

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JANUARY 19, 2021

COMMUNICATIONS

<u>Distributed January 15, 2021</u>		<u>Item</u>
C1	Ada Ruzza, Derian Group Property Management Inc., Richmond St., Vaughan, dated December 29, 2020	1
C2	CP Proximity Ontario, Ogden Dale Road SE, Calgary, dated January 4, 2021	3
C3	A. Milliken Heisey Q.C., Papazian Heisey Myers, Barristers & Solicitors/Avocats, King St. W., Toronto, dated January 8, 2021	5
C4	A. Milliken Heisey Q.C., Papazian Heisey Myers, Barristers & Solicitors/Avocats, King St. W., Toronto, dated January 8, 2021	5
C5	Li Poon, dated January 11, 2021	5
C6	Qi Zhao, Tremblant Crescent, Kleinburg, dated January 12, 2020	3
C7	Ryan Mino-Leahan, KLM Planning Partners, Jardin Drive, Concord, dated December 4, 2021	5
C8	Mike Sepe, Crestwood Road, Vaughan, dated January 14, 2020	5
C9	Victor Manoharan & Zorina Manoharan, Crestwood Road, Vaughan, dated January 14, 2021	5
C10	Leslie Girdharry, Resident of Thornhill, Member of GARA, dated January 14, 2021	5
<u>Distributed January 18, 2021</u>		
C11	Emanuella Darrigo, dated January 15, 2021	5
C12	Victor Manoharan, dated January 17, 2021	5
C13	Viktoria and Mark Leibel, Green Bush Crescent, Thornhill, dated January 17, 2021	5
C14	Jordan Max, President, Springfarm Ratepayers Association (SFRA)	5
C15	Renato Putini, Tremblant Crescent, Vaughan, dated January 18, 2021	3

Disclaimer Respecting External Communications

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Please note there may be further Communications.

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JANUARY 19, 2021**COMMUNICATIONS**

C16	Martin Rosen, N Meadow Crescent, Thornhill	5
C17	Jordan Max, President, Springfarm Ratepayers Association, presentation material	5
C18	Rosemarie Humphries, Humphries Planning Group, presentation material, dated January 19, 2021	1 & 2
C19	Ryan Guetter, Weston Consulting, Millway Avenue, Vaughan, presentation material, dated January 19, 2021	5
C20	Al Rezoski, Acting Director, Community Planning, North York District, City of Toronto, Yonge Street, Toronto, dated January 18, 2021	5

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Please note there may be further Communications.

COMMUNICATION – C1
ITEM 1
Committee of the Whole (Public Meeting)
January 19, 2021

From: adaruzza@bellnet.ca <adaruzza@bellnet.ca>

Sent: Tuesday, December 29, 2020 3:36 PM

To: Clerks@vaughan.ca

Subject: [External] Zoning by-law Amendment File Z.20.032 - Fleur De Cap Development Inc. & Cuenca Development Inc.

Importance: High

This is in reply to the Notice of Public Meeting Committee of the Whole to be held on Tuesday, January 19, 2021 and I submit the following comments, as a resident of 10823 Jane St. and an owner of 10851 Jane St.

Overall, I'm not opposed to the application with the exception of the proposed EM2 block referred to as files Z.19.007, 19T-19V002 and DA.19.072.

EM2 would include outside storage, auto mechanic repairs and auto body repairs as well as other

As a long-time resident in the area, I respectfully submit that this use is not desirable and will create intense adverse effect in the surrounding area, including noise, water and air pollution. Another factor is that Jane Street nor Teston Road can accommodate additional tow trucks' traffic congestion and will also interfere with the movement of the proposed Paramedic Response Station (File DA.20.037). The following permitted uses for EM2 zoning are not desirable for this area. All the homes on Jane Street north of Teston Road are on well water and this zoning will, undoubtedly upset the water table:

Autobody Repair Shop - Building Supply Outlet - Car Brokerage, including trucks - Club or Health Centre - Contractor's Yard - Equipment Sales/ Rental Establishment, Meat Packing and Processing, Public Garage - Scrap Paper Storage, sorting or Baling - Service or Repair Shop, including repair of heavy equipment - Truck Terminal

I realize that these blocks of lands must be developed in the name of progress and expansion, however, EM2 use of the lands should be located north of Kirby Road, where we currently have truckers and truck storage facilities.

Please present my comments at the upcoming committee meeting and provide me with a copy of the meeting minutes.

Regards

Ada Ruzza

DERIAN GROUP PROPERTY MANAGEMENT INC.

18 Richmond St., Vaughan, ON L6A 1P6

Tel: 905-832-0643

Fax: 289-304-9888

E: adaruzza@bellnet.ca



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Please print responsibly.

COMMUNICATION – C2
ITEM 3
Committee of the Whole (Public Meeting)
January 19, 2021

From: CP Proximity-Ontario <CP_Proximity-Ontario@cpr.ca>
Sent: Monday, January 04, 2021 4:24 PM
To: Clerks@vaughan.ca
Subject: [External] RE: 19T-20V004 Residential Plan Subdivision

Good Afternoon,

RE: 19T-20V004 Residential Plan Subdivision

Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company.

CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. Those guidelines are found at the following website address:

<http://www.proximityissues.ca/>

The safety and welfare of residents can be adversely affected by rail operations and CP is not in favour of residential uses that are not compatible with rail operations. CP freight trains operate 24/7 and schedules/volumes are subject to change.

Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.

Thank you,

CP Proximity Ontario



CP Proximity Ontario
CP_Proximity-Ontario@cpr.ca
7550 Ogden Dale Road SE, Building 1
Calgary AB T2C 4X9

viruses can be transmitted via email. Recipient should check this email and any attachments for the presence of viruses. Sender and sender company accept no liability for any damage caused by any virus transmitted by this email. This email transmission and any accompanying attachments contain confidential information intended only for the use of the individual or entity named above. Any dissemination, distribution, copying or action taken in reliance on the contents of this email by anyone other than the intended recipient is strictly prohibited. If you have received this email in error please immediately delete it and notify sender at the above email address. Le courrier électronique peut être porteur de virus informatiques. Le destinataire doit donc passer le présent courriel et les pièces qui y sont jointes au détecteur de virus. L'expéditeur et son employeur déclinent toute responsabilité pour les dommages causés par un virus contenu dans le courriel. Le présent message et les pièces qui y sont jointes contiennent des renseignements confidentiels destinés uniquement à la personne ou à l'organisme nommé ci-dessus. Toute diffusion, distribution, reproduction ou utilisation comme référence du contenu du message par une autre personne que le destinataire est formellement interdite. Si vous avez reçu ce courriel par erreur, veuillez le détruire immédiatement et en informer l'expéditeur à l'adresse ci-dessus. -----

IMPORTANT NOTICE - AVIS IMPORTANT -----

January 8, 2021

Via email: clerks@vaughan.ca

Chair of the Committee of the Whole
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario

Chair and Members of the Committee:

Re: 7080 Yonge Street

Re: City of Vaughan Applications OP.20.011 and Z.20.026

Re: Public Meeting Committee of the Whole January 19, 2021

Please be advised we are the solicitors for 1163919 Ontario Limited, 1888836 Ontario Limited and 1211612 Ontario Limited (hereinafter collectively referred to as "Awin") the owners of 212, 220 and 222 Steeles Avenue West in the City of Vaughan all of which properties are located in the Yonge Steeles Corridor Secondary Plan (YSCSP) Amendment Area.

212-222 Steeles Avenue West is located to the west and south of 7080 Yonge Street in the YSCSP Amendment Area.

Awin has owned and operated car dealerships on 212-222 Steeles for almost 25 years, including presently VW Villa at 212 Steeles, Volvo Villa at 220 Steeles and Willowdale Subaru at 222 Steeles.

Awin has retained a consultancy team to prepare applications for 212-222 Steeles Avenue West to advance a mixed use development for its property while maintaining their car dealerships on the Steeles Avenue West frontage. They have also provided comments on the YSCSP and development applications located within the Amendment Area.

Our client has the following preliminary observations and comments concerning these applications:

1. The densities proposed in the development applications are in excess of those advanced in the YSCSP. As a result it is Awin's view that it is of the utmost importance that the ultimate road network established for the YSCSP can accommodate the densities and growth proposed in the YSCSP.

Standard Life Centre, Suite 510, 121 King St. W., P.O. Box 105, Toronto, ON M5H 3T9

T: 416 601 1800

F: 416 601 1818

COMMUNICATION – C3

ITEM 5

Committee of the Whole (Public Meeting)

January 19, 2021

2. The status of the proposed extension of Royal Palm to the south of the property is unclear. Is it a public or private road? Awin supports the road network developed by City Staff in the YSCSP which provides for an easterly extension of Royal Palm to Yonge Street.
3. Awin is of the opinion that the applicant should be required to provide a minimum 5% of its site as public parkland and/or equivalent public park facilities required by the ultimate development of the YSCSP. The proposal to substantially increase densities and not provide any public parkland on the site has the potential to impose an unfair burden on other landowners in the YSCSP to make up for a shortfall in parkland.
4. Awin is of the view it is premature to approve a development in the Yonge-Steeles Corridor area in advance of final approval of the Yonge-Steeles Corridor Secondary Plan.
5. If capacity for matters related to transportation and municipal servicing becomes a determinant of distribution of development density in the Yonge-Steeles Corridor Secondary Plan and if the distribution of capacity has not been determined, it is premature to approve a development in the Yonge-Steeles Corridor Secondary Plan area.
6. The applications are premature until such time as the distribution of public parkland and associated recreational facilities in the Yonge-Steeles Corridor Secondary Plan area has been established by a finally approved Yonge-Steeles Corridor Secondary Plan with policies in the Plan for cost sharing of parkland and associated recreational facilities between all landowners in the Yonge-Steeles Corridor Secondary Plan area.

Awin reserves the right to comment further on these development applications.

Awin is working cooperatively with City Staff and other landowners east of Hilda Avenue to attempt resolve these concerns in an amicable fashion.

Please provide the author with notice of any future meetings concerning these applications and provide notice of adoption of any official plan amendment and notice of passing of any zoning bylaw passed by Council.

Please acknowledge receipt of this submission in writing.

Yours very truly,



A. Milliken Heisey

AMH/lg

cc. Councillor Alan Shefman Ward 5

cc. Awin West

*cc. John Northcote – Traffic Consultant
JD Engineering*

*cc. Michael Rietta – Architect
Giannone Petricone*

January 8, 2021

VIA EMAIL - clerks@vaughan.ca

COMMUNICATION – C4

ITEM 5

**Committee of the Whole (Public Meeting)
January 19, 2021**

**Chair of the Committee of the Whole
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario**

Chair and Members of the Committee:

Re: 7080 Yonge Street

Re: City of Vaughan Applications OP.20.011 and Z.20.026

Re: Public Meeting Committee of the Whole January 19, 2021

Please be advised we are the solicitors for 1973280 Ontario Limited and 1219414 Ontario Limited (hereinafter collectively referred to as "Awin West") the owners of 434 and 480 Steeles Avenue West in the City of Vaughan all of which properties are located in the Yonge Steeles Corridor Secondary Plan (YSCSP) Amendment Area.

Awin West has owned and operated car dealerships on 434-480 Steeles for many years, including presently Jaguar Land Rover Thornhill at 434 Steeles and VW Autohaus at 480 Steeles.

Awin West has retained a consultancy team to prepare applications for 434-480 Steeles Avenue West to advance a mixed use development for the redevelopment of its property in the future while maintaining its established car dealerships on the Steeles Avenue West frontage. They have also provided comments on the YSCSP and other development applications located within the Amendment Area.

Our client has the following preliminary observations and comments concerning these applications:

1. The densities proposed in the development applications are in excess of those advanced in the YSCSP. As a result it is Awin West's view that it is of the utmost importance that the ultimate road network established for the YSCSP can accommodate the densities and growth proposed in the YSCSP.
2. The status of the proposed extension of Royal Palm to the south of the property is unclear. Is it a public or private road? Awin West supports the road network developed by City Staff in the YSCSP which provides for an easterly extension of Royal Palm to Yonge Street.
3. Awin West is of the opinion that the applicant should be required to provide a minimum 5% of its site as public parkland and/or equivalent public park facilities required by the ultimate development of the YSCSP. The proposal to substantially increase densities

Standard Life Centre, Suite 510, 121 King St. W., P.O. Box 105, Toronto, ON M5H 3T9

T: 416 601 1800
F: 416 601 1818

fails to provide any public parkland on the site which has the potential to impose an unfair burden on other landowners in the YSCSP to make up for a parkland shortfall.

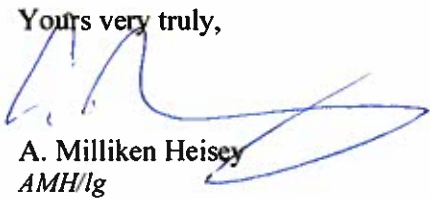
4. Awin West is of the view it is premature to approve a development in the Yonge-Steeles Corridor area in advance of final approval of the Yonge-Steeles Corridor Secondary Plan.
5. If capacity for matters related to transportation and municipal servicing becomes a determinant of distribution of development density in the Yonge-Steeles Corridor Secondary Plan and if the distribution of capacity has not been determined, it is premature to approve a development in the Yonge-Steeles Corridor Secondary Plan area.
6. The applications are premature until such time as the distribution of public parkland and associated recreational facilities in the Yonge-Steeles Corridor Secondary Plan area has been established by a finally approved Yonge-Steeles Corridor Secondary Plan with policies in the Plan for cost sharing of parkland and associated recreational facilities between all landowners in the Yonge-Steeles Corridor Secondary Plan area.

Awin West reserves the right to comment further on these development applications.

Please provide the author with notice of any future meetings concerning these applications and provide notice of adoption of any official plan amendment and notice of passing of any zoning bylaw passed by Council.

Please acknowledge receipt of this submission in writing.

Yours very truly,



A. Milliken Heisey
AMH/lg

- cc. Councillor Alan Shefman Ward 5
- cc. Awin West
- cc. John Northcote – Traffic Consultant
JD Engineering
- cc. Michael Rietta – Architect
Giannone Petricone

From: Li Hong Poon [REDACTED] a>
Sent: Monday, January 11, 2021 11:28 AM
To: Clerks@vaughan.ca
Subject: [External] objection to File OP.20.011; zoning By-law File Z.20.026

These buildings are too tall and look hideous sitting at the corner of Yonge/Steeles. They will destroy the last open skyline along Yonge Street.

Also, the infrastructure around Yonge and Steeles is already at breaking point. The traffic is jammed up more often than not; power outage at least 3 times per year; not enough open park spaces and recreations facilities; etc.

Li Poon
20 years resident near Yonge/Steeles

COMMUNICATION – C6
ITEM 3
Committee of the Whole (Public Meeting)
January 19, 2021

From: qi zhao [REDACTED]
Sent: Tuesday, January 12, 2021 4:49 PM
To: Clerks@vaughan.ca
Subject: [External] About "zoning by-law amendment file Z.20.024", draft plan file 19T-20V004

Hi Officer,

I got a letter from City of Vaughan regarding rezoning the conservation open space (related application Z.10.031 and 19T-10V004). My name is: Qi Zhao, address: [REDACTED] Tremblant cres. Kleinburg [REDACTED]

I strongly oppose the application, here are my reasons:

1. The big storm water pond was filled. At Nov1 /2019, there was a water flooding happened in my basement. Vaughan fire and rescue services were the first one to come and evaluate. The incident number was 19-40622. The captain was Thomas Milne. There were nearly 10 houses flooded at that night. Changed the storm pond will affect the environment and cause the flooding again. Our house horizontal line is lower than other streets, easy to have flood issue in the basement. The water department from Vaughan came too, the officer Francesco D investigated the surrounding area and found water was pooling at the backyard road. He would recommend add drainage behind the backyards. So the environment is the biggest concern.
2. Traffic and parking are my concerns too. Several school buses stop at the intersection. Many students take the school buses every day. If there are nearly 60 units add, it will be crazy busy. Increase the dangerous for the kids.
3. Fill the creek and storm pond and build houses or Townhouse. The foundation is a big

concern.

I will join the meeting on Jan 19th at 7pm. Hopefully the city can consider our concerns.

Thanks.

Qj



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

File: P-2199

December 4, 2020

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

COMMUNICATION – C7
ITEM 5
Committee of the Whole (Public Meeting)
January 19, 2021

Attention: Mayor and Members of Council

Re: 7080 Yonge Street, City of Vaughan,
Applications for OPA and Zoning By-law Amendment filed by 7080 Yonge Ltd.
Letter of Objection
Files: OP.20.011, Z.20.026

KLM Planning Partners Inc. is the planning consultant for the Yonge Steeles Landowners Group Inc. (the "YSLOG") which is a collective of landowners within the Yonge Steeles Corridor Secondary Plan area generally bounded by Yonge Street to the east, Steeles Avenue West to the south, Hilda Avenue to the west, and the CN Rail corridor to the north in the City of Vaughan. The applicant for the above noted Official Plan Amendment and Zoning By-law Amendment applications, 7080 Yonge Ltd. is not a member of the YSLOG at this time. However, some of the members of the YSLOG are in close proximity to the 7080 Yonge Street lands.

While our client does not take issue in principle with the applications for Official Plan Amendment and Zoning By-law Amendment as proposed by 7080 Yonge Ltd. for the lands located at 7080 Yonge Street in the City of Vaughan, we have some concerns with the proposed development as set out below:

- **Absence of ground level public park or publicly accessible private open space.** Understanding it may not be possible or practical all developments to provide such spaces, engagement with the YSLOG on the matter would be beneficial to discuss potential for an on site park and coordination with a parks and open space system for this area;
- **Limit and alignment of future Royal Palm Drive.** Similar to the previous point, engagement with the YSLOG on the matter would be beneficial to discuss coordination

of the appropriate ROW for the Royal Palm Drive extension and associated infrastructure.

- **Tower separation.** In order to achieve adequate separation and equitable opportunity on adjacent lands, it is recommended towers be setback a minimum of 12.5m to interior lot lines, facilitating 25m separation for potential towers on adjacent lands. It appears the proposed towers are setback 4.78m to 5.14m from the west property line, and 4.50m to 8.56m from the north property line.

In addition to the above noted concerns, it is also our client's position that the City ensures that as part of any approval for the 7080 Yonge Street lands that the appropriate agreements, conditions or holding symbols are in place so that this landowner enters into the necessary cost sharing agreement to ensure it pays its fair and appropriate share of the costs associated with the necessary infrastructure and community facilities which are required for the development on the subject lands and in the surrounding area.

On behalf of our client, we respectfully request that the above be considered in the processing of these applications. We also request that notification of all matters (including but not limited to: council meetings, committee meetings, staff reports, public meetings, design charettes, process milestones) related to the above noted applications, and any future applications, be provided to us on a timely basis.

Should you have any questions regarding the above, please do not hesitate to contact us.

Yours truly,

KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan, B.U.R.PI, MCIP, RPP
Partner

RMino@KLMPPlanning.com

905-669-4055 x 224



Marshall Smith, BES, PMP, MCIP, RPP
Senior Planner

MSmith@KLMPPlanning.com

905-669-4055 x 222

cc: Ira Kagan, Kagan-Shastri LLP
Jason Park, Devine Park LLP
Yonge Steeles Landowners Group Inc.
Myron Pestaluky, Delta Urban Inc.
Mustafa Ghassan, Delta Urban Inc.

From: spinpromo spinpromo [REDACTED]
Sent: Thursday, January 14, 2021 2:13 PM
To: Clerks@vaughan.ca; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; springfarmra <springfarmra@gmail.com>
Subject: [External] proposed development plans for a 20-storey and 40-storey residential tower at 7080 Yonge Street,

To whom it may concern:

These are the issues that I have with the proposed development.

- Council's approval should only be given along with Local Planning Appeal Tribunal resolution of the Secondary Plan and the recommendations of the Vaughan-Yonge Centre Working Group to create an integrated neighbourhood in this area
- Regardless of the number and heights of the buildings, they should not be constructed until after the Yonge Steeles Subway station.
- The proposed population density for the two buildings would result in this development being the second densest population per hectare anywhere in the GTA.
- No subway transit ridership analysis is provided to validate the assumptions made about transit, car, and bike usage, and there is a worrying lack of any analysis of current or future loads and capacity on all transit modes, particularly existing bus routes.
- No prior assurances have been provided regarding the safety of building high rises next to an existing gas station
- There will be an increase to car dealership loading traffic through inner streets due to elimination of the Acura overflow parking lot
- Only one 18-storey building fits within the 45-degree angular plane from the western property line
- There is no transition between a 20-storey tower and the existing neighbourhood to the immediate west, eliminating privacy for the existing homes
- Long shadows will be cast on the neighbourhood streets east side of Yonge Street
- There is insufficient (3%) non-residential (office or retail) use to justify the request for stratified parking (under the public road).
- There is no provision for public parkland or other public amenities on site or adjacent; in fact, the site it encroaches the green space linear park designated in the Yonge-Steeles Corridor Secondary Plan
- There is no integration with adjacent properties or co-ordination with other developers for the extension of Royal Palm from Hilda to Yonge prior to construction

I live and am the owner of [REDACTED] Crestwood rd since 1986.

Mike Sepe

█ Crestwood rd.

██████████

From: Z Mano [REDACTED]
Sent: Thursday, January 14, 2021 10:59 PM
To: Clerks@vaughan.ca
Cc: Jordan Max [REDACTED] >
Subject: [External] 7080 Yonge Limited

Re: Official Plan amendment file OP.20.011 and
Zoning By-law amendment file Z.20.026

My name is Victor Manoharan. My wife, Zorina Manoharan and I own the property at [REDACTED] Crestwood Road. We live here with our 3 grandchildren.

The proposed development at 7080 Yonge Street will directly affect us as their 20 storey building will be only 12 feet from our fence. We therefore request that this proposal not be allowed without the following considerations:

- We share 150 ft of our east property line with this developer and a building less than 30 ft from our fence line will invade our privacy and safety. When Acura occupied this lot for their auto dealership we had an agreement with them that there would be a 21 ft green strip buffer along the fence line. This agreement was the result of a meeting with then councillor, Susan Kadis, Phil Martiniello (Acura) and myself (see attached

landscape plan). Acura kept all their activities behind this buffer.

- The new condo's second storey podium will give residents a clear view of our bedrooms, bathroom, entrance to our basement, deck, brick BBQ, greenhouse, storage and garden. This will destroy the enjoyment of our home.

- The 20 storey building will completely block the sunlight we now enjoy in the morning, until after 1 pm.

I request that the City not allow the podium along the west side of the building.

We have lived in Thornhill and been City Of Vaughan taxpayers for over 30 years. We do not want the City to compromise our wellbeing to the benefit of neighbouring developers.

Attached you will find photos of our agreement with Susan Kadis and Acura. Due to current Covid restrictions we were not able to scan the document. The City Of Vaughan should have a copy of the document (File A229/16 submitted by Phil Martiniello for Acura Secondary Bldg).

We ask that any new developments respect our need for privacy and the uninhibited use and enjoyment of our

property.

Victor Manoharan & Zorina Manoharan

Attachment (3 pages)

Date: Tuesday, April 20, 2004

From: Phil Martiniello

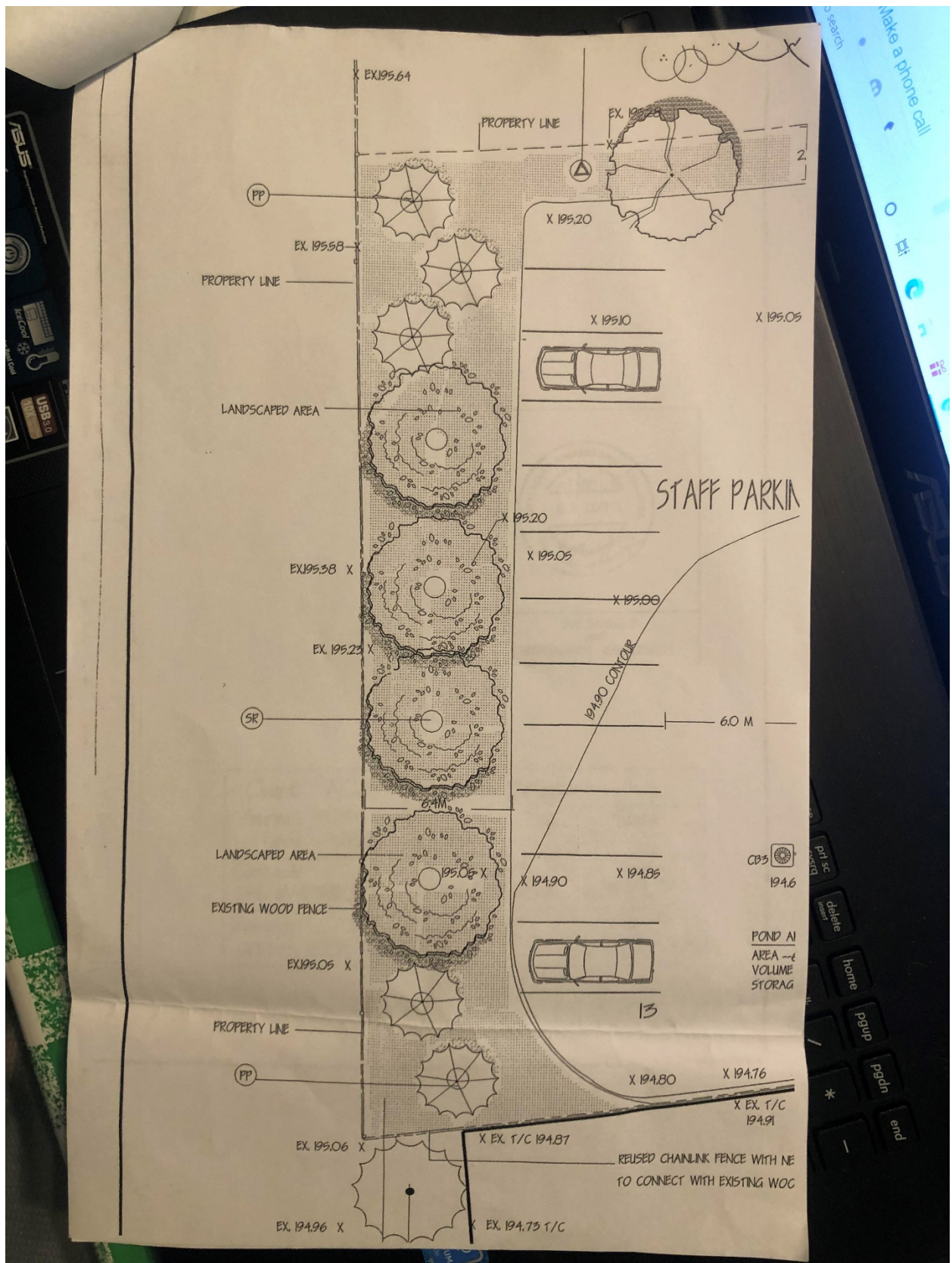
To: Victor Manoharan

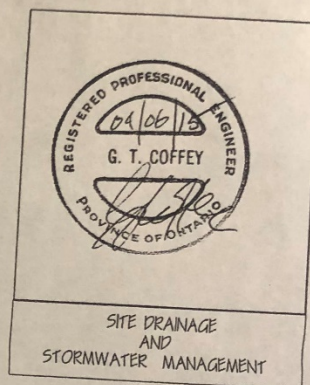
Re: Acura parking lot

Enclosed is the current drawing showing the revised layout as discussed. A copy has been sent to Benjamin Blufarb and Councillor Kadis.

Regards,

Phil





Client: "ACURA" of North Toronto		
Street: 7064 YONGE ST.		
Town: THORNHILL, ONTARIO		
Contact: PHIL MARTINIELLO	Phone # 416-275-6866	Scale: 1:150
Designer: GRIFFITH PROP. SERVICES	Editor:	Date: JUNE 10, 2004
		Plan # GPS-892003

From: Leslie Girdharry [REDACTED]
Sent: Thursday, January 14, 2021 3:11 PM
To: Clerks@vaughan.ca
Cc: Bevilacqua, Maurizio; Shefman, Alan
Subject: [External] [Newsletter/Marketing] Re: SFRA Call to Action

COMMUNICATION - C10
ITEM 5
Committee of the Whole
(Public Meeting)
January 19, 2021

Follow Up Flag: Follow up
Flag Status: Flagged

City planners' role is to provide a vision of what growth and expansion are expected and how to adequately plan, overcome differences and prepare for the inevitable development when the time comes. When this is not adequately done, we sometimes end up with a haphazard, knee-jerk reaction to developers in their quest to seek loop-holes for high density projects with seemingly opposing view-points between developers and residents, creating tension, anger and frustration; much of which could have been avoided.

Respecting residential neighbourhoods, their quality of life, pedestrian safety, heavy traffic volumes, market valuation of properties and parking issues are some of the fundamental aspects that make our communities unique and different. Violation of these basic tenets will create a lack of trust and dissention. That is where we find ourselves in this current situation and a resolution is needed.

As a resident of Thornhill, and a member of the Grandview Area Residents Association, our area stands to be harmed by some of the issues raised by the Spring Farm (Thornhill) Ratepayers Association if their issues, shown below, are not adequately addressed. We will all benefit mutually by working together for what is best for the community.

Sincerely,

Leslie Girdharry
Resident of Thornhill
Member of GARA

On Thursday, January 14, 2021, 01:48:53 p.m. EST, Grandview Residents <garamail@yahoo.ca> wrote:

Sincerely,

Grandview Area Residents Association Executive Committee
Please visit us at <http://www.thornhillgara.com>

As non-residents of Vaughan, what can our role be in all this?

Corie

----- Forwarded Message -----

From: Jordan Max [REDACTED]
To: Grandview Residents [REDACTED]
Sent: Thursday, January 14, 2021, 12:15:00 p.m. EST
Subject: Fw: SFRA Call to Action

Hi Corie and Rhonda, you may want to inform your members regarding this proposal and to submit written comments by this coming Monday noon. The shadows will be most pronounced on the east side of Yonge.

Sorry for the late notice.

regards

Jordan Max

President, SFRA

----- Forwarded Message -----

From: David Slotnick [REDACTED]

To: Jordan Max [REDACTED]

Sent: Thursday, January 14, 2021, 12:10:14 p.m. EST

Subject: Re: SFRA Call to Action

Thanks Jordan.

Have a great day.

**Stay home.
Stay safe.
Save lives.**

David

On Thursday, January 14, 2021, 12:07 PM, Jordan Max [REDACTED] wrote:

Hi David, there will be a supplementary "mailout" with the meeting link, going out on Sunday or Monday. It will be starting at 7pm, and our item is #5 so it may be later in the proceedings depending on how many speakers there are for the first four items.

regards
Jordan

On Thursday, January 14, 2021, 12:03:24 p.m. EST, David Slotnick [REDACTED] wrote:

What time on Tuesday is the COW Meeting? We can view on line correct?

David Slotnick [REDACTED]
[REDACTED]

On Thursday, January 14, 2021, 11:57 AM, Spring Farm Ratepayers Association <springfarmra@gmail.com> wrote:

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Did you know that we update our residents through our Facebook Page?

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[springfarmra.ca/newsletter](#)

ARE YOU CONCERNED ABOUT THE PROPOSED DEVELOPMENT FOR 7080 YONGE STREET?

We are. And we're inviting you to join us in letting City Council know what you think!

On Tuesday, January 19 Vaughan City Council's Committee of the Whole will discuss the proposed development plans for a 20-storey and 40-storey residential tower at 7080 Yonge

Street, as part of the overall development proposals for the Yonge-Steeles community. The committee will also review concerns from the community regarding these plans.



This is your only opportunity to have Council listen to your views, concerns, and suggestions for improvement, and it is critical that you let City Council know – in writing - how you feel about these proposals.

Written comments must be received at clerks@vaughan.ca by this coming **Monday, January 18 at noon** to let Council know your opinion, and to make it into the official record.

Please address your email to City Clerk Todd Coles (clerks@vaughan.ca) and cc Mayor Maurizio Bevilacqua (maurizio.bevilacqua@vaughan.ca) and Ward 5 Councillor Alan Shefman (alan.shefman@vaughan.ca). Please BCC springfarmra@gmail.com so we can keep a record of your concerns.

You can also address Council through an electronic deputation (5 minutes max) by filling out a deputation form and sending it to the Clerk by January 18 at noon. You can find the deputation form and instructions [here](#).

If you don't speak up now, City Council may assume there are no objections and give these plans a green light.

These are the issues the SFRA has identified with the proposed development. Please feel free to include any or all of these bullet points in your letter to the City Clerk:

- Council's approval should only be given along with Local Planning Appeal Tribunal resolution of the Secondary Plan and the recommendations of the Vaughan-Yonge Centre Working Group to create an integrated neighbourhood in this area
- Regardless of the number and heights of the buildings, they should not be constructed until after the Yonge Steeles Subway station.
- The proposed population density for the two buildings would result in this development being the second densest population per hectare anywhere in the GTA.

- No subway transit ridership analysis is provided to validate the assumptions made about transit, car, and bike usage, and there is a worrying lack of the lack of any analysis of current or future loads and capacity on all transit modes, particularly existing bus routes.
- No prior assurances have been provided regarding the safety of building high rises next to an existing gas station
- There will be an increase to car dealership loading traffic through inner streets due to elimination of the Acura overflow parking lot
- Only one 18-storey building fits within the 45-degree angular plane from the western property line
- There is no transition between a 20-storey tower and the existing neighbourhood to the immediate west, eliminating privacy for the existing homes
- Long shadows will be cast on the neighbourhood streets east side of Yonge Street
- There is insufficient (3%) non-residential (office or retail) use to justify the request for stratified parking (under the public road).
- There is no provision for public parkland or other public amenities on site or adjacent; in fact, the site it encroaches the green space linear park designated in the Yonge-Steeles Corridor Secondary Plan
- There is no integration with adjacent properties or co-ordination with other developers for the extension of Royal Palm from Hilda to Yonge prior to construction

Feel free to include any other concerns you may have in your email. You can watch the live broadcast of the meeting [here](#).

If you have any questions or concerns, please contact SFRA President Jordan Max at springfarmra@gmail.com.





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You are receiving this email because you have previously expressed interest in receiving up-to-date information about your neighborhood from the SFRA.

Our mailing address is:

Spring Farm Ratepayers Association

135 Brownstone Circle

Thornhill, Ontario L4J 7P5

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COMMUNICATION – C11
ITEM 5
Committee of the Whole (Public Meeting)
January 19, 2021

From: Emanuella Darrigol [REDACTED]
Sent: Friday, January 15, 2021 7:26 PM
To: SpringFarm RatePayers Assoc <springfarmra@gmail.com>; Shefman, Alan
<Alan.Shefman@vaughan.ca>; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>;
Clerks@vaughan.ca; premier@ontario.ca
Subject: [External]

The Proposed plan to build two towering Condo complexes at the corner of Yonge and Steeles
Must be reconsidered, that corner is already Very dangerous. I get off the bus at the corner of Yonge
and Steeles , to across the street to get my groceries at Centerpoint Mall NO FRILLS it's a very
stressful At the best of times crossing that Intersection

To have 3 to 5 years at least of construction on that corner will disrupt
the area to a point that other businesses will be avoided by residences because of the danger
Along with the proposed sun blocking tower

There is the already Approved subway Development

I'm not stating that we don't need additional housing but the height of the proposed towers is the
Problem

a different Format The maximum height of eight or nine stories or even 10 we're here might be
stores and offices on the ground floor

Further proposed construction levelling more of steeles ave putting up more towers not taking into
any consideration for the area and the safety other area

I realize young and steeles

Is The closest they can get to Toronto with their higher tax basis

Propose residents of the new condo complexes need only to cross the street to access a bus that will
take them to the Finch subway station

The Centerpoint Mall shopping complex would be a better place to put their towers the mall as
many empty units and even more so since the Recent health Crisis has shut down maybe
permanently

Many of the businesses leaving only the bay Canadian tire and the no frills

I'm not saying do not build a

build more responsibly

Thank you For your consideration and reading my letter OK

Sincerely

Emanuella Darrigo

A.k.a. Mala Dee

From: Z Mano [REDACTED]
Sent: Sunday, January 17, 2021 7:15 PM
To: Clerks@vaughan.ca; Jordan Max [REDACTED] >
Subject: [External] Chestnut Hill proposed development - 7080 Yonge Street

Re:Official Plan amendment file OP.20.011
Zoning By-law amendment file Z.20.026

Further to my email of January 14, 2021, I request that a 12 foot steel fence be built between the two properties to ensure our privacy and security.

Victor Manoharan

From: Viktoria Leibel [REDACTED]
Sent: Sunday, January 17, 2021 10:03 PM
To: Clerks@vaughan.ca
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>
Subject: [External] Concerns regarding proposed development 7080 Yonge str

Hi there,

We're concerned about a proposed development for 7080 Yonge street.

We agree with all that is mention here:

- Council's approval should only be given along with Local Planning Appeal Tribunal resolution of the Secondary Plan and the recommendations of the Vaughan-Yonge Centre Working Group to create an integrated neighbourhood in this area
- Regardless of the number and heights of the buildings, they should not be constructed until after the Yonge Steeles Subway station.
- The proposed population density for the two buildings would result in this development being the second densest population per hectare anywhere in the GTA.
- No subway transit ridership analysis is provided to validate the assumptions made about transit, car, and bike usage, and there is a worrying lack of the lack of any analysis of current or future loads and capacity on all transit modes, particularly existing bus routes.
- No prior assurances have been provided regarding the safety of building high rises next to an existing gas station
- There will be an increase to car dealership loading traffic through inner streets due to elimination of the Acura overflow parking lot
- Only one 18-storey building fits within the 45-degree angular plane from the western property line
- There is no transition between a 20-storey tower and the existing neighbourhood to the immediate west, eliminating privacy for the existing

homes

- Long shadows will be cast on the neighbourhood streets east side of Yonge Street
- There is insufficient (3%) non-residential (office or retail) use to justify the request for stratified parking (under the public road).
- There is no provision for public parkland or other public amenities on site or adjacent; in fact, the site it encroaches the green space linear park designated in the Yonge-Steeles Corridor Secondary Plan
- There is no integration with adjacent properties or co-ordination with other developers for the extension of Royal Palm from Hilda to Yonge prior to construction.

Please also look at these serious issues,
to avoid damage to the area and people who leave in the neighborhood.

Regards,

Viktoria and Mark Leibel

■ Green Bush Crescent, Thornhill

[Sent from Yahoo Mail on Android](#)

Written Submission to Committee of the Whole (Public Meeting), January 19, 2021, Item 5 – 7080 Yonge Limited

Respectfully submitted by Jordan Max, President of the Springfarm Ratepayers Association

1. Introduction

The Springfarm Ratepayers Association (SFRA), has been formally registered with the City since 2016. Our boundaries in Ward 5 are from Yonge to Bathurst, and Steeles to Centre, and includes the proposed redevelopment site. The SFRA is not against redevelopment *per se*. We accept redevelopments that are within the established planning parameters set by the City, and that respect their local context.

We appeared before Council last July in response to the two redevelopment proposals for 100 and 180 Steeles Avenue West. This submission is about Chestnut Hill's proposal for 7080 Yonge Street, with two high-rise residential towers, one 20 storeys and the other 40 storeys on top of a 2-storey podium. However, there are many similarities.

2. Positive Aspects

On the positive side, Chestnut Hill wisely realized that they will need to build the Royal Palm extension from Yonge Street westward to service their property on the south side. This is in contrast to the 180 and 100 Steeles West proposals, which will only build the Royal Palm extension after they complete their projects.

Secondly, the owner has provided a Tertiary Concept Plan that conforms somewhat to the Secondary Plan and anticipates developments to the north of their property, and which intends to close off Crestwood Road to Yonge. In its response to SFRA's question, the agent described the Tertiary Plan as follows:

"The Tertiary Plan is a request of the City of Vaughan for a Complete Application. The Tertiary Plan is an expression of possible development on adjacent lots and to demonstrate how the proposed development fits within the context of the secondary plan area. The tertiary plan does not provide a proposal for development on adjacent lands, and merely just provides a possible development scenario based on the YSCSP policies. The proposed road network on the tertiary plan is based on the Council Endorsed YSCSP schedules, and for which portions of are under appeal, as noted on the plan."

We note that Chestnut Hill is the only one of the five development proposals to have included a Tertiary Plan, and for this they should be acknowledged.

So, it would appear that in some ways the proposal supports the Secondary Plan as a concept, while at the same time saying that it is not yet in effect while under appeal to LPAT.

Thirdly, the agent (Weston Consulting, along with Kirkor Architects) met with the SFRA in late November 2020 to answer questions before they submitted their proposal to the City. However, they made no changes based on those questions and feedback we gave them.

3. Common Concerns

Figure 1 below, extracted from Humboldt Properties' Urban Design Brief, illustrates the combined

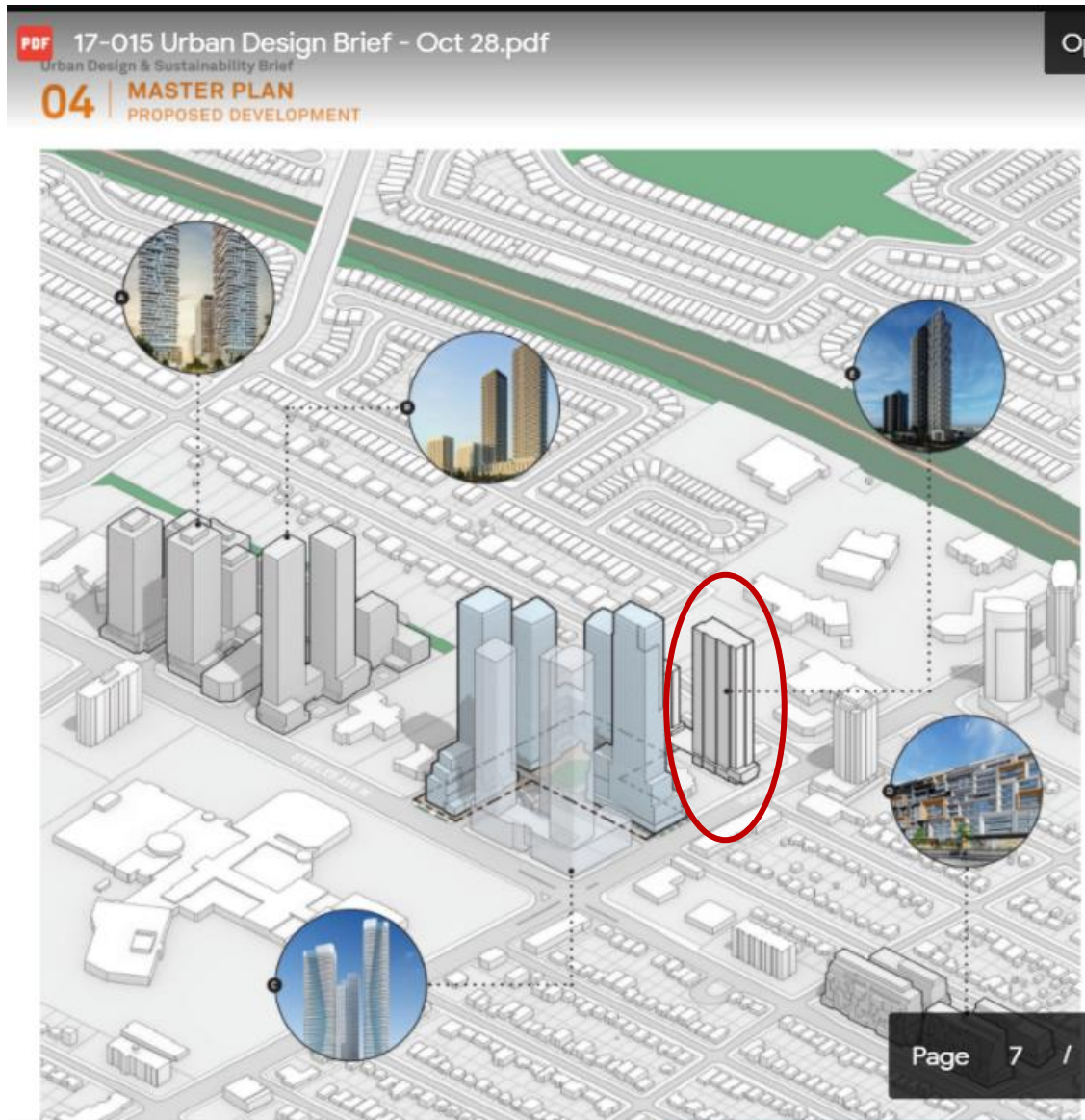


Figure 1- Architect's rendering of proposed redevelopments at Yonge & Steele (source Humboldt Properties)

development proposals submitted to the City. There is now a total of **19 buildings** proposed for the west side of Yonge Street and north side of Steeles Avenue West. The schematic inside the highlighted oval is 7080 Yonge Street.

These development proposals remind us of the movie "Field of Dreams" – the developers assume that "if you build it, they will come". In other words, if you put up lots of these high-rise residential buildings even in an area with little in the way of community services, cultural entertainment, recreation facilities, or any of the amenities available in downtown Toronto, people will magically be attracted.

For example, on page 8 of the submitted Planning Justification report, it says:

“ Increasing densities through a predominantly mid-rise to high-rise built form are emerging in the Yonge and Steeles area given anticipated transit improvements. **The area is a hub for the surrounding communities and a destination for entertainment, leisure and employment, as well as community services such as schools, places of worship and other facilities. (our emphasis)”**

This is a false and misleading statement. Yonge and Steeles as it currently exists, is not the Vaughan Metropolitan Centre, nor downtown Toronto or even North York Centre. **It is not a hub for anything. It is a crowded intersection across the street from a mid-regional mall.** There is only one place of worship within 500 metres, there is no proximate entertainment or leisure, and employment is limited to Centerpoint Mall across the street and the shops and restaurants in strip mall plazas along Steeles that will be displaced by the proposed developments at 2, 72, 100, and 180 Steeles Avenue West. There is no current office space within a radius of 1 kilometer. The closest live theatres are the Ford Centre at North York Centre subway station, the Vaughan City Playhouse on Bathurst at Atkinson, or the Richmond Hill Performing Arts Centre. The nearest Markham elementary school is 1.3 km away, and the closest in Vaughan is 1.7km away. The nearest recreation centre accessible to Vaughan residents is Garnet Williams Community Centre, 2.1 km away.

There are a lot of factors that go into the creation of public and private entertainment and leisure amenities. Given the costs for scarce public dollars and private fundraising, the sudden densification of an area is not sufficient by itself to attract new entertainment and leisure venues. Moreover, the size and volume of proposed redevelopments in this area would crowd out any large public space to build a facility such as live theatre.

Realistically, the only way for adding the desperately needed cultural, recreational, and employment facilities, is if they are purpose built into the proposed developments. Yet, none of the five proposals for this area include any such facilities. Sure, they will contribute cash-in-lieu, or it will be “subject to negotiations” with the City. What we will have instead is a vertical bedroom community, with all of the commuting traffic heading south on the subway. Nothing coming into this area.

Expecting that 60% of residents will regularly use a designated bike parking space is also fantasy, since there are no bike paths in the area and no designated bike lanes planned for either Yonge Street or Steeles Avenue. This developer is only providing 35% of the by-law-required number of parking spaces for the buildings’ residents, assuming that residents will primarily take TTC or YRT for their employment, shopping or recreational needs. There is no parking allocation for the limited commercial/retail uses.

Last July, we raised serious concerns with the 100 and 180 Steeles Ave West proposals:

- too many buildings;
- unsubstantiated precedents from the Vaughan Metropolitan Centre;
- too much land coverage;
- double the allowable height and density;
- flawed and inaccurate transportation and community services and facilities studies;
- no provision for public green space;
- too much shadowing from excessive buildings, height and massing;
- virtually non-existent commercial space;
- reduced underground parking;

- lack of affordable housing;
- exceeding the 45-degree angular plane;
- no provision for on-site community services and facilities to address both existing and new residents;
- delaying the Royal Palm extension until the end of construction; and
- no integration with adjacent sites or the existing residential neighbourhood to the north.

Unfortunately, this proposal contains most of these same flaws, and adds a few more of its own, which we will elaborate on below.

4. Unique Concerns

Status of the Secondary Plan- In Effect or Not?

The Yonge-Steeles Corridor Secondary Plan was approved by Council in September 2010 and by York Region in January 2016. The Plan recognized Yonge and Steeles for reasonable intensification but respected the existing residential community to the north. It factored in a future TTC subway station at Yonge & Steeles. It features a linear park as a green space buffer, east-west internal roads north of Steeles, and Royal Palm Drive extended from Hilda to Yonge. It meets all Provincial, Regional and Municipal policies.

Figure 2 shows the maximum height of 30 storeys for high-rise mixed residential use at the northwest corner of Yonge and Steeles (shaded red), tapering west down to 22 storeys), with densities from 5.0 to 3.5 respectively, and a 5-storey mid-rise residential density of 1.5 (shaded orange).

The Secondary Plan (section 8.9) also contained special site-specific provisions for 7080 Yonge, noted in the dashed line in Figure 2. They were approved in 2016 and have not been appealed to LPAT, so they are fully in effect and binding. Since the allowed FSI is 6.0, it would indicate that section 3.6.11, designating the site as an “Office Priority Area” would also apply.

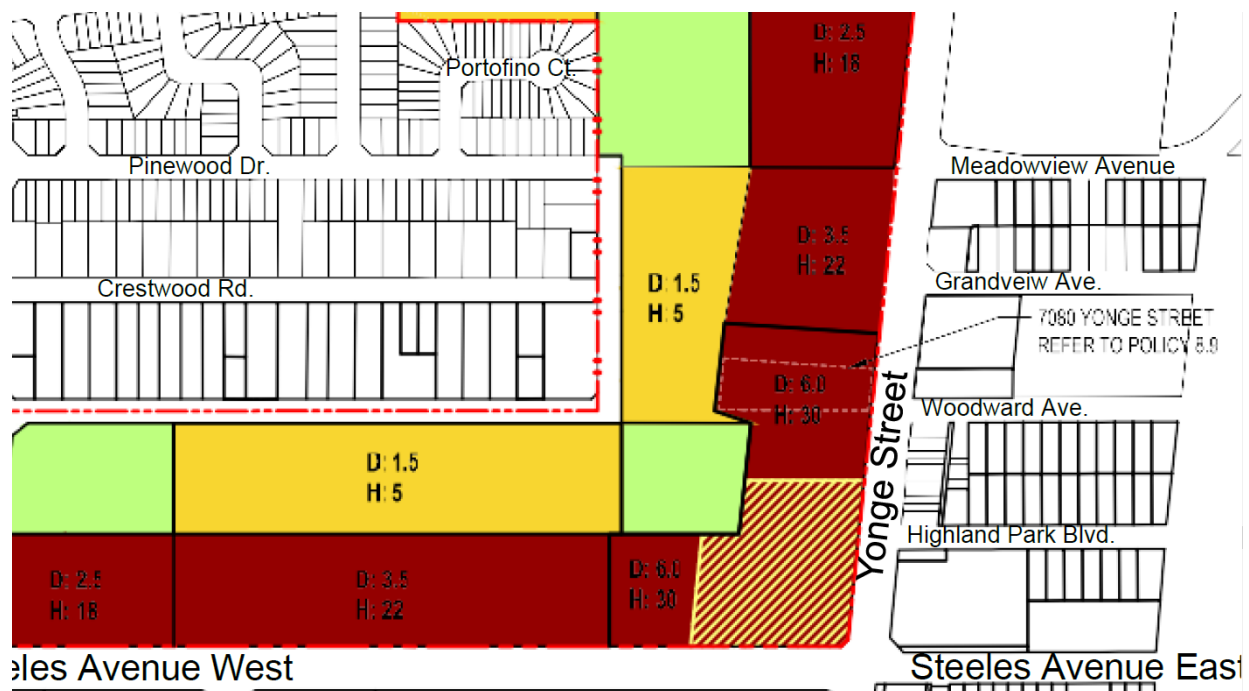


Figure 2- close up Secondary Plan Schedule 2 (7080 Yonge marked in dashed line)

With respect to density, sections 3.3 and 3.6.11 of the 2010 Secondary Plan included the following:

“3.3 Density

Notwithstanding Section 9.2.1.5 of the Official Plan, the maximum density limits in the Secondary Plan Area shall not exceed the FSI indicated by the number following the letter D, as shown on Schedule 2.

In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related and office uses as prescribed in Policy 3.6.11 “Office Priority Area.” (our emphasis)

In the area where the FSI is shown as 3.5, any development in excess of a FSI of 3.0 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related.”

....

“3.6.11 Office Priority Area

Within the area shown as “Office Priority Area” on Schedule 2 (South) Land Use, Height & Density, the following policies shall apply:

- i. The lands within the Office Priority Area, shown on Schedule 2 (South) shall be the subject of a comprehensive Development Plan, as set out in Policy 8.5;
- ii. The maximum Floor Space Index and Building Height shall be 6.0 and 30 storeys respectively, as shown on Schedule 2 (South);
- iii. **In accordance with Policy 3.3 the maximum FSI shall be 6.0 and any development in excess of 4.5 FSI shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related;**

iv. A minimum of 50 percent of the gross floor area devoted to Non-Residential Uses shall be located in a high-rise or mid-rise building, devoted exclusively to office uses;

v. Such office building shall be located and designed in accordance with the following criteria:

- a. It will provide a high-profile massing and architectural presence at the intersection of Yonge Street and Steeles Avenue as the primary non-residential focus of a mixed-use development;
- b. The design of the building will provide for a direct connection to the planned Steeles Avenue Subway/Bus Station;
- c. The nature of the integration of the office building component into the mixed use development will be confirmed through the Development Plan and implementing development review process. Such consideration will include the accommodation of required parking, the potential for a "PATH" system, the integration of retail uses and the provision of secondary accesses to the residential and non-residential (podium) uses.

vi. Should the office building, including its portion of any podium structure, provide the gross floor area equivalent of 1.0 FSI, based on the approved Development Plan and implementing development application, then the maximum building height within the area of such Development Plan, may be increased from 30 stories to 35 stories. Such increase will be reflected in the implementing zoning by-law; and agreement under Section 37 of the Planning Act as may be required by the City."

"8.9 Special Provisions for 7080 Yonge Street

a) Notwithstanding the policies in Section 3.3 Density of this Secondary Plan, any development in excess of an FSI of 4.5 the minimum amount of non-residential floor space required shall be equivalent of a minimum 0.3 FSI; and

b) Notwithstanding the policies in Section 5.10.i. Local Streets Strata Parking of this Secondary Plan any development on the lands Municipally known as 7080 Yonge Street related to strata parking request shall be in a form of a Mixed-Use building that contains non-residential uses to be served by the strata parking and which achieves the objective of a signalized intersection and public roadway at this location. The development proposal shall be accompanied by a development plan with technical studies justifying the need for strata parking to the satisfaction of the City."

The proposal draws inspiration from the Yonge Steeles Corridor Secondary Plan, but at the same time notes that the Secondary Plan is not yet in effect due to an outstanding LPAT appeal by most of the landowners in the area (including Chestnut Hill as a successor to the previous site owner). However, despite recognizing the Plan, the developer's reports have not provided any quantitative proof that 30 storeys and 6.0 density cannot meet local and regional planning objectives.

So, we have a situation where the general Secondary Plan, which allows for a site-specific height of 30 storeys and density of 6.0 FSI, is not yet in effect, except for this site. Which means that the prior Plan, Official Plan Amendment 210 (Thornhill Vaughan Community Plan)("OPA 210") prevails for the rest, including lands to the west that are designated in the Secondary Plan as "mid-rise". In OPA 210, the Subject Lands are designated C1, "General Commercial Area", which permits the existing commercial uses to continue and a car dealership with surface parking. The proposed development for 20 to 40-storeys mixed-use apartment buildings with a density of 13.5 FSI does not conform to the "General Commercial Area" policies of the OPA 210. However, the developer still claims the Secondary Plan's validity for certain purposes (pocketing the allowable height and density and asking for more). The

developer has requested rezoning from C1 to RA3 (High-rise apartment), which has a height limit of a 44 metres, but then requests an amendment to increase heights to 72 (20 storeys) and 130 metres (40 storeys).

Similarly, the developer cites the Mid-rise portion (5 storeys, 1.5 FSI) to the immediate west of the site according to the Secondary Plan for the purposes of starting the 45-degree angular plane from the future extension of Powell Road. He has not included the mid-rise parcel in his proposal. Moreover, those mid-rise lands are in the part of the Secondary Plan that are not in effect while under appeal. Yet, when it comes to respecting the 10+ metre-wide “Publicly Accessible Green Space” at the western end of the site, the developer ignores that and builds over it.

Simply put, the developer cannot have it both ways, using the Secondary Plan when it suits their proposal, yet at the same saying the Secondary Plan is not yet in effect or applicable.

As the Secondary Plan has been under appeal since 2010, and is currently in multi-party mediation, it is critical that this proposal not be approved until the Secondary Plan’s appeal is resolved and clear indications of use, height, and density are given for the entire area to ensure consistency of application and good neighbourhood-wide planning. **It is unworkable and bad planning to proceed with approvals with one portion of the Secondary Plan in effect while other adjacent properties are not in effect.**

Location

For starters, there is an existing Petro Canada gas station to the immediate north of the site. We would need prior assurances from Vaughan Fire Services that in the unfortunate event of an explosion, the new high-rise buildings would not be endangered. This has not been ascertained up front but is awaiting VFS comment as part of the development review process. Given its potential to negate the entire development, it is surprising to us that this prior safety check has not been done.

The current site is an overflow parking lot for the Acura dealership, and we wonder with this removed, what plans Acura has to accept and store its car deliveries. Will this increase truck trailer traffic to the neighbourhood, one that already is over-served with 15 car dealerships? Will they access it from Yonge Street or Royal Palm from Yonge Street? Again, the submitted documents do not provide an answer.

Mislocation of the 45-Degree Angular Plane

The architectural drawings do not illustrate the 45-degree angular plane from the rear property line required in the City’s Design Review Guidelines (see Figure 3) to transition to the residential neighbourhood to the west.

Section 5.3.6 of the Design Review Guidelines reads as follows

- c. Where a rear yard transition to a Low-Rise property exists, High-Rise, Mid-Rise and Low Rise buildings should provide the following transitions:
 - High-Rise buildings should be set back a minimum of 7.5 metres from the rear property should be contained within a 45 degree angular plane from the rear property line. Above the twelfth storey, an angular plane is not required.

- Mid-Rise and Low-Rise buildings should be set back a minimum of 7.5 metres from the rear property line and should be contained within a 45 degree angular plane from the rear property line.

d. Where a rear yard transition to a Low-Rise residential neighbourhood exists, new High-Rise or Mid-Rise building sites are encouraged to create a transition that incorporates townhouse units between the new building and the existing neighbourhood.

Since the Guidelines' Glossary, page 211 defines "mid-rise" as

"...buildings between six and twelve storeys in height. These buildings help provide access to sunlight for pedestrians and trees at the street level, and the density of Mid-Rise neighbourhoods help support small retail, active transportation and active public spaces"

and the smaller tower is 20 storeys, both towers are therefore high-rise. Therefore, we submit that there must be a 7.5m setback to the property line, as illustrated in Figure 3. (The Zoning By-Law amendment proposal requests only a 1.55m setback, which is clearly insufficient for a number of reasons which we will explain.)

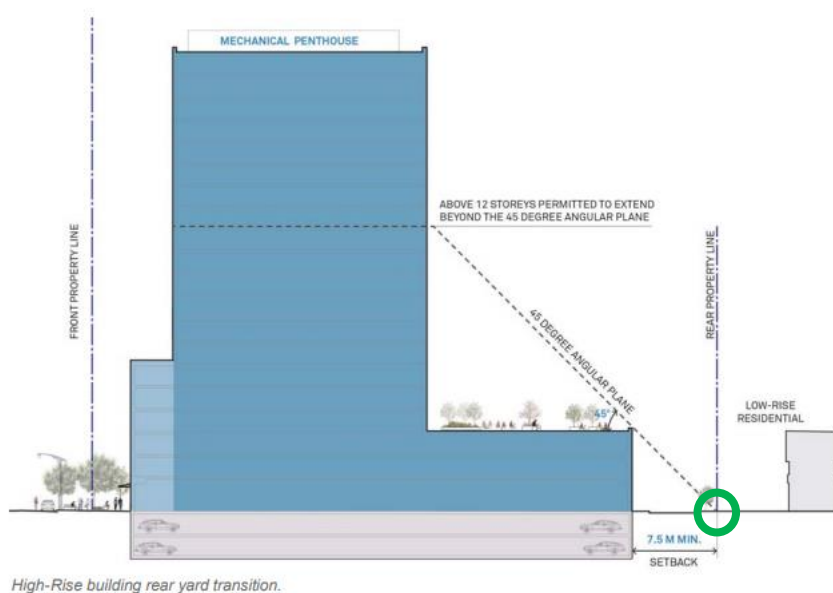


Figure 3 – Vaughan Urban Design Guide – Standard 5.3.6 (page 134)

However, an illustration subsequently provided directly to SFRA by the agent (see Figure 8 below) indicates that the 45-degree angular plane starts at the eastern side of the southern extension of Powell Road, 75 metres to the west (red oval). The problem with that is that there are four properties between Powell and the western boundary of the site, and they have not been purchased by Chestnut Hill to be added to the site, thus in reality the 45-degree angle would start at the western boundary of the site, (our dashed parallel red line) which would intersect the first building at 1 storey and the second at about 18 storeys. Moreover, if the developer followed the Secondary Plan for publicly accessible green space (10m), [see next section], the property line would be 10 metres further to the east, which would further reduce the height intersect of the second building.

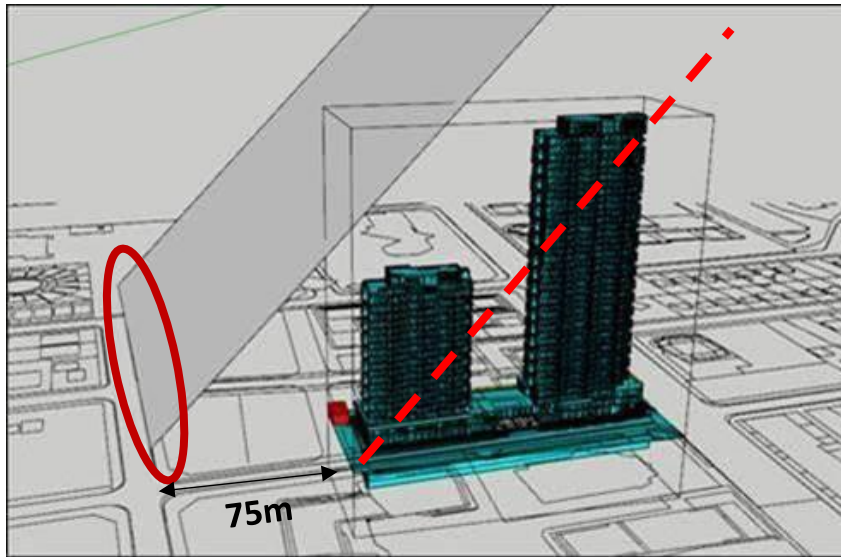


Figure 4 – 45-degree angular plane projection (supplied by the Agent) and SFRA projection (red dashed line)

The developer claims that the area between the southern extension of Powell Road and their site is designated in the Secondary Plan for mid-rise development and that therefore the 45-degree angular plane should start at Powell Road. There are two problems with that; first, this proposal does not include the four properties between itself and the future Powell. Secondly, the developer cites the validity of the Secondary Plan when it is convenient for him, but at the same time he notes that the Secondary Plan is not yet in effect. **The developer can't have it both ways.** If he wants to use Powell Road as his property line, then he needs to buy the four properties to the west, expand his site, and redevelop them as mid-rise buildings. He has not done that. He cannot justify the building heights using the 45-degree angular plane on the basis of another development that has yet to materialize. Furthermore, if he respects the Secondary Plan, he should also not encroach on the designated green park space for starters. We have no guarantees about the future redevelopment of the four properties between this site and Powell Road, so Council can only deal with what is in this site proposal.

No transition to existing adjacent neighbourhood

The proposal frequently refers to there being a “smooth transition” from the 20-storey tower to the western-facing residential neighbourhood, however at the narrowest point, they requested an amendment to the Zoning By-Law for RA3 for setbacks of 1.55m from the westernmost property line, 0.75m on the Yonge side, 1.0m on the Royal Palm side, and 0 metres on the North side). Actual setbacks range from 0 to 4.84m, well below the required 7.5m.

The transition is nonexistent; it is abrupt. **In fact, it actually builds over a 10m wide segment of land designated in the Secondary Plan for a “publicly accessible open space” linear park.** (see Figures 5, 6 and 7 below, inside the blue oval) The Planning Justification Report is silent on this major detail, and does not draw attention to it, let alone attempt to justify it. The intrusion to the green space park only shows up in Figure 5 of the Urban Design Brief, but again there is no textual reference to it there either. There is no green buffer between the houses to the west and the proposed 20-storey building, and most of the green space is private green roof on the podium for the exclusive use of the buildings’ residents.

By its own admission, the proposal only meets 40 and 44 percent of the Sustainability target metrics for the site and community respectively.

The lack of separation between the property and the adjacent neighbours is quite acute, as noted in V. Manoharan's submission (see Communications C-9). He rightly notes that he will have a 20-storey building within only a few metres from his property line, with diminished privacy on the entire eastern and southern sides of his house. In his submission, he refers to an agreement between himself and Acura of North Toronto to provide a 21-foot (~6.4m) treed buffer at the western edge of the overflow parking lot. When Chestnut Hill acquired Acura's overflow parking lot property, it became the successor to that agreement, which it must honour.

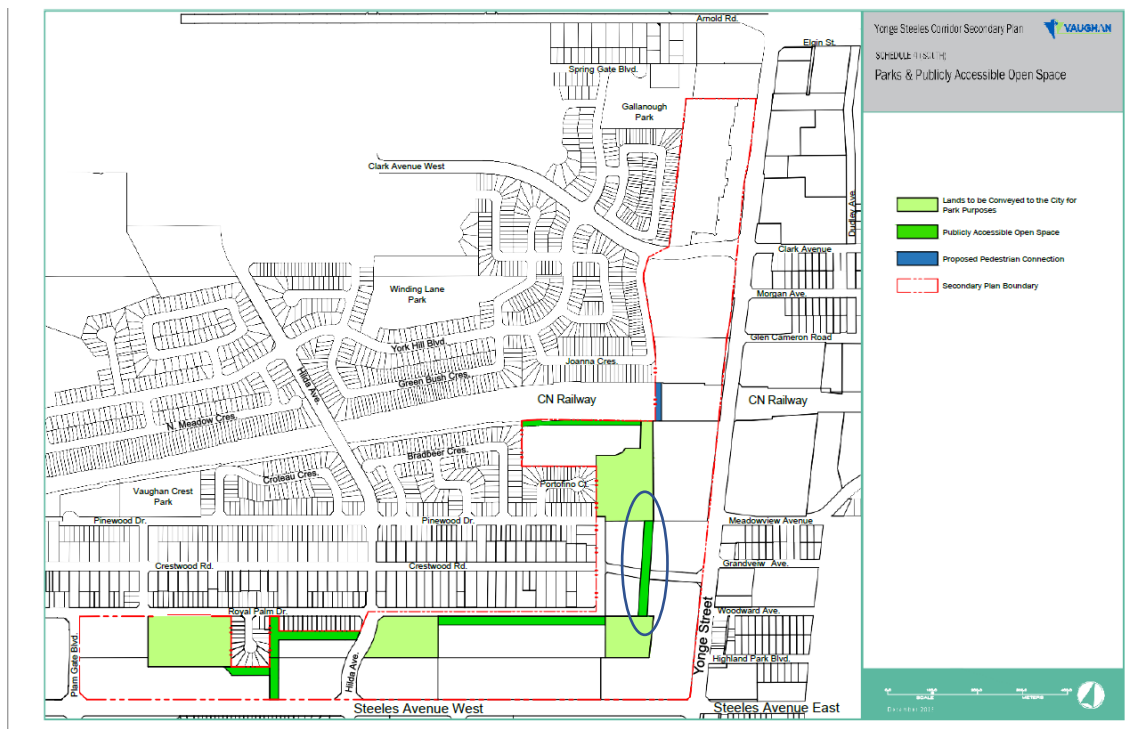


Figure 5 – Yonge Steeles Corridor Secondary Plan Schedule 4 (Parks and Publicly Accessible Open Space)

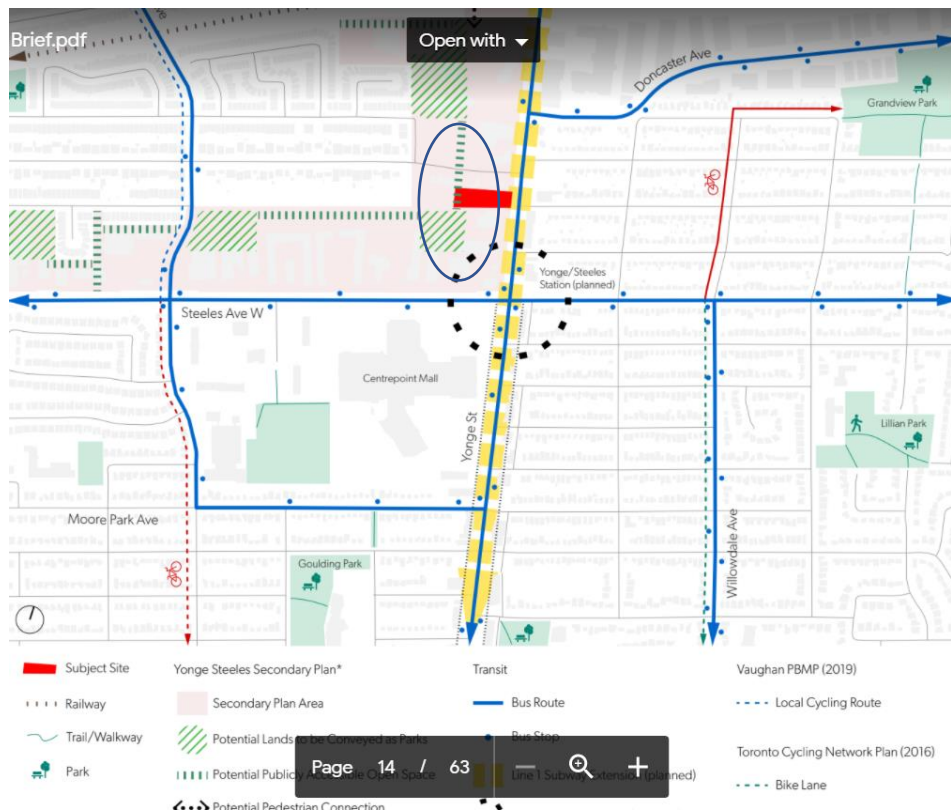


Figure 6: Overlay of 7080 Yonge Street of Yonge-Steeles Corridor Secondary Plan Green Spaces (source: Urban Design Brief, page 14)

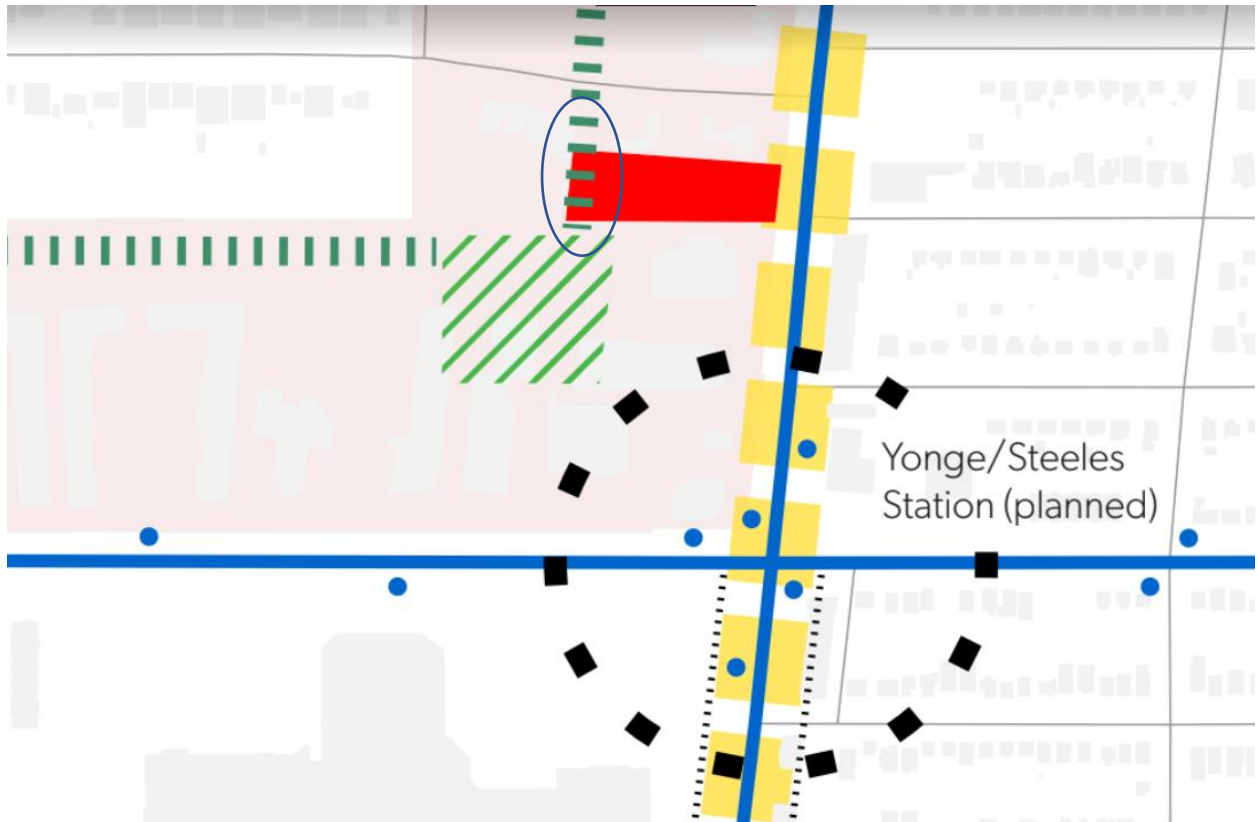


Figure 7 – Figure 5 (magnified)

Disproportionate Height and Density

The current area Population density shown below in Figure 8 (in orange) is 43 persons/hectare. The proposed population density (persons per hectare) for 7080 Yonge Street is $652 \text{ units} \times \text{average } 1.5 \text{ pph}/0.5 \text{ ha} = 1,956 \text{ pph}$, which is 4,548 percent greater than the current density level. If approved as is, this site would become the **second most dense** population site in the entire GTA (the highest, at 2,215 pph, is Metropolis Suites at Peter and Adelaide Street in downtown Toronto, as seen in Figure 9. So, one gets a sense of just how out of proportion this development is for a site of this size.

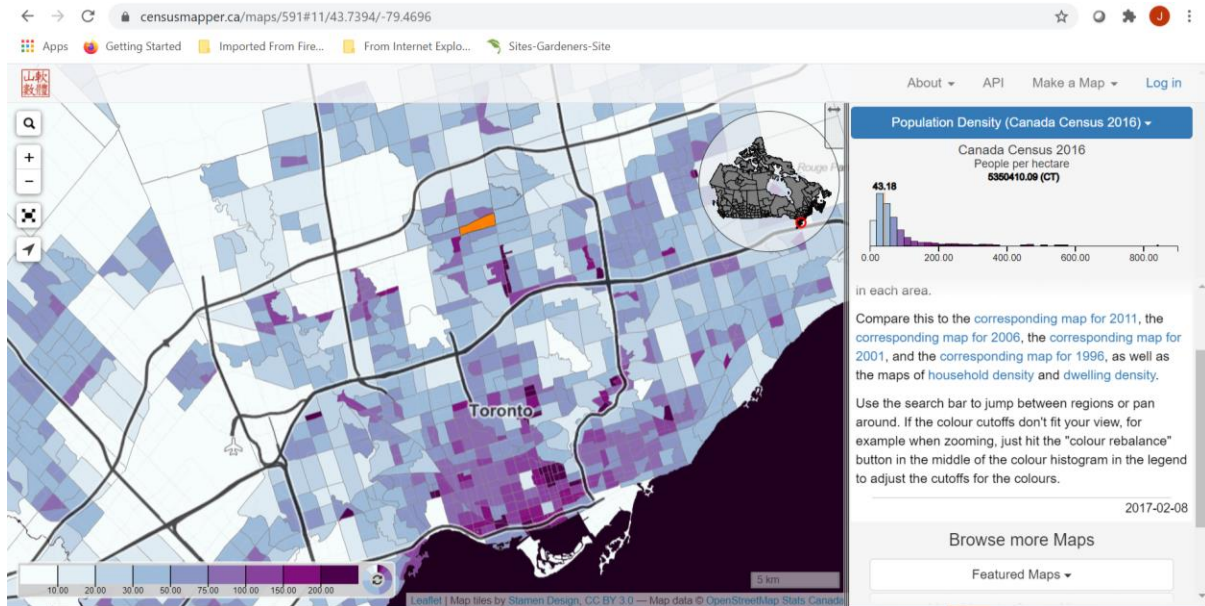


Figure 8 – Population Density for Yonge-Steeles area, 2016 (Source: www.censummapper.ca)

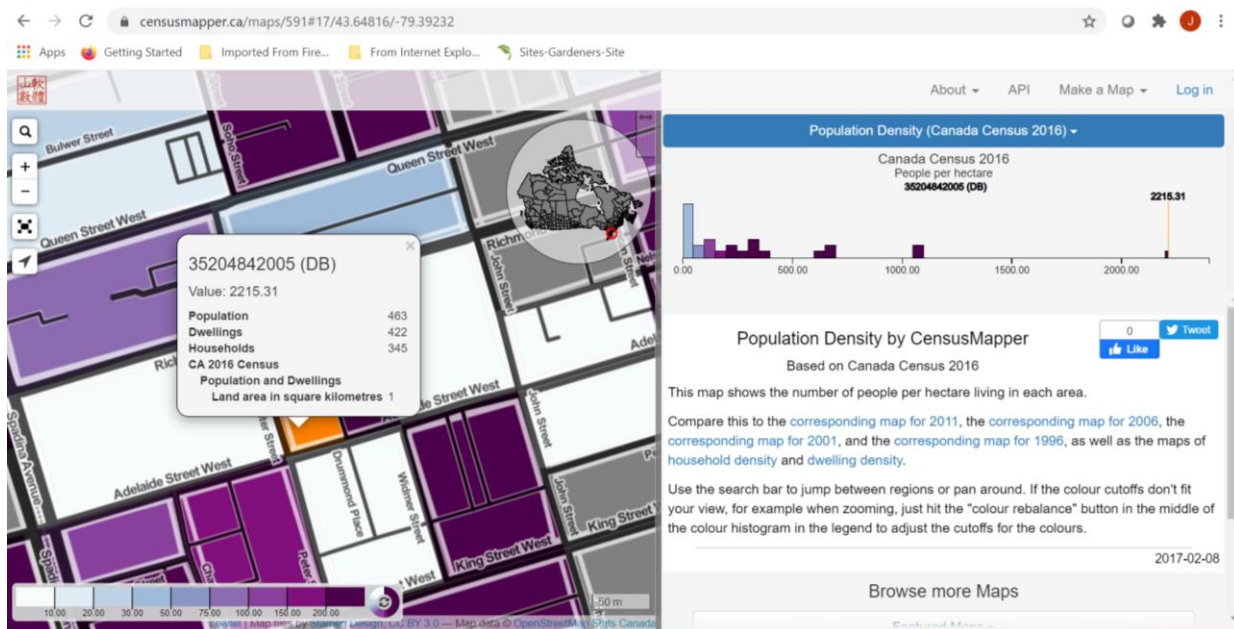


Figure 9 – Population Density – Adelaide Street and Peter Street, Toronto (Source: *ibid*)

Excessive Lot Coverage

Figure 10 illustrates that the buildings use up approximately 3883/5016m² (78%) of the property (including landscaping (Urban Design Brief, Table 2, p. 25)). If we include the private driveway between the buildings of an estimated 905m², the lot coverage is closer to 90-95%. The proposed setbacks from public to private space are 1.48-2.09m on Yonge Street (compared to 7.5m for an RA3 zoning designation the proponent seeks, 0m on the north side (vs. 7.5 for an RA3), 1.0m on the south side (vs. 7.5 for RA3) and 1.56-2.71m on the west side (vs. 7.5m for RA3).

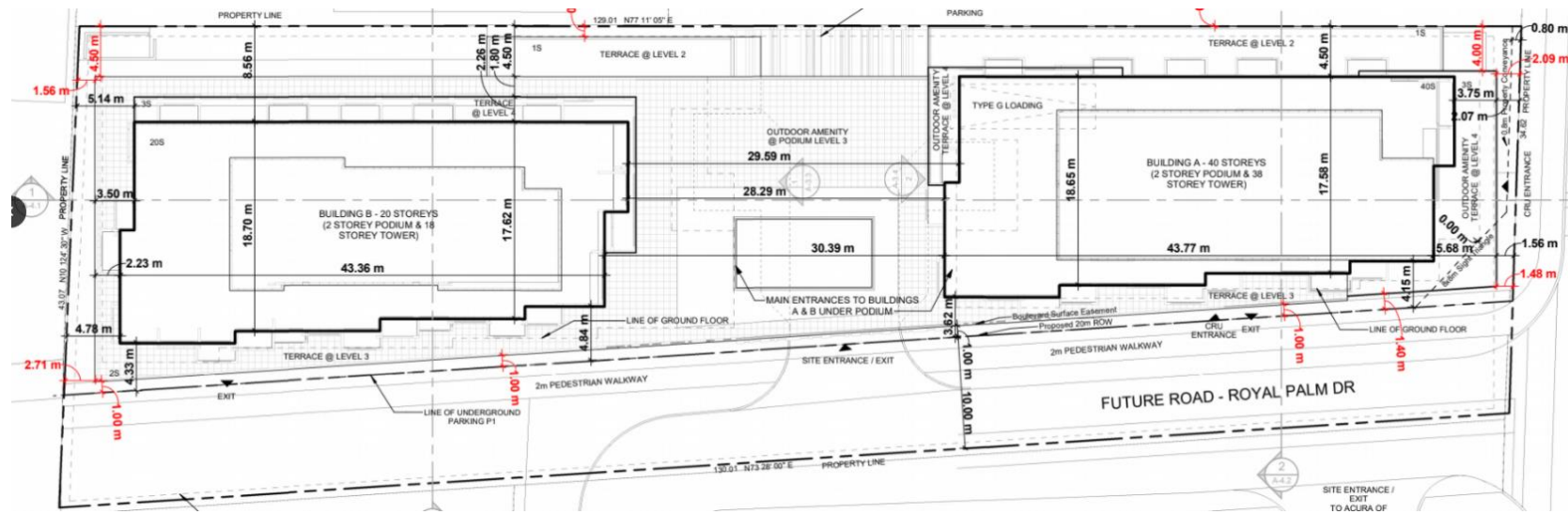


Figure 10 Lot Coverage and Setbacks (source: 7080 Yonge Limited – Architectural Drawings, p. 4)

No Mixed Land Use

The present zoning of this parcel reveals this site is zoned as C1 Restricted Commercial which permits only commercial, institutional and recreational development, and that the owner wants to change the zoning to “RA3 Residential Apartment Zone”, which has a maximum height of 44 metres (~12 storeys), to 72 and 130 metres for the 20 and 40-storey building respectively. So even the RA3 zoning is insufficient for the owner’s needs. In contrast, the Secondary Plan designates this site as High-Rise Mixed Designation with a maximum height of 30 storeys (~97.5m).

We noted previously that section 3.3 of the Secondary Plan states thusly:

“In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related and office uses as prescribed in Policy 3.6.11 “Office Priority Area.”

Therefore, we would expect to see that *any density above 4.5 FSI* would be devoted to non-residential uses. The proposal as submitted shows that the residential portion has an FSI of 9.51, and the non-residential portions have 0.49 FSI. Thus, there is an excess of (9.51-4.5) or 5.01 FSI that is residential but is supposed to be non-residential.

What constitutes a “mixed use building” to justify the need for strata parking underneath the Royal Palm extension? We note that the proposal includes six “work-live” units at grade of the 20-storey building— but does not indicate what their commercial value is and whether for zoning purposes these are considered commercial, residential or both. Neither the current Zoning By-Law 1-88 nor the Comprehensive By-Law to replace it has a “work-live” category or designation. However, it is a far stretch to consider six “work-live” units as defining the buildings as “mixed use”. In fact, only 3% of total gross floor area is commercial. (Urban Design Brief, Table 2, p. 25). In our opinion, three percent hardly qualifies as “mixed use”. There is actually a higher percent (6.5%) of public amenity space than commercial space on this site. So, the strata parking cannot be justified based on the current proposal. Moreover, the owner has not provided the required development plan with technical studies on the stratified parking.

The Planning Justification Report, page 17 states

“It is expected that the neighbouring Acura Dealership will provide its future conveyance of the roadway upon its future redevelopment as agreed to through its previous Site Plan Approval for the building modifications and additions.”

There is no indication in any of the submitted reports or studies to confirm this.

Inadequate Allowance for Roads, Transportation and Parking

We note with interest that Chestnut Hill used the same consultants, BA Group, to conduct its Transportation Considerations Report as were used by the 100 and 180 Steeles Ave West proponents. Our summary analysis of this report, provided by our member Martin Rosen, concludes as follows:

The Transportation Report is geared to support a “complete community” with mixed use that could encourage and support walkability, biking and transit use. It slashes parking space allocations to ensure minimal traffic generation in or out of the development.

It is a proposal suited for downtowns such as VMC or Toronto where cars are not always necessary for access to daily needs. In those places most people can easily access their employment, educational, shopping, recreational, cultural, social, and entertainment needs. Yonge Steeles is not a downtown and is not being planned as such. There are no office towers, major commercial centres, theatres, sports arenas, community centres, government offices, social services, arts, libraries, parks, lakes, etc. It is an area that is overwhelmingly residential, and the proposed condominium developments will only make that balance more extreme.

Yes, eliminating car parking will force many residents and visitors out of cars, but the question remains, where will they go and how will they get there? The Transportation Report does not address this basic issue in a satisfactory manner.

Walking is not the answer. Almost none of the most critical destination types are within walkable distances. Biking will also fall far short of providing meaningful mobility options in the context, as the treatment of bike parking and the complete lack of any bike infrastructure clearly demonstrates.”

There is no proper analysis provided of current or future loads and capacity on all transit modes, particularly existing bus routes. In other words, their transportation report goes to great lengths to argue minimal traffic generation (car use) by claiming huge transit use. But there is no analysis of capacity of transit services or infrastructure, especially in the (many) years before the promised subway extension. The overall lack of any projected transit ridership analysis is a serious flaw for a project that is entirely based on having access to top tier transit service as its primary justification. It also leaves the entire project without any credible transportation options to meet the basic mobility needs of the proposed residents and visitors.

We further note that there are four levels of underground parking proposed, which includes stratified parking for the bottom three levels underneath the Royal Palm extension road. We are opposed to the use of a public road for private usage underneath, in order to avoid another level of underground parking on the property. This is a consequence of unnecessary overbuilding on this small site, which is only half a hectare. Parking spaces within four underground levels, are provided at 0.53/unit, which is 1/3 of what is required in the Zoning By-Law for a Mixed Use (RA3 category) in the current by-law 1-88. The proposed Visitors’ parking is only 60% of that required in the By-Law, and commercial parking is nil. Chestnut Hill has not demonstrated that its Mixed-Use level justifies the use of stratified parking to meet the requirements of section 8.9 of the Yonge-Steeles Corridor Secondary Plan.

As we noted earlier, we are appreciative that Chestnut Hill has proposed to construct the portion of Royal Palm from Yonge Street to the westernmost end of its property, and a signalized intersection at Woodward Avenue and Yonge as required by section 8.9 of the Secondary Plan. However, SFRA’s position is that all of the five area developers must commit to pay for and build the extension of Royal Palm Drive from Yonge to Hilda **at the beginning of any development** in order to alleviate some of the traffic congestion which will develop along Yonge and Steeles as well as the overflow which will spill onto Crestwood Road as a result of construction. The Royal Palm Drive extension must be considered an essential road before these projects to go forward. The Royal Palm Drive extension must also take into account the rights of the property owners on the south side of Crestwood Road. It must be a full road, not a service road. It must be esthetical pleasing, and it CANNOT be used as a way to collect garbage and exit parking lots from the buildings.

Although it claims otherwise, this proposal's density exemption justification ultimately relies on support for the unbuilt Yonge North Subway Extension, which includes five subway stations in York Region, most significantly the one at Steeles relevant to this proposal. It needs to be recognized that the subway extension to Steeles was already fully justified and approved based on the existing proposed density levels in the Secondary Plan. In fact, even under current densities (pre-Covid) thousands of riders were coming in by bus from Steeles and further north to Finch Station during AM Peak. Rather than providing further unneeded justification for the extension, substantial increases to the currently approved densities would aggravate loading and crowding issues especially if it is overwhelmingly residential and therefore all heading in the same direction during peak hours.

The provincial government has promised that the Yonge North Subway Extension will be built by 2030, however given the Province's financial state to address COVID-19, this is an unlikely timing scenario. It would NOT be good planning to allow this residential development or any of the others in the area, whose additional density are predicated on the subway station, to be built before the subway station is. For one, the land use and designs for all lands on both sides of Yonge and Steeles will be determined first and foremost by the needs of the subway station and its underground bus depot. Secondly, we would prefer to reduce the total construction disruptions that will ensue for all of these developments and the subway station. We do not want to see a repeat of the disruption to local businesses and traffic experienced by Eglinton Avenue in Toronto during the lengthy construction of the Crosstown Expressway

We therefore submit that this development not be approved until construction of the Steeles subway station is near completion. The residents of this area should not be subjected to a tremendous increase in development, population, and traffic congestion without the subway station and underground bus terminal in place or nearing completion to provide the promised public transit improvements which are the fundamental basis of these proposed developments.

Lack of Provided Community Services and Facilities

We note that the Community Services and Facilities Report contains many of the flawed assumptions of similar studies done for other proposals in the area, including failure to examine need for human services for the new residents, as well as emergency services provision. We also note that this study did not include figures for current elementary and secondary school enrolment, projections or capacity (see Figure 11) in Markham, where students could potentially attend YRDSB schools. It also left out the nearest York Region Catholic School Board's elementary school, Blessed Scalabrini at 300 York Hill Boulevard. The study concludes that

"Given the historical development and land use context of the area, the Study Area currently lacks adequate supply of public services and community facilities, which should be addressed through the Secondary Plan process as new development emerges and is permitted in this area. **There is also an opportunity to accommodate some publicly accessible space within the proposed development for community use purposes.** This will be considered in discussion with stakeholders through the planning process." (Report, p. 39) (**our emphasis**)

Despite such statements and intentions, the proposal does not include any publicly accessible space for community use, and in fact the 20-storey building encroaches on the park land designated at the westernmost end of the site.

and Facilities Report.pdf

Open with ▼

#	City	Name	Address	Board	Enrollment	Enrollment Projection	Capacity	Distance to Site [km]
Public & Private Schools								
1	Vaughan	Yorkhill Elementary School	350 Hilda Ave	YRDSB French immersion	2017: 406	2022: 353	Unknown	1.7km
2	Toronto	Lillian Public School	1059 Lillian St	TDSB	Not applicable	Not applicable	Not applicable	1.2km
3	Toronto	Pleasant Public School	288 Pleasant Ave	TDSB	Not applicable	Not applicable	Not applicable	2.1km
4	Markham	Henderson Avenue Public School	66 Henderson Ave	YRDSB	2019: 380	Not available	Not available	1.3km
5	Markham	Convoy International Secondary Academy	7191 Yonge S	International School	Not applicable	Not applicable	Not applicable	400m
6	Markham	Thornhill Secondary School	167 Dudley Ave	YRDSB	2019: 266	Not available	Not available	1.3km
7	Toronto	Newtonbrook Secondary School	155 Hilda Ave	TDSB	Not applicable	Not applicable	Not applicable	1.3km
8	Markham	Inception Academy High School	7163 Yonge St	International School	Not applicable	Not applicable	Not applicable	280m
9	Toronto	Drewry Secondary School	70 Drewry Ave	TDSB	Not applicable	Not applicable	Not applicable	1.7km
Catholic Schools								
1	Toronto	St. Agnes Catholic School	280 Otonabee Ave	TCDSB	Not applicable	Not applicable	Not applicable	1.9km

COMMUNITY SERVICES AND FACILITIES IMPACT STUDY | 7080 YONGE STREET, CITY OF VAUGHAN

23

Figure 11: Summary of School Profiles within the intended Catchment Area, p. 23

Excessive Shadow impact from Height

Shadows accrue from building height, massing and siting. The shadow study included in the Urban Design Brief (p. 59) shows strong east-facing shadows onto the Markham side of Yonge Street for March and September at 5: 18pm (see Figure 12)

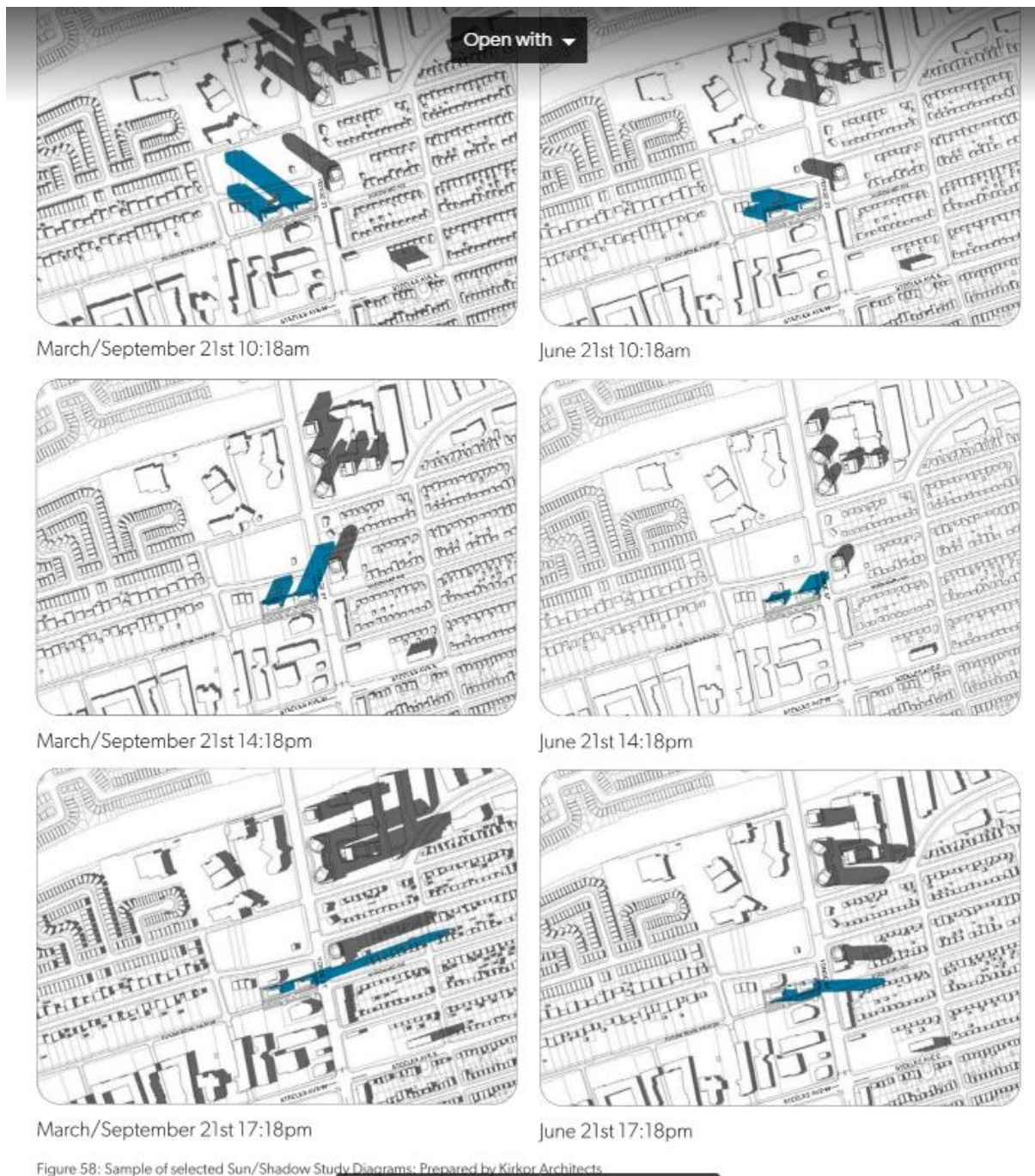


Figure 12 – Shadow Study (Urban Design Brief, p. 59)

Lack of Integration with adjacent projects or neighbourhood

This proposal is essentially an island unto itself, linked more to Yonge Street than the neighbourhood to the west. The owner is not currently part of the Landowners Group, nor has the owner attempted to connect and integrate their project with the Humboldt project to the south at the western end of their site, as we had recommended in our initial consultation, nor does this proposal relate to the four houses to the west adjacent to the southern extension of Powell Road, which is intended in the Secondary Plan

and the Humboldt project. This is very surprising, since both Chestnut Hill and Humboldt share the same agent and architect. Moreover, as the Humboldt project (submitted to the City on January 5, 2021) includes eventual provision for the southern extension of Powell Road and a portion of the Royal Palm extension, we would expect that integration would address these issues.

5. Conclusion

In sum, the 7080 Yonge Limited proposal suffers from most of the pitfalls of previously submitted proposals for this area and adds a few of its own deficiencies. To address these, there is much work that remains to be done to radically revise this proposal, starting with removing the 20-storey building and reducing the height of the other tower to fit the 45-degree angular plane from the western boundary of the site, excluding the green space linear park envisioned in the Secondary Plan, adding commercial space, adding public amenities onsite, and removing the strata parking under the Royal Palm extension.

Even without the aforementioned deficiencies, Council consideration of the entire 7080 Yonge Limited project should also await resolution of the LPAT appeal of the Yonge-Steeles Corridor Secondary Plan, as well as the Yonge Street North Subway Extension (particularly the Yonge-Steeles subway station) to ensure that there is adequate subway usage to warrant the reduction in underground parking spaces.

Springfarm Ratepayers Association is already working closely with local landowners, developers and politicians on the Yonge-Steeles Centre Working Group (scheduled to start soon), and we would welcome Chestnut Hill's involvement in shaping an integrated, well-planned neighbourhood that respects the Yonge-Steeles Corridor Secondary Plan.

COMMUNICATION – C15

ITEM 3

**Committee of the Whole (Public Meeting)
January 19, 2021**

From: Ren P [REDACTED]
Sent: Monday, January 18, 2021 11:10 AM
To: Clerks@vaughan.ca
Subject: [External] Zoning by-law amdmt Z.20.024

Good morning,

My name is Renato Putini, I live at [REDACTED] Tremblant Crescent, near the area being affected by the rezoning.

I'd like to request participation in the meeting being held virtually on Jan 19th (tomorrow), so I can share my concerns with the council via 5-minute deputation.

My main concerns with the zoning change, which increases the number of planned houses from under 30 to 85, are as follows:

- loss of storm management pond and green conservation area: once of the main attractors of living in this area are the green spaces, and the complete loss of such area close to our homes, not to mention impact on birds and other wildlife, worries me, both from a conservation and economical standpoint. We had a severe flood in our basements once, and consider stormwater management a very important feature of the original plan
- increased traffic from the new houses into Mactier, along with Tremblant street; there's reduced visibility due to Mactier Drive's design, and a new, extra busy intersection there needs to be accompanied by measures to slow traffic and safeguard pedestrian traffic

My proposal is that at least some of the proposed new housing, the closest to Major Mac and the CN rail, be removed from the new plan, allowing for at least part of the conservation area to remain, along with the pond. This would also reduce traffic somewhat, but still, a 4-way stop on the intersection of Mactier/Tremblant/'new street' is highly recommended.

Thank you, and have a great day! Looking forward to your answer, and a link to join the meeting.

[REDACTED]
[REDACTED]

Renato

[REDACTED]

7080 Yonge St (Chestnut) - Transportation Considerations Report - Analysis

Martin Rosen

The **Transportation Considerations Report for 7080 Yonge** is markedly similar to those for **100 Steeles West** and **180 Steeles West**. This is hardly surprising, as it is in the same area and was conducted by the same consultant. It too relies heavily on questionable premises and assumptions favourable to the developer. However, due to the relatively smaller footprint and scale of this development proposal, it is not as extreme as the others.

The Report opens with excerpts from key provincial policy documents to legitimize its proposals. It quotes at length from the **2020 Provincial Policy Statement**, the **Places to Grow Growth Plan**, and **Ontario's Five Year Climate Change Action Plan** which all encourage increased density to reduce auto-based travel and encourage active transportation. This provides cover to slash mandated parking requirements by over 60% and lowball projected vehicle traffic because, presumably, most residents will instead be walking, biking and mostly taking transit for all their daily mobility needs.

However, what they fail to reveal is that what all these policy documents encourage is not just any kind of unchecked residential density, but, very specifically, **mixed-use** density. Mixed use is an absolutely essential component of sustainable density, a theme that is emphasized repeatedly in each of those policy documents.

The key Provincial Policy statement begins:

Section 1.1.1

Healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long term needs;

Sadly, this proposed project, similar to all the others, does not begin to approach these standards. Other than 1795 m² of commercial GFA, over 96% of its floor space is devoted exclusively to residential condos. In plain language that means that all these hundreds of future residents will need to commute to a job or to school each day, travelling some distance to a location that is not within walking or even biking range for most. How will they get there? The Report sidesteps this fundamental question.

What's more, it means that heaviest travel is all going in one direction during peak periods, as almost no one is coming to this site to work. That is a nightmare scenario for any transit planner. The problem is further compounded by the many other development proposals in this immediate area, which also weigh overwhelmingly on the residential component. There are no office towers, schools, institutions, community centres, open spaces, public services, or entertainment attractions. None of the attributes of the complete communities demanded by the provincial policy statements that are the supposed basis of these developments.

This is not a recipe for an accessible, sustainable, self-contained walkable community that is the cornerstone of all those provincial policy documents encouraging densification. Rather it is simply more residential sprawl, just vertical instead of horizontal.

Proposed Yonge North Subway Extension (YNSE)

Although it claims otherwise, this proposal's density exemption justification ultimately relies on support for the unbuilt YNSE. It needs to be recognized that the subway extension to Steeles was already fully justified and approved based on the existing proposed density levels in the Secondary Plan. In fact, even under current densities (pre-Covid) thousands of riders were coming in by bus from Steeles and further north to Finch Station during AM Peak. Rather than providing further unneeded justification for the extension, substantial increases to the currently approved densities would aggravate loading and crowding issues especially if it is overwhelmingly residential.

The Yonge and Steeles Area Regional Transportation Study

The **Yonge and Steeles Area Regional Transportation Study** approved by York Regional Council in 2015, consolidated recommendations of ongoing studies, and developed an overall plan to ensure growth is accommodated in a predictable manner that does not overwhelm the transportation system prior to the subway extension. One of the key conclusions out of this study is that the road network is already failing today during the peak periods and there are few opportunities to increase arterial road capacity. This impacts cars, but also the buses which are the mainstay of current transit service in the area.

Transit Travel Review 5.3

Despite its heavy reliance on the future YSNE, the Report acknowledges that it will be a few years at the earliest before the subway is extended. In reality, based on historic experience and the current fiscal pressures, it could be decades until completion. In the intervening years, much of the transportation will need to be carried by existing local bus services.

The Report provides tables showing current level of service for the bus stops that are in the immediate area and proudly proclaims that some of them are at a Level of Service (LOS) rated "A". What they fail to point out is that this rating was only based on peak PM hour. At that time, all the travel would be headed inbound to their site as people are returning home. In that situation, the relevant stops are westbound on Steeles and north and south on Yonge. All of these stops fall in the "D" category. Similarly, if LOS information was available for AM peak, it is likely that eastbound Steeles would also fall into a similarly low category or worse.

As pointed out in the Regional Transportation Study, buses travelling along Steeles to and from Finch Station are frequently at capacity and caught in congestion during peak periods. We agree with the Report that "Should the Yonge Subway Extension be constructed, a subway station at Yonge / Steeles would significantly improve both transit and traffic performance in the immediately surrounding area."

But in the years until that is a reality, a significant increase to the current bus ridership would present serious problems. This has not been accounted for in the analysis.

It is mystifying that despite repeated mentions of the subway extension throughout the Report, nowhere is there any attempt to provide the basic numbers on the ridership that would be generated by the proposed development to support the YSNE. Auto trip numbers have been severely downplayed by slashing parking allowances. That raises the obvious question as to how then most of the hundreds of non-driving residents will be commuting each day. Nowhere does the Transportation Report provide these numbers or even offer a clear plan.

The overall lack of any transit ridership analysis is a serious flaw for a project that is essentially based on having access to top tier transit service as its primary justification for density triple that allowed in the Secondary Plan.

Vehicular Parking Considerations 10.2

The Report initially calculates the parking requirement based on existing zoning bylaws. The grand total for all the residents, visitors, delivery, service, and shoppers comes to 1,226. But the developer has determined that these numbers are not applicable to this development. Instead the consultant claims that the VMC bylaws should be used which reduces the total almost in half to 641 spaces. However, this is still not minimal enough so the consultant simply slashes that number down to only 456 spaces in a 4 level underground garage. (stratified)

In other words, the final proposal is to slash even the VMC low minimums for parking spaces. The basis for this drastic reduction is to encourage (in fact, force) more transit use and active transportation. This would make some sense in a well serviced higher order transit hub such as the VMC.

The problem is, Yonge Steeles is simply not VMC. It certainly is not anywhere near the VMC in terms of higher order transit today. Unlike the VMC there is no existing subway and no VIVA BRT service within the area. Current local transit service is grossly inadequate for the numbers of new residents being proposed.

It also is not the VMC in terms of mixed use, “complete community” as defined in the provincial policy statements. VMC contains carefully planned self-contained, mixed-use developments that naturally reduces the need for a car. It was designed from the start to make it easy to walk or bike to jobs, shopping, schools, library, YMCA, community centre, large parks with hiking trails, etc. There is no similar master plan for Yonge Steeles, and the proposed condo developments only exacerbates the situation.

Bicycle Parking Considerations 10.3

After slashing car parking, the Report must provide transportation alternatives. Biking is one option for active transportation. It therefore adopts the increased bicycle parking requirements used at VMC. It appears remarkable that, despite reducing the car parking far below VMC levels, they do not then suggest adding considerably to the VMC levels of increased bike parking to compensate.

However, there is a good reason for this glaring omission. The VMC is a master planned community with an extensive system of dedicated bike lanes and trails throughout connected green spaces to promote and support biking. Over 17 kilometres of dedicated bike lanes already exist in the VMC. Contrast that with the Yonge Steeles area with exactly zero bike lanes, and where, by their own estimation the entire biking network is Level of Service of F, the lowest possible failing grade.

To further discourage biking, for those who might even consider it on the unwelcoming nearby roads, bike parking spaces are mostly one or two levels underground, and mostly double stacked. This is hardly a recipe to invite bicycle usage.

Conclusions

The Transportation Report is geared to support a “complete community” with mixed use that could encourage and support walkability, biking and transit use. It slashes parking space allocations to unprecedented levels to ensure minimal traffic generation in or out of the development.

It is a proposal suited for downtowns such as VMC or Toronto or Manhattan, where cars are not always necessary for access to daily needs. In those places most people can easily access their employment, educational, shopping, recreational, cultural, social, and entertainment needs. Yonge Steeles is not a downtown and is not being planned as such. There are no office towers, major commercial centres, theatres, sports arenas, community centres, government agencies, social services, arts, libraries, central parks, grand public spaces, lakes, etc. It is an area that is overwhelmingly residential, and the proposed condominium developments will only make that balance more extreme.

Yes, eliminating car parking could force many residents and visitors out of cars, but the question remains, where will they go and how will they get there? The Transportation Report does not address this basic issue in a satisfactory manner.

Walking is not the answer. Almost none of the most critical destination types that people need are within walkable distances. Biking will also fall far short of providing meaningful mobility options in the context, as the treatment of bike parking and the complete lack of any bike infrastructure clearly demonstrates.

There is no real analysis provided of existing transit capacity and what measures would need to be taken to provide sufficient service in the intervening years until the possible build of a Yonge subway extension. This is particularly problematic as the entire development relies predominantly on extremely high levels of transit use.

The overall lack of any projected transit ridership analysis is a serious flaw for a project that is entirely based on having access to top tier transit service as its primary justification. It also leaves the entire project without any credible transportation options to meet the basic daily mobility needs of the hundreds of proposed residents and visitors.



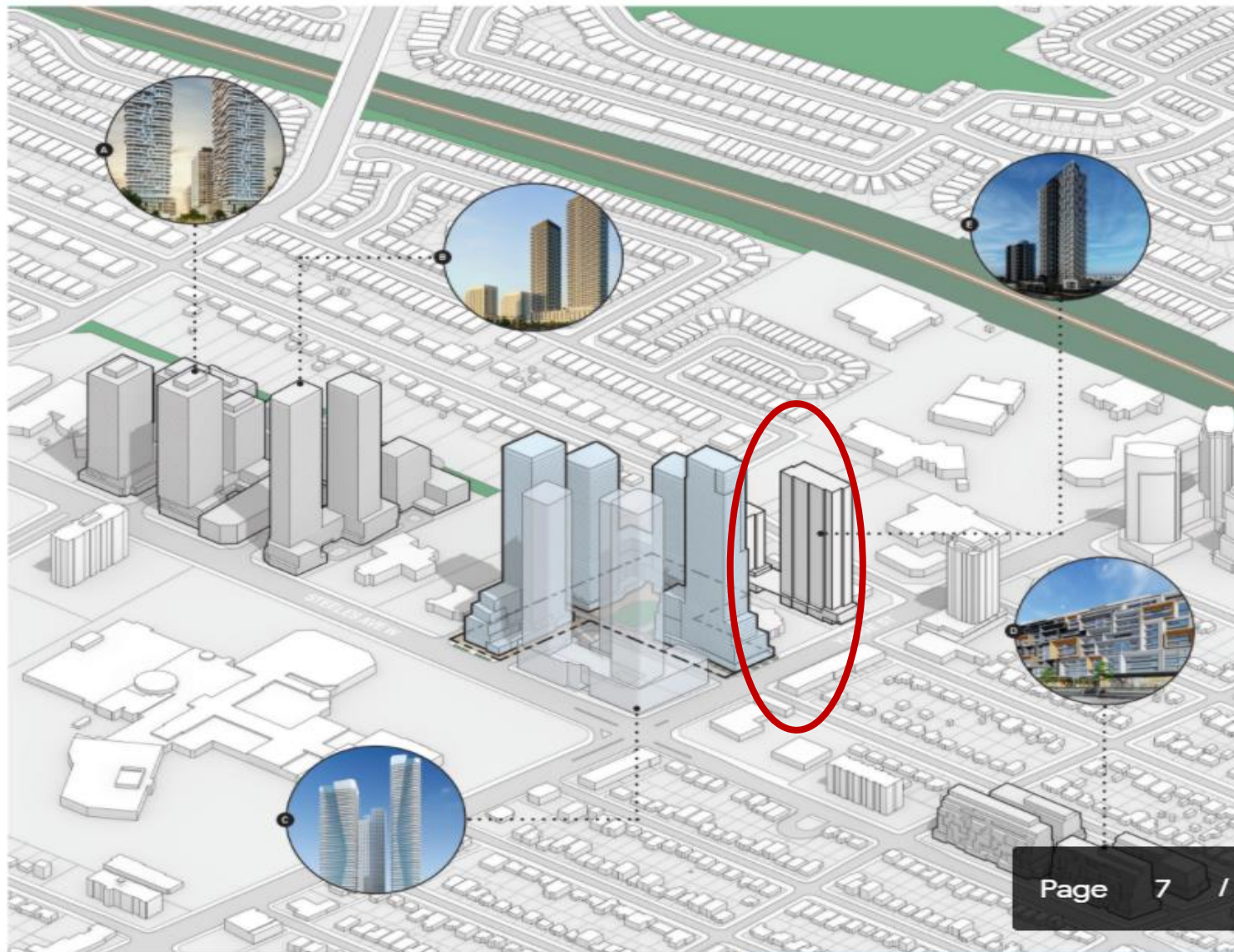
COMMUNICATION – C17
ITEM 5
Committee of the Whole (Public Meeting)
January 19, 2021

7080 Yonge Limited SFRA Deputation

Vaughan Council Committee of the Whole (Public Meeting), item 5

January 19, 2021

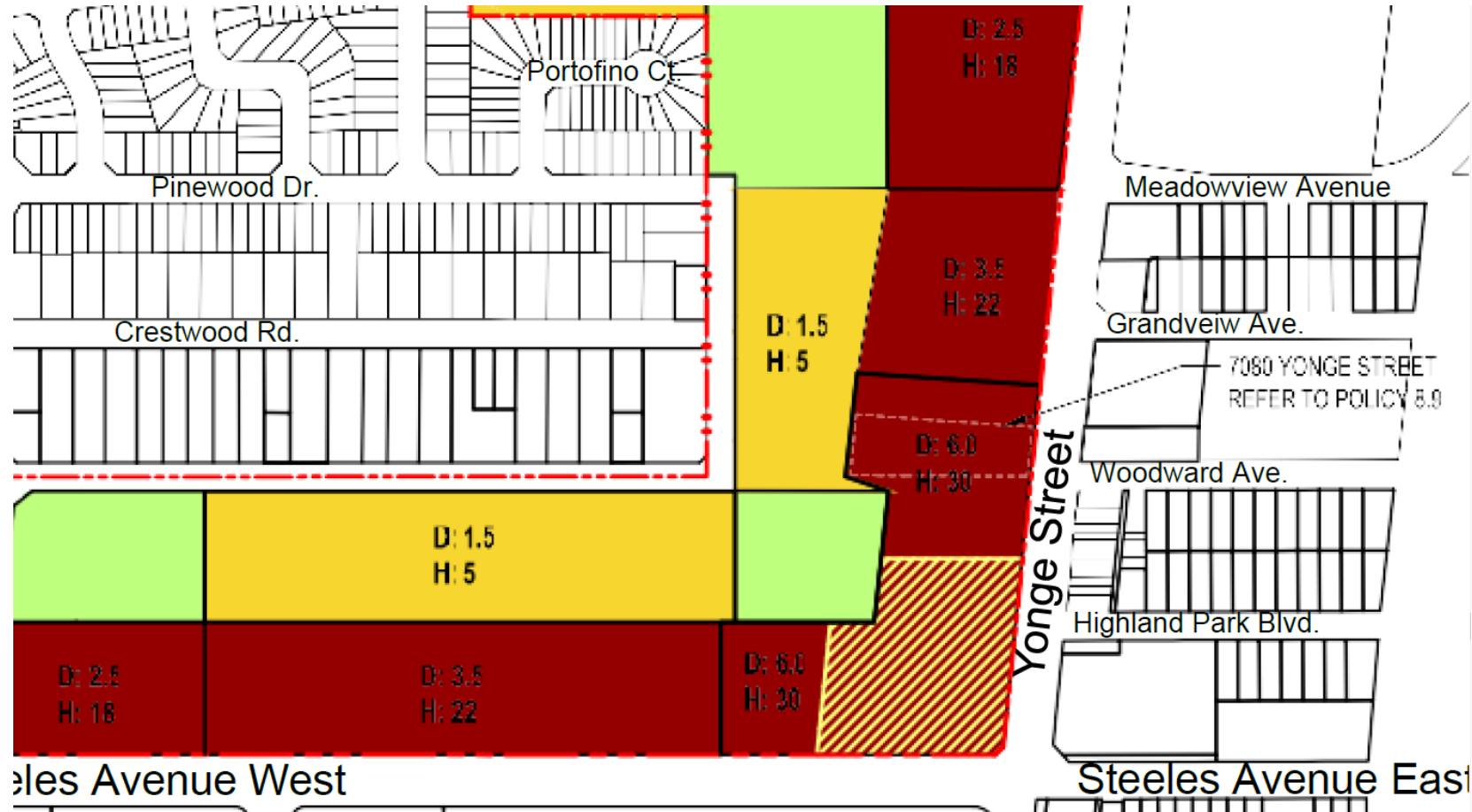
Jordan Max, SFRA President



Common Problems with Yonge-Steeles proposals to date

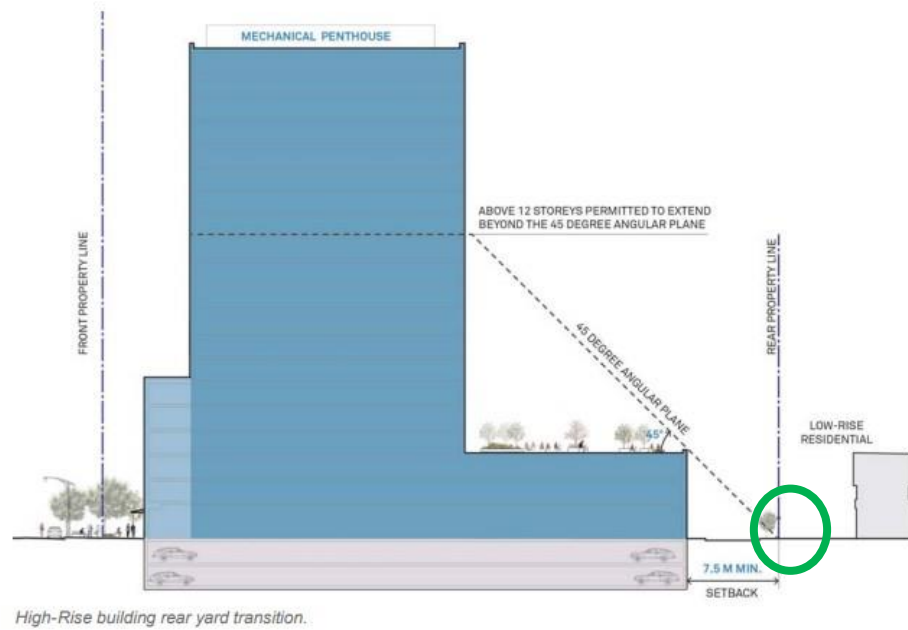
- Excessive # buildings, height, density
- 14,000 extra population = traffic, infrastructure overload
- Lack of integration
- Deferred Royal Palm extension
- No provided public amenity space or community benefits
- Insufficient transit data to justify increased density and reduced parking

Yonge-Steeles Corridor Secondary Plan – To Be or Not to Be?

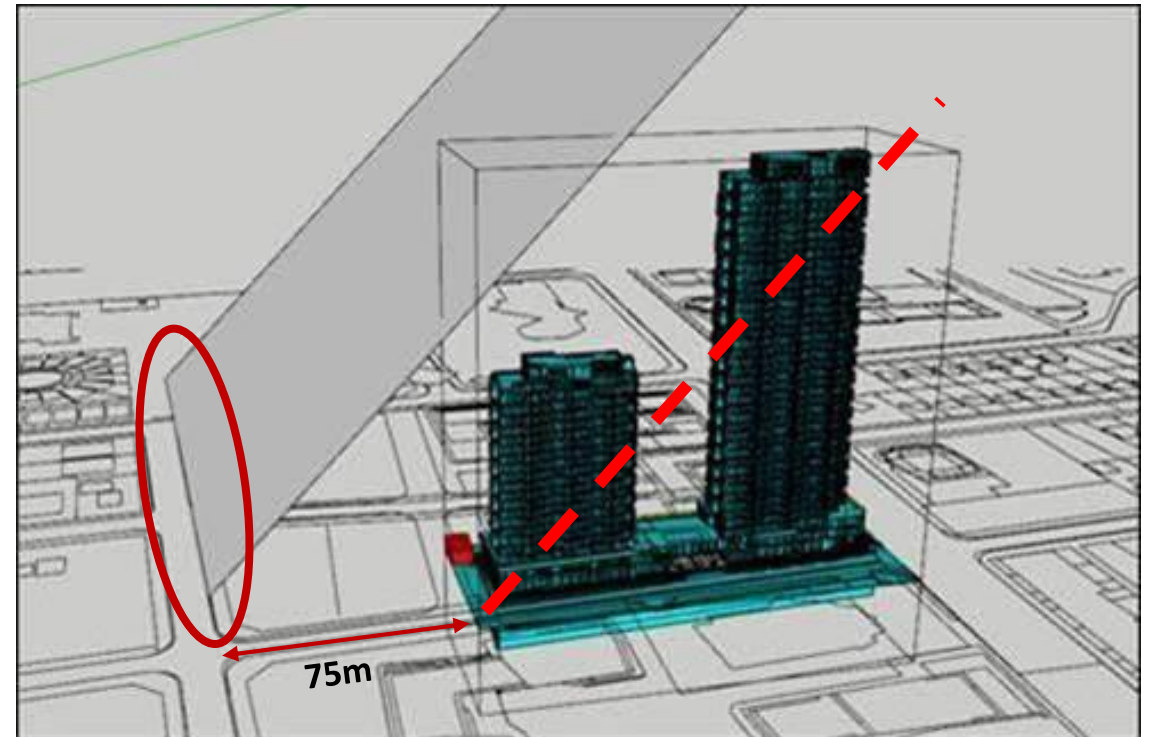


Mislocation of 45 Degree Angular Plane

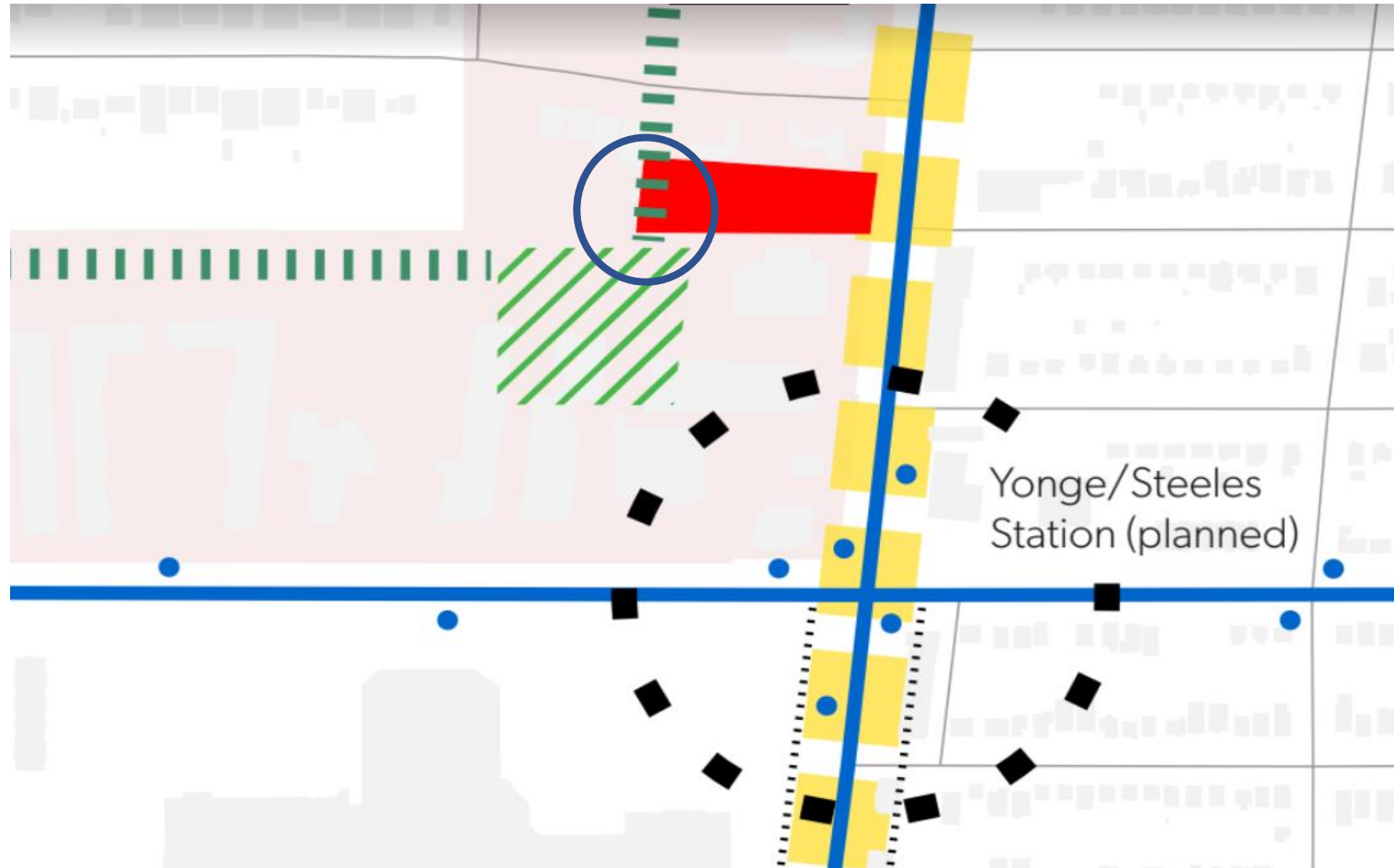
VUDG Standard 5.3.6



Chestnut Hill Illustration

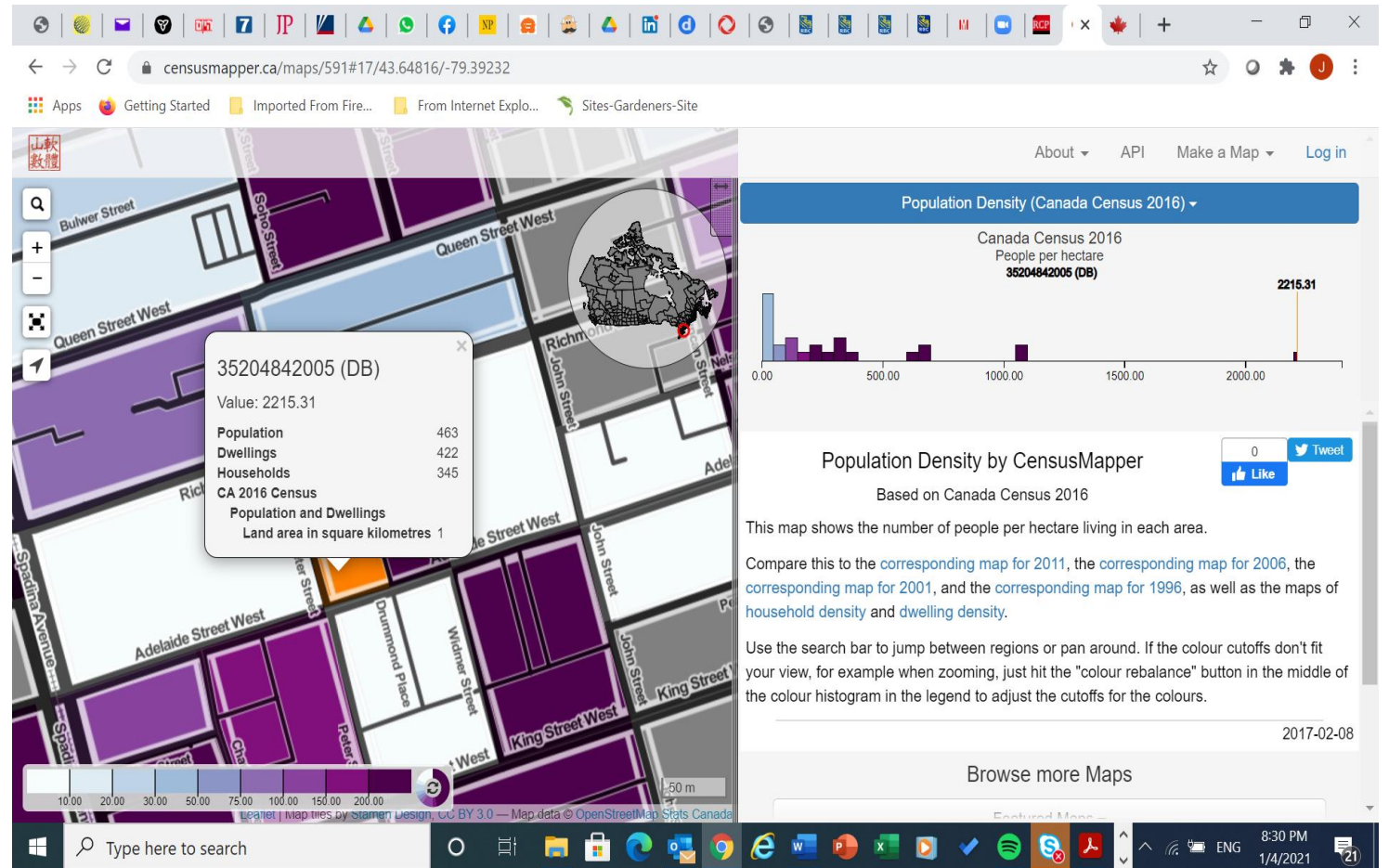


Encroachment on Public Green Space

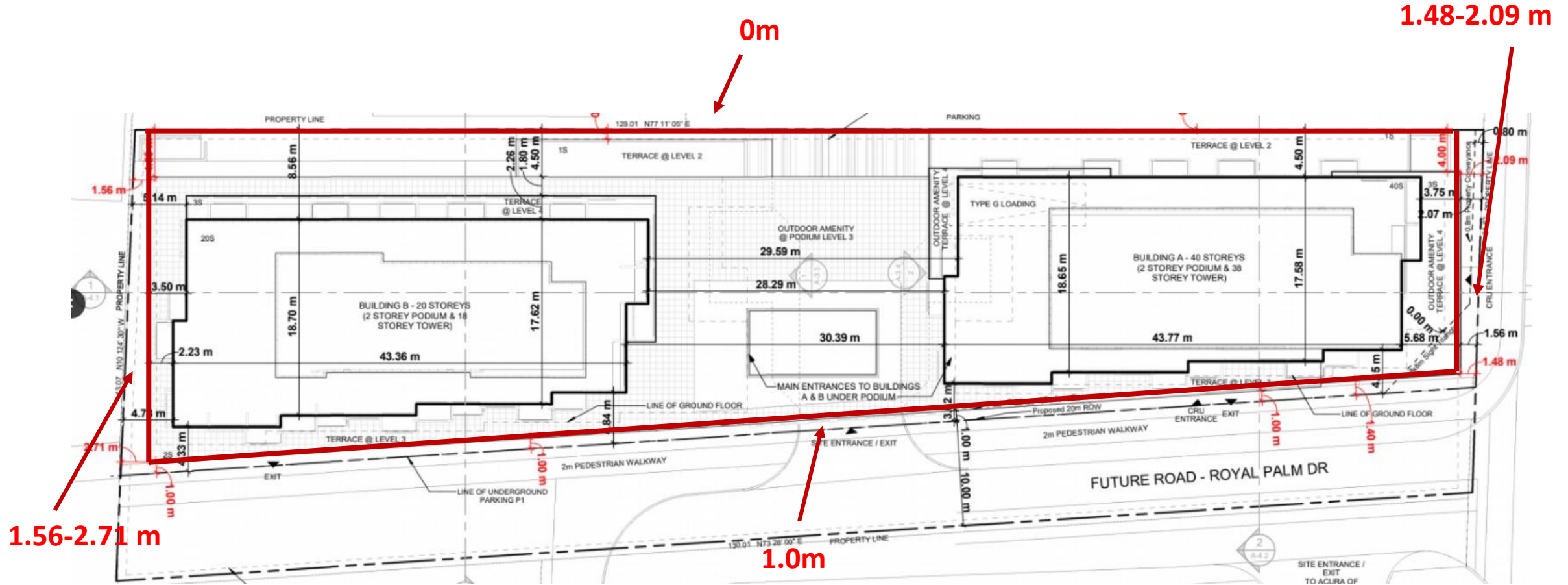


Excessive Population Density

- $652 \text{ units} \times 1.5 \text{ ppu} = 978$
- $978 \text{ persons} / 0.5 \text{ ha} = 1,956 \text{ persons/hectare}$
- **SECOND MOST DENSE SITE ANYWHERE IN THE GTA!**



Short Setbacks, Excessive (~90-95%) Lot Coverage



Other Land Use Issues

- Secondary Plan site-specific amendment allows FSI 6.0 but requires **any FSI in excess of 4.5 to be for non-residential** to justify stratified parking
- **Only has 0.49 FSI** for non-residential – 5% of total 9.84 FSI
- **No integration** with adjacent properties or co-ordination with other developers for the extension of Royal Palm from Hilda to Yonge prior to construction

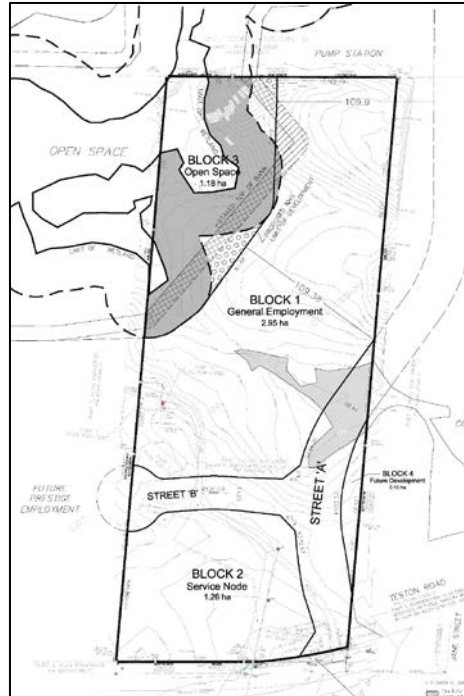
In Conclusion...

- Major issues with density, lot coverage, height, public green space, “mixed use”
- Come back with a proposal that respects and works within the current Yonge-Steeles Corridor Secondary Plan
- Council approval must await:
 - resolution of the LPAT Secondary Plan appeal;
 - integration with the existing neighbourhood and other adjacent projects through the Vaughan-Yonge Centre Working Group; and
 - Steeles Subway station construction

January 19, 2021

LORWOOD HOLDINGS INC.

3180 Teston Road

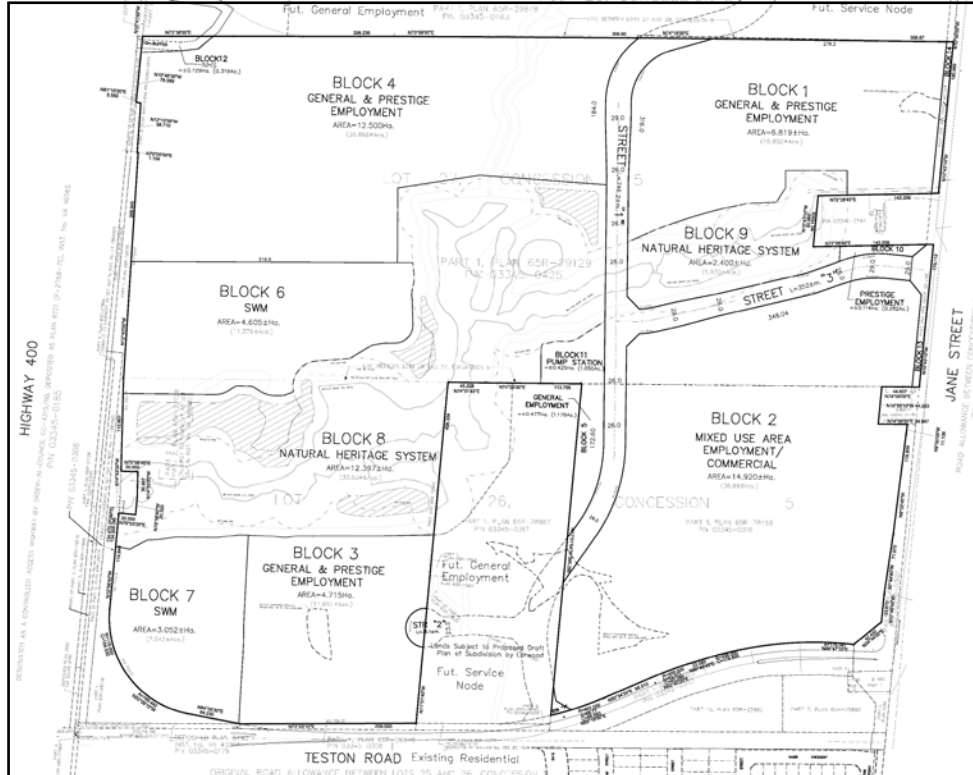


PUBLIC MEETING
January 19, 2021

HUMPHRIES PLANNING GROUP INC.

FLEUR DE CAP DEVELOPMENT INC. & CUENCA DEVELOPMENT INC. c/o DG GROUP

10980 JANE STREET



PUBLIC MEETING
January 19, 2021



KLM PLANNING PARTNERS INC.

EXISTING CONTEXT

Legal Description:
Part of Lot 26, Concession 5, City of Vaughan

Municipal Address:
3180 Teston Road

Site Area:
6.4ha

Lot Frontage:
99.28m

Existing Use:
Vacant



Figure 1: Property Map (Google Earth 2020)

EXISTING CONTEXT

Legal Description:

Part of Lots 26 and 27, Concession 5
City of Vaughan

Municipal Address:

10980 Jane Street

Site Area:

65.8 ha

Lot Frontage:

Varied frontages along Teston Road and Jane Street

Existing Use:

Vacant



Figure 1: Property Map (Google Earth 2020)

SITE LOCATION & AREA CONTEXT

- The application for the Lorwood Lands has been submitted in conjunction with the DG Group Lands:
 - The development of both properties is interrelated;
 - Submission together ensures effective collaborative development of southern half of Block 34
- North – Agricultural lands
- East – Agricultural lands and large lot Residential
- South – Established Residential area
- West – Highway 400



Figure 2: Site Location & Area Context (Google Earth 2020)

POLICY FRAMEWORK

- **Provincial Policy Statement Review (2020)**
 - Subject Lands are located within a “Settlement Areas”, as described in Section 1.1.3
 - Section 1.3 of the PPS provides direction to municipalities on promoting economic development and competitiveness.
 - The proposal supports the achievement of promoting efficient land use and development patterns through the accommodating of an appropriate range and mix of land uses.
 - The proposed development on the Subject Land utilizes existing infrastructure within the urban boundary.
 - The proposed development situates employment uses adjacent to major transportation routes such as Highway 400.

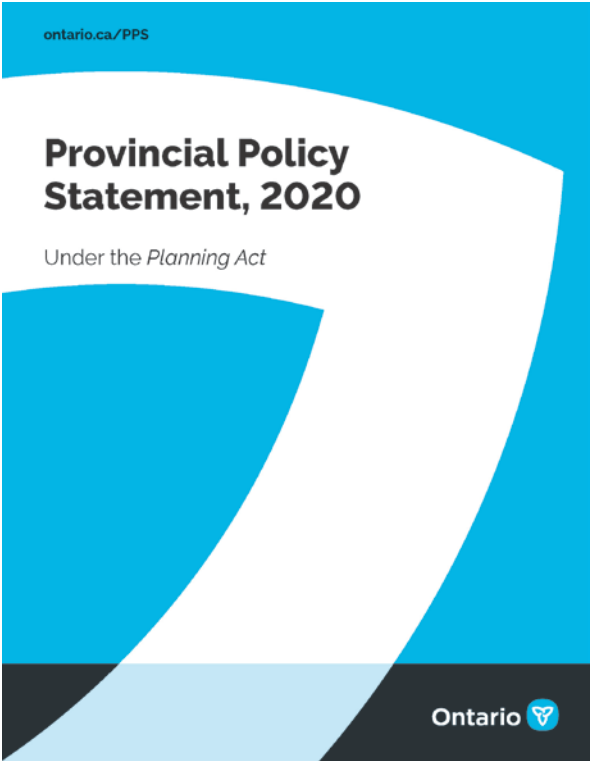


Figure 3: Provincial Policy Statement 2020
(Ontario 2020)

POLICY FRAMEWORK

- **A Place to Grow – Growth Plan, August 2020**
 - Vast majority of growth is directed to settlement areas that have; a delineated built boundary, existing or planned municipal servicing, and support complete communities
 - Subject Lands are located within the “Built-Up Area”, per Schedule 2 – A Place to Grow Concept
 - The development of the Subject Lands intends to make use of undeveloped employment lands which will accommodate forecasted employment growth and increase employment densities.

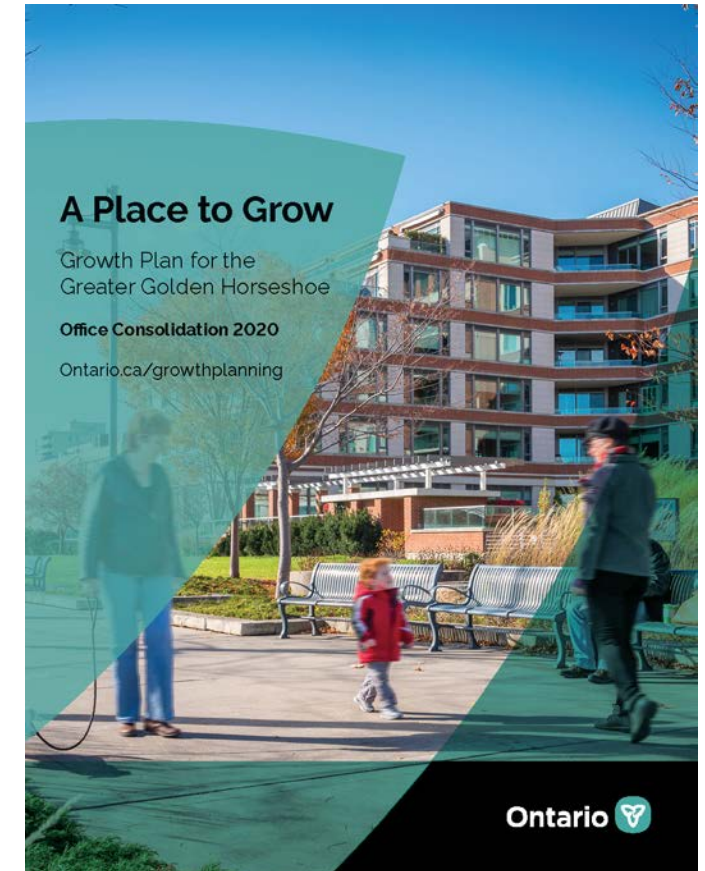
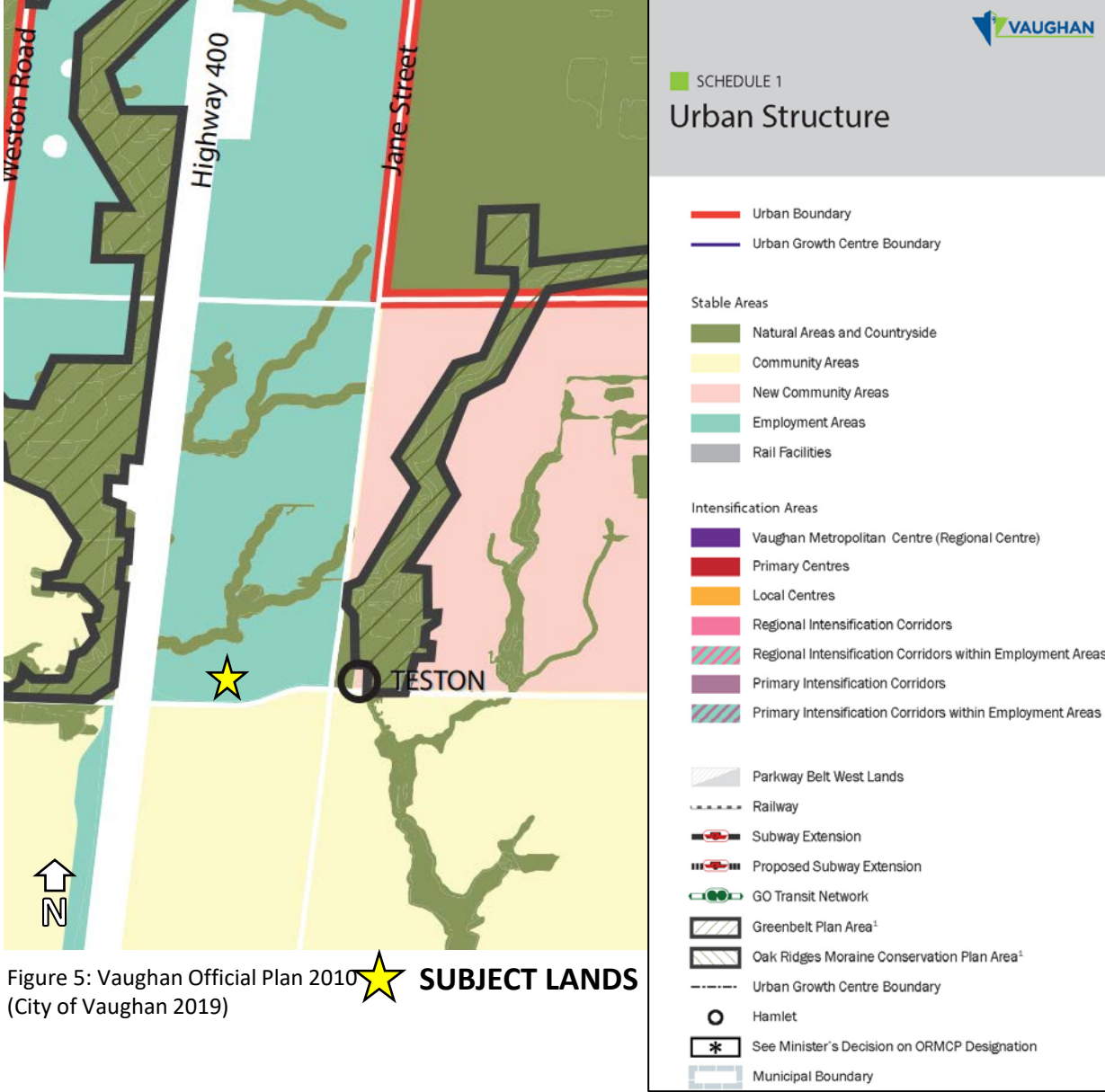


Figure 4: A Place to Grow 2020 (Ontario 2020)

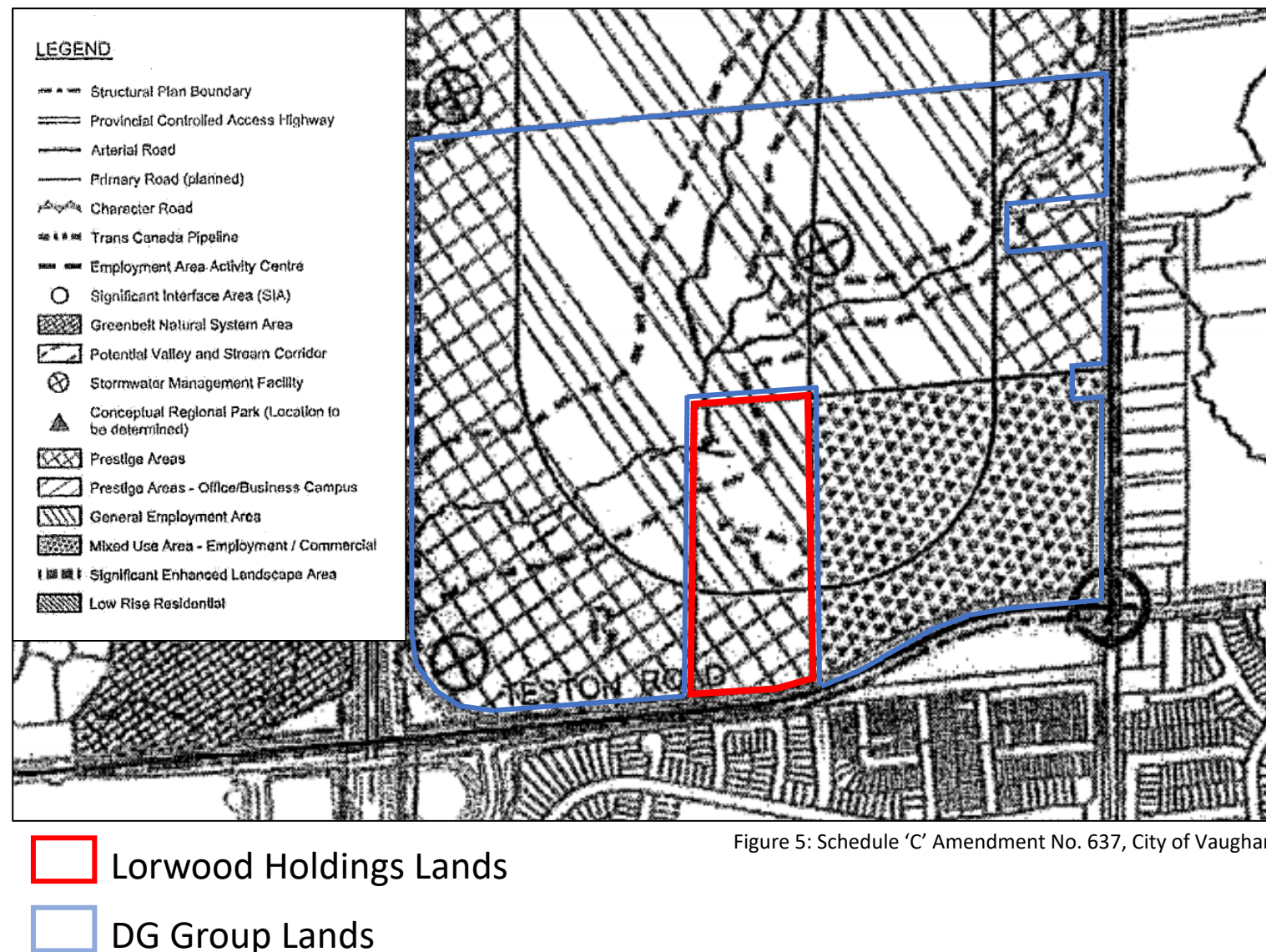
POLICY FRAMEWORK

- **Vaughan Official Plan (2010)**
 - Subject Lands are located within a “**Employment Areas**” and “**Natural Areas and Countryside**”, per Schedule 1 – Urban Structure.
 - Subject Lands are located within the **Highway 400 North Employment Lands Secondary Plan Area**, per Schedule 14-A – Areas Subject to Secondary Plans



POLICY FRAMEWORK

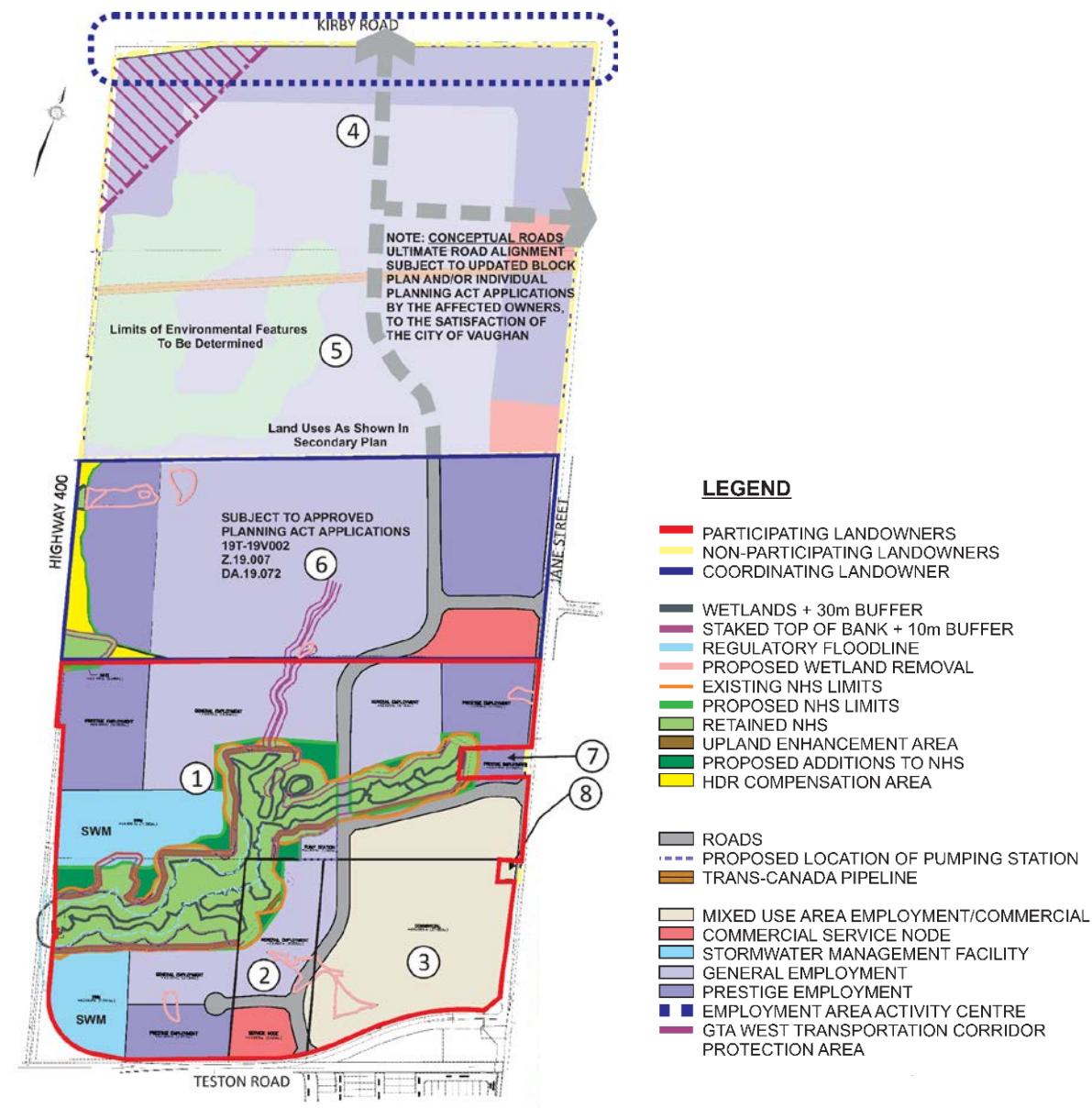
- **Highway 400 North Employment Lands Secondary Plan Area**
 - Enacted by OPA 637.
 - Under Schedule 'C' to OPA 637, the **Lorwood Holdings Lands** are designated "General Employment Area", "Prestige Areas", and "Potential Valley and Stream Corridor".
 - Under Schedule 'C' to OPA 637, the **DG Group Lands** are designated "General Employment Area", "Prestige Areas", "Mixed Use Area – Employment/Commercial" and "Potential Valley and Stream Corridor", with a "Significant Enhanced Landscape Area" along Highway 400.



POLICY FRAMEWORK

■ BLOCK 34 EAST BLOCK PLAN

- A Block Plan is a requirement of OPA 450 (as amended by OPA 637) and the City of Vaughan Official Plan 2010.
- Lorwood Holdings Inc., Fleur de Cap Development Inc. and Cuenca Development Inc. are the participating landowners to the Block Plan.
- One coordinating landowner immediately to the north (Conmar Development Inc. & Fenlands Vaughan Inc.)
- Block Plan nearing approval.



POLICY FRAMEWORK

- **City of Vaughan Zoning By-law 1-88**
 - Subject Lands are zoned “Agricultural 9(593)(A)” Zone.
 - The ‘A’ Zone limits forms of development and land uses on the Subject Lands to Agricultural and existing uses.
 - The surrounding lands are zoned a range of Employment, Commercial, Residential, and Open Space zones.

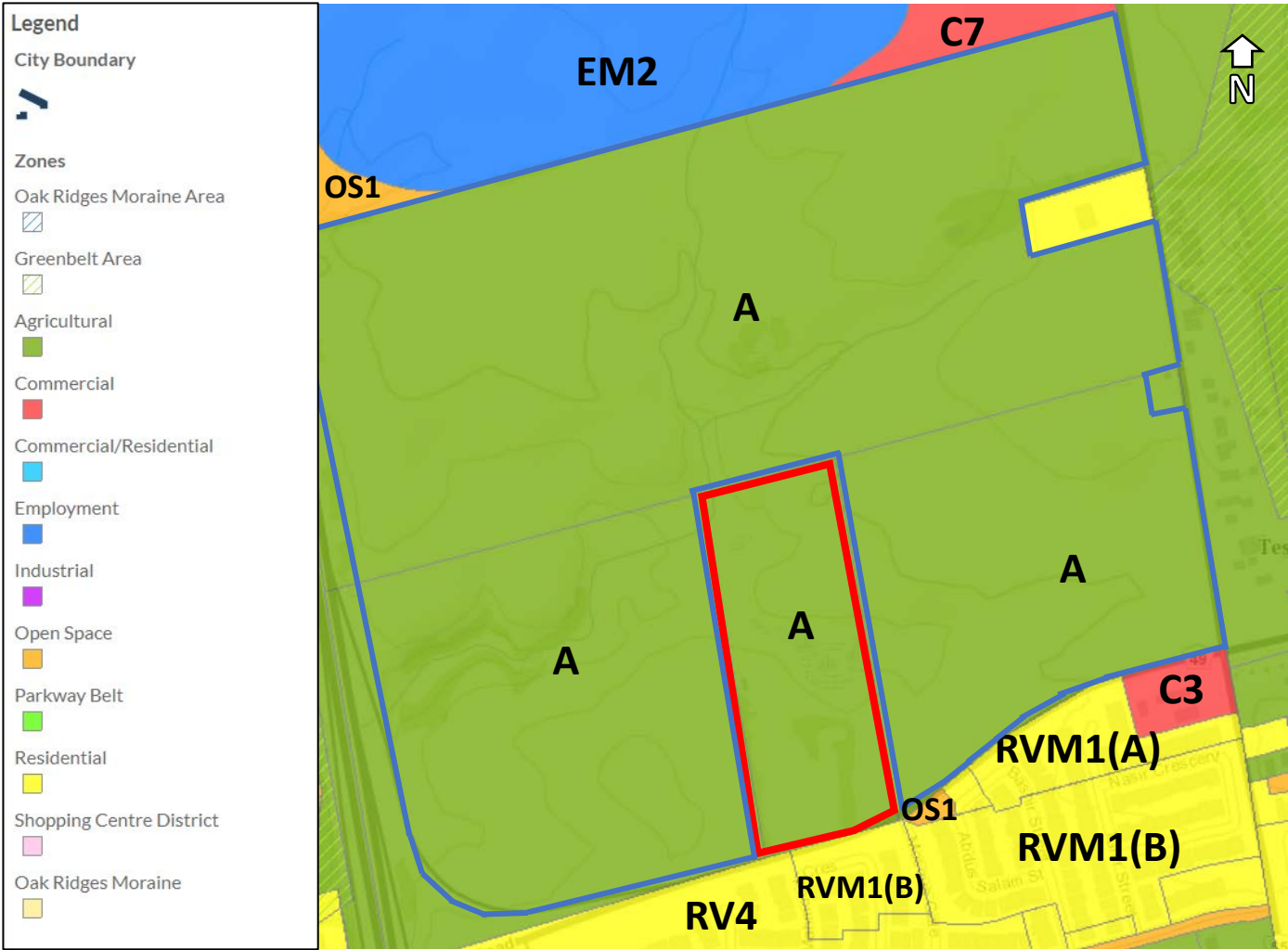


Figure 7: City of Vaughan Zoning By-law 1-88 (City of Vaughan 2014)

 **LORWOOD LANDS**
 **DG Group Lands**

PROPOSED DEVELOPMENT

DG GROUP LANDS

- Consider the proposed subdivision of the Subject Lands, including future road alignment and development blocks.
- Proposes a total of 14 Blocks including:
 - General & Prestige Employment (24.6ha)
 - Stormwater Management Blocks (7.6ha)
 - Natural Heritage System (14.9 ha)
 - Mixed Use (commercial/employment) (14.9 ha)
 - Pump Station (0.42ha)
 - Road Widening (0.355)
- Future Public Road network proposed with widths of 26.0m and 23.0m

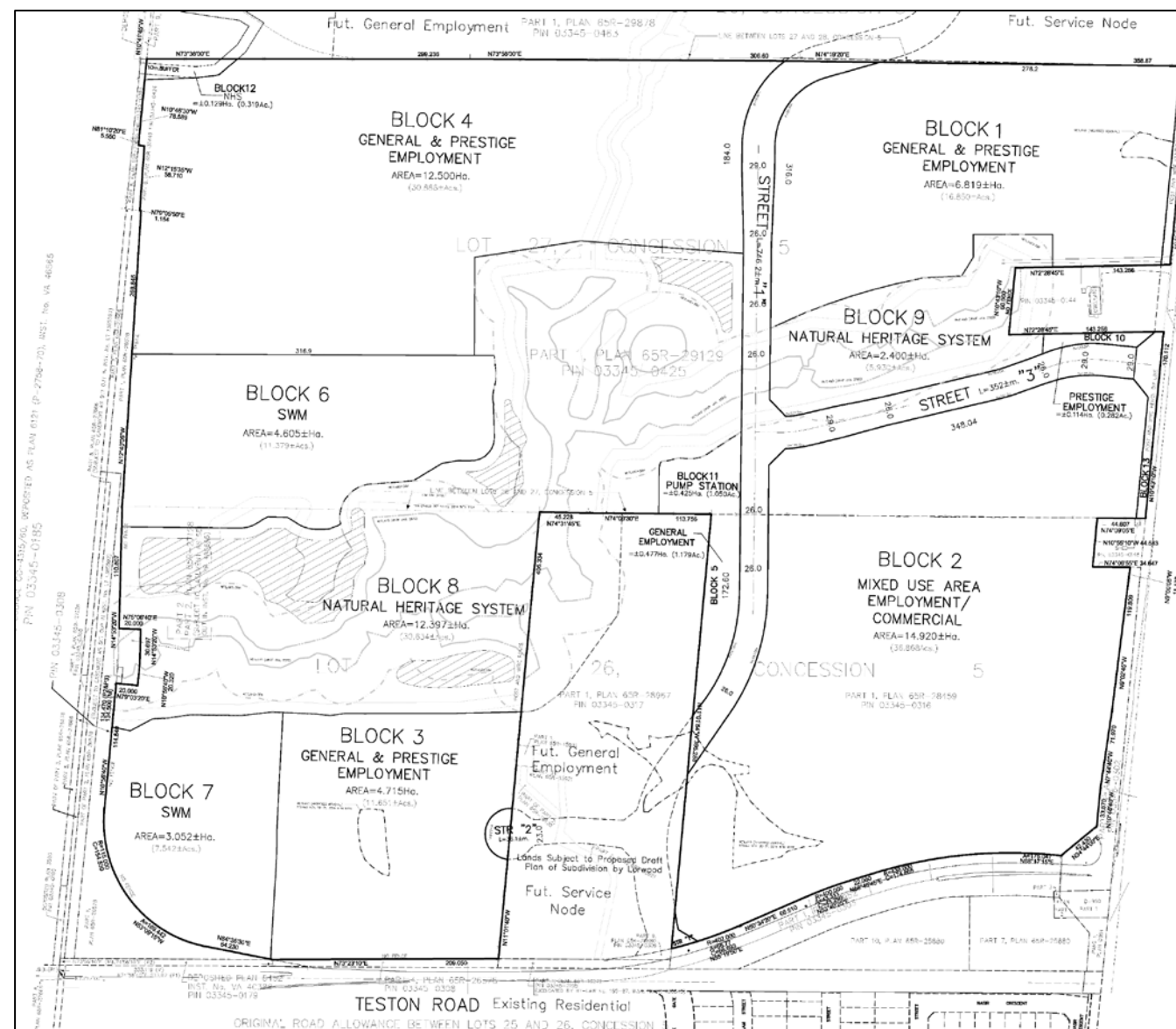


Figure 9: Draft Plan of Subdivision, Part of Lots 26 & 27, Concession 5 (KLM Planning Partners Inc.)

PROPOSED ZONING: BY-LAW 1-88

DG GROUP LANDS

Proposed Site-Specific Zoning is:

- **‘EM1’**: Permitting a range of Prestige Employment uses, and permitting General Employment Uses in specified locations internal to the plan of subdivision.
- **‘C4’**: Permits large variety of commercial uses at the intersection of Jane Street and Teston Road.
- **‘OS1’**: Allows for protection of the natural heritage system and stormwater infrastructure.

PROPOSED DEVELOPMENT

LORWOOD LANDS

- Development of the subject land as an employment area, including:
 - Service Commercial Node (1.26ha);
 - Employment Blocks (2.95ha);
 - Mixed Use (employment/commercial) Block (0.10ha);
 - Natural Heritage System (1.16ha); and
 - Future Public Roads (0.91ha).
- Draft Plan of Subdivision proposes a total of 4 Blocks
- No buildings are proposed at this time.
- Future development subject to site plan approval.
- The proposed development submitted in conjunction with the adjacent development application.

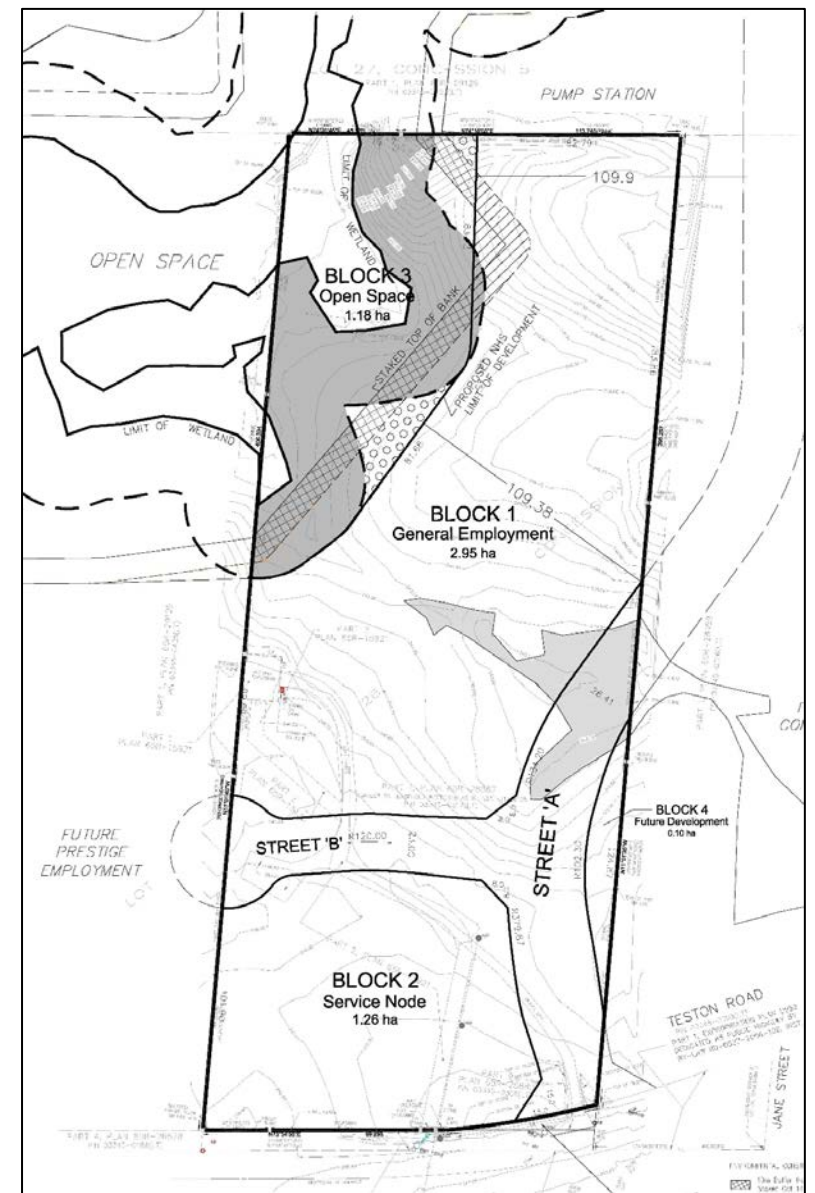


Figure 8: Draft Plan of Subdivision (Humphries Planning Group Inc.)

City of Vaughan Proposed Update to the Zoning By-law

By-law 1-88 (in-force)

- Proposed Zoning is 'C7'
- Permits large variety of commercial uses including automobile and personal service.

Proposed Third Draft Zoning By-law

- Comparable Zoning is 'GC'
- Permits the largest variety of commercial uses of the commercial zones proposed.

STUDIES COMPLETED

- Functional Servicing & SMW Report prepared by Schaeffers Consulting Engineers, dated October 2020;
- Phase 1 Environmental Site Assessment, prepared by EXP dated October 6, 2020;
- Environmental Impact Study, prepared by Savanta Inc., dated October 2020;
- Environmental Noise Feasibility Study, prepared by Valcoustics Canada Ltd., dated October 30, 2020;
- Stage 3 & 4 Archaeological Assessment prepared by This Land Archaeology Inc., dated May 23, 2011;
- Arborist Report and Tree Protection Plan, prepared by Savanta Inc., dated October 2020;
- Urban Design Guidelines, prepared by KLM Planning Partners Inc. and A. Baldassarra Architect Inc., dated June 2020; and,
- Transportation Mobility Plan, prepared by Cole Engineering, dated November 2020.

THANK YOU

COMMUNICATION – C19
ITEMS 5
Committee of the Whole (Public
Meeting)
January 19, 2021



WESTON
CONSULTING
planning + urban design

STATUTORY PUBLIC MEETING

**7080 YONGE STREET
CITY OF VAUGHAN**

JANUARY 19, 2021 - 7PM

7080 Yonge Limited
Official Plan Amendment (File: OP.20.011) &
Zoning By-law Amendment (File: Z.20.026)

Project Team



KIRKOR ARCHITECTS + PLANNERS



BA Group

STUDIO



25 YEARS • 1994-2019



HGC ENGINEERING

**THEAKSTON
ENVIRONMENTAL**

Area Context

Location

- Southeast corner of City of Vaughan, in proximity to the City of Toronto and City of Markham municipal boundaries.
- Located in the northwest quadrant of Yonge Street and Steeles Avenue West intersection.

Site Area

- 5,018.00 m² (1.23 acres)

Frontage

- 35 m on west side of Yonge Street



Policy Context

- *Official Plan Amendment 210: Thornhill-Vaughan Community Plan.*
 - Designated “General Commercial.”
- Vaughan Official Plan (2010) partially in effect.

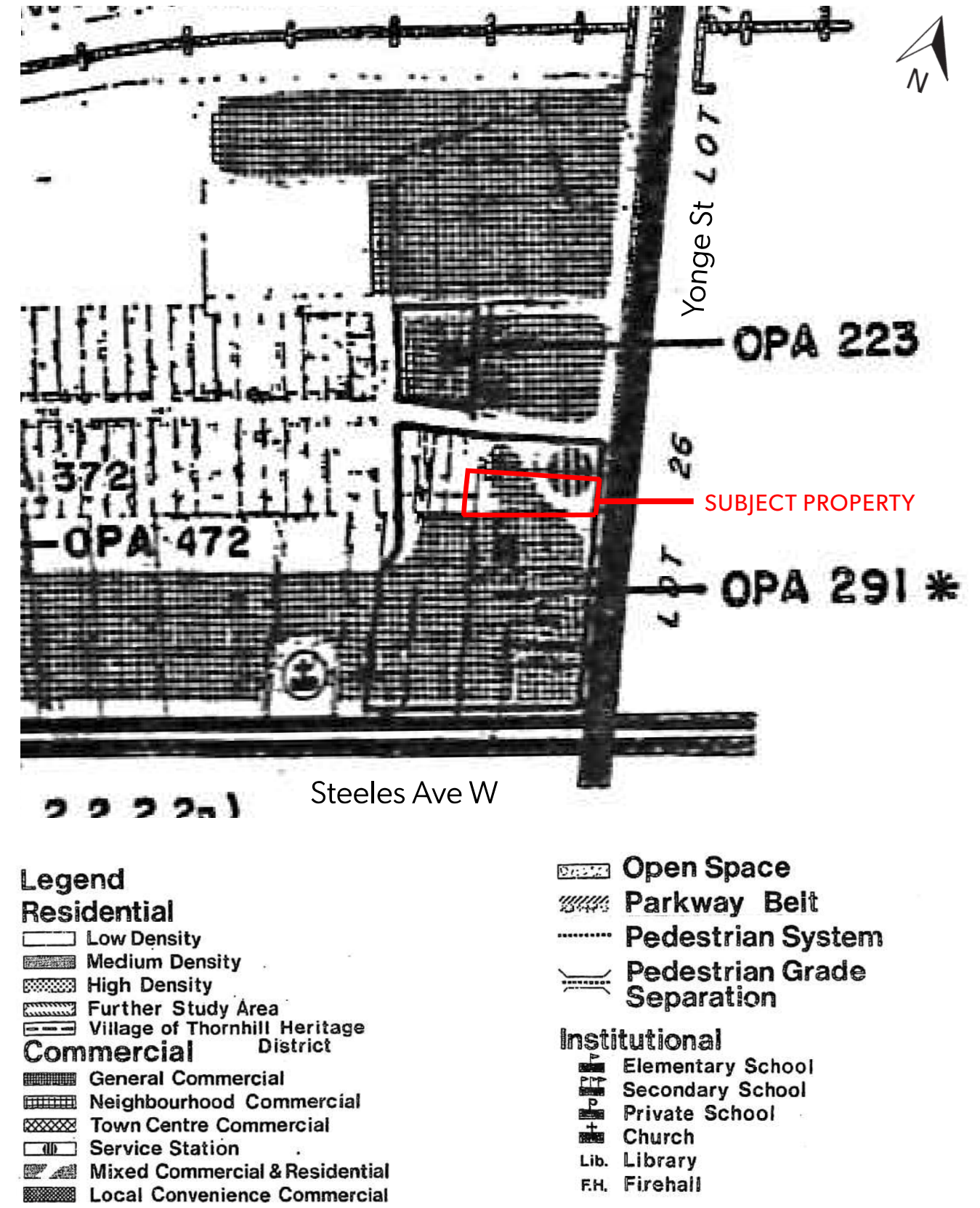


Figure 1: Thornhill Community Plan Map

Policy Context

- Located within the *Yonge-Steeles Corridor Secondary Plan (YSCSP)* area.
- Secondary Plan remains under appeal before the LPAT.
- Designated “*High-Rise Mixed-Use*” with maximum FSI of 6.0 and a maximum height of 30 storeys within the Regionally adopted YSCSP.

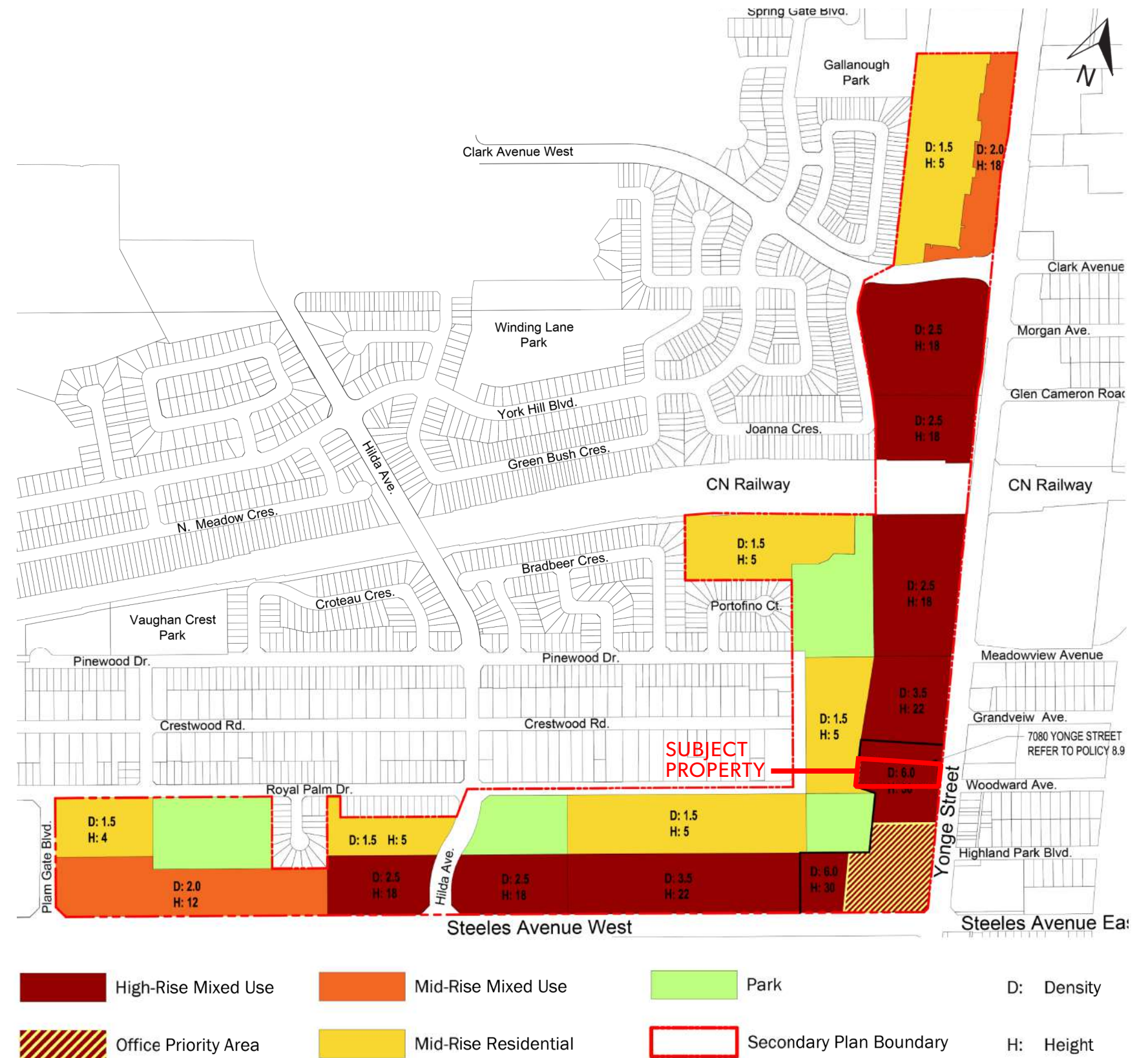


Figure 2: Yonge Steeles Corridor Secondary Plan

Zoning

Zoning By-law 1-88

- *Restricted Commercial 1 (C1)*
9(802) - Exception 882
- Zoning By-law Amendment required to permit residential uses and site specific building standards.

Vaughan Draft Zoning By-law

- *High-Rise Mixed Use - HMU - S*
(22), D(3.5) – H.
- Zoning not yet approved or in effect.

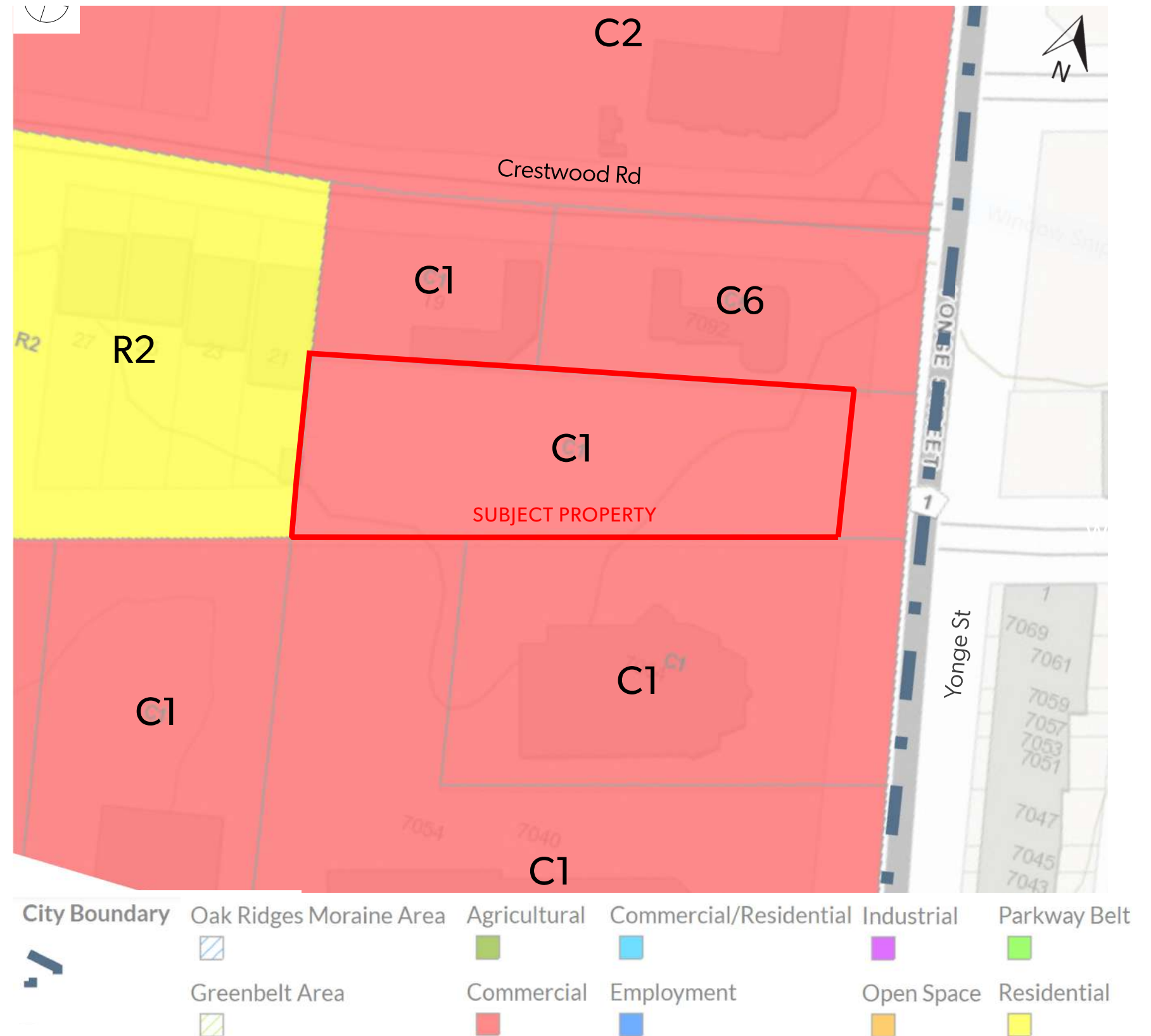


Figure 3: Zoning By-law 1-88

Proposed Development



Mixed-Use Building

- Commercial GFA: 1,794.8 m²
- Residential GFA: 49,946.20 m²

FSI

- 9.84 (Gross FSI)
- 0.35 (Commercial FSI)

Unit Breakdown

- 652 Total Units
 - (6) Live/work units
 - (38) Studios
 - (335) 1-Bedrooms
 - (177) 2-Bedrooms
 - (89) 3 Bedrooms
 - (7) Two-storey grade level units

Proposed Development



Height

- 40 Storey – 129 m
- 20 Storey – 69 m



Parking

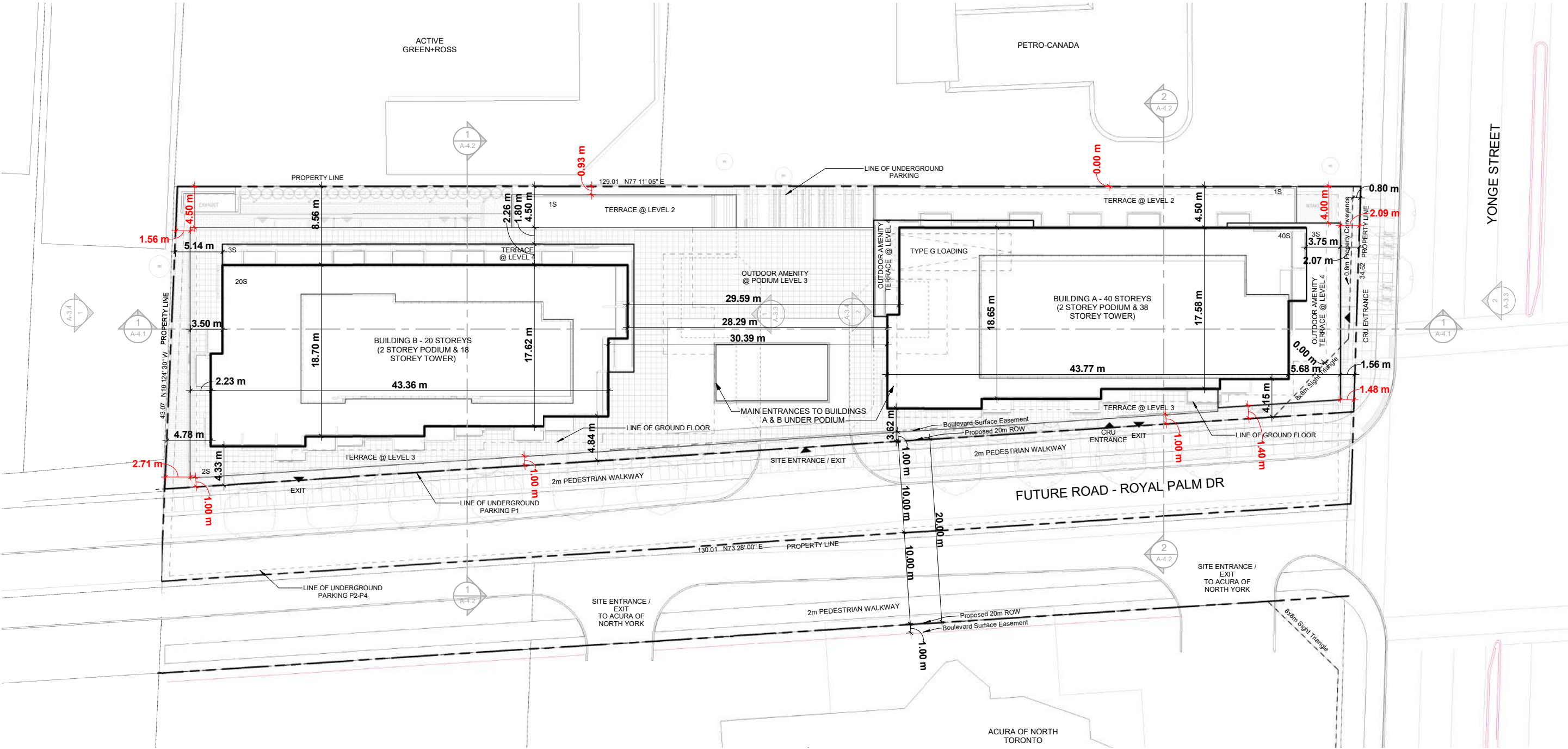
- Total Spaces 450
(351 residential vs. 99 visitor)
- 4 Underground levels
- Stratified parking proposed
under Royal Palm Extension



Amenity

- Indoor (2,020 m²)
- Outdoor (1,190 m²)
- Total Amenity
(3,210 m² - 4.92m²/unit)

Site Plan



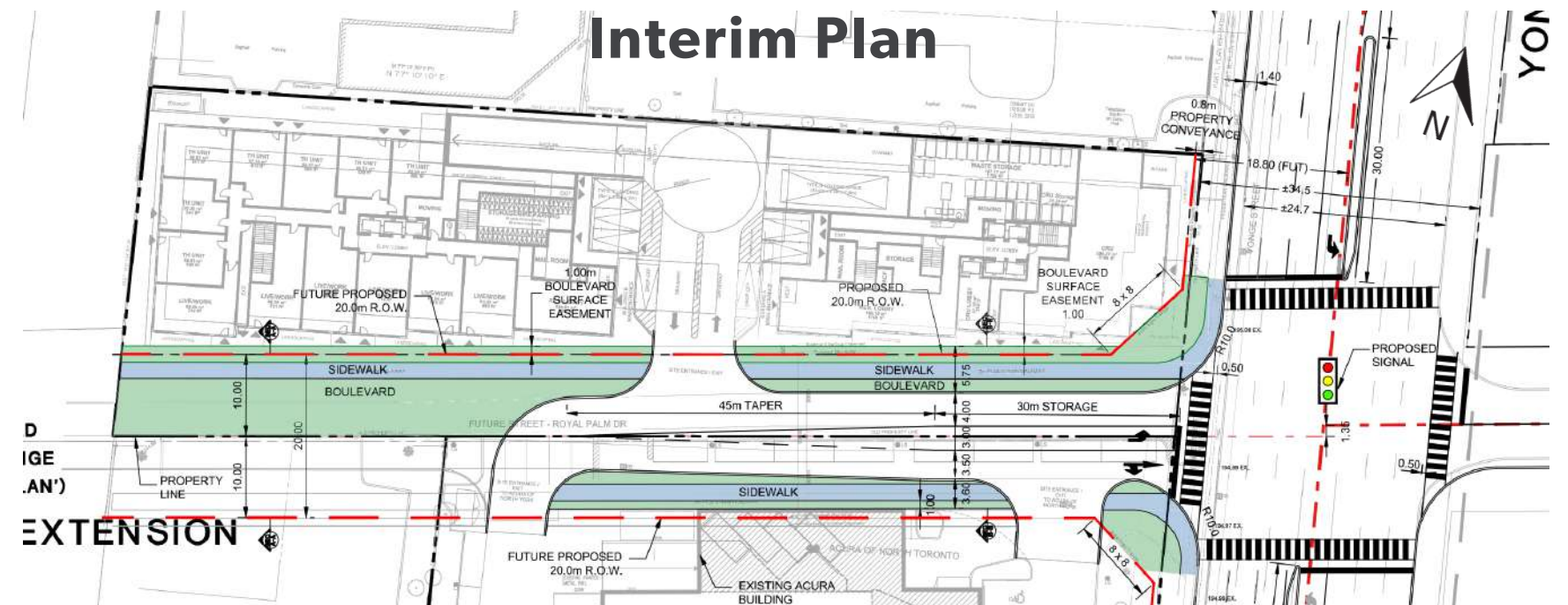
Renderings



Building Elevation



- [illegible]



Planning Applications



Official Plan Amendment

- Amend the existing in-force OPA 210 (Thornhill Community Plan) to permit residential uses.
- Further amendments to Yonge-Steeles Corridor Secondary Plan for height and density.



Zoning By-law Amendment

- To permit residential uses.
- Add regulations from the current Draft Zoning By-law.
- Amend site specific building standards.





WESTON
CONSULTING
planning + urban design

THANK YOU COMMENTS & QUESTIONS?

RYAN GUETTER

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MICHAEL VANI

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905-738-8080 EXT. 252

Gregg Lintern, MCIP, RPP
Chief Planner & Executive Director
City Planning Division

North York District
Ground Floor, North York Civic Centre
5100 Yonge Street
Toronto ON M2N 5V7

Contact: Guy Matthew
Tel: (416) 395-715502
E-Mail: Guy.Matthew@toronto.ca
www.toronto.ca/planning

Date: January 18, 2021

By E-mail Only to clerks@vaughan.ca

COMMUNICATION – C20

ITEM 5

**Committee of the Whole (Public Meeting)
January 19, 2021**

Chair & Members of the Committee of the Whole
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Attn: Todd Coles, City Clerk

**Re: Committee of the Whole Meeting of January 19, 2021
Item 3.5
7080 Yonge Street (File Nos. OP.20.011 & Z.20.026)**

Dear Chair and Members of the Committee of the Whole,

This letter is in regards to the Official Plan and Zoning By-law amendment applications submitted to the City of Vaughan for the property at 7080 Yonge Street. The applications propose to amend the Official Plan land use designation to *Mixed Commercial/Residential Area*, amend the in-effect policies of the Thornhill Community Plan (OPA 210) and to amend the City of Vaughan Official Plan 2010, Volume 2, Yonge Steeles Corridor Secondary Plan (the "YSCSP"). The application also proposes to change the zoning to RA3 – Apartment Residential with site-specific standards. The purpose of these amendments is to permit a mixed-use development of two buildings with heights of forty and twenty storeys and 450 underground parking spaces. Overall the proposed development would have a gross floor area ("GFA") of 49,372 square metres or a floor space index ("FSI") of 9.84. An extension to Royal Palm Drive is also proposed as contemplated in the YSCSP.

On September 7, 2010, Vaughan City Council adopted the YSCSP. The Secondary Plan was subsequently forwarded to York Region in accordance with the provisions of the *Planning Act* for approval. The matter is now under consideration by the Local Planning Appeal Tribunal (the "LPAT"). The City of Toronto was a participant to Phase 1 of the LPAT hearing and is a party to Phase 2 of the hearing in order to support the YSCSP in its current form.

The City of Vaughan Council adopted YSCSP identifies the property on Schedule 2 (South) as *High-Rise Mixed Use*. The policies for the lands permit a maximum FSI of 6.0 and a maximum height of thirty storeys.

The development applications were circulated to the City of Toronto and City of Toronto Planning staff have provided comments (see Attachment). On a preliminary basis, several concerns were raised including the proposed density and height which are significantly greater than those in the

YSCSP.

City of Toronto Planning staff have reviewed the report from the Deputy City Manager, Infrastructure Development to the January 19, 2021 meeting of the Committee of the Whole. City of Toronto Planning staff support the concerns raised by City of Vaughan Development Planning staff about the proposal, namely those issues identified in the report as "matters to be reviewed in greater detail". In particular, there is concern with regards to the proposed density and height which are considerably in excess of those permitted in the Council adopted YSCSP. We recommend that the proposed development be modified to achieve the policies and objectives of the Council adopted YSCSP.

We would appreciate receiving a copy of any Committee of the Whole or City Council decision regarding this matter.

Yours truly,



Al Rezoski
Acting Director
Community Planning, North York District

Cc: Todd Coles, City Clerk (Todd.Coles@vaughan.ca)
Development Planning, City of Vaughan (developmentplanning@vaughan.ca)
Nick Spensieri, City of Vaughan, Acting Deputy City Manager, Planning and
Growth Management (Nick.Spensieri@vaughan.ca)
Nancy Tuckett, Senior Manager, Development Planning
(Nancy.Tuckett@vaughan.ca)
Carol Birch, Planner, Development Planning (Carol.Birch@vaughan.ca)
Mary Caputo, Senior Planner, Development Planning (Mary.Caputo@vaughan.ca)
Ray Kallio, Solicitor, City of Toronto (Ray.Kallio@toronto.ca)

Attachment: City of Toronto Comments on the Original Application

City of Toronto Comments on the Original Application



Thu 01/14/2021 10:08 AM

Guy Matthew

7080 Yonge Street

To ☐ Birch, Carol; ☐ 'Caputo, Mary'

Good morning,

Thank you for circulating this application to the City of Toronto for comments. While the subject site does not abut Steeles Avenue West, Toronto's right-of-way which is the boundary between the two municipalities, the City does have an interest as it is located within the Yonge Steeles Corridor Secondary Plan (the "YSCSP"). Toronto is a Party to the appeals of the Secondary Plan at the Local Planning Appeal Tribunal.

The application proposes 2 buildings of 40 and 20 storeys with a Floor Space Index ("FSI") of 9.84. For this site, the YSCSP permits a maximum height of 30 storeys and a FSI of 6.0. In order maintain the integrity of the YSCSP and an appropriate hierarchy of heights and densities in the Plan, the City of Toronto recommends that the height and density be reduced to be in keeping with the policies of the YSCSP.

Further comments from Engineering and Construction Services will be provided under separate communication.

Regards,
Guy

Guy Matthew MCIP, RPP
Senior Planner
City Planning
[City of Toronto](#)

T: (416) 395-7102

