

**C27**  
**COMMUNICATION**  
**COUNCIL – June 28, 2022**  
**CW (2) – Report No. 30, Item 19 &**  
**CW (CS) – Report No. 31, Item 14**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [John Britto](#); [Isabel Leung](#)  
**Cc:** [Adelina Bellisario](#)  
**Subject:** FW: [External] Committee of the Whole (2) Meeting- Agenda Item #19: Pristine Home (Pine Grove Inc.)  
**Date:** June-21-22 1:21:46 PM

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**From:** Stephen Tsui [REDACTED]  
**Sent:** Tuesday, June 21, 2022 1:12 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** Tony Carella <[Tony.Carella@vaughan.ca](mailto:Tony.Carella@vaughan.ca)>; Lucy Cardile <[Lucy.Cardile@vaughan.ca](mailto:Lucy.Cardile@vaughan.ca)>  
**Subject:** [External] Committee of the Whole (2) Meeting- Agenda Item #19: Pristine Home (Pine Grove Inc.)

June 21, 2022

Re: Pristine Homes (Pine Grove Inc.)  
Official Plan Amendment File: OP.20.004  
Zoning By-law Amendment File: Z.20.011

To whom it may concern:  
City of Vaughan  
Office of the City Clerk  
2141 Major MacKenzie Drive,  
Vaughan, Ontario, L6A 1T1

Hi all,

I registered to speak via telephone in the Committee of the Whole Meeting this afternoon. Due to the short notice and the time constraints to my schedule, I would like to share my comments to the Committee if I miss my turn to talk about this item.

Further to my last email sent to the Office of the City Clerk on September 21, 2020, this is to provide you with an additional feedback on the revised applications to amend the official plan and zoning by-law from Pristine Homes:

- As we are all aware, Islington Avenue Corridor (IAC) is intended to retain its low-density residential area. According to the Residential Policies in Islington Avenue Corridor Secondary Plan, the Low Density Residential areas should be single detached and semi-detached dwelling units. In the Medium Density Residential areas, the permitted uses shall be townhouses, stacked or low rise apartments which are not exceeding 3.5 storeys. In the High Density Residential areas, the permitted uses shall be stacked townhouses or apartment units, which shall not exceed 5 storeys.

- Builders keep pressuring the Development Planning Dept to challenge the allowed potential land use ratio, i.e. height, floor space index, etc. The continuous requests for amendments are endless. For example, a single detached home recently turned into 6 individual townhouses;

another proposed amendment for a 7-storeys condo is currently in-process with the City. As such, the Plan is losing its purpose of reasonable land use planning policies and urban design principles.

- Although the revised application reduced from a 7-storey residential apartment building to 6, the total of the dwelling units, indeed, increase from 122 to 125. FSI of 2.42 times are exceeding to the original standard of 1.0.

- The subject land is comprised of 6 single dwellings along Islington Avenue (from 8337 to 8359). It is a quite considerable structure allocated in the middle of the Islington Avenue Corridor. After carefully reviewing the revised proposed zoning and site plan (Attachment 3), the building on the north and south ends are almost reaching to the parameter of the subject land, while the access to the underground garage is relying on the use of the driveway connection from the south of the townhouses (8313- 8335 Islington Avenue) because of a clause of an access easement granted between the two lots.

- It makes sense for an access easement to share with a dozen of townhouses, or even stacked townhouses, as the IAC Secondary Plan was originally designated for low density residential areas. After repeated amendments of VOP 2010, that it is now building a condo of 125 dwelling units. An easement should be considered only for the people movement, but not to accommodate for this size of building particularly the safety concerns, where there are families with young children living close-by.

- There are five driveways among the 6 current single dwellings located along Islington Avenue. To allocate one access on its own to the underground garage directly is essential, especially one on the south end of their subject land, where cars can simply go straight in and out to the ramp (refer to Attachment 3), instead of cars have to make turn to the common areas of 8313-8335 Islington, then turn again through the easement, and immediately turn again to the underground garage. The design is awkward and inefficient. To impose the use of the common areas of 8313-8335 Islington with another 125 households is overwhelming. I welcome you for a site visit to make an assessment of the potential problems.

This is not "in-my-back-yard" problems for most people, but it is a real problem in our community and our sub-division.

Thank you for allowing us to voice the concerns in this matter

Sincerely yours  
Stephen Tsui