LAKESHORE GROUP

REPORT

ASSESSMENT AND OPINION

APPROPRIATE OFFICIAL PLAN LAND USE DESIGNATION

401 CALDARI ROAD, CITY OF VAUGHAN

January 22, 2025

Purpose of Report

The Lakeshore Group has been retained by Granite Real Estate Investment Trust and 805062 Ontario Limited (collectively "Granite"), the owners of lands known as 401 Caldari Road ("Subject Lands"), to provide an opinion as to the appropriate Official Plan land use designation for said lands.

Background

The Subject Lands are currently designated as General Employment in the new Vaughan Official Plan 2025 ("VOP 2025").

The VOP 2025 was adopted by Vaughan council on October 28, 2025. At present, it is under review by the Minister of Municipal Affairs and Housing. The VOP 2025 was posted to the Environmental Registry of Ontario on December 18, 2025, with the public comment period remaining open until February 1, 2026. After the close of the commenting period and further consideration, it is expected that the Minister will issue an approval of the VOP 2025 subject to any appropriate modifications pursuant to subsection 17(34) of the Planning Act. It is noted that prior to such approval, the Minister may refer all or part of the VOP 2025 to the Ontario Land Tribunal for a recommendation or decision.

Due to the proximity of the Subject Lands to recent high density residential developments and development proposals, and a 2020 Minister's Zoning Order issued for the abutting lands allowing for the development of high density residential mixed-use development, Granite has requested that an assessment be undertaken by The Lakeshore Group to determine if the currently applied General Employment designation in the VOP 2025 is appropriate for the Subject Lands, and if not, to provide an opinion as to the appropriate Official Plan land use designation that should be applied.

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This report reviews and assesses the location and use of the Subject Lands; the existing and planned surrounding built form context; applicable planning policies; relevant proximate development approvals and proposals; and, availability of public transportation, to arrive at an opinion of the appropriate Official Plan designation for the Subject Lands that should be applied in the VOP 2025. In addition, recommendations are provided as to related official plan modifications needed for proper land use planning and administration purposes.

1.0 PROPERTY DESCRIPTION, LOCATION & CONTEXT

The Subject Lands are located at the northeast corner of Caldari Road and the Riverock Gate / Riverock Gate extension as shown on the aerial image below:



Figure 1: Aerial View of Subject Lands Source: Google Earth, 2025

The Subject Lands have an area of approximately 5.5 ha/13.5 ac.; a depth of approximately 177.21 m; and, frontage along the Riverock Gate extension of approximately 453.43 m as shown on the image below:



Figure 2: Subject Lands Measurements Source: Google Earth, 2025

The Subject Lands presently contain a single storey warehouse/manufacturing building with associated surface parking and loading areas. Until recently, a metal stamping plant for the automotive industry operated out of the building, but operations have ceased and the tenant is dismantling and removing its equipment.

The surrounding land uses to the Subject Lands are as follows:

West - existing and approved but unbuilt high rise residential and high rise mixed use development; Caldari Road; Jane Street. Further west on the west side of Jane Street is the regional Vaughan Mills Shopping Centre.

North - approved but unbuilt high rise mixed use development; open space; commercial and warehouse uses, Rutherford Road.

East - open space/natural area.

South - Riverock Gate extension, warehouse/distribution centre uses south of Riverock Gate extension.

The surrounding land uses are shown in the image below:



Figure 3: Surrounding Land Use Context Source: Google Earth, 2025

The Subject Lands are proximate to a number of existing public transit facilities. The closest bus stops are at the intersection of Caldari Road and Riverock Gate approximately between 186m – 215 m away, equivalent to a 2-3 minute walk. A further bus stop is located at the intersection of Jane Street and Riverock Gate approximately 352 m away, equivalent to a 4-5 minute walk. Additionally, the Subject Lands are approximately 515m away (10 minute walk) from the Vaughan Mills Bus terminal, a major bus transit hub providing connections to the TTC subway, GO Transit, and the York Regional Transit.



Figure 4: Proximity to Transit Facilities Source: Google Earth, 2025

Lastly, the intersection of Jane Street and Rutherford Road as shown below on Schedule 1B of the VOP 2025 is planned as a Future Major Transit Station Area. This area, as shown below, is approximately 450-500 m from the Subject Lands (depending on walking route), or about an 8-10 minute walk away.



Figure 5: Strategic Growth Area Map Source: VOP 2025

2.0 OFFICIAL PLAN DESIGNATIONS

2.1 Region of York Official Plan

The Subject Lands are designated as Employment Area in the York Region Official Plan. However, as of July 1, 2024, York Region is no longer responsible for land use planning. As such, the Regional Official Plan is now an instrument of the local municipality.

2.2 New City of Vaughan Official Plan

Under the VOP 2025, which was adopted in October 2025, the Subject Lands are designated as General Employment on Schedule 13 as shown below:

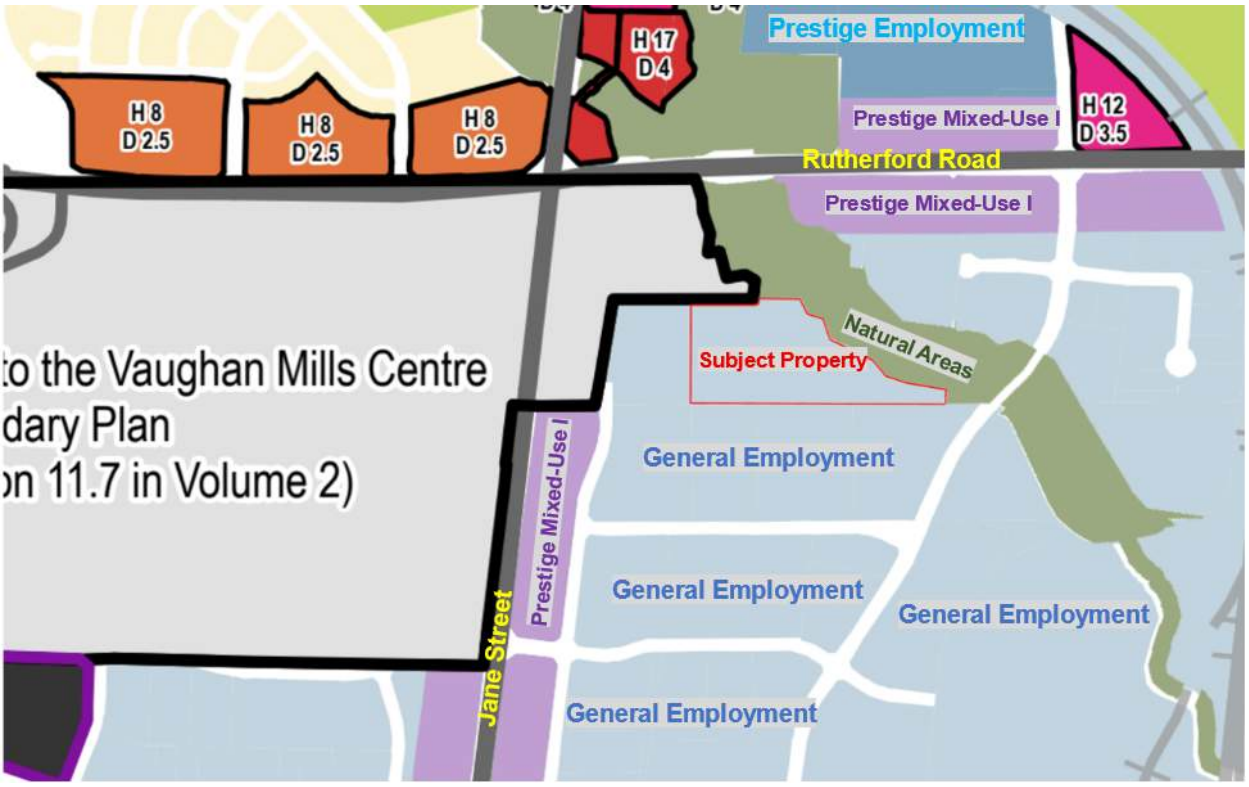


Figure 6: Land Use Designation Map Source: VOP 2025

The General Employment designation permits manufacturing and warehousing uses (and uses ancillary thereto).

The VOP 2025 is presently before the Minister of Municipal Affairs and Housing for review, modification (as appropriate), and final disposition.

3.0 ABUTTING RLDC MZO LANDS AND TESMAR LANDS

Immediately abutting the west side of the Subject Lands is an approximately 6.5 ha parcel of land referred to as the RLDC MZO lands as outlined in the following image:



Figure 7: Aerial View of Subject Lands, RLDC MZO Lands and Tesmar Lands Source: Google Earth, 2025

The RLDC MZO lands were zoned to permit a range of residential high rise and mixed uses by Minister's Zoning Order ("MZO") on November 6, 2020. Attached hereto as Appendix 1 is a copy of the MZO.

The Tesmar lands, shown above, which abut the RLDC MZO lands are developed with 3 high rise residential buildings ranging in heights from 26-30 storeys. Attached hereto as Appendix 2 is a map and summary development statistics chart of the MZO, RLDC and Tesmar lands.

4.0 ANALYSIS

4.1 Subject Lands Are An Isolated Employment Lands Pocket

The Subject Lands are surrounded on east, north and west sides by non-employment lands and separated by the Riverock Gate extension from other employment lands to the south. The Subject Lands stand as an isolated General Employment designated pocket north of the Riverock Gate extension. The lands on the south side of the Riverock Gate extension have no direct vehicular access to it. On the east and northeast boundaries of the Subject Lands is an area designated as "Natural Areas" by the VOP 2025. This natural area forms a hard development buffer to lands further east and northeast from the Subject Lands. Abutting on the northwest and west boundaries of the Subject Lands are properties with existing or approved but unbuilt high rise and high rise mixed use development.

The employment lands south of Riverock Gate/Riverock Gate extension extend for 1.5kms southward to Langstaff Road and are an established stable warehouse /employment area.



Figure 8: Surrounding Land Use Context Source: Google Earth, 2025

Given that the Riverock Gate extension forms the southern boundary of the Subject Lands and that it provides no vehicular access to properties on its south side; and, given the absence of employment lands abutting the Subject Lands to the east, north and west, the Subject Land's development context indicates that a change in designation from the current General Employment designation in the VOP 2025 is warranted. Therefore, to assist in determining the specific appropriate Official Plan designation for the Subject Lands, the following factors were examined: Influence of the abutting RLDC MZO lands and proposed development within them; existing high rise development west of the RLDC MZO lands; surrounding land use designations; proximity and type of public transit availability; Provincial Planning Statement direction; risk of employment land area destabilization; and, suitability of the Subject Lands for residential intensification.

4.2 RLDC MZO Lands Influence

The RLDC MZO lands abutting the Subject Lands present a significant influence on the appropriate land use designation for the Subject Lands. The RLDC MZO lands are large at 6.5 ha and zoned to accommodate high density residential mixed uses, with building heights permitted up to 30 storeys and development density of up to 8.5 FSI.

The draft plan of subdivision for the RLDC MZO lands, shown at Appendix 3 hereto, was registered on April 9, 2024.

The latest Master Plan for the RLDC Lands and RLDC MZO lands is shown in Appendix 4 hereto. It proposes 8 phases of high rise mixed use development. Phase 1 consists of two 26-storey buildings and a 30 storey building with commercial/retail uses at grade on the RLDC Lands. These buildings have been constructed with the condominium agreement registered in June 2025. Proposed phases 2-8 include 14 towers ranging in height from 34-42 storeys on the RLDC MZO lands. Phase 2 received conditional site plan approval in September 2025. The City's Committee of Adjustment approved an increase in height for the buildings to 38 storeys.

As indicated on the Master Plan, six of the high rise residential towers ranging in height from 33-40 storeys are sited immediately adjacent to the Subject Lands.

Due to the adjacency of the RLDC MZO lands and the proposed high density residential development within them, sensitive residential uses relative to employment type uses are introduced immediately abutting the Subject Lands. This circumstance raises the issue of land use incompatibility between the residential uses to be developed on the RLDC MZO lands, and the uses permitted by the General Employment designation on the abutting Subject Lands. A metal stamping plant, which operated 24/7, was, until recently, the use on the Subject Lands and is a permitted use under the currently applied General Employment designation in the VOP

2025. This incompatibility with the RLDC MZO permitted residential uses and current proposed site plan, coupled with the Subject Lands' isolated context, indicates that there is no future viability of General Employment uses for the Subject Lands. While the manufacturing/ warehouse building on the Subject Lands is being marketed for lease, there is currently no interest from other industrial users. It is expected that the need to meet environmental regulations, particularly with respect to separation distances and noise, will restrict the attractiveness of the Subject Lands for manufacturing given the adjacent residential development proposed for the RLDC MZO lands.

4.3 Proximity to Existing Transit Facilities Supports Higher Density Uses

The Subject Lands are well served by public transit. Multiple bus stops are within a 2-5 minute walk. Furthermore, within a 10 minute walk, a bus terminal with connections to broader regional and provincial transportation networks, is located west of Jane Street on the Vaughan Mills Shopping Centre lands. With the proposed Future Major Transit Station Area designated and planned for the intersection of Jane Street and Rutherford Road (8-10 minute walk away), the Subject Lands' access to public transit is advantageous for intensification of uses that will support those transit facilities. As such, designating the Subject Lands for a form of Transit Oriented Development[1] is the type of land use that best supports the use of the existing and planned public transit network. Transit Oriented Development creates a critical mass of people within a short walk of transit stops, making service efficient and financially sustainable. The Subject Lands are well suited for intensification in this regard.

4.4 No Risk of Employment Land Area Destabilization

Notwithstanding the isolated character or the Subject Lands; the influence of the abutting MZO lands; and, the high level of public transit accessibility, the question is considered whether removal of General Employment designation from the Subject Lands will cause a destabilizing effect on remaining employment lands in the area.

As noted previously, the employment lands south of the Riverock Gate extension have no direct vehicular access to the extension, and therefore it creates a significant barrier to integrating the Subject Lands with those employment lands on the south. Moreover, the employment lands south of Riverock Gate/Riverock Gate extension are a fully developed, stable employment area bounded by Jane Street on the west, Langstaff Road on the South, and Creditstone Road and the CN Marshalling Yards on the east. This is an area of approximately 92.31 hectares/ 228.11 acres with defined boundaries. Changing the current General Employment designation of the isolated 5.5 ha/ 13.5 ac. Subject Lands situated on the north side of Riverock Gate/Riverock

[1] Transit Oriented Development is an urban planning strategy that creates dense, compact, walkable, mixed-use communities proximate to high-quality public transit facilities, integrating housing, services and amenities within a short walk or bike ride to reduce car dependency and promote sustainable growth. It aims to establish neighbourhoods that maximize transit use.

Gate extension simply does not have the ability to destabilize the employment lands to the south.

4.5 Adjacency of Strategic Growth Area

The VOP 2025 has planned for various Strategic Growth Areas within the municipality. Such areas are to have the highest rate of new residential growth and accommodate most of the forecasted residential growth to meet the municipality's intensification target. Additionally, the Strategic Growth Areas are to facilitate the development of a mix of uses and densities to support high levels of existing or planned transit (see VOP 2025 Policy 2.4.1.1).

In the VOP 2025, there is a hierarchy of Strategic Growth Areas with the Vaughan Metropolitan Centre at the top of the hierarchy, and a series of Primary Centres next in the hierarchy, followed by smaller areas, called Local Centres, at the bottom of the hierarchy. The RLDC MZO lands and the Subject Lands are adjacent to the Jane Rutherford Primary Centre. Primary Centres are to be planned, as per Policy 2.4.3.2, to evolve as distinct places of major activity around planned subway stations, higher order transit and existing regional shopping destinations. Additionally, such Centres are to develop with a mix of housing types; develop at densities supportive of planning public transit; and, be transit oriented.

While the RLDC MZO lands and the Subject Lands are situated adjacent to, but outside of, the Jane Rutherford Primary Centre, the RLDC MZO lands, with their approved uses, already align with and support the objectives of the Primary Centres policies. At build out, they will effectively function as part of the adjacent Primary Centre area. Additionally, the Subject Lands, given their lack of future employment use viability; their adjacency to the RLDC MZO lands and their appropriate positioning for high density residential use, are well positioned to further support achievement of the Primary Centres' objectives.

Further reinforcing the support for the logical extension of the Primary Centre boundary, is the history of planning for the Jane Street and Rutherford Road area. It is noteworthy that the Vaughan Mills Centre Secondary Plan, approved in 2020, in describing the lands in the southeast quadrant of Jane Street and Rutherford Road (pg. 18), reference the existence of the automotive stamping plant and notes the surrounding area as being a thriving industrial employment area. As previously addressed, the stamping plant has closed, and due to the RLDC MZO approval and the isolated character of the Subject Lands, there is no substantive land use planning or public interest justification for maintaining the Employment Area designation. Current circumstances now dictate the logical expansion of the Primary Centre area boundary to include the RLDC MZO lands and the Subject Lands.

4.6 Vaughan Residential Needs Study Supports Intensification

In April 2023, a background paper was released entitled *"City of Vaughan Official Plan Review - Residential Needs, Intensification, and Housing Needs Strategy".* This report was undertaken by WSP, Watson & Associates and SHS Consulting on behalf of the City of Vaughan to support the development of the VOP 2025. In addressing planning for housing intensification, Section 5.6 of the report indicates that for the period 2021 to 2051, the City's population is forecast to significantly increase by 229,900 persons.

According to the report, the Region has allocated a total of approximately 42,700 new households (approximately 1,400 annually) across the built up area in Vaughan which the City will need to plan for between 2021 and 2051. In terms of absolute housing growth, this planned housing intensification target is well above the achieved level of annual residential building permit activity (new units only) within the built up area (1,065 units per year) between 2006 and 2020.

As a result, the report advises that achieving the housing intensification target will require an increase in the rate of residential development and a shift towards higher-density forms within Vaughan's built up areas. Furthermore, the authors of the report state that this shift towards high-density housing will require policies that enable and encourage these changing trends and alignment of infrastructure investment priorities to support this growth. In particular, the City, the authors suggest, should consider introducing policies and targets related to housing unit mix, multi-unit, and higher-density forms of development in Strategic Growth Areas. Additionally, the report presents other options to meet housing targets such as updating policies and programs, and implementing zoning by-laws in Strategic Growth Areas that incentivize higher-density housing forms (where appropriate) at a scale required to meet the long-term housing forecasts.

The expansion of the adjacent Primary Centre boundary to include the entirety of the RLDC MZO lands and the Subject Lands along with the Subject Lands' designation to accommodate high density residential intensification would align with the report's findings and recommendations in order to significantly assist the City in meeting its intensification needs.

4.7 Vaughan's Population Growth Shortfall

The above-referenced Residential Needs Study identified Vaughan's population target as having a shortfall of 27,500 people and that York Region has a shortfall of 104, 200 persons. The change of designation of the 5.5 ha Subject Lands to High Rise Residential provides an opportunity to significantly reduce the population target shortfalls.

4.8 Section 2 of the Planning Act

Section 2 of The Planning Act requires that, among other matters, municipalities in carrying out their responsibilities under the Act have regard to matters of provincial interest such as *(h) the orderly development of safe and healthy communities; (j) the adequate provision of a full range of housing, including affordable housing; (p) the appropriate location of growth and development; and, (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.* Amending the VOP 2025 to permit the establishment of high density residential development on the Subject Lands allows for the Subject Lands to be integrated from a land use planning perspective with the RLDC MZO lands and Tesmar high density residential lands. Such would represent the proper regard being had to Section 2 (h), (j), (p) and (q) given the isolation of the Subject Lands; the influence of the abutting RLDC MZO lands and other proximate high density residential lands; the lack of employment land use viability; and, the proximity of public transit.

4.9 The PPS Supports Residential Intensification

The Provincial Planning Statement, 2024, encourages residential intensification. Section "2.2 Housing" states that Planning Authorities are to permit and facilitate all types of residential intensification; promote densities for new housing which efficiently use land, resources and infrastructure and public service facilities; and, require transit supportive development and prioritizing intensification in proximity to transit, including corridors and stations. The designation of the Subject Lands for residential intensive use would be consistent with the PPS in this regard.

While the PPS also promotes, in appropriate circumstances, the protection of employment lands, the Province's granting of a Minister's Zoning Order allowing for high density residential uses abutting the Subject Lands eliminates the future viability of the Subject Lands for General Employment usage as previously noted. Employment uses, due to potential noise, vibration and air emissions, will undoubtedly raise land use conflicts with the adjacent neighbouring MZO land's residents who will occupy the apartment buildings when completed.

PPS Policy 2.8.2.5 does set out the conditions for municipalities to remove lands from employment areas being that *1) there is an identified need and the land is not required for employment over the long term, 2) the proposed uses would not negatively impact the overall viability of the employment area, 3) existing and planned infrastructure and public service facilities are available to accommodate the proposed uses, and 4) the municipality has sufficient employment lands to accommodate projected employment growth to the official plan horizon.*

The PPS tests for removal of employment areas are, however, met. The Province of Ontario has identified a provincial housing shortage and created the Housing Supply Action Plan in order to increase housing unit supply to meet the need. With Vaughan itself falling short of its own

housing targets, as previously noted, there is a demonstrated local need for additional housing. The Subject Lands are well situated and of a size to significantly contribute to addressing the housing shortfall and meeting the needs of the municipality, as well as the Province. As such, the need test in Policy 2.8.2.5 a) of the PPS is met.

Given the physical and locational constraints identified, the Subject Lands no longer have future viability for employment use and therefore cannot meaningfully contribute to the employment area lands supply. Proposed high density residential uses on the Subject Lands would not impact the viability of the employment area south of Riverock Gate/Riverock Gate extension because the Subject Lands are isolated. As such, as removal of the Subject Lands will not negatively impact the overall viability of the employment area, Policy 2.8.2.5. b) is met.

A variety of existing and planned municipal services and transit facilities are within a 3-8 minute walk of the Subject Lands the usage of which would be increased by high density development on the Subject Lands. As previously noted, there are numerous bus stations and planned transit hubs within easy walking distance of the Subject Lands. Furthermore, the proximate major regional Vaughan Mills Shopping Centre is also within easy walking distance of the Subject Lands. The Vaughan Mills Shopping Centre contains a wide variety of retail shops, restaurants, entertainment venues, and personal services. Public and High schools also serve the area (Julliard Public School, Maple High School). The new Cortelucci Vaughan Hospital is within a 10 minute drive. Clearly, the necessary existing and planned infrastructure is in place to accommodate high density residential use on the Subject Lands, thereby satisfying the test set out in Policy 2.8.2.5 c) of the PPS.

While the 2023 Vaughan Employment Land Use Review Background Paper indicates that the municipality requires additional vacant employment land by 2041, it notes that York Region has identified sufficient developable Whitebelt Land in Vaughan to be used for employment uses within the 2051 planning horizon. Thus, the report recommends that the City begin planning for settlement area expansion to include such Whitebelt lands in the medium term, first focusing on the area located along the Highway 427 corridor, followed by the lands located along the proposed Highway 413 corridor in North Vaughan. As such, the municipality has been presented with a strategy to meet medium and long term project demand that does not need nor rely on the Subject Lands' availability for employment use. Due to these findings and recommended strategy, Policy 2.8.2.5 d) of the PPS is satisfied.

5.0 OPINION & RECOMMENDATION

Given the foregoing land use planning issues examined, it is my opinion that the High-Rise Mixed-Use designation in the VOP 2025 is logical and warranted to be applied to the Subject Lands. Such would be in the public interest and is good land use planning. For compatibility reasons, the Subject Lands should be granted the same range of permitted uses and development densities as set out in the abutting RLDC MZO.

The recommended designation change would not destabilize or otherwise negatively impact the configuration, location and contiguous nature of the broader employment area south of the Riverock Gate extension; it would not impede access from employment areas to major transportation corridors; it would not introduce land use compatibility concerns through potential direct or indirect adverse effects, such as vibration, noise, odour and other contaminants; and, would not create risks to public health and safety. Furthermore, such designation change for the Subject Lands to allow for high density residential mixed-use development would support the proximate existing and planned infrastructure and public service facilities, representing the type of development intensification encouraged by the PPS, and would serve to assist the City in achieving its stated residential intensification goals. Lastly, the change of land use permission for the Subject Lands to high density residential use would support the development of a more cohesive high-rise mixed use community in the southeast quadrant of Jane Street and Rutherford Road.

5.1 Recommendation

Having considered the implications of the isolated nature of the Employment Area designated Subject Lands; the influence of the RLDC MZO lands development; proximity to existing and planned transit; the lack of risk of employment lands destabilization; PPS support for residential intensification; Primary Centre adjacency; and, the clear ability of the RLDC MZO and Subject Lands to assist in achieving the City's intensification goals; the following amendments to the VOP 2025 are recommended:

1. modify Schedule 1 "Urban Structure" to map the Subject Lands as "Community Areas".

2. modify Schedule 13 "Land Use Designations" to map the Subject Lands as "High-Rise Residential" from the current "General Employment".

3. that in order to address the fact that the York Region Official Plan designates the Subject Lands as Employment Area, and the fact that the Region no longer has land use planning responsibilities, a new Policy 1.3.2.4 should be inserted into the VOP 2025 as follows: *To the extent that any of the policies of the VOP 2025 are in conflict with those of the York Region Official Plan, the policies in the VOP 2025 shall prevail.*

4. modify Schedule 1B "Strategic Growth Areas" by adding the Subject Lands and the balance of the RLDC lands that were the subject of the MZO, to the "Primary Centre" mapping.

The foregoing recommendations represent proper land use planning and are in the public interest.

Respectfully submitted,



Rick Pennycooke, MCIP, RPP
President
The Lakeshore Group

Planning Act
Loi sur l’aménagement du territoire

ONTARIO REGULATION 643/20

ZONING ORDER - CITY OF VAUGHAN, REGION OF YORK

CURRENT Consolidation period: November 6, 2020 - e-Laws currency date (December 16, 2025)

No amendments.

> **This Regulation is made in English only.**

Definitions

1. In this Order,

"car share" means a membership based car rental service with a network of shared vehicles readily available 24 hours a day, 7 days a week, and does not include a motor vehicle sales establishment or car brokerage;

"parking space" means a rectangular area measuring at least 2.7 metres by 5.7 metres, exclusive of any aisles or ingress and egress lanes, used for the temporary parking of motor vehicles;

"underground parking structure" means a building or structure constructed below grade used for the temporary parking of motor vehicles, but not used for the storage of impounded, scrap or derelict motor vehicles;

"Zoning By-law" means Zoning By-Law No. 1-88 of the City of Vaughan.

Application

2. This Order applies to lands in the City of Vaughan in the Regional Municipality of York, in the Province of Ontario, being the lands outlined in red on a map numbered 250 and filed at the Toronto office of the Ministry of Municipal Affairs and Housing located at 777 Bay Street.

Permitted uses

3. Every use of land and every erection, location or use of any building or structure is prohibited on the lands described in section 2, except for,

(a) apartment dwellings;

(b) townhouse dwellings;

(c) back-to-back townhouse dwellings;

(d) stacked townhouse dwellings;

(e) underground parking structures;

(f) financial institutions;

(g) business or professional offices;

(h) a car share;

(i) clubs;

(j) health centres;

(k) eating establishments;

(l) convenience eating establishments;

(m) take-out eating establishments;

(n) personal service shops;

(o) pet grooming establishments;

(p) pharmacies;

(q) retail stores;

(r) veterinary clinics;

(s) outdoor patios;

(t) temporary sales offices;

(u) community centres;

(v) day nurseries;

(w) independent living facilities;

(x) long-term care homes;

(y) public or private schools;

(z) technical or commercial schools;

(z.1) libraries;

(z.2) recreational uses; and

(z.3) uses, buildings and structures that are accessory to the uses set out in clauses (a) to (z.2).

Zoning requirements

4. The zoning requirements for the Apartment Residential “RA3” Zone set out in the Zoning By-law apply to the lands described in section 2, with the following exceptions:

1. There is no minimum lot area.

2. The minimum distance between buildings that are seven storeys or taller is 25 metres.

3. The maximum floorplate in an apartment dwelling above the podium is 750 square metres.

4. The maximum building height is 30 storeys.

5. The maximum floor space index is 8.5.

6. There is no maximum number of dwelling units.

7. There is no maximum gross floor area.

8. The minimum floor to floor height of a non-residential unit on the ground floor of a building is 4.5 metres.

9. There is no minimum setback from a sight triangle.

10. The minimum setback from the street line to the first two storeys of any building above finished grade is three metres.

11. The minimum setback from the street line of any portion of a building above the first two storeys is 1.5 metres.

12. There is no minimum setback from a street line to the nearest portion of a building below grade.

13. The minimum amenity area is two square metres per dwelling unit.

14. The minimum number of required parking spaces is as follows:

i. 0.7 parking spaces are required per bachelor or one-bedroom dwelling unit.

ii. 0.9 parking spaces are required per two-bedroom dwelling unit.

iii. One parking space is required per three or more bedroom dwelling unit.

iv. 0.15 residential visitor parking spaces are required per dwelling unit.

v. Two parking spaces are required per 100 square metres of commercial gross floor area.

vi. 0.45 parking spaces are required per one-bedroom independent living dwelling unit.

vii. 0.6 parking spaces are required per two-bedroom independent living dwelling unit.

viii. 0.15 visitor parking spaces are required per independent living dwelling unit.

ix. 0.2 parking spaces are required per long-term care home bed.

x. 0.15 visitor parking spaces are required per long-term care home bed.

15. The minimum width of a two-way access driveway is 6 metres.

16. The maximum width of a two-way access driveway is 7.5 metres.

Terms of use

5. (1) Every use of land and every erection, location and use of buildings or structures shall be in accordance with this Order.

(2) Nothing in this Order prevents the use of any land, building or structure for any use prohibited by this Order if the land, building or structure is lawfully so used on the day this Order comes into force.

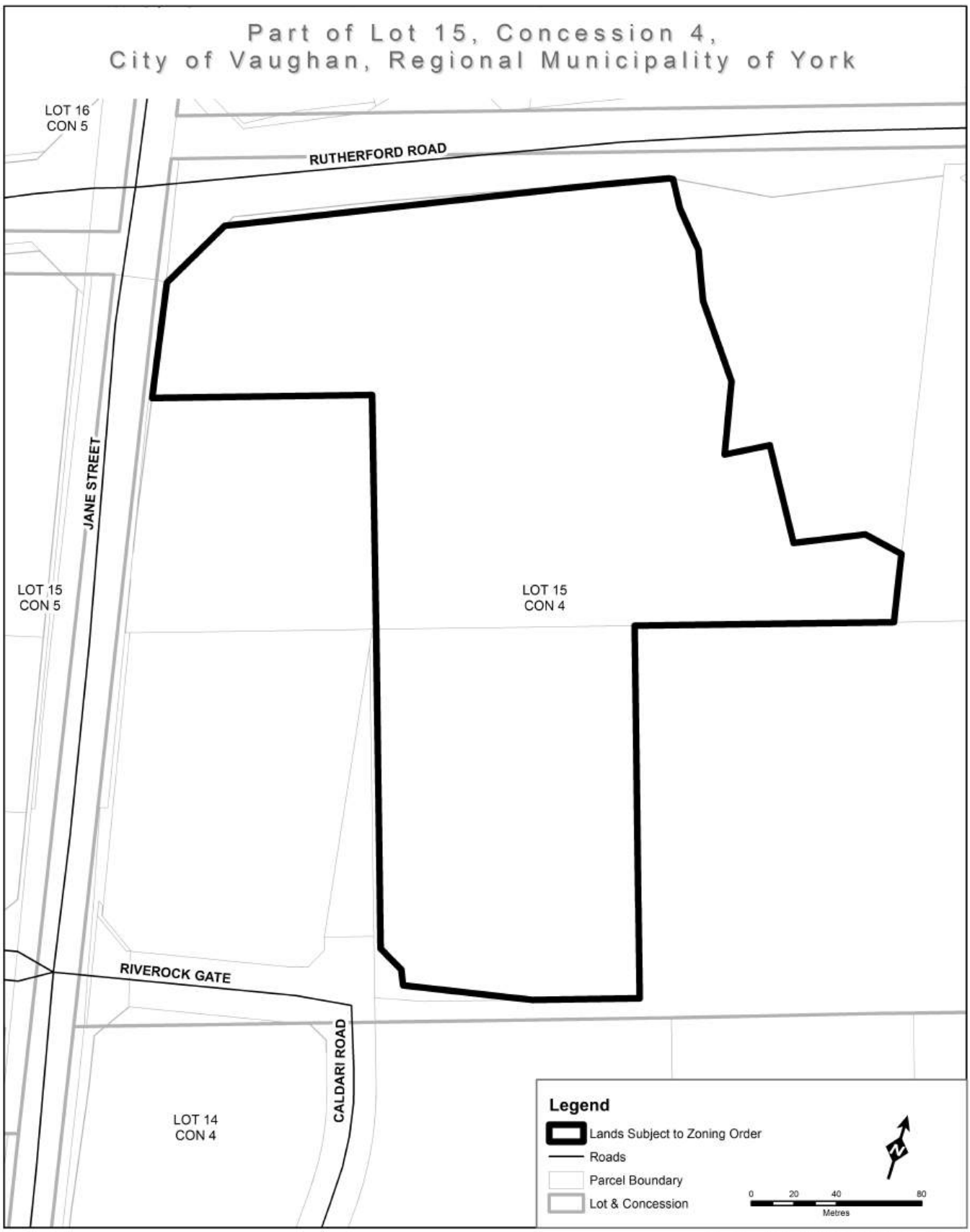
(3) Nothing in this Order prevents the reconstruction of any building or structure that is damaged or destroyed by causes beyond the control of the owner if the dimensions of the original building or structure are not increased and its original use is not altered.

(4) Nothing in this Order prevents the strengthening or restoration to a safe condition of any building or structure.

Deemed by-law

6. This Order is deemed for all purposes, except the purposes of section 24 of the Act, to be and to always have been a by-law passed by the council of the City of Vaughan.

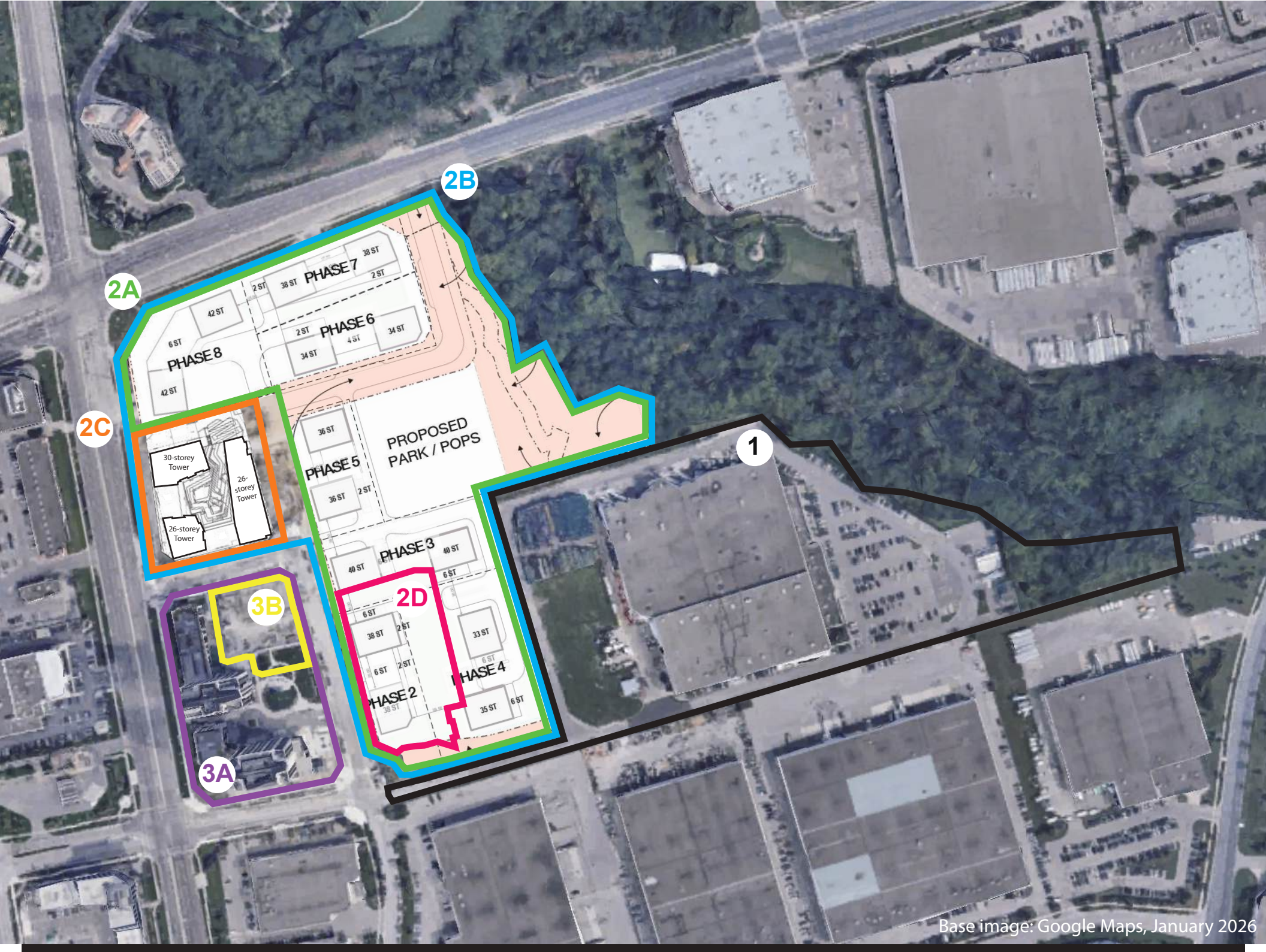
7. OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION).



Produced by: GIS Unit - Advanced Analytics & Data Visualization,
Data Collection and Decision Support Solutions Branch,
Community Services I&IT Cluster.

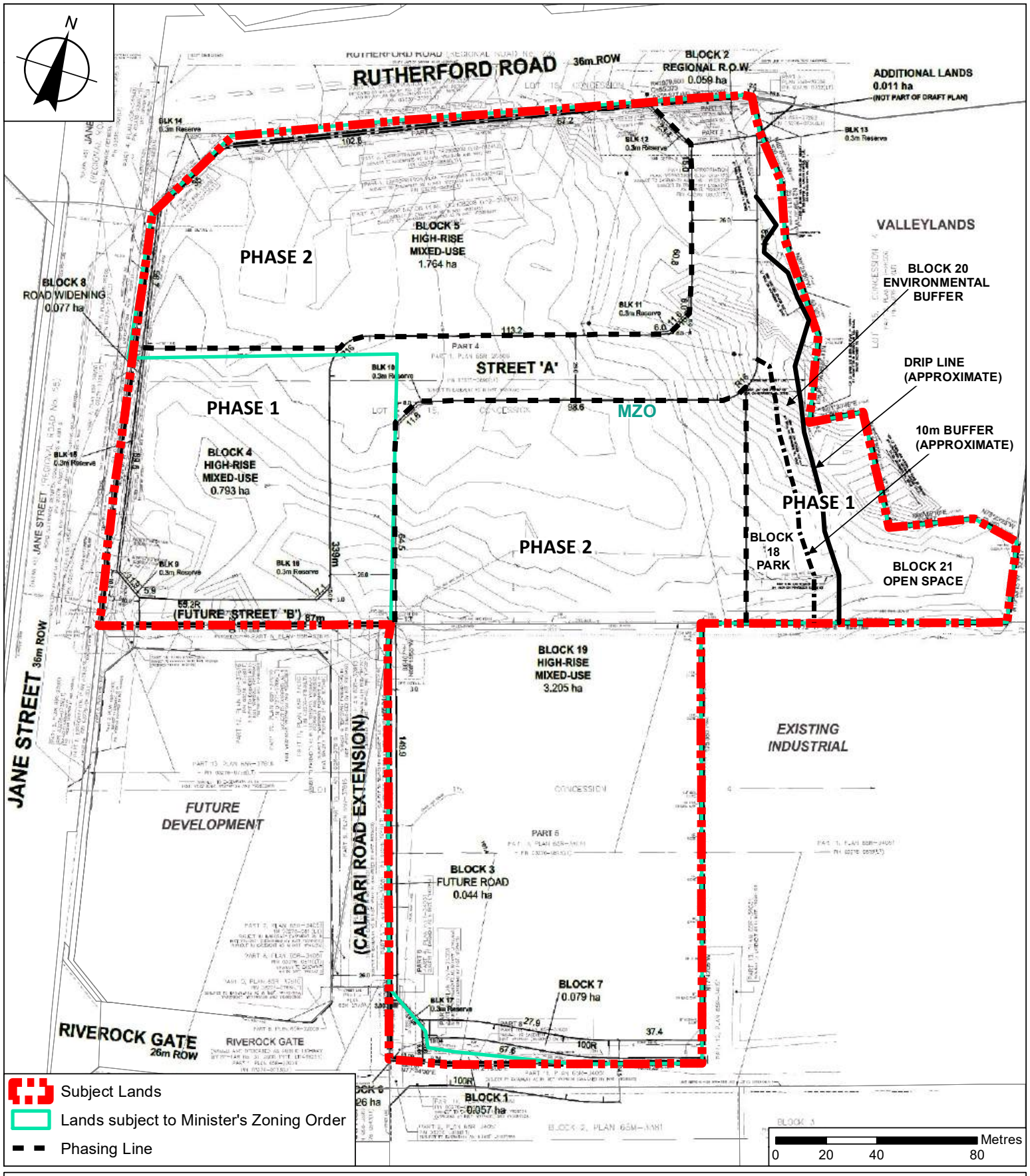
Ontario

Information provided by the Ministry of Municipal Affairs and Housing,
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LEGEND

1	**Subject Lands (owned by Granite)**	
2	**Rutherford Land Development Corporation ("RLDC Lands")**	
2A	Municipal Zoning Order 643/20	• Permits residential uses up to 30-storeys as well as commercial, institutional, and recreational uses, together with accessory buildings, uses and structures on the lands
2B	Draft Plan of Subdivision (Plan 65M-4805)	• Creates three (3) development blocks for High-Rise Mixed-Use development, a park block, an open space block, a buffer block, the extension of Caldari Road to Rutherford Road (Street 'A'), completion of a new east-west road (Street 'B') and other road widenings • Concept Master Plan (2025) proposes 8 phases of high-rise mixed use development; proposed phases 3-8 include 12 towers that range in height from 34-42 storeys **Base map: A100 Statistics & Zoning Diagram, BDP Quadrangle, stamped Site Plan Approved dated 5/29/2025*
2C	Phase 1 (Block 4)	• Two 26-storey buildings and a 30-storey building, with retail uses at grade • Condominium Agreement registered June 12, 2025 **Base map: "Deductions", Abeja District Master Planning Phasing, BDP Quadrangle, dated September 24, 2025*
2D	Phase 2 (Part of Block 19)	• Site Plan Notice of Approval Conditions issued September 29, 2025 for two 30-storey buildings containing a total of 711 residential units and 59.6m2 of at-grade commercial/retail space • Committee of Adjustment subsequently approved a minor variance to increase the height of the buildings by 8 storeys, resulting in two 38-storey buildings with 903 dwelling units (Application No. DA.22.079)
3	**Tesmar Holdings Inc.**	
3A	Phase 1	• Two apartment buildings - 23 and 20 storeys on top of a 6-storey podium containing 568 dwelling units
3B	Phase 2	• 30-storey residential tower, with a total of 301 units (20,631.32 sq.m. GFA and an FSI of 6.42)



Draft Plan of Subdivision
File 19T-18V001

LOCATION:
2901 Rutherford Road
Part of Lot 15, Concession 4

APPLICANT:
Rutherford Land Development Corporation

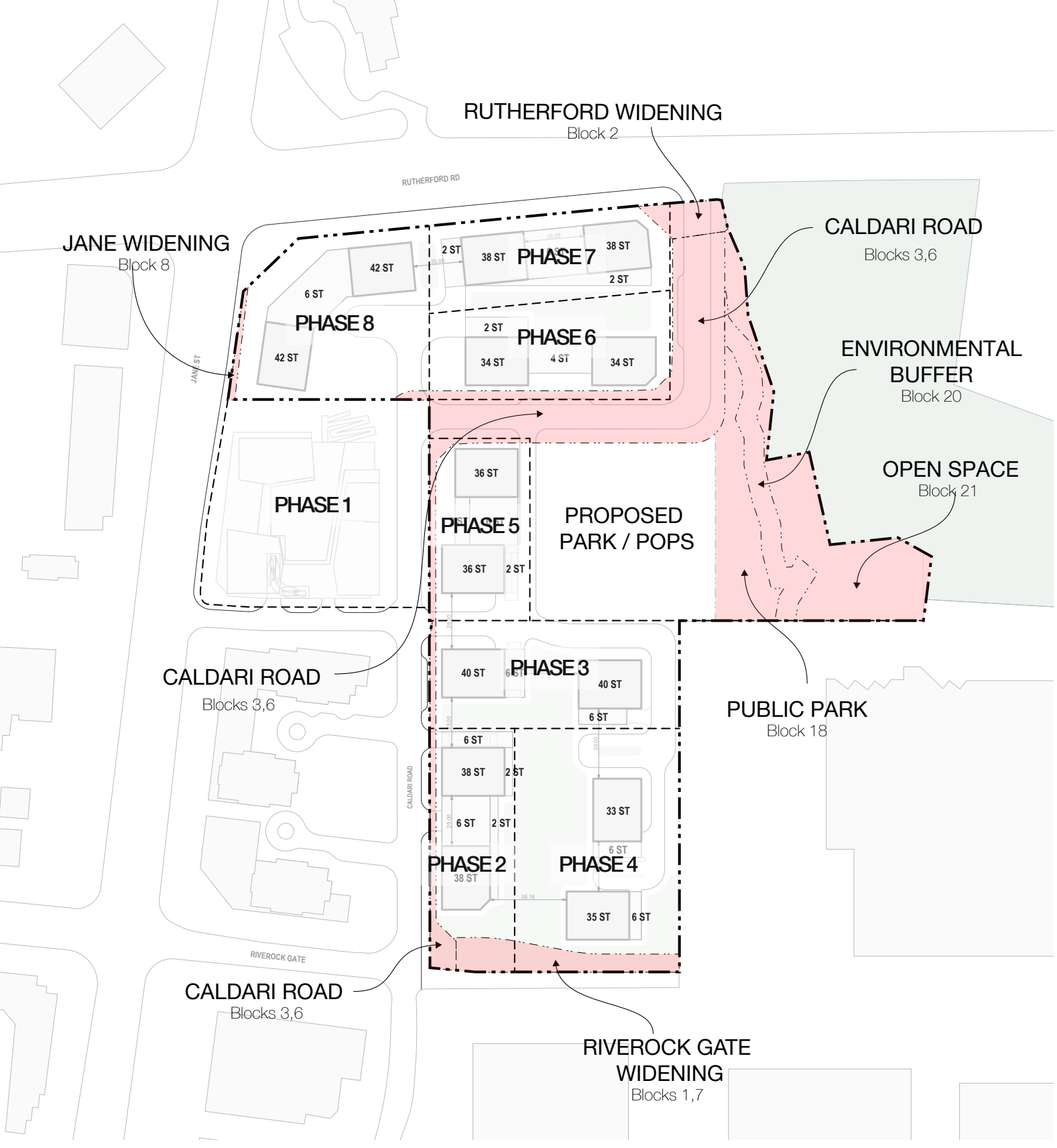
VAUGHAN
Development Planning

Attachment 3

FILE:
19T-18V001

RELATED FILES: OP.06.028, Z.06.075, DA.19.010

DATE:
February 13, 2024


RUTHERFORD WIDENING
Block 2
RUTHERFORD RD
JANE WIDENING
Block 8
JANE ST
CALDARI ROAD
Blocks 3,6
ENVIRONMENTAL
BUFFER
Block 20
OPEN SPACE
Block 21
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PROPOSED
PARK / POPS
PUBLIC PARK
Block 18
CALDARI ROAD
Blocks 3,6
CALDARI ROAD
RIVEROCK GATE
CALDARI ROAD
Blocks 3,6
RIVEROCK GATE
WIDENING
Blocks 1,7