

From: Clerk@vaughan.ca
To: Clerk@vaughan.ca; Council@vaughan.ca
Subject: FW: (External) Agenda Item 2 - Cortel Group Hwy 7 & Bowes Rd
Date: April 17, 2024 8:22:50 AM

From: IRENE FORD
Sent: Tuesday, April 16, 2024 7:01 PM
To: Clerk@vaughan.ca; Council@vaughan.ca
Cc: Michael Tibolloco <michael.tibolloco@pc.ola.org>; Minister <minister.mah@ontario.ca>; Wayne Emmerson <wayne.emmerson@york.ca>
Subject: [External] Agenda Item 2 - Cortel Group Hwy 7 & Bowes Rd

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The decision history is a mess; tribunal decision (Jan, 2019), minor CoFA decision (Oct, 2019) 22 to 27 stories and now they are back at Council for a zoning by-law amendment 27 to 37 stories - how is this legal?!

Does the City of Vaughan have the authority to amend/overturn a tribunal decision? - I really don't know but I fail to understand the legality of this.

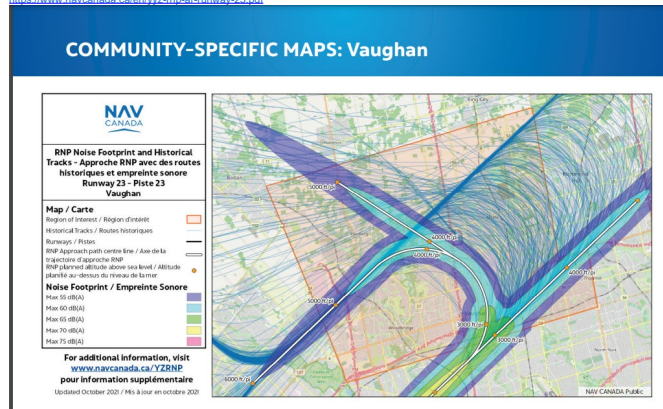
2678463 ONTARIO LTD. (CORTEL GROUP) OFFICIAL PLAN AMENDMENT OP 24.002 ZONING BY-LAW AMENDMENT Z 24.006 1890 HIGHWAY 7 VICINITY OF HIGHWAY 7 AND BOWES ROAD - Committee of the Whole (Public Meeting) - April 16, 2024

I thought this was owned by Liberty Developments, at least it was in previous development applications. Interesting that it's changed after the OLT and a CoFA approval.

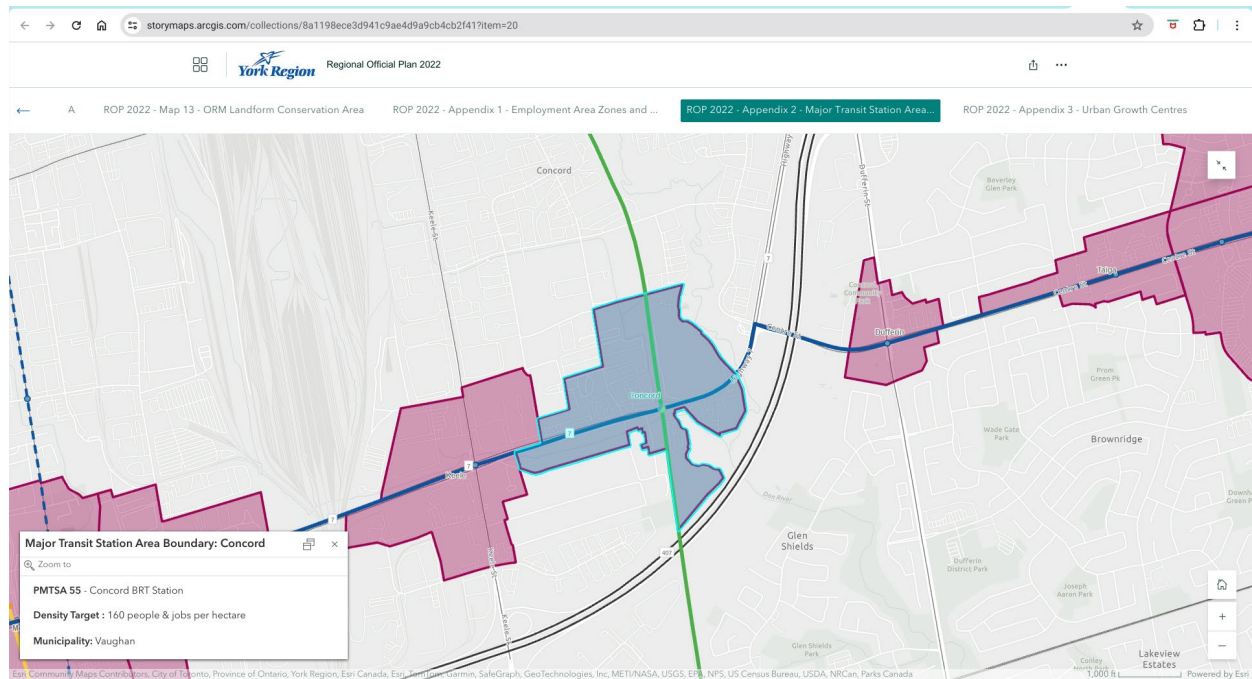
This abuts the massive development that was approved via MZO based on a ghost Concord Go Station, which I believe Cortel Group is also affiliated with (the MZO development). Somehow Metrolinx is now talking about a TOC. On top of this the Go Station isn't even approved as of yet and so far away that the approval of the MZO and planning justification for such density is questionable in this planning cycle.

Then there is the new arrivals RNP flight path, which means planes will turn here at really low altitudes. Why would you approve or consider anything higher when it is evident there will be land use noise conflicts, planes are flying a concentrated path between 4,000 to 3,000ft. Let alone the existing train yard, the second largest in Canada.

<https://www.navcanada.ca/en/lyz-zmp-ac/runway-23.pdf>



The area was identified for BRT not Go in York Region's Official Plan.



Regards,
Irene Ford