Davies Howe
LAND DEVELOPMENT ADVOCACY & LITIGATION

Alex Lusty
alexl@davieshowe.com
Direct: 416.263.4522
Main: 416.977.7088
Fax: 416.977.8931
File Nos. 704890 | 704891 | 704892

January 28, 2026

By E-Mail Only to *matthew.meighoo@ontario.ca*

Matthew Meighoo
Municipal Services Office – Central Ontario
777 Bay Street, 16th Floor
Toronto, ON M7A 2J3

Dear Minister Flack:

Re: ERO Posting No. 025-1420
New Vaughan Official Plan
Comments of ZZEN Group of Companies Limited

We are counsel to ZZEN Group of Companies Limited ("**ZZEN**"). ZZEN has been building in the City over 30 years. In that time, ZZEN, together with its affiliated companies, has built approximately 2,700 residential units and over 15 million square feet of non-residential space.

The purpose of this letter is to provide comments on the adopted version of the 2025 Vaughan Official Plan ("**2025 VOP**") as it relates to the following ZZEN properties:

- 6701 & 6751 Highway 7 (the "**Livall Lands**"),
- 6100, 6110, 6120, 6130, 6140, 6150, 6170, 6200, 6210, 6220, 6230, 6240, 6250 & 6260 Highway 7 (the "**Vaughan Valley Center Lands**"), and
- 8501 Highway No. 50 (the "V**aughan West Lands**").

The location of each of these properties is depicted in Attachment 1.

In a nutshell, ZZEN seeks common sense changes to the 2025 VOP that, if implemented, would reduce barriers to development, intensification, and ongoing redevelopment of its properties. The changes will allow for faster, more cost effective, development.

The reasons for ZZEN's requests have been provided by its land use planners repeatedly as demonstrated in the background correspondence provided as Attachment 2. ZZEN has yet to receive an explanation for why the requested modifications have not been made.

To minimize further duplication, the remainder of this letter focuses on the changes ZZEN is seeking to the 2025 VOP while relying on the attached background for full justification.

Livall Lands

The necessary modifications for the Livall Lands are to:

1. Designate them as *Community Area* on Schedule 1: Urban Structure
2. Designate them as *Primary Centre* on Schedule 1B: Strategic Growth Areas
3. Designate them as *High-Rise Mixed-Use* on Schedule 13: Land Use
4. Remove them from the *Huntington Business Park Secondary Plan* underlay
5. Remove them from the *Approved Regional Employment Land Conversion* overlay
6. Remove the road allowance traversing them in all instances as it was stopped up and closed in 2022.

These changes will bring a natural conclusion to the employment land conversion process approved by both the City and York Region in 2020. The modifications would also facilitate implementation of a planned mixed-use development, making it easier for our clients to deliver much needed housing and jobs.

Vaughan Valley Centre Lands

The necessary modifications for the Vaughan Valley Centre Lands are to:

1. Designate them as *Community Area* on Schedule 1: Urban Structure
2. Designate them as *Non-Residential Mixed Use* on Schedule 12: Land Use

Doing so will ensure the 2025 VOP does not cause avoidable non-conformity issues with in-force zoning. Furthermore, the modifications will recognize that “areas of employment” are no longer conceptualized as places for event centres, hotels, banks, and standalone office, all of which already exist on the Vaughan Valley Centre Lands.

Vaughan West Lands

The necessary modifications for the Vaughan West Lands are to:

1. Reduce the area subject to the *Utilities* designation on Schedule 13: Land Use
2. Designate the balance of the site *Prestige Employment* on Schedule 13: Land Use

These changes will eliminate the non-conformities otherwise created by the 2025 VOP by not accurately reflecting the zoning for the site which as previously agreed upon between ZZEN and the City.

ZZEN's strong preference is to implement the requested modifications through the Minister's authority pursuant to section 17(34) of the *Planning Act*. However, in the alternative, ZZEN asks that the requests be referred to the Ontario Land Tribunal in accordance with s. 17(55) or 17(61) of the *Planning Act*.

Should there be any questions about this submission, please do not hesitate to contact me.

Yours truly,
DAVIES HOWE LLP



Alex Lusty (he/him)

encls.: as above

ATTACHMENT 1

Location	Address / Description	Ownership
	Northeast corner of Highway 50 and Langstaff Road 8501 Highway No. 5 Vaughan West Lands	Vaughan West III Limited
	Northwest corner of Highway 27 and Highway 7 6100, 6110, 6120, 6130, 6140, 6150, 6170, 6200, 6210, 6220, 6230, 6240, 6250 and 6260 Highway 7 Vaughan Valley Center Lands	Roybridge Holdings Limited
	Southeast corner of Highway 50 and Highway 7 6701 and 6751 Highway 7 Livall Lands	Livwest North Inc.

ATTACHMENT 2

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

T 905.669.4055

KLMPLANNING.COM

P-3099-c

January 19, 2026

Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

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

Re: **City of Vaughan Official Plan**
ZZEN Group of Companies Limited
Comments on Committee of the Whole Agenda Item 6.2
Policy and Mapping Update Request

Hon. Mayor Del Duca & Members of Council,

KLM Planning Partners Inc. (KLM) represents the ZZEN Group of Companies Limited (the "Owner"), with respect to multiple properties in the City of Vaughan municipally known as:

- 6701 & 6751 Highway 7 (the "Livall Lands"),
- 6100, 6110, 6120, 6130, 6140, 6150, 6170, 6200, 6210, 6220, 6230, 6240, 6250 & 6260 Highway 7 (the "Vaughan Valley Center Lands"), and
- 8501 Highway No. 50 (the "Vaughan West Lands").

The location of each of these properties is depicted in Attachment 1.

We are writing on behalf of the Owner to provide our comments on the City's recent policy initiatives related to Employment Areas. This letter pertains to City File No. 26.19 being the City-Initiated Official Plan Amendment – Changes to Employment Area Policies, and File No. 28.1 being the City-Initiated Official Plan Modifications to Volume 2 of the Adopted Vaughan Official Plan 2025 ("VOP 2025").

While the effort to ensure legally existing uses in *Employment Areas* may continue is helpful, it does not resolve the issue in the City's *Employment Area* mapping which continues to include lands long intended for removal from the *Employment Area*. In other instances, the *Employment Areas* designation is being retained without considering existing uses, which include standalone office, hotels, and other commercial uses that are no longer appropriate to be included in the *Employment Area*.

Similarly, while a measure of simplification is provided by the proposed changes to Volume 2 of the 2025 VOP through the elimination of the Huntington Business Park Secondary Plan, required policy changes have not been implemented resulting in a disjointed policy framework.

The requests highlighted in this letter are not new. The Owner participated in the City of Vaughan's Official Plan Review process which resulted in adoption of the 2025 VOP. In this regard, this letter supplements the letters that were previously submitted to the City on behalf of the Owner dated:

- March 4, 2025 and June 24, 2025 for the Vaughan Valley Lands,
- October 2, 2023, August 10, 2024, and June 2, 2025 for the Livall Lands, and,
- February 6, 2025 and June 24, 2025 for the Vaughan West Lands.

In addition, the Owner's lawyers, Davies Howe LLP, filed correspondence on September 26, 2025 summarizing the required mapping and policy revisions.

A further summary of unresolved requests and comments are noted below. A detailed analysis and rationale for the requests and comments on each of the properties can be found in the original letters as noted above and attached to this letter.

Livall Lands

The VOP 2025 designates the lands as *Employment Area* on Schedule 1 Urban Structure notwithstanding that the lands were subject to an approved Employment Land Conversion Request and are designated *Community Area* in the Region of York Official Plan. The VOP 2025 also shows an *Approved Regional Employment Conversion* overlay on Appendix 1 Provincial Decisions. Lastly, the VOP 2025 continues to show the stopped up and closed road allowance for Huntington Road between Highway 7 and Highway 50 as a local road.

Given the now approved Employment Conversation Request and Community Areas designation of the Region of York Official Plan, we believe these lands should be designated *Community Areas* on Schedule 1 Land Use. We also believe the Approved Regional Employment Conversion overlay is not appropriate or relevant in the context of a new VOP 2025. It is also not appropriate to continue to show a closed road allowance that is privately owned as a local municipal right of way. Lastly, in order to expedite the delivery of a mix of uses on these lands, the *Primary Centres* designation of Schedule 1B Strategic Growth Areas and *High-Rise Mixed-Use* designation on Schedule 13 Land Use has been requested but not implemented.

Vaughan Valley Center Lands

The VOP 2025 designates these lands as *Prestige Employment*, *e* and *Employment Commercial Mixed Use* on Schedule 13 Land Use. This is inconsistent with the way these lands are zoned by the City of Vaughan Zoning By-law 001-2021 which zones the lands Employment Commercial Mixed Use (EMU – 14.785) Exception Zone. We believe that the *Non-Residential Mixed Use* designation of the VOP 2025 is the appropriate corresponding designation to regulate lands zoned Employment Commercial Mixed Use.

Vaughan West Lands

The VOP 2025 designates these lands as *Prestige Employment*, *General Employment* and *Utilities* on Schedule 13 Land Use. This is inconsistent with the way these lands are zoned by the City of Vaughan Zoning By-law 001-2021 which zones a smaller area as Utilities Zone, consistent with the size and shape of an existing stormwater management pond, with the balance of the lands being within the Prestige Employment Zone. In this regard, the Utilities designation should be reduced in size and the remainder of the lands designated Prestige Employment consistent with the in effect zones on the lands.

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

CC: Joseph Sgro, ZZEN Group of Companies Limited
Sam Speranza, ZZEN Group of Companies Limited
Fausto Filipetto, City of Vaughan

ATTACHMENT 1

Location	Address / Description	Ownership
	Northeast corner of Highway 50 and Langstaff Road 8501 Highway No. 50	Vaughan West Lands
	Northwest corner of Highway 27 and Highway 7 6100, 6110, 6120, 6130, 6140, 6150, 6170, 6200, 6210, 6220, 6230, 6240, 6250 and 6260 Highway 7	Vaughan Valley Center Lands
	Southeast corner of Highway 50 and Highway 7 6701 and 6751 Highway 7	Livall Lands

PLANNING PARTNERS INC.

64 Jardin Drive, Unit 1B
Concord, Ontario
L4K 3P3
T. 905.669.4055
F. 905.669.0097
klmplanning.com

October 2, 2023

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

Attention: **Todd Coles,**
City Clerk

Re: **Livwest North Inc. and Liveast North Inc., c/o Zzen Group**
City of Vaughan Official Plan Review
6701 & 6751 Highway 7
Part of Lots 4 & 5, Concession 9 & 10 and Part of the Road Allowance between Concession 9 & 10
City of Vaughan, Regional Municipality of York

Dear Mr. Coles,

KLM Planning Partners Inc. are land use planners for Livwest North Inc., c/o Zzen Group (the "Owners"), with respect to the lands legally known as Part of Lots 4 & 5, Concession 9 & 10 and Part of the Road Allowance between Concession 9 & 10, City of Vaughan (the "Subject Lands"). We are writing on behalf of the Owners to provide comments and participate in the City of Vaughan's Official Plan review process.

We understand that the Official Plan review process will be completed in two parts, a Part A Official Plan Amendment (the "Part A Draft OPA"), which is a conformity exercise with the latest Region of York Official Plan (the "Regional OP") and Provincial policy, and a Part B Official Plan Amendment (the "Part B Draft OPA"), which goes beyond the scope of the conformity exercise providing for a fulsome review and update of the City of Vaughan Official Plan (the "City OP"). The purpose of this letter is to provide feedback to the City of Vaughan (the "City") on the Part A Official Plan Amendment.

The Subject Lands consist of two parcels of land on the west and east sides 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 and associated utilities. The lands are generally rectilinear in shape with no discernible natural features.

The Owners of the Subject Lands previously participated in the review of the Regional OP and submitted an employment land conversion request to the Region of York (the "Region") in accordance with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"). 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 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 an employment area as defined by the Growth Plan.

The current 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.

The Draft Part A Official Plan Amendment Schedules (the "Draft OP Schedules"), continue to designate the Subject Lands as *Employment Area*. Notwithstanding the *Community Area* designations of the Regional OP, the lands subject to approved employment land conversations in the City all appear to be shown as *Employment Area*, including the Subject Lands. Further, it appears that no other land designated *Community Area* by the Regional OP are designated *Employment Area* by the Draft OP Schedules. This approach of designating *Community Area* as *Employment Area*, is inconsistent with the Regional OP. The Draft OP Schedules not only result in inconsistencies with the Regional OP land use designations, in that they do not recognize all general *Community Area* permissions, they are inconsistent with each other in that they continue to designate the Subject lands as *Employment Area* but remove them from the *West Vaughan Employment Area* on Appendix 1 Regional Employment Area Densities.

The approach taken by staff to identify lands approved for employment land conversion requests as *Employment Area*, appear to demonstrate a degree of disregard for the will and decisions of Regional Council and City Council. The criteria outlined in the Part A Draft OPA for lands already approved for employment conversion would require what amounts to a repeat of a process already approved by Regional Council and endorsed by City Council. This approach would be wasteful, demonstrates a lack of acceptance for the will and decision of Councils and will unnecessarily prolong future Planning Act approval processes for lands already approved for employment conversion. Further, this approach may not conform to the requirements of the Growth Plan which suggests that conversions of lands within employment areas to non-employment uses may only be permitted through the municipal comprehensive review of an upper tier municipality, which the City of Vaughan is not. In this regard, the Owners request that policy 2.2.4.6 and 2.2.4.7 be deleted in their entirety from the Part A Draft OPA.

Given the approved employment land conversion request on the Subject Lands, as supported by City Council, we believe that the existing *Employment Area* land use designation is no longer appropriate or suitable to implement the Regional OP. Further, it is no longer appropriate that Highway 7 abutting the Subject Lands be identified as *Regional Intensification Corridors within Employment Areas* as the lands are no longer designated *Employment Area* in the Regional OP.

Further, the Owners request that City Council consider designating the Subject Lands as a *Primary Centre* based on the following rationale.

The Subject Lands directly abut an 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 MTO, is undertaking an assessment of a 24 kilometer extension to the existing Highway 7 Bus Rapid Transit route (a "BRT"), which currently terminates approximately 4.5 kilometers east of the Subject Lands. This contemplated 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, this BRT system 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.

The Subject Lands would be at the approximate midpoint of the contemplated BRT extension between the Vaughan Metropolitan Centre and Downtown Brampton being roughly 13.5 kilometers from Main Street and Queen Street in Brampton and 9.5 kilometers from the Vaughan Metropolitan Centre. The designation of the Subject Lands as a *Primary Centre*, which is a strategic growth area would represent the integration and coordination of infrastructure planning, land use planning, and infrastructure investment as contemplated by the Growth Plan. Further, designating the Subject Lands as a *Primary Centre* 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.

Providing a strategic growth area on the Subject Lands 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.

For the reasons outlined above, the Owners request that the City redesignate the Subject Lands as *Community Area* and *Primary Centres* as well as identify Highway 7 abutting the Subject Lands as *Regional Intensification Corridors* on Schedule 1 Urban Structure and Schedule 1A Strategic Growth Areas in the manner shown on Appendix 'A' to this letter. Further, the Owners request that the stopped up and closed portion of Huntington Road be removed from all Official Plan schedules that currently identify these lands as a local road.

In conclusion, 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 and Growth Plan. We respectfully request that City Council consider the above opinion and direct staff to implement the redesignation requests though the review of the Official Plan. Further the Owners wish to affirm their commitment to working with the City though the ongoing Official Plan review including the future Part B Draft OPA.

We look forward to any further discussions on this matter with the City. Please do not hesitate to contact the undersigned if there are any questions or concerns of if you require any additional information.

Yours truly,

KLM PLANNING PARTNERS INC.



Robert Lavecchia BURPl, MCIP, RPP
Associate

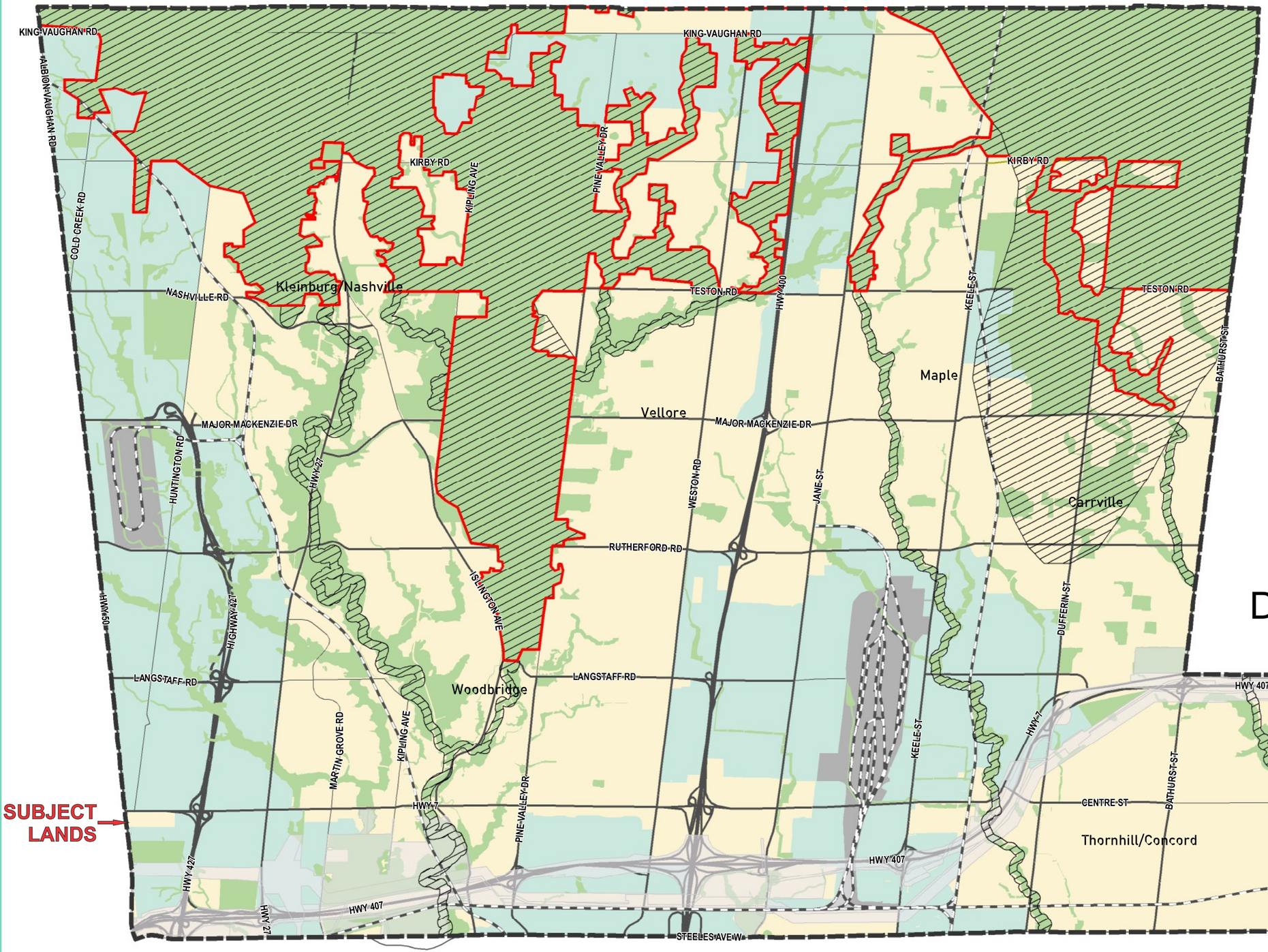
CC: Joseph Sgro, Zzen Group of Companies
Sam Speranza, Zzen Group of Companies
Haiqing Xu, Deputy City Manager, Planning and Growth Management

APPENDIX 'A'

REQUESTED PART A OFFICIAL PLAN AMENDMENT SCHEDULES

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

DRAFT



DRAFT

August 2023

SCHEDULE 1

VAUGHAN

Urban Structure

- Natural Areas and Agriculture
- Community Area
- Rail Facilities
- Employment Area
- Infrastructure Corridor

Base Map Features

- Municipal Boundary
- Urban Boundary
- Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area [1]
- Railway
- Roads

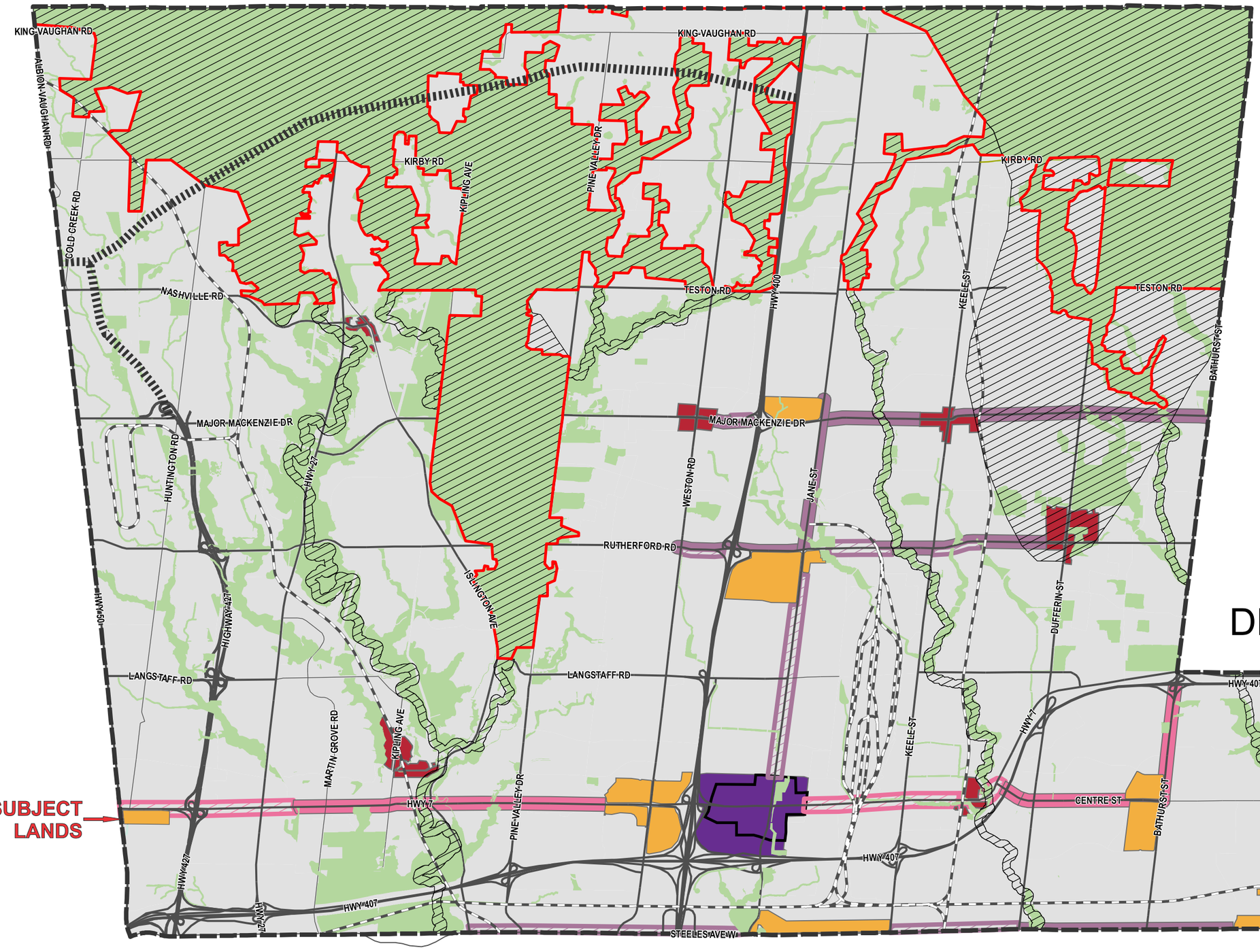
ATTACHMENT 2

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

0 1 2 3 Kilometres

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

DRAFT



DRAFT

August 2023

SCHEDULE 1A

VAUGHAN

Strategic Growth Areas

- Urban Growth Centre
- Vaughan Metropolitan Centre
- Regional Intensification Corridor
- Regional Intensification Corridor within Employment Areas
- Primary Centres
- Local Centres
- Primary Intensification Corridor
- Primary Intensification Corridor within Employment Areas
- Potential Freeway

Base Map Features

- Municipal Boundary
- Urban Boundary
- Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area [1]
- Natural Area and Agriculture
- Railway
- Roads

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

0 1 2 3 Kilometres

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

T 905.669.4055

KLMPLANNING.COM

P-3422

August 10, 2024

Mr. Fausto Filipetto
Policy Planning Dept.
2nd Floor, North Wing
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Attention: **Fausto Filipetto,**
Senior Manager, Policy Planning & Sustainability

Re: **Livwest North Inc. c/o ZZEN Group of Companies Limited**
City of Vaughan Official Plan Review (June 2024 Draft VOP Version)
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

Dear Mr. Filipetto,

KLM Planning Partners Inc. ("KLM") is theland 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 Owners to provide our comments on the Draft #1 Comprehensive Official Plan Amendment (June 2024 Draft VOP) and participate in the City of Vaughan's Official Plan review process.

The Subject Lands consist of two parcels of land 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 and associated utilities. The lands are generally rectilinear in shape with no discernible natural features.

The Owners of the Subject Lands previously participated in the review of the Regional OP and submitted an employment land conversion request to the Region of York (the "Region") in accordance with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"). 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 an employment area as defined by the Growth Plan.

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.

The Draft #1 Official Plan Amendment (the "Draft OP") designates the Subject Lands as *Community Areas* with an *Approved Regional Employment Land Conversion* designation overlay on Schedule 1 Urban Structure. Policy 2.2.4.7 of the Draft OP confirms that these lands are considered to be part of the *Community Areas* but will by subject to criteria through future amendment to determine an appropriate land use designation. Huntington Road between Highway 7 and Highway 50 continues to be shown as a local road bisecting the Subject Lands.

Given the approved employment land conversion request on the Subject Lands, the criteria of policy 2.2.4.7 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. In this regard, the Owners request that the *Approved Regional Employment Land Conversion* overlay on Schedule 1 and policy 2.2.4.7 be removed from the Draft OP. Further, it is no longer appropriate that Highway 7 abutting the Subject Lands be identified as *Regional Intensification Corridors within Employment Areas* as the lands are no longer designated *Employment Area* in the Regional OP. 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*.

Also, the Region of Peel Official Plan (the "RPOP") Schedule E-2 – Strategic Growth Areas and City of Brampton Official Plan Schedule 1A – City Structure, show the Highway 7 and Highway 50 intersection as a designated *Planned Major Transit Station Area*.

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.

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* would represent the integration and coordination of infrastructure planning, land use planning, and infrastructure investment as contemplated by the Growth Plan. 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 designate the Subject Lands as *High-Rise Mixed-Use* and *Primary Centres* as well as identify Highway 7 abutting the Subject Lands as *Regional Intensification Corridors* on Schedule 1 Urban Structure and Schedule 1A Strategic Growth Areas 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 and Growth Plan. We respectfully request that City staff consider the above opinion and redesignation requests though 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, or Rob Lavecchia (starting October 2024 on) of KLM if there are any questions or concerns or if you require any additional information.

Yours truly,
KLM PLANNING PARTNERS INC.



Grant Uyeyama, BAA, MCIP, RPP
Principal Planner
for Rob Lavecchia B.U.R.P.I, MCIP, RPP

CC: Rob Lavecchia, KLM Planning Partners Inc.
Ryan Virtanen, KLM Planning Partners Inc.
Joseph Sgro, ZZEN Group of Companies Limited
Sam Speranza, ZZEN Group of Companies Limited
Haiqing Xu, Deputy City Manager, Planning and Growth Management

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

T 905.669.4055

KLMPLANNING.COM

File: P-3099-c

February 6, 2025

Mr. Fausto Filipetto
Vaughan Policy Planning &
Special Projects Department
2nd Floor, North Wing
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

Attention: **Fausto Filipetto, Project Manager**

Re: **Vaughan Official Plan (VOP) Review 2025**
Comments on Draft Land Use Schedule 13 (January 2025 Version)

Dear Fausto,

KLM Planning Partners Inc. ("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 (January 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 recently submitted to your attention identifying similar concerns to be corrected.

KLM will continue to monitor the VOP 2025 process and reserves the right to provide further comments. We ask that Vaughan notify both KLM and ZZEN on any future updates of the VOP 2025 including any notices for upcoming statutory and non-statutory meetings. We ask that you acknowledge receipt of this letter.

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

Respectfully submitted,
KLM PLANNING PARTNERS INC.



Grant Uyeyama, BAA, MCIP, RPP
Principal Planner

Attachment: Excerpt from OLT Decision (dated June 26, 2023, Case No. OLT-22-002104)

Copy: Joseph Sgro, ZZEN Group of Companies Limited
Sam Speranza, ZZEN Group of Companies Limited

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	

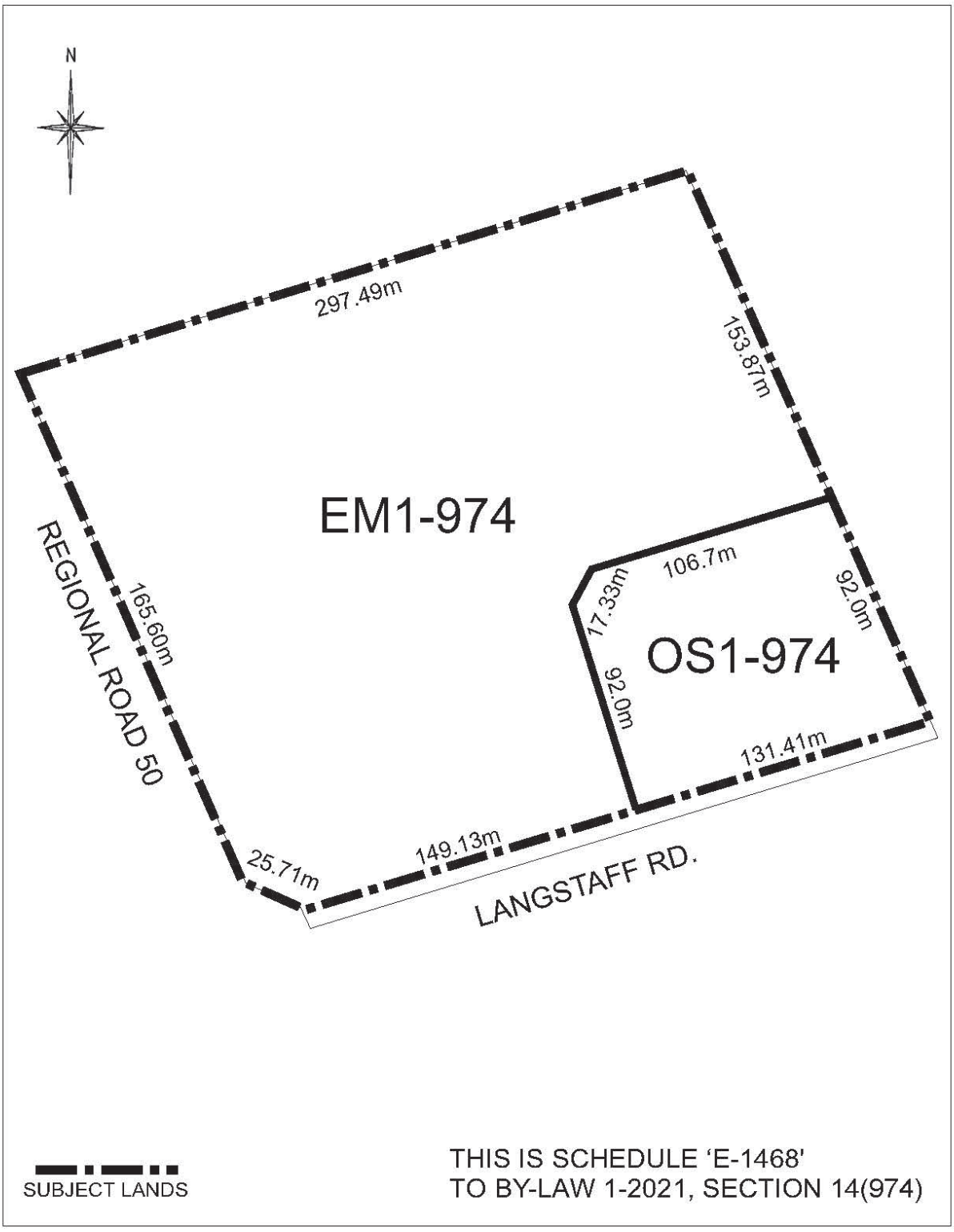
14.974.1 Permitted Uses

1. The following additional use shall be permitted in the Prestige Employment (EM1) Zone, as shown on Figure E-1468:
    a. Retail warehouse.

14.974.2 Lot and Building Requirements

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.
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.
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.

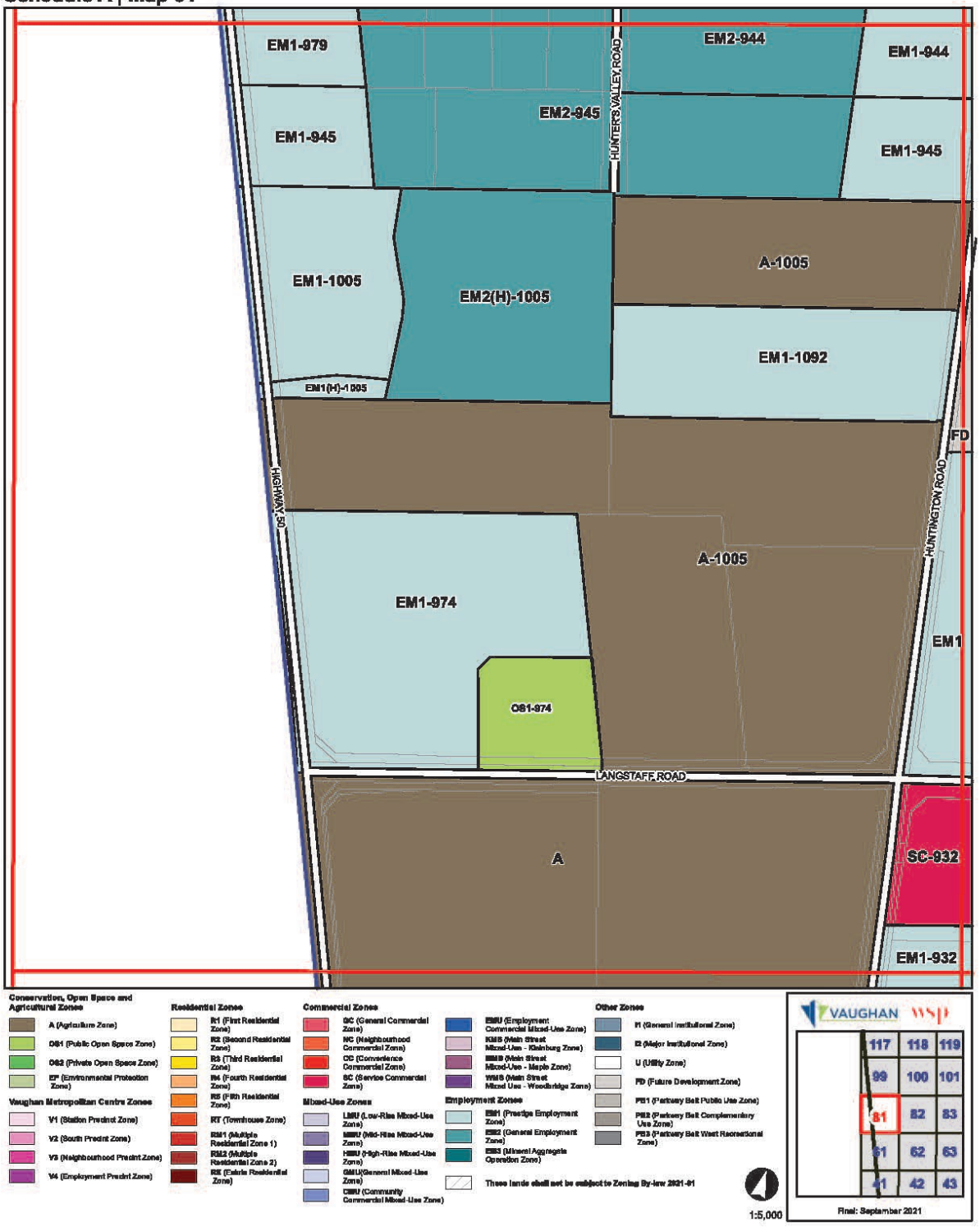
14.974.3 Other Provisions
1. For lands zoned Prestige Employment (EM1) as shown on Figure E-1468, the following definition of retail warehouse shall apply: a. Retail warehouse shall mean a building or part of a building in which goods and merchandise are displayed, stored and sold in a warehouse format. 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 m^2, 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 m^2. A retail warehouse shall not include a gross floor area greater than 1,000.0 m^2 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
Figure E-1468


N
297.49m
153.87m
EM1-974
106.7m
17.33m
92.0m
OS1-974
92.0m
131.41m
165.60m
REGIONAL ROAD 50
25.71m
149.13m
LANGSTAFF RD.
SUBJECT LANDS
THIS IS SCHEDULE 'E-1468'
TO BY-LAW 1-2021, SECTION 14(974)

Attachment 35

Zoning By-law 001- 2021

Schedule A | Map 81



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

T 905.669.4055

KLMPLANNING.COM

KLM File: P-3099-c

March 4, 2025

Mr. Fausto Filipetto
Vaughan Policy Planning &
Special Projects Department
2nd Floor, North Wing
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

Attention: **Fausto Filipetto, Project Manager**

Re: **Vaughan Official Plan (VOP) Review 2025**
Comments on the January 2025 Draft VOP Document

Dear Fausto:

KLM Planning Partners Inc. ("KLM") is the land use planning firm retained on behalf of the ZZEN Group of Companies Limited ("ZZEN"), who is representing the owners of several lands located throughout the City of Vaughan.

We have reviewed the draft VOP 2025 (January 2025 Version) and have the following comments and requests:

1. **Schedule 13, Land Use: "Vaughan Valley Centre" Lands** (Northwest Quadrant of Highways 7 and 27) is still shown with *Prestige Employment, General Employment, and Employment Commercial Mixed-Use* designations. We previously asked in letters to you last Fall to consider redesignating this parcel to entirely *Employment Commercial 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 *Employment Commercial Mixed-Use*.

2. **Various Sections Throughout VOP 2025: There are many policies regarding Office, Major Office, and Accessory Office to a Primary Employment Use** discussed in the draft VOP 2025 that identify where each of these office uses can be located and how much office GFA can be associated with each use in a particular area of Vaughan – i.e. a Strategic Growth Centre and MTSA, an Employment Area, and Accessory Office to a Primary Employment Use in an Employment Area. VOP 2010 permits up to 12,500 m2 GFA of office use and anything over this number is considered to be a Major Office use. We understand that the new Provincial Planning Statement (PPS, 2024) that came into effect on October 20, 2024 restricts Major Office uses to Strategic Growth Centres and MTSAs and limits "accessory office to primary Employment uses" to Employment Areas. The PPS 2024 prohibits retail and office uses that are not associated with a primary employment use in Employment Areas. The draft VOP 2025 has determined that accessory office is limited to 4,000 m2 (43,056 sq.ft) GFA and that Major Office uses are over 4,000

m2 and are restricted to MTSAs and Strategic Growth Centres (i.e. ECMU, Mid-Rise MU, and High-Rise MU). Our client has the following comments, concerns and questions as follows:

a. Very large existing and future employment developments have or require greater than 4,000 m2 (43,056 sq.ft) GFA of accessory office use to a primary employment use, and this impacts how these employment developments operate. Question: Will the City allow a reasonable amount of accessory office use above 4,000 m2 (43,056 sq.ft) GFA when the nature of the employment development (i.e. building) is large?

b. The draft VOP 2025 permits minor extensions and expansions of legally existing uses without an amendment to the Official Plan (Policy 1.4.1.7) provided the intent of the Plan is not compromised as set out in the policy but also requires conformity with Provincial policies (Policy 1.4.1.2) such as the PPS 2024. The client has an existing Adidas office building (approximately 10,000 m2) located on the south side of Milani Boulevard, west of Highway 27, and is contemplating an expansion of this office building. A second office building is also contemplated next to the existing building. Question: How would the City treat the existing office building expansion, and a new second office building located in a Non-Strategic Growth Centre?

3. **P.96, 3.3.2.31(h): This policy requires surface parking to have one aisle of parking adjacent to the road, and a length representing 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. This policy should be re-visited.

4. **P.104, 3.4.3.1: Question: What is "advanced manufacturing" mean and constitute?** This is not a defined term in the draft VOP 2025.

5. **P.225, 3.9.1.18: This policy requires electric vehicle charging infrastructure in new developments through the CZBL and Site Plan.** This policy requirement is vague as appears to read that *all new development* will require this and the standards will be identified in the City's CZBL 001-2021 and subject to a site plan application/approval. This policy is overly restrictive and should instead be changed to be "encouraged" rather than mandatory as it does not recognize the unique circumstances associated with different land uses (i.e. residential, commercial, industrial, and institutional) and to what degree electric vehicle charging infrastructure is needed or desired for each type of use. Unlike residential homes, a residential high-rise building, office building, or a shopping plaza that can facilitate in numbers and/or have the physical space to include electric vehicle charging infrastructure, the development of one-off individual industrial and commercial sites are more constrained given the limited space to accommodate the building and associated setbacks, parking, loading and landscaping when designing such lands. This policy also requires every development to be subject to Site Plan approval, when in fact, there are many instances when a site plan application and site plan approval are not required in accordance with the City's Site Plan Control By-law. This policy should be re-visited.

6. **P.229, 3.9.2.12: This policy requires cycling facilities and amenities in new development (e.g. office buildings) with the standards to be identified in the City's CZBL 001-2021.** This policy needs to be clarified as it is not clear if all "*new development*" means all types of new development including but not limited to industrial uses as the policy text includes the reference to "e.g." or example of "office buildings". Is this policy only referring to "office buildings" or rather all new development of all types? Please clarify this policy.

7. **P.230, 3.9.2.13: This policy requires Short-Term and Long-Term bike parking in new Residential and Non-Residential developments.** This policy is overly restrictive and should instead be changed to be "encouraged" rather than mandatory as it does not recognize the unique circumstances associated with different land uses (i.e. residential, commercial, industrial, and institutional). Larger developments that employ or can facilitate a lot of people may be better able to accommodate and/or facilitate Long-Term bike parking, however, the development of small one-off individual industrial and commercial sites is more constrained in both space and need. This policy also needs to be clarified as it is not clear if all "*new development*" means all types of new development including but not limited to industrial uses.

8. **P.246, 3.9.5.12: 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 that can accentuate the building façade facing a street. This policy should be re-visited.

9. **P.270, 3.10.7.1: This policy indicates that development applications within 200 m of TCPL ROW (same as VOP 2010) or "750 m" (note was 200 m previously in VOP 2010) from a compressor station shall require early consultation with TCPL.** This requirement to consult with TCPL when a development site is within "750 m" from a compressor station is overly restrictive as this is quite a distance apart. Having to contact TCPL and obtain comments and/or their consent to proceed can also lead to unnecessary delays in obtaining development approvals. This policy should be re-visited to maintain the current VOP 2010 distance of "200 m".

Conclusion

My client and I are prepared to meet with you should City staff wish to discuss any of the comments noted above.

KLM will continue to monitor the VOP 2025 process and reserves the right to provide further comments. We ask that Vaughan notify both KLM and ZZEN on any future updates of the VOP 2025 including any notices for upcoming statutory and non-statutory meetings. We ask that you acknowledge receipt of this letter.

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

Yours truly,
KLM PLANNING PARTNERS INC.

Grant Uyeyama

Grant Uyeyama, BAA, MCIP, RPP
Principal Planner

Attachment: Excerpt from OLT Decision (dated December 24, 2024, Case No. OLT-22-002104) Related to Zoning Exception 14.785 (Attachments 15 and 17)

Copy to: Joseph Sgro, ZZEN Group of Companies Limited
Sam Speranza, ZZEN Group of Companies Limited
Mark Yarranton, Partner, KLM Planning Partners Inc.

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

1. On lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239, the following additional uses shall be permitted:

   a. A Drive-through for Buildings "C", "D" and "E" accessory to a Restaurant or Financial Institution;

   b. For all units within Building "K", as follows:

      i. Manufacturing or Processing Facility; Warehousing and Distribution Facility; Research and Development; Motor Vehicle Sales, Rental and Leasing that may contain a Commercial School;

      ii. Accessory Office Use; and

      iii. Accessory Retail Use subject to Section 5.2. The floor area of the accessory retail use shall not exceed thirty percent (30%) of the gross floor area of the entire unit devoted to the industrial employment use or a maximum of 930 m^2 whichever is the lesser, and this floor area shall be separated from the rest of the unit by a solid partition.

2. On lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239, the following additional use shall be permitted:

   a. Banquet Hall.

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 m^2 per building.

14.785.2 Lot and Building Requirements

1. The following lot and building requirements shall apply to lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239:

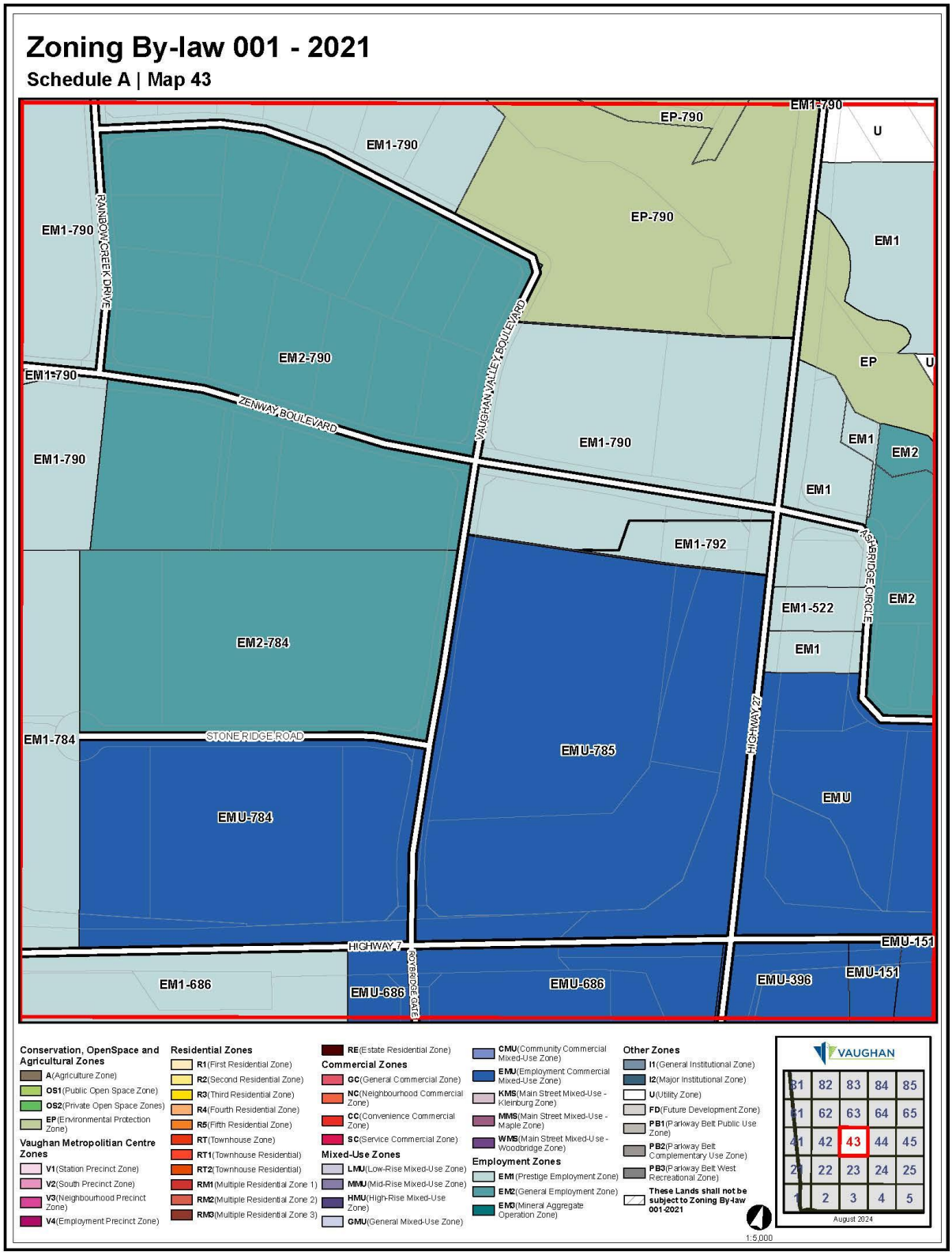
   a. The subject lands are deemed to be one lot for the purpose of determining zoning compliance.

   b. The minimum width of a landscape strip adjacent to Vaughan Valley Boulevard shall be 1.5 m.

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


Zenway Boulevard
Vaughan Valley
Highway 27
Highway 7
BUILDING K
BUILDING O-2
BUILDING L
BUILDING J
BUILDING N
BUILDING M
EMU
BUILDING A
BUILDING H
BUILDING G
BUILDING F
BUILDING B
BUILDING C
BUILDING D
BUILDING E
THIS IS FIGURE 'E-1239'
TO BY-LAW 001-2021
SECTION 14.785
Subject Lands
Metres
0
25
50
100

ATTACHMENT 17



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

T 905.669.4055

KLMPLANNING.COM

P-3422

June 2, 2025

Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

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.

<u>Employment Conversion Request Background</u>

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 by 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 though 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

CC: Joseph Sgro, ZZEN Group of Companies Limited
Sam Speranza, ZZEN Group of Companies Limited
Fausto Filipetto, City of Vaughan

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.



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	

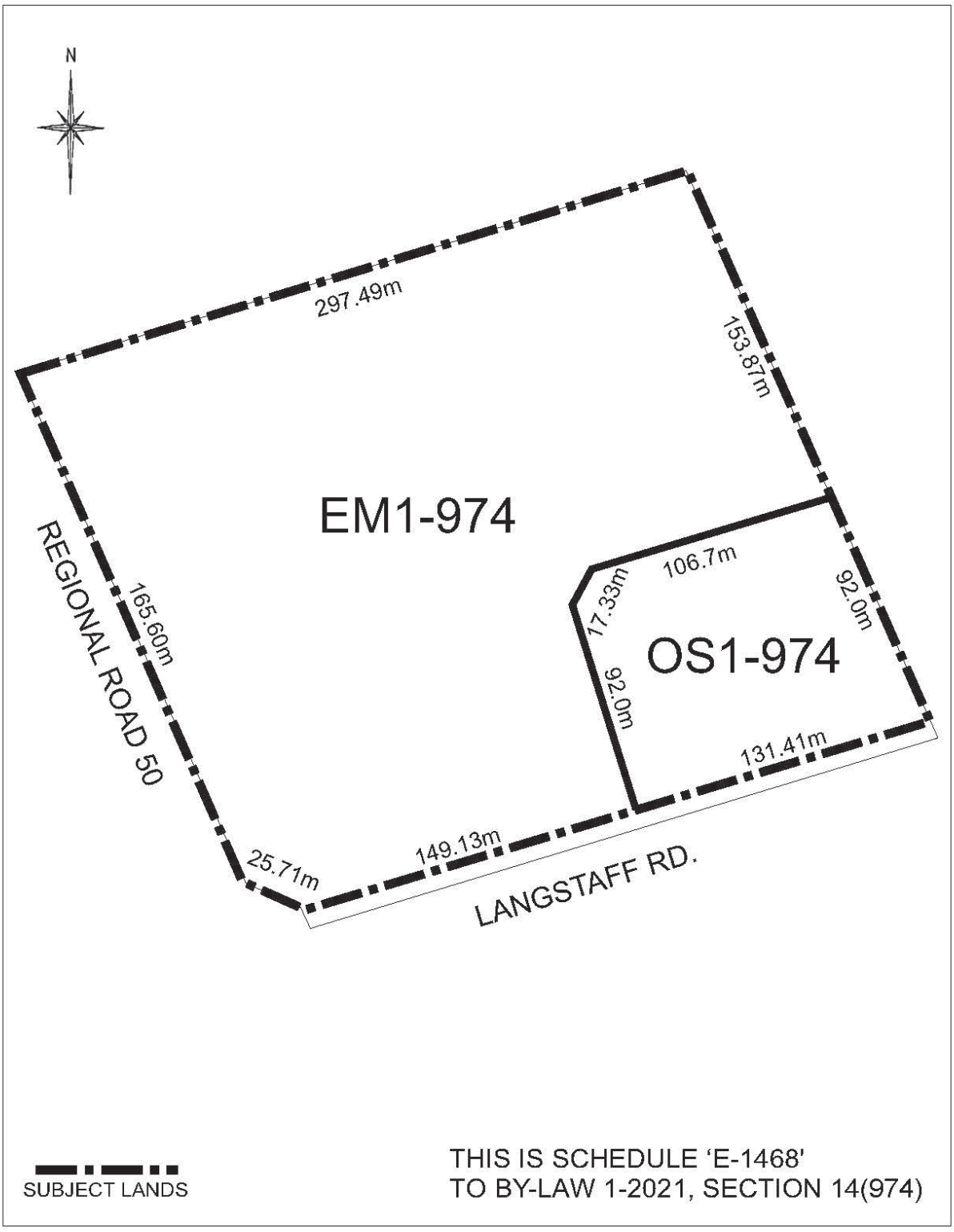
14.974.1 Permitted Uses

1. The following additional use shall be permitted in the Prestige Employment (EM1) Zone, as shown on Figure E-1468:
    a. Retail warehouse.

14.974.2 Lot and Building Requirements

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.
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.
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.

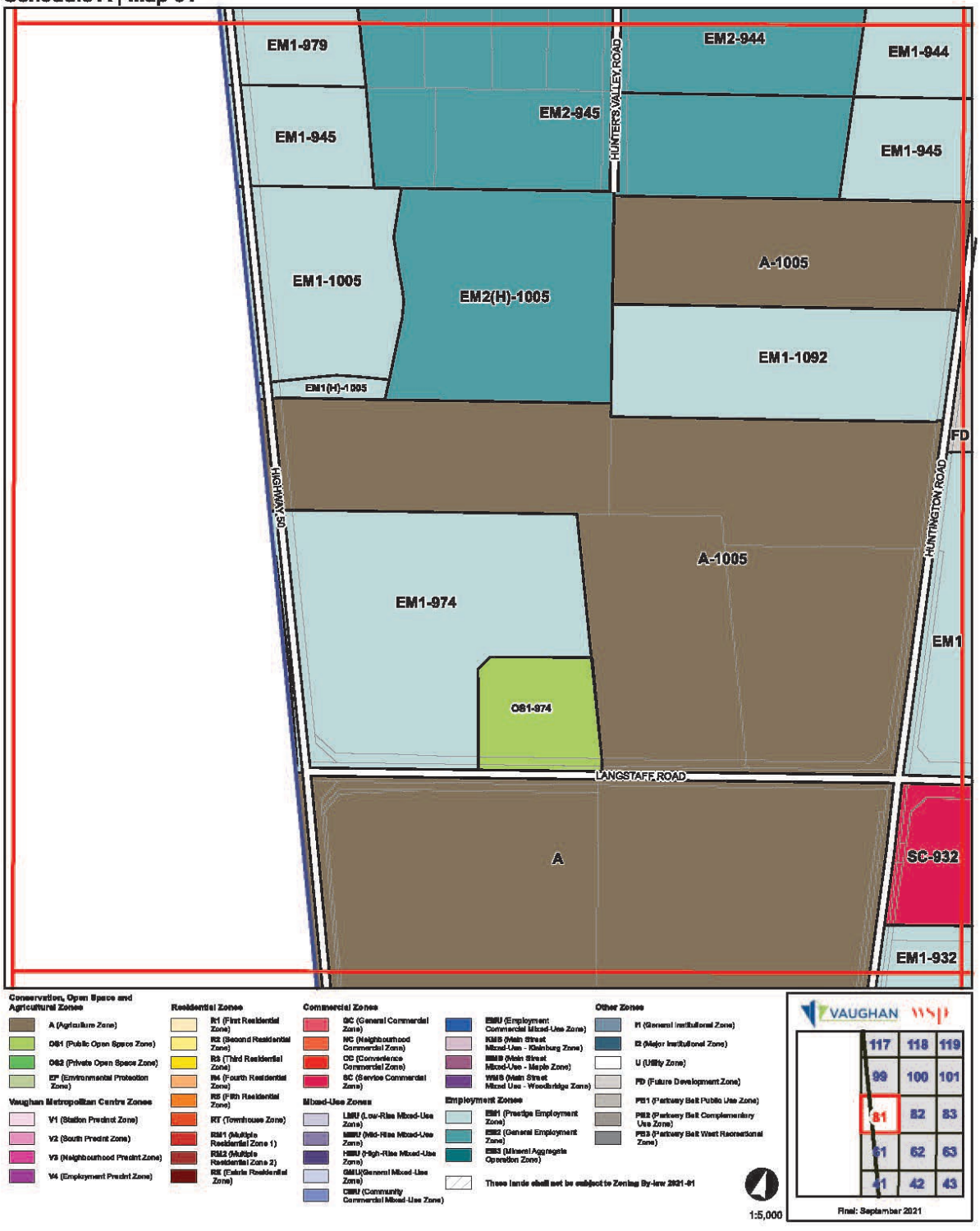
14.974.3 Other Provisions
1. For lands zoned Prestige Employment (EM1) as shown on Figure E-1468, the following definition of retail warehouse shall apply: a. Retail warehouse shall mean a building or part of a building in which goods and merchandise are displayed, stored and sold in a warehouse format. 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 m^2, 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 m^2. A retail warehouse shall not include a gross floor area greater than 1,000.0 m^2 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
Figure E-1468


N
297.49m
153.87m
EM1-974
106.7m
17.33m
92.0m
OS1-974
92.0m
131.41m
165.60m
REGIONAL ROAD 50
25.71m
149.13m
LANGSTAFF RD.
SUBJECT LANDS
THIS IS SCHEDULE 'E-1468'
TO BY-LAW 1-2021, SECTION 14(974)

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

1. On lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239, the following additional uses shall be permitted:

   a. A Drive-through for Buildings "C", "D" and "E" accessory to a Restaurant or Financial Institution;

   b. For all units within Building "K", as follows:

      i. Manufacturing or Processing Facility; Warehousing and Distribution Facility; Research and Development; Motor Vehicle Sales, Rental and Leasing that may contain a Commercial School;

      ii. Accessory Office Use; and

      iii. Accessory Retail Use subject to Section 5.2. The floor area of the accessory retail use shall not exceed thirty percent (30%) of the gross floor area of the entire unit devoted to the industrial employment use or a maximum of 930 m^2 whichever is the lesser, and this floor area shall be separated from the rest of the unit by a solid partition.

2. On lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239, the following additional use shall be permitted:

   a. Banquet Hall.

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 m^2 per building.

14.785.2 Lot and Building Requirements

1. The following lot and building requirements shall apply to lands zoned Employment Commercial Mixed-Use (EMU), as shown on Figure E-1239:

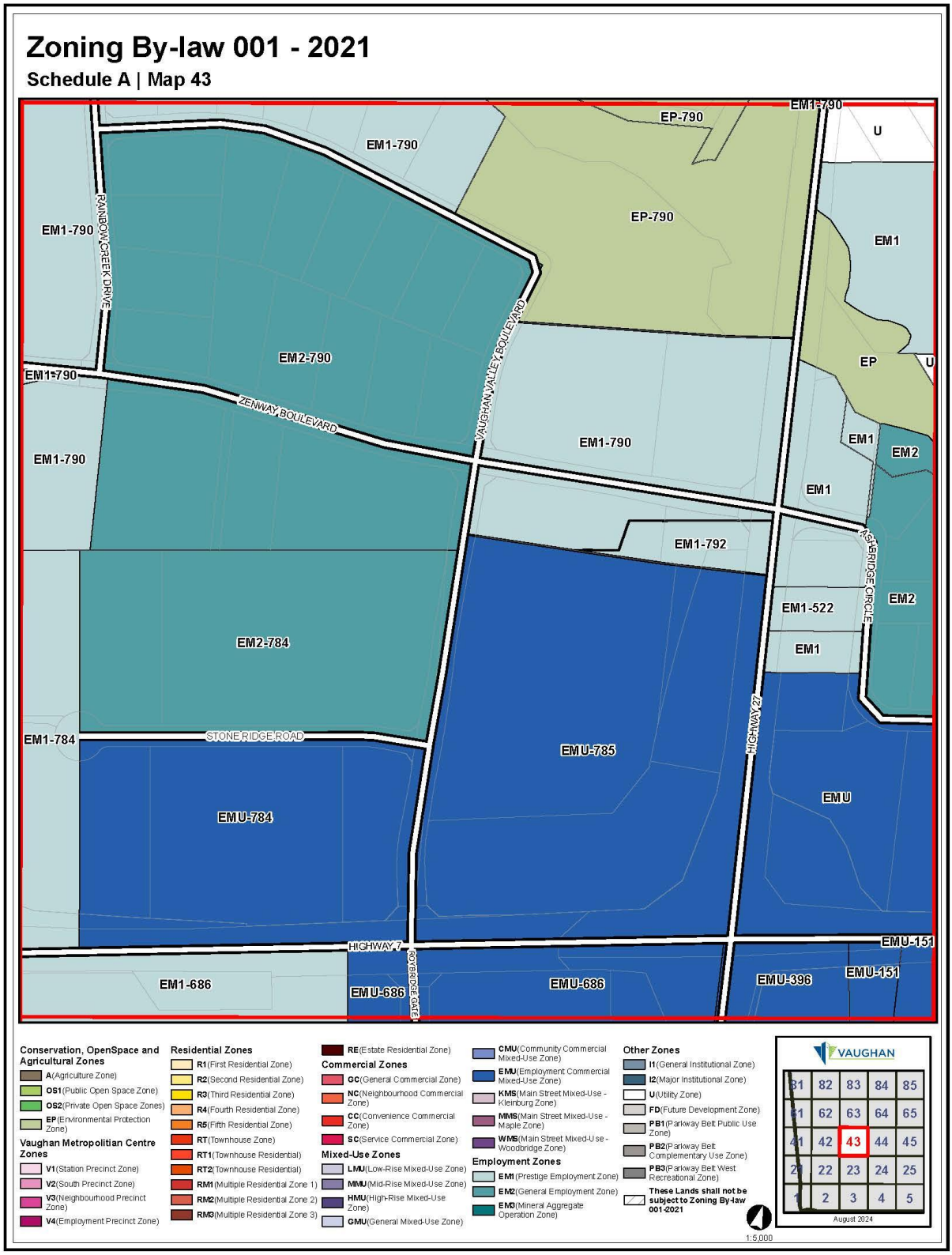
   a. The subject lands are deemed to be one lot for the purpose of determining zoning compliance.

   b. The minimum width of a landscape strip adjacent to Vaughan Valley Boulevard shall be 1.5 m.

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


Zenway Boulevard
Vaughan Valley
Highway 27
Highway 7
BUILDING K
BUILDING O-2
BUILDING L
BUILDING J
BUILDING N
BUILDING M
EMU
BUILDING A
BUILDING H
BUILDING G
BUILDING F
BUILDING B
BUILDING C
BUILDING D
BUILDING E
THIS IS FIGURE 'E-1239'
TO BY-LAW 001-2021
SECTION 14.785
Subject Lands
Metres
0
25
50
100

ATTACHMENT 17



Davies Howe
LAND DEVELOPMENT ADVOCACY & LITIGATION

Alex Lusty
alexl@davieshowe.com
Direct: 416.263.4522
Main: 416.977.7088
Fax: 416.977.8931

September 26, 2025

By E-Mail Only to *clerks@vaughan.ca* and *opmanager@vaughan.ca*

Mayor Del Duca and Members of Council
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Mr. Todd Coles, City Clerk

Dear Mayor Del Duca and Members of Council:

**Re: September Version of 2025 Vaughan Official Plan (the "2025 VOP")
Comments on Behalf of ZZEN Group of Companies Limited and Related Companies**

We are counsel to several companies that are all related to the ZZEN Group of Companies Limited. The details of each company name and the land they own is summarized in the schedule attached to this letter.

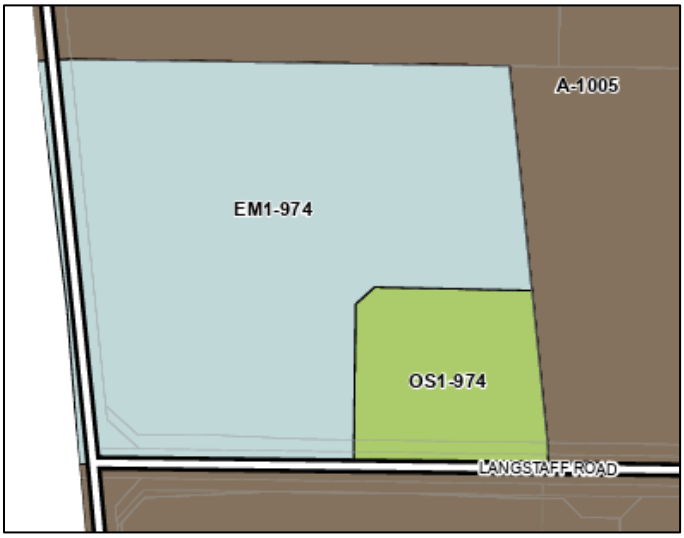
The companies own land to which the 2025 VOP would apply. As landowners, the companies have a direct interest in the 2025 VOP. On developed sites, the companies have an interest in the 2025 VOP accurately representing existing land use and construction. On undeveloped sites, the companies have an interest in ensuring that planned residential and commercial development is not needlessly impeded.

Through their land use planners, KLM Planning, our clients filed correspondence with the City requesting modifications to the 2025 VOP dating as far back as 2023 and more recently on February 6, 2025, March 4, 2025, June 2, 2025, and June 13, 2025. Despite such correspondence, important modifications to the 2025 VOP have not been made. Having received no explanations, our clients remain unclear as to why the requested changes have not been made.

The purpose of this letter is to alert Council to the unresolved items of interest to our clients and request that the remaining modifications, set out below, be made prior to adoption of the 2025 VOP.

Vaughan West III Limited at Highway 50 and Langstaff
This comment relates to lands located generally in the northeast corner of Highway 50 and Langstaff Road which are owned by Vaughan West III Limited.

To reiterate the contents of the February 6, 2025 and June 13, 2025 letters, our clients request that the *Prestige Employment* designation be expanded and the *Infrastructure and Utilities* designation be reduced. Doing so would ensure the 2025 VOP is in harmony with the in-force and effect *Prestige Employment (EM1-974) Exception 974* and *Public Open Space (OS1-974) Exception 974* Zones as depicted below.

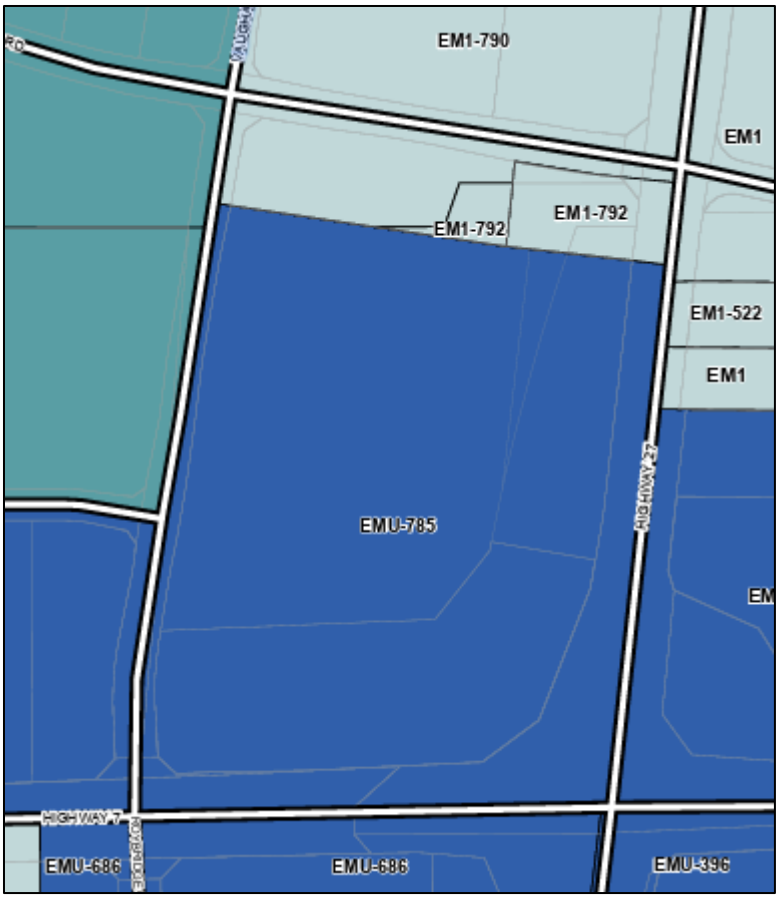


Extracted from Zoning By-law No. 001-2021, Schedule A, Map 81

As this change would do nothing more than correctly reflect the existing land use permissions and the extent of the already-constructed stormwater facility, we can think of no reason why it has not been implemented.

Roybridge Holdings Limited at Highway 27 and Highway 7
This comment relates to lands located in the northwest quadrant of Highway 27 and Highway 7, which lands are owned by Roybridge Holdings Limited.

Further to the submissions made on March 4, 2025 and June 13, 2025, our clients request that these lands be designated, in their entirety, *Non-Residential Mixed Use.* Doing so would also avoid the risk of our clients having to bring an obviously needless official plan amendment to ensure that the 2025 VOP is in harmony with the in-force and effect *Employment Commercial Mixed Use (EMU-785) Exception* Zone as shown on the next page.



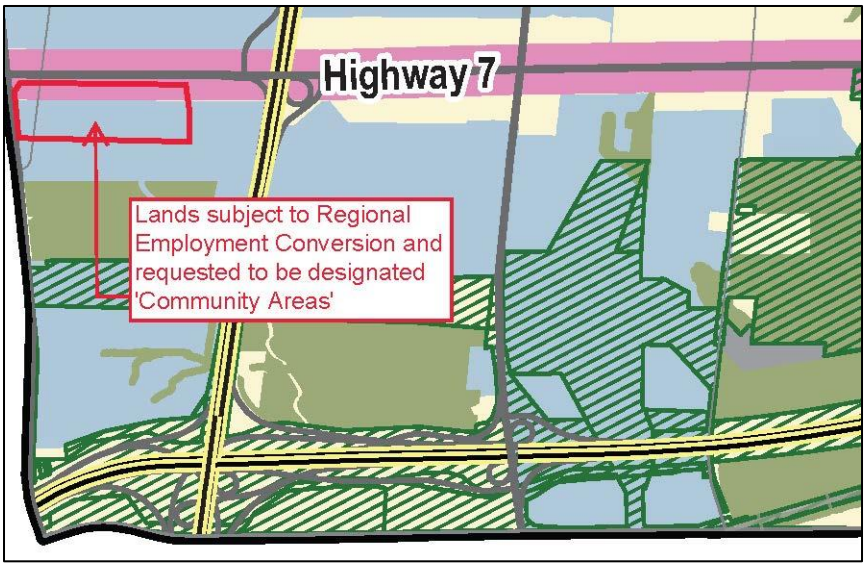
Extracted from Zoning By-law No. 001-2021, Schedule A, Map 43

Again, we can think of no reason why this modification has not already been made and are not in receipt of an explanation for it not being implemented.

Livwest North Inc. at Highway 7 and Gibraltar Road
These comments relate to lands located on the south side of Highway 7 lying east and west of Gibraltar Road, which lands are owned by Livwest North Inc.

Further to the comprehensive justification provided in the June 2, 2025 submission, our clients request the following modifications in relation to these lands:

- Removal from the *Employment Areas* designation on Schedule 1
- Designation as *Community Areas* as shown on the figure on the next page



- Designation as *Primary Centre* on Schedule 1B
- Removal of the *To Be Determined Through Future Studies* designation in Schedule 2
- Removal of the *Huntington Business Park Secondary Plan* underlay
- Removal from the *Huntington Business Park Secondary Plan*
- Designation as *High-Rise Mixed Use* on Schedule 13
- Removal of the *Approved Regional Employment Land Conversion* overlay in Appendix 1
- Revision to the roads network throughout to reflect the status of Huntington Road as stopped up and closed

These modifications would implement the outcome of the already concluded employment land review and would reduce the risk of undermining the City's natural heritage policies which currently signal the potential for these lands to contain environmental features when that is not accurate. The modifications would also facilitate the development of mixed-use development, making it easier for our clients to deliver much needed housing and jobs.

Concluding Remarks
We wish to thank Council for taking these further comments into consideration as it weighs adoption of the proposed 2025 VOP. We would be happy to discuss these modifications further, if needed.

We ask to be added to the 2025 VOP notification list to be kept apprised of Council's decision, and thereafter the decision of the Minister of Municipal Affairs and Housing.

Yours truly,
DAVIES HOWE LLP



Alex Lusty (he/him)

copy: Fausto Filipetto, Senior Manager, Policy Planning and Special Programs

Ownership Schedule

Location	Address / Description	Ownership
	Northeast corner of Highway 50 and Langstaff Road. Being, Part of Lot 11, Concession 10 within Vaughan's Block 64 Employment Lands	Vaughan West III Limited
	6100, 6110, 6120, 6130, 6140, 6150, 6170, 6200, 6210, 6220, 6230, 6240, 6250 and 6260 Highway 7, Part of Lots 6 and 7, Concession 9	Roybridge Holdings Limited

	6701 and 6751 Highway 7 Being, Part of Lots 4 & 5, Concessions 9 & 10 and Part of the Road Allowance between Concessions 9 & 10, City of Vaughan	Livwest North Inc.