

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – NOVEMBER 22, 2022

COMMUNICATIONS

<u>Distributed November 18, 2022</u>	<u>Item No.</u>
C1. Resident Kun, dated November 2, 2022	5
C2. Aarif Karim, Ner Israel Drive, Vaughan, dated November 4, 2022	5
C3. Tanya M. Roman, Vogell Road, Richmond Hill, dated November 7, 2022	5
C4. Kathryn Angus, President, Kleinburg Area Ratepayers Association, dated November 16, 2022	4
C5. Christina Oddi, Resident, Vaughan, dated November 17, 2022	1
C6. Presentation material titled “ <i>Core Maple HCD Plan</i> ”, dated November 18, 2022	3
C7. Presentation material titled “ <i>Kleinburg-Nashville HCD Plan</i> ”, dated November 18, 2022	4
<u>Distributed November 21, 2022</u>	
C8. Fenulla Jiwani & Dr. Hirji, Ner Israel Drive and Knightshade Drive, Vaughan, dated November 18, 2022	5
C9. Donna Rotondo, Treelawn Boulevard, Kleinburg, dated November 20, 2022	4
C10. Alexandra Ney, Resident of King Vaughan Road, Vaughan, dated November 21, 2022	1
C11. Jian Liang, Resident, Vaughan, dated November 21, 2022	5
C12. Robert A. Kenedy, Ph.D., President, MacKenzie Ridge Ratepayers Association, Vaughan, dated November 21, 2022	1
C13. Presentation material titled “ <i>Draft Plan of Subdivision Application File No. 19T-22V004 9000 Bathurst Street</i> ”, dated November 21, 2022	5
C14. Presentation material titled “ <i>2951 Highway 7 & 180/190 Maplecrete Road</i> ” dated November 21, 2022	2
C15. Joseph Caricari, Caricari Lee Architects Inc., Miranda Avenue, Toronto, dated November 19, 2022	2
C16. Norman Lingard, Senior Consultant – Municipal Liaison, Bell Canada, dated November 21, 2022	4

Disclaimer Respecting External Communications

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Please note there may be further Communications.

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – NOVEMBER 22, 2022**COMMUNICATIONS**

C17.	Mina Zeppieri, King Vaughan Road, Vaughan, dated November 21, 2022	1
C18.	Presentation material titled “4130 King-Vaughan Road Official Plan Amendment”, dated November 21, 2022	1
C19.	Memorandum from the Deputy City Manager, Planning & Growth Management, dated November 21, 2022	2

Distributed November 22, 2022

C20.	Anne Ramauth, Treelawn Boulevard, Vaughan, dated November 21, 2022	4
C21.	Mark Hopkins, Cold Creek Road, Kleinburg, dated November 21, 2022	1
C22.	Mark Tenaglia, dated November 21, 2022	1
C23.	John Bartella, dated November 21, 2022	1
C24.	Muntazir Jaffer, Director of Operations, Islamic Shia Ithna-Asheri Jamaat of Toronto, Bathurst Street, Vaughan, dated November 21, 2022 (includes Petition)	5

Distributed at meeting

C25.	Jordan Kalpin, Serene Way, presentation material, dated November 22, 2022	5
C26.	Mina Zeppieri, King Vaughan Road, Vaughan, dated November 22, 2022	1

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Please note there may be further Communications.

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] FW: File 19T-22V004, related application DA.22.037
Date: Thursday, November 3, 2022 2:55:49 PM

From: K L <[REDACTED]>
Sent: Wednesday, November 02, 2022 4:44 PM
To: Clerks@vaughan.ca
Subject: [External] FW: File 19T-22V004, related application DA.22.037

Sent from [Mail](#) for Windows

From: [K L](#)
Sent: November 2, 2022 4:43 PM
To: clerks@vaughan.ca; [Access Vaughan - VOL](#)
Subject: File 19T-22V004, related application DA.22.037
Importance: High

Hi, I'm afraid this planning development will significantly result in decreased community safety and worsening traffic jam. Please stop this develop and I'm totally against this planning.

Thanks.

Kun

Sent from [Mail](#) for Windows

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Draft Plan of subdivision file 19T-22V004 - Islamic Shia Ithnasheri Jamaat of Toronto
Date: Monday, November 7, 2022 8:57:55 AM

From: Aarif Karim <[REDACTED]>
Sent: Friday, November 04, 2022 3:01 PM
To: Clerks@vaughan.ca
Cc: [REDACTED]
Subject: [External] Draft Plan of subdivision file 19T-22V004 - Islamic Shia Ithnasheri Jamaat of Toronto

Dear Sir / Madam

We refer to the notice of public meeting regarding proposed development at 9000 Bathurst by ISIJ Toronto (vicinity of Bathurst Street and Ner Israel Drive) received yesterday by post

We live on [REDACTED] Ner Israel Drive – and back part is forested which we paid for and considered when purchasing the property in 2019.

Obviously we are concerned on the impact on residents on Ner Israel including ourselves

Is the proposed development going to be at least 40 -50 meters from our back fence to protect the forest part and other issues?

Also what time is required and noise factor involved when building? And environmental impact? This will also impact property prices in neighborhood.

Are we going to be compensated for that?

Can we have some more details and how this is going to affect us? Is it going to be a townhouse block going to be built behind us?

What about the traffic impact? Is this proposed development going to reduce our property taxes?

Is this a proposed development or already approved by Office of Vaughan? Can the development not be done in open spaces at 9000 Bathurst

where it will not have an impact on the residents of Ner Israel Drive?

Kind Regards

Aarif Karim

[REDACTED] Ner Israel Drive

BLOCK 10 THORNHILL WOODS DEVELOPERS GROUP INC.

40 Vogell Road, Unit 48

Richmond Hill, ON

L4B 3N6

Tel: (905) 770-3330 Fax: (905) 770-3530

November 7, 2022

Via email: clerks@vaughan.ca

City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Dear Sir,

**Re: Public Meeting – Committee of the Whole
Islamic Shia Ithna-Asheri Jamaat of Toronto
9000 Bathurst Street
Draft Plan of Subdivision File 19T-22V004**

It is our understanding that a public meeting has been scheduled for Tuesday November 22, 2022 in regards to the above noted application by the Islamic Shia Ithna-Asheri Jamaat of Toronto (ISIJ) for 9000 Bathurst Street (vicinity of Bathurst Street and Ner Israel Drive).

As Trustee of the Block 10 Thornhill Woods Developers Group (“Developers Group”) we are writing to advise the City that there are outstanding cost sharing obligations owing to the Developers Group as a result of this proposed development pursuant to the Thornhill Woods Developers Group Cost Sharing Agreement.

As previously confirmed, ISIJ has entered into an Agreement with the Developers Group in January 2006 undertaking to satisfy their cost sharing obligations associated with the lands and consenting to the City incorporating a condition of approval requiring the submission of a Trustee release/clearance letter as part of the conditions of draft plan approval.

Furthermore, at the Local Planning Appeal Tribunal hearing dealing with the application by ISIJ for an Official Plan Amendment and amendment to the Zoning Bylaw, the City provided their undertaking that “Block 10 will be notified once the draft plan of subdivision application subject of an H condition has been submitted and circulated for comments. At that time and before the H is lifted, ISIJ will be required to satisfy all 2006 Agreement obligations, including any obligation to enter into the Master Cost Sharing Agreement and to meet its terms to the satisfaction of the Block 10 Trustee and the City.” This undertaking was included in the Tribunal’s decision dated October 17, 2019.

We are hereby formally requesting the City to incorporate a condition in the conditions of draft plan approval for the subdivision requiring a Trustee clearance for final approval.

Furthermore, please ensure that we are included in the circulation list and notified of all future meetings and decisions regarding the subject lands.

Yours Very Truly,

BLOCK 10 THORNHILL WOODS DEVELOPERS GROUP INC.



Tanya M. Roman, A.S.O.

cc: Ms. Carol Birch, Planner (email: carol.birch@vaughan.ca)
Members of the Block 10 Thornhill Wood Developers Group

From: [Kathryn Angus](#)
To: [Todd Coles](#); Clerks@vaughan.ca
Subject: FW: [External] FW: Kleinburg-Nashville Heritage Conservation District Plan Update
Date: Wednesday, November 16, 2022 10:01:27 AM

Good morning My apologies that you were not included on the original email this morning, my oversight. Kathryn

From: Kathryn Angus
Sent: November 16, 2022 9:06 AM
To: 'steven.DelDuca@vaughan.ca' <steven.DelDuca@vaughan.ca>; 'linda.jackson@vaughan.ca' <linda.jackson@vaughan.ca>; 'mario.ferri@vaughan.ca' <mario.ferri@vaughan.ca>; Gino Rosati <gino.rosati@vaughan.ca>; 'marioG.racco@vaughan.ca' <marioG.racco@vaughan.ca>; Marilyn lafrate <marilyn.lafrate@vaughan.ca>; 'adriano.volpentesta@vaughan.ca' <adriano.volpentesta@vaughan.ca>; 'rosanna.defrancesca@vaughan.ca' <rosanna.defrancesca@vaughan.ca>; 'chris.ainsworth@vaughan.ca' <chris.ainsworth@vaughan.ca>; 'gila.martow@vaughan.ca' <gila.martow@vaughan.ca>; Bylaw@vaughan.ca
Subject: Kleinburg-Nashville Heritage Conservation District Plan Update

Good morning Ladies and Gentlemen: First off congratulations to you all, and thank you for taking on these challenging positions on behalf of our community.

Please see below for the concerns that the Kleinburg & Area Ratepayers' Association has regarding the heritage component of our Village.

The Kleinburg & Area Ratepayers' Association (KARA) views the Kleinburg - Nashville Heritage Conservation Plan as an essential tool in maintaining and improving the unique characteristics of the village. KARA welcomes any constructive changes that allow the plan to better mesh with changes in provincial legislation and to reflect improvements in building technologies. We would suggest keeping amendments consistent with other heritage districts in the province.

Unfortunately, it has been our experience that in the past, developments have often been approved that do not reflect the specific guidelines or the intent of the HCD plan. In these instances the fault does not lie with deficiencies of the HCD plan but with a failure to follow the guidelines carefully outlined in the HCD document.

In order to make the village a destination for tourists and residents and to improve economic vitality of the core, it is essential that a revised HCD plan recognizes the unique character and appeal of the natural and man-made

elements of K-N that should be preserved and enhanced.

Changes to the plan that streamline / simplify the document could be acceptable as long as such modifications do not compromise the original intent. An expansion of the KN-HCD boundaries would be viewed positively especially if it included areas in the river valleys. The village core layout with a two-lane road is overwhelmed by increasing traffic volumes. Traffic calming features that enhance the pedestrian experience should be reflected in an updated plan. The reduction of unsightly on-street parking would be a worthwhile feature in the plan and would be a positive step to restoring and enhancing the heritage look of the village. At the very least where there is on-street parking to delineate where exactly one can park in order to maximize the spaces. Some other areas we would like to see addressed are as follows: the unsightly fencing surrounding properties waiting for development and also the fencing required when construction is underway; window treatments and advertising which are not in keeping with the heritage features required. Our goal would be to have a plan that would be easier to transparently implement by city planners while continuing to table strong guidelines that can and should be followed. Overall what is required in order for everything to mesh appropriately is **a more robust and enforceable by-law otherwise there is no incentive to maintain the heritage district.**

Sincerely

Kathryn Angus, President, KARA

This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Notice Of Public Meeting
Date: Thursday, November 17, 2022 9:49:55 AM

From: christina oddi <[REDACTED]@vaughan.ca>
Sent: Thursday, November 17, 2022 9:13 AM
To: Clerks@vaughan.ca
Subject: [External] Notice Of Public Meeting

I am writing to you in regards to the Official Plan Amendment File OP .22.013 Zoning By-law Amendment File Z.22.024

Please accept our comments in regards to the Zoning By-law of the address 4130 King-Vaughan Road and Pine Valley Drive as per the attachments on the letter that was mailed to us.

We are not happy with the plan as it will affect our community and environment. There are greenlands here and will impact us greatly.

We will be affected by health as it will pollute our areas.
We live across from that address

Regards

Christina Oddi
Maria Oddi



Communication: C6
Committee of the Whole (PM)
November 22, 2022
Item #3



City of Vaughan
Core Maple HCD Plan

City of Vaughan
Council
Presentation



Agenda

1. Project Recap
2. SWOT Report
3. Proposed Core Maple HCD Plan
4. Implementation of Core Maple HCD Plan
5. Questions

Core Maple HCD Plan

Project Recap

Project Timeline

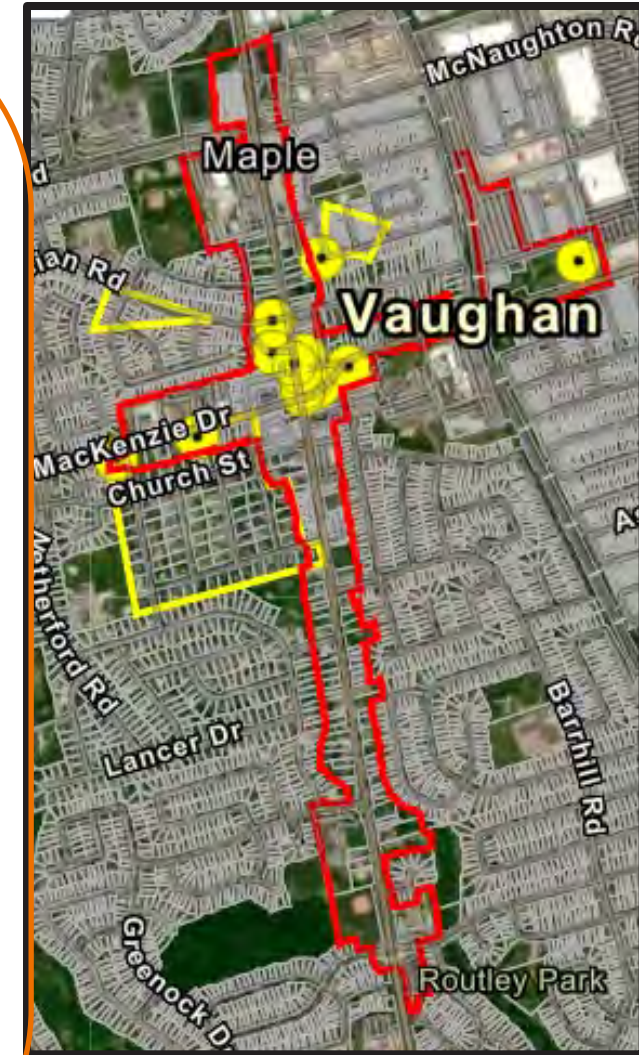


Core Maple HCD Plan

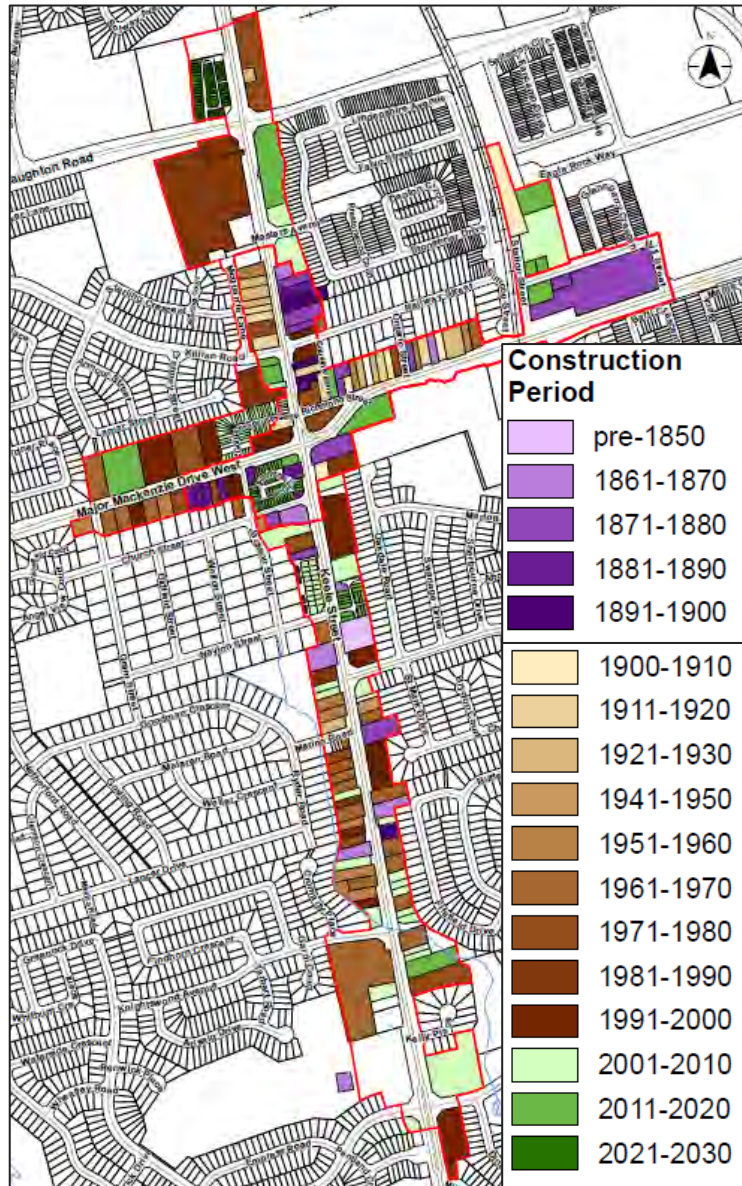
Strengths, Opportunities, Weaknesses, and Threats (SWOT) Report

SWOT Report and Public Input

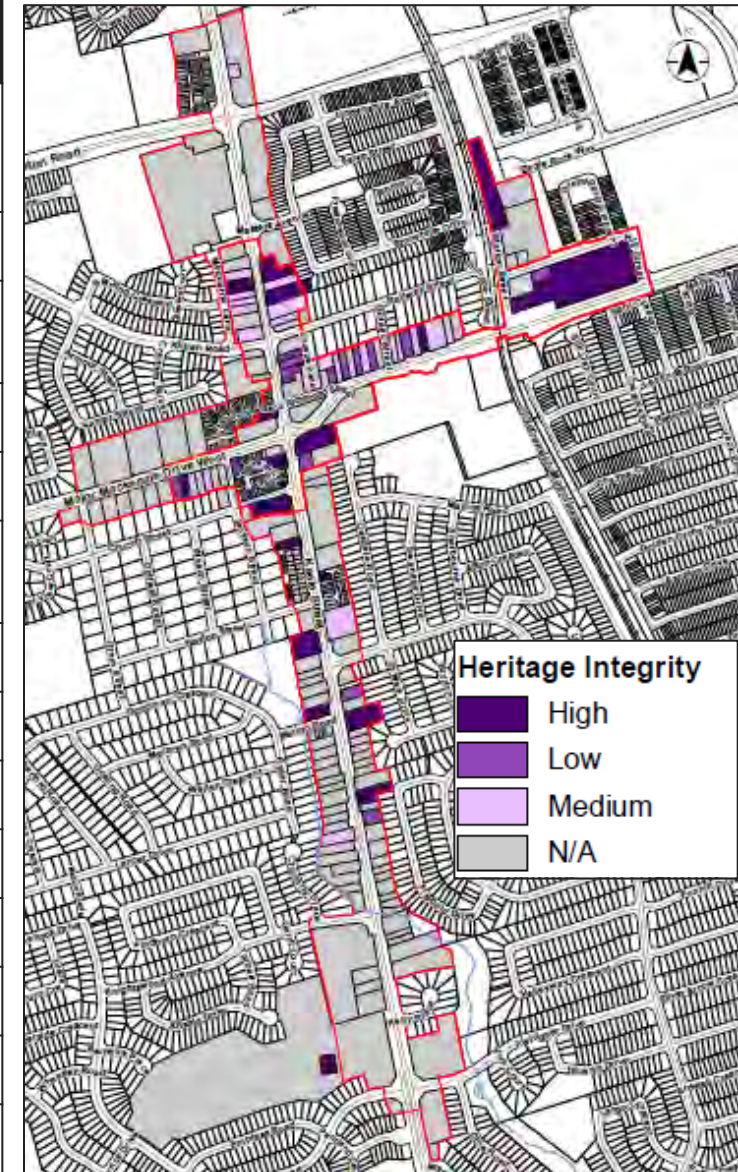
- PIC 1 was held virtually on January 26, 2021. It included a presentation followed by a Question & Answer period.
- The project website was updated with links to the project survey and an interactive map.
- The project survey was active from January 27th to March 1st 2021.
- In all, 124 surveys were received by the project team.
- Concerns focused on the increasing traffic and development in the area
- Strong preference for more strict controls over heritage properties to conserve the history of Maple
- Respondents were split over whether the HCD was achieving its objectives
- Similarly split over boundary changes, although of those that indicated changes should occur, the vast majority wanted a larger HCD
- It was clear that conservation and enhancement of the low-rise residential and commercial character of the area, including enhancement of the public realm and streetscape quality, was paramount
- Heritage Vaughan presentations February and November 2021



SWOT Analysis



SWOT Category	HCD Component
Strengths	Limited alteration of many heritage properties
	Regulation of new development
	Restoration of heritage buildings
Weaknesses	Heritage Attributes
	Inventory
	Lack of dominant architectural styles
Opportunities	OHA Amendments
	HCD Heritage Attributes
	Mid-century Heritage resources
	Signage and public art
	Financial incentives
Threats	Development pressures
	New development
	Transportation and infrastructure projects



SWOT Report Findings

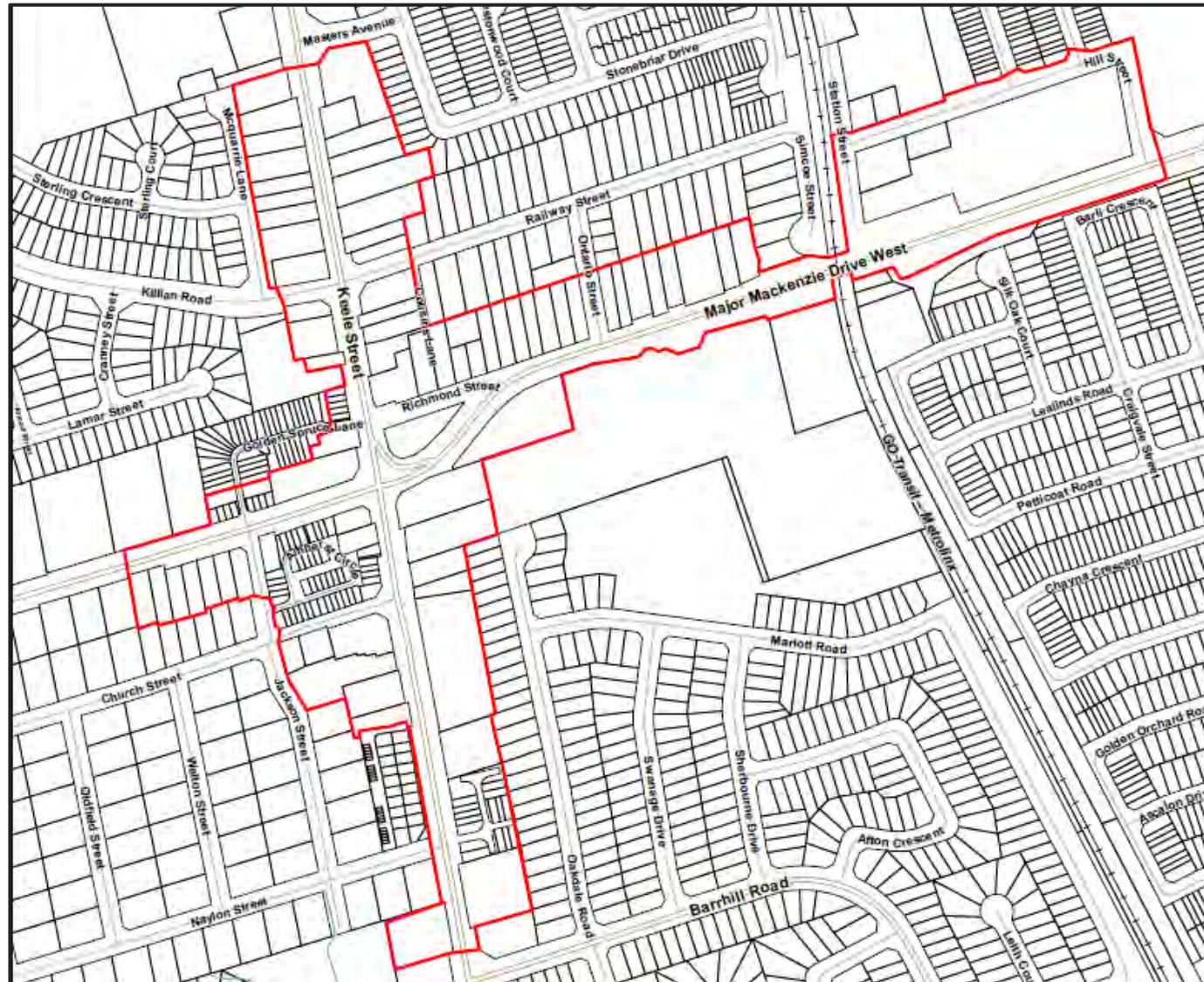
- Qualitative and quantitative analysis completed to understand the existing character of the HCD
- Primary function of the HCD has been to direct new development, not enhance the existing character
- The historic resources of the Maple HCD reflect a small community comprising vernacular residential dwellings, places of worship, cemeteries, and commercial establishments
- New construction, while using building materials that are common to the vernacular character and low-rise in form, present a denser and more urban character, with commercial plazas and tightly spaced townhouse-style dwellings
- New development has started to overwhelm the original buildings within the framework that is meant to preserve them
- The resulting boundary and collective character are not robust and require updating
- Three tools recommended:
 1. Reduced boundary
 2. Community Planning Permit System Program (Development Permit System)
 3. Individual designation and listing



Core Maple HCD Proposed Boundary

Typical HCD Characteristics:

- Concentration of heritage resources
- Framework of structured elements
- Sense of visual coherence
- Distinctiveness






 Proposed boundary

Core Maple HCD Proposed Contributing and Non-Contributing Properties

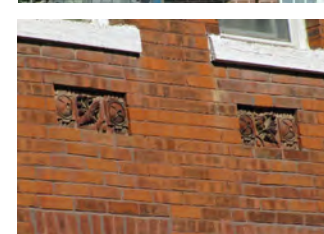
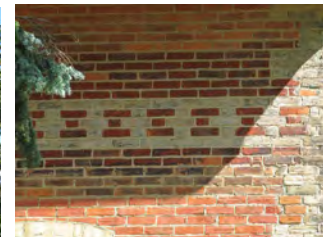


Legend

-  Core Maple HCD Boundary
-  Contributing Property
-  Non-Contributing Property

Community Planning Permit System (CPPS) Program

- New planning framework under the City's Official Plan
- Individual properties that have heritage value will be listed on the City's heritage register or designated under Part IV of the *Ontario Heritage Act* to protect their cultural heritage value or interest
- CPPS is a tool permitted under the *Planning Act* that combines aspects of zoning, site plan, and variance approvals under a single process
- CPPS will be a separate planning tool from the Core Maple HCD Plan, but will work in tandem with the HCD Plan



Community Planning Permit System

1. Official Plan Amendment

- The City must first amend its official plan by adopting policies for the area where the CPPS will be used.

2. Community Planning Permit By-Law

- The City must pass a CPPS by-law
- It would contain a list of permitted uses and development standards, such as height and density specifications

3. Issuing Permits

- Once the CPPS is in effect, the City can issue permits to allow development to occur if an application meets the standards set out in the CPPS by-law

Key benefits:

- Streamline process (one application)
- Flexible system
- Building communities
- Community participation

Learn more at: <https://www.ontario.ca/page/community-planning-permit-system>

Properties Recommended for Designation and Listing

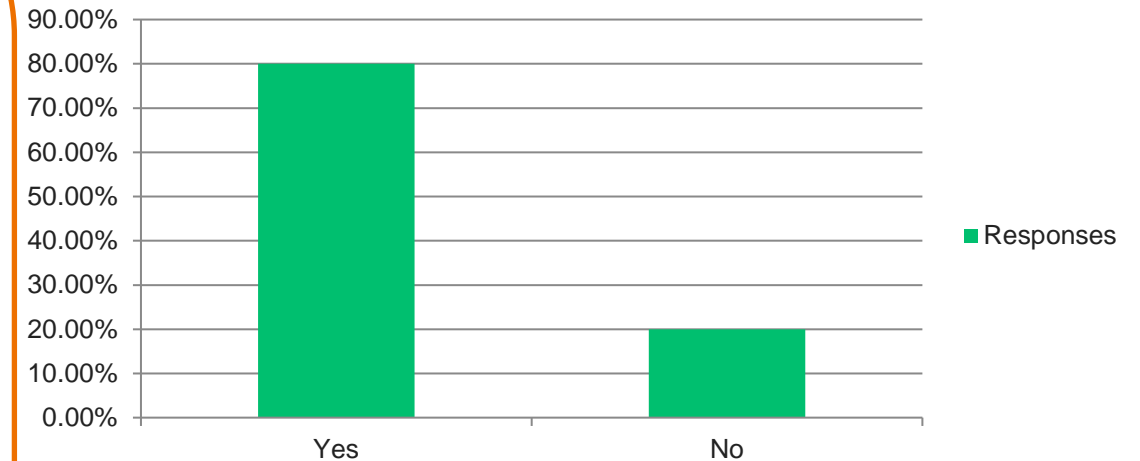
Multiple layers of designation are not necessarily required, as the objectives, policies, and guidelines of an HCD Plan should typically manage change in a manner that respects heritage character of the individual resources. However, given the policy changes recommended for the Maple area, it is recommended that the City update their municipal register to list and designate properties of cultural heritage value or interest outside of the area recommended for the HCD Plan Update.

Consideration for Designation	Consideration for Listing	
Log Cabin at Frank Robson Park, 9470 Keele Street	9600 Keele Street	1 Naylor Street
9715 Keele Street	9611 Keele Street	10275 Keele Street
9796 Keele Street	9643 Keele Street	2377 Major Mackenzie Drive
9773 Keele Street	9746 Keele Street	2365 Major Mackenzie Drive
9891 Keele Street	9275 Keele Street	1 Gram Street
9920 Keele Street	9754 Keele Street	2 Gram Street
2339 Major Mackenzie Drive	9926 Keele Street	
2291 Major Mackenzie Drive		

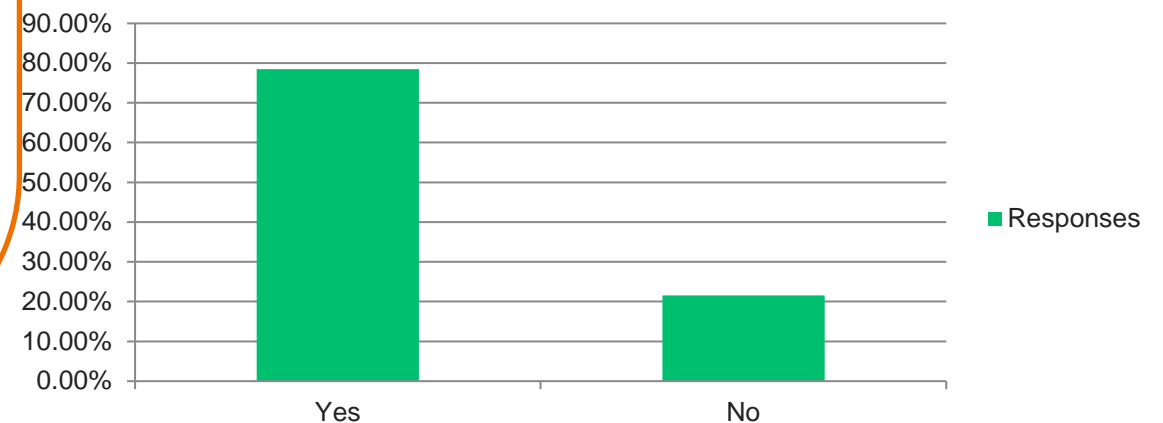
Draft HCD Plan and Public Input

- PIC 2 was held virtually following the November Heritage Vaughan presentation on December 16, 2021
- Reviewed the draft findings of the HCD Plan for the Core Maple area
- Questions asked focused on the revised boundary, the CPPS, the management of heritage attributes including alteration, additions, new construction/development, landscaping and streetscaping, and general comments
- Feedback was overwhelmingly positive with 80% support for boundary (although many requesting larger boundary) and 78% for the CPPS
- Many wanted focus on landscaping, public spaces, and walkable

Do you agree with the revised Core Maple Heritage HCD boundary, as shown in the Public Open House 2 materials?



Does the use of the CPPS make sense to you for the area outside the Core Maple HCD boundary?



Core Maple HCD Plan

Proposed Core Maple HCD Plan

Core Maple HCD Plan Goals and Objectives Summarized



Goals:

- Provide a framework for decision making
- Manage change compatible with the heritage character

Objectives:

- Maintain and enhance the low-rise character of the contributing properties from the mid-19th and early 20th centuries
- Maintain and enhance the historic materials and individual characteristics of contributing properties
- Replace unsympathetic additions or alterations to contributing properties with compatible replacements
- Retain heritage building fabric, building profiles, and traditional façade arrangements
- Support the existing use or adaptive re-use of contributing properties within the Core Maple HCD
- Avoid the loss or demolition of heritage attributes or heritage fabric within the Core Maple HCD
- Collaborate with owners to encourage and provide incentives for conservation, restoration, and maintenance
- Follow a unified, sympathetic streetscaping approach for the Core Maple HCD on City-owned lands and those subject to redevelopment proposals that enhances the character of the Core Maple HCD
- Promote the history and local community through compatible public art, commemorative/interpretative devices, or local tours
- Collaborate with owners to maintain a progressive and competitive business environment while conserving heritage attributes



Core Maple HCD Principles

- Preserve the historic context
- Maintain and repair
- Find a viable social or economic use
- Preserve traditional setting
- Preserve original decoration and fittings
- Restore to authentic limits
- Employ traditional repair methods
- Respect historic accumulations
- Make new replacements distinguishable
- Understand the value of a historic place
- Respect documentary evidence
- Design alterations with reversibility in mind



HCD Plan Policies and Guidelines

The *Ontario Heritage Act* requires that a district plan include a statement of policies. A statement of policies provides the framework for consistent decision making by Council and the City.

- Policies clearly explain what changes and alterations are appropriate and likely to be approved in an HCD, and typically have more ‘teeth’ using words like ‘shall’, ‘must’ or ‘will’

i.e., “New additions must not obscure, radically change, or have a negative impact on contributing heritage resources, heritage elements, forms, use, or exterior configuration.”

- Guidelines may be used where there are various alternatives that help to support a policy. Such as recommended materials.

i.e., “Consider neutral colours (grey, black, brown) for roof pitches visible from the street.”



HCD Plan Policies and Guidelines – Alterations

Alterations

- Roofs, façade pattern, exterior materials, external paint, windows, doors and entrances, porches and storefronts, signage and lighting

Contributing Properties:

- Conserve, maintain, and restore character defining features
- Repair based on historical evidence or replace in kind with sympathetic materials
- Maintain the original size and location of historic window and door openings
- Avoid covering up original façades and elements

Non-Contributing Properties:

- Maintain original roof shape
- Maintain the overall proportions and façade pattern
- Cladding that complements the character of the HCD
- Use of contemporary materials (i.e., shingles, windows, doors)



HCD Plan Policies and Guidelines – Additions

Additions

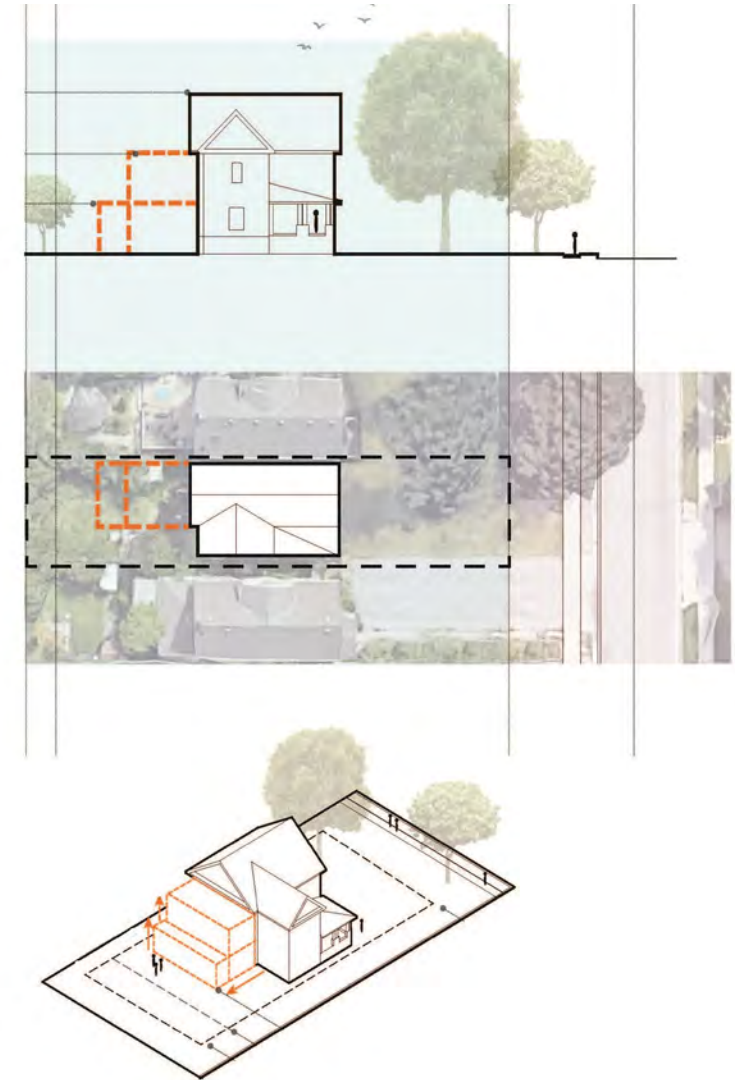
- Location, height, and massing, architectural style, roofs, materials, windows, doors and entrances, signage and lighting

Contributing Properties:

- New additions must not obscure, radically change, or have a negative impact on the contributing heritage resources or elements
- Any additions considered must first document the contributing resource(s) impacted
- Additions to contributing resources should be reversible
- Design additions to an appropriate height, less than the existing height
- Design additions to be subordinate to the existing structure
- Locate additions to the back or side of the building
- Use complementary materials

Non-Contributing Properties:

- Additions should be no taller than the existing building
- Rear additions may contain additional storeys, to a max of 9.5 metres for residential properties and 12.2 metres for central commercial properties
- Rear additions are preferred
- Use complementary materials



HCD Plan Policies and Guidelines – New Construction & Development

New Construction and Development

- Infill or new development due to loss of a building
- New development that is recognizable as a product of its own time and that does attempt to replicate historical architectural styles
- New development that is sympathetic and compatible to the historic character of the district regarding form, massing, materials, façade organization
- Site Plan Control: appropriate siting, massing, and scale of proposed development and site alteration
- Policies and guidelines: Height, massing, and setbacks, roofs, façade pattern, exterior materials, windows, doors and entrances, architectural style and details



HCD Plan and Guidelines – Streetscape & Landscaping

Streetscaping and Landscaping

- Public realm: street trees, boulevards, parks and open spaces, lighting and street furniture
 - Use of banners, public art, signage or landscaping at gateways to HCD area
 - Lighting and street furniture that is sensitive to the heritage character of the streetscape but does not create a false sense of heritage
 - Tree species that maintain the visual character of the streetscape, that are hardy and drought, disease, and salt spray tolerant
- Private realm: Trees, gardens, driveways, and pathways
 - Balance between softscaping and hardscaping
 - Historically sympathetic plant materials



HCD Plan and Guidelines – Accessibility and Sustainability

Accessibility

- Barrier-free design in all new construction, streetscape, and landscape elements
- Wayfinding materials and signage that meets AODA guidelines

Sustainability and Alternative Energy

- Allow for the installation of solar panels on roofs
- Allow for the use of 'green' building materials and techniques on new construction
- Encourage property owners to source materials from local suppliers and manufacturers

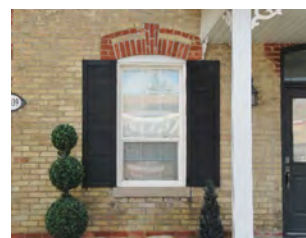


Core Maple HCD Plan

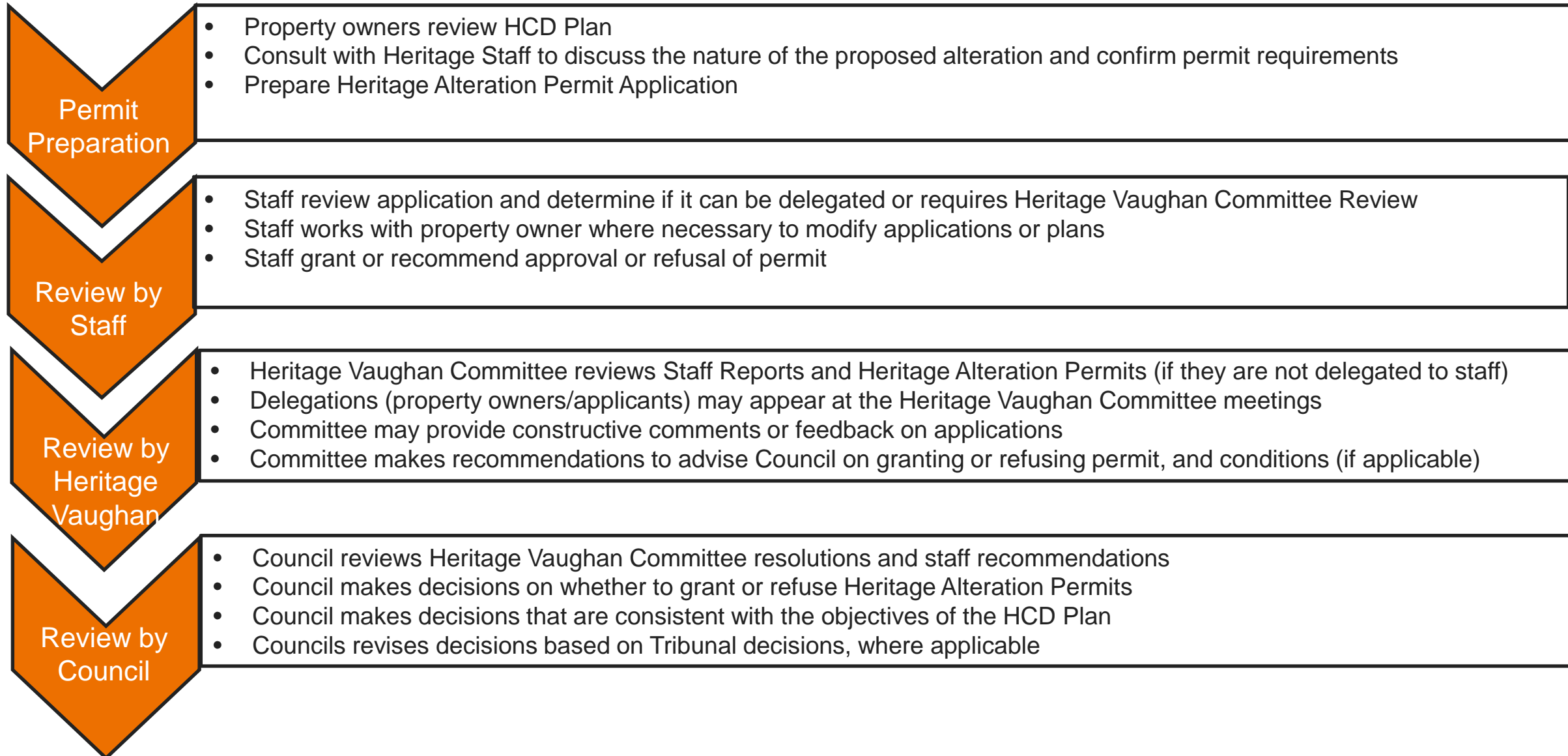
Implementation of HCD Plan

Recommendations for HCD Plan Implementation

- City should adopt a new by-law designating the Core Maple area as an HCD
- Outside the Core Maple area, the 2007 Maple HCD will remain in effect until a Community Planning Permit System is established
- Heritage permit process managed by City Heritage Planning staff, the Heritage Vaughan Committee, and Council
- The HCD Plan also applies to City and Regional public works



HCD Plan Implementation – Roles and Responsibilities





**Thank you for the opportunity
to present the Core Maple
HCD Plan.**

Questions?



Communication: C7
Committee of the Whole (PM)
November 22, 2022
Item #4

KLEINBURG-NASHVILLE HERITAGE CONSERVATION DISTRICT – Plan Update

Vaughan City Council – PUBLIC MEETING

22 November 2022

Milestones Since Last Meeting (July 2020)

- **KNHCD Part 1 – The Study** – *submitted June 2020*
- Online public consultation / comments – *November 2020*
- **KNHCD – Part 2 – The Plan** – *submitted April 2021*
- **Committee of the Whole Presentation** – *Completed*



PURPOSE OF THE KNHCD PLAN UPDATE



Part 1: 2003 KNHCD plan SWOT

- ❑ Build upon the 2003 KNHCD Study & Plan's past successes
- ❑ Respond to a changing legislative environment and provincial and municipal policy frameworks
- ❑ Identify planning tools that can strengthen the heritage conservation of the HCD
- ❑ Identify potential CHLs and contributing heritage resources in the HCD
- ❑ Integrate the community's long-term vision

KLEINBURG-NASHVILLE HERITAGE CONSERVATION DISTRICT

VOL 1: THE STUDY AND PLAN



PHILLIP H. CARTER ARCHITECT AND PLANNER
IN ASSOCIATION WITH:
PAUL OBERST ARCHITECT
NICHOLAS HOLMAN, HERITAGE CONSULTANT
HARRINGTON AND HOYLE LANDSCAPE ARCHITECTS

RESULTS from Part 1 – The Study Update

- ❑ Analysis and recommendations for policy changes for alignment purposes.
- ❑ In-depth analysis of Contributing, Non-contributing properties, and miscellaneous styles within the HCD.
- ❑ Introduction of Cultural Heritage Landscapes and Viewsheds concepts for inclusion in Part 2 – The Plan.
- ❑ Update to the HCD boundary.



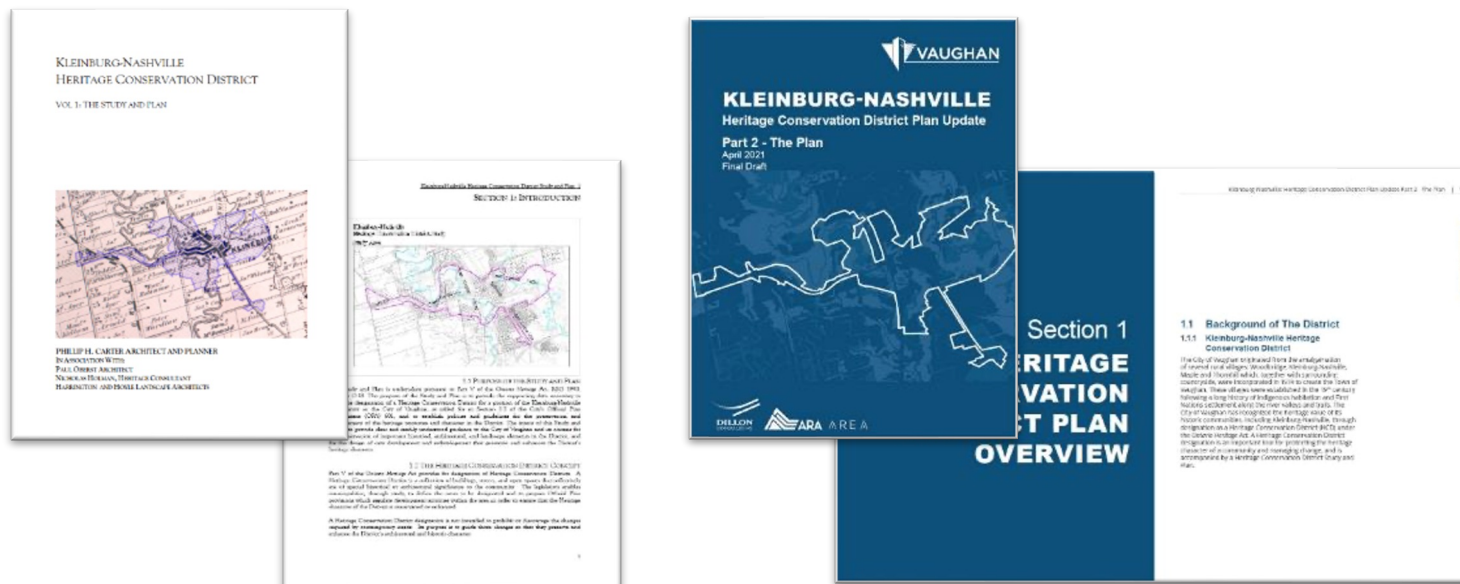
DIRECTION from Part 1 – The Study Update

- ❑ Strengthening heritage protection;
- ❑ Updates responding to Bill 108;
- ❑ Recommendations for update to Vaughan's OP and ZBL for compatibility with KNHCD;
- ❑ Updates for appropriate building materials /exterior components;
- ❑ Include Tree protection guidelines;
- ❑ Update guidelines for streetscape/built form/urban design;
- ❑ Develop checklists for proposed projects;
- ❑ Statement of Significance and heritage attributes: include in The Plan and update and include in the KNHCD By-law.



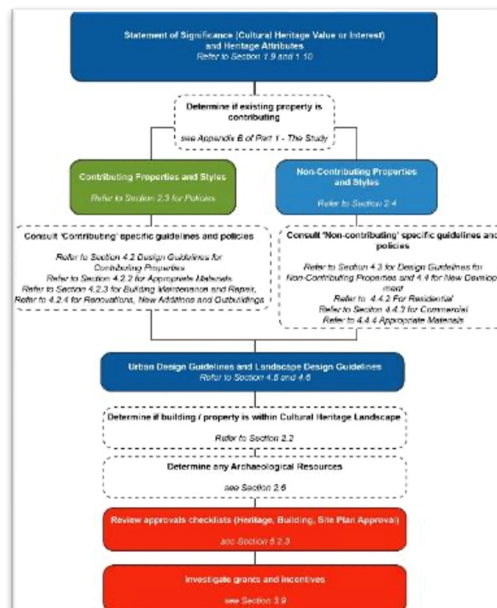
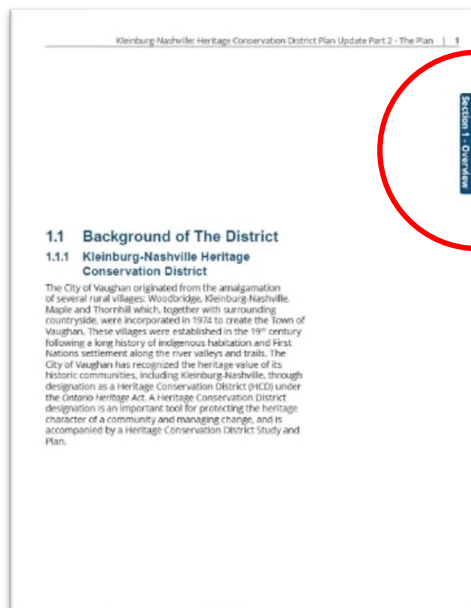
Key Updates – What's Changed

VISUALLY IMPROVED, ACCESSIBLE.



Key Updates – What's Changed

EASIER TO USE /NAVIGATE

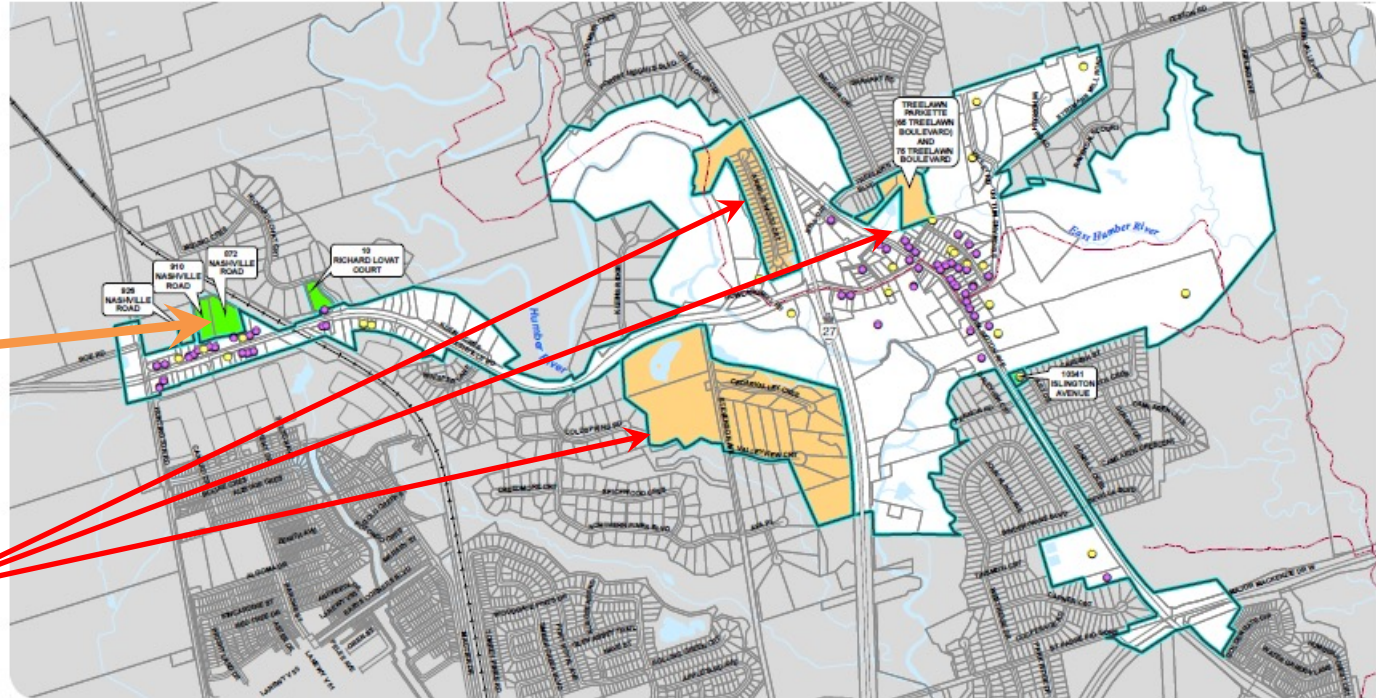


Key Updates – What's Changed

REVISED BOUNDARY

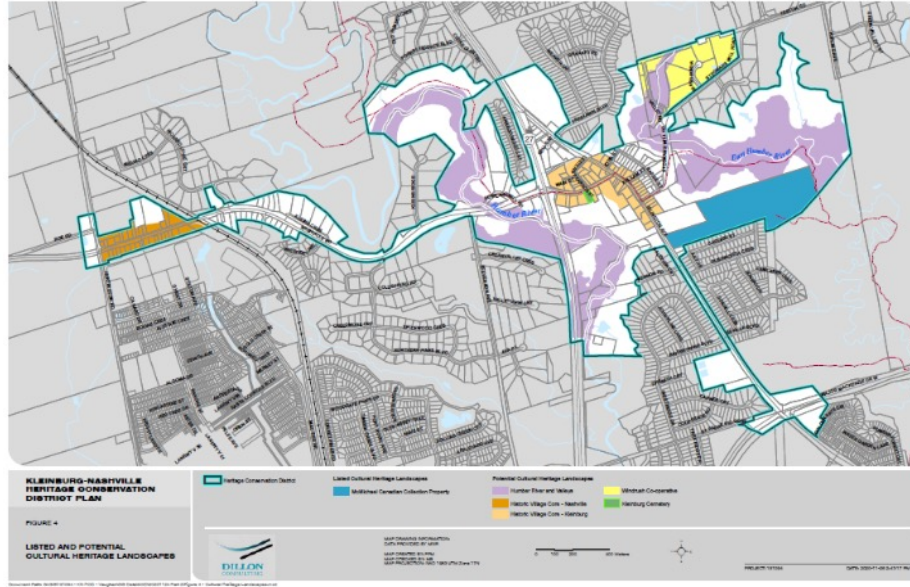
updated property
boundaries

removed from
KNHCD boundary

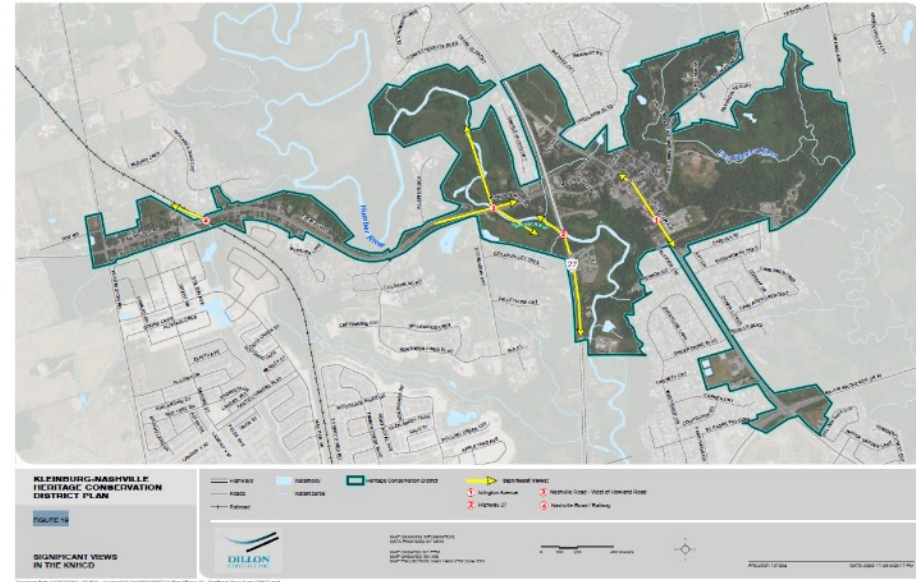


Key Updates – What's Changed

CULTURAL HERITAGE LANDSCAPES



VIEWSCAPES



Key Updates – What's Changed

IMPROVED FLOW AND MORE DETAILED GUIDELINES:

- ❑ 4.2 Design Guidelines for Contributing Properties
- ❑ 4.3 Design Guidelines for Non-Contributing Properties
- ❑ 4.4 Design Guidelines for New Development
- ❑ 4.5 Urban Design Guidelines
- ❑ 4.6 Landscape Design Guidelines: General Approach to Plantings and Vegetation



Key Updates – What's Changed

DIRECTION FOR DESIGN WITH EXPLANATIONS AND DIAGRAMS

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4.2.4.2 New Additions To Heritage Buildings

New attached additions to heritage buildings should be designed to complement the design and not to overwhelm the heritage character of the original building. Consideration should be given to its relationship with the heritage building as well as the historic district.

The construction of an exterior addition in an historic building may seem essential for a proposed new use. A new addition should be proposed only after it is determined that the needs cannot be met on another site or by altering secondary, non character defining interior spaces. For any new proposed addition to an existing heritage building the following general guidelines must be considered:

General Guidelines for New Additions To Heritage Buildings

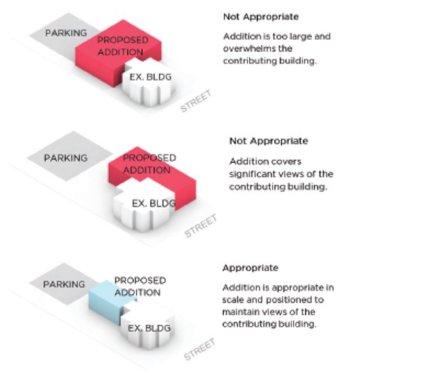
- If possible, avoid new additions if the needs can be met by altering a secondary non character-defining space;
- An addition should be designed so that the heritage value of the historic place is not impaired and its character-defining elements are not obscured, damaged or destroyed;
- The addition should be physically and visually compatible with, subordinate to, and distinguishable from the historic place²⁸;
- Apply principles of minimal intervention, compatibility and reversibility regardless of size.

The following sections provide more detailed and specific guidelines for the maintenance and appropriate addition to heritage buildings in Kleinburg-Nashville HCD:

Site Planning

- Location of the proposed addition is a key consideration for the complementary additions to heritage buildings. Usually, additions should be located at the rear of the original building or, if located to the side, be set back from the street frontage of the original building.
- Additions to heritage buildings on corner lots shall be designed to present a heritage-friendly face to the flanking street.

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Section 4 - Guidelines

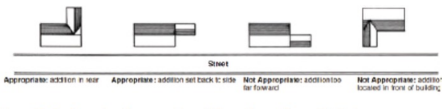


Image 42. Configurations for appropriate additions. Source: Buttonville Heritage Conservation District Plan (9.2.5. Additions to Heritage Buildings)

²⁸ Standard 11 (2010), *Standards and Guidelines for the Conservation of Historic Places in Canada: Second Addition*, Canada's Historic Places, Ottawa

Key Updates – What's Changed

DISCUSSION OF NEW TECHNOLOGIES AND MATERIALS

- ❑ Integration of accessibility
- ❑ Energy efficiency
- ❑ Updated language on appropriate materials within HCDs
 - addressing no use of vinyl Windows / Doors
 - new materials for Siding / Cladding
 - better understanding of heritage Masonry trims / sills
 - tuck-pointing and repointing



Key Updates – What's Changed

ENFORCEMENT OF DESIGN AND ARCHITECTURAL GUIDELINES

- ❑ Implementation of Heritage Building Protection Plans/ Vacant Building By-laws, Minimum Maintenance (Property Standards) By-laws;
- ❑ Preparation of General Review Reports to HV and staff at 50% and 90% work completion by Architect/ Heritage Consultant;
- ❑ More avenues of connecting with Heritage Staff, and educating the residents, property owners;
- ❑ Heritage Permit Applications, already outlined in the HCD Plan to be accompanied by Commitment to General Review (CGR) form signed by Architect/Heritage Consultant (similar to BPA).



Key Updates – What's Changed

UPDATED CHECKLISTS

5.2.3 Application Checklists

The following checklists are provided to assist applicants in obtaining permits, and to assist staff in conducting pre-review and evaluating the applications.

5.2.3.1 Heritage Permit Checklist

For minor work, not ordinarily requiring a Building Permit:

- ☐ Inspect the property description in the Inventory, Volume 2. Make note of any comments that indicate needed maintenance and repair. Proper maintenance and repair is the primary means of protecting the heritage character of the District. Applicants are strongly encouraged to include necessary maintenance tasks at the first opportunity.
- ☐ If the building is part of a "block" of similar or identical properties originally built as a unit, show a colour photograph of the existing condition. Applicants are encouraged to undertake work on such buildings in a way that enhances the unity of the block.
- ☐ Show results of any historical research. For example: provide a chip of original paint, if possible, when repainting; or provide copies of historic drawings or photographs when replacing or restoring elements such as windows, signs, and awnings.
- ☐ Read and understand any required technical material. For example: obtain a copy of the relevant Preservation Brief document.
- ☐ Read and understand the relevant Policies (Section 2.0) and Guidelines (Section 4.0) in this Plan.
- ☐ In the case of more substantial work under a Heritage Permit, provide drawings that demonstrate compliance with the Policies and Guidelines of this plan and with other by-laws, such as the Sign By-law. For sign and storefront work, provide elevations at a minimum scale of 1:25, and details and profiles at a suitable large scale.

5.2.3.2 Building Permit (Heritage) Checklist

For additions, renovation, and restoration:

- ☐ Inspect the property description in the Inventory, Volume 2. Make note of any comments that indicate needed maintenance and repair. Proper maintenance and repair are the primary means of protecting the heritage character of the District. Applicants are strongly encouraged to include necessary maintenance tasks at the first opportunity. Also make note of comments that indicate steps that could be taken to restore heritage features or to remove unsympathetic later work.
- ☐ Show results of any historical research. For example: provide copies of historic drawings or photographs, or show results of investigation of conditions underlying unsympathetic later work.
- ☐ Read and understand any required technical material. For example: obtain a copy of the relevant Preservation Briefs document.
- ☐ For new construction, additions, renovation and restoration:
- ☐ Read and understand the relevant Policies (Section 2.0) and Guidelines (Section 4.0) in this Plan.

- ☐ Provide all documents ordinarily required for a building permit. These should include, as applicable for the scale of the work: outline specifications and drawing notes, indicating all materials visible from the exterior; elevations of all sides at a minimum scale of 1:50; elevations of storefronts at a minimum scale of 1:25; details and profiles, at a suitable scale, of cornices, signage and storefront elements, railings, trim, soffits and fascias, fences; an eye-level perspective, including adjacent buildings, for corner properties or free-standing buildings; a site plan showing building location, fencing, and planting. Elevations and perspectives should be "rendered" so that coursing, projecting elements, textures and fancy work are truly represented. Vertical dimensions should refer to those of adjacent buildings for alignment of horizontal elements. For new construction, copies of approved drawings from Site Plan Approval (Heritage) should be included.

5.2.3.3 Site Plan Approval (Heritage) Checklist

For new construction:

- ☐ Read and understand the relevant Policies (Section 2.0) and Guidelines (Section 4.0) in this Plan.
- ☐ Provide all documents ordinarily required for a Site Plan Approval. These should include: site plan, at a scale suitable to the size of the property, showing location of the building(s) and buildings on adjacent properties; fencing, planting, sidewalk and driveway paving, and porches, decks, and other exterior elements; elevations of all sides, at a scale suitable to the size of the project, and including adjacent properties; an eye-level perspective, including adjacent buildings, for corner properties or free-standing buildings; outline specifications and drawing notes should indicate all materials visible from the exterior. Elevations and perspectives should be "rendered" so that coursing, projecting elements, textures, and fancy work are truly represented.
- ☐ Provide photographs of adjacent buildings for comparison with elevations and perspectives. Provide photographs of nearby heritage buildings of a similar type, to demonstrate the architectural sympathy of the proposed building.





Questions / Discussion



Thank you.

CONTACT

Email: KleinburgNashville@vaughan.ca

Website: Vaughan.ca/KleinburgNashville

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] In opposition of subdivision development - File 19T-22V004
Date: Friday, November 18, 2022 2:52:56 PM

From: Fenulla Jiwani [REDACTED] >
Sent: Friday, November 18, 2022 1:43 PM
To: Clerks@vaughan.ca
Subject: [External] In opposition of subdivision development - File 19T-22V004

Dear Councillors of Vaughan,

We received the notice of public meeting of the draft plan of subdivision file 19T-22V004. As a resident of over 10 years living at the corner of Ner Israel and Knightshade, we have many concerns and oppose of such a development.

Firstly, this residential community is already a very busy area with a high traffic zone due to the school and religious activities. You may not be aware that there are sometimes police cruisers that help manage the traffic and safety for the 'Jamaat' community. It's already a disturbance to have the police cruisers flashing lights coming through our house windows. With the expansion of the residential buildings and parking spaces, there will need to then be more police management for traffic and safety purposes.

Secondly, as I work from home it poses concerns for the amount of additional noise, dust and traffic that will take place during the construction period and subsequently the additional traffic noise of cars and high density of residents.

Thirdly, this will also have an environmental impact of carbon pollution from construction to the additional daily use of 283 residential units and 430 parking stalls. Transportation emissions will rise effecting the overall pollution of air quality in this area impacting the residents living here to enjoy walks to the ravine and in the neighbourhood.

We would not have moved to the Thornhill Woods area if the proposal of high rise dense residential buildings already existed. We understand the needs that arise

from the expansion of communities, but this proposal has many impacts upon the Thornhill community (some shared above). And after writing our concerns, we then came across a letter written by resident, Dr. Edy Braun, which we feel addresses similar concerns more eloquently: <https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=98829>

We appreciate you taking the time to review and consider ours and the shared concerns of residents living in this area. Please respect our privacy and keep this letter confidential to be reviewed by the Vaughan Councillors and those involved in the decision making process.

Sincerely,
Fenulla & Dr. Hirji

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Virtual Public Meeting: Kleinburg-Nashville Heritage Conservation District Plan Update
Date: Monday, November 21, 2022 10:39:05 AM

-----Original Message-----

From: ROTONDO [REDACTED]
Sent: Sunday, November 20, 2022 9:16 PM
To: Clerks@vaughan.ca
Subject: [External] Virtual Public Meeting: Kleinburg-Nashville Heritage Conservation District Plan Update

Good Morning,

Thank you for distributing a copy of my attached letter to Mr. Mayor and Members of Council regarding the above-noted meeting. I apologize for the length of my submission, however, as a resident of Vaughan for 41 years, I have witnessed significant change in all aspects (population, culture, religion, etc.) in both Woodbridge and Kleinburg where my family has resided. I have also been involved and very instrumental in many of these changes that we see today as I have held roles in various ratepayer associations and volunteer groups with the City of Vaughan.

Kleinburg-Nashville Heritage Conservation District Plan Update

This plan update for the Kleinburg-Nashville area seems to have been in the works for quite some time now, formerly as a "Streetscape Objective" for the Islington Avenue corridor through Kleinburg and now as a full-fledged district plan for the entire area.

It is vitally important to retain and respect the significant history of our heritage properties and guide new development to blend in and complement the old. Many of our historical buildings have been retained, maintained and renovated through generous purchasers who have invested a lot of time and money into ensuring that our historical culture plays an important role in Kleinburg. However, it is also my belief that should a building be deemed unsafe, unfit or unsuitable for retention, the historical board must have the power to approve its demolition. Presently we have several unsightly properties in our village that appear "beyond rehabilitation" and should the owner wish to demolish and rebuild, great consideration should be given.

Many people complain that both traffic and parking are issues in our community, but where do we not witness both problems in all communities! Kleinburg is primarily a seasonal village, very busy in the spring and summer months, but slowing considerably in the fall and winter. However, due to demands for increased parking for the village, city plans indicate a proposal for a 48-car parking lot on the east side of Islington, north of the village. This parking lot would replace a huge expanse of open green space, and situated in a residential area! Residents of Islington Avenue, Treelawn Blvd. and Bell Court have held a meeting with City representatives to oppose this parking lot.

People would not use this lot to park their car in the winter and walk to town - it is too far! Security issues have also been noted as a great number of home invasions/break-ins have taken place whereby cars park on Islington, cut through the back of the homes to break-in and make a quick escape to the waiting vehicle on Islington. Parking lots in residential areas bring in problems with litter, hang-outs, drug-deals, lighting, noise, etc.

We are concerned about this proposed parking and urge the City, through its request for community input, to locate village core parking in the village! During this past busy season, there was never a parking issue as most parking is required in the evenings/ weekends and the school site is always made available. Alternatives can be sought.

Please do not pave over "paradise" to put in a "parking lot" as Joni Mitchell sang back in the '60's.

The success of the Kleinburg-Nashville Plan should ensure that its plans complement the area. Please don't inflict a problem within the business community (parking) onto residential component of the neighborhood. This would, in reality, be a very unfair trade-off and detriment to our community!

Thank you.

Donna Rotondo
[REDACTED] Treelawn Blvd.
Kleinburg, Ontario

Tel: [REDACTED]

Franline Investments Limited, Official Plan Amendment File OP.22.013
Zoning By-law Amendment File Z.22.024, 4130 King Vaughan Road

The owner is seeking approvals to permit the existing mineral aggregate storage and distribution operation and accessory office etc. **If the zoning and official plan does not permit the uses the Owner is seeking, why would you make amendments to permit the existing operation?**

We are against approval to permit existing mineral aggregate storage and distribution operation, and amendments to the Vaughan Official Plan, Zoning By-law 1-88, and Zoning By-law 001-2021, to permit the continued use of existing operation.

The impact of this sites M-F, daily trucking past us – noise, vibration, dirt, dust, exhaust is tremendous. At times trucks pull off idling along the roadsides, or are seen lined up waiting to enter the site. **To this end we ask:**

1) From December 1st, 2022 onward, that all trucks enter and exit the subject lands only from the West of 4130 King Vaughan Road. Regional Councillors – correct me if I'm wrong, they have a Regional Road permit to Weston Road only. By observation, they are not compliant, as trucks are travelling east on King Vaughan Road towards Jane Street and back to the subject lands. The Staff report sites, trucks leave and approach the subject lands from the east on King Vaughan Rd, then turn south along Weston Road, and east-west roads in Vaughan to access Highway 400. How do you protect the residents in King, as multitudes of trucks run up and down through Laskay on Weston Road, where children live and play? All the trucks impact Vaughan area and surrounding municipalities. How do elderly safely walk east of Weston Road on King Vaughan Road, with huge trucks quickly travelling on the narrow roads? There are bicyclists using King Vaughan Road. The speed limit by our home and to the west along King Vaughan Road is 60km/hr, 70km/hr to the east of us, could loaded aggregate trucks brake in time if someone stumbles, or a child runs after a ball into the road?

2) We ask for the Mayor, Councillors and the Region to request York Regional Police to make a presence on King Vaughan Road & Weston Rd to strictly enforce the traffic act, road postings, and any road usage permits. Should road safety for us as residents and all drivers of this narrow 2 lane road not be a priority and a mandate of York Region, the City of Vaughan and York Region Police? Is it not true City Staff also enforce some regulations of the Regional Municipality of York, such as the Parking and Stopping on Regional Roads By-laws? Why is this not happening on King Vaughan Road and Weston Road area?

3) Please ensure the year-round weight restrictions from Pine Valley to Jane Street and or Bathurst, are kept in place and enforced on King Vaughan Road. Keep all truck advisory's in place. How much is this costing tax payers to maintain roads for all this heavy loaded truck traffic? How dangerous (road safety) for all these trucks to be mixing with the residential traffic? The road is a hilly terrain, with areas of poor site lines. If trucks park on the narrow road waiting to enter the subject lands, how will drivers see past on the hill for oncoming

traffic, when attempting to pass? I've heard it stated (paraphrasing), at other past committee meeting discussions, commercial and residential traffic do not mix. Why would it be considered okay in this area?

4) In the Staff report highlights Page 1 - the technical report that is to be prepared for a future Committee of the Whole Meeting, should be within 6 months.

Questions arising from the Planning Justification Report:

Planning Justification report, extract from the Introduction states, the existing use of the Subject Land for the outside storage of mineral aggregates is not a permitted uses in the Agricultural designation and zone in accordance with the City of Vaughan Official Plan 2010.

Page 14, they state, that the scale, function, and activity of the use has not changed on the Subject Lands since at least 2009.

When was the earth berm installed? Were applications of permit required for the berm? Why are there more and more trucks daily/yearly entering and exiting subject lands? Why does it appear to be more area taken up with aggregate if it has not changed in scale?? Why are trucks seen lining up along the narrow 2 lane road waiting to enter the site, if it has not increased in scale? Why does it appear to be higher and higher piles of aggregate? What year was this data based on? How was this statement conclusion arrived at?

Page 14 – The use has integrated within the rural landscape and there are no anticipated impacts related to noise, vibration, fumes, smoke, dust, odours, lighting and traffic generating capacity resulting from the outdoor aggregate storage use. Why are we as residents not considered, we're impacted by the above? We are heavily impacted by 4 road directions at the intersection, as our home sits at the corner, just a few feet from the road. How was this conclusion reached? What impact studies and assessments were done to support this statement? Please provide the materials so that we can see how residents were acknowledged, to arrive at this conclusion.

Page 10 – Provincial Policy heading, I question – is this not a stretch to include shipped in aggregate? It is not a naturally occurring mineral in the area, this is not an extraction quarry. What written information have you received, if any, from the Ministry of Natural Resources regarding the submitted planning justification materials? **Page 13** calls it a small-scale temporary storage area. What is their definition of temporary? What is considered Small Scale?

Page 7 comments on the truck traffic volume. **What year did their trucking numbers come from?** What is observed daily is vastly different to the numbers provided? How did they arrive at these truck numbers? How environmentally sustainable and efficient is the tremendous daily truck traffic?

One set of trucks make deliveries; a completely different amount of trucks enters and exit removing product from subject lands. This is an impactful operation on the area and residents. What is the cost to tax payers for the costly up keep of road infrastructure? The cost of daily impact on residents and environment? The cost for enforcement? The cost of by-law enforcement? The cost of Staff and By-law Staff time?

Cost Savings? Referenced Page 13

How can shipping in product from far off aggregate quarry pits to be dumped at the subject lands - 4130 King Vaughan Road, then reloaded be considered cost savings? Would it not add to the cost? With all due respect is this not the basis of business, to make money?

Page 7 – of planning justification, states Hours of operation- 7:30 am to 4:30 pm on weekdays? What year did these hours apply too? What does this reference –office hours as compared to trucking hours? The hours of trucks moving in and out, vastly differ from the stated hours!

Page 12/13 – Extract from Section 2.2.9 of the growth plan #1 & #3 Subject to the policies in Section 4, development outside of settlement areas may be permitted on rural lands for.....

This is a rural area, I'm sure you are also aware there are residential homes all along the road including agricultural lands. We again, are hugely impacted by all the trucks – noise, fumes, vibration, dirt and dust, lighting, honking, braking etc.

Why do rural residents not count? Are we to all move? Which is an ironic question to ask, when there is demand to build more homes, and is it not a part of this operations/subject lands justification to have materials for building communities?

Staff report questions?

The owners of the subject lands have been issued notices to comply from By-law and Compliance, Licensing and Permit Services. From my understanding, reading through this section, past property owners – (summarized) notice to comply, failed to do so, legal action, hearings were held, given a fine. New property owners, (operation still ongoing), has submitted the Official Plan amendment and Zoning By-law amendment applications to address the Notices to comply. Why would you find this the type of business suitable for this area?

- How many complaints have been received by residents, directly to by-law or through the Councillors office? How many complaints to Regional Staff and Regional Councillors?
- Why have they not applied earlier, or been compliant for all these years? Is this the type of operation you want in this area?

Operating “since at least 2009” per planning justification report. With all due respect; after reading the Staff Report - how can there be any appropriateness to make amendments to VOP 2010 required to permit the existing uses, and *owner proposed site-specific amendment* to the “Agricultural” designation of VOP 2010 to permit the existing uses?

I ask the Mayor, Councillors and Regional Councillors to please consider my questions, and 4 requests. To please ensure the year-round weight restrictions from Pine Valley to Jane Street and or Bathurst, are kept in place and enforced on King Vaughan Road. Keeping all truck advisory's in place. To work with the Region to mandate all trucks enter and exit the site to and from the West of the subject lands, and be enforced. Mitigating noise impact on our home.

Alexandra Ney, Resident of King Vaughan Road

**PLANNING JUSTIFICATION REPORT
OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT,
AND SITE PLAN APPROVAL APPLICATIONS**

Franline Investments Limited
4130 KING VAUGHAN ROAD
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK



HUMPHRIES PLANNING GROUP INC.

**190 Pippin Road, Suite A
Vaughan, Ontario L4K 4X9
(905) 264-7678, FAX 264-8073**

**File No.: 18579
MAY 2022**

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1.0 INTRODUCTION

Humphries Planning Group Inc. (“HPGI”) is the agent and planning consultant for Franline Investments Ltd., (the “Owners”) of the property located at 4130 King Vaughan Road in the City of Vaughan (the “Subject Land”). The Subject Land is located on the north side of King Vaughan Road between Pine Valley Drive and Weston Road. The site has an area of approximately 12.4 hectares (30.6 acres) with a frontage of 330.00 metres (1,082.68 feet) along King Vaughan Road. The Subject Land represents an agricultural parcel and is currently occupied by one single-detached dwelling converted into an accessory business office; one detached garage with an attached outdoor patio; one storage building; one wooden barn; and an outdoor area to store mineral aggregates. The existing use of the Subject Land for the outside storage of mineral aggregates is not a permitted uses in the Agricultural designation and zone in accordance with the City of Vaughan Official Plan (“VOP 2010) and the City of Vaughan Zoning By-law 1-88 and new City-wide Comprehensive Zoning By-law 01-2021.

A Pre-Application Consultation Meeting (“PAC”) (PAC.19.040) was held with City of Vaughan Planning Staff on June 5, 2019 to discuss the existing uses on the site and to clarify the applications and supporting information required to be submitted to legally establish and recognize the existing use of the site.

On Monday February 10, 2020, HPGI attempted to formally submit applications for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval in order to facilitate the existing outdoor storage use; however, the Application were refused by Planning Staff at the counter. Their refusal of the Applications was based on their interpretation of the subject Official Plan Amendment as ‘*Major*’ and the requirement for additional processing fees. This determination was made without reviewing the Applications and supporting materials including a Planning Justification Report which provided a rational and analysis for why the Official Plan Amendment should be considered ‘*Minor*’. The Planning Applications were never filed with the City and the associated PAC Letter of Understanding expired on February 3, 2020.

A new PAC meeting was held on January 20, 2022 (PAC.21.137) which confirmed additional application submission requirements. The subject applications and supporting materials are being submitted in accordance with the Pre-Application Consultation Letter of Understanding issued by the City of Vaughan Planning Department dated February 1, 2022.

This Planning Justification Report (the ‘Report’) provides a description of the Subject Land, the development proposal along with the approvals required to permit the development of the site. It also considers the application in the context of Provincial, Regional and Local Planning Policy and regulatory documents, and provides a professional planning opinion and justification in support of the redevelopment proposal.

In conjunction with the submission of this Report, concurrent applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval have been submitted to the City in order to recognize the existing outdoor mineral aggregate storage uses on the site.

2.0 PURPOSE OF REPORT

The purpose of this Report is to outline and evaluate the nature of the proposed development in the context of the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (GGH), the York Region Official Plan (YROP), the draft York Region Official Plan, the City of Vaughan Official Plan, the City of Vaughan Zoning By-law 1-88 and the new City of Vaughan Comprehensive Zoning By-law 01-2021. This Report provides planning analysis and justification in accordance with good planning as a basis for supporting the proposed use being requested through these Applications.

3.0 SITE AREA AND CONTEXT

The Subject Land is located on the north side of King Vaughan Road, west of Weston Road and east of Pine Valley Drive. The site is also located on the boundary between the City of Vaughan and the Township of King. The site has a lot area of 12.4 hectares (30.6 acres), with a lot frontage of approximately 330.00 metres (1,082.68 feet) and a lot depth of approximately 377.7 metres (1,239.20 feet).

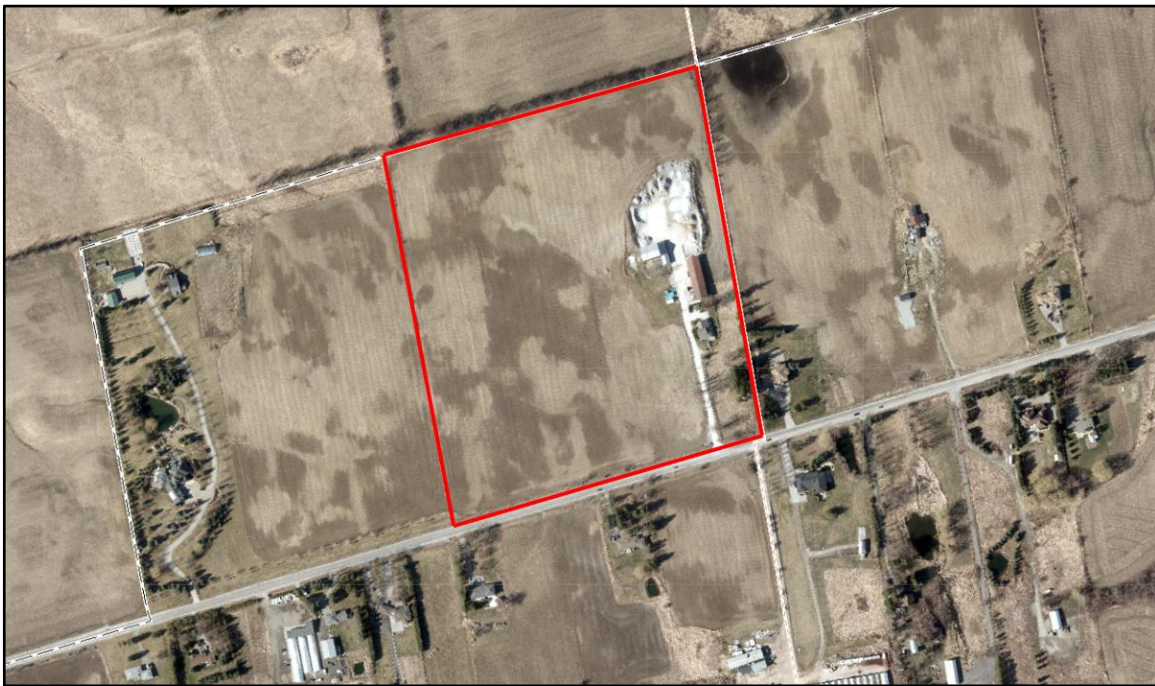


FIGURE 1: AIR PHOTO OF SUBJECT LAND (— SUBJECT LAND)

The site represents an agricultural parcel is currently occupied by one single-detached dwelling with business office; one detached garage with an attached outdoor patio; one storage building; one wooden barn; and an outdoor storage area for mineral aggregates. The majority of the site area is comprised of farm fields which are utilized for farming operations. A row of perimeter trees and hedgerows are located at the southeast corner of the site along the eastern property line. A large landscape berm/push wall, approximately 3 metres in height, is located along the eastern property limit adjacent to the aggregate stockpiling areas. Access to the Subject Land is achieved from King Vaughan Road which extends to a large, 230-metre gravel driveway, providing access to the various buildings and uses on site. A photo inventory of the existing building has been included in Appendix A of this Report.

The surrounding consists predominately of large agricultural lots, typically with associated accessory buildings and structures included single detached dwellings. The properties to the immediate south of the Subject Lands, on the south side of King Vaughan Road (i.e., 4101 King Vaughan Road and 4081 King Vaughan Road) are currently utilized for outdoor storage of various materials, storage containers, disposal bins, construction equipment, machinery, and other tools and implements. Further, the property located at 41010 King Vaughan Road contains stockpiles of soils and other raw materials of varying quantities, similar to the existing use and operations occurring on the Subject Land. It is recognized that this area of Vaughan's countryside is primarily made up of small to large scale rural agricultural/industrial home businesses and on-farm diversified uses which offer a wide range of services and have been operating for a number of years. The Subject Land shares a similar identity to the existing uses in the surrounding area.

Land uses and built form characteristics in the vicinity of the Subject Land include the following:

North: Immediately north of the Subject Land are rural and agricultural lands under the jurisdiction of the Township of King. These lands encompass large farming plots, open space and natural heritage features.

South: King Vaughan Road is located immediately south of the Subject Land. The lands on the south side of King Vaughan Road are comprised of agricultural lands with associated farming operations and accessory buildings and structures including dwelling units. The property located at 4101 King Vaughan Road is comprised of a number of structures used for the operation of a mushroom farm. The site also contains areas utilized for the outdoor storage of various materials, storage containers, disposal bins, construction equipment, machinery, and other tools and implements associated with the farming operation. Stockpiles of soils and other raw materials, of varying quantities, are located at the rear of the 4101 King Vaughan Road site.



FIGURE 2: SURROUNDING LAND USE AND CONTEXT MAP (— SUBJECT LAND)

East: Existing agricultural lands and accessory dwelling units are located east of the Subject Land. Weston Road is located approximately 1000 metres east of the site.

West: To the west of the site are a number of small farm holdings and some rural residential properties. The areas to the west also comprise of some natural heritage features and open space areas. Pine Valley Drive is located approximately 730 metres west of the Subject Land.

While the surrounding area is predominantly comprised of agricultural and farming related activities and uses, it has also evolved with a wide range of different on-farm diversified uses within the agricultural designation. Generally, these other uses are limited in size and intensity, and remain secondary to the principal use of the lot for farming.

4.0 PROPOSAL

Through the submission of Applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval, the Applicant is requesting that the existing small-scale outdoor mineral aggregate storage operation on the Subject Land be formally recognized and legally established as a permitted use.

The applications do not propose any new development or site alterations; rather, the purpose and intent of the proposal is to allow the existing uses on the property to be recognized within the context of the City of Vaughan's Official Plan, Zoning By-law 1-88 and new Comprehensive Zoning By-law 01-2021. The policies and regulations under the existing policy regime do not

currently permit the existing use of the site. The proposal does not seek to establish any new development and the Subject Land and the site will generally remain in its current state as described in Section 3.0 of this Report.

DESCRIPTION OF EXISTING OPERATION & USE

The Tenants currently operate an outdoor mineral aggregate storage related use on the Subject Land. The operation facilitates the accessibility of mineral aggregate resources through the supply chain and acts as a temporary staging, and storage area for aggregates facilitating the distribution of these materials to serve local markets. It functions as a small-scale outside temporary receiving terminal and storage area for aggregate materials used for construction and construction related activities.

The hours of operation are from 7:30am to 4:30pm on weekdays. The types of trucks travelling in and out of the site consist of end dump trailers which are approximately 12 feet high and 68 feet long as well as triaxle dump trucks and stone slinger conveyor trucks, which are approximately 12 feet high and 32 feet long. The end dump trailers only access the site in the early morning and facilitate long distance transportation. They are used to haul in the material from the quarries that produce the aggregate material (i.e., limestone). The triaxle dump trucks and stone slingers periodically access the site throughout the day to pick up the material and haul it to the various delivery sites.

The amount of truck traffic generated on-site is seasonally dependent and winter weather causes significant variations in traffic volume. Generally, in the winter months (approx. mid November to late March), end dump trailers haul in material once a week, representing one (1) truck entering and leaving the site. However, during these months, it is not uncommon that raw materials are delivered every 2-3 weeks based on quantity of material being stored and demand for mineral aggregates during the 'slow season'. On average, over the winter months, approximately 5 to 10 loads of limestone come in and out of the site. The frequency of triaxle dump trucks and stone slingers entering the site during the winter months is also infrequent and follow similar truck trip distribution patterns as the end dump trailers.

During the summer-time and early fall (April to October) the frequency of truck traffic increases due to seasonal demand. Approximately 40 – 50 loads of aggregate materials are hauled in and out during these months. Typically, end dump trailers haul in material two or three times a week, representing two or three trucks entering and leaving the site in the early morning. Daily frequency of triaxle dump trucks and stone slingers entering and leaving the site increase to about 30 - 50 trips per day throughout the day and within the hours of operation.

In terms of truck haul routes, the end dump trailers travel to and from Orillia utilizing the Highway 400 corridor. Upon arrival in Vaughan, trucks exit onto King Rd, travel southbound along Weston Road and then westbound on King Vaughan Road where they access the site. The triaxle dump trucks and slingers vehicles exit the site in an eastbound direction towards Weston Road and proceed to their end location (either north or south) using that roadway.

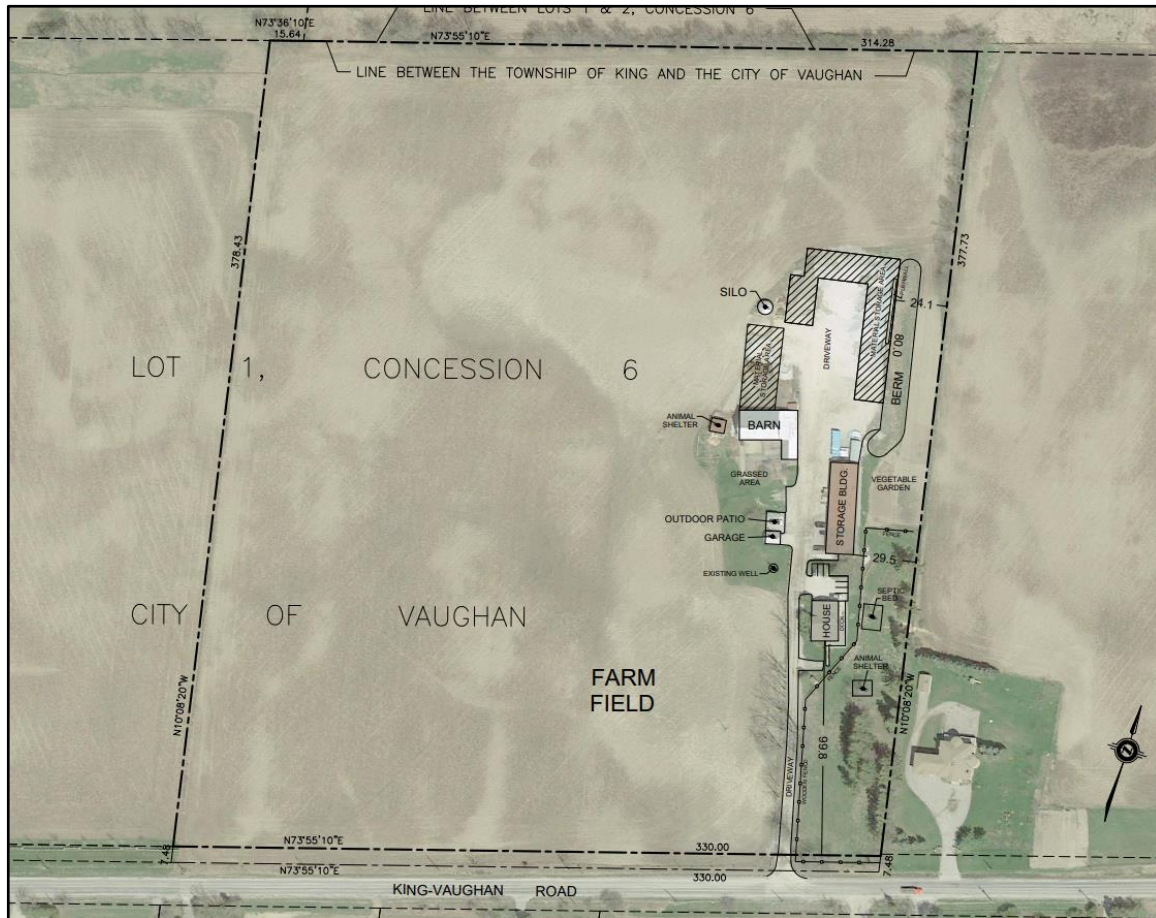


FIGURE 3: SITE PLAN (EXISTING)

The open material storage area is located interior to the site and approximately 700m away from King Vaughan Road. The area is accessed via the internal driveway and is buffered to the east by an existing 3-metre high landscape berm/push wall.



FIGURE 4: 3-METRE LANDSCAPE BERM/PUSH WALL (EXISTING)

The existing dwelling unit on site has been converted into an accessory office where drivers can access a walk-up window to complete their delivery paperwork.



FIGURE 5: OFFICE BUILDING (EXISTING)

5.0 POLICY ANALYSIS

The following sections outline the applicable planning policy regime and provide an evaluation of the proposed development in the context of the existing policy framework. In the preparation of this Report, the following policies have been considered: the Provincial Policy Statement (2019), the Growth Plan for the Greater Golden Horseshoe (2017), the York Region Official Plan (2010), the 2021 draft York Region Official Plan, the City of Vaughan Official Plan (2010), the City of Vaughan Zoning By-law 1-88 and the new City of Vaughan Comprehensive Zoning By-law 01-2021.

5.1 PROVINCIAL POLICY

5.1.1 PROVINCIAL POLICY STATEMENT (2014)

The 2020 Provincial Policy Statement (PPS) is a statement of the Province's position on land use planning matters and is issued under Section 3 of the Planning Act. The 2020 PPS came into effect May 1st, 2020 and contains policies on growth management, community design and development, housing, infrastructure, economic development, energy, resource management, natural heritage, agriculture and cultural heritage. It recognizes that rural areas of municipalities are important to the Province's economic success, and that permitted uses on rural lands include agricultural uses, locally appropriate lot creation for residential development, and resource-based recreational uses. The PPS states that *"recreational, tourism and other economic opportunities should be promoted"*

The Subject Land is located on agricultural lands outside the Urban Area. The PPS identifies Rural Areas as a system of lands that may include rural settlement areas, rural lands, agricultural areas, natural heritage features and other resource areas. Rural areas are important to the economic success of the Province, quality of life, and are recognized to offer varied opportunities across the Province. A key goal for Rural Areas, as identified by the PPS, is "promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources" (Section 1.1.4.1 f) and, "to provide opportunities for economic activities in agricultural areas, in accordance with the agricultural policies of the Plan (Section 1.1.4.1i).

In accordance with Section 1.1.5.2 of the PPS, on rural lands located in municipalities, permitted uses include:

- a) **the management or use of resources;**
- b) *resource-based recreational uses (including recreational dwellings);*
- c) *residential development, including lot creation, that is locally appropriate;*
- d) *agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;*

- e) **home occupations and home industries;**
- f) *cemeteries; and*
- g) *other rural land uses.*

The existing use on the Subject Land can be described as a home industry related to the management or use of resources. In this case, the resource is mineral aggregates which encompasses a number of raw naturally occurring materials including gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the *Aggregate Resources Act*. The use represents an on-farm diversified use which is secondary to the principal agricultural use of the property, and is limited in area.

Section 2.5.2.3 of the PPS also establishes the protection of mineral aggregate resources, and states that “*mineral aggregate resource conservation shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible*”. In accordance with the PPS a ‘mineral aggregate operation’ means:

“associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products”.

Based on the above, the nature and function of the existing use on the Subject Land closely aligns to and falls within the general definition of a mineral aggregate operation. As indicated in Section 4.0 of this Report, the operation facilitates the accessibility of mineral aggregate resources through the supply chain and acts as a temporary staging, storage area and terminal for aggregates facilitating the distribution of these materials to serve local markets. As such, it is recognized that the existing use quite literally functions as a ‘facility’ associated with the ‘transport’ of mineral aggregates and is therefore permitted to be located on rural lands within municipalities, including the City of Vaughan.

Further, Section 2.5.2.1 of the PPS states that “as much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible”. Based on the policy extract above, it is evident that the availability of mineral aggregate resources is encouraged to locate proximate to local/regional markets in order to respond to regional supply demands and reduce transportation costs which frequently form the major portion of the delivery price of aggregate originating from market sources. The existing mineral aggregate storage operation is an important component part of the supply chain for aggregate and resource type materials in southwestern Ontario. Given that limited number of operations that supply these types of products, it is important these facilities exist as close-source of supply to meet projected demands by the construction industry. The aggregates stored at the existing facility are suitable for most road building and construction projects.

The subject application seeks to maintain and legally recognize the aggregate related uses on the subject site. As described above, the existing business facilitates key components of the market supply chain as part of the temporary staging, storage and transportation of commercial mineral aggregate resources to local markets. Further, the existing operation fits within the PPS's definition of mineral aggregate operation and acts as a transport terminal between raw mineral aggregate extraction and the delivery of the aggregate products to end users, thus making the distribution of these resources more efficient and accessible.

The existing mineral aggregate storage operation is consistent with the policies of the PPS as it provides for an identified permitted use and contributes to the diversification of economic activity in the rural and agricultural areas. Additionally, given its small-scale (i.e., approximately 2% of the total landholding), location along a regional arterial road with access to higher order goods movement corridors (i.e., Highway 400), and its proximity to existing agriculture and similar open storage type uses, the existing mineral aggregate storage operation is compatible with the existing surrounding context and does not impact the planned function of the rural area. Lastly, the business assists in the protection of long-term resource supply as infrastructure and housing construction projects continue to intensify across the GTHA.

For the reasons stated above, the existing development and subject applications are consistent with the policies of the PPS.

5.1.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan") provides direction respecting the development and growth of communities within the Greater Golden Horseshoe ("GGH"). The new Growth Plan was prepared and approved under the Places to Grow Act, 2005 and took effect on May 16, 2019 replacing the 2017 Plan. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe 2019 was approved and took effect on August 28, 2020.

Although many of the policies of the Growth Plan (2019) have remained the same, the changes to the new Growth Plan (2020) are intended to address potential barriers to increasing the supply of housing, creating jobs and attracting investments. The overarching objectives of the Growth Plan (2020) continue to support the achievement of complete communities that are healthier, as well as the wise management and protection of natural heritage systems and resources.

Section 2.2.9 of the Growth Plan outlines the policies for Rural Areas. With respect to Rural Areas, it is stated that:

- 1. Municipalities are encouraged to plan for a variety of cultural and economic opportunities within rural settlements to serve the needs of rural residents and area businesses.*

3. *Subject to the policies in Section 4, development outside of settlement areas may be permitted on rural lands for:*
 - a. *the management or use of resources;*
 - b. *resource-based recreational uses; and*
 - c. *other rural land uses that are not appropriate in settlement areas provided they:*
 - i. *are compatible with the rural landscape and surrounding local land uses;*
 - ii. *will be sustained by rural service levels; and*
 - iii. *will not adversely affect the protection of agricultural uses and other resource-based uses such as mineral aggregate operations.*

The Subject Land is located with Vaughan's rural area outside the built urban boundary. It is recognized that the management or use of resources including mineral aggregate operations are permitted outside of Settlement Area subject to the policies in Section 4 of the Growth Plan.

Section 4.1 of the Growth Plan discusses "Protecting What is Valuable". In part, Section 4.1 states:

"Building compact communities and the infrastructure needed to support growth requires significant mineral aggregate resources. The Aggregate Resources Act establishes the overall process for the management of mineral aggregate operations, and this Plan works within this framework to provide guidance on where and how aggregate resource operations can occur, while balancing other planning priorities. The GGH contains significant deposits of mineral aggregate resources, which require long-term management. Ensuring mineral aggregate resources are available in proximity to demand can support the timely provision of infrastructure and reduce transportation-related greenhouse gas emissions."

Mineral aggregates are materials essential for most types of construction are necessary to build and maintain new and existing infrastructure. Over the past 20 years, Ontario has consumed over three billion tonnes of aggregate, or an average of 164 million tonnes (including recycling) per year. Given projected levels of economic and population growth, future consumption projections average about 186 million tonnes (including recycling) per year over the next 20 years, or 13 per cent higher than in the past 20 years. The Greater Toronto Area (GTA) uses about one-third of the aggregate consumed in Ontario each year. Issues related to transportation of these resources continue to be increasingly important. Long distance transportation of mineral aggregates increases the price of the delivered products substantially. Smaller quantities and/or using closer sources has proven to be more viable, environmentally sustainable and efficient. The limestone aggregate materials stored at the existing facility are suitable for use in a variety of building and construction settings. Further, the existing development acts as an intermediary facility (i.e., a small-scale temporary staging and storage terminal) in the supply and distribution chain and

facilitates the accessibility of high-quality aggregates to local and regional market. Due to the site location proximate to a network of connected major regional roads, as well as inter-regional transportation infrastructure, the existing development can be considered an important regional and local source of aggregate materials and a close source for the GTHA required to continue to support significant capital investment and construction for new infrastructure.

Additionally, the existing aggregate use on the Subject Land serves the needs of the businesses in both the immediate area as well as the needs of the broader economy across the GTHA. The continued use of the site for aggregate resource storage represents the responsible management of resources and protects existing mineral aggregate operations in the long-term in accordance with Section 4.1 of the Growth Plan.

Lastly, the proposed use will not result in compatibility issues with surrounding development and/or land uses. The purpose of the application is not to establish a new outside storage use, but rather, to recognize pre-existing use which has operated on the Subject Land, without significant negative impact, for an extended period of time. It should be noted that the scale, function, and activity of the use has not changed on the Subject Land since at least 2009. The proposed operation is consistent with the nature of historical and current activities and continues to be within the scope of the original purpose. The length of time that the use has operated on site, without issue, indicates that the activities outlined in the land use permissions sought, was and continues to be a compatible use for the Subject Land and in a broader extent, the surrounding rural and agricultural area. The use has integrated within the rural landscape and there are no anticipated impacts related to noise, vibration, fumes, smoke, dust, odours, lighting and traffic generating capacity resulting from the outdoor aggregate storage use.

For these reasons, it is our professional opinion that the development and subject applications is consistent with the Growth Plan.

5.2 REGIONAL POLICY

5.2.1 REGION OF YORK OFFICIAL PLAN (2010)

The Region of York Official Plan (2010) (the "ROP") provides a broad policy framework, addressing Provincially provided direction on development, and speaking to a multitude of matters. The main objectives of the ROP include the development of healthy communities, maintaining economic vitality in the Region, and the protection of the natural environment.

The Subject Land is designated as "Whitebelt" and "Conceptual Planned Corridors" per Map 1 – Regional Structure of the ROP. The "Whitebelt" is a term used to describe the lands between the outer edge of the approved urban settlement areas and the Greenbelt Plan area. Although, the 'Whitebelt' is similar in appearance and land use to the Protected Countryside designation of the

Greenbelt Plan, these areas do not have the same level of protection from urban development standpoint. The City of Vaughan contains approximately 1,800 hectares of 'Whitebelt' lands. At present, these lands have not been designated for urban growth. Under the provincial Growth Plan, the "Whitebelt" is eligible to accommodate for future growth, if it is found to be necessary. It is anticipated that as the Region and City continue to grow over time, and additional land needs beyond the those within the existing settlement area boundary are identified, new growth and development would fill in existing 'Whitebelt' gaps in the urban fabric before extending outwards

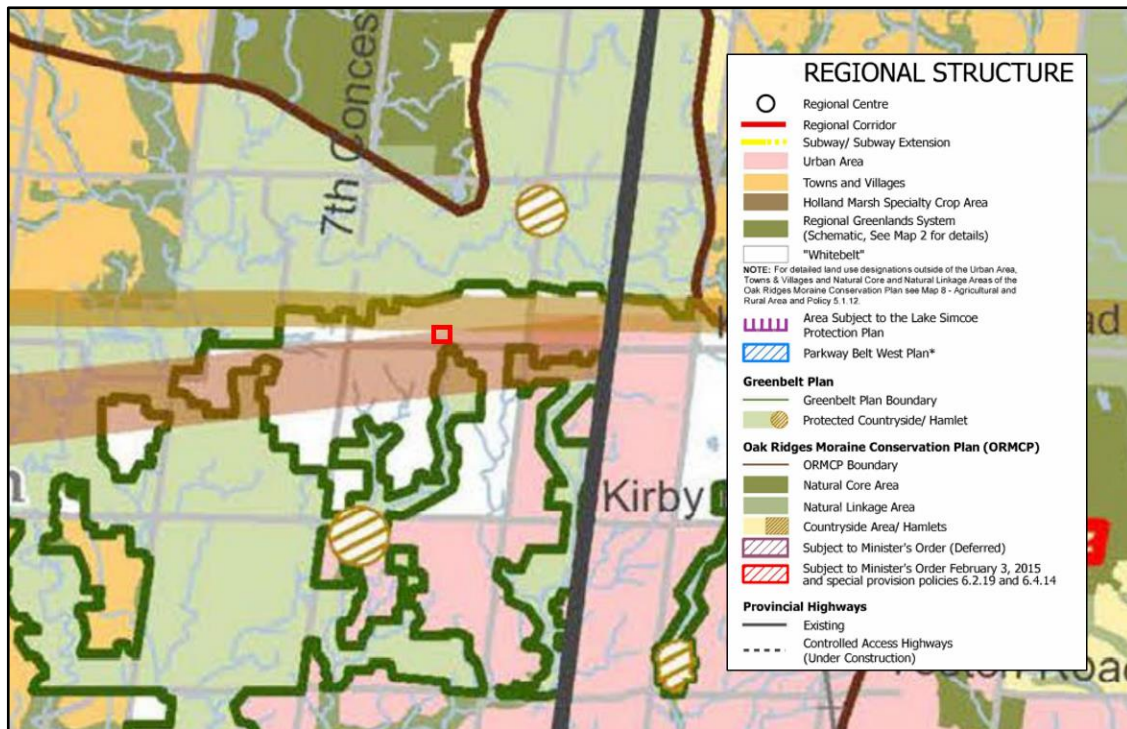


FIGURE 6 – MAP 1 – REGIONAL STRUCTURE, ROP 2010 (— SUBJECT LAND)

Additionally, the site also identified as being located in an "Agricultural Area" per Map 8 – Agricultural and Rural Area.

Section 6 of the ROP outlines the policies applicable to Agricultural and Rural Areas. These policies are intended to maintain the existing agricultural and rural areas and their associated uses, functions and economic activities. Specifically, it is the Region's policy:

6.4.3 That existing and new agricultural uses, agriculture-related uses, normal farm practices, forestry, conservation, land extensive recreational uses, and resource-based commercial and industrial uses are permitted in the Rural Area, consistent with the policies of the Provincial Plans and local municipal official plans and zoning by-laws

The existing uses on the Subject Land is consistent with the Region's policies related to permitted uses in agricultural and rural areas as they provide for "resource based" commercial activities. While the term "resourced based commercial operation is not defined on the ROP, a plain dictionary definition would indicate an operation or use that has functional or economic connections to resource based industries. It is implied that 'resources' means naturally occurring raw materials or assets that can be used for economic production or consumption. Based on the above definition, the existing operation can be characterized as a "resource-based" use in that it directly supports the production of mineral aggregates resources and facilitates the movement of these resources for commercial purposes.

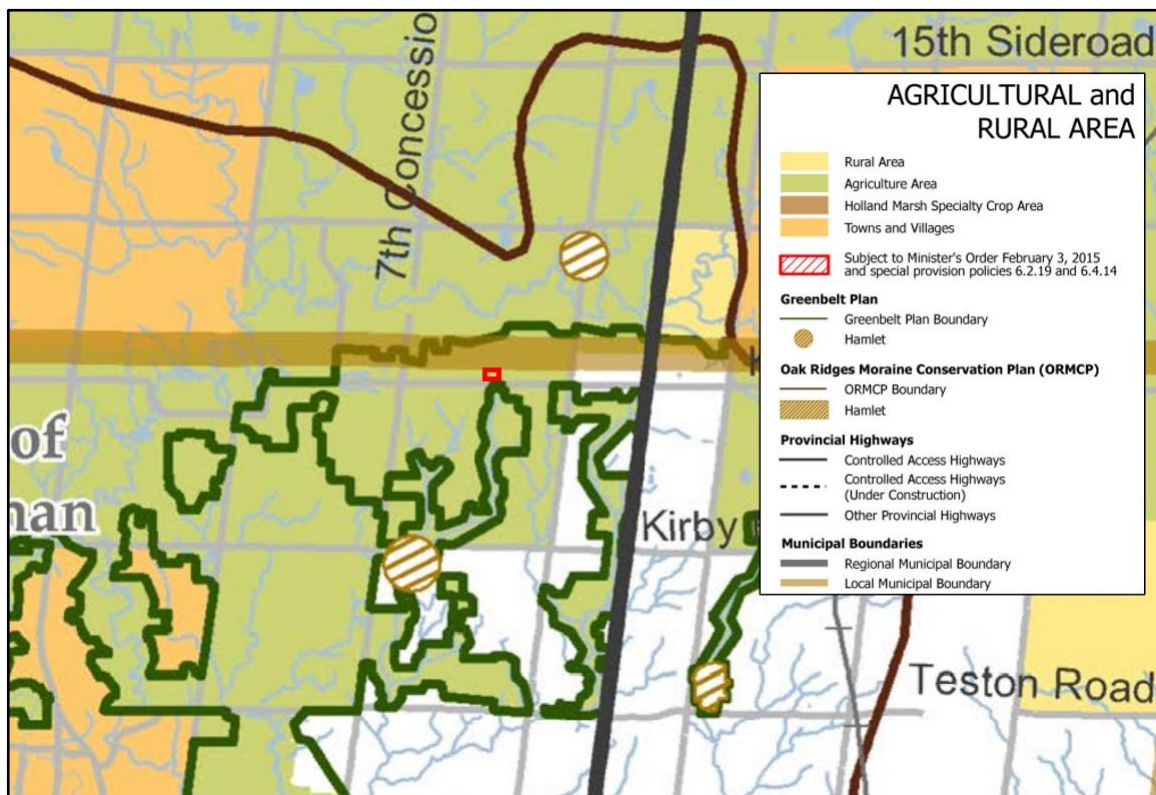


FIGURE 7 – MAP 8 – AGRICULTURAL & RURAL AREA, ROP 2010 (— SUBJECT LAND)

Section 6.5 of the ROP underscores the economic importance of the availability of aggregates close to market and that the management these resources be undertaken in a responsible and environmentally sensitive manner. Specifically, Policy 6.5.8, states that:

6.5.8 To ensure that all extraction and processing activities are conducted in a manner that minimizes negative environmental and social impacts, in accordance with all government legislation, standards and policies.

While the first stage of aggregate processing involves quarrying where a large deposit of desirable aggregate is identified and extracted from the ground additional processes related to the activity of mineral extraction commonly consists of transporting the materials to a site, stockpiling and loading. Further, based on the small-scale nature of existing operation, negative environmental and social impacts associated with the continued use have been successfully mitigated through the implementation of setbacks, screening and natural landscape buffers. The development has established measures which minimizes impacts on surrounding land uses and is compatible with the wide range of agricultural and agricultural related uses already existing and permitted in the agricultural and rural area. The proposal is therefore consistent Section 6.5.8 of the ROP.

Further, Section 6.5.13 of the ROP states that:

“That mineral aggregate extraction may occur in the Agricultural Area on an interim basis provided rehabilitation of the site will be carried out so that substantially the same areas and same average soils quality for agriculture is restored. In the following cases, complete agricultural rehabilitation is not required:”

In accordance with Section 6.5.13 of the ROP, Agricultural Areas are identified as appropriate locations for “aggregate extraction” activities. Although the existing use does not facilitate the physical extraction of aggregate resources, it should be noted that the development is recognized as a incidental and related use that supports normal aggregate extraction operations. The existing use plays a necessary and vital role in the supply chain for aggregate producers to their delivery to market. The use of the Subject Land for a small-scale mineral aggregate storage operation is consistent with the general intent of the York Region Official Plan as it recognizes that while a conceptual distinction exists between aggregate extraction and aggregate storage, any such distinction lacks substantive practical effect in considering that the scale and function of the existing operations is considered to be less intensive and is more less acute from the standpoint of potential adverse impacts than a extraction operation.

The existing mineral aggregate storage operation conforms to the York Region Official Plan as it is recognized as being consistent with the range of permitted uses in Agricultural and Rural Areas. Additionally, the Region’s Official Plan recognizes that aggregate resources have economic benefits such as reducing transportation costs of supplying materials for urban developments, as well as an understanding that the use of aggregate is the main source of building materials which supports future planned housing and infrastructure growth. Lastly, the small-scale of the operation and location of the outdoor storage area ensures that any potential adverse impacts on existing surrounding uses are minimized including visual and noise impacts.

In this regard, it is our opinion that the proposal is in conformity to the applicable policies of the Region of York Official Plan.

5.2.2 DRAFT REGION OF YORK OFFICIAL PLAN (2010)

The draft York Region Official Plan (DYROP) released for review and comment in November 2021 promotes forward thinking, action-oriented policies to continue to deliver on the Region's commitment to protect the environment, guide growth and build strong, caring and safe communities.

A key update to the DYROP, from its predecessor Plan, is the accommodation of additional projected growth to the year 2051 established through the Growth Plan (2020) and the distribution of the forecasted growth across the nine local municipalities in York Region. The Provincial Growth Plan assigns York Region the highest share of growth of any Greater Toronto and Hamilton Area (GTHA) single or upper-tier municipality: 22% of the projected population growth and 25% of the projected employment growth to 2051. This represents a population of 2.02 million and 990,000 jobs to 2051 in York Region, which adds 800,000 people and 345,000 jobs over the next 30 years. Vaughan is forecast to grow to a population of 568,700 with 352,000 jobs. This accounts for almost one third (29%) of the Region's growth to 2051. Vaughan is expected to add in the next 30 years to 2051 (250,000 people & 112,000 jobs) This represents a 74% increase in population and a 47% increase in jobs by 2051.

In order to accommodate this forecast growth all of Vaughan's remaining "Whitebelt" lands (approximately 1,210 hectares) have been brought into the Urban Area as part of the Region's MCR and Official Plan update and is reflected in new DYROP mapping.

Map 1 – Regional Structure of the DYROP, designates the Subject Land as "Urban Area". Within the Region's urban structure, the *Urban Area* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. *Urban Areas* are designated as the primary growth areas in the Region and the focus for the majority of new residential and employment growth as well as for the provision of a wide range of goods and services for residents.

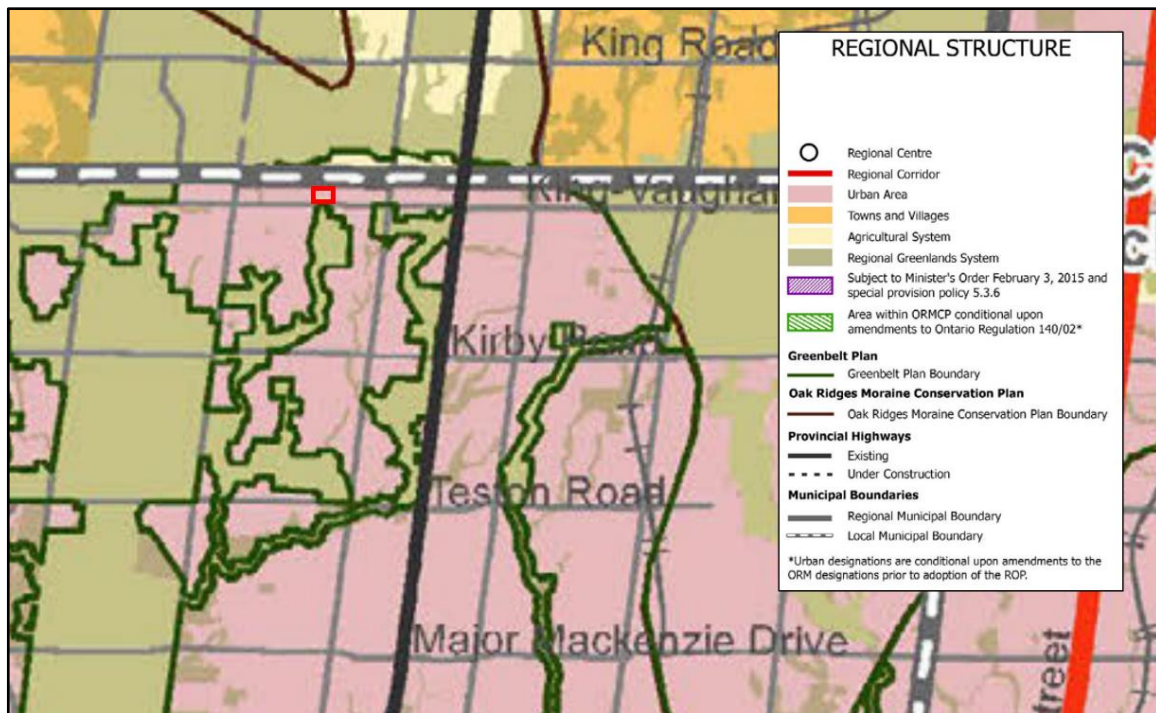


FIGURE 8 –MAP 1 – REGIONAL STRUCUTRE, DYROP 2021 (— SUBJECT LAND)

The Subject Land is further identified as 'New Community Area' and Designated Greenfield Area'. In accordance with Section 4.2.1.4 of the DRYOP, new community area shall contain community core areas, planned as vibrant, mixed use, walkable neighbourhoods that include:

- mixed-use, integrated commercial and high density residential;*
- adaptable human and community service amenities as local community anchors;*
- diverse local retail, grocery and personal services;*
- connections to active transportation networks and transit for all ages an abilities, to amenities within, and beyond the core areas(s);*
- public spaces and greenspace;*
- employment opportunities;*
- incorporate elements that promote a sense of place within the community.*

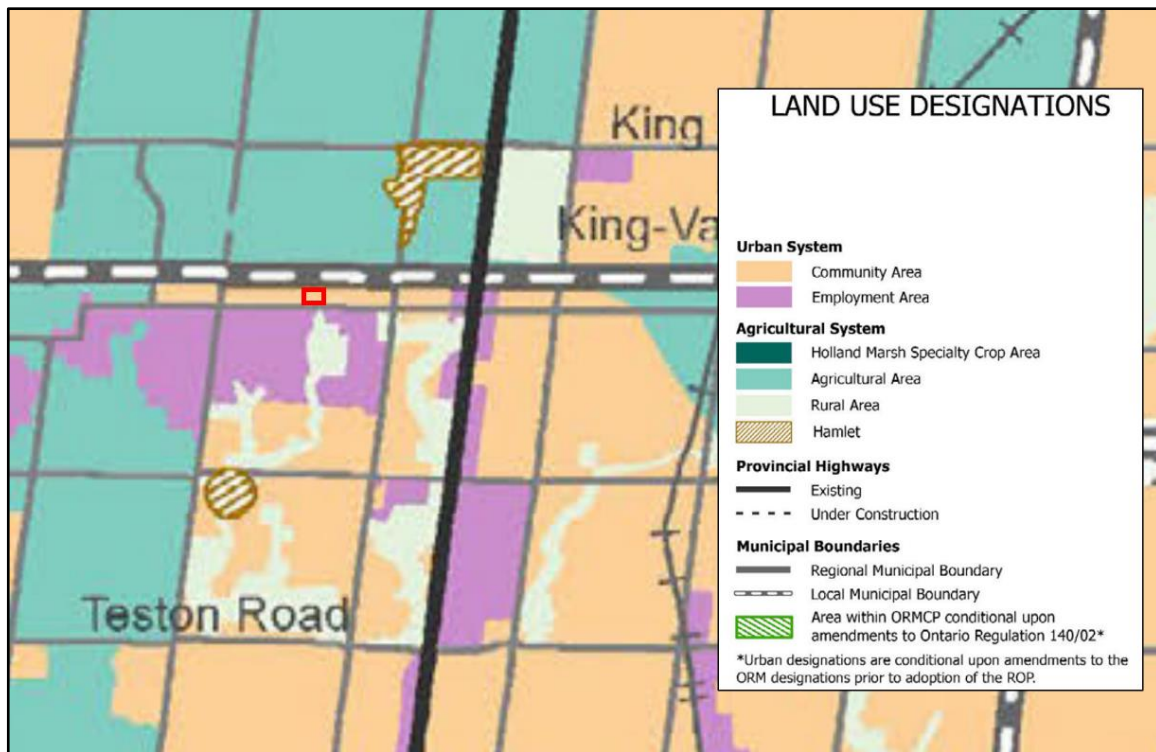


FIGURE 9 –MAP 1A – LAND USE DESIGNATIONS, DYROP 2021 (— SUBJECT LAND)

New community areas are expected to meet or exceed a minimum density of 65 residents and jobs per hectare and 18 residential units per hectare in the developable area. The Designated Greenfield Area designations applicable to the site denotes that Subject Land was located outside of the built-up area as of June 2006 as defined by the Province's Built Boundary in the Growth Plan and where minimum density targets may apply.

Based on the Regions new planning and development framework, there has been a fundamental shift in policy direction respecting the future planned use of the Subject Land. The site is no longer planned to accommodate or support agriculture or agricultural-related uses, rather, it is intended to support new urban development over the long term. It is also recognized that the lands located on the south side of King Vaughan Road, immediately adjacent to the Subject Land, have been planned to accommodate a large contiguous Employment Area where clusters of industrial, business, transportation, warehousing and related economic activities are to be directed. Recognizing that the Subject Land and surrounding area will eventually accommodate future community and employment growth with new patterns of urbanized development, any perceived impact to the existing agricultural and rural system resulting from the existing use is seen to be negligible. Further, based on the demonstrated need for new housing to support growth, together with the high value of land, it is expected that existing uses will be phased out of existence through the future build-out and natural evolution of the area.

While the Region's new draft Official Plan is not yet approved, and the ROP 2010 remains in force, the policies and mapping of the new draft Official Plan reflect the most current planning initiatives and the desired intent of the Region for development in previously identified Whitebelt Areas, including the Subject Land.

5.3 LOCAL POLICY

5.3.1 CITY OF VAUGHAN OFFICIAL PLAN

The City of Vaughan Official Plan ("VOP 2010") was adopted by City Council in September 2010, approved with modifications by the Region of York in July, 2012 and subsequently appealed to the Ontario Municipal Board (the "OMB"). Many of the appeals have been resolved or scoped and as such, portions of VOP 2010, including those which are subject to the proposed development are in effect.

Schedule 1 – Urban Structure of VOP 2010, the Subject Land is designated as "Natural Areas and Countryside". *Natural Areas* are key features that contribute to the overall environmental health of the City and wider region: they form part of the larger Regional Greenlands system that ultimately extends south through Toronto to Lake Ontario. The *Countryside* is made up of predominantly agricultural lands and complements the Natural Areas by providing additional environmental benefits such as wildlife habitat and infiltration and contributes to a diverse economy. Section 2.2.2.2 of the VOP states that it is the policy of Council:

"To maintain a significant and productive Countryside within the Municipal Boundary of the City of Vaughan, and to recognize the important role of the Countryside lands for agricultural uses, food production, rural uses, and in providing open spaces connections between Natural Areas."

Based on the above, Countryside Areas are identified rural areas which are intended to serve a diverse range of functions and land uses including agriculture, conservation uses, non-intensive recreation, open space and shall also provide for accessory commercial facilities which support local residents and the surrounding agricultural, harvesting, resource extraction and rural recreational economy. As such, the existing mineral aggregate storage operation is a permitted use as it supports and advances the objectives of the Countryside Area in promoting and protecting agricultural and other rural land uses.

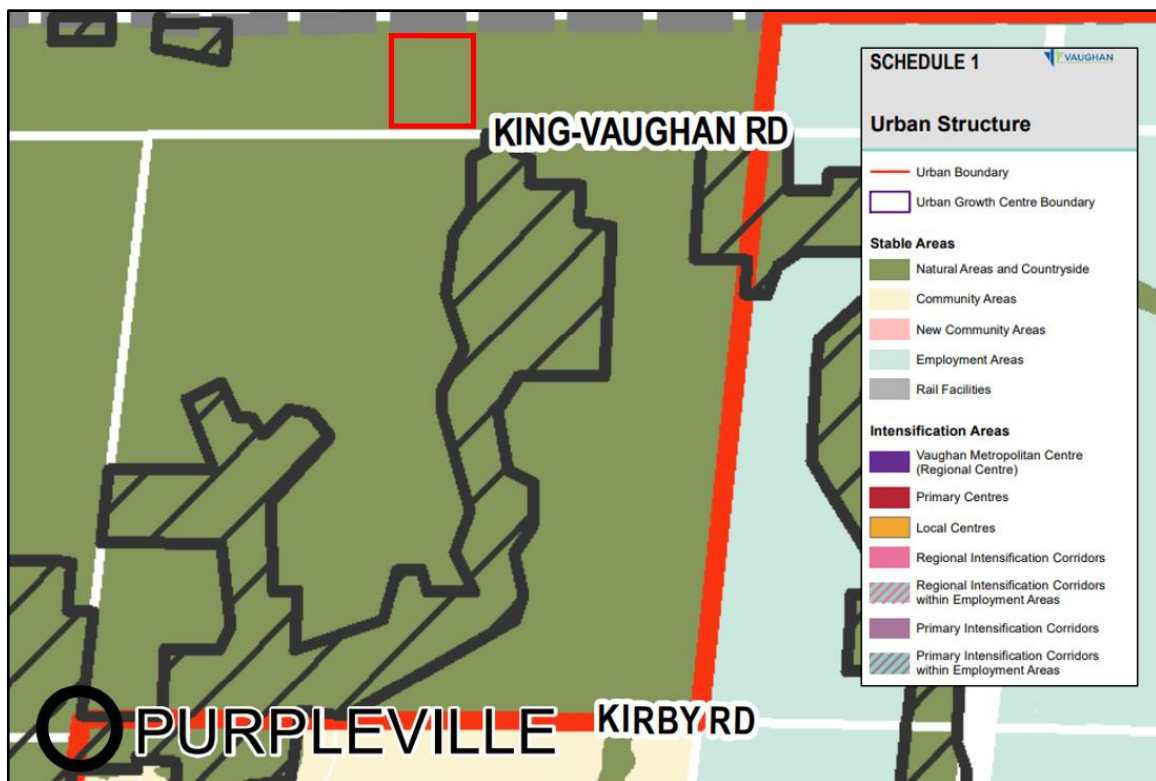


FIGURE 10 – SCHEDULE 1 – URBAN STRUCTURE, VOP2010 (— SUBJECT LAND)

In addition, Section 2.2.1.1.a of the VOP states that:

“Natural Areas and Countryside shall be protected for environmental, agricultural or rural purposes, and shall restrict the encroachment of urban uses into these areas.”

Through the Growth Plan, it is recognized that future population and employment growth will be mostly accommodated through redevelopment and intensification of existing settlement areas; however, additional lands will also be required through boundary expansion into Countryside Areas in the northern end of the City, like the Subject Land. Most recently, as part of York Regions MCR, a Land Needs Assessment was completed which determined a need for 3,400 hectares of urban expansion, or 80% of the remaining Whitebelt in the Region are needed to accommodate growth to 2051. Of the total share of Whitebelt lands required, approximately 1,210 hectares are located in Vaughan in the remaining rural and agricultural areas that are not protected by the Greenbelt and Oak Ridges Moraine legislation. In October 2021, Regional Council in consultation with Local Municipalities resolved to include all of Vaughan’s Whitebelt lands into the 2051 urban boundary which is represented in the new draft York Region Official Plan. It is recognized that the existing use assists in the protection and preservation of Countryside for rural purposes, however, in the long-term, these lands exhibit less priority from a rural and agricultural perspective and

have been identified as being required to accommodate future employment and population forecasts.

Section 5 of the VOP outlines the importance of local economies and a diversity of employment opportunities to support the long-term economic health of the City in the long term. Specifically, Section 5.2.8 states that:

“The remaining Countryside and its agricultural and agriculture-related uses will be preserved as important and valued components of Vaughan’s economy. Opportunities to promote and support urban agriculture will augment Countryside agriculture, generating local economic benefits.”

Pursuant to Section 5.2.8 of the VOP, the continued use of the Subject Land as a mineral aggregate storage operation will contribute to the overall economic productivity of Vaughan’s Countryside and facilitate economic diversity in the City. While rural economies remain largely associated with primary agricultural production, there is more to rural economies than just farming. Rural areas are characterized by a great diversity of economic activities, including processing and marketing of agricultural products, tourism, resource extraction operations and related services. The existing use seeks to expand business within the Countryside Area, in a manner that continues to respect the purpose and function of the Countryside, and will create a more diverse economic environment in the rural areas of Vaughan.

In accordance with Schedule 13 – Land Use of the VOP, the Subject Land is designated “Agricultural”. Agricultural areas consist predominantly of high quality agricultural lands as determined by the York Region LEAR evaluation, and shall be protected for agricultural uses. Non-agriculture uses, including but not limited to open storage, transportation and industrial uses, are prohibited from locating on lands designated as Agricultural. Temporary permissions for non-agricultural purposes shall not be permitted.

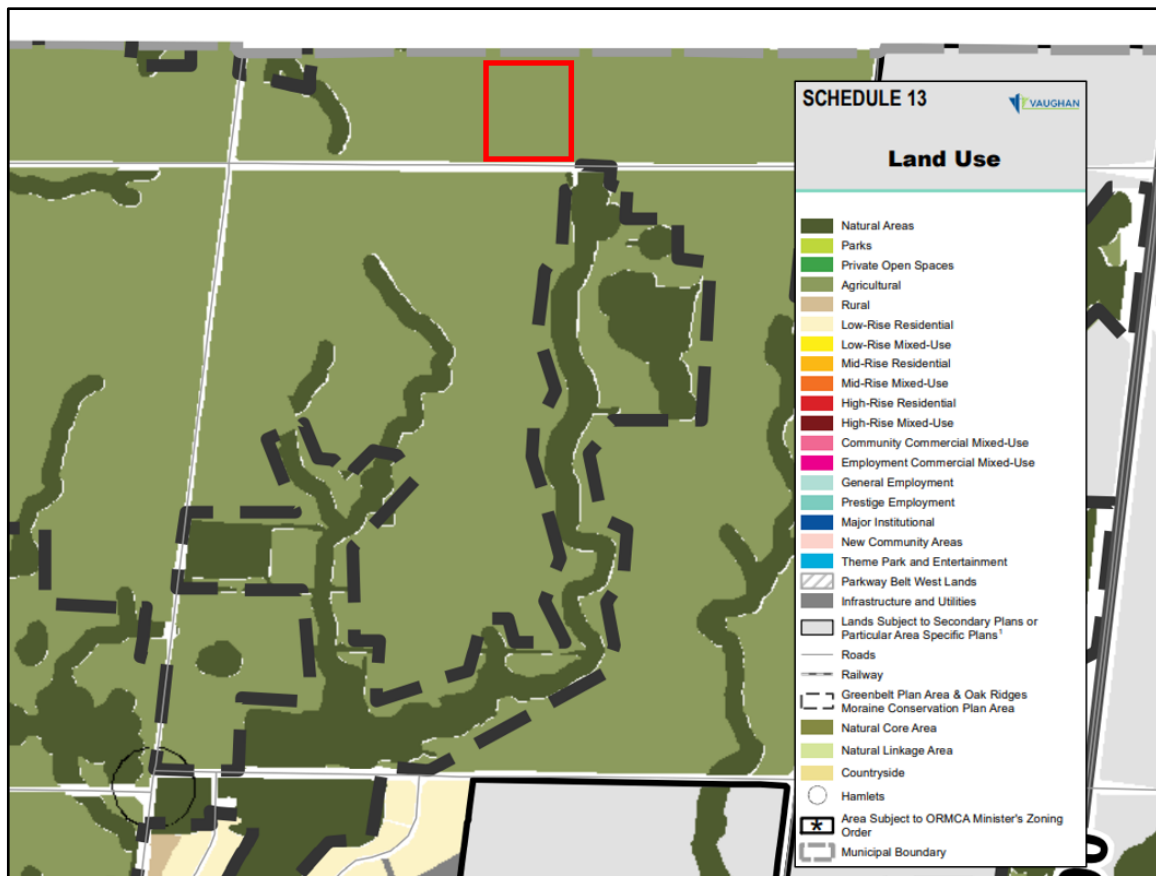


FIGURE 11 – SCHEDULE 13 – LAND USE, VOP2010 (— SUBJECT LAND)

Section 9.2.2.24 b of the VOP lists the uses identified as being permitted in the Agricultural designation. They include:

- i. *farming activities associated with: the growing of crops, including nursery and horticultural crops; raising of livestock; raising of animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and, associated on-farm buildings and structures, including accommodation for full-time labour when the size of the operation requires additional employment;*
- ii. *farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation, as permitted through policy 9.2.2.24.b.i, and are in close proximity to the farm operation; and*
- iii. *uses secondary to the principal use of the property, as permitted through policy 9.2.2.24.b.i, including but not limited to, home*

occupations, home industries, and uses that produce value-added agricultural products from the farm operation on the property.

The existing of the Subject Land does is not consistent with the permitted land use policies for Agricultural designated areas. As such, an Official Plan Amendment is required in order to legally establish site-specific land use permission for a mineral aggregate storage operation on the site.

Notwithstanding the above, policy (d) under Section 9.2.2.24 outlines the considerations for mineral aggregate resources:

- d. Mineral aggregate resources, including those known active sites shown on Schedule 5, are to be protected, however, the development and rehabilitation of extractive resource areas shall be controlled so that land use conflicts and environmental degradation are avoided and the aesthetic quality of the City is maintained. Accordingly:*
- i. extraction of minerals and petroleum resources is permitted in Agricultural areas, provided that the site is rehabilitated;*
 - ii. extractive operations shall be permitted from existing licensed pits, and adjacent land uses shall be controlled to ensure compatibility;*
 - iii. new extractive operations, other than wayside pits and quarries, shall require an amendment to the Official Plan;*
 - iv. in areas adjacent to or in known deposits of mineral aggregates, development which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if;*
 - A. the proposed land use would not significantly preclude future extraction of mineral aggregate resources,*
 - B. the proposed land use would serve the long-term interest of the public better than would aggregate extraction,*
 - C. aggregate extraction would not be economically, socially or environmentally feasible;*
 - v. wayside pits and quarries as well as portable asphalt plants are temporary facilities used only on public authority contracts for specific public street construction projects. These uses shall be permitted throughout the Plan without requiring an amendment to the Plan or zoning by-law, except on the Oak Ridges Moraine identified on Schedule 4, and in areas of existing development, or in the Natural Heritage Network as shown on Schedule 2, where these uses are prohibited;*

- vi. *within the Greenbelt Plan Area and the Oak Ridges Moraine Conservation Plan Area, shown on Schedule 4, existing and new mineral aggregate operations shall comply with the provisions of the applicable Provincial Plans; and*
- vii. *abandoned wayside pits and quarries shall be rehabilitated and the progressive rehabilitation of operating wayside pits and quarries shall occur in a manner that is in conformity with the other policies of this Plan.*
- viii. *mineral aggregate extraction may occur on lands designated as Agricultural on an interim basis provided rehabilitation of the site will be carried out so that substantially the same areas and same average soils quality for agriculture is restored. In the following cases, complete agricultural rehabilitation is not required:*
 - A. *where there is a substantial quantity of aggregate below the water table such that the depth of the extraction makes restoration to pre-extraction levels unfeasible; or*
 - B. *where other alternatives have been considered by the applicant and found unfeasible in accordance with the Provincial Policy Statement.*

Based on the above, it is recognized that the establishment of new aggregate operations (*other than wayside pits and quarries*) can be considered in Agricultural areas subject to a number of evaluation criteria and through an amendment to the Official Plan. On the basis, it is our opinion that opportunities exist to expand the existing planning vision for Agricultural areas, specifically on the Subject Land, resulting from the evolution of operations and activities directly supportive of purpose and function of agricultural areas, however, fall out of the policy considerations of the Plan. While it acknowledged that the main concentration of industrial and commercial activities should continue to be focused in urban employment areas, additional small-scale, less-intensive land uses, such as the existing aggregate operation, could be accommodated in strategic locations including underserving rural or agricultural lands on the immediate periphery of the urban boundary as a temporary use.

From this perspective, agricultural and rural areas can serve as a potentially viable land base for smaller non-typical agricultural users that share similar qualities. Furthermore, these types of uses, like the proposed, can function with little to no impacts to surrounding agricultural operations. This is most evident by the fact that the western and northern portion of the Subject Land, abutting the aggregate storage area, continues to be farmed with no impact to normal farm practices, including seeding, sowing, fertilizing, irrigation and harvesting or as a result of the existing use. In fact, by its very nature, the existing use is complimentary to and compatible with

the general profile of the agri-food sector and related activities and share many common characteristics.

As indicated above, the Subject Land and surrounding Whitebelt area have been identified as lands needed to accommodate future planned employment and population growth. It is expected that through the approval of the draft York Region Official Plan and subsequent updates and amendments to the VOP, to bring the Official Plan into conformity with the Regional Plan, the site and surrounding context will be redesignated to New Community Areas and Employment Area. In broad terms, the existing small-scale aggregate storage use, which does not figure prominently within typical employment areas, is better suited for agricultural or rural lands that have fallen into disuse and which form significant pockets of land currently outside the city's urban boundary and not yet covered by new land use regulations.

The existing operation is a complementary use related to mineral aggregate resource extraction, a use which is permitted and protected for under the VOP, ROP as well as the PPS and Growth Plan. The specific type of use facilitates the accessibility of mineral aggregate resources through the supply chain and acts as a temporary staging, storage area and terminal for aggregates facilitating the distribution of these materials to local markets. In near-urban agricultural contexts like the City of Vaughan, allowing a mix of on-farm uses makes a great deal of sense because of proximity to markets and better infrastructural capacity. Agricultural areas located on the urban-rural fringe form key connections between major centres and form some of the main arteries of the Region's urban structure proximate to larger markets.

Although this specific type of aggregate operation is not explicitly identified as being permitted in the Agricultural designation, by its very nature, this type of operation is complimentary and compatible with mineral extraction activities which are permitted in agricultural areas. It is our opinion, that existing mineral aggregate storage operation is best suited in this located as it is sufficiently separated from settlements and residential areas, in order to avoid land use conflicts and impacts and/or undermine the planned function of those areas. The enclosed Site Plan demonstrates that an appropriately sized farm can still function properly on the site in a manner which helps to achieve the City of Vaughan's Countryside and Agricultural objectives. A further indicator of the appropriateness of the project is the extent to which it can be supported by background technical studies. The technical studies, completed in support of the proposal confirm the ability of the site to accommodate this use and mitigate any perceived associated impacts.

Given that the existing operation is similar in purpose and function to the types of permitted uses in the Agricultural designation, it is our opinion that the development maintains the spirit and general intent of Section 9.2.2.24 (d) as well as the relevant policies of the Official Plan.

6.0 ZONING

6.1.1 CITY OF VAUGHAN ZONING BY-LAW 1-88

The Subject Land is zoned “A” – Agricultural Zone under City of Vaughan Zoning By-law 1-88, as amended. Uses permitted in the “A” Zone include: *Agricultural Uses as defined in Section 2; Veterinary Clinic; Single Family Detached Dwelling; Church; Community Centre; Day Nursery; Public Library; Public or Private Hospital; School; Bowling Green; Curling Rink; Private or Municipal Swimming or Wading Pool; Retail Nursery Use; Seasonal fruit, vegetable, flower or farm product sales outlet; Wayside Pit; and Wayside Quarry.*

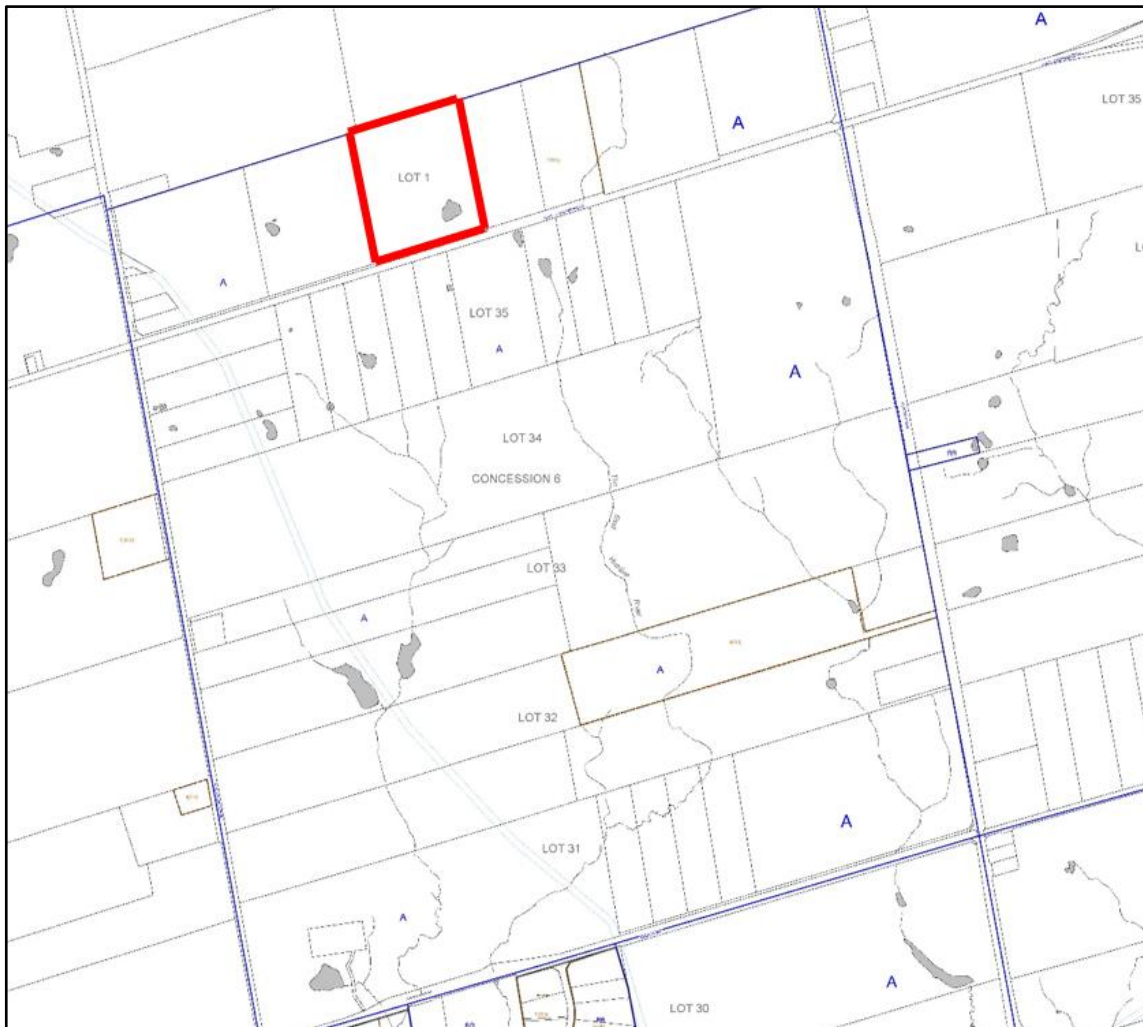


FIGURE 12 – ZONING MAP, BY-LAW 1-88 (— SUBJECT LAND)

Open storage uses are not identified as permitted for lands in the Agricultural (A) zone. As such, Zoning By-law Amendment application has been submitted. The proposed amendment seeks to

amend the existing zoning to add a site-specific zoning provision to permit open storage uses on the Subject Land.

Recognizing that the existing/proposed use is not a defined term in the By-law, the proposed application would introduce a definition to control the precise nature and scope of use as well as implement a site-specific exception limiting the use to a defined location/area on the site.

The existing and proposed use has been defined as follows:

“Mineral Aggregate Material Open Storage – means the leaving and placing of sand, gravel, limestone and other aggregate on a lot and not covered by a structure. The aggregate material open storage use shall be permitted on the subject site only in the area identified on the attached reference plan.”

The proposed Zoning Amendment would have the purpose and intent of introducing land use permission for ‘Mineral Aggregate Material Open Storage’ as defined above.

6.1.2 CITY OF VAUGHAN COMPREHENSIVE ZONING BY-LAW 01-2021

On October 20, 2021, the Council of the City of Vaughan enacted a new City-wide Comprehensive Zoning By-law (the ‘CZBL’) for the City of Vaughan. The new Zoning By-law will implement the Official Plan and accurately reflect the intent of policy direction under one consolidated, streamlined Zoning By-law. The CZBL will delete and replace Zoning By-law 1-88 while carrying forward previously approved site-specific exceptions.

The Subject Land is zoned “A” – Agricultural Zone in accordance with Schedule A – Map 282 of the CZBL. In accordance with Section 12.2.1 of the CBZL (Table 12-2), permitted uses in the Agriculture Zone include: *Agriculture; Animal boarding; Community Garden; Conservation use; Passive recreation use; Single detached dwelling; Stormwater management facility; Accessory agriculture dwelling; Agri-tourism; Bed and breakfast; Home industry; Home occupation; Intermodal container; Seasonal farm stand; Secondary suite; and, Short-term rental.*

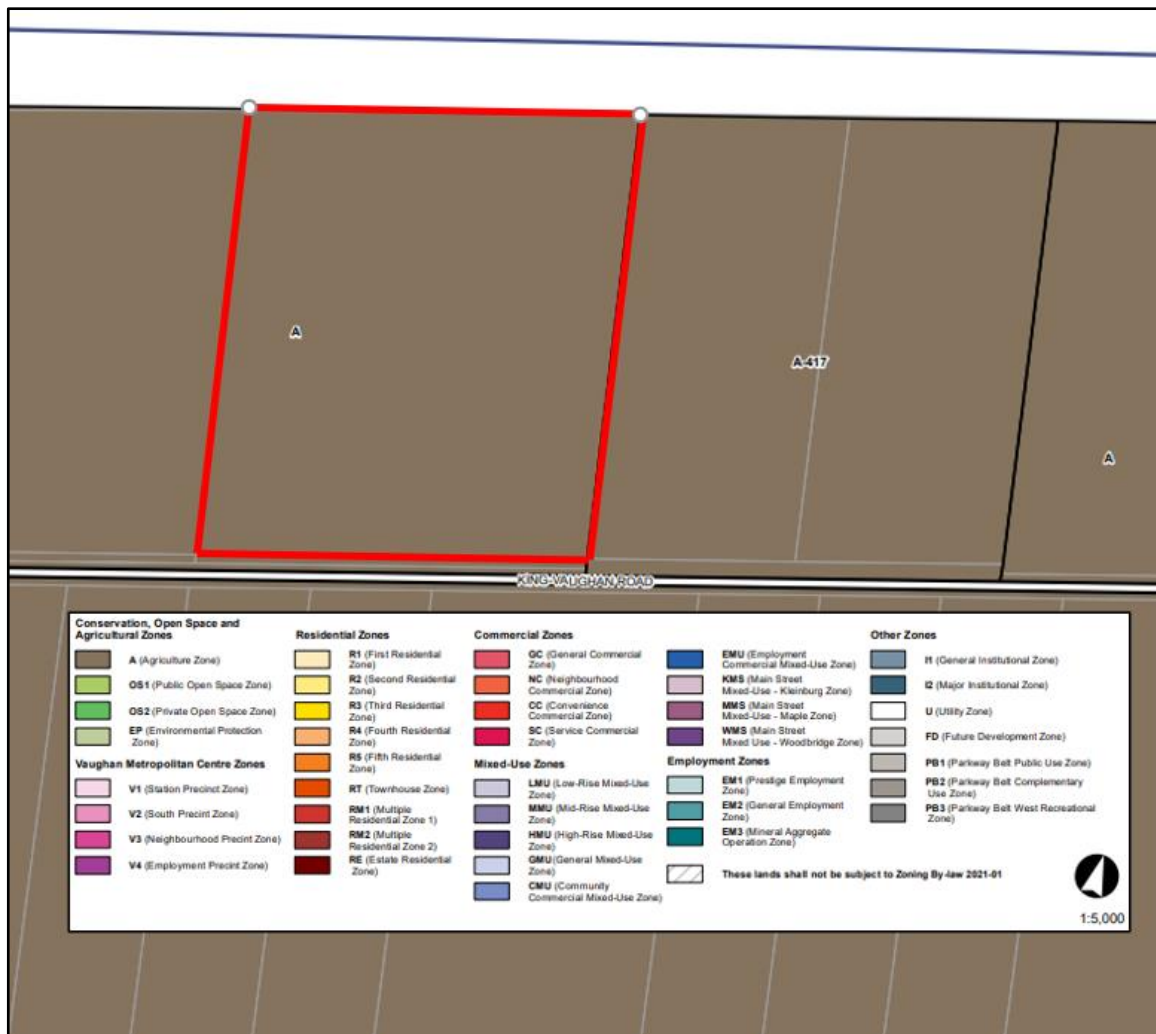


FIGURE 13 – ZONING MAP, COMPREHENSIVE ZONING BY-LAW 01-2021 (— SUBJECT LAND)

Similar to previous By-law 1-88, Outside storage is prohibited in the Agriculture Zone. As such, an amendment to the new CZBL has been prepared and submitted in order to recognize the existing mineral aggregate storage operation on the Subject Land and to identify/regulate its use limits.

It should be noted that Section 34(10.0.0.1) of the *Planning Act* prohibits applications to amend Zoning By-laws for before the second anniversary of the day on which Council repeals and replaces them. However, the 2-year moratorium on amendments to the CZBL does not apply in this case as the CZBL was not passed within three years of the VOP 2010 coming into effect.

7.0 SUPPORTING STUDIES

A number of technical reports have been completed in support of the Official Plan Amendment, Zoning By-law Amendment and Site Development Approval applications. The main conclusions and recommendations of these studies are enclosed under separate cover with this application.

- Grading Plan;
- Arborist Certification Letter; and,
- Noise Brief;

8.0 CONCLUSION

Applications for an Official Plan Amendment, Zoning By-law Amendment, Site Plan Approval have been submitted to the City of Vaughan to legally establish and recognize the existing aggregate operation of the Subject Land.

The purpose of the application is not to establish a new outside storage use, but rather, to recognize a pre-existing use which has operated on the Subject Land since at least 2009. The existing operation on the Subject Land is not permitted within the existing *Agricultural* zoning and components of the development do not conform to the current Official Plan policy for *Agricultural* uses; however, in our opinion the continued operation of the use is recognized within the context of the PPS, the Growth Plan and the York Region Official Plan. Further, the existing development conforms to the Vaughan Official Plan as it appropriately demonstrates conformity with the overall intent, goals and policies of the Official Plan as it relates to preservation of agricultural lands. The use is limited in size and intensity (2% of total landholding), and remains secondary to the principal use of the lot for farming. The use has not impacted the ability to farm the Subject Land nor has it negatively impacted surrounding agricultural operations. As such, the use is seen to be compatible with the existing and future use of surrounding lands and remains respectful and consistent with typical agricultural of uses and practices. Accordingly, an Amendment to the Vaughan Official Plan and Zoning By-law(s) can be supported in the context of the existing policy regime.

It is our opinion that the proposed development represents good planning and is an appropriate use of the Subject Land.

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Oppose Draft Plan of Subdivision File 19T-22V004 at 9000 Bathurst Street
Date: Monday, November 21, 2022 10:45:36 AM

From: Jian Liang [REDACTED]
Sent: Friday, November 18, 2022 8:40 PM
To: Clerks@vaughan.ca
Subject: [External] Oppose Draft Plan of Subdivision File 19T-22V004 at 9000 Bathurst Street

Hi:

I am a resident of the extended polling area of Draft Plan of Subdivision File 19T-22V004, and strongly oppose the proposal submitted by Islamic Shia Ithna-Asheri Jamaat of Toronto to create more properties at 9000 Bathurst Street.

Currently the neighborhood and street surrounding the proposed zoning area already have traffic jams because of the school and the community centre at 9000 Bathurst Street. With the proposed development (6-story senior building with 149 units, 8-story residential apartment building with 134 units, 42 street townhouse dwellings, a condominium townhouse block with 18 units), it will add at least 700 residents and 300 vehicles in this very small busy area. Since the intersection of Bathurst Street and Ner Israel Drive has only three ways, the additional residents and vehicles will create more traffic issues and safety issues in our neighborhood.

I support the retention of existing zoning and strongly oppose the prosed development at 9000 Bathurst Street.

Resident of Vaughan
Jian Liang

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Item 3 -1, for Tuesday public committee of the whole -Nov 22, 2022
Date: Monday, November 21, 2022 10:52:13 AM

From: Mackenzie Ridge Rate Payers Association <mackenzieridgerpa@gmail.com>
Sent: Sunday, November 20, 2022 8:51 PM
To: Clerks@vaughan.ca
Cc: Mackenzie Ridge Rate Payers Association <mackenzieridgerpa@gmail.com>
Subject: [External] Item 3 -1, for Tuesday public committee of the whole -Nov 22, 2022

We support the following put forth by Alexandra Ney.

Official Plan Amendment File OP.22.013
Zoning By-law Amendment File Z.22.024
4130 King Vaughan Road

The owner is seeking to permit a mineral aggregate storage and distribution operation with accessory office etc. If this zone does not permit the uses the Owner is seeking, why would you make amendments to permit the operation? If your permitted uses clearly state outside storage and distribution of mineral aggregates with an accessory office within an existing dwelling is not permitted in agricultural zone?

We are against approval to permit existing mineral aggregate storage and distribution operation, and amendments to the Vaughan Official Plan Zoning By-law 1-88, and 001-2021.

The impact of this sites daily continuous trucking past us – noise, vibration, dirt, dust, exhaust is tremendous. Trucks pull off idling along the roadside or are seen lined up waiting to enter the site. **To this end we ask:**

1) From December 1st, 2022 onward, that all trucks enter and exit the subject lands only from the West of 4130 King Vaughan Road. Regional Councillors – correct me if I'm wrong, they have a Regional Road permit to Weston Road only. By observation, they are not compliant, as trucks are travelling east on King Vaughan Road towards Jane Street. The Staff report sites, trucks leave and approach the subject lands from east on King Vaughan Rd, then turn south along Weston Road, and east-west roads in Vaughan to access Highway 400. How do you protect the residents in King, as multitudes of trucks run up and down through Laskay on Weston Road, where children live and play? All the trucks impact Vaughan area and surrounding municipalities. How do elderly safely walk east of Weston Road on King Vaughan Road, with huge trucks quickly travelling on the narrow roads? There are bicyclists using King

Vaughan Road. The speed limit by our home and to the west along King Vaughan Road is 60km/hr, could loaded aggregate trucks brake in time if someone stumbles, or a child runs after a ball into the road?

2) We ask for the Mayor, Councillors and the Region to request York Regional Police to make a presence on King Vaughan Road and strictly enforce the traffic act, road postings, and any road usage permits. Should road safety for us as residents and all drivers of this narrow 2 lane road not be a priority and a mandate of York Region, the City of Vaughan and York Region Police? Is it not true City Staff also enforce some regulations of the Regional Municipality of York, such as the Parking and Stopping on Regional Roads By-laws? Why is this not happening on King Vaughan Road?

3) Please ensure the year-round weight restrictions from Pine Valley to Jane Street and or Bathurst, are kept in place and enforced on King Vaughan Road. Keep all truck advisory's in place. How much is this costing tax payers to maintain roads for all this heavy loaded truck traffic? How dangerous (road safety) for all these trucks to be mixing with the residential traffic? The road is a hilly terrain, with areas of poor site lines. If trucks park on the narrow road waiting to enter, how will drivers see past on the hill for oncoming traffic, when attempting to pass? I've heard it stated (paraphrasing), at other committee meeting discussions, commercial and residential traffic do not mix. Why would it be considered okay in this area?

4) In the Staff report highlights Page 1 - the technical report that is to be prepared for a Committee of the Whole Meeting, should be within 6 months.

Questions arising from the Planning Justification Report:

Planning Justification report, extract from the Introduction states, the existing use of the Subject Land for the outside storage of mineral aggregates is not a permitted uses in the Agricultural designation and zone in accordance with the City of Vaughan Official Plan 2010. Page 14, they state, that the scale, function, and activity of the use has not changed on the Subject Lands since at least 2009.

When was the earth berm installed? Were applications of permit required for the berm? Why are there more and more trucks daily/yearly? Why does it appear to be more area taken up with aggregate if it has not changed in scale?? Why do we hear loud banging noises from the direction of the Subject Lands? Why are trucks seen lining up along the narrow 2 lane road waiting to enter the site, if it has not increased in scale? Why does it appear to be higher and higher piles of aggregate? What year was this data based on? How was this statement conclusion arrived at?

Page 14 – The use has integrated within the rural landscape and there are no anticipated impacts related to noise, vibration, fumes, smoke, dust, odours, lighting and traffic generating

capacity resulting from the outdoor aggregate storage use. Why are we as residents not considered? We are heavily impacted on 4 fronts, as our home sits on the corner, just a few feet from the road. How was this conclusion reached? What impact studies and assessments were done to support this statement? Please provide the materials so that we can see how residents were acknowledged, to arrive at this conclusion.

Page 10 – Provincial Policy heading, I question – is this not a stretch to include shipped in aggregate? It is not a naturally occurring mineral in the area, this is not an extraction quarry. What written information have you received, if any, from the Ministry of Natural Resources regarding the submitted planning justification materials? Page 13 calls it a small-scale temporary storage area. What is their definition of temporary? What is considered Small Scale?

Page 7 comments on the truck traffic volume. **What year did their trucking numbers come from?** What is observed daily is vastly different to the numbers provided? How did they arrive at these truck numbers? How environmentally sustainable and efficient is the tremendous daily truck traffic?

One set of trucks make deliveries; a completely different amount of trucks enters and exit removing product from subject lands. This is an impactful operation on the area and residents.

What is the cost to tax payers for the costly up keep of road infrastructure? The cost of daily impact on residents and environment? The cost for enforcement? The cost of by-law enforcement? The cost of By-law Staff time?

Cost Savings?

How can shipping in product from far off aggregate quarry pits to be dumped at 4130 King Vaughan Rod, then reloaded be considered cost savings? Would it not add to the cost? With all due respect is this not the basis of business to make money?

Page 7 – of planning justification, states Hours of operation- 7:30 am to 4:30 pm on weekdays? What year did these hours apply too? What does this reference –office hours as compared to trucking hours? The hours of trucks moving in and out, vastly differ from the stated hours!

Page 13 – #3 Subject to the policies in Section 4, development outside of settlement areas may be permitted on rural lands for.....

This is a rural area, I'm sure you are also aware there are residential homes all along the road including agricultural lands. We again, are hugely impacted on four road frontages by all the trucks – noise, fumes, vibration, dirt and dust, lighting, honking, braking etc.

Why do residents not count? Are we to all move? Which is an ironic question to ask, when there is demand to build more homes, and is it not a part of this operations/subject lands justification to have materials for home building?

Staff report questions?

The owners of the subject lands have been issued notices to comply from By-law and Compliance, Licensing and Permit Services. Reading through this section, notices to comply, failing to do so, legal action, court proceedings, fines. Why would you find this the type of business suitable for this area?

- How many complaints have been received by residents, directly to by-law or through the Councillors office? How many complaints to Regional Staff and Regional Councillors?
- Why have they not applied earlier, or been compliant for all these years? Is this the type of operation you want in this area?

“since at least 2009” per planning justification report. With all due respect, how can there be any appropriateness of amendments to zoning by-laws and site specific exceptions after reading this application, Staff Report, and By-law history? **The Staff report seems to indicate the operation has not been permitted for many reasons. Why would you allow it now?**

I ask the Mayor, Councillors and York Region Councillors to please consider my questions, and 4 requests. To please ensure the year-round weight restrictions from Pine Valley to Jane Street and or Bathurst, are kept in place and enforced on King Vaughan Road. Keeping all truck advisory's in place. To work with the Region to mandate all trucks enter and exit the site to and from the West of the subject lands, and be enforced.

Alexandra Ney,

Resident of King Vaughan Road
Robert A. Kenedy, PhD
President of the MacKenzie Ridge Ratepayers Association
Associate Professor
Department of Sociology
238 McLaughlin College
York University
4700 Keele Street
Toronto, Ontario M3J 1P3
CANADA
rkenedy@yorku.ca
416 736-2100 ext. 77458
FAX 416 736-5715

COMMITTEE OF THE WHOLE PUBLIC MEETING

DRAFT PLAN OF SUBDIVISION APPLICATION
(FILE NO. 19T-22V004)

9000 BATHURST STREET

CITY OF VAUGHAN

TUESDAY NOVEMBER 22, 2022 @ 7PM

Communication: C13
Committee of the Whole (PM)
November 22, 2022
Item #5



WESTON
CONSULTING



SITE CONTEXT



- **Location:** west side of Bathurst Street, south of Rutherford Road
- **Project Size:** 11.42 hectares (28.21 acres)
- **Current Use:** Jaffari Community Centre; a private elementary school

Aerial Photo

SITE CONTEXT: SUBJECT PROPERTY



The surrounding land uses include:

- **North:** Waldorf School and valley lands;
- **West:** Single family residential;
- **South:** Single family residential, development proposal for 12 and 10 storey apartments with townhouses; and
- **East:** Valley lands, single family homes.

Surrounding Context of Subject Property

SURROUNDING CONTEXT



View from Waldorf School



View from Apple Blossom Drive

SURROUNDING CONTEXT



View from Bathurst Street towards Valley

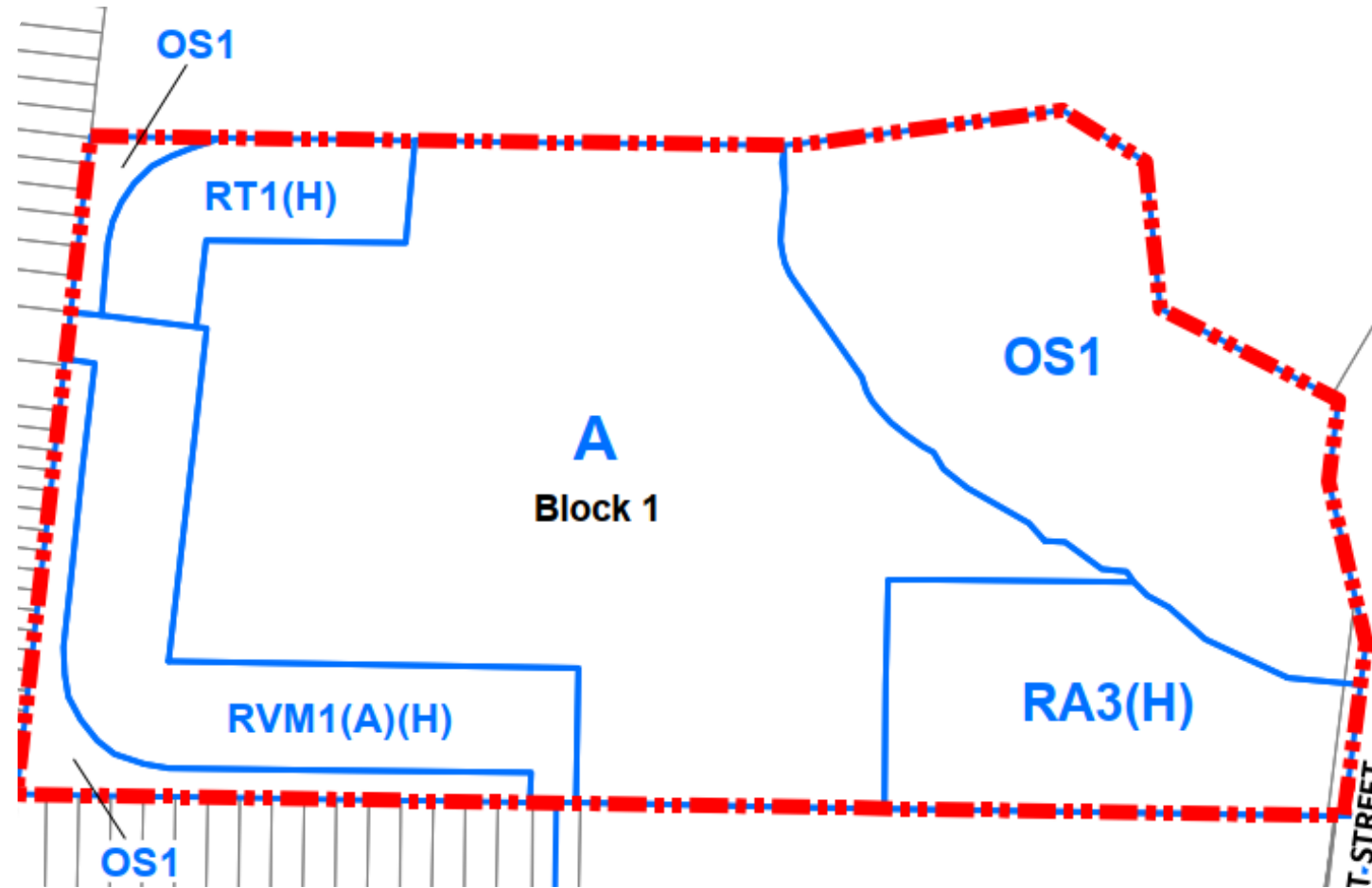


View from Bathurst Street

CHRONOLOGY OF DEVELOPMENT APPLICATIONS

- **October, 2013:** Applications for Official Plan and Zoning By-law Amendments filed with the City
- **November, 2017:** Appeal filed to Ontario Municipal Board (now OLT) for Non- decision of Applications; settlement on revised proposed reached April, 2018
- **July, 2019:** Hearing held with Local Planning Appeal Tribunal (now OLT)
- **October 2019:** Local Planning Appeal Tribunal provided approval in principle of Official Plan and Zoning By-law Amendments
- **June, 2022:** Formal Approval of Official Plan and Zoning By-law Amendments provided by Tribunal
- **July 2022:** Draft Plan of Subdivision and Site Plan Amendment (Apartment Block) Submitted to City
- **November 2022:** Resubmitted Applications to the City of Vaughan

APPROVED ZONING BY-LAW & OFFICIAL PLAN AMENDMENTS



Approved Zoning Schedule

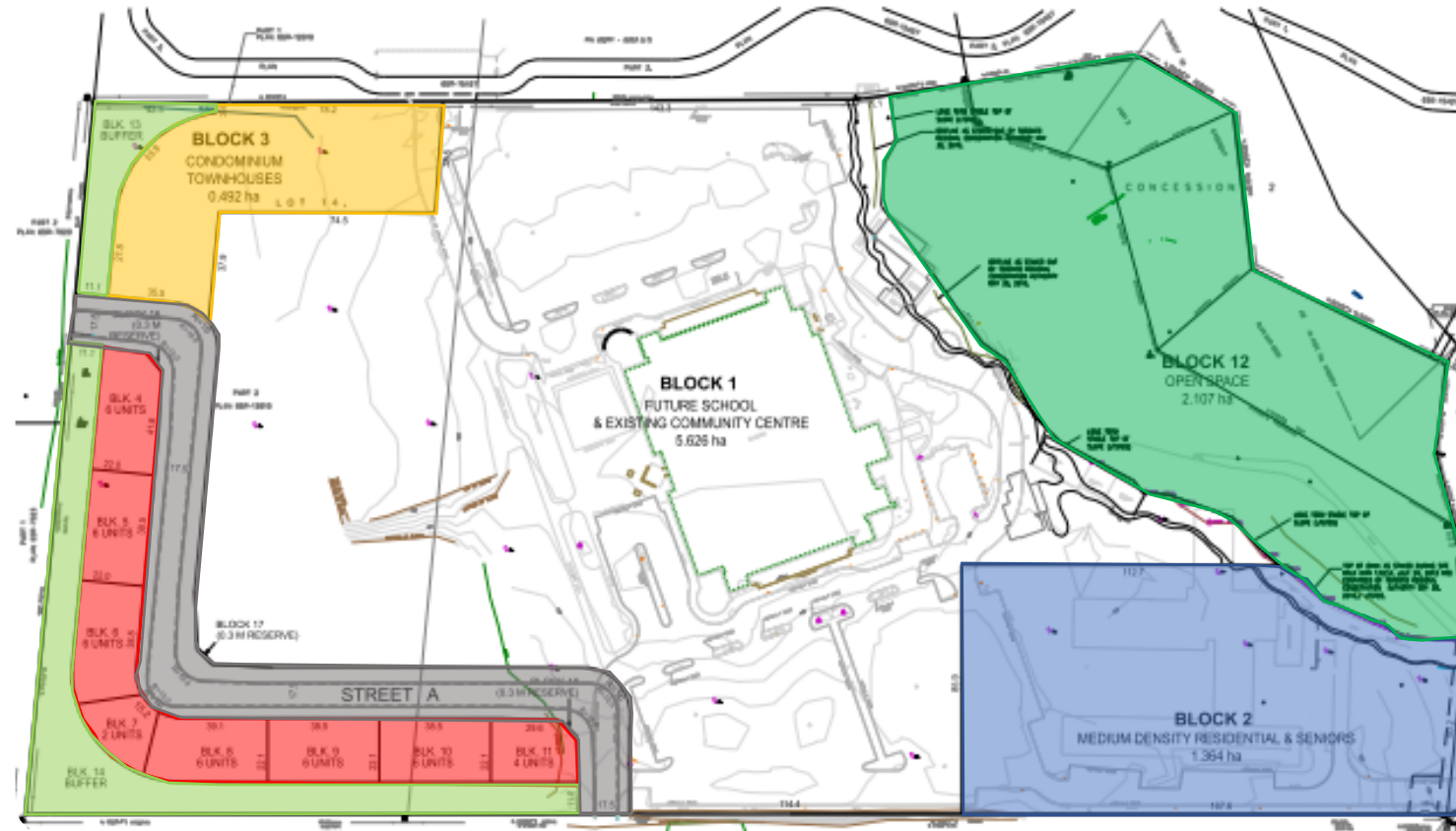
Official Plan Amendment:

- To Redesignated Block 4 from Low-rise Residential to Mid-rise Residential; site specific maximum height of six-eight storeys; maximum of 283 dwelling units; and the re-alignment of the limits of the existing Natural Area

Zoning By-law Amendment:

- Rezoned to RVM1(A) – Residential Urban Village Multiple Zone One (Street Townhouses); RVM2 Residential Urban Village Multiple Family Zone Two; RA3 Apartment Residential Zone; A – Agricultural Zone; OS1 – Open Space Zone, and; to include various site-specific performance standards.

DRAFT PLAN OF SUBDIVISION



Proposed Draft Plan of Subdivision

The draft plan will create the following blocks:

- **Block 1:** Existing community centre and Future School Expansion and Playfield;
- **Block 2:** Mid- Rise Residential (site plan application submitted);
- **Block 3:** Condo Townhouses
- **Blocks 4 to 11:** Street Townhouses
- **Block 12:** Open Space/ Natural Heritage
- **Block 13 & 14:** 11m Townhouse Landscape Buffers
- **Street A:** Extension of Apple Blossom Dr. to Knightshade Dr.

Thank You

Comments & Questions?

Martin Quarcoopome, BES, MCIP, RPP
Weston Consulting

905-738-8080 (ext. 266)
mquarcoopome@westonconsulting.com



November 22, 2022

Communication: C14
Committee of the Whole (PM)
November 22, 2022
Item #2



Committee of the Whole Public Meeting

**2951 Highway 7 &
180/190 Maplecrete Road**

City of Vaughan

Site Context Aerial



Surrounding Context Aerial



Site Photos



Northwest corner of Highway 7 and Maplecrete










Northwest corner of Jane Street and Highway 7
(VMC and subway)




North side of Highway 7

York Region 2022 OP Schedule

Map 1 Regional Structure

-  Regional Centre
-  Regional Corridor
-  Urban Area
-  Towns and Villages
-  Agricultural System
-  Regional Greenlands System
-  Subject to Minister's Order February 3, 2015 and special provision policy 5.3.4
-  Area within ORMCP conditional upon amendments to Ontario Regulation 140/02¹

Greenbelt Plan

-  Greenbelt Plan Boundary

Oak Ridges Moraine Conservation Plan

-  Oak Ridges Moraine Conservation Plan Boundary

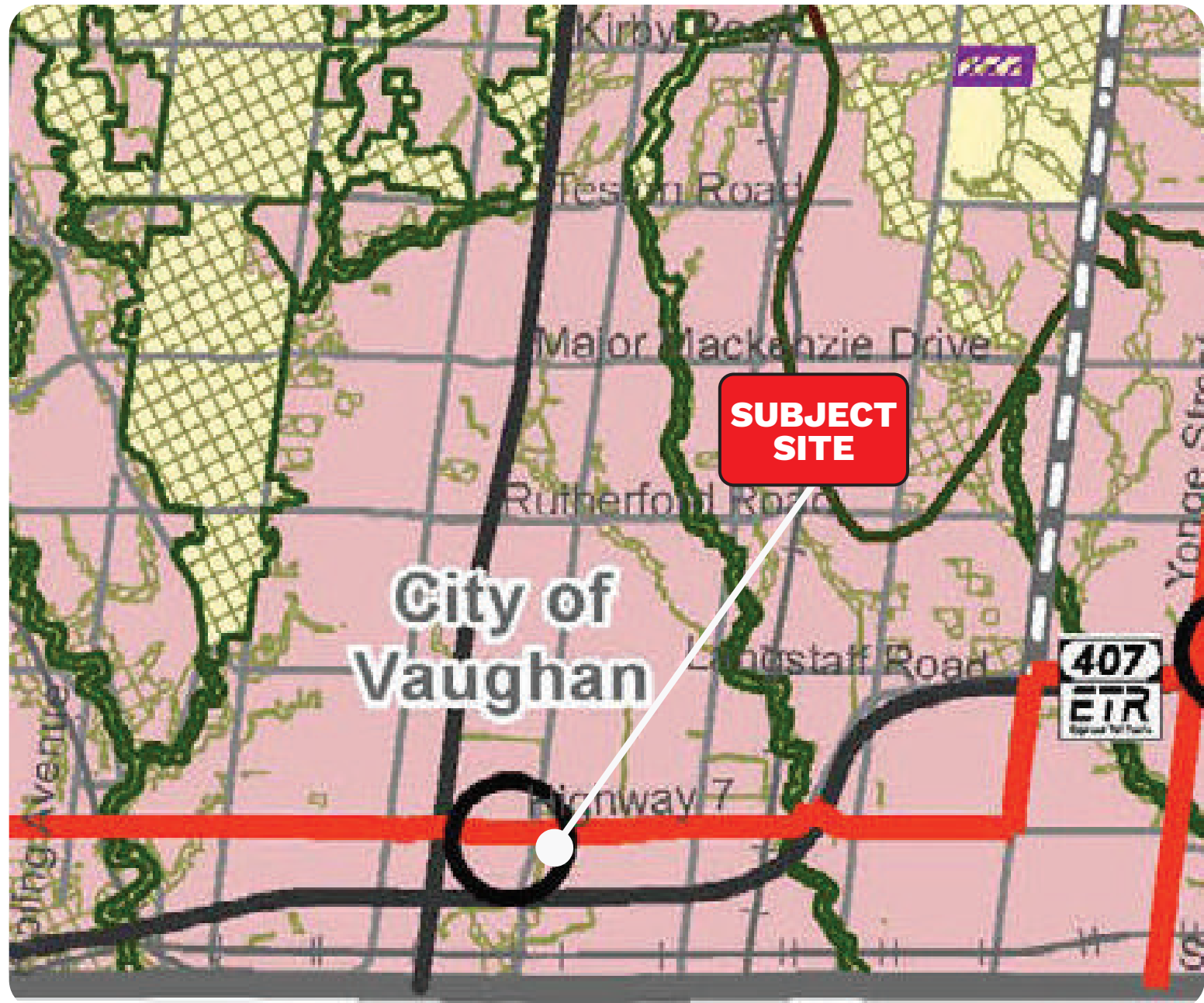
Provincial Highways

-  Existing

Municipal Boundaries

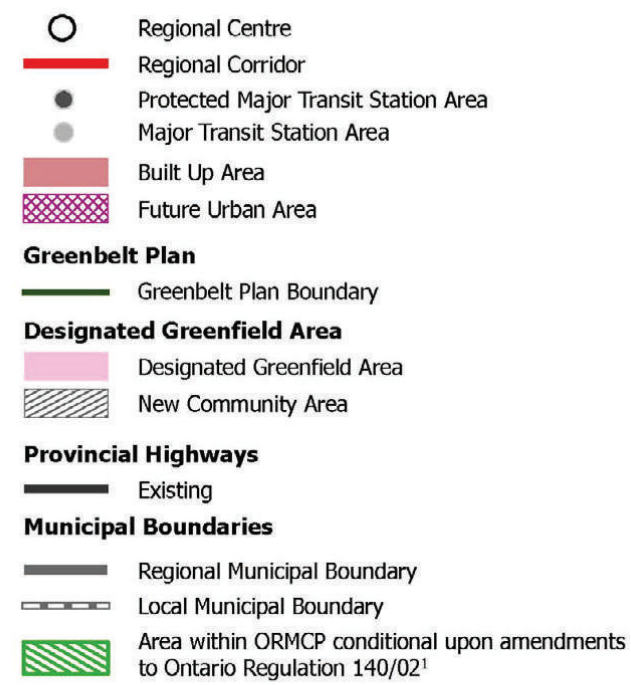
-  Regional Municipal Boundary
-  Local Municipal Boundary

¹ Urban designations are conditional upon amendments to the ORM designations prior to adoption of the ROP.

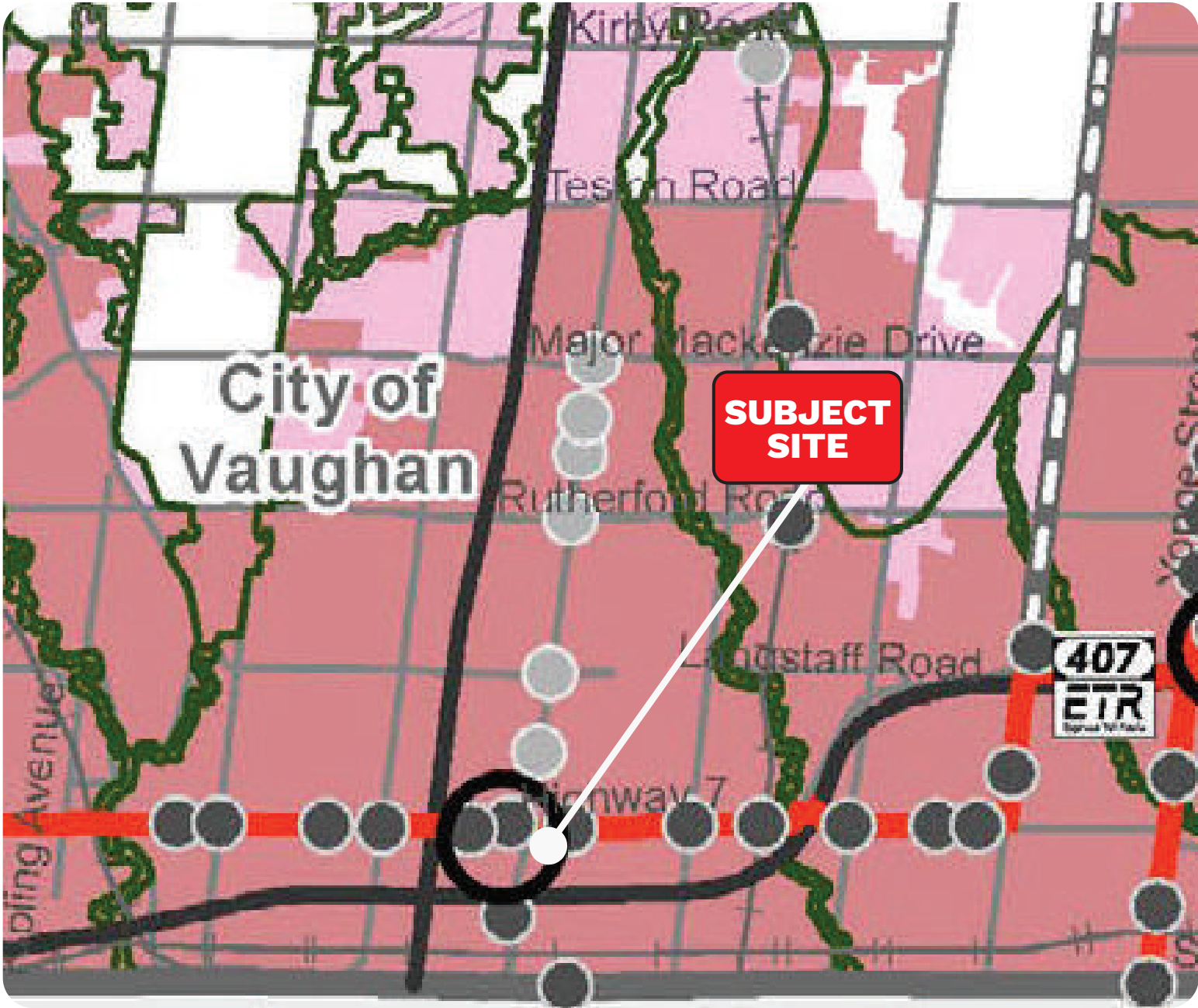


York Region 2022 OP Schedule

Map 1B Urban System Overlays












¹Urban designations are conditional upon amendments to the ORM designations prior to adoption of the ROP.

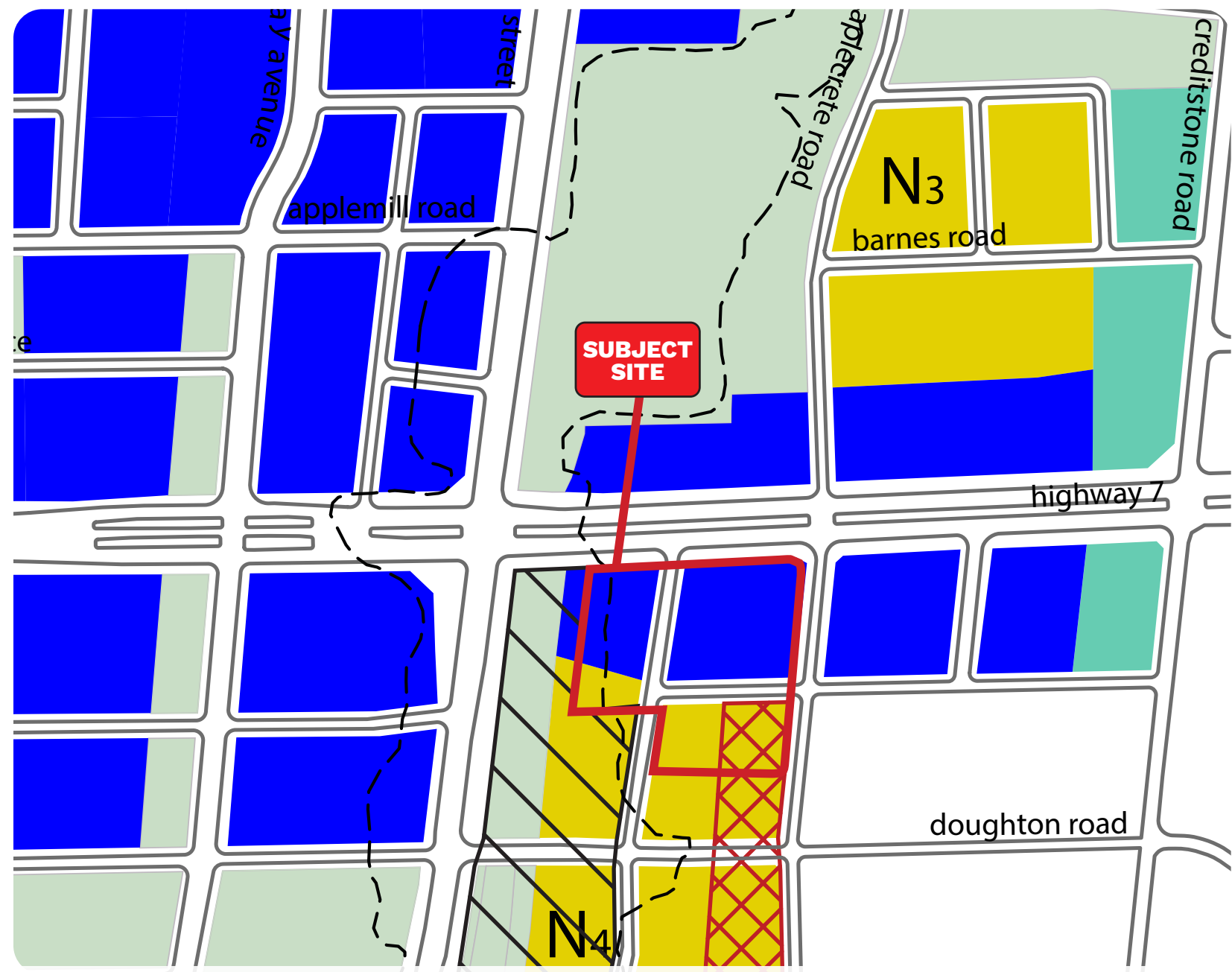


Vaughan Metropolitan Centre Secondary Plan

Schedule F Land Use Precincts

LEGEND







-  station precinct
-  south precinct
-  neighbourhood precincts
-  west and east employment precincts
-  major parks and open spaces
-  land use designations are subject to the results of the VMC Black Creek Renewal EA (Stages 3 & 4) (see also schedules D and J, and policies 5.6.4 - 5.6.10, 8.1.6, 8.2.4 & 8.4.2)
-  existing floodplain (see policies 5.6.4 - 5.6.10)
-  office uses permitted (see policy 8.4.3 & 8.5.3)
-  see policy 6.3.2

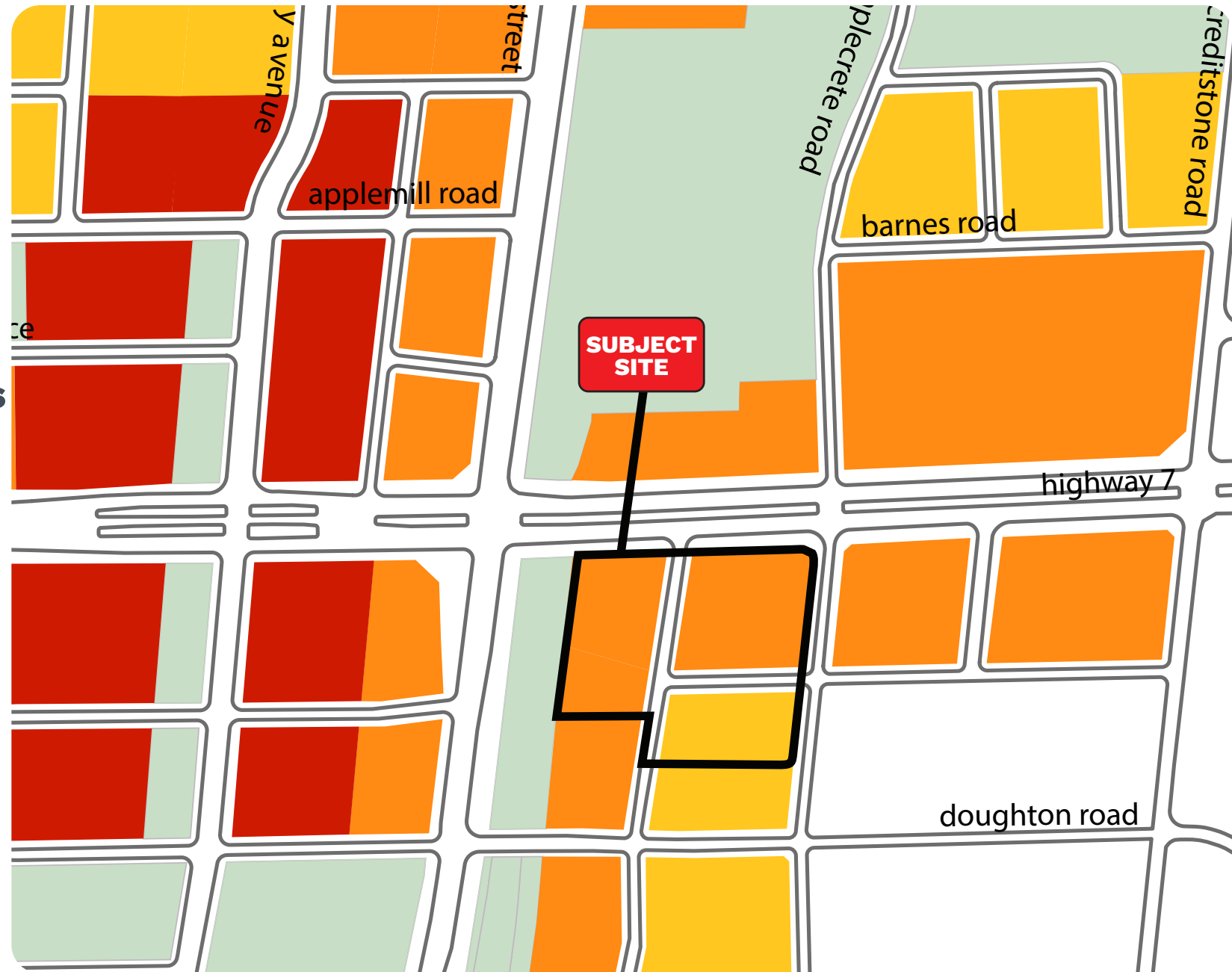


Vaughan Metropolitan Centre Secondary Plan

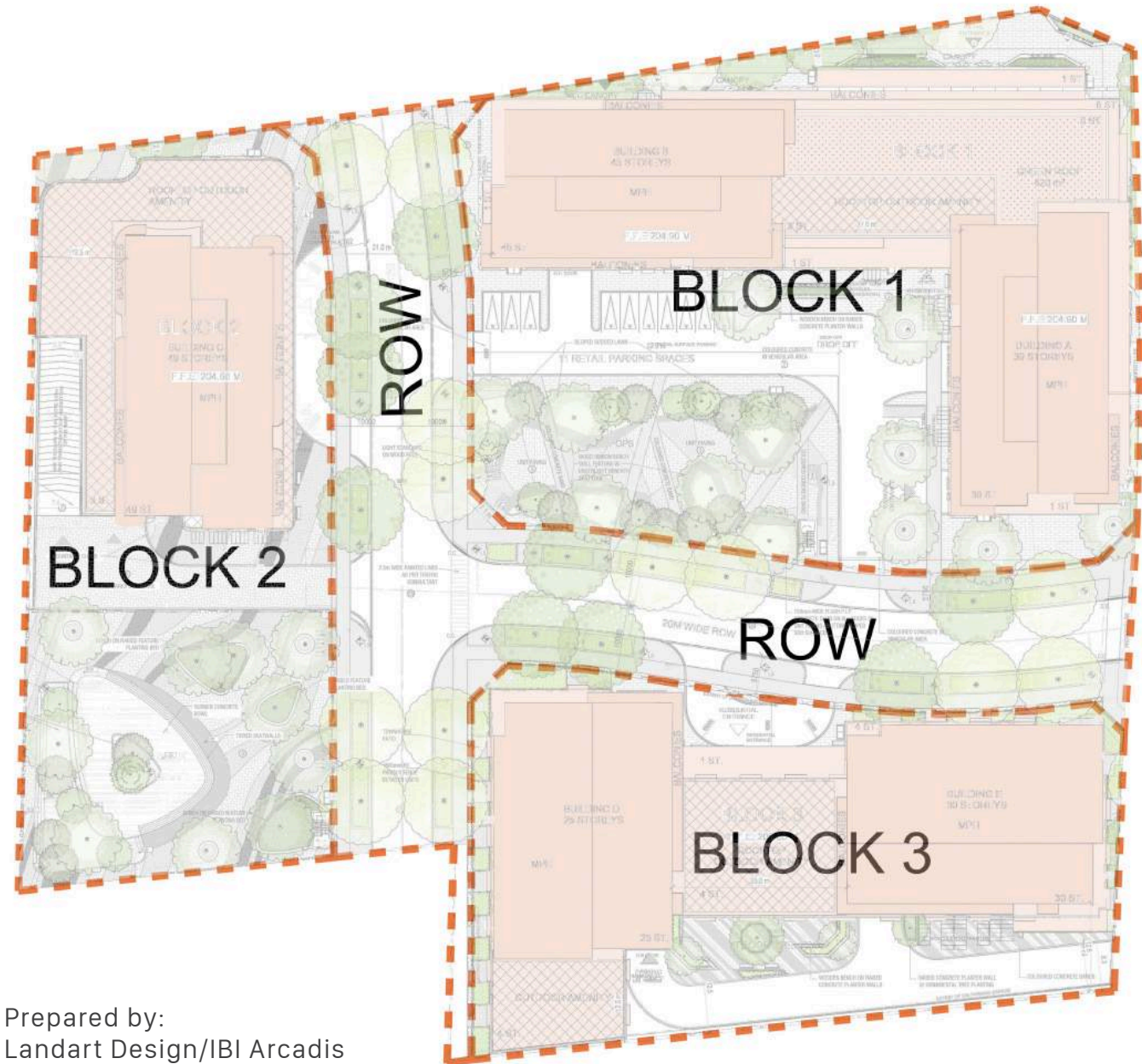
Schedule I Height and Density Parameters

LEGEND

-  H 6 storey minimum - 35 storey maximum
D 3.5 minimum FSI - 6.0 maximum FSI
-  H 5 storey minimum - 30 storey maximum
D 2.5 minimum FSI - 5.0 maximum FSI
-  H 5 storey minimum - 25 storey maximum
D 2.5 minimum FSI - 4.5 maximum FSI
-  H 3 storey minimum - 10 storey maximum
(up to 15 storeys may be permitted subject to policy 8.7.11)
D 1.5 minimum FSI - 3.0 maximum FSI
-  major parks and open spaces
-  see policy 6.3.2



Preliminary Phasing Considerations



Prepared by:
Landart Design/IBI Arcadis

Landscape Precedents

Create a flexible space that enhances the connection to Black Creek from the interior roads.

Multi-purpose plaza/flex space.

Designed to be an ever changing focal point of the site [elements and uses shift in unison with Black Creek and seasons]

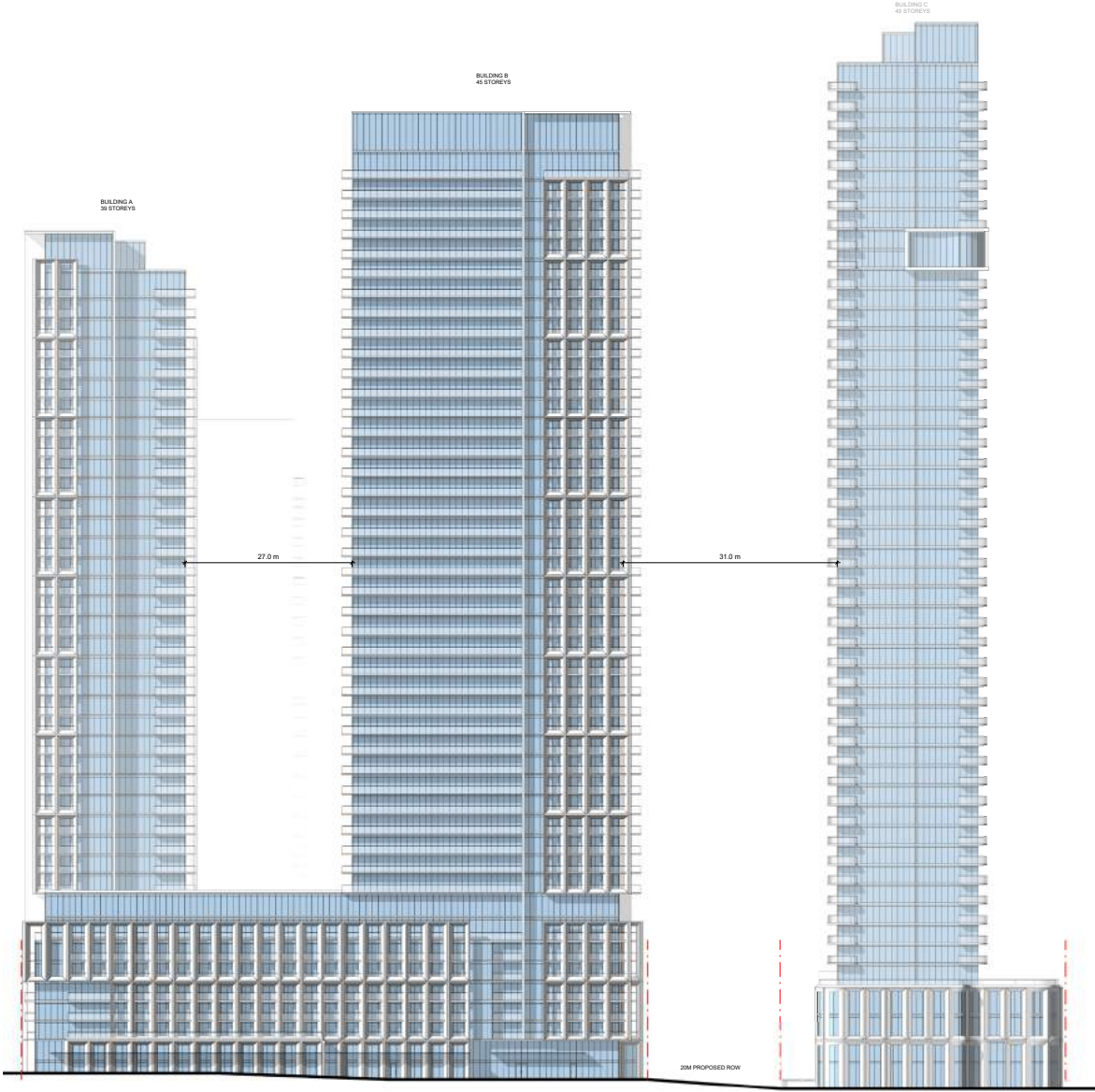
Form and design influenced by 'flowing' water.

The flow of the form creates movement/emphasis towards the Black Creek frontage.

Prepared by: Landart Design

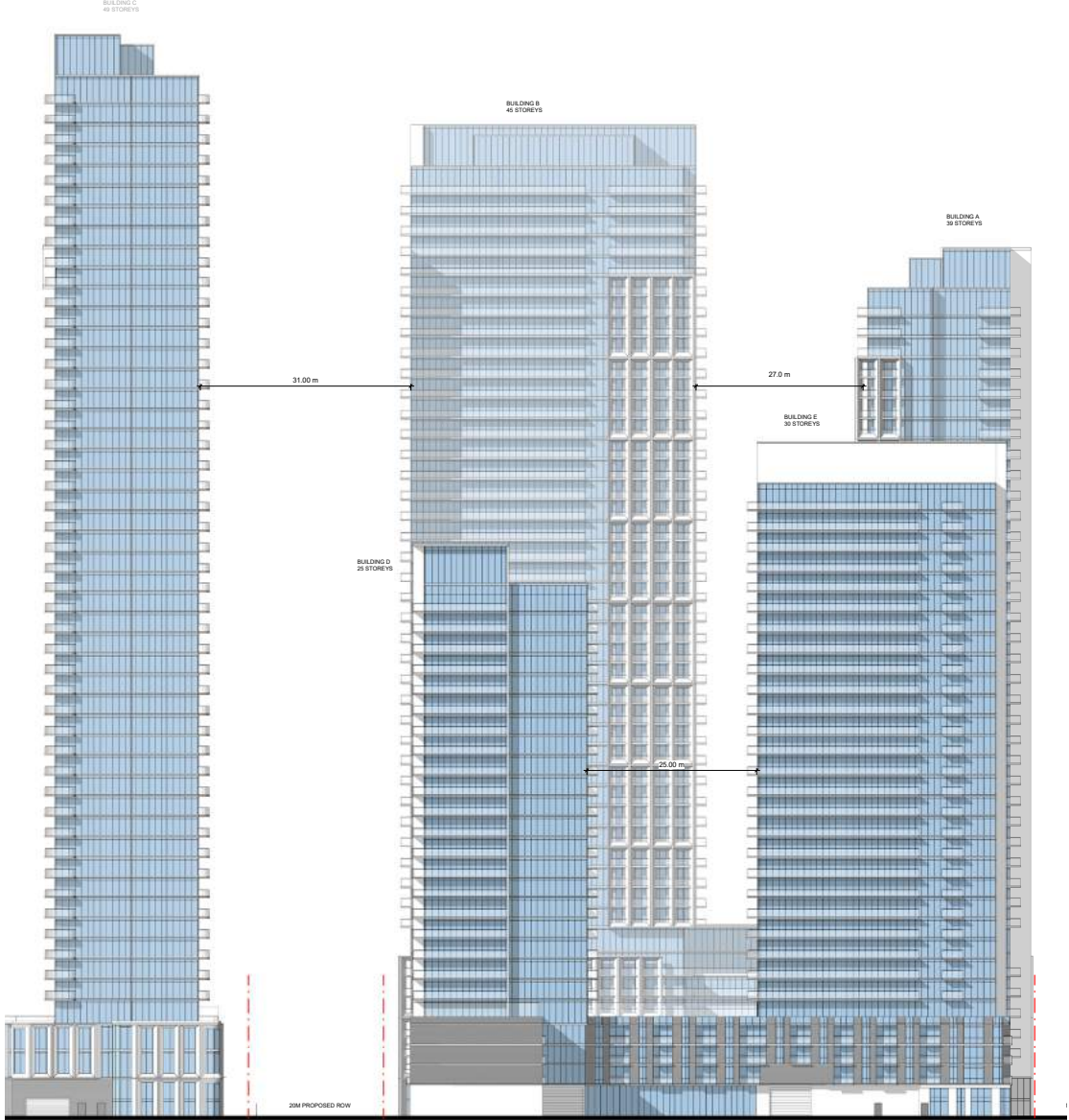


North Elevation

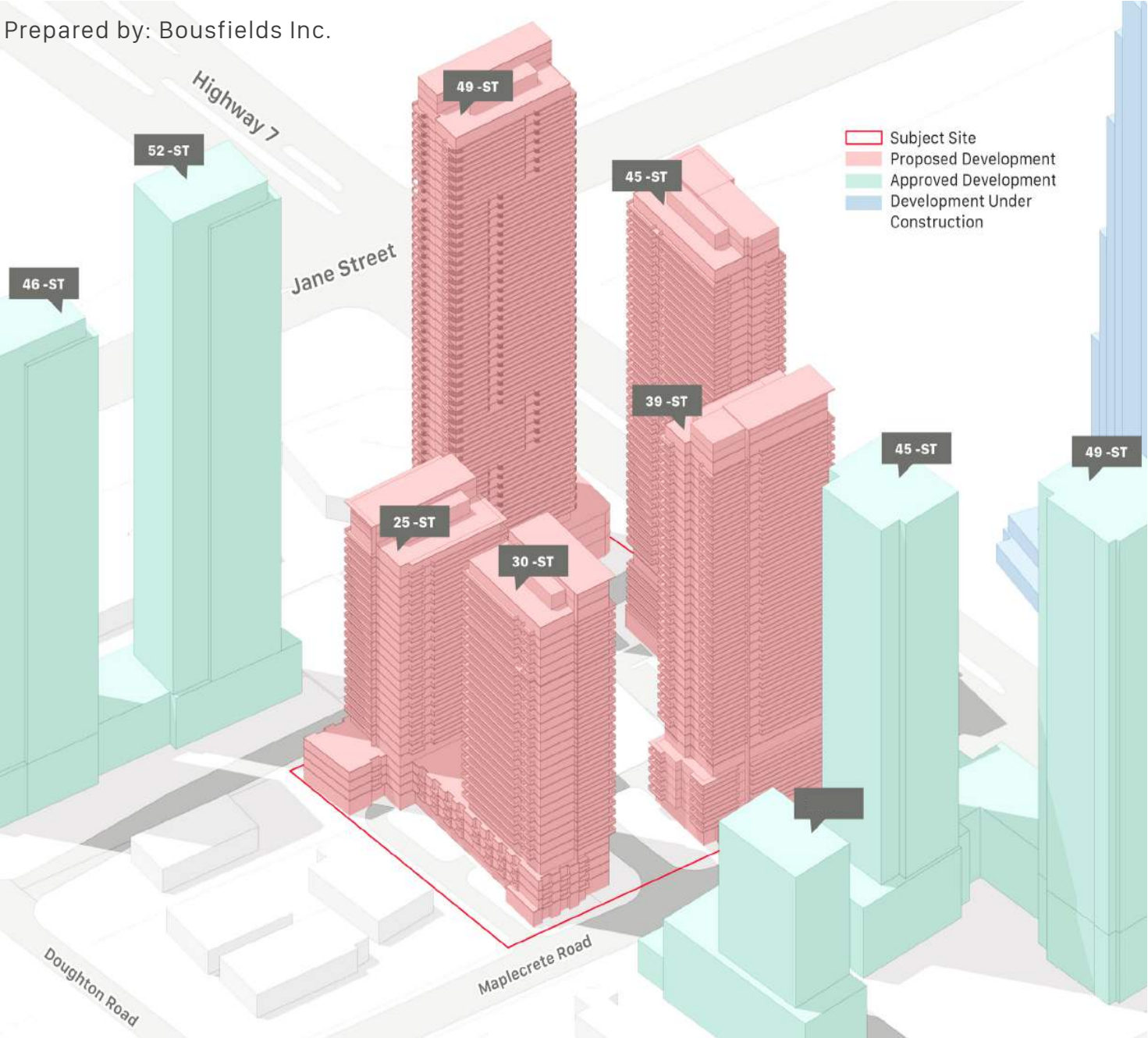


Prepared by: IBI Arcadis

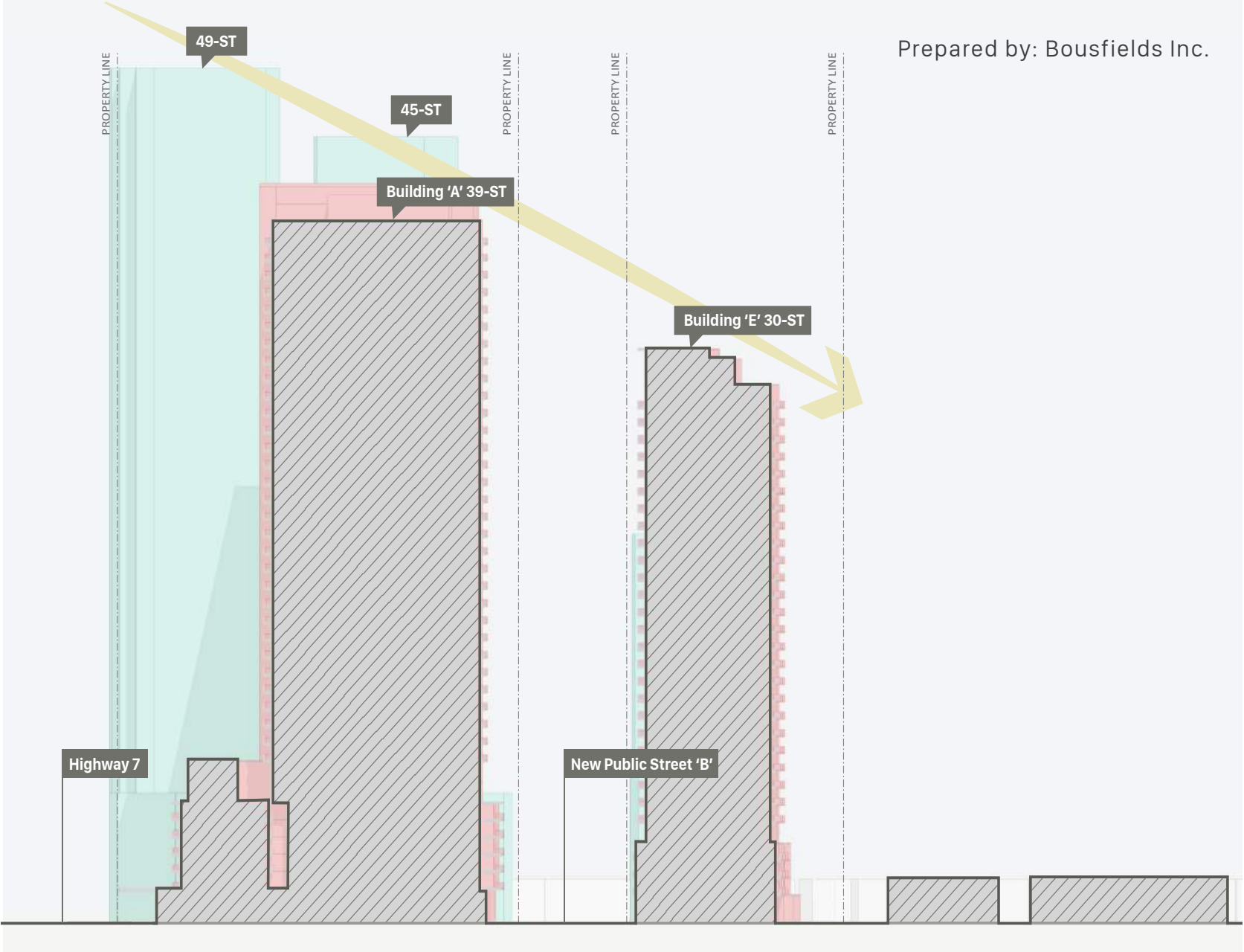
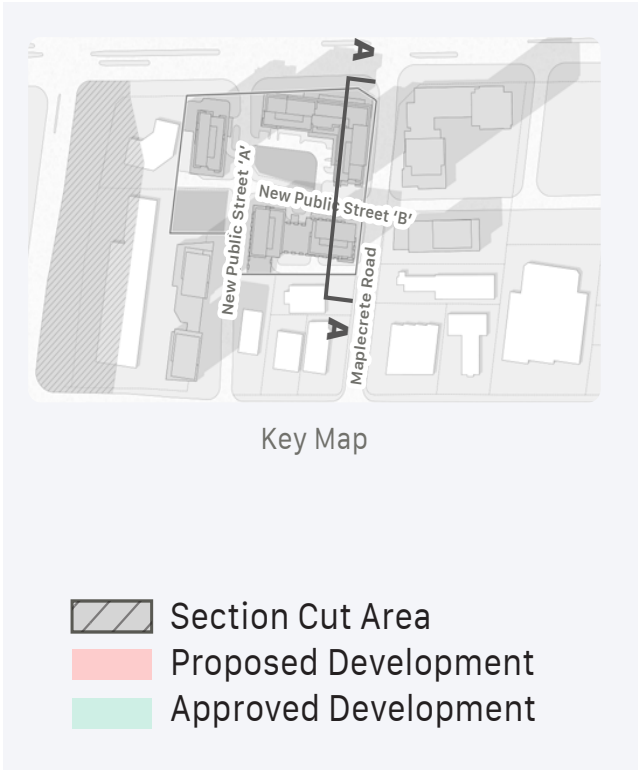
South Elevation



Proposed Massing (View Looking Northwest)



Section AA - Transition to Neighbouring Properties



Prepared by: Bousfields Inc.



Development Proposal

Draft Rendering Elevation - May 12th 2022 - Not for Public Circulation and Distribution

Presentation - Committee of the Whole Public Meeting - 2951 Highway 7 & 180/190 Maplecrete Road - City of Vaughan

Draft Rendering Dusk, re 2951 Application for ZBL/OPA, May 12, 2022 – Not for Public Circulation or Distribution

**2951 Highway 7
Thank You!
Questions?**

November 19, 2022

City of Vaughan

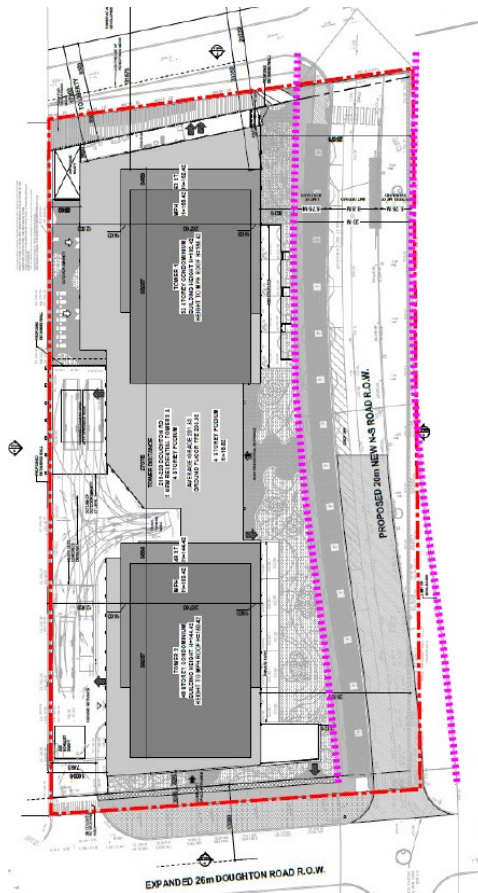
Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, ON
clerks@vaughan.ca

**Re: Notice of Public Meeting/ Committee of the Whole
OP:22.009, Z.22.018, 19T-13v006
Comments by Consultant for the Property at 190 Doughton Road**

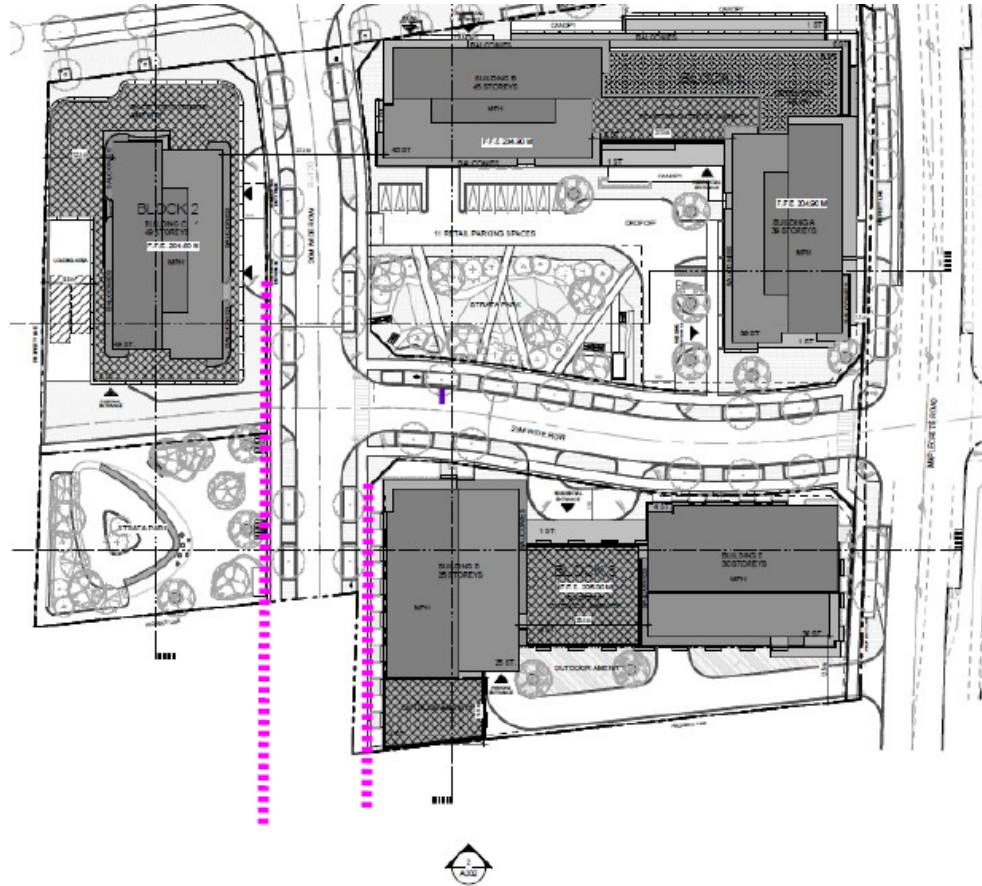
To the Office of the City Clerk,

I am a consultant working on 190 Doughton Road. My client's north property line abuts this proposal. It is disappointing that the applicant has not approached our team to discuss how and coordinate applications. I have significant concerns with the application as proposed.

- North-South Proposed Road
 - Council approved 220 Doughton application. The ROW is aligned with the easterly property line at the site's north end.



- The proposed application has the ROW further east. (approx.. 2m)



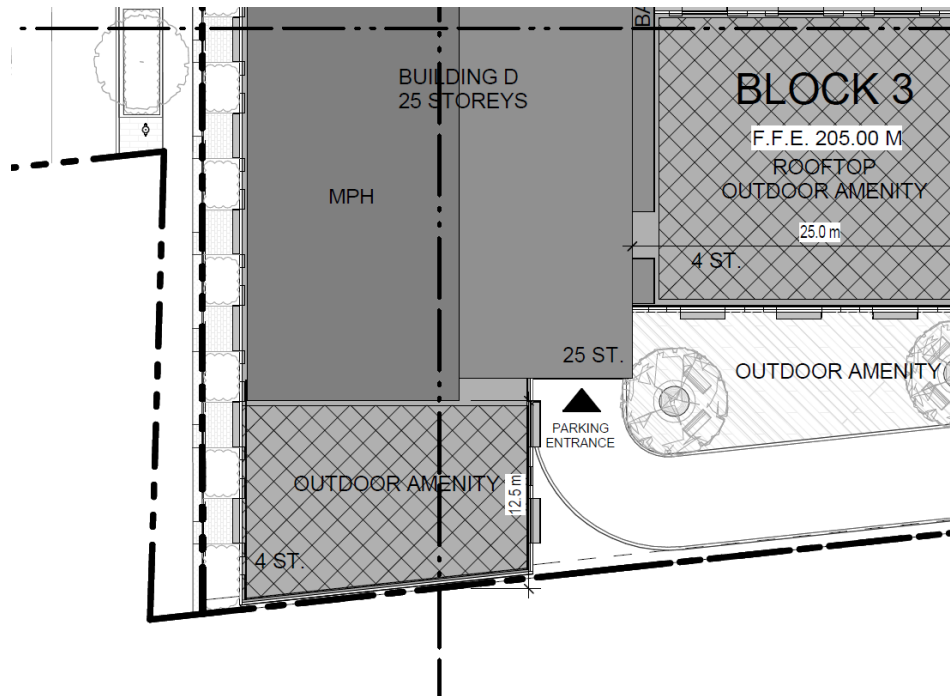
- As such, this proposed road alignment will need to be coordinated with the 190 Doughton and 220 Doughton developments.

2. Block 3 Vehicular Access/ Egress

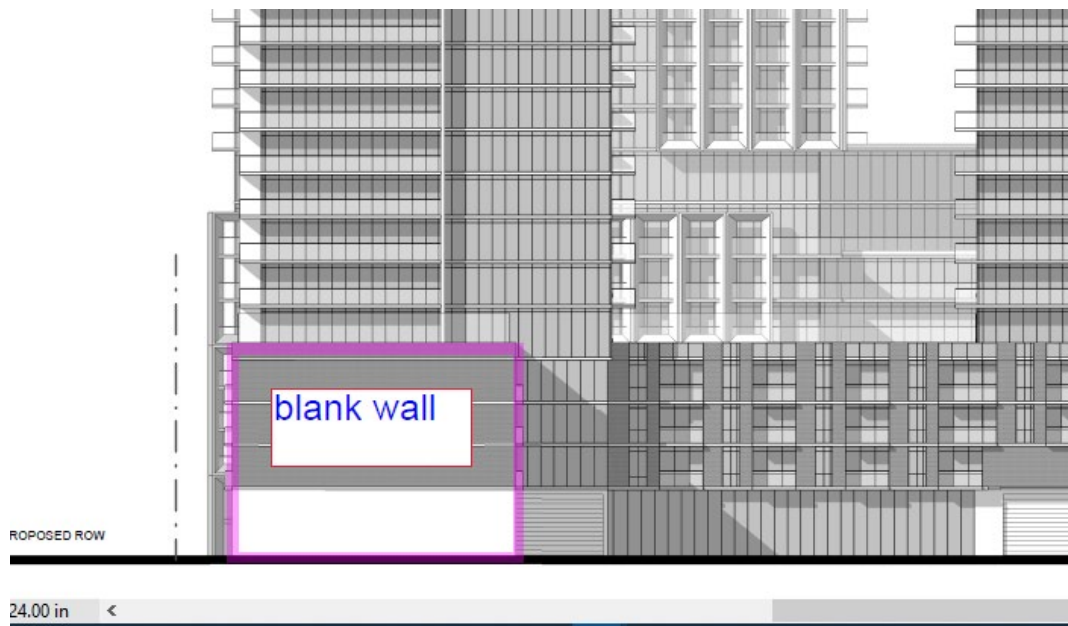
- The vehicular access and egress for two towers, 436 parking spaces and loading space are located along the southern property line with full moves into the driveway. This is a concern as the number of vehicles turning in and out of this driveway is less than 50m from the new proposed intersection. Additionally, the properties to the south will also require a driveway access along Maplecrete at the north end of the property. If not side by side, two entrances near each other will cause traffic chaos. This driveway entrance should be looked at with potential entrances of the developments to the south.

3. Building D's proximity to the property line

- Building D 4 storey podium seems less than 12" to the property line.



- This condition creates a 4-storey high blank wall along the property line.





4. General OBC non-compliance, Zoning Non-compliance, and essential building planning concerns

- The following are two examples of many:
 - I had a quick review of the ground floor of Block 3, and the building does not meet OBC minimum standards. Although this can be worked out during the next phase of design, the high-level compliance items may affect the building layout and access points.
 - Block B, Buildings D, and E share only one loading space. Building D does, however, have a moving room without a loading space. Not sure if this is an oversight. If another loading space is required, this will affect the circulation and built form.

The fundamental flaws in the proposal should be reviewed in detail and resubmitted. Community and neighbours should have another opportunity to voice any concerns after revisions are made.

Should you have any questions, please don't hesitate to contact the undersigned.

Regards,

A handwritten signature in black ink, featuring a large, stylized loop and a long, sweeping underline.

Joseph Caricari, B.Tech., M.Arch, OAA, LEED AP, MRAIC
Architect
Caricari Lee Architects Inc.

cc: Mathew Peverini, MCIP, RPP
Senior Planner, VMC
e: matthew.peverini@vaughan.ca

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] City of Vaughan Heritage Conservation Plan Updates (Kleinberg-Nashville and Core Maple)
Date: Monday, November 21, 2022 11:29:42 AM

FYI

From: Lingard, Norman <norman.lingard@bell.ca>
Sent: Monday, November 21, 2022 9:30 AM
To: Clerks@vaughan.ca
Subject: [External] City of Vaughan Heritage Conservation Plan Updates (Kleinberg-Nashville and Core Maple)

Good morning,

Thank you for circulating Bell Canada on the City of Vaughan's Heritage Conservation Plan Updates for Kleinberg-Nashville and Maple. Bell appreciates the opportunity to engage in infrastructure and planning policy initiatives across Ontario.

While we do not have any specific comments or concerns pertaining to this initiative at this time, we would ask that Bell continue to be circulated on any future materials and/or decisions related to this matter.

Please forward all future documents to circulations@wsp.com and should you have any questions, please contact the undersigned.

Have a great week.

Yours truly,

Norm Lingard
Senior Consultant – Municipal Liaison
Network Provisioning
norman.lingard@bell.ca | ☎ 365.440.7617



Please note that WSP operates Bell Canada's development, infrastructure and policy tracking systems, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Official Plan Amendment File OP.22.013 Zoning By-law Amendment file Z.22.024
Date: Monday, November 21, 2022 11:56:33 AM

From: mina zeppieri [REDACTED] >
Sent: Monday, November 21, 2022 11:46 AM
To: Clerks@vaughan.ca
Subject: [External] Official Plan Amendment File OP.22.013 Zoning By-law Amendment file Z.22.024

I am have a problem with "your request to speak form "

My name is Mina Zeppieri. I live at [REDACTED] King Vaughan Rd

I would like to register my complaints for the public meeting that is taking place November 22,2022 at 7:00 pm

I have been complaining to the city of Vaughan for year to get this illegal gravel pit shout down.

I have had to put up with big truck roaring down my street

I have had to deal with not only the dangerous dust exposures that researchers tell us cause health problems but the nuisance of having dirty windows and porch on a daily basis.

I have been forced to stop walking my dog because I am afraid of getting hit by the truck or the debris it carries.

I have had problems getting in and out of my driveway and having to drive on the wrong side of the road to go to work or come back home

I am opposed of this gravel pit that has been operating for years without a permit have the opportunity to get approved now.

Let me know if this can be read out at the meeting.

Thank you

Mina

4130 King-Vaughan Road, Vaughan

**Committee of the Whole
Public Meeting
November 22, 2022
7:00 PM**

**Official Plan Amendment
(OP.22.013)
Zoning By-law Amendment
(Z.22.024)**

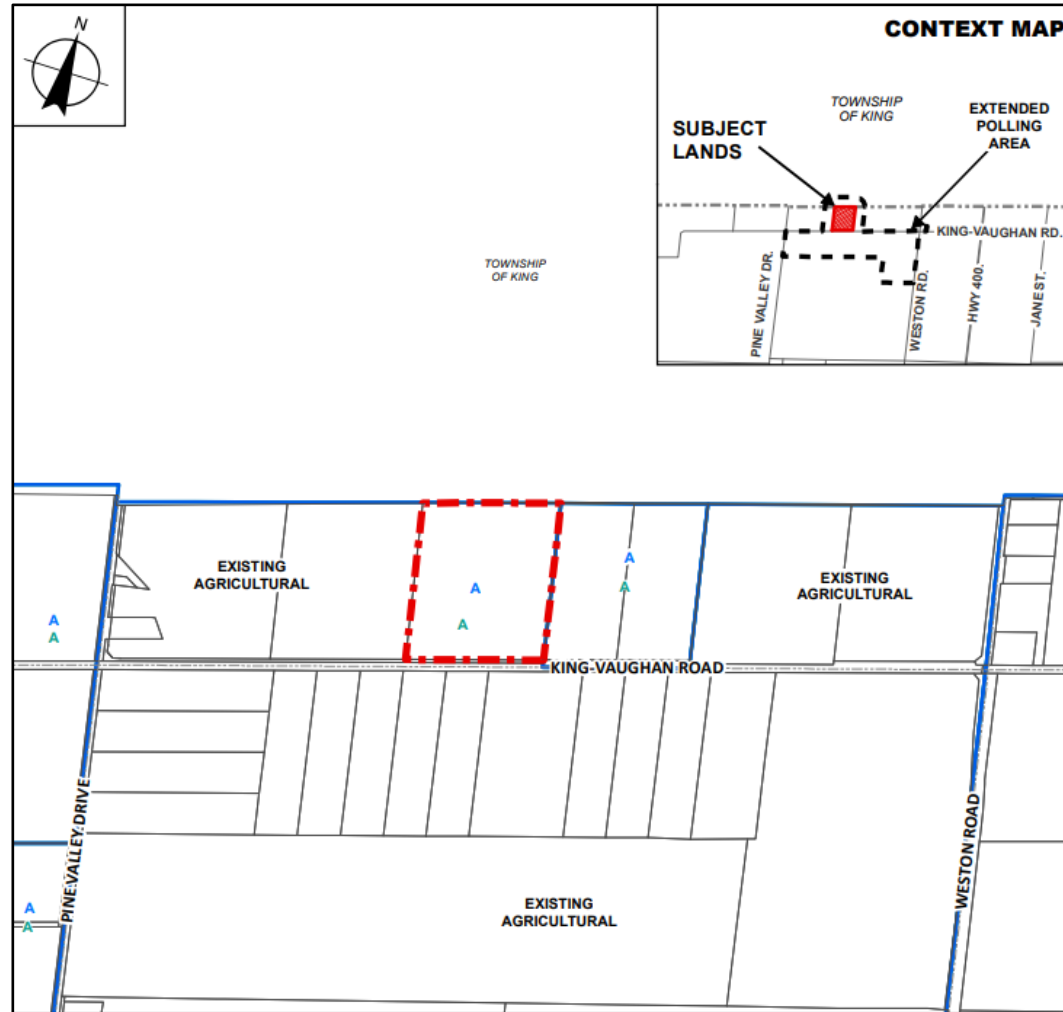
On behalf of Franline Investments Limited

**Communication: C18
Committee of the Whole (PM)
November 22, 2022
Item #1**

**HUMPHRIES PLANNING GROUP INC.
CITY FILE NO. OP.22.013 & Z.22.022**

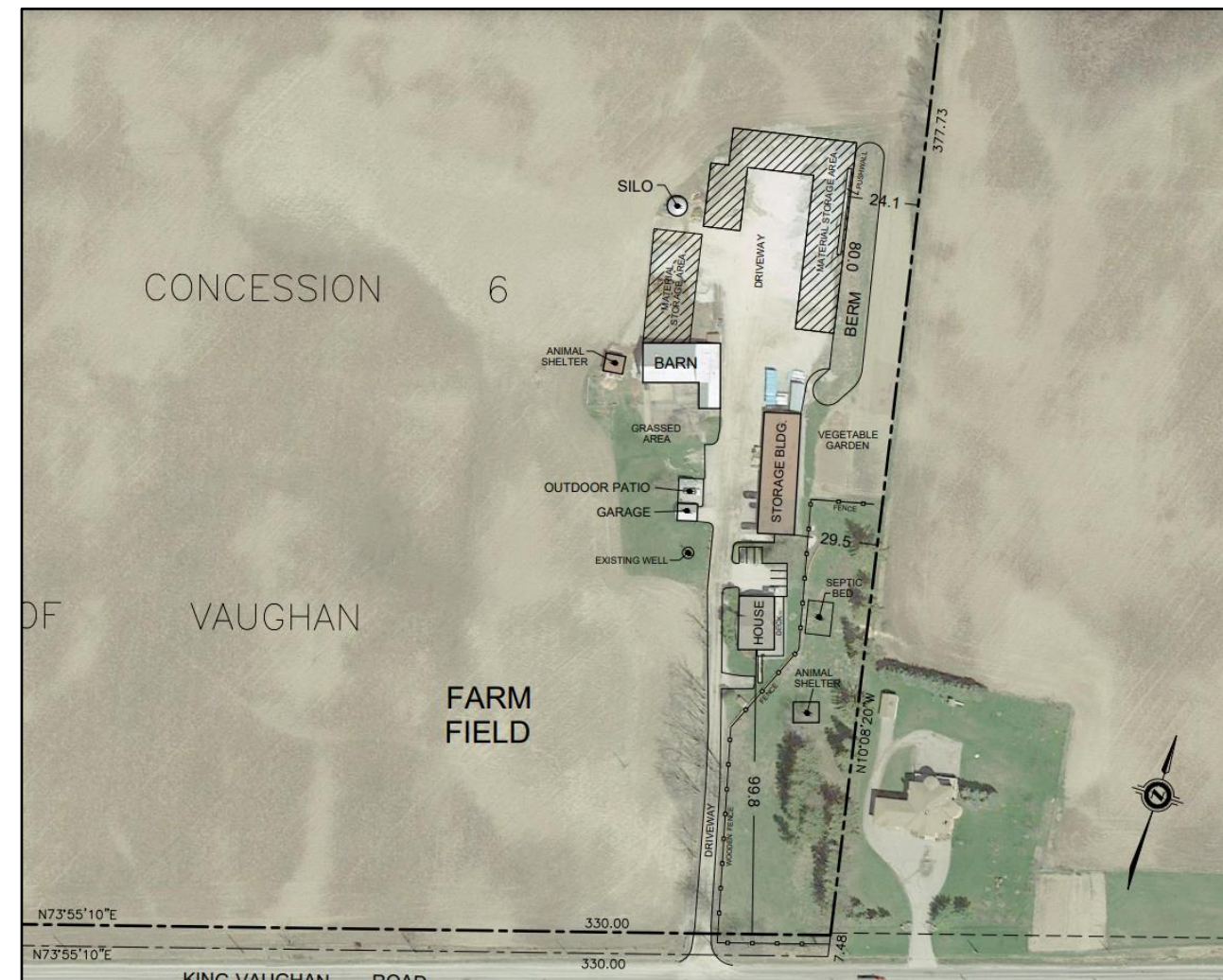
Slide 1

SITE LOCATION & AREA CONTEXT



- Located on the north side of King-Vaughan Road between Weston Road (east) and Pine Valley Drive (west).
- Lot Area: 12.4 hectares (30.6 acres).
- Lot Frontage: 330 metres (along King-Vaughan Road).
- Lot Depth: 377 metres.
- Currently occupied by an existing 1.5 storey single-detached dwelling with business office; detached garage; farm storage building; wooden barn; and an outdoor storage area for mineral aggregates.
- The overwhelming majority of the site (12.19 ha or 98%) is devoted to existing agricultural/farming operations including corn and soybean crops.

DEVELOPMENT PROPOSAL



- The Owner is seeking approvals to permit the existing mineral aggregate storage and distribution operation and accessory office use on the Subject Lands.
- Amendments to the Vaughan Official Plan, Zoning By-law 1-88 and Zoning Bylaw 001-2021 are required to permit the continued use of the existing operation.
- The applications do not propose any new development or site alterations.
- The purpose and intent of the proposal is to allow the existing uses on the property to be recognized within the context of the City of Vaughan's Official Plan and Zoning By-laws.
- The aggregate storage area is already setback approximately 200 metres from the property line and is screened to the east by a 80 metre long, 3 metre high, landscaped berm.

NATURE OF OPERATION & USE



- Acts as a small-scale temporary staging, and storage area for aggregates facilitating the distribution of these materials to serve local markets in Vaughan and the GTA.
- Hours of operation: 7:30am to 4:30pm on weekdays.
- Trucks travelling in and out of the site consist of end dump trailers (approx. 12 feet high & 36 feet long) & triaxle dump trucks and stone slinger conveyor trucks, (approx. 12 feet high & 32 feet long).
- Truck traffic is seasonally dependent and winter weather causes significant variations in traffic volume.

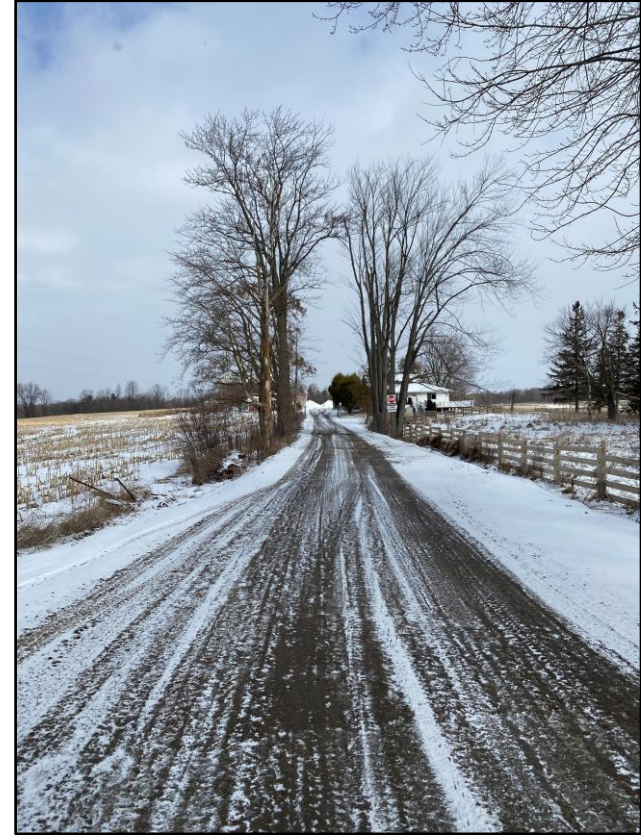
NATURE OF OPERATION & USE CONT'D



View of Landscape Berm (looking west)



Converted Office Building



View of site from King-Vaughan Road (looking north)

PLANNING ANALYSIS

- The uses have existed on the site for quite some time (10+ years) with little to no impact to the surrounding rural area and agricultural operations.
- This is most evident by the fact that the western and northern portion of the Subject Lands, abutting the aggregate storage are, continues to be farmed with no impact to normal farm practices, including seeding, sowing, fertilizing, irrigation and harvesting.
- The operation is small-scale (representing only 2% of the total land base). The existing aggregate storage use remains subordinate to the primary farming use on the Subject Lands.
- The existing use does not figure prominently within typical employment areas, and is better suited for agricultural or rural lands currently outside the city's urban boundary, like the Subject Lands, in order to avoid more serious land use conflicts.
- The existing use supports local businesses, the economy, and a number of construction projects within the City of Vaughan.
- The technical studies, completed in support of the proposal confirm the ability of the site to accommodate the existing use and address any perceived associated impacts through a number of mitigation strategies.

STUDIES & PLANS COMPLETED

- Agricultural Impact Assessment, dated May 9, 2022;
- Environmental Noise Assessment, dated April 28, 2022;
- Planning Justification Report, dated May 2022;
- Grading Plan, dated February 24, 2022; and,
- Arborist Certification Letter, dated March 4, 2022

THANK YOU

DATE: November 21, 2022
TO: Mayor and Members of Council
FROM: Haiqing Xu, Deputy City Manager Planning and Growth Management
RE: **COMMUNICATION - Committee of the Whole (Public Meeting),
November 22, 2022**
**Item #2, Report #40: 1834371 Ontario Inc. Official Plan Amendment,
Zoning By-Law Amendment, and Plan of Subdivision Files
OP.22.009, Z.22.018, 19T-13V006 (2951-2957 Highway 7 and 180
Maplecrete Road, Vicinity of Highway 7 and Maplecrete Road)**

Recommendations

The Deputy City Manager, Planning and Growth Management recommends:

That the staff report for Official Plan Amendment File OP.22.009, Zoning By-law Amendment File Z.22.018 and Plan of Subdivision File 19T-13V006 (1834371 ONTARIO INC.) be amended as follows:

1. THAT Attachment 4 of the Report be deleted and replaced with the Attachment included herein to this Communication.

Background

Recommendation #1 to this Communication constitutes an administrative correction. Attachment 4 – Site Plan and Proposed Rezoning inadvertently labels the centrally located open space as “Strata Park”, whereas it should be labelled “Proposed POPS” (Privately Owned Publicly Accessible Open Space). The “Proposed POPS” wording is consistent with the references included in the Report.

For more information, contact Christina Bruce, Director, Policy Planning and Special Programs ext. 8231.

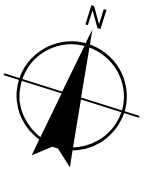
Attachment

4. Site Plan and Proposed Rezoning

Respectfully submitted by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management



HIGHWAY 7



Subject Lands

Zoning By-Law 1-88

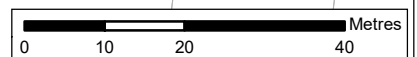
C9(H), Corporate Centre Zone with the Holding Symbol

OS2(H), Open Space Park Zone with the Holding Symbol

Zoning By-Law 001-2021

OS1, Public Open Space

V1, Vaughan Metropolitan Centre - Station Precinct



Site Plan and Proposed Rezoning

LOCATION: 2951-2957 Highway 7 and 180 Maplecrete Road; Part of Lot 5, Concession 4

APPLICANT: 1834371 Ontario Inc.



Attachment

FILES:

OP.22.009 and

Z.22.018

DATE:

November 22, 2022

4

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] : Fwd: Virtual Public Meeting: Kleinburg-Nashville Heritage Conservation District Plan Update
Date: Monday, November 21, 2022 2:59:42 PM

From: anne r [REDACTED]
Sent: Monday, November 21, 2022 2:42 PM
To: Clerks@vaughan.ca
Subject: [External] : Fwd: Virtual Public Meeting: Kleinburg-Nashville Heritage Conservation District Plan Update

Good Afternoon,

I am a resident of Vaughan and I wanted to voice my concerns about the parking proposal for 48- Car parking north of the village on Islington.

I am the first house on Treelawn(Islington/Treelawn) and the proposed parking is going along my fence. Currently I am very frustrated and totally against this parking. I just installed new fence and retaining wall to help beautify the community. Now you are proposing parking along my fence. I will not be able to use my backyard anymore. Would any council member like this parking of cars next to their backyard fence???. People and Children use this walkway to go to school and to the village. What about security. I had my vehicle stolen last year and my home was broken in. I did mention to Marilyn in my previous email that I will hold the city responsible if my home is invaded again because this parking area will definitely be ideal for hang-out, more crimes, drug, noise, litters, pollution and also fast get away. I really believe that the City Councils can find alternative parking areas in the village where it is more suitable. Besides this village is only busy in the summer when all the out-of-town people are here to dwell and wander around. There are lots of parking available at the library, the school and McMichael Gallery in the afternoon.

Please rethink this parking proposal because Kleingburg will not be the same. This will be very detrimental to the community. What about the pollution?

Thanks

Anne Ramnauth

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Urgent: Item 3.1 Committee of the Whole Agenda Nov. 22, 2022
Date: Monday, November 21, 2022 5:07:08 PM

From: Mark Hopkins [REDACTED] >
Sent: Monday, November 21, 2022 3:35 PM
To: Clerks@vaughan.ca
Cc: Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Dan Sant [REDACTED] >; Ron Sant [REDACTED] >; Rick Sant <[REDACTED]>; HEIDI SANT [REDACTED] >; Eric Sant <[REDACTED]>; [REDACTED]; Dawn Bassant <[REDACTED]>; alexandra ney <[REDACTED]>
Subject: [External] Urgent: Item 3.1 Committee of the Whole Agenda Nov. 22, 2022

RE: FRANLINE INVESTMENTS LIMITED OFFICIAL PLAN AMENDMENT FILE OP.22.013
ZONING BY-LAW AMENDMENT FILE Z.22.024 - 4130 KING-VAUGHAN ROAD VICINITY OF
KING-VAUGHAN ROAD AND PINE VALLEY DRIVE

I live at [REDACTED] Cold Creek Rd, Kleinburg, ON. On September 13th I presented a deputation to the Committee of the Whole on the matter of illegal truck yards. A staff report in response to the points in the deputation is expected for the December 6, 2022 meeting.

My neighbours and I are opposed to the granting of the requested zoning amendment as the aggregate storage and trucking business produces truck traffic, noise, dirt and dust pollution that negatively impacts the quality of life and property value of its neighbours. We also know that the movement of aggregate is important to the development and expansion of illegal truckyards in Vaughan.

The enforcement history for this and similar unlicensed commercial operations on agricultural lands shows that fines are inadequate and are viewed as a cost of business. To be commercially viable, cash crop farming requires a minimum of 3000 acres in reasonable proximity. We respectfully suggest that the City of Vaughan has a responsibility to ensure that food crops are produced on its agricultural lands and to take all necessary measures to protect such lands from incremental loss to commercial uses. Failure to do so will result in a future tipping point at which time commercial farming is no longer viable and Vaughan does not contribute to Canada's food needs. This result would represent shortsighted governance and will be irreversible.

Furthermore, approving these types of businesses on agricultural lands is unfair to operators who comply with Vaughan's zoning and encourages the current proliferation of non-compliant trucking and aggregate businesses.

Sincerely
Mark Hopkins

--

Mark Hopkins, PMP®, PROSCI® CM
Hives Management Associates Ltd.

Toronto: [REDACTED]

e-mail: [REDACTED]

[REDACTED] [REDACTED]



Think before you print.



From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: CW PH - Re: 4130 King Vaughan Road
Date: Tuesday, November 22, 2022 9:55:14 AM
Attachments: [image001.png](#)

From: Gina Ciampa <Gina.Ciampa@vaughan.ca>
Sent: Monday, November 21, 2022 7:27 PM
To: Clerks@vaughan.ca; Mayor and Members of Council
<MayorandMembersofCouncil@vaughan.ca>
Cc: Ward 1 Support Staff <SupportStaff.Ward1@vaughan.ca>
Subject: CW PH - Re: 4130 King Vaughan Road

Hello,
I'm sharing the email below as it pertains to the item at tomorrow's Committee of the Whole Public Hearing – 4130 KV Road

Respectfully,

My work day may look different than yours. Please do not feel obligated to respond out of your normal working hours.

Gina Ciampa

Executive Assistant to Councillor Marilyn Lafrate
905-832-8585, ext. 8723 | gina.ciampa@vaughan.ca

City of Vaughan | Office of Councillor, Ward 1, Maple/Kleinburg
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca



To subscribe to Councillor Marilyn Lafrate's E-Newsletter, please click [here](#)

From: fausto tenaglia <[REDACTED]>
Sent: Monday, November 21, 2022 6:34 PM
To: Rick Sant <[REDACTED]>
Cc: Gina Ciampa <Gina.Ciampa@vaughan.ca>; Alexandra Ney <[REDACTED]>; Dan Sant <[REDACTED]>; Eric Sant <[REDACTED]>; John Bartella <[REDACTED]>; Mark Hopkins <[REDACTED]>; Ranjit Lalli <[REDACTED]>; christina oddi <[REDACTED]>; Marilyn Lafrate <Marilyn.lafrate@vaughan.ca>; Ward 1 Support Staff <SupportStaff.Ward1@vaughan.ca>

Subject: [External] Re: Virtual Meeting

Good Evening Everyone,

I am also in opposition to the 4130 King Vaughan Road development and will send in an email to this effect. It would appear that this sort of blatant illegal use of agricultural lands has been going on for some time. Precedents are being set in these cases that if not stopped now will inevitably set the pace for more of the same. The City of Vaughan Legal Department needs to execute stop work and court injunctions to halt these sites.

Mark Tenaglia

|

**Communication: C23
Committee of the Whole (PM)
November 22, 2022
Item #1**

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] 4130 King Vaughan Rd, Official Plan Amendment File OP.22.013, Zoning By-law Amendment File Z.22.024.
Date: Tuesday, November 22, 2022 9:55:21 AM

From: John Bartella [REDACTED] >
Sent: Monday, November 21, 2022 9:23 PM
To: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] 4130 King Vaughan Rd, Official Plan Amendment File OP.22.013, Zoning By-law Amendment File Z.22.024.

Re:

[4130 King Vaughan Rd,](#)
[Official Plan Amendment File OP.22.013, Zoning By-law Amendment File Z.22.024.](#)

We strongly appose this application.

It does not conform to the land use and zoning, and we ask council to NOT support this application request.

Thank you

John

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] File 19T - 22V004
Date: Monday, November 21, 2022 5:07:11 PM
Attachments: [Members Support Letters.pdf](#)

From: Muntazir Jaffer <director@jaffari.org>
Sent: Monday, November 21, 2022 3:41 PM
To: Clerks@vaughan.ca
Cc: Steven Del Duca <Steven.DelDuca@vaughan.ca>; Council@vaughan.ca; Chris Ainsworth <Chris.Ainsworth@vaughan.ca>
Subject: [External] File 19T - 22V004

Office of the City Clerk

Vaughan City Hall, Level 100

2141 Major Mackenzie Dr.

Vaughan, ON L6A 1T1

Reference: Agenda Item 5;

ISLAMIC SHIA ITHNA-ASHERI JAMAAT OF TORONTO DRAFT PLAN OF
SUBDIVISION FILE 19T-22V004

9000 BATHURST STREET VICINITY OF BATHURST STREET AND NER ISRAEL
DRIVE

Good Afternoon,

Attached, please find letters of support for the proposed draft plan approval
Committee of Whole, public meeting to be held on November 22, 2022 at 7.00 p.m.

We have also registered a total of seven (7) speakers , five (5) in person and two (2) on
the online platform. These were all registered before the deadline and are listed
below just for your reference and information.

In person Speakers

1. Shafiq Ebrahim

Tel: [REDACTED] Email: [REDACTED]

2. Nazmul Damji

Tel: [REDACTED] Email: [REDACTED]

3. Mohamed Jivraj

Tel: [REDACTED] Email: [REDACTED]

4. Fatema Allidina

Tel: [REDACTED] Email: [REDACTED]

5. Aamreen Fatemah Ebrahim

Tel: [REDACTED] Email: [REDACTED]

Online Speakers

1. Abbas Rizvi

Tel: [REDACTED] Email: [REDACTED]

2. Zahra Jessa

Tel: [REDACTED] Email: [REDACTED]

Please do not hesitate to let us know if there is any further requirements.

Regards



Committee of the Whole (Public Meeting)

November 22, 2022

RE: Item 5

ISLAMIC SHIA ITHNA-ASHERI JAMAAT OF TORONTO DRAFT PLAN OF SUBDIVISION FILE 19T-22V004 – 9000 BATHURST STREET VICINITY OF BATHURST STREET AND NER ISRAEL DRIVE

The Office of the City Clerk has received a petition from Muntazir Jaffer, Director of Operations, Islamic Shia Ithna-Asheri Jamaat of Toronto, on behalf of residents of the Concord, Maple, Thornhill and Richmond Hill neighbourhoods.

The total number of signatures on the petition is: 52

Their concerns are outlined as follows:

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A copy of the entire petition document containing a total of 104 pages is on file in the Office of the City Clerk.

November 17, 2022

Mayor Steven Del Duca and Members of Council
council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

Re: Application for Approval of Draft Plan of Sub Division
File Number 19T-22V004
Islamic Shia Ithna Asheri Jamaat of Toronto
Lot 14, Concession 2, 9000 Bathurst Street, Vaughan, Ontario

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Sincerely,

[REDACTED]

Tahera Ahdina

[REDACTED] MINTWOOD RD, THORNHILL, [REDACTED]

November 17, 2022

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council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

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Sincerely,



Tahera Kassamali

 Vanguard Road Vaughan 

November 17, 2022

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Sincerely,

Sabiha Merali
[REDACTED]
[REDACTED] Maverick Croo
Vaughan, ON
[REDACTED]

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Sincerely,

1
[REDACTED]

AARIFA MANEK

[REDACTED] ISAAC MURRAY AVE
VAUGHAN, ON

[REDACTED]

November 17, 2022

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council@vaughan.ca
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Sincerely,



Najma Datto

 *Hendel Dr. Thornhill ON*



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Sincerely,

AA
[Redacted Signature]

ZAHRA CANANI

[Redacted Address] WELDRICK RD W, RICHMOND HILL

[Redacted Address]

November 17, 2022

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SARAHFATEMA MANEK
[REDACTED] ISAAC MURRAY AVE
[REDACTED] MAPLE
[REDACTED]

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Sincerely,

Shawista Datto

■ Sewat Place, Glenhill ■

■

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SALWA ASGHAR

 BAYLILY CRES, RICHMONDHILL 

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Sincerely,

A black rectangular box redacting the signature of Muntazir Jaffer.

Muntazir Jaffer

Director of Operations, ISIJ of Toronto
9000 Bathurst Street, Thornhill, ON, L4J 8A7

November 17, 2022

Mayor Steven Del Duca and Members of Council
council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

Re: Application for Approval of Draft Plan of Sub Division
File Number 19T-22V004
Islamic Shia Ithna Asheri Jamaat of Toronto
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Sincerely,

[REDACTED]

Rachela Mankani.
[REDACTED] Bayview Av.
Thornhill ON- [REDACTED].

November 17, 2022

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council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

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Sincerely,



SARA MERCHANT-

 Petrolia Cnt Richmond Hill

November 17, 2022

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council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

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Sincerely,

A black rectangular redaction box covering the signature of Sanda Ali.

Sanda Ali
Ridgefield Cres

November 17, 2022

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council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

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Sincerely,



Fatema Dewji

 Israel Zilber Drive, Maple, ON, 

November 17, 2022

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council@vaughan.ca
City of Vaughan
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Sincerely,

[REDACTED]

MUMTAZ NAWJI

[REDACTED], Tamara Drive

Richmond Hill [REDACTED]

Ontario Canada

November 17, 2022

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council@vaughan.ca
City of Vaughan
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Sincerely,

[REDACTED]

FATMA KHAROD

OFFICE ADMINISTRATOR, NASIMCO

[REDACTED] BATHURST ST., @ THORNHILL, ON.

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council@vaughan.ca
City of Vaughan
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Sincerely,



SHUKINBANU MAMDANI.
 BRISTLEWOOD CRESCENT
THORNHILL, ONTARIO.


November 17, 2022

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council@vaughan.ca
City of Vaughan
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Sincerely,

[Redacted]

Zenit K. Ladhan
George Kirby St.

Maple, Ont

November 17, 2022

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council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
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Sincerely,

 Zinet Nasser.
 Kings College Rd
Thornhill Ont 

November 17, 2022

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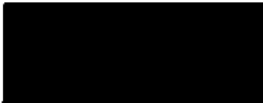
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Sincerely,



Sarah Shaban

Maple Valley, Maple, ON, 

November 17, 2022

Mayor Steven Del Duca and Members of Council
council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

Re: Application for Approval of Draft Plan of Sub Division
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Sincerely,

[REDACTED]

SURAINA DHARSI

[REDACTED] WESTWAY CRE5

VAUGHAN, [REDACTED]

November 17, 2022

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council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
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Sincerely,

Mitalen Intiyaz Abbasi

Highway 7, Concord, ON.

November 17, 2022

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council@vaughan.ca
City of Vaughan
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Vaughan, L6A 1T1

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Sincerely,

[Redacted Signature]

Sabira Kennala
[Redacted] Yonge Street
[Redacted] Richmond Hill

[Redacted Address Line]

November 17, 2022

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council@vaughan.ca
City of Vaughan
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Sincerely,



Unai Zuh Hossain

 NEA for Thornhill

November 17, 2022

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council@vaughan.ca
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Sincerely,

SHABIR RASHID.

[REDACTED]

[REDACTED]

November 17, 2022

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Sincerely,

Amjad Datto
██████ Hendel Dr.
Thornhill ON ██████████

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City of Vaughan
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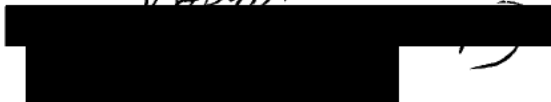
Sincerely,



GUARIN GUNDIR



GEORGE KIRBY
VAUGHAN



November 17, 2022

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Muratza Jetter.

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Sincerely,

ISRAELI. KIMSE
[REDACTED] YORKLAND UNIT [REDACTED]
RICHMOND HILL. L

November 17, 2022

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

Re: Application for Approval of Draft Plan of Sub Division
File Number 19T-22V004
Islamic Shia Ithna Asheri Jamaat of Toronto
Lot 14, Concession 2, 9000 Bathurst Street, Vaughan, Ontario

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Sincerely,

SAFDAR NASSER



November 17, 2022

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council@vaughan.ca
City of Vaughan
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Mohamedjawad Nuzmohamed

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Sincerely,





Shayaan Alibhai



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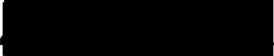
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ZAFAR KAZMI


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Sincerely,

Ali Aiwani

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Mohamed-Akheel Hasham



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MUHAMMAD HADI SHABIR



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Haswain Taziz



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SAREALAL DHANU



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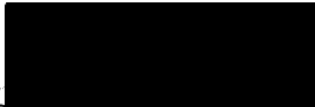
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Muntazir Jaffer
Director of Operations, ISIJ of Toronto
9000 Bathurst Street, Thornhill, ON, L4J 8A7

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Sincerely,

ABBAS KERMALI 


November 17, 2022

Mayor Steven Del Duca and Members of Council
council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

Re: Application for Approval of Draft Plan of Sub Division
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Sincerely,

Shahid Juma

[REDACTED]

November 17, 2022

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Sincerely,




 Bishopsbridge Crescent


November 17, 2022

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Sincerely,

MAHDI KHAHOO

[REDACTED]

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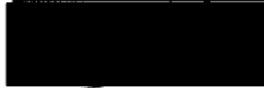
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ADAM KHAKOO

17/11/2022



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Sincerely,

AKHTAR MANEK


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Sincerely,

Mussein Khilji
[Redacted]
Date: Nov 17/2022

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SHAMS DHARSI
[REDACTED]

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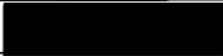
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Sincerely,

MUHAMMAD ABBAS



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To our community members, most of whom participated 28 years ago in the initial purchase of the 28-acre property and those who joined later, this project is very important as it is the realization of a long-awaited dream and the vision of our community. For a young organization to reach here, it took a lot of courage, sacrifice, perseverance, and absolute faith in the values of justice and equal opportunity typical of all Canadians who wish to better themselves. We believe this development will contribute directly to the local economy by way of creating jobs and generating income for municipal, provincial and federal governments. It also aims to provide for community-based social and other ancillary services that will lessen the burden and free up the resources for local government agencies and social organizations.

The proposed development provides a diverse form of residential apartments and senior units, which will provide a range of options for all residents and also provides housing options that will accommodate singles, couples, families, and seniors looking to age-in-place, with a range of units that differ from the surrounding neighborhoods which primarily consist of single-family homes. Our community currently does not have sufficient programs and services catered to the various members of our community such as seniors and youth and this development will allow us to provide these much-needed services. As you are aware, Ontario is currently facing a housing shortage and we believe that this plan will assist with this by adding townhouses, apartments, senior residences, and publicly accessible recreational facilities.

The City of Vaughan has experienced significant growth in the past decade and continues to be one of the Greater Toronto Area's leading municipalities for growth. This development will provide the much-needed facilities including homes and recreational space to supplement the growth. It will also provide connectivity for all future residents to walk, cycle and connect to transit directly from the proposed development site. Once developed, the planned publicly accessible playfield will offer new recreational opportunities for both the proposed development and the wider community.

The ISIJ of Toronto is a community of over 7000 strong and the majority of its membership resides in the City of Vaughan and the City of Richmond Hill. We have a long and proud history of community involvement and a very good track record of excellent neighbourliness. We have received recognition and awards going back to our days at our centre on 7340 Bayview Avenue. Our organization is guided by and promotes the core Canadian values of equality, fairness, tolerance and peace for all. We are known to be a very progressive and socially responsible community that is a role model for other faith-based organizations in the area and abroad.

We are extremely grateful for the cooperation that we have received from the City of Vaughan in the past and we consider ourselves fortunate to be part of the milieu that contributes to its diversity and richness. We have every confidence that Vaughan Council will look at this application in light of its past decisions that have allowed similar communities as ours to thrive and bring prosperity to the City and do us all proud.

Sincerely,

Hyder Shah



November 17, 2022

Mayor Steven Del Duca and Members of Council
council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

Re: Application for Approval of Draft Plan of Sub Division
File Number 19T-22V004
Islamic Shia Ithna Asheri Jamaat of Toronto
Lot 14, Concession 2, 9000 Bathurst Street, Vaughan, Ontario

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Sincerely,

A large black rectangular redaction box covering the signature area.

SHIRAZ SHARIFA

A small black rectangular redaction box covering the printed name.

November 17, 2022

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council@vaughan.ca
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, L6A 1T1

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Sincerely,

[REDACTED]

FATEMA DHALLA

[REDACTED] GLENHERON CRESCENT, MAPLE, ON [REDACTED]

Original Parking Concerns – Still Ongoing

- The ISIJ and the City of Vaughan both signed off on a Site Planning Document in 2006 **to build 881 parking spots** (bylaw required 752 parking spaces).
- In 2010, the ISIJ went to the Committee of Adjustments and successfully got a parking variance **to reduce the parking to 585** parking spots (vs 881 parking spots).
- Visits to the Jaffari Community Centre have increased over the last 12+ years with the growth of York Region.
- **Estimating 1,100 – 1,200 parking spots now required** during peak events
- Many visitors to the Jaffari Community Centre are **not residents of Vaughan**.

Future Apple Blossom Drive Entrance

October 2022



October 2015 Event: 1,100+ Vehicles



Draft Plan of Subdivision

Proposed Parking During Each Phase

Phase	Beginning	Construction	End	New 6/8 Floor Buildings
Current	585			
Phase 1 A – Add Parking	589	589	1075	
Phase 1B - Buildings	829	829	912	306
Phase 2 – School Expand	768	768	933	306
Phase 3A – Parking Garage	795	795	1,488	306
Phase 3B - Townhomes	913	913	976 < 1,100 Spaces	306

Assumptions

- Original 2006 Jaffari Site Planning Document – 881 Parking Spots for Mosque and School Only
- Special Events: 1,100 – 1,200 parking spots required to avoid overflow.
- Have NOT included parking for 6 and 8 floor buildings in analysis
- **RED = Major Concerns (< 881 Parking Spaces).**
- **YELLOW = Problematic (< 1,100 Parking Spaces).**
- **GREEN = Sufficient Parking (> 1,100 Parking Spaces)**

ISSUE #1: Why rip out a Forest to Build a temporary Parking Lot?
Can we save this greenspace by building the Parking Garage in Phase 1?



ISSUE #2: Parking Overflow into Community

How do we prevent annoying parking overflow?



ISSUE #3: Traffic Overflow into Community

How do we prevent cars from flooding the community?



Recommendations – Be a Good Neighbour!

- Build the Multi-Level Parking Garage Mandated by OMB in Phase 1?
 - Community has no guarantee that the applicant will build phases 2, 3
 - Can we save the woodlot by building the Parking Garage in Phase 1?
 - If not, can all 3,350 tree be replaced elsewhere on the property?
- Maintain 1,100 parking spots during all phases of construction?
- Can we keep the new Apple Blossom entrance closed until later phases?
- Can the applicant provide detailed information on Parking Overflow strategy?
 - Overflow locations with evidence of agreements
 - Shuttle process
 - Policing
 - Enforcement of rules to avoid friction with community

My name is Mina Zeppieri. I live at [REDACTED] King Vaughan Rd., across the street from this property 4130.

I have been complaining to the city of Vaughan for year to get this illegal gravel pit shut down.

I have had to put up with big trucks roaring down my street and the noise and pollution that comes with it. We have a 5-ton restriction and some of these trucks are way over the limit, causing damage to our roads creating potholes and damages to our cars.

I have had to deal with not only the dangerous dust exposures that researchers tell us cause health problems but the nuisance of having dirty windows and porch on a daily basis.

They start operating as early as 5:30-6:00am and work way passed 8-9 pm.

I have had problems getting in and out of my driveway and having to drive on the wrong side of the road to go to work or come back home because there are rows of trucks parked on the road waiting to get into the illegal gravel pit, So my day either starts stressful or ends stressful.

I Can't even enjoy walks with my husband or my dog because I'm afraid getting hit by either a truck or the flying debris of rocks or gravel. Can't even sit peacefully on my front porch, all I hear is the thundering of trucks come down the road. Life is already stressful with work and obligations. I don't think it should be at home too.

Not only does this effect me , but my live stock has been effected by the noise and the dust as well. I find dust in the sheep's eyes and nose, and I see then get startled as the large trucks speed down my road.

I am very much opposed of this gravel pit that has been operating for years without a permit and I would like that the city not give them an opportunity to get approved now.

There are already 2 existing gravel pits on King-Vaughan Rd, we don't need another one !!!!!

I would like to close off by saying.

My family and I have lived on this street since the 80's. We moved there away from the city to enjoy quite rural life and this illegal gravel pit and their trucks deny us the quite enjoyment of our property

Thank you for your consideration