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June 2, 2025

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Communication

CW(PM) – June 4, 2025

Item No. 10

Attention: Hon. Mayor Del Duca & Members of Council,

**Re: City of Vaughan Official Plan Review (May 2025 Draft)
Livwest North Inc. c/o ZZEN Group of Companies Limited
6701 & 6751 Highway 7
Part of Lots 4 & 5, Concessions 9 & 10 and Part of the Road Allowance between
Concession 9 & 10
City of Vaughan, Regional Municipality of York**

Hon. Mayor Del Duca & Members of Council,

KLM Planning Partners Inc. is the land use planning firm representing Livwest North Inc., c/o ZZEN Group of Companies Limited (the "Owners"), with respect to the lands legally known as Part of Lots 4 & 5, Concessions 9 & 10 and Part of the Road Allowance between Concessions 9 & 10, City of Vaughan (the "Subject Lands"). We are writing on behalf of the Owner to provide our comments on the Draft City of Vaughan Official Plan 2025 and participate in the City of Vaughan's Official Plan Review process. This letter supplements the letters that was previously submitted to the City on behalf of the Owner dated October 2, 2023 and August 10, 2024.

The Subject Lands consist of lands east and west of Gibraltar Road on the south side of Highway 7, generally between Highway 50 and Highway 427, in the City of Vaughan Planning Area Block 57. The lands are municipally known as 6701 and 6751 Highway 7 and include a portion of the now stopped up and closed right-of-way between Highway 7 and Highway 50, formerly a portion of Huntington Road. The parcels have a combined area of approximately 16.45 hectares (40.64 acres) with approximately 750 and 235 metres of frontage on Highway 7 and Highway 50 respectively. The lands are currently vacant agricultural fields with no primary or accessory structures with the former road allowance being occupied by a gravel roadway. The lands are generally rectilinear in shape with no discernible natural features.

Employment Conversion Request Background

The Owners of the Subject Lands previously participated in the review of the Regional Official Plan and submitted an employment land conversion request to the Region of York (the "Region"). The City was also provided with an opportunity to assess each employment land conversion request within the City. Through this assessment, City of Vaughan Council (the "City Council") considered and endorsed the

employment land conversion request at its meeting on May 27, 2020 and the Region of York Council (the “Regional Council”) approved the request at its meeting on October 15, 2020.

The Region of York Official Plan (the “Regional OP”) currently designates the Subject Lands as *Urban Area, Community Area and Designated Greenfield Area* on Map 1 Urban Structure, Map 1A Land Use Designations and Map 1B Urban System Overlays respectively. Highway 7 abutting the Subject Lands is identified as a *Regional Corridor* on both Map 1 Urban Structure and Map 1B Urban System Overlays. In this regard, the Subject Lands are no longer within the Employment Area designation in the Regional OP.

Vaughan Official Plan 2010

The current City of Vaughan Official Plan (the “City OP”) designates the Subject Lands *Employment Area and Urban Area* on Schedule 1 Urban Structure and Schedule 1A Urban Area respectively. Highway 7 abutting the Subject Lands is identified as *Regional Intensification Corridors within Employment Areas, Major Arterial (Regional)* and *Regional Rapid Transit Corridor* on Schedule 1 Urban Structure, Schedule 9 Future Transportation Network and Schedule 10 Major Transit Network respectively. Huntington Road between Highway 7 and Highway 50 is identified as a local road.

Comments on the City of Vaughan Official Plan 2025 Volume 1

The Draft City of Vaughan Official Plan 2025 (the “Draft OP”) designates the Subject Lands as *Community Areas* with the portion of the lands abutting Highway 7 also being designated *Strategic Growth Areas* on Schedule 1 Urban Structure. The *Strategic Growth Areas* is further designated as Primary Corridor on Schedule 1B Strategic Growth Areas. Areas of the Subject Lands are also designated as *To be Determined Through Future Studies* on Schedule 2 Natural Heritage Network and *Significant Groundwater Recharge Area* on Schedule 11 Source Water Protection Areas. The Subject Lands are designated Non-Residential Mixed-Use on Schedule 13 Land Use Designations. Lastly, the Subject Lands are designated as *Approved Regional Employment Conversions* on Appendix 1 Provincial Decisions which policy 2.2.4.6 of the Draft OP confirms are considered to be part of the *Community Areas* but will be subject to criteria through future amendment to determine an appropriate land use designation. Huntington Road between Highway 7 and Highway 50 is shown as a local road bisecting the Subject Lands on multiple schedules.

Given the approved employment land conversion request on the Subject Lands, the criteria of policy 2.2.4.6 noted above would require a partial repeat of a process already approved by Regional Council and endorsed by City Council. This approach would be wasteful and will unnecessarily prolong the Planning Act approval processes for lands already approved for employment conversion. Furthermore, it appears that the Draft OP now removes additional lands from Employment Areas along Highway 7 which were never subject to review by the Region or City and are not identified as being subject to policy 2.2.4.6 requiring further analysis. In this regard, the Owners request that the *Approved Regional Employment Land Conversion* designation on Appendix 1 and policy 2.2.4.6 be removed from the Draft OP to recognize the decisions of Regional and City Councils as well as ensure consistency as it relates to the other lands abutting Highway 7 that are no longer designated Employment Area.

Section 2.7.3 provides policies for Vaughan's Natural Heritage Network and includes policies for the designation *To be Determined Through Future Studies* from Schedule 2 Natural Heritage Network. Policies 2.7.3.17 to 2.7.3.23 inclusive pertain to this designation with Policy 2.7.3.17 indicating that lands

with this designation would have the potential to enhance, maintain, or improve elements of the Natural Heritage Network. There are no elements of the known Natural Heritage Network on or abutting the Subject Lands and portions of the lands identified with this designation on abutting lands have been developed for urban uses diminishing any potential natural heritage function or value. The Owners request this designation be removed from the Subject Lands.

With respect to Huntington Road, this portion of public right of way was stopped up and closed as public highway by By-law 032-2022 and all local road references should be removed from all schedules of the Draft OP. Further, the Owners request that staff consider designating the Subject Lands as *High-Rise Mixed-Use* and *Primary Centre* in order to accelerate the development of the lands.

The Subject Lands also directly abut lands owned by the Ontario Ministry of Transportation (the “MTO”) transit facility which is contemplated to include a commuter parking area, passenger pickup and drop off and bus loop that will have direct access to the proposed Highway 427 Transitway. In addition, Metrolinx in consultation with the MTO, is undertaking an assessment of a 24 kilometre extension to the existing Highway 7 Bus Rapid Transit route (the “Highway 7 BRT”), which currently terminates approximately 4.5 kilometres east of the Subject Lands. This contemplated extension, the Queen-Highway 7 Bus Rapid Transit Corridor (the “BRT Extension”) would provide a higher order transit connection into Peel Region, and result in a transit corridor connecting the northwest and north central sections of the Greater Toronto and Hamilton Area. Further, the BRT Extension would provide connections to transit hubs such as the Downtown Brampton Transit Hub and Vaughan Metropolitan Centre, which would provide connections to other existing regional networks operated by GO Transit and the Toronto Transit Commission as well as the future Yonge North Subway Extension into Richmond Hill.

As it relates to the planned BRT Extension, the Region of Peel Official Plan (the “RPOP”), identifies the Highway 7 and Highway 50 intersection as a designated *Planned Major Transit Station Area* on Schedule E-2 – Strategic Growth Areas and Schedule 1A – City Structure of the City of Brampton Official Plan. In this regard, it may be appropriate that the abutting lands in the Region of York and City of Vaughan be designated in a similar and coordinated manner.

The Subject Lands would be near the midpoint of the route between the Vaughan Metropolitan Centre and Downtown Brampton along this extended transportation corridor being roughly 13.5 kilometres from Main Street and Queen Street in Brampton and 9.5 kilometres from the Vaughan Metropolitan Centre. The designation of the Subject Lands as *High-Rise Mixed-Use* and *Primary Centre* as well as identifying lands for a *Protected Major Transit Station Area* would represent the integration and coordination of infrastructure planning, land use planning, and infrastructure investment. Further, designating the Subject Lands as a *Primary Centre*, which is a strategic growth area, would coincide with the location and distribution of existing strategic growth areas in the City along the Highway 7 corridor and other Regional Corridors and at locations adjacent to 400 series highways and interchanges. Similarly, the designation of the lands as *High-Rise Mixed-Use* would coincide with the location of existing *High-Rise Mixed-Use* lands along the Highway 7 corridor and within strategic growth areas.

Designating the Subject Lands for a mix of high density uses and as a strategic growth area will have the long-term effect of reducing private automobile dependent trips and encourage public transit usage within the City and abutting municipalities. Further, the critical mass and emphasis to support the viability of transit infrastructure can be provided and strengthened making for efficient use of financial resources that have been dedicated to this infrastructure. In addition, the Provincial objective of mixed-

use complete communities that provide for a live, work and play environment that is supportive of the Province and Region's investments in infrastructure can be achieved. Lastly, providing for population growth on the Subject Lands will relieve development pressure in peripheral designated greenfield areas, rural areas and agricultural areas allowing the City to more efficiently accommodate planned growth within the existing *Urban Area* of the City and Region.

Summary

The Owners request that the City remove the *Approved Regional Employment Land Conversion* overlay and *To be Determined through Future Studies* designation from the Subject Lands on Appendix 1 and Schedule 2 respectively as well as designate the Subject Lands as *Primary Centres* and *High-Rise Mixed-Use* on Schedule 1B and Schedule 13 respectively. Further, the Owners request that all local road references to the stopped up and closed portion of Huntington Road be removed from the Draft OP.

We believe that the Owners' requests align with the relevant Provincial planning objectives and conform to the land-use policies established in the Regional OP. We respectfully request that City staff consider the above opinion and redesignation requests through the Vaughan Official Plan Review.

We appreciate your consideration and look forward to further discussions on the matter. Please do not hesitate to contact the undersigned, if there are any questions or concerns or if you require any additional information.

Yours truly,

KLM PLANNING PARTNERS INC.



Rob Lavecchia B.U.R.P.I, MCIP, RPP
Associate

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