan*. Membership of the AFVAC should continue to expand to include a diverse range of experiences and voices.

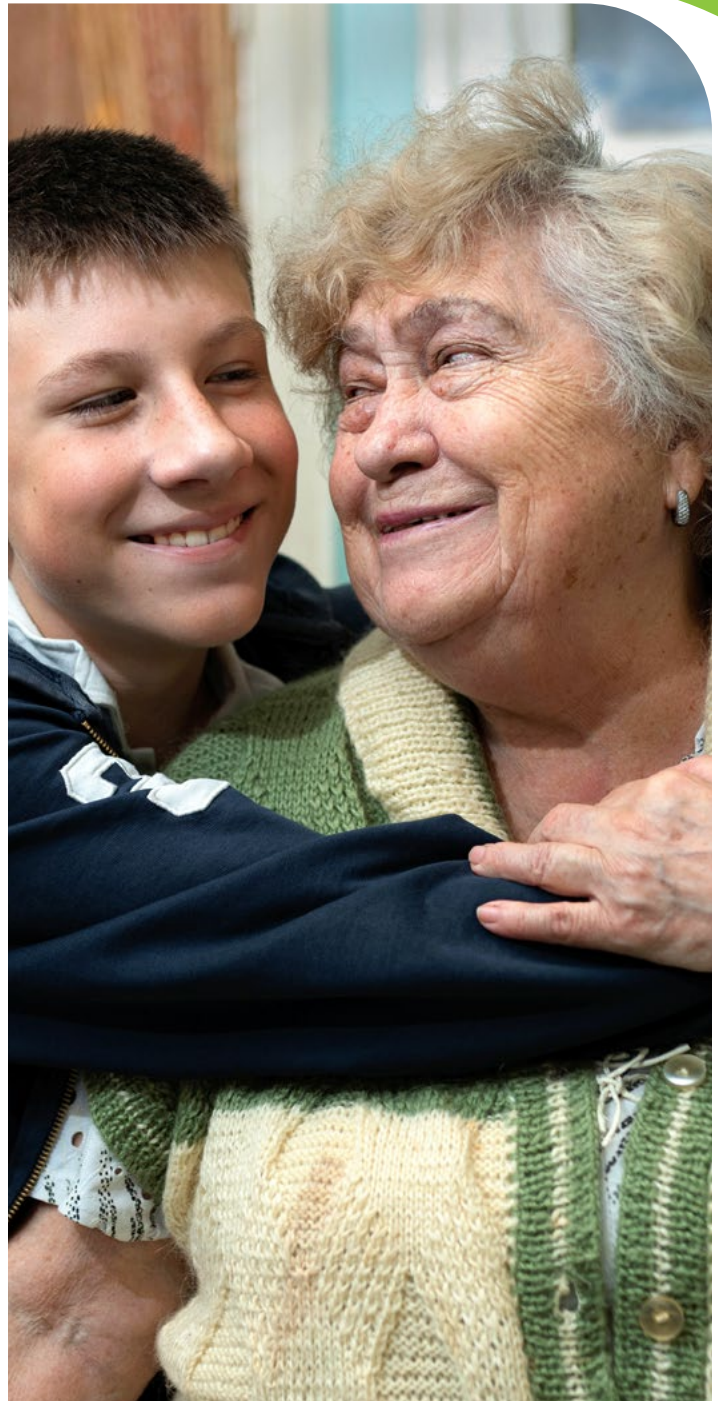
It is anticipated that this role include:

- **Advising** City staff as part of updating or developing new City master plans, providing an age-friendly lens to all future City planning initiatives to support inclusive and age-friendly policies.
- **Aligning** with senior levels of government to support age-friendly planning in Vaughan.
- **Educating** staff, community partners, and residents on the importance of age-friendly planning and promoting the vision of the *Age-Friendly Plan*.
- **Monitoring and reporting** on an annual basis on the achievements of the *Age-Friendly Plan*.
- **Supporting** community partners in local age-friendly initiatives.

In addition to the role of the AFVAC, additional recommendations to support the creation of an age-friendly system at the City of Vaughan include:

1. Developing a 'checklist' or decision-making framework. The goal of this decision-making framework is to provide a structure to guide decision making through an age-friendly lens across municipal departments. The framework could include considerations and principles that may be built into plans, policies, and daily work at the City. This framework should also be developed in consultation with the Diversity and Inclusion Task Force.
2. Establishing the requirement, through the procurement process, that consultants who deliver work for the City demonstrate a commitment to the principles and vision of this *Plan*.
3. Examining opportunities to establish an Age-Friendly Coordinator role at the City. Role of the Coordinator could include attending regular AFVAC meetings and acting as a liaison with AFVAC and community partners including, other levels of government; assisting in preparing communication and promotion materials; coordinating and monitoring implementation of plan actions; seeking out funding opportunities; and assisting in planning and coordinating local events and activities.
4. Joining Ontario's Network of Age-Friendly Community Initiatives.
5. Exploring membership to the WHO Global Network for Age-friendly Cities and Communities.

6. Supporting the work underway to establish an Intergovernmental Age-Friendly Working Group to further support the initiatives of this plan through partnerships with other levels of government.
7. Considering the priorities identified in the *Age-Friendly Community Action Plan* for inclusion in the 2022-2026 *Term of Council Service Excellence Strategic Plan* and reporting back on a yearly basis through the *Strategic Plan Oversight Teams* (SPOTS).
8. Preparing, and sharing, annual age-friendly community progress reports. These reports would list each recommendation and whether it is fully, partially, or not implemented yet.
9. Conducting a full review of the *Community Action Plan* in 2026.



Collective Accountability

Realizing the age-friendly vision for the City of Vaughan requires the collective efforts of a broad range of stakeholders to come together to implement the recommended actions and ultimately become a more age-friendly community to all residents.

City of Vaughan has taken on a leadership role in the coordination and facilitation of the actions outlined within the plan. Various departments within the City play a significant role in setting policy that supports the principles and actions outlined within the plan and supports the continued growth of the municipality through an age-friendly lens. The City also has an important role in collaboration, communication, education and advocacy. Implementation of this *Plan* will be with the leadership of an executive working group comprised of representatives from Community Services Portfolio, Office of Communications and Economic Development, and Office of Transformation and Strategy.

Regional Municipality of York fulfils a number of roles in creating age-friendly communities including through various planning tools (i.e., *Official Plan*, *Seniors Strategy*, *Transportation Master Plan*, *Housing and Homelessness Plan*). York Region is responsible for facilitating affordable housing, administering and funding various community programs, the provision of transportation and policing, as well as regional land use and development. York Region is also an important partner in advocacy and collaboration with community organizations and service providers.

Government of Ontario has a broad role in age-friendly planning. The province has established a framework, [Creating a more inclusive Ontario: age-friendly community planning guide for municipalities and community organizations](#) (2021), and provides funding for age-friendly initiatives. The Ontario Government also sets a policy framework for growth across the province. The Province also has a significant role as a funder of many services, infrastructure, and programs across communities and across the 8 key areas of age-friendly communities.

Government of Canada also provides a policy direction for age-friendly planning, [Age-Friendly Communities in Canada – Community Implementation Guide](#), and provides funding that shapes how our communities grow.

Community Organizations and Service Providers assume a number of roles in age-friendly planning including the direct provision of health services (primary care, in-home supports, emergency care, mental health), support programs (accessible transportation, friendly visiting, food banks, literacy and language), housing (social housing, long-term care, supportive housing), and social connection (local clubs and networks).

Private Sector also has a responsibility in age-friendly planning by ensuring safe and inclusive spaces for residents to live, work, shop, visit, and play.

The Vaughan Community has an important role in supporting the vision of this *Plan* by being welcoming and inclusive of all people of all ages and abilities. Communities can also support the development of an age-friendly city through advocacy and education.

In addition to the recommendations aimed at establishing a system of age-friendly planning outlined above, a supporting

Implementation Strategy has been developed outlining timelines and potential partners for each action. As the *Plan* moves forward, City Staff, through the newly established age-friendly executive working group, will operationalize this *Plan* by incorporating the actions and principles within existing strategic planning initiatives and through appropriate department plans.



Of note, the City of Vaughan does have a [Corporate Partnership Policy](#).

Vaughan Age-Friendly Community Action Plan: Implementation Strategy

April 2022



The *Age-Friendly Community Action Plan* itself identifies several core strategies that demonstrate the City's full commitment to the vision of this *Plan* and to creating a city-wide approach to age-friendly planning.

These include developing an age-friendly decision-making framework; establishing the Older Adult Task Force (OATF) as the Age-Friendly Vaughan Advisory Committee (AFVAC) to continue to support and guide age-friendly planning across the city; requiring, through procurement, a commitment to age-friendly principles; joining Ontario's Network of Age-Friendly Community Initiatives; considering the priorities of this *Plan* for inclusion in the 2022-2026 Term of Council Service Excellence Strategic Plan; supporting work underway to establish an Intergovernmental Age-Friendly Working Group; preparing annual community progress reports; and conducting a full review of the *Plan* in 2026. These recommendations are critical to the implementation of the *Plan* and highlight the full pledge of the City in becoming a more age-friendly city.

To further support this important work, this Implementation Strategy identifies timelines and potential partners for all 28 actions identified within the *Plan*. This document is intended to be a jumping-off point for the implementation of all recommended actions, one which evolves overtime through further guidance from staff and the newly developed age-friendly executive working group. As the *Age-Friendly Community Action Plan* moves forward, it will be up to City Staff to operationalize this *Plan* through the City's *Term of Council Service Excellence Strategic Plan* and the various departmental plans.

Timelines:







O = Ongoing





S = Short Term (1-2 years)


M = Medium Term (3-5 years)


L = Longer Term (5+ years)







AFVAC = Age-Friendly Vaughan Advisory Committee



Age-Friendly Dimension	Action	Timeline				Suggested Potential Partners
		O	S	M	L	
Outdoor Spaces & Public Buildings 	1. Continue to explore opportunities to expand winter snow removal program for seniors.					Community and Home Assistance to Seniors (CHATS) Schools
	2. Continue to ensure that park and open space design incorporate spaces and amenities that are accessible and encourage physical activity, wellness, and recreational opportunities for all ages.					
	3. Continue to make improvements to street lighting, pedestrian crossings and signal times, and overall community safety.					York Region
	4. Expand opportunities to support the development of community gardens accessible to all ages and abilities.					Community and Home Assistance to Seniors (CHATS) York Region Human Endeavour
	5. Identify opportunities to create more walkable neighbourhoods.					York Region
Transportation 	6. Continue efforts to enhance bus stop accessibility, equity, comfort, and safety.					York Region

Age-Friendly Dimension	Action	Timeline				Suggested Potential Partners
		O	S	M	L	
	7. Work with community partners to promote, and support opportunities to expand alternative transportation modes.					AFVAC CHATS (iRIDE) Human Endeavour York Region Association of Differently Abled People Together (ADAPT) Right at Home Private sector Ride Share organizations
	8. Create greater awareness of transit options across the city.					York Region
	9. Explore opportunities to provide a needs-based transit subsidy.					York Region
Housing 	10. In support of the City's Affordable Housing Strategy, establish policies, and identify opportunities, to provide a range of housing forms that meet the diverse and changing needs of residents.					York Region Non-profit and private housing providers and developers
	11. Explore opportunities for community partnerships to pilot a HomeShare program in Vaughan.					Community service providers Post-Secondary Schools
	12. Share information and promote funding options for home adaptation, repair, and modification programs.					York Region AFVAC Community and Home Assistance to Seniors (CHATS) Leap of Faith Together (LOFT) March of Dimes

Age-Friendly Dimension	Action	Timeline				Suggested Potential Partners
		O	S	M	L	
	13. Support community partners in efforts to promote and increase in-home supports for seniors and people with disabilities.					AFVAC CHATS Leap of Faith Together (LOFT) Reena Vaughan Community Health Centre (VCHC)
	14. Celebrate the contributions of seniors and youth through a local art exhibition.					AFVAC Museums Vaughan Public Libraries
	15. Work with community partners to increase awareness and share resources to combat ageism and elder abuse.					Vaughan Public Libraries York Regional Police Community and Home Assistance to Seniors (CHATS) Victim Services of York Region Family Services York Region Leap of Faith Together (LOFT) Schools
	16. Work with local seniors' clubs to explore opportunities for integrated programs and activities.					Seniors Association of Vaughan Initiative (SAVI)

Age-Friendly Dimension	Action	Timeline				Suggested Potential Partners
		O	S	M	L	
	17. Engage and partner with community organizations to identify and develop programming opportunities that support the diverse needs of residents and older adults.					Diversity & Inclusion Task Force, Accessibility Advisory Committee, AFVAC Family Services York Region Vaughan Community Health Centre (VCHC) Islamic Society of Vaughan Vaughan African Canadian Association Mississaugas of the Credit First Nations Nin Os Kom Tin Indigenous Friendship Centre Chippewas of Georgina Island First Nation Pflag York Region Family Services York Region Community resident champions
	18. Explore and promote City and community volunteer and employment opportunities.					CoV (Recreation, Human Resources) YorkWorks VaughanLink Community service providers (COSTI Immigrant Services, Reena, March of Dimes)
	19. Expand age-friendly awareness among local businesses.					Vaughan Chamber of Commerce AFVAC AFC Outreach Program – Business Group
	20. Engage with Older Adult Task Force/Age-Friendly Vaughan Advisory Committee as part of City planning initiatives.					AFVAC

Age-Friendly Dimension	Action	Timeline				Suggested Potential Partners
		O	S	M	L	
Communication & Information 	21. Expand digital access and literacy among residents and seniors.					Vaughan Public Libraries Human Endeavour
	22. Enhance online presence of community information and services.					CoV (Recreation, Human Resources, Economic Development) York Region Community partners and service providers
	23. Continue efforts to ensure communication and promotional materials create positive and inclusive images celebrating the city's diversity.					
Community Support & Health Services 	24. Explore opportunities to develop a community hub.					Community service providers York Region Libraries
	25. Develop relationship with the Western York Region Ontario Health Team to further advocate for health services in Vaughan.					AFVAC Western York Region Ontario Health Team Vaughan Community Health Centre (VCHC)
Social Participation 	26. Continue to explore options to expand recreational program delivery including options for inter-generational programs, programs for people living with dementia, programs that meet the needs of ethno-cultural groups, programs in other languages, and outdoor and virtual programming.					Vaughan Public Libraries

Age-Friendly Dimension	Action	Timeline				Suggested Potential Partners
		O	S	M	L	
	27. Explore opportunities for additional training for front-line staff to support seniors.					Alzheimer's Society CHATS
	28. Work with community organizations to coordinate monthly 'Coffee Connections'.					Seniors Association of Vaughan Initiative (SAVI)

City of Vaughan Age-Friendly Community Action Plan

**Committee of the Whole (Working Session)
April 6, 2022**



**United Nations Decade of
Healthy Ageing 2021-2030**



Purpose

The goal of the Age-Friendly Community Action Plan is to assess the City's social and physical environment using the eight World Health Organization (WHO) dimensions of community life and identify priority areas for meeting the needs of the aging population.

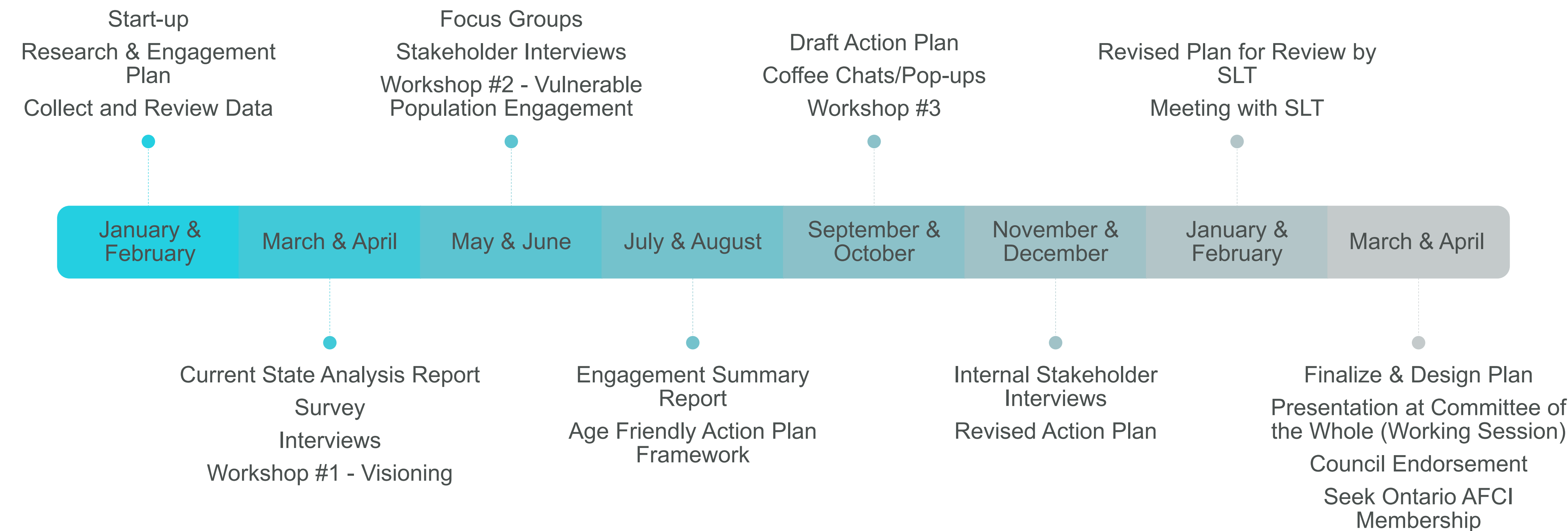
Age-Friendly Communities

An age-friendly community is one that responds to both the opportunities and challenges of an aging population by creating physical and social environments that support independent active living and enable older people to continue contributing to all aspects of community life.
(Ontario Age-Friendly Community Planning Guide)

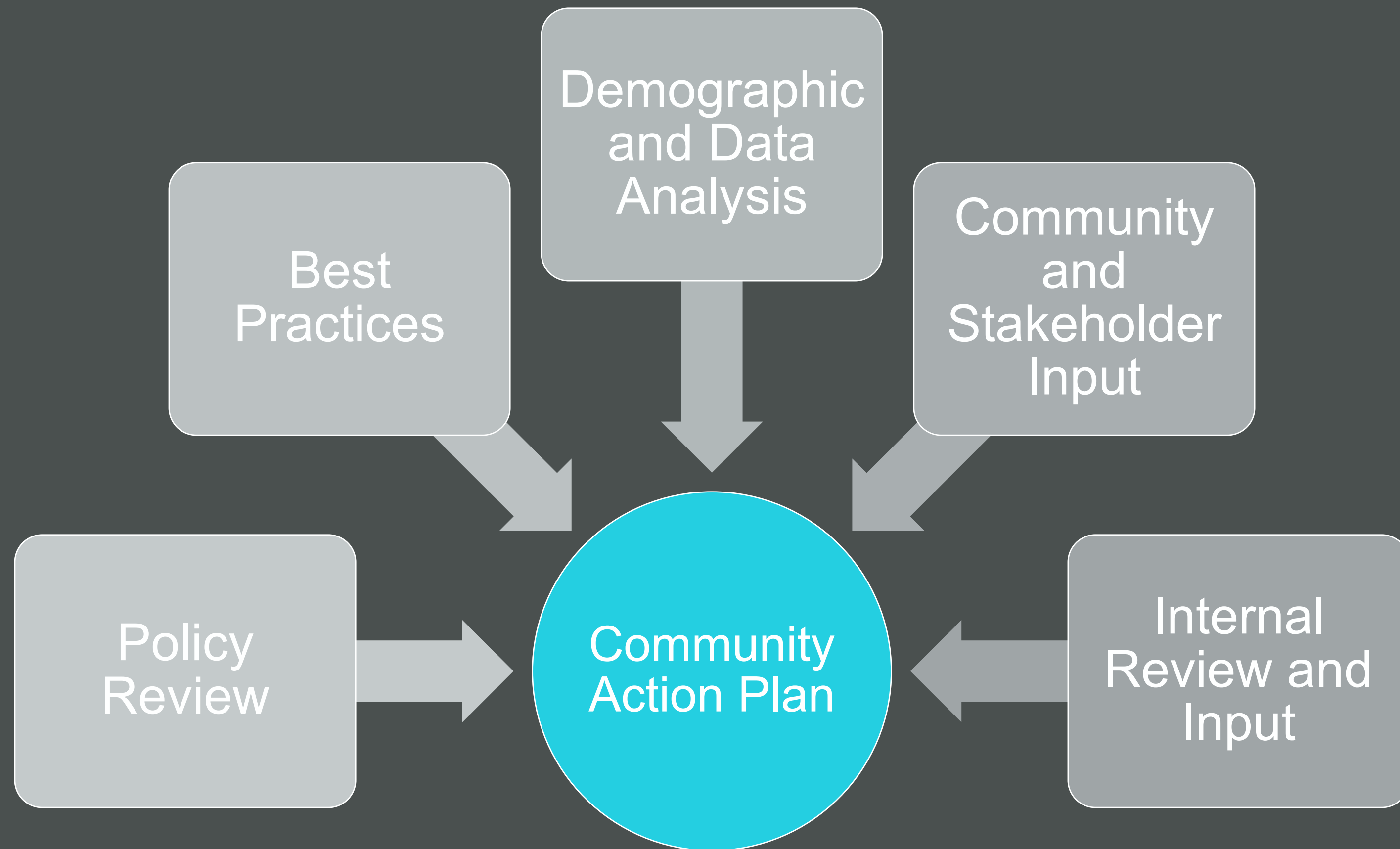
Picture Source: Centre for Age-Friendly Excellence



Project Activities

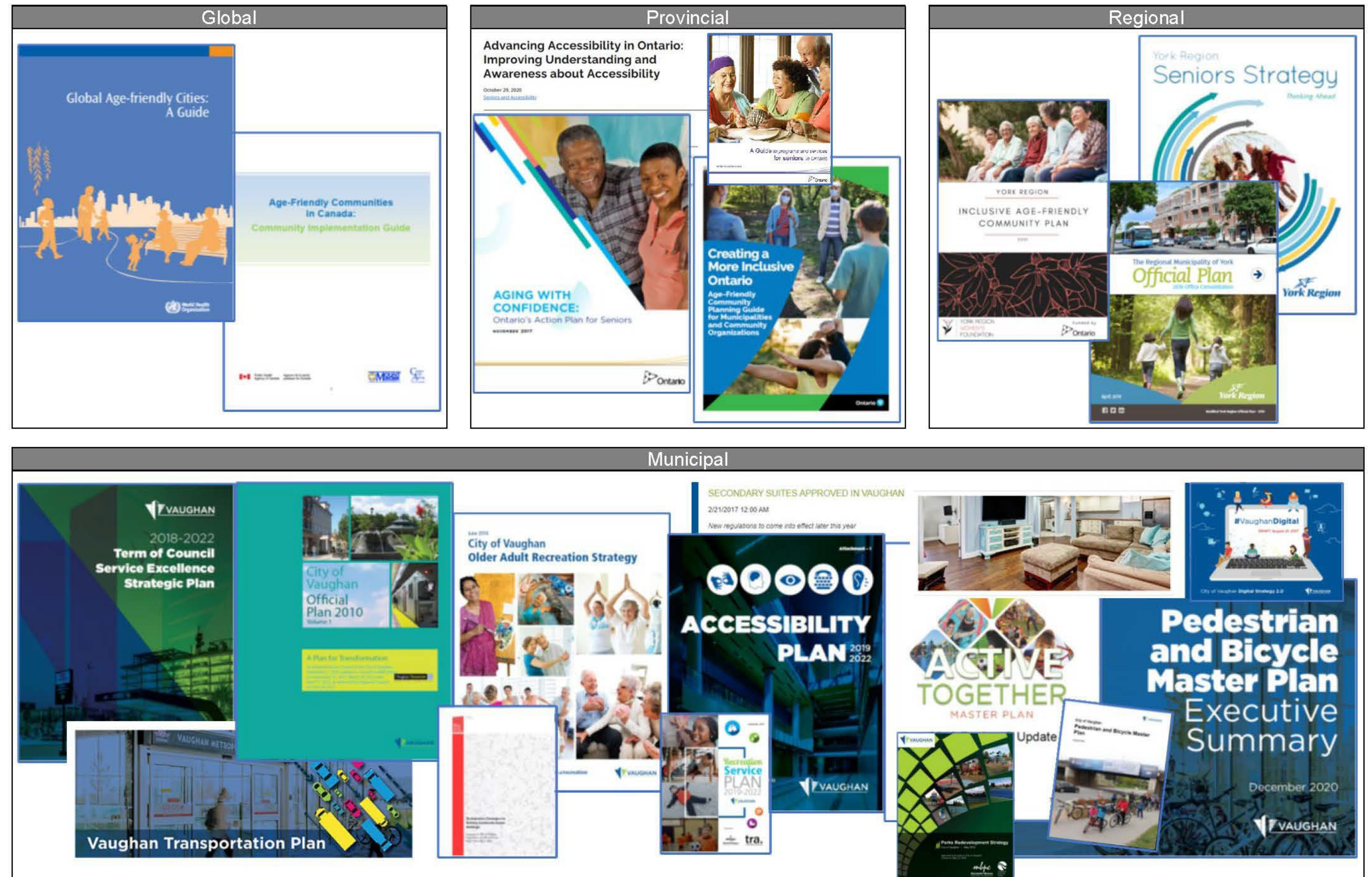


Developing the Plan





Policy Review





Jurisdictional Scan

- City of Brampton
- City of Richmond
- City of Barrie
- City of Hamilton
- City of Markham
- City of Toronto
- County of Perth
- City of Edmonton
- City of Pickering
- City of Kitchener



The background features a collage of various data visualizations. At the top left, a horizontal bar chart shows age groups: '70-74', '75-79', and '80 or older'. To the right, a pie chart is divided into four segments, with a legend below it labeled 'Series 1', 'Series 2', 'Series 3', and 'Series 4'. In the center, a vertical bar chart displays numerical values for different categories, with a magnifying glass positioned over it. The magnifying glass's lens is focused on a bar with the value '30'. Other visible values in the background charts include 150, 120, 90, 60, 55, 50, 62, 72, 71, 53, 37, 28, 30, 21, and 15. At the bottom right, a horizontal bar chart shows income brackets: 'Less than 5,000', '5,000 to 9,999', '10,000 to 14,999', '15,000 to 19,999', and '20,000 to 24,999'. The entire collage is set against a light wood-grain background.

Demographic and Socio-Economic Analysis

- Population growth, household characteristics, income
- Housing & health indicators
- Future Characteristics of seniors (Region)
- Review of Older Adult Services

Community Engagement Activities

- Visioning workshop (25)
- Telephone and online surveys (641)
- Interviews (30+)
- Focus groups (9)(82)
- Online questionnaire (8)
- Community workshop 2 (25)
- Community Pop-Ups (30+)
- Community workshop 3 (40)





Creating a more age-friendly Vaughan

Share your feedback
to help shape the City's
Age-Friendly Community
Action Plan

Community Outreach

- Website
- Public Service Announcements
- Media coverage
- Social media
- Digital signs
- Mobile signs
- Radio advertising
- Engagement newsletter
- Vaughan Public Library Handouts
- Dedicated age-friendly phone extension & email address

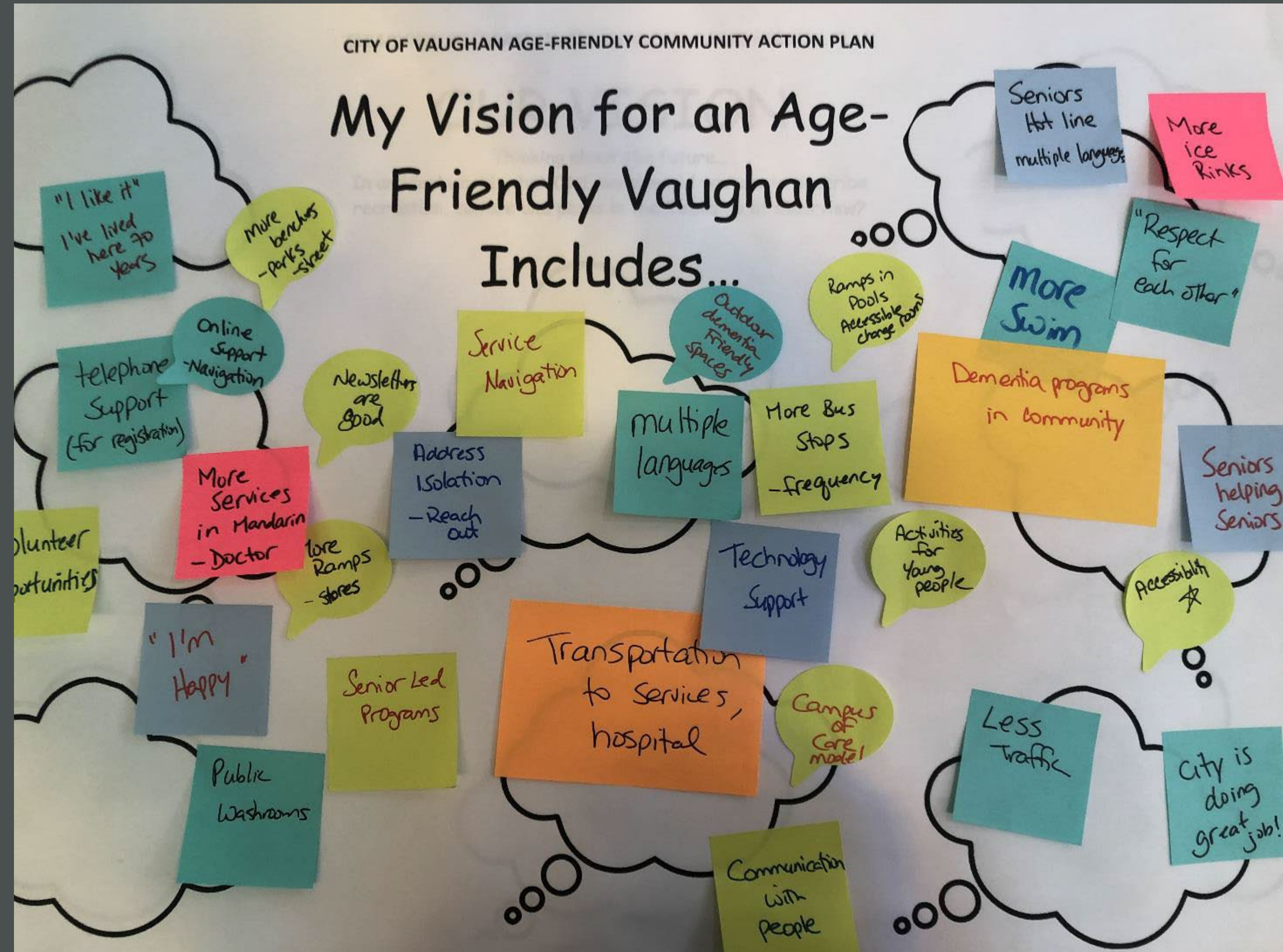
Who We Heard From

Residents
650+

Community
Groups, Clubs,
Organizations
20+

Members of
Council
9

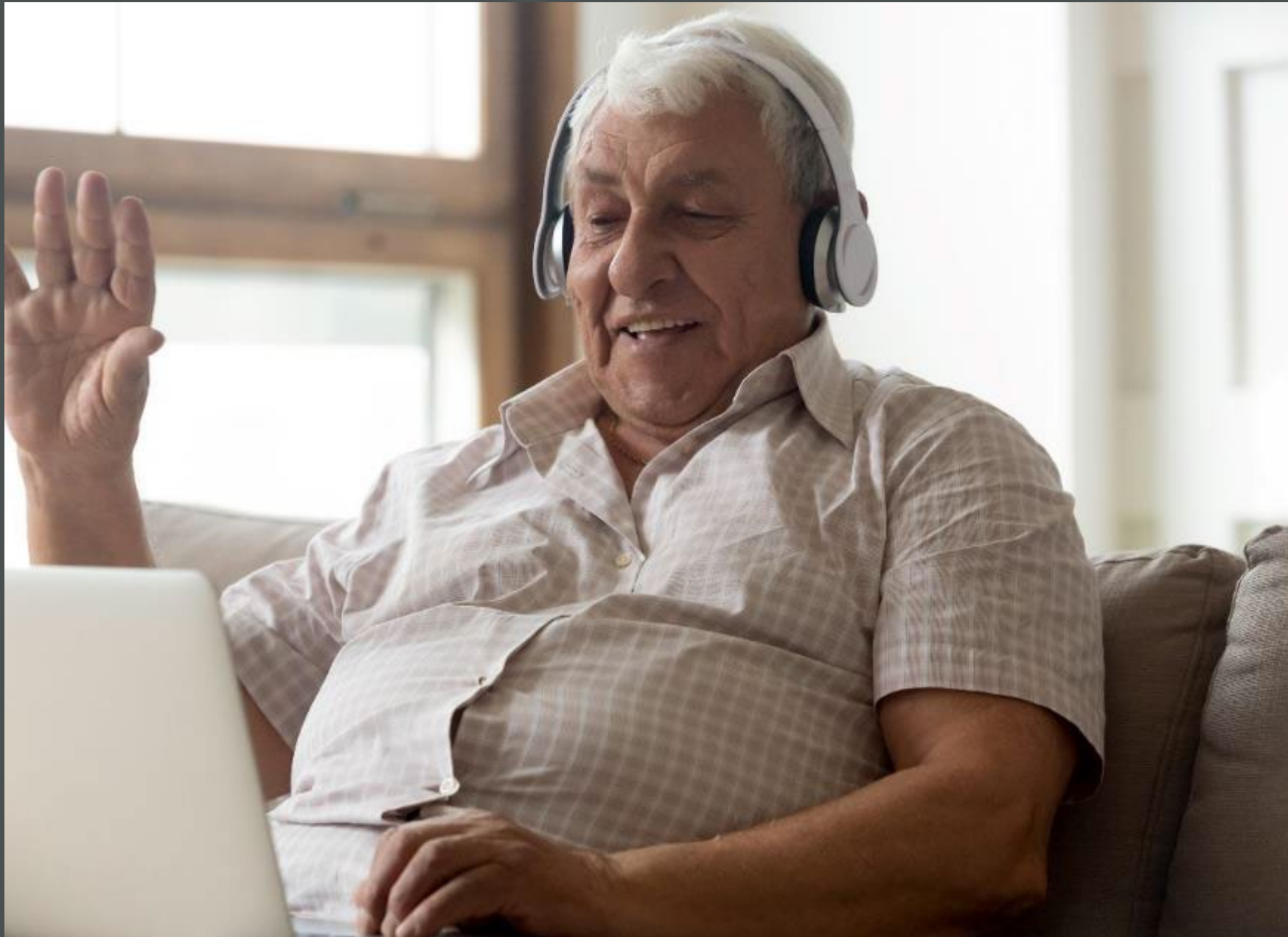
City Staff
30+



Who We Heard From

Community Groups, Clubs, Networks, Service Providers, Partners

York Region	Vaughan Community Health Centre	Alzheimer's Society	Islamic Society	Music Share	Welcome Centre	Jewish Russian Community Centre
Town of East Gwillimbury	Family Services of York Region	Caribbean Association	United Way	South Asian Seniors' Club	Chats	Reena
March of Dimes	Concord West Seniors	Seniors Focus Vaughan	First Chinese Seniors' Association	Human Endeavour	Filipino Seniors Club	Thornhill Seniors Club
Ontario Network Age-Friendly Communities	Vita Community Living Services	York Regional Police	Welcome Centre	Chartwell	Vaughan Public Libraries	United Way Greater Toronto



City of Vaughan Age-Friendly Community Action Plan



Vision

Vaughan is a community of
choice for all generations.



Principles

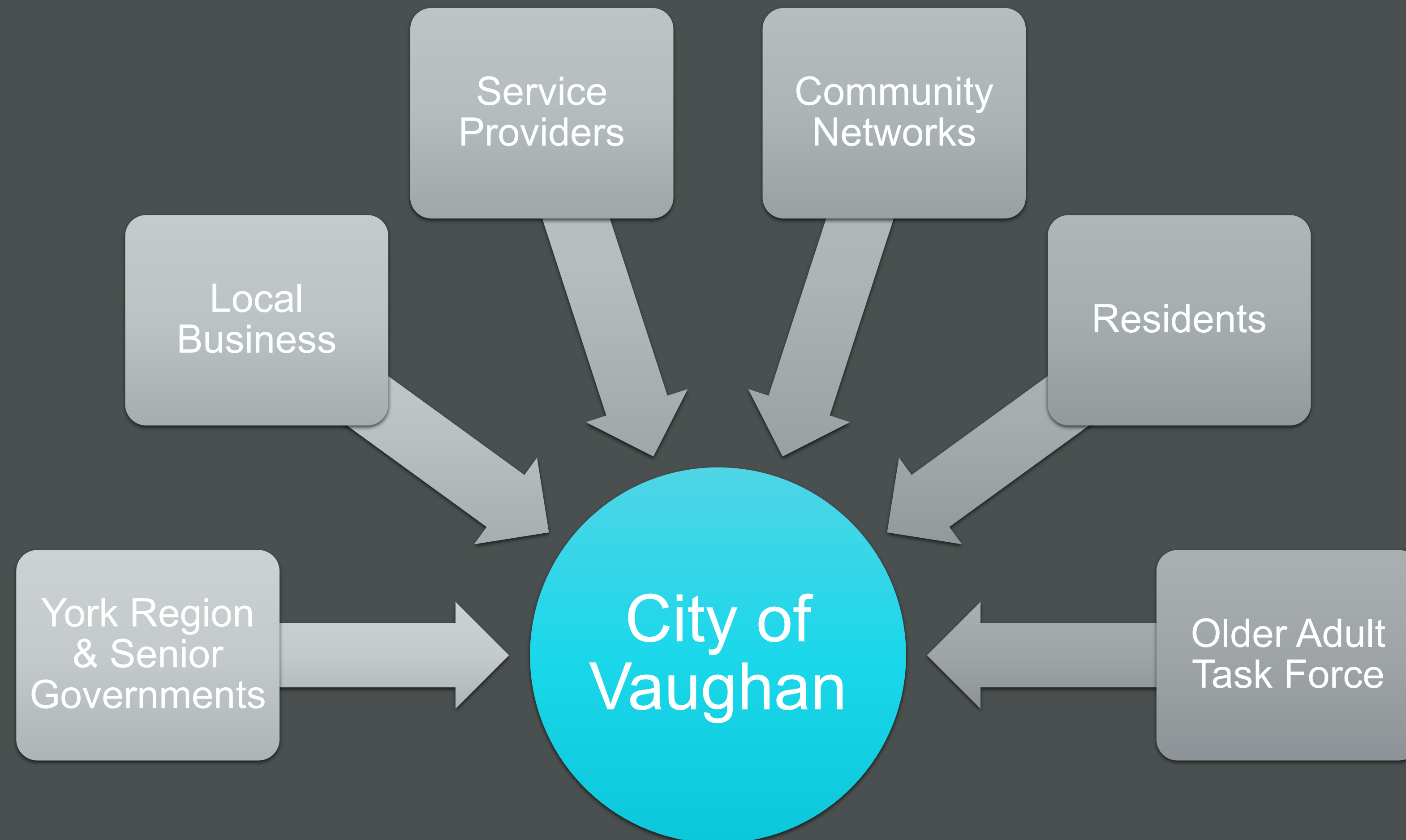
- Equity
- Collaboration
- Accountability
- Connection
- Inclusion



Objectives

1. To recognize the diversity of Vaughan's aging population not only in terms of age but also ability, gender, sexual orientation, culture, support needs, and income.
2. To support policies that create complete, accessible, and welcoming neighbourhoods.
3. To support independent, active, and healthy aging for all residents.
4. To realize a shared responsibility among community members and partners to fulfil the vision of this Plan.
5. To achieve recognition of the City of Vaughan as an age-friendly community through Ontario's Network of Age-Friendly Community Initiatives.

Collective Accountability



Proposed Age-Friendly Actions



Outdoor Spaces & Buildings



Transportation



Housing



Respect & Social Inclusion



Civic Participation & Employment



Communication & Information



Community Supports & Health Services



Social Participation



Outdoor Spaces & Public Buildings

1. Continue to explore opportunities to expand winter snow removal program
2. Continue to ensure park and open space design incorporate accessibility, safety, and recreational opportunities
3. Continue to make improvements to age-friendly street design
4. Support accessible community gardens
5. Identify opportunities to create more walkable neighbourhoods

A photograph of a person in a wheelchair boarding a white van. The person is seen from the side, wearing a white shirt and a patterned skirt, and is holding the wheelchair's handle. The van's side door is open, revealing the interior. The background is blurred, showing greenery and a bright, sunny day.

Transportation

6. Continue to enhance bus stop accessibility, comfort and safety
7. Promote alternative transportation options
8. Increase awareness of transit options
9. Explore opportunities for needs-based transit subsidy

Housing

- 10. Establish policies to support a range of affordable and accessible housing options
- 11. Explore HomeShare program options
- 12. Increase awareness of home adaptation programs
- 13. Promote and support in-home support options



A photograph of two elderly women smiling and embracing each other outdoors. The woman on the left has long white hair and is wearing a white sweater. The woman on the right has short grey hair and is wearing a yellow sweater. The background is a soft-focus green field.

Respect & Social Inclusion

- 14. Celebrate seniors and youth through art
- 15. Increase awareness to help combat ageism and elder abuse
- 16. Explore integration of some local club events/programs
- 17. Engage and partner with community organizations to identify unique and diverse needs of older adults



Civic Participation & Employment

18. Promote and share volunteer and employment opportunities

19. Expand age-friendly awareness among local businesses

20. Engage with OATF in community planning

Communication & Information

21. Expand digital access and literacy

22. Enhance online presence of
community information and services

23. Continue to create positive and
inclusive messaging and promotional
material



A background image showing several hands of different skin tones and wearing various colored gloves (blue, teal, light blue) reaching in from the edges to form a heart shape in the center. The hands are positioned around the perimeter of the heart, with some fingers pointing towards the center.

Community Supports & Health Services

- 24. Explore opportunities to develop a community hub
- 25. Encourage partnerships with local health care agencies

Social Participation

- 26. Continue to expand diversity of recreational programs and inter-generational programs
- 27. Explore opportunities for additional training for front line staff to support seniors
- 28. In partnership with community organizations, coordinate monthly 'Coffee Connections' for older adults



Achieving Action

- Expand membership of OATF
- Develop decision-making framework
- Establish an Age-Friendly Coordinator Role
- Prepare an Annual Report Card
- Join Ontario's Network of Age-Friendly Community Initiatives
- Explore membership to the WHO Global Network of Age-Friendly Cities
- Consider the priorities in the Age-Friendly Community Action Plan for inclusion in the 2022-2026 Term of Council Service Excellence Strategic Plan
- Conduct 5-Year Review





Stay informed:
vaughan.ca/agefriendly

Contact us:
905-832-2281 ext. 3622
agefriendly@vaughan.ca



From: [Assunta Ferrante](#)
To: [Adelina Bellisario](#)
Subject: FW: [External] Opposition to Application Files OP.24.014 and Z.24.031 – City Park (Hwy 27) Homes Inc.
Date: June-17-25 2:29:18 PM

From: Frank S [REDACTED]
Sent: Monday, June 16, 2025 1:04:19 PM
To: Adriano Volpentesta <Adriano.Volpentesta@vaughan.ca>
Subject: [External] Opposition to Application Files OP.24.014 and Z.24.031 – City Park (Hwy 27) Homes Inc.

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.

Hi Adriano, Frank Smolinger, from [REDACTED] Sanramo here.

In full transparency, others may not have told you this, but many of the community members are saying that a mistake as our councillor has been made and that you should have not allowed this to be put on the agenda let alone for a council vote of approval as none of the studies or environmental work has not been done yet. There are a lot of people who are disappointed on how the proceedings are taking place.

Can you please comment on this?

Also I am writing to express my strong opposition to the proposed development application submitted by City Park (Hwy 27) Homes Inc. (Files OP.24.014 and Z.24.031) for 5850 Langstaff Road. This application—to permit six high-rise towers between 22 and 29 storeys with nearly 2,000 residential units—is deeply flawed and premature, and poses serious risks to the surrounding environment and residential community.

1. Environmental Sensitivity and Proximity to Rainbow Creek

The proposed development is immediately adjacent to Rainbow Creek, a vital natural corridor that supports a variety of plant and animal species. The site includes valleylands, woodlands, and unevaluated wetlands, which the applicant proposes to partially remove to accommodate this large-scale project. These actions will have irreversible consequences for the ecological health of the area, including:

- Disruption of natural water flow and increased runoff
- Risk of erosion and slope destabilization along the valley edge
- Habitat destruction for local wildlife and migratory species
- Degradation of the Rainbow Creek system and surrounding greenbelt

Rainbow Creek is not just a natural feature—it's a living system that sustains biodiversity and provides critical ecosystem services for nearby communities. Allowing this development to proceed before a full and public environmental review would set a dangerous precedent for other vulnerable green spaces in Vaughan.

2. Threat to Endangered Wildlife, Including Bat Species

It has already been acknowledged that endangered bat species may inhabit the subject lands. Yet, tree removals are still being proposed without sufficient mitigation measures or confirmed clearance from the Ministry of the Environment, Conservation and Parks. Development that threatens species at risk violates the spirit—and potentially the letter—of the Endangered Species Act, 2007. Until proper studies are completed and reviewed, this project must be halted.

3. Contaminated Lands and Public Health Risk

The site is flagged as potentially contaminated and has not yet undergone complete environmental remediation. The fact that a Remedial Action Plan and Record of Site Condition are still pending is extremely concerning. The health and safety of future residents—and the surrounding community—should not be put at risk by fast-tracking development on land that may contain hazardous substances.

4. Direct Impacts to Residents of Sanremo Court

Residents of Sanremo Court, who live directly adjacent to the site, will face profound negative impacts if this application is approved. These include:

- Towering buildings that overshadow homes and gardens
- Loss of privacy and significant visual disruption
- Increased traffic and congestion on already stressed roadways
- Inadequate parkland and community service capacity for the proposed density

This is a low-rise residential area that simply cannot absorb a project of this magnitude without sacrificing its character and livability.

5. Lack of Transparency and Accountability

This application is being pushed forward with dozens of unresolved conditions, including

critical issues related to infrastructure, noise, traffic, servicing, and environmental protection. Residents were not properly informed or meaningfully consulted about the true scale and impact of this development.

We are calling for transparency and accountability. The report should come back to Council only after all outstanding studies have been completed, reviewed, and made publicly available—and only then should any decision be made.

Conclusion

This application is environmentally irresponsible, procedurally premature, and out of scale with the surrounding community. It poses serious threats to Rainbow Creek, to endangered species, and to long-standing neighbourhoods like Sanremo Court.

For the protection of our natural heritage and the integrity of Vaughan's planning process, I urge you to reject or defer this application until all conditions have been fully satisfied, reviewed by staff, and reconsidered at Council in a transparent public process.

Sincerely,
Frank Smolinger

Kleinburg and Area Ratepayers' Association

PO Box 202 Kleinburg, ON L0J 1C0

C31

Communication

Council – June 24, 2025

CW (CS) – Report No. 26 Item No. 5

To: Mayor Steve Del Duca / Committee of the Whole
Todd Coles / Office of the City Clerk

Re: June 17 Closed Session re Item #5 OLT 25 -000033 re 9650 Hyway 27

Date: June 16, 2025

K.A.R.A. (Kleinburg & Area Ratepayers' Association) made a verbal submission at the Vaughan Public Meeting on April 5, 2022 to oppose the requested zoning changes required to permit the building of a 21 storey apartment building at 9650 Hywy #27. K.A.R.A. (granted participant status) submitted similar comments to the OLT 25-000033 hearing conducted on May 14, 2025.

Our understanding is that Vaughan Council will further discuss the application at the June 17, 2025 session and communicate its consideration back to the OLT.

Summarized below are the prime reasons why K.A.R.A. believes that the site is NOT a suitable location for such a project:

- the property is currently zoned as “open space conservation” and does not allow for any new residential properties
- the site is in the Humber Valley watershed and per the VOP was intended to be protected
- TRCA studies indicate that access roads to the property would not be above the high water mark in the event of Humber River flooding ... a dangerous situation for a 339 unit residential tower
- the site has no access to current or planned public transit. The site is relatively remote from retail facilities and the location makes the prospect for pedestrian sidewalks extremely unlikely.
- the cars and service vehicles associated with 339 units would make worse the already busy section of Highway #27

It is for these reasons, that K.A.R.A. urges Council to strongly communicate to the OLT the unsuitability of the application for the site in question.

Sincerely

John Cutler
President

Kleinburg & Area Ratepayers' Association

Website: www.kara-inc.ca

E-mail: kara@kara-inc.ca

From: [Alyssa Moro](#)
To: [Christopher Cosentino](#)
Subject: [External] SUBJECT: Opposition to Application Files OP.24.014 and Z.24.031 – City Park (Hwy 27) Homes Inc.
Date: June-16-25 4:56:59 PM

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.

Good afternoon,

I am writing to express my strong opposition to the proposed development application submitted by City Park (Hwy 27) Homes Inc. (Files OP.24.014 and Z.24.031) for 5850 Langstaff Road. This application—to permit six high-rise towers between 22 and 29 storeys with nearly 2,000 residential units—is deeply flawed and premature, and poses serious risks to the surrounding environment and residential community.

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- Disruption of natural water flow and increased runoff
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Rainbow Creek is not just a natural feature—it's a living system that sustains biodiversity and provides critical ecosystem services for nearby communities. Allowing this development to proceed before a full and public environmental review would set a dangerous precedent for other vulnerable green spaces in Vaughan.

2. Threat to Endangered Wildlife, Including Bat Species

It has already been acknowledged that endangered bat species may inhabit the subject lands. Yet, tree removals are still being proposed without sufficient mitigation measures or confirmed clearance from the Ministry of the Environment, Conservation and Parks. Development that threatens species at risk violates the spirit—and potentially the letter—of the Endangered Species Act, 2007. Until proper studies are completed and reviewed, this project must be halted.

3. Contaminated Lands and Public Health Risk

The site is flagged as potentially contaminated and has not yet undergone complete environmental remediation. The fact that a Remedial Action Plan and Record of Site Condition are still pending is extremely concerning. The health and safety of future residents—and the surrounding community—should not be put at risk by fast-tracking development on

land that may contain hazardous substances.

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5. Lack of Transparency and Accountability

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We are calling for transparency and accountability. The report should come back to Council only after all outstanding studies have been completed, reviewed, and made publicly available—and only then should any decision be made.

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Sincerely,

Alyssa Moro

From: [vassos Kyprianou](mailto:vassos.kyprianou@pc.ola.org)
To: todd.mccarthy@pc.ola.org; [Christopher Cosentino](#)
Subject: [External] Opposition to Application Files OP.24.014 and Z.24.031 – City Park (Hwy 27) Homes Inc.
Date: June-16-25 8:36:06 PM

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Sincerely,

Vasos Kyprianou (Resident of Sanremo Court)

From: [Silvia Stirpe](#)
To: [Christopher Cosentino](#)
Subject: [External] Opposition to Application Files OP.24.014 and Z.24.031 – City Park (Hwy 27) Homes Inc.
Date: June-16-25 9:09:26 PM

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Sincerely,
Silvia Stirpe
[REDACTED] Sanremo crt
[REDACTED]



Reply
Reply to all
Forward

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Committee of the whole – Item 6.8, OP.24.014 and Z.24.031
Date: June-19-25 8:56:52 AM
Attachments: [Outlook-eq5bdtqg.png](#)

From: Hoda Nia <hodania@microsoft.com>
Sent: Wednesday, June 18, 2025 4:47 PM
To: Mark Antoine <Mark.Antoine@vaughan.ca>
Cc: Nancy Tuckett <Nancy.Tuckett@vaughan.ca>; Clerks@vaughan.ca
Subject: [External] Committee of the whole – Item 6.8, OP.24.014 and Z.24.031

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Hi Mark,

Hope you are well.

As you are aware based on our discussion last week, City Park and Microsoft are currently working collaboratively to resolve Microsoft's concerns with the development, but that process has not yet coalesced into a final agreement so just want to make sure the record is clear.

Microsoft Canada, through its operating entity 3288212 Nove Scotia Limited, is the owner of the property known municipally as 6100 Langstaff Road, which is directly across Highway 27 from the property owned by City Park. As noted in the staff report, Microsoft is in the process of developing two data centres on its property. It is primarily concerned with ensuring that noise issues are appropriately addressed with respect to any new residential development. It is therefore supportive of the designation of the City Park property as being Class 4 for the purposes of noise evaluation, and of the proposed Holding conditions that will ensure noise issues are addressed prior to construction.

We ask that we be given notice of any further decision in this matter.

Regards,

Hoda Nia, MBA, PMP, B.Eng
Principal Land Development Lead
647.470.3713

hodania@microsoft.com



Classified as Microsoft Confidential

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Request to Defer Ratification – 5850 Langstaff Rd, OP.24.014 / Z.24.031
Date: June-19-25 11:07:44 AM
Attachments: [Request to Defer Ratification – 5850 Langstaff Rd \(OP.24.014 and Z.24.031\).pdf](#)

From: Joe Fleming [REDACTED]
Sent: Thursday, June 19, 2025 11:07 AM
To: Vince Musacchio <Vince.Musacchio@vaughan.ca>
Cc: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] Request to Defer Ratification – 5850 Langstaff Rd, OP.24.014 / Z.24.031

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.

Dear Mr. Musacchio,

Please find attached a letter I have prepared regarding the proposed Official Plan and Zoning By-law Amendments for 5850 Langstaff Road (Files OP.24.014 / Z.24.031).

This letter was drafted following further consultation on the planning and legal aspects of the staff report and its interpretation of the Provincial Planning Statement (2024) and related policy frameworks.

I believe the concerns raised are significant and merit further review before the matter proceeds to ratification. I am hopeful that staff will recommend to Council that the item be deferred at the upcoming meeting so that these policy and process issues can receive the full and careful attention they deserve.

Thank you for your time and consideration.

Sincerely,
Joe Fleming
Woodbridge

Joe Fleming

■ Milano Avenue

Woodbridge, ON, ■

June 19, 2025

City of Vaughan Office of the City Clerk

2141 Major Mackenzie Drive

Vaughan, ON L6A 1T1

Request to Defer Ratification – 5850 Langstaff Rd (OP.24.014 / Z.24.031)

Dear Mayor Del Duca and Members of Council,

I am writing to express my deep disappointment in the decision made at the Committee of the Whole to approve the Official Plan and Zoning By-law Amendments for the proposed high-density development at 5850 Langstaff Road.

This decision sets a troubling precedent. To my knowledge, this is the first time that Vaughan planning staff have interpreted a **“designated growth area”** as something that can be created within a **site-specific Official Plan Amendment**, rather than through a **comprehensive municipal planning process**. This interpretation appears to contradict both the intent and the structure of the **Provincial Planning Statement, 2024 (PPS)**.

The PPS defines designated growth areas in the context of **long-term supply planning**, specifically under **Section 2.4.1(a)**, which requires municipalities to maintain a sufficient supply of **designated and available lands** for residential development. The PPS glossary is clear that these areas must be **“designated in an official plan,”** not defined **retroactively** to justify an application. Using a site-specific amendment to create the designation that then justifies the same development is a clear example of **circular logic**.

This issue has been addressed at the **Ontario Land Tribunal**:

- In **Buchheit v. Barrie (PL180671)**, the Tribunal rejected a similar claim that urban boundary inclusion alone qualifies a site as a designated growth area, affirming that such a designation must **already exist** in the Official Plan.
- In **5400 Yonge Holdings v. Toronto (PL180686)**, the Tribunal criticized the use of **circular reasoning** when planning staff modified policy to justify a proposal, and then used that same modification as the rationale for approval.

I understand that staff may cite **Bill 185** or the **PPS 2024** to justify the flexibility to designate growth areas through a site-specific amendment. However, neither provides the authority to redefine core policy principles in this way:

- **Bill 185** expands appeal rights **but does not change the planning tests** that apply to Official Plan conformity.

- The **PPS 2024**, while streamlined, continues to define designated growth areas as **lands identified in an Official Plan**, not just any land within a settlement area.
- If staff or the developer claim that the **PPS 2024** allows this approach, they are misinterpreting it in a way that undermines both **Section 2.1.6** (supporting complete communities through appropriate land use planning) and **Section 2.3.1**, which emphasizes **focusing growth in strategic growth areas**, including those identified in advance through comprehensive planning and **not through site-specific amendments**.

Adding to the confusion, the most recent **draft of the Vaughan Official Plan 2025**, which reflects Planning staff's own vision for the city, continues to designate this site as **"Low-Rise Mixed-Use" with a maximum height of 4 storeys**. That is a significant departure from the **34-storey development now proposed**. If this application proceeds, the City will be approving a building over **eight times taller** than the height limit envisioned in its own planning framework.

I recognize the concern that refusing this application may result in an appeal to the OLT by the developer, where the City would need to defend its decision. Approving this application means that **any appeal brought by residents will pit them not just against the developer, but against their own City**, which will use **public funds** to defend a decision that contradicts both community input and the City's long-term planning framework. That is **not a fair burden** to place on a community that has participated in good faith.

I respectfully ask that Council **defer the ratification vote** on this application. These significant policy issues, including PPS conformity, growth area designation, and the implications of Bill 185, deserve proper legal and planning review. This is **not about blocking housing**, but about ensuring that intensification occurs in **a manner consistent with provincial policy and Vaughan's own long-term vision**.

Thank you for your time and consideration.

Sincerely,
Joe Fleming

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Re: Request to Defer Ratification – 5850 Langstaff Rd, OP.24.014 / Z.24.031
Date: June-19-25 4:47:00 PM

From: Joe Fleming [REDACTED]
Sent: Thursday, June 19, 2025 3:47 PM
To: Vince Musacchio <Vince.Musacchio@vaughan.ca>
Cc: Clerks@vaughan.ca
Subject: [External] Re: Request to Defer Ratification – 5850 Langstaff Rd, OP.24.014 / Z.24.031

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.

Dear Mr. Musacchio,

I'm following up on the letter I submitted regarding the proposed amendments for **5850 Langstaff Road (Files OP.24.014 / Z.24.031)** to provide one brief clarification that may be helpful for staff in reviewing the material.

In my letter, I raised concerns about how the term “**designated growth area**” is being applied in this case, particularly in relation to the Provincial Planning Statement (2024) and the site's absence from any existing or long-range growth structure in Vaughan's Official Plan.

I understand that **Policy 6.1.11** of the PPS notes that terms such as “designated growth area” are **not land use designations**. My intent was not to suggest that such areas must appear under that specific label in OP mapping or land use schedules, but rather to emphasize that the **PPS glossary still requires these areas to be designated in the Official Plan for growth over the long-term horizon**. That implies a level of **advance identification and policy support**—not simply inferring such status through the same site-specific amendment that enables the development.

I appreciate your consideration and hope this clarification helps avoid any misreading of the intent or interpretation of my letter.

Sincerely,
Joe Fleming

On Thu, Jun 19, 2025 at 11:07 AM Joe Fleming [REDACTED] wrote:

Dear Mr. Musacchio,

Please find attached a letter I have prepared regarding the proposed Official Plan and Zoning By-law Amendments for 5850 Langstaff Road (Files OP.24.014 / Z.24.031).

This letter was drafted following further consultation on the planning and legal aspects of the staff report and its interpretation of the Provincial Planning Statement (2024) and related policy frameworks.

I believe the concerns raised are significant and merit further review before the matter proceeds to ratification. I am hopeful that staff will recommend to Council that the item be deferred at the upcoming meeting so that these policy and process issues can receive the full and careful attention they deserve.

Thank you for your time and consideration.

Sincerely,
Joe Fleming
Woodbridge



C39
Communication
Council – June 24, 2025
CW(PM) – Report No. 24 Item No. 10

64 JARDIN DRIVE, UNIT 1B
CONCORD, ONTARIO L4K 3P3
T 905.669.4055
KLMPLANNING.COM

File: P-3099-c

Sent by email: clerks@vaughan.ca

June 13, 2025

Office of the City Clerk
City of Vaughan City Hall
Ground Floor, South Wing
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

Attention: Todd Coles, City Clerk and Mayor and Members of Council

Re: Communication – Council Meeting of June 24, 2025 at 1:00 PM

Committee of the Whole (Public Meeting) – June 4, 2025, 7:00 PM
Item 10 – Draft New Vaughan Official Plan 2025
(Inclusive of the Draft New Weston 7 Secondary Plan and the Draft New Vaughan Metropolitan Centre Secondary Plan)

Dear City Clerk, and Mayor and Members of Council,

On behalf of our client and owner of various lands located in the City of Vaughan, the ZZEN Group of Companies Limited, we are submitting this follow-up letter to our earlier submitted letter dated June 4, 2025 to the Committee of the Whole Public Meeting and advise of specific comments on the City's draft new Vaughan Official Plan 2025 released in May 2025.

Our comments on the draft new VOP 2025 are as follows:

1. Updating Land Use Schedule 13:

- a) **Northeast Corner of Highway 50 and Langstaff Road:** We are reiterating previous comments sent by letter to Vaughan Policy Planning staff on February 6, 2025.

KLM is the land use planning firm representing Vaughan West III Limited ("VWIII") as managed by the ZZEN Group of Companies Limited ("ZZEN"), who are the owner of the Subject Lands located at the northeast corner of Highway 50 and Langstaff Road in Part of Lot 11, Concession 10 within Vaughan's Block 64 Employment Lands.

We have reviewed the draft VOP 2025 (May Version) Land Use Schedule 13 and can advise that the land use designations identified on the VWIII property have not been updated to reflect the recent Ontario Land Tribunal ("OLT") Decision (dated June 26, 2023, Case No. OLT-22-002104) that rezoned the developable portion of the property entirely to EM1 – Prestige Employment together with a significantly smaller required stormwater management pond as OS1 – Public Open Space under site-specific Exception 14.974 and Figure E-1468 as shown on Zone Map 81 to City of Vaughan Comprehensive Zoning By-law 001-2021. For ease of

reference, we have appended Attachments 34 and 35 of the Tribunal's Decision showing the in-force zoning of the Subject lands.

We request that the current land use designations shown on the draft Schedule 13 for the Subject Lands consisting of Prestige Employment, General Employment, and a significantly over-enlarged Infrastructure and Utilities designation for the stormwater management pond location be amended to be consistent with the zoning approved by the OLT. That is, the Prestige Employment designation would cover the entire site and be expanded into the Infrastructure and Utilities designation to reduce the size of the storm water management pond significantly.

Our client is part of the Block 64 Landowner Group, and a letter dated January 25, 2025 from Weston Consulting, being the Block Manager for the Group was submitted to your attention earlier this year identifying similar concerns to be corrected.

- b) **Northwest Quadrant of Highway's 7 and 27, Vaughan Valley Boulevard and Zenway Boulevard ("Vaughan Valley Centre")**: We are reiterating previous comments sent by letter to Vaughan Policy Planning staff on March 4, 2025.

The Northwest Quadrant of Highways 7 and 27 is still shown with *Prestige Employment, General Employment, and the recent proposed Non-Residential Mixed-Use (previously shown as Employment Commercial Mixed-Use)* designations. We previously asked in letters to Vaughan Policy Planning staff last Fall 2024 and on March 4, 2025 to consider redesignating this parcel to entirely *Employment Commercial Mixed-Use* (now Non-Residential Mixed-Use) to be consistent with the Zoning By-law 001-2021 settlement discussions with the City to rezone this parcel to entirely EMU-785 Zone regarding Zoning Exception 14.785 and later approved by the Ontario Land Tribunal (OLT - Case No. OLT-22-002104) in their decision dated December 24, 2024. For ease of reference, we have appended Attachments 15 and 17 of the Tribunal's Decision showing the in-force EMU zoning of the Subject Lands. We ask that the City update VOP Land Use Schedule 13 to show the Subject lands as the current proposed *Non-Residential Mixed-Use* (previous request to *Employment Commercial Mixed-Use*).

2. Revising Overly Restrictive / Prescriptive Policies:

- a) Section 4.3.3.19h on Page 156: **This policy requires surface parking between the front or side of an employment / industrial building and a public street to be limited to one aisle of parking spaces and shall generally occupy no more than 50 % of the building frontage.** This policy is overly restrictive and should instead be changed to be "encouraged" rather than mandatory as it does not recognize unique circumstances where the lot size and configuration and/or building size and configuration may not lend themselves to accommodate this parking arrangement and allow for alternative creative site and building design opportunities including the use of landscaping to break-up the parking into smaller segments. This policy also does not recognize sites that require loading and maneuvering areas that may restrict the number of parking spaces located in the rear or interior side yards and must require a double row of parking spaces that extend beyond 50 % of the building façade to be placed in the front and exterior side yards to meet the minimum required parking spaces in the City's Zoning By-law. Again, the use of landscaping and good site design can support any urban design concerns the City may have towards parking being visible along streets. This policy needs to be re-visited and less prescriptive.
- b) Section 4.3.3.27 on Page 159: **This policy requires structured parking fronting onto a street to include active uses at street level.** This policy is overly restrictive and should instead be changed to be "encouraged" rather than mandatory as it does not allow for alternative

creative site and building design opportunities including incorporating architectural treatment using unique materials and colours and landscaping that can accentuate the building façade facing a street. This policy needs to be re-visited and less prescriptive.

Should Members of Council or Policy Planning staff wish to meet with the ZZEN Group and KLM to discuss our concerns, we can make ourselves available to meet with you. We trust our concerns are reasonable and can be accommodated.

We request notification of any future statutory and non-statutory meetings held by the Committee of the Whole and Council and by Vaughan Policy Planning staff regarding the draft new Vaughan Official Plan 2025.

Should you have any questions with respect to the enclosed, please do not hesitate to contact the undersigned.

Yours truly,

KLM PLANNING PARTNERS INC.

A handwritten signature in black ink that reads "Grant Uyeyama". The signature is written in a cursive, flowing style.

Grant Uyeyama, BAA, MCIP, RPP
Principal Planner

Copy: Sam Speranza, ZZEN Group of Companies Limited
Joseph Sgro, ZZEN Group of Companies Limited
Mark Yarranton, KLM Planning Partners Inc.
Christina Bruce, Director of Policy Planning and Special Programs

Attachment 34

14.974

Exception Number 974	Legal Description: Part of Lot 11, Concession 10
Applicable Parent Zone: EM1, OS1	
Schedule A Reference: 81	
By-law / Tribunal Decision Reference: 144-2010	
14.974.1 Permitted Uses	
<p>1. The following additional use shall be permitted in the Prestige Employment (EM1) Zone, as shown on Figure E-1468:</p> <p style="padding-left: 40px;">a. Retail warehouse.</p>	
14.974.2 Lot and Building Requirements	
<p>1. The minimum width of the required landscaped strip on the lands zoned Prestige Employment (EM1) abutting the northerly boundary of the lands zoned Public Open Space (OS1) as shown on Figure E-1468 shall be 0.0 metres.</p> <p>2. The minimum width of the required landscaped strip on the lands zoned Prestige Employment (EM1) abutting the western boundary of the lands zoned Public Open Space (OS1) as shown on Figure E-1468 shall be 3.0 metres.</p> <p>3. The requirement of Table 11-3 respecting the "Minimum setback of any building, structure or outside storage to any Residential Zone or Open Space Zone" shall not apply to any lands zoned Prestige Employment (EM1) as shown on Figure E-1468.</p>	

14.974.3	Other Provisions
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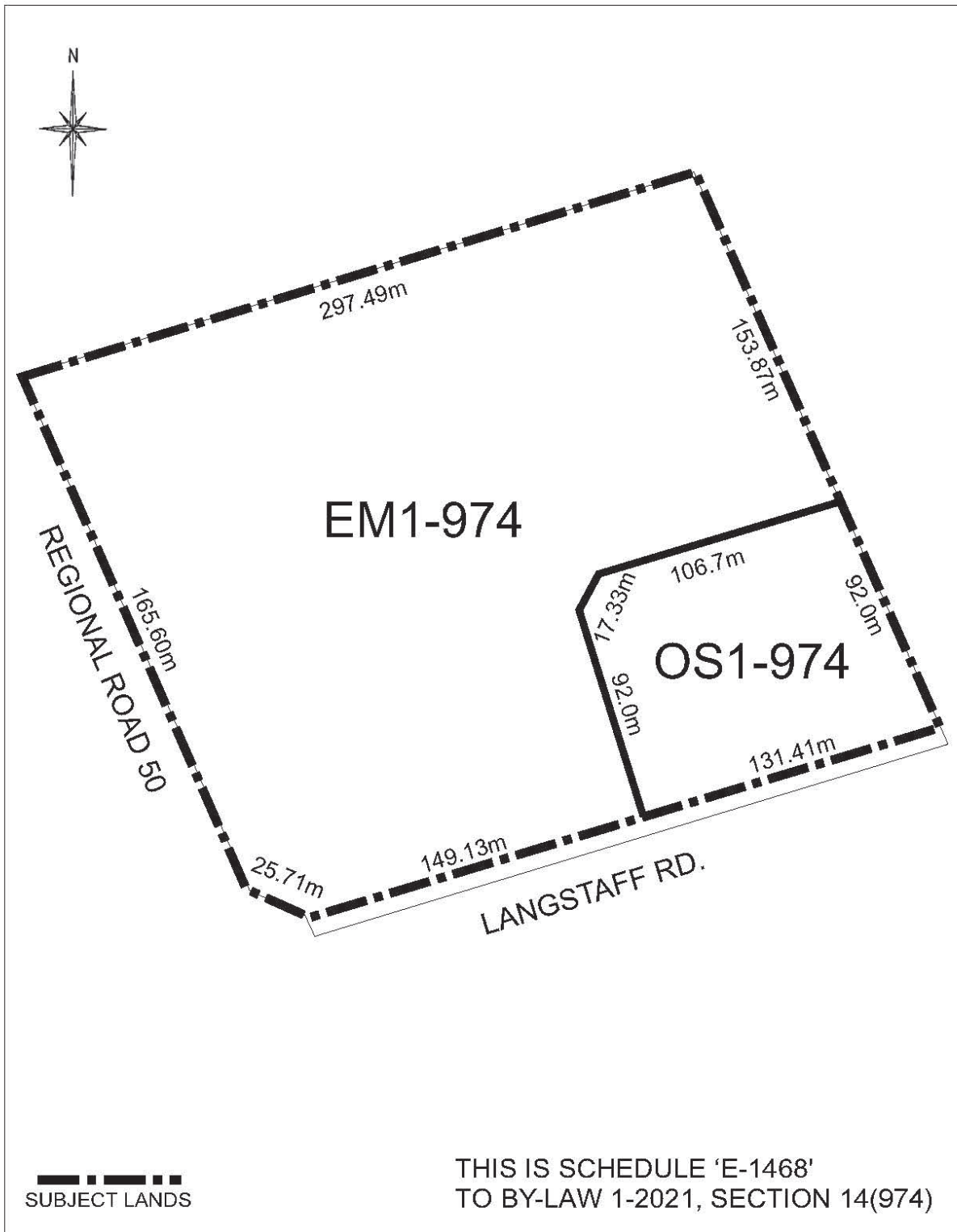
1. For lands zoned Prestige Employment (EM1) as shown on Figure E-1468, the following definition of retail warehouse shall apply:

- a. Retail warehouse shall mean a building or part of a building in which goods and merchandise are displayed, stored and sold in a warehouse format. A warehouse format means a configuration where there is the integrated display, storage and sale of goods and merchandise, or a showroom with an associated warehouse component. A retail warehouse shall have a minimum gross floor area of 300.0 m², except for a retail warehouse devoted primarily to the sale of prescription drugs, pharmaceuticals and health and beauty aids which shall have a minimum gross floor area of 1,500.0 m². A retail warehouse shall not include a gross floor area greater than 1,000.0 m² devoted, in the aggregate, to the storage, display and sale of food products. For greater clarity, a retail warehouse is not a supermarket or flea market.

2. Lands labelled "Subject Lands", as shown on Figure E-1468, shall be deemed to be one lot, regardless of any future division of said lands.

14.974.4	Figures
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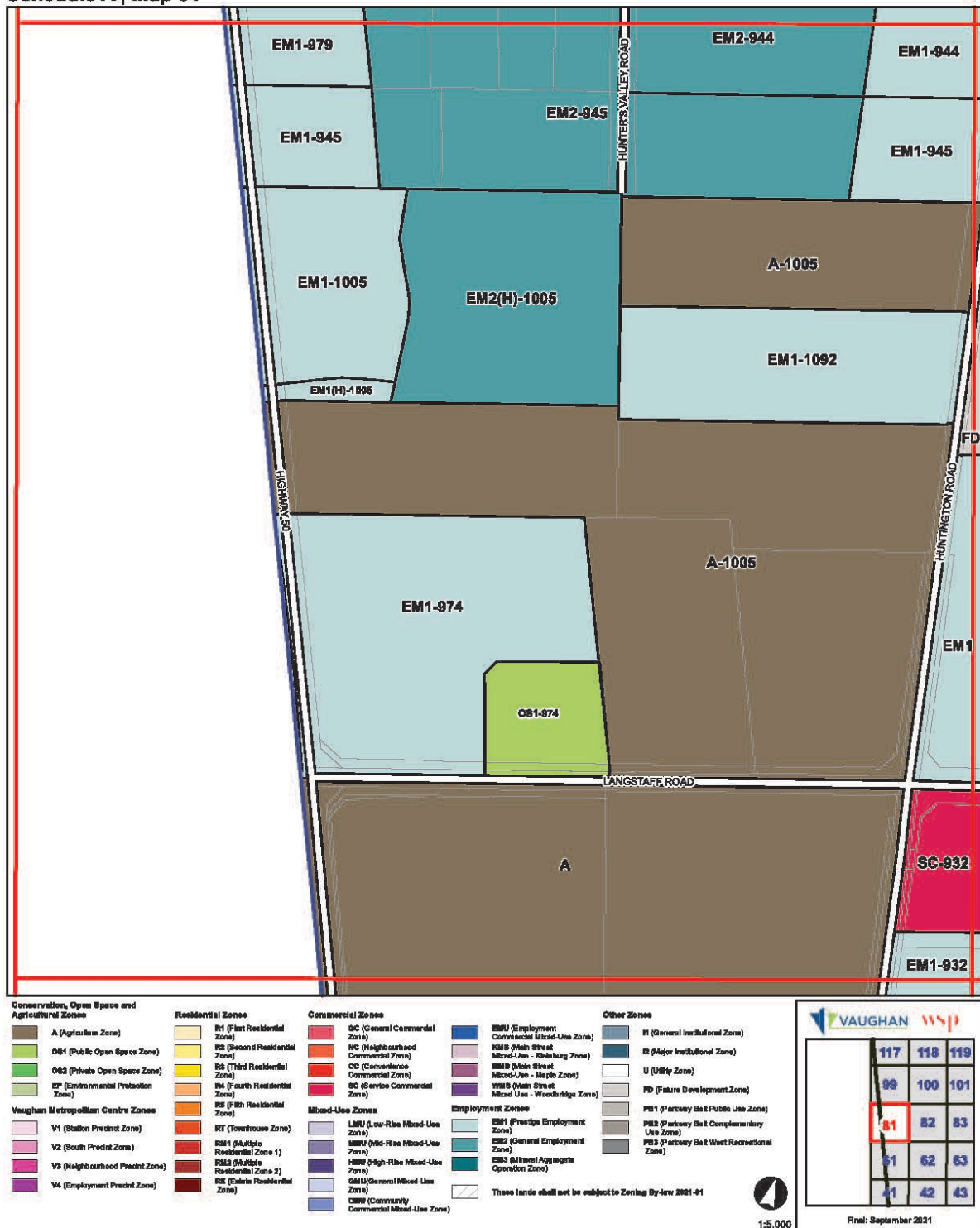
Figure E-1468



Attachment 35

Zoning By-law 001- 2021

Schedule A | Map 81



ATTACHMENT 15

Exception Number 785	Municipal Address: 6100, 6110, 6120, 6130, 6140, 6150, 6170, 6200, 6210, 6220, 6230, 6240, 6250 and 6260 Highway 7
Applicable Parent Zone: EMU	
Schedule A Reference: 43	
By-laws: 386-2001, 80-2002, 78-2003, 231-2004	
14.785.1 Permitted Uses	
<p>1. On lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239, the following additional <u>uses</u> shall be permitted:</p> <p>a. A <u>Drive-through</u> for Buildings "C", "D" and "E" accessory to a <u>Restaurant</u> or <u>Financial Institution</u>;</p> <p>b. For all units within Building "K", as follows:</p> <p>i. <u>Manufacturing or Processing Facility</u>; <u>Warehousing and Distribution Facility</u>; <u>Research and Development</u>; <u>Motor Vehicle Sales</u>, Rental and Leasing that may contain a <u>Commercial School</u>;</p> <p>ii. <u>Accessory Office Use</u>; and</p> <p>iii. <u>Accessory Retail Use</u> subject to Section 5.2. The floor area of the <u>accessory retail use</u> shall not exceed thirty percent (30%) of the <u>gross floor area</u> of the entire unit devoted to the industrial employment <u>use</u> or a maximum of 930 m² whichever is the lesser, and this floor area shall be separated from the rest of the unit by a solid partition.</p> <p>2. On lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239, the following additional <u>use</u> shall be permitted:</p> <p>a. <u>Banquet Hall</u>.</p> <p>3. On lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239, an Office use shall not exceed a maximum GFA of 12,500 m² per building.</p>	
14.785.2 Lot and Building Requirements	
<p>1. The following lot and building requirements shall apply to lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239:</p> <p>a. The subject lands are deemed to be one <u>lot</u> for the purpose of determining zoning compliance.</p> <p>b. The minimum width of a <u>landscape</u> strip adjacent to Vaughan Valley Boulevard shall be 1.5 m.</p>	

- c. The minimum width of the northerly driveway located along the east lot line on Regional Road 27 shall be 9.96 m.
- d. The minimum width of a landscape strip located along the east lot line shall be 4.5 m.

14.785.3 Parking

- 1. The following parking requirements shall apply to lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239:
 - a. Section 6.11 regarding loading spaces shall not apply to an office use.

14.785.4 Figures

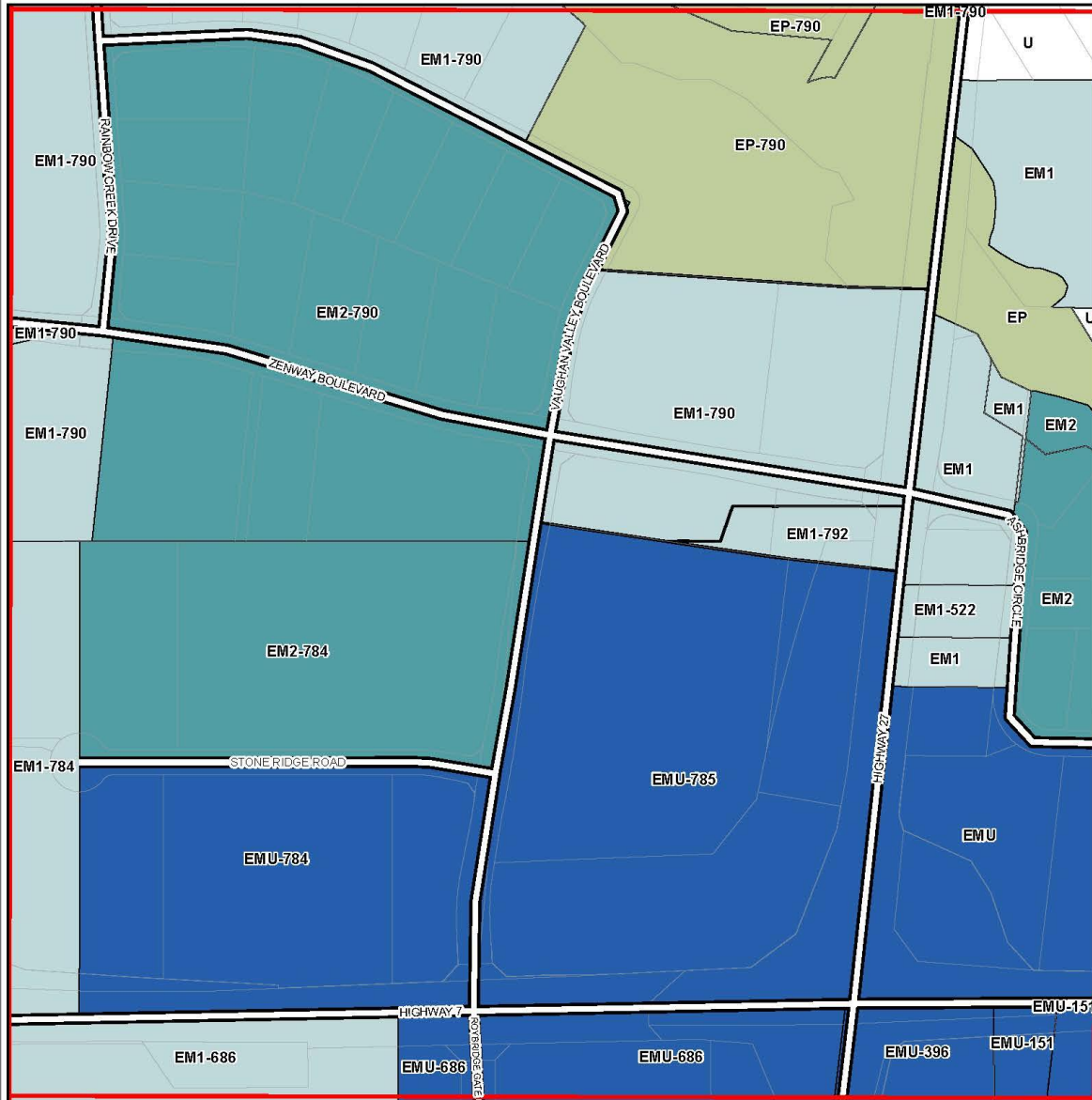
Figure E-1239



ATTACHMENT 17

Zoning By-law 001 - 2021

Schedule A | Map 43



Conservation, OpenSpace and Agricultural Zones

- A**(Agriculture Zone)
- OS1**(Public Open Space Zone)
- OS2**(Private Open Space Zones)
- EP**(Environmental Protection Zone)

Vaughan Metropolitan Centre Zones

- V1**(Station Precinct Zone)
- V2**(South Precinct Zone)
- V3**(Neighbourhood Precinct Zone)
- V4**(Employment Precinct Zone)

Residential Zones

- R1**(First Residential Zone)
- R2**(Second Residential Zone)
- R3**(Third Residential Zone)
- R4**(Fourth Residential Zone)
- R5**(Fifth Residential Zone)
- RT**(Townhouse Zone)
- RT1**(Townhouse Residential)
- RT2**(Townhouse Residential)
- RM1**(Multiple Residential Zone 1)
- RM2**(Multiple Residential Zone 2)
- RM3**(Multiple Residential Zone 3)

Commercial Zones

- GC**(General Commercial Zone)
- NC**(Neighbourhood Commercial Zone)
- CC**(Convenience Commercial Zone)
- SC**(Service Commercial Zone)
- LMU**(Low-Rise Mixed-Use Zone)
- MMU**(Mid-Rise Mixed-Use Zone)
- HMU**(High-Rise Mixed-Use Zone)
- GMU**(General Mixed-Use Zone)

Mixed-Use Zones

- RE**(Estate Residential Zone)
- CMU**(Community Commercial Mixed-Use Zone)
- EMU**(Employment Commercial Mixed-Use Zone)
- KMS**(Main Street Mixed-Use - Kleinburg Zone)
- MMS**(Main Street Mixed-Use - Maple Zone)
- WMS**(Main Street Mixed-Use - Woodbridge Zone)

Employment Zones

- EM1**(Prestige Employment Zone)
- EM2**(General Employment Zone)
- EM3**(Mineral Aggregate Operation Zone)

Other Zones

- I1**(General Institutional Zone)
- I2**(Major Institutional Zone)
- U**(Utility Zone)
- FD**(Future Development Zone)
- PB1**(Parkway Belt Public Use Zone)
- PB2**(Parkway Belt Complementary Use Zone)
- PB3**(Parkway Belt West Recreational Zone)

These Lands shall not be subject to Zoning By-law 001-2021

81	82	83	84	85
61	62	63	64	65
41	42	43	44	45
21	22	23	24	25
1	2	3	4	5

1:5,000



August 2024



C40

Communication

Council – June 24, 2025

CW(1) – Report No. 23 Item No. 11

DATE: June 24, 2025

TO: Mayor and Members of Council

FROM: Vince Musacchio, Deputy City Manager, Infrastructure Development

RE: COMMUNICATION – COUNCIL – June 24, 2025

Item 11, Report 23 - Committee of the Whole (1), June 4, 2025

**QUARTERLY REGIONAL SERVICING CAPACITY ALLOCATION FOR
SITE PLAN APPLICATIONS**

Recommendation

That the Recommendation and the report of the Deputy City Manager, Infrastructure Development dated June 4, 2025, titled Quarterly Regional Servicing Capacity Allocation For Site Plan Applications, be amended as follows:

1. That Recommendation 1 be amended as follows:
 - 1) THAT the following Site Plan Application File Numbers be ALLOCATED servicing capacity from the City's Regional capacity assignment reserve (York Durham Sewage System/York Water System). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City's Servicing Capacity Distribution Policy if the development does not proceed to registration and/or building permit issuance within 36-months:
 - a. DA.22.074, DA.22.079, **DA.23.061**, DA.24.004, DA.24.038, and DA.24.039 for a total of 4,028 persons equivalent.

Background

QF Developments (BT) Inc. (DA.23.061 Related Files OP.22.022 and Z.22.043) is developing a 104 residential unit townhouse (318 persons equivalent) development at 87 Keatley Drive, which is located at the southwest corner of Bathurst Street and Queen Filomena Avenue.

On January 28, 2025, the City endorsed minutes of settlement in regard to this development and the Ontario Land Tribunal (OLT) subsequently released an oral decision approving the development. Currently, the details of the OLT written order are being finalized, and a final order is expected to be issued in the next month or so. On

June 9, 2025, Development Planning staff issued its Notice of Approval Conditions to the applicant for site plan development application DA.23.061. It is considered appropriate at this time to allocate servicing capacity to this site development so construction can proceed.

After considering servicing capacity for site plan development application DA.23.061, the total City Servicing Capacity remaining (excluding the Kleinburg Water Resource Recovery Facility service area and City Block 27) is 71 persons equivalent and will be reconciled in a subsequent allocation report to Council.

Conclusion

Staff is recommending that Council approve the revised Recommendation to include site plan development application DA.23.061 and allocate 104 residential townhouse units in accordance with the City's Servicing Capacity Distribution Policy (Policy No. 08.C.01).

For more information, contact Andrew Pearce, Acting Director, Development Engineering Department, ext. 8255

Respectfully submitted by

A handwritten signature in black ink, appearing to read "V. Musacchio".

Vince Musacchio, Deputy City Manager, Infrastructure Development