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January 14, 2025

MGP File: 20-2898

Ministry of Municipal Affairs and Housing
777 Bay Street, 17th floor
Toronto, ON
M7A 2J3

via email: minister.mah@ontario.ca

Attention: Honourable Rob Flack
Minister of Municipal Affairs and Housing

Dear Honourable Rob Flack:

RE: Vaughan Official Plan 2025
ERO number 025-1420
9222 Keele Street, City of Vaughan
Amville Developments Inc.

Malone Given Parsons ("MGP") is the planning consultant for Amville Developments Inc. ("Amville"), the owner of 9222 Keele Street (the "Subject Site"), located at the southwest corner of Rutherford Road and Keele Street in the City of Vaughan. We have been monitoring the Vaughan Official Plan 2025 ("VOP 2025") Review process, including attending meetings, reviewing supporting studies and draft policies, and providing written comments at each step in the process. MGP previously provided letters to York Regional Council in September 2020 and a letter to MMAH in September 2022, as part of the York Region Official Plan Review process, which resulted in the Ministry including the Subject Site within the Rutherford GO PMTSA boundary (please see *Attachment 1* for the Minister's Decision).

As part of the City's Official Plan Review process, Vaughan City Council removed the Subject Site from the Rutherford GO PMTSA boundary in the adopted VOP 2025 solely in response to concerns of residents adjacent to the Subject Site and without undertaking a proper analysis to justify the Subject Site's removal. This decision was made despite a letter to Vaughan City Council in October 2025 which maintained that the boundary of the proposed Rutherford GO Protected Major Transit Station Area ("PMTSA") should continue to include the Subject Site in order to support the minimum density target and the planned service levels of the Rutherford GO station (please see *Attachment 2* for the letter to Vaughan City Council dated October 24, 2025).

This letter serves to request the Subject Site's reinstatement within the Rutherford GO PMTSA No.2 as shown on Schedule 1.B.1 of the Draft VOP released in September 2025, and also to request a higher minimum density target in accordance with provincial policy and the density analysis MGP conducted in October 2025.

For a more detailed justification in support of the inclusion of the Subject Site, see *Attachment 2* for the letter provided to Vaughan City Council on October 24, 2025. A summary of the contents of the letter is as follows:

1. The Rutherford GO PMTSA has an approved minimum density target of 100 people and jobs per hectare (ppj/ha). It is our opinion that this minimum density should be increased to 150 ppj/ha, in accordance with the Provincial Planning Statement ("PPS") Policy 2.4.2.1.c.

2. The Subject Site plays a key role in providing the population needed to support Rutherford GO Stations ridership base.

3. The density analysis findings demonstrate that the provincially approved PMTSA achieves a density of 102.3 ppj/ha. When adjusted to exclude the Subject Site, the resulting density within the PMTSA falls significantly below the City's minimum requirement of 100 ppj/ha, achieving only 57.9 ppj/ha.

The reinstatement of this site allows the PMTSA to meet the minimum density target established in the PPS, optimize the area's size and potential ridership, and maintain flexibility for development within walking distance of the Rutherford GO Station. As such, we believe it is appropriate to include the Subject Site within Rutherford GO PMTSA No.2.

Should you have any questions or wish to discuss this matter further, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Jack Wong, MCIP, RPP
Principal

cc. M. Meighoo, Municipal Services Office - Central Ontario
G. DiMartino/J. Baldassarra, Amville Developments Inc. (Trinity Point Developments)

Attachments: Attachment 1: Minister's Decision approving York Region OP, with modifications
Attachment 2: Letter to Vaughan City Council, October 24, 2025

DECISION

With respect to the York Region Official Plan
Subsection 17(34) of the *Planning Act*

I hereby approve the repeal of the Region of York Official Plan, adopted by 2009-58, and subsequent amendments thereto, pursuant to Region of York By-law 2022-40. Furthermore, I hereby modify and approve, as modified, the York Region Official Plan, as adopted by the Region of York by By-law 2022-40, as follows:

1. Policy 1.0 is modified by adding the word "ability," to the first sentence of the subsection, *Planning for Complete and Inclusive Communities,* before the words "lifestyle or stage of life or background,".
2. Policy 2.2.4 b) is modified by deleting the words "Achievement of" and replacing it with the words "Demonstrated progress in achieving"
3. Policy 2.3.12 is modified by adding a new subsection:
   "d) incorporating vertical schools or urban schools into the base of multi-storey buildings in strategic growth areas."
4. Policy 2.3.19 is modified by adding a subsection:
   "g) Requirements for the implementation of best management practices for use of winter de-icing chemicals (including road salt) in the design of parking lots, roadways and sidewalks."
5. Policy 2.3.33 c) is modified by adding the words, "including the use of *Green Infrastructure*" to the end of the sentence.
6. Section 3.2 is modified

   i) by revising the policy reference "5.3.7" to "5.3.5" in policy 3.2.5 e).

   ii) by adding a new policy:

   "3.2.9 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham."

7. Policy 3.3.13 d) is modified by adding the word "fuel" before the words "storage tanks".
8. Policy 3.5.1 is modified by adding the words "in accordance with guidance developed by the Province," after the words "site alteration".
9. Policy 4.1.5 is modified:
   i) by adding a new bullet to the list of Key Provincial Initiatives:
   "Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe"

ii) by revising the fifth bullet to state "Metrolinx 2041 Regional Transportation Plan".

10. Policy 4.2.7 is modified by adding the following sentence to the end: "The minimum density targets set out in Table 4 will collectively meet or exceed an overall minimum density target for the Region of 60 people and jobs per hectare."

11. Policy 4.2.23 is deleted and replaced with:
"4.2.23 To require local municipalities to include policies within local official plans and *secondary plans* for *New Community Areas*, which address the interface between urban and agricultural land uses. Impacts to agricultural operations are to be mitigated to the extent feasible through future planning approvals."

12. Policy 4.2.24 is modified by adding the words ", where appropriate" to the end.

13. Policy 4.3.25 is modified by adding the words "minimize surface parking," after the words "designed to".

14. Section 4.2 is modified by adding a new policy subsection after policy 4.2.29, titled "Special Provisions", followed by new policies:
"4.2.30 Special provisions for the lands known municipally as 1289 Wellington Street East in the City of Aurora (PIN 036425499). Notwithstanding any other policies in this Plan to the contrary, the minimum density target to be achieved is 330 units per hectare and minimum building height of 12 storeys."
"4.2.31 Special provisions for lands within the property known municipally as 10506 Warden Avenue and 10508 Warden Avenue in the City of Markham (PIN 030531745). Notwithstanding any other policies in this Plan to the contrary, the minimum density target to be achieved is 100 units per hectare across the whole of the lands and building heights up to 25 storeys for any high density residential built form on the site. Permitted uses shall include, but not be limited to, long-term care facility, retirement and senior's residence together with healthcare clinics, low, medium, and high density housing in a variety of built-forms, schools, and a dual-use parkland/stormwater management facility."
"4.2.32 Special provisions for the lands known municipally as 3812 Major MacKenzie Drive West in the City of Vaughan (PIN 037541553). Notwithstanding any other policies in this plan to the contrary, the minimum building height permitted is 28 storeys."
"4.2.33 Special provisions for the lands in the City of Vaughan, located in the southwest quadrant of the intersection of Highway 400 and Rutherford Road, comprised of the following PINS: 032800301, 032800173, and 032800289. Notwithstanding any other policies in this plan to the contrary, the minimum density of 200 units per hectare applicable to the whole of the lands and a minimum building height of 18 storeys for any high density residential built form on the site."
"4.2.34 Special provisions for the lands located in the City of Vaughan, at the northeast corner of Teston Road and Dufferin Street, comprising the following PIN: 033420387. Lands outside the Natural Linkage Area are intended to be added to the Urban Area, subject to an amendment by the Minister of

Municipal Affairs and Housing to Map 227 of Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan)."

15. Policy 4.3.7 is deleted and replaced with the following:
"4.3.7 To protect *Employment Areas* located adjacent to, or in proximity of, goods movement facilities and corridors, including existing and future major highways and interchanges, for manufacturing, warehousing, and logistics, and appropriate associated uses."

16. Section 4.3 is modified by adding a new policy:
"4.3.30 To require local municipalities to include policies within local official plans and *secondary plans* for new *Employment Areas*, which address the interface between urban and agricultural land uses. Impacts to agricultural operations are to be mitigated to the extent feasible through future planning approvals."

17. Policies 4.4.11, 4.4.24 b) and 4.4.42 a) are modified by deleting the words "and maximum" where they appear in each policy.

18. Policy 4.4.24 is modified by adding a new subsection:
"u) The interface between *major facilities* and *sensitive lands uses* to ensure matters of land use compatibility are appropriately addressed in accordance with the PPS."

19. Policy 4.4.37 is modified:
i) by deleting the words ", with the exception of those identified in policy 4.4.43,"
ii) by deleting the word "protected" before the words "*major transit station Area*".

20. Policy 4.4.43 is deleted in its entirety, and replaced with:
"4.4.43
a) Notwithstanding the minimum density targets for *major transit station areas* set out in Appendix 2, the following station areas will achieve higher densities as a result of applicable Minister's Zoning Orders:
   i) PMTSA 13 Langstaff GO – Bridge Station, will plan for a minimum density target of 1,200 people and jobs per hectare for the lands referred to in section 2 of Ontario Regulation 345/22.
   ii) PMTSA 49 Richmond Hill Centre Subway Station, will be planned for a minimum density target of 1,400 people and jobs per hectare for the lands referred to in section 2 of Ontario Regulation 344/22.

b) A future *major transit station area* will be delineated around the Gormley GO Station in Richmond Hill, subject to an amendment by the Minister of Municipal Affairs and Housing to Map 227 of Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan). The station boundary will be delineated in a manner that maximizes the size of the station area and the number of potential transit users that are within walking distance of the station (generally lands within an approximate 800 metre radius of the station). The station will be planned for a minimum density of 150 people and jobs per hectare.

c) Other future *major transit station areas* have been identified on Map 1B. These station areas require further planning and consultation to finalize their location and delineation."

21. Policy 4.5.3 a) is modified:

i) by adding the words ", which may include the consideration of *private communal sewage* and *private communal water services*" before the word ", and".

ii) by adding the word "Boundary" after the word "Village" in the first sentence.

22. Section 4.6 is deleted in its entirety.

23. Policy 5.1.9 f) iii) is modified by adding the following to the end of the policy: "and that there are no reasonable alternative locations which avoid the Agricultural Area; and"

24. Policy 5.1.12 is modified:

i) by adding the words "where the facility or corridor cannot be accommodated through the use of easements or rights-of-way." after the words "*infrastructure* projects" in subsection a).

ii) by adding the words "Within the Greenbelt Plan'," before the words, "conveyances to public bodies" in subsection b).

iii) by adding the words "and the severance is limited to the minimum size needed to accommodate the use and appropriate sewage and water services." to the end of subsection f).

25. Policy 5.3.4 is deleted in its entirety and replaced with
"5.3.4 Special Provisions for the lands municipally known as 11333 Dufferin Street. Notwithstanding the policies of this section, the lands legally described as PIN 03342- 0266, PT LT 29 Con 2 Vaughan; PT LT 30 Con 2 Vaughan PTS 1 – 8 64R6003 Except PT 3 Expropriation PL R602558; S/T VA41581 Partially Released by R283556; S/T VA82915, Vaughan are intended to be developed for urban uses. The lands shall only be developed on the basis of full municipal services, an approved and registered draft plan of subdivision, and an approved implementing zoning by-law."

26. Policy 5.3.6 d) is deleted and replaced with the following:
"5.3.6 d) Active recreational and parklands uses in accordance with the Greenbelt Plan, and implemented through local *secondary plans* and/or site-specific development applications on the basis of appropriate technical studies and natural systems planning."

27. Section 5.3 is modified by adding a new policy:
"5.3.7 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham."

28. Policy 5.4.3 is modified by adding the following to end of the policy:
", provided that site conditions are suitable for the long-term provision of such services with no negative impacts."

29. Policy 5.5.16 is modified by adding the words "where agricultural rehabilitation in remaining areas is maximized," after the words "In the following cases,".

30. Policy 5.5 is modified by adding a new subsection:
"5.5.22 *Development* on, abutting, or adjacent to lands affected by oil, gas and salt hazards or petroleum resource operations, may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed."

31. Policy 6.1 is modified by deleting the first sentence in the third paragraph and replacing it with:
"A compact, mixed-use urban form is required to minimize the length and number of vehicle trips and support current and future use of sustainable modes of transportation, such as transit and *active transportation*."

32. Policy 6.2 is modified by deleting first sentence in the first paragraph and replacing it with:
"A key strategy of the Plan is the alignment of growth with the timing and delivery of Regional *infrastructure* and the importance of ensuring that this *infrastructure* is phased appropriately so that planning for *infrastructure* is financially viable over its lifecycle, and available to meet current and projected needs."

33. Section 6.2 is modified by adding a new policy:
"6.2.5 That the Region work with local municipalities to plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs."

34. Policy 6.3.3 is modified by adding the following to the end of the policy:
", with continuous linkages between strategic growth areas, adjacent neighbourhoods, *major trip generators*, and transit stations."

35. Policy 6.3.9 is modified by deleting the word "protection" and replacing it with the words "preservation and reuse".

36. Policy 6.3.40 is modified:
i) by changing the reference from "Map 11" to "Map 10"
ii) by adding a new subsection "g) 407 Transitway"

37. Policy 6.3.25 is deleted and replaced with the following:
"6.3.25 To recognize that all existing and planned regional arterial roads are designed, refurbished, or reconstructed to accommodate all vehicles and modes of travel including passenger vehicles, goods movement, transit, *active transportation* and users of all ages and abilities."

38. Policy 6.3.52 is deleted and replaced with the following:
"6.3.52 To work with the Province, local municipalities, and surrounding jurisdictions to plan for, protect and promote an interconnected and efficient *multimodal* goods movement network that links local municipalities, *Employment Areas* and surrounding areas, utilizing freight-supportive

infrastructure (Provincial highways, airports, Regional streets and rail corridors) to meet current and future needs."

39. Policy 6.3.54 is deleted and replaced with the following:
"6.3.54 To focus freight-intensive land uses to areas well served by major highways, airports, *rail facilities* and marine facilities, and encourage freight and logistics uses to locate in clusters that create synergies within the goods movement industry."

40. Policy 6.4.11 is modified by adding the following sentence to the end of the policy:
"and in accordance with applicable policies in the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans."

41. Policy 6.4.19 is modified by adding the following sentence to the end of the policy:
"Specific types of sewage *infrastructure* may not be permitted where the activity is identified as a *significant drinking water threat* in accordance with the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans."

42. Policy 6.4.3.1 is modified by adding the following new subsections:
"j) tailings from mines;
k) Dense non-aqueous phase liquids (DNAPLS)"

43. Policy 6.4.35 is deleted and replaced with the following:
"6.4.35 That notwithstanding policy 6.4.31, within Wellhead Protection Areas, new land uses which involve the storage, manufacture of materials or uses detailed in 6.4.31 are prohibited where they pose a *significant drinking water threat*, in accordance with the requirements of the CTC and SGBLS Source Protection Plans."

44. Policy 6.4.36 is deleted and replaced with the following:
"6.4.36 That in WHPA-A, the 0-to-2 year time of travel zone, or IPZ-1 as shown on Map 6, new storage of animal manure, undertaking of animal agriculture and the storage of agricultural equipment for other than personal or family use, is prohibited."

45. Policy 6.5.2 is modified by adding the following sentence to the end of the policy:
"Specific types of stormwater management facilities may not be permitted where the activity is identified as a *significant drinking water threat* in accordance with applicable policies in the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans."

46. Policy 6.5.7 is deleted and replaced with the following:
"6.5.7 That d*evelopment* take an integrated and innovative approach to stormwater management, be water efficient, and minimize, or where possible, prevent increases in stormwater volumes, contaminant loads and changes in water balance and maximize infiltration through an integrated treatment approach."

47. Policy 6.3.53 is deleted and replaced with the following:

"6.3.53 To avoid locating land uses that are sensitive to noise and vibration in proximity to *rail facilities*. If avoidance is not possible, appropriate design and buffering from *sensitive land uses* is required to protect the long-term viability of such facilities, in accordance with provincial guidelines."

48. Policy 6.6.7 is modified by adding the following words to the end ", in accordance with provincial guidelines and legislation."

49. Policy 6.7.1 is deleted and replaced with the following:
"To work with municipalities and the province to identify and protect existing and planned utility corridors as determined through the Environmental Assessment Act process where applicable or identified in Provincial plans to support expected growth within York Region and its neighbouring municipalities."

50. Policy 6.7.12 is modified by adding the following sentence to the end of the policy:
"Ground-mounted solar facilities are permitted in the Agricultural Area and the Holland Marsh Specialty Crop Area, only as an *on-farm diversified use*."

51. Policy 7.3.4 c) is modified by deleting the words "and lot creation" and adding the words "as they apply to *agricultural uses* and *mineral aggregate resources* respectfully." to the end of the policy.

52. Policies 7.3.13, 7.3.14, and 7.3.15 are renumbered to 7.3.14, 7.3.15 and 7.3.16 respectfully.

53. Section 7.3 is modified by adding a new policy:
"7.3.13 That required studies and plans shall comply with Terms of Reference, Standards and Guidelines prepared by the municipality, as amended."

54. Definition of *Major Development* is modified by adding the words "(as it applies within provincial plans and policy direction) after the words "*Major Development*".

55. Definitions is modified by adding the following new definitions and appropriately italicizing them where they appear in the Plan:

"**Higher Order Transit**: Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

Major Trip Generator: Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas).

Multimodal: Relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine.

Transportation Demand Management: A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation System: A system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance.

Rail Facilities: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future rail facilities."

56. Table 3 is modified by deleting the first bullet in the Table notations and replacing it with:
"* In the Urban Area and Towns and Villages, as designated on April 22, 2002, where secondary plans, official plan, or zoning by-laws that were approved based on, or Master Environmental Servicing, or Functional Servicing Plans, or environmental studies that have identified minimum vegetation protective zones that are different from those identified in the Oak Ridges Moraine Conservation Plan, then the standards established within those Official plans / Secondary plans and/or by-laws shall prevail."

57. Maps 1B and 2 are modified by deleting the Future Urban Area from the map and legend.

58. Map 1 of the Official Plan is modified:
i) by deleting the overlay "Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02" from the legend and map.
ii) by changing the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley and north of the Community of Stouffville, from Urban Area and Towns and Villages to Agricultural System.

59. Map 1A of the Official Plan is modified:
i) by deleting the "Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02" from the legend and map.
ii) by redesignating the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley from Employment Area to Agricultural Area.
iii) by redesignating the lands underlying the overlay noted in i) above, north of the Community of Stouffville from Community Area to Agricultural Area.

60. Map 1B of the Official Plan is modified:
   i) by deleting the "Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02" from the legend and map.
   ii) by removing the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley and north of the Community of Stouffville, from Designated Greenbelt Area.

61. Maps 2, 9A and 10 of the Official Plan are modified:
   i) by deleting the "Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02" from the legend and map.
   ii) by removing the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley, from Urban Area.
   iii) by removing the lands underlying the overlay noted in i) above, north of the Community of Stouffville, from Towns and Villages.

62. Map 1 is modified by changing lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area, from Agricultural System to Urban Area.

63. Map 1A is modified by redesignating lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area, from Agricultural Area to Community Area.

64. Map 1B is modified by adding Designated Greenfield Area and New Community Area to lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area.

65. Maps 2, 9A and 10 are modified by adding Urban Area to lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area.

66. Map 1A is modified by redesignating lands identified in Appendix 1 to this Decision, from the Agricultural Area the Rural Area in the City of Vaughan.

67. Map 1 is modified by removing lands from the Agricultural System and adding them to Urban Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.

68. Map 1A is modified by redesignating lands from Agricultural Area to Community Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.

69. Map 1B is modified by adding lands to the Designated Greenfield Area and New Community Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.

70. Maps 2, 9A and 10 are modified by adding lands to the Urban Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.

71. Map 1 is modified by removing lands from the Agricultural System and adding them to Urban Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.

72. Map 1A is modified by redesignating lands from Agricultural Area to Community Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.

73. Map 1B is modified by adding lands to the Designated Greenfield Area and New Community Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.

74. Maps 2, 9A and 10 are modified by adding lands to the Urban Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.

75. Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan, located in the southwest quadrant of the intersection of Highway 400 and Rutherford Road, comprised of the following PINS: 032800301, 032800173, and 032800289.

76. Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan, known municipally as 132 Woodstream Boulevard, 144 Woodstream Boulevard, 154 Woodstream Boulevard and 166 Woodstream Boulevard.

77. Map 1A is modified:

i) by redesignating lands in the Town of Georgina, located south of Baseline Road, East of Warden Avenue and West of McCowan Road, from Rural Area to Agricultural Area.

ii) by redesignating lands in the Township of King, located south of the Hamlet of Kettleby, east of Highway 400, north of 18th Sideroad and west of Jane Street from Rural Area to Agricultural Area.

78. Map 1B is modified by:

i) adding the word "Future" before the words "major transit station area", in the fourth legend item.

79. Appendix 2 of the Official Plan is modified:

i) by extending the station area boundary of PMTSA 1 Aurora GO Station to the north, to include two properties known municipally as 6 Scanlon Court (PIN 036410837) and 10 Scanlon Court (PIN 03641387) in the Town of Aurora.

ii) by deleting MTSA 35 Mulock GO, MTSA 47 Gormley GO, and MTSA 61 Kirby GO in their entirety.

iii) by deleting MTSA 72 Langstaff BRT, MTSA 73 Major Mackenzie BRT, MTSA 74 Norwood BRT, MTSA 75 Pennsylvania BRT, MTSA 76 Springside BRT, and MTSA 77 Vaughan Mills BRT, in their entirety.

iv) by extending the station area boundary of PMTSA 56 Creditstone BRT south to Highway 407, between Creditstone Road and the boundary of PMTSA 67 Vaughan Metropolitan Centre Subway Station, in the City of Vaughan.

v) by extending the station area boundary of PMTSA 65 Rutherford GO Station to the west, to include the property located on the southwest quadrant of the intersection of Keele Street and Rutherford Road, known municipally as 9222 Keele Street (PIN 032760813).

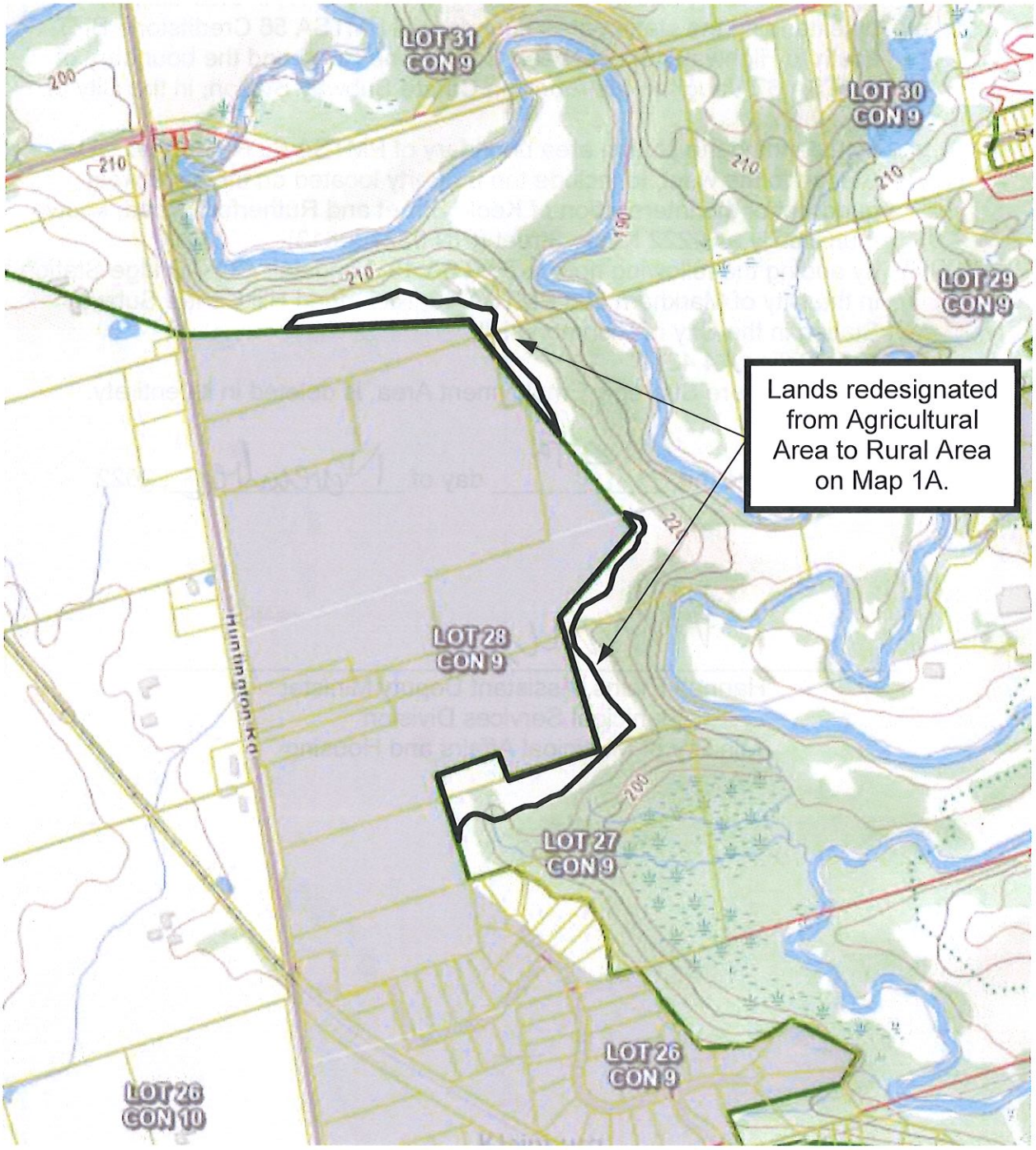
vi) by adding the following note to PMTSA 13, Langstaff GO – Bridge Station in the City of Markham and PMTSA 49, Richmond Hill Centre Subway Station in the City of Richmond Hill:
"See Policy 4.4.43 a)"

80. Appendix 4, Future Strategic Employment Area, is deleted in its entirety.

Dated at Toronto this 4th day of November, 2022

Hannah Evans, Assistant Deputy Minister
Municipal Services Division
Ministry of Municipal Affairs and Housing

Appendix 1 – Modification



Jack Wong
905 513 0170 x113
jwong@mgp.ca

October 24, 2025

MGP File: 20-2898

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

via email: clerks@vaughan.ca

Attention: Mayor Steven Del Duca and Members of Council

Dear Mr. Mayor and Members of Council:

RE: VOP 2025
October 28, 2025 Council Meeting
9222 Keele Street, City of Vaughan
Amville Developments Inc.

Malone Given Parsons ("MGP") is the planning consultant for Amville Developments Inc. ("Amville"), the owner of 9222 Keele Street (the "Subject Site"), located at the southwest corner of Rutherford Road and Keele Street in the City of Vaughan. This letter serves as a follow-up to the deputation made by our client, Mr. Gabriel DiMartino of Trinity Point Developments, at the September 30, 2025 Committee of the Whole meeting with respect to the matter herein, in the context of consideration of the Draft VOP 2025 by the Committee of the Whole, and to provide information in support of the Subject Site's continued inclusion within the Rutherford GO Protected Major Transit Station Area ("PMTSA") No.2, and also to request a higher minimum density target.

As it currently stands, the Rutherford GO PMTSA has an approved minimum density target of 100 people and jobs per hectare (ppj/ha), and the Subject Lands are included within its boundary. It is our opinion that this minimum density should be increased to 150 ppj/ha, in accordance with the Provincial Planning Statement ("PPS"), which states:

> *'Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.'*
>
> *(Policy 2.4.2.1.c)*

This density target was originally contemplated to align with provincial policy and remains appropriate for the area given its access to higher-order transit.

An important factor to consider is the continued investment in the Rutherford GO Station, which has seen substantial upgrades as recently as last year. These improvements included the installation of a second track and an east platform, increasing capacity on the Barrie GO

Line and enabling future rail service expansion along the corridor. The Subject Site plays a key role in providing the population needed to support the station's ridership base.

To support our request, we have prepared a density analysis for the provincially approved PMTSA. The analysis accounts for all the approved development applications within the boundary and includes detailed unit, job, and population assumptions for each property located within the approved PMTSA boundary. The findings demonstrate that the provincially approved PMTSA achieves a density of 102.3 ppj/ha, as shown in Attachment 2.

When adjusted to exclude the Subject Site, the resulting density within the PMTSA falls significantly below the City's minimum requirement of 100 ppj/ha, achieving only 57.9 ppj/ha. This is also well below the 150 ppj/ha minimum target set out in the PPS. The density analysis includes preliminary assumptions based on a development concept for the Subject Site. The continued inclusion of this site allows the PMTSA to meet the minimum density target established in the PPS, optimize the area's size and potential ridership, and maintain flexibility for development within walking distance of the Rutherford GO Station.

As such, we believe it is appropriate to continue to include the Subject Site within the Rutherford GO PMTSA No.2 as indicated on Schedule 1.B.1 of VOP 2025 and request the minimum density target be increased to 150 ppj/ha in conformity with Policy 2.4.2.1.c) of the Provincial Planning Statement.

Should you have any questions or wish to discuss this matter further, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



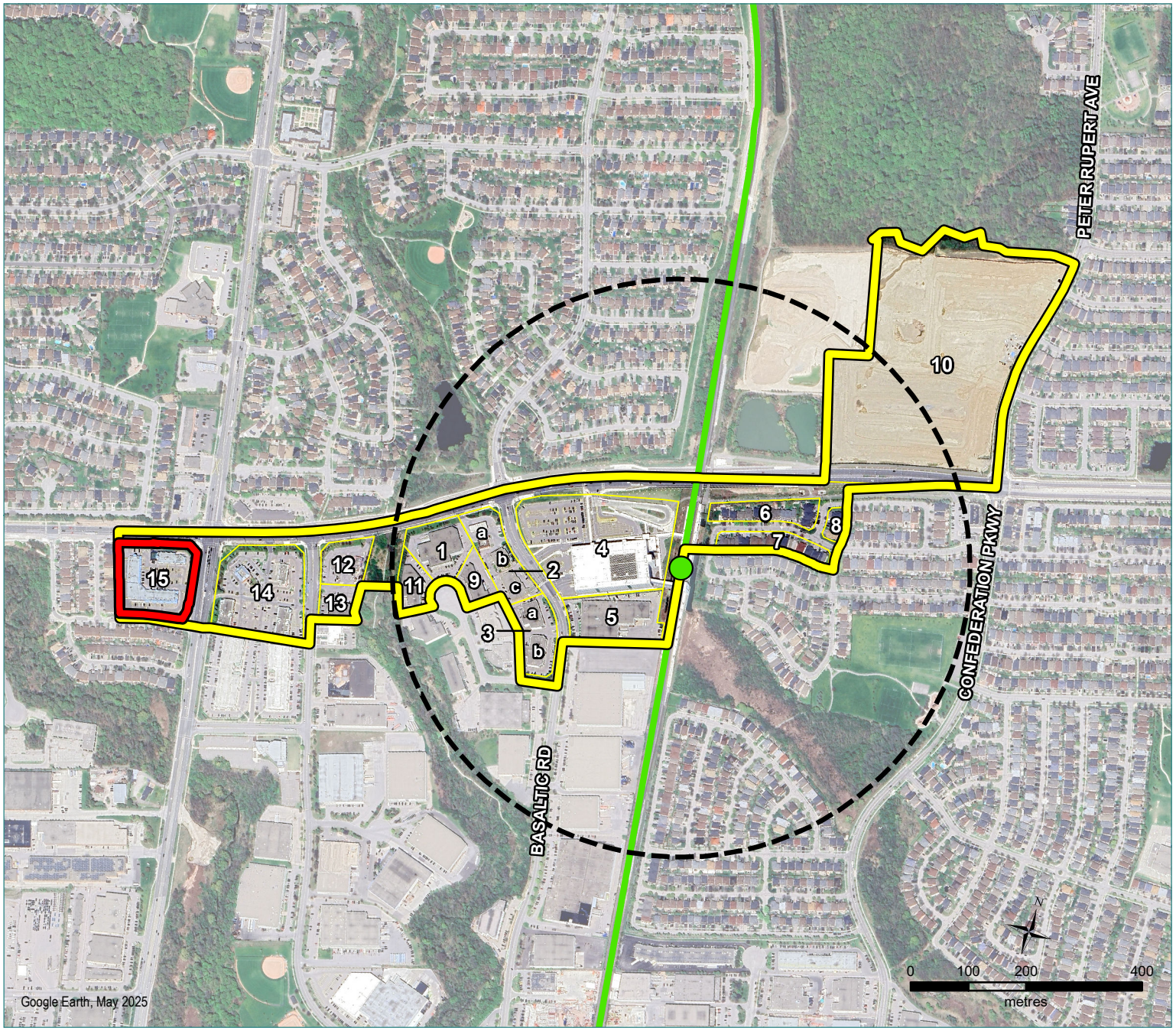
Jack Wong, MCIP, RPP
Principal

cc. G. DiMartino/J. Baldassarra, Amville Developments Inc. (Trinity Point Developments)

Attachments: Attachment 1: Rutherford GO Protected Major Transit Station Area No. 2
Attachment 2: Rutherford GO PMTSA Density Calculations

Attachment 1

RUTHERFORD GO PROTECTED MAJOR TRANSIT STATION AREA No. 2
VAUGHAN



Subject Lands

Provincially Approved MTSA Boundary

Rutherford GO Station

500m Distance Band

Priority Transit Corridor - GO Rail

Sources: Draft City of Vaughan Official Plan, Volume 1, Schedule 1.B.1, September 2025.
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MGP File: 20-2898
Date: October 17, 2025

MGP Malone Given Parsons.

Table 1 - Rutherford GO Station - Adopted MTSA - Existing Density

Map ID		Existing Use	Hectares		Population							Jobs				Total Poulation & Jobs	Density (p+j/ha)
					Units			Population				Building Footprints Size	# of Commercial/ Office Floors	Total Floor Space	Total Jobs		
					Singles	Semis	Towns	Singles	Semis	Towns	Total	sq.m		sq.m			
1		Employment Land - Petra Hygienic Systems	0.9									3,416	2	6,832	78	78	
	a	Retail - Gas Station/7-11										741	1	741	5	5	
2	b	Commercial - Childcare Centre - BrightPath Rutherfor	1.0									639	2	1,279	32	32	
	c	Commercial - Premier Place Banquet Hall/Mackenzie Fireplaces										1,476	2	2,952	74	74	
3	a	Commercial - Aquastream Swim and Retail - Westburne Electric Supply Store	0.9									1,412	2	2,825	71	71	
	b	Employment Land - Wajax Industrial Components/Wonder Home Stone Ltd.										1,619	2	3,237	37	37	
4		GO Transit Station	4.1		x	x	x	x	x	x	x	x	x	x	x	x	
5		Employment Land - Forte Fixtures & Millwork	1.4									5,994	2	11,989	136	136	
6		Residential - Existing	0.7		1	18	6	3	61	17	86				6	92	
7		Residential - Existing	0.7			6		0	20	0	21				1	23	
8		Residential - Existing	0.2			6	21	0	20	60	84				6	90	
9		Employment Land	0.4									1522	2	3,044	35	35	
10		Future Park + Approved Draft Plan of Subdivision (19T-20V008)	12.9		17		243	58	0	693	788				55	843	
11		Office	0.5									1,818	3	5,455	237	237	
12		Commercial - Burger King/Mary Brown's	0.6									570	1	570	14	14	
13		Office	0.4									825	3	2,476	108	108	
14		Commercial - Pizza Hut, Dulux Paints, Wendy's etc.	2.3									3,377	1	3,377	84	84	
Total			**27.0**		**18**	**30**	**270**	**61**	**102**	**770**	**979**			**44,777**	**979**	**1,958**	
Gross Area			**33.8**														**57.9**

Notes:

1. PPU Source: Adjusted York Region Proposed 2051 Forecast and Land Needs Assessment, March 2021

2. Worked at Home jobs were calculated at a rate of 7% of the populaton (Based on 2016 Census)

3. Assumed 5.04% net undercount rate, Statistics Canada, 2021 Census rates for Toronto CMA.

4. Gross Area excludes rail corridor and NHS

5. Assumed 88sq.m per employee for Employment Uses as per Vaughan Development Charges Background Study, June 2022

6. Assumed 40sq.m. per employee for Commercial Uses as per Vaughan Development Chareges Background Study, June 2022

7. Assumed 5 employees for Gas Station/7-11

Table 2 - Rutherford GO Station - Provincially Approved MTSA Boundary - Existing Density

Map ID		Existing Use	Hectares	GFA per floor (sq.ft)	Total GFA (sq.ft)	# of Residential Floors	Population									Jobs				Total Poulation & Jobs	Density (p+j/ha)
							Units				Population					Building Footprints Size	# of Commercial/ Office Floors	Total Floor Space	Total Jobs		
							Singles	Semis	Towns	Apts	Singles	Semis	Towns	Apts	Total (with undercount)	sq.m		sq.m			
1		Employment Land - Petra Hygienic Systems	0.9													3,416	2	6,832	78	78	
	a	Retail - Gas Station/7-11														741	1	741	5	5	
2	b	Commercial - Childcare Centre - BrightPath Rutherford	1.0													639	2	1,279	32	32	
	c	Commercial - Premier Place Banquet Hall/Mackenzie Fireplaces														1,476	2	2,952	74	74	
3	a	Commercial - Aquastream Swim and Retail - Westburne Electric Supply Store	0.9													1,412	2	2,825	71	71	
	b	Employment Land - Wajax Industrial Components/Wonder Home Stone Ltd.														1,619	2	3,237	37	37	
4		GO Transit Station	3.8				x	x	x	x	x	x	x	x	x	x	x	x	x	x	
5		Employment Land - Forte Fixtures & Millwork	1.4													5,994	2	11,989	136	136	
6		Residential - Existing	0.7				1	18	6		3	61	17		86				6	92	
7		Residential - Existing	0.7					6			0	20	0		21				1	23	
8		Residential - Existing	0.2					6	21		0	20	60		84				6	90	
9		Employment Land	0.4													1522	2	3,044	35	35	
10		Future Park + Approved Draft Plan of Subdivision (19T-20V008)	12.9				16		257		54	0	732		826				58	884	
11		Office	0.5													1,818	3	5,455	237	237	
12		Commercial - Burger King/Mary Brown's	0.6													570	1	570	14	14	
13		Office	0.4													825	3	2,476	108	108	
14		Commercial - Pizza Hut, Dulux Paints, Wendy's etc.	2.3													3,377	1	3,377	84	84	
15		SUBJECT LANDS - Commercial - Starbucks, Subway, Grande Cheese etc.	1.6													4,102	1	4,102	103	103	
Total			**26.8**				**17**	**30**	**284**	**0**	**58**	**102**	**809**	**0**	**1,018**			**48,879**	**1,084**	**2,101**	
Gross Area			**36.3**																		**57.9**

Notes:

1. PPU Source: Adjusted York Region Proposed 2051 Forecast and Land Needs Assessment, March 2021

2. Worked at Home jobs were calculated at a rate of 7% of the populaton (Based on 2016 Census)

3. Assumed 5.04% net undercount rate, Statistics Canada, 2021 Census rates for Toronto CMA.

4. Assumed Gross Area as per Draft Vaughan Official Plan - Schedule 1.B.1, September 2025

5. Assumed 88sq.m per employee for Employment Uses as per Vaughan Development Charges Background Study, June 2022

6. Assumed 40sq.m. per employee for Commercial Uses as per Vaughan Development Chareges Background Study, June 2022

7. Assumed 5 employees for Gas Station/7-11

8. Assumed no further development on GO Station site since recent redevelopment.

Table 3 - Rutherford GO Station - Provincially Approved MTSA Boundary - Density including Redevelopment of Subject Lands

Map ID		Existing Use	Hectares	GFA per floor (sq.ft)	Total GFA (sq.ft)	# of Residential Floors	Population									Jobs				Total Poulation & Jobs	Density (FSI or p+j/ha)
							Units				Population					Building Footprints Size	# of Commercial/ Office Floors	Total Floor Space	Total Jobs		
							Singles	Semis	Towns	Apts	Singles	Semis	Towns	Apts	Total (with Undercount	sq.m		sq.m			
1		Employment Land - Petra Hygienic Systems	0.9													3,416	2	6,832	78	78	
	a	Retail - Gas Station/7-11														741	1	741	5	5	
2	b	Commercial - Childcare Centre - BrightPath Rutherford	1.0													639	2	1,279	32	32	
	c	Commercial - Premier Place Banquet Hall/Mackenzie Fireplaces														1,476	2	2,952	74	74	
3	a	Commercial - Aquastream Swim and Retail - Westburne Electric Supply Store	0.9													1,412	2	2,825	71	71	
	b	Employment Land - Wajax Industrial Components/Wonder Home Stone Ltd.														1,619	2	3,237	37	37	
4		GO Transit Station	3.8				x	x	x	x	x	x	x	x	x	x	x	x	x	x	
5		Employment Land - Forte Fixtures & Millwork	1.4													5,994	2	11,989	136	136	
6		Residential - Existing	0.7				1	18	6		3	61	17		86				6	92	
7		Residential - Existing	0.7					6			0	20			21				1	23	
8		Residential - Existing	0.2					6	21		0	20	60		84				6	90	
9		Employment Land	0.4													1522	2	3,044	35	35	
10		Future Park + Approved Draft Plan of Subdivision (19T-20V008)	12.9				16		257		54	0	732		826				58	884	
11		Office	0.5													1,818	3	5,455	237	237	
12		Commercial - Burger King/Mary Brown's	0.6													570	1	570	14	14	
13		Office	0.4													825	3	2,476	108	108	
14		Commercial - Pizza Hut, Dulux Paints, Wendy's etc.	2.3													3,377	1	3,377	84	84	
15		SUBJECT LANDS - Based on Preliminary Concept Plan - Feb 2022	1.6		526,031	12				701				1474	1548	0		1,737	152	1700	3.07
Total			**28.4**				**17**	**30**		**701**	**58**	**102**	**809**	**1,474**	**2,565**			**46,514**	**1,133**	**3,699**	
Gross Area			**36.2**																		**102.3**

Notes:

1. PPU Source: Adjusted York Region Proposed 2051 Forecast and Land Needs Assessment, March 2021

2. Worked at Home jobs were calculated at a rate of 7% of the populaton (Based on 2016 Census)

3. Assumed 5.04% net undercount rate, Statistics Canada, 2021 Census rates for Toronto CMA.

4. Assumed Gross Area as per Draft Vaughan Official Plan - Schedule 1.B.1, September 2025

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