

**COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JANUARY 17, 2023****COMMUNICATIONS**

<b><u>Distributed January 13, 2023</u></b>	<b><u>Item No.</u></b>
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**Disclaimer Respecting External Communications**

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**Please note there may be further Communications.**

**COMMITTEE OF THE WHOLE (PUBLIC MEETING) – JANUARY 17, 2023****COMMUNICATIONS**

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**Distributed January 17, 2023**

C29.	Yurij Michael Pelech, Principal/Managing Partner/Associate Planning Consultant, Bessant Pelech Associates Inc., Miraya Court, Mississauga, dated January 16, 2023	5
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**Received at meeting**

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**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Official Plan Amendment Files OP.22.002 and OP.22.005  
**Date:** Monday, December 19, 2022 4:40:38 PM

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**From:** Alex L <[REDACTED]>  
**Sent:** Monday, December 19, 2022 9:01 AM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Official Plan Amendment Files OP.22.002 and OP.22.005

Dear York Region City Council and City Planner,

My name is Alex Londono and I am writing to strongly advise against moving forward with the building project that plans to replace the current commercial area with dozens of new buildings.

I have several concerns about the impact of adding so many buildings to this area, both for the community and for the environment. Below are some of the reasons why I believe this project should not go forward:

**Increased traffic and congestion:** The addition of so many new buildings is likely to significantly increase traffic in the area, leading to congestion and potentially dangerous conditions for pedestrians and drivers alike. Congestion has already hit levels of dysfunction that rival downtown toronto intersections.

**Overcrowding and loss of open space:** The influx of so many new residents and businesses could lead to overcrowding and a loss of open space and green areas, which are essential for the health and well-being of the community.

**Negative environmental impacts:** The construction and operation of so many new buildings would have a significant impact on the environment, including increased greenhouse gas emissions, air pollution, and strain on natural resources such as water and energy. In addition, the construction and increased human activity is disrupting the migratory patterns of geese and other wildlife that may fly through the area. The loss of these scarce nesting grounds, which are already rare and difficult for geese to access, could have serious consequences for the overall health and well-being of these species.

**Loss of small businesses and community character:** The current commercial area likely includes a number of small, locally-owned businesses that contribute to the character and uniqueness of the community. These businesses may be unable to compete with the new development and could be driven out, leading to a loss of diversity and community identity.

I urge you to consider these negative consequences and to carefully weigh the potential benefits of the building project against the potential costs to the community and the environment. Thank you for your consideration.

Sincerely, Alex Londono



**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] RioCan Real Estate INV Trust  
**Date:** Monday, December 19, 2022 1:54:30 PM

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**From:** Helen Zosimadis [REDACTED] >  
**Sent:** Saturday, December 17, 2022 11:34 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] RioCan Real Estate INV Trust

To whom it may concern,

I just realized that i missed the meeting regarding RioCan Real Estate INV Trust and how they want to tear down the cinema. I was wondering whether there has been a decision yet, and if not is there still a chance to speak on this matter. I absolutely do not agree with tearing any of the area down to build condos, as i know many other people agree with me. We all hope that you do not proceed with this plan.

We do agree with putting up more condos but not in that area. If you are planning on tearing all those building/businesses down for that purpose then we strongly oppose it.

Kind Regards,  
Helen

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] official plan amendment files OP 22 002 and OP 22 005  
**Date:** Thursday, December 22, 2022 1:38:36 PM

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**From:** eve marson <[REDACTED]>  
**Sent:** Thursday, December 22, 2022 1:37 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] official plan amendment files OP 22 002 and OP 22 005

Dec 12 2022

My concerns with this project are as follows

I am sure you have done density studies on this property but have you done new density studies with 27 condo density on this property and what about upgrading the infrastructure to facilitate the new density that 27 condos would bring? Is the builder responsible for this upgrade, is an upgrade in the proposal? if its not and in the future when it fails who pays does the builder pay or does the tax payer pay? Until all this is worked out and put into writing , **i am against this project going forward.**

Iva torriano

[REDACTED] airdrie dr woodbridge ont

[REDACTED]

[REDACTED]

**Communication: C4**  
**Committee of the Whole (PM)**  
**January 17, 2023**  
**Item #3**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] File# Z.22.029, Subdivision file- 19T-22V006  
**Date:** Tuesday, January 3, 2023 9:18:19 AM

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

From: ashkir ashkir <[REDACTED]>  
Sent: Tuesday, December 27, 2022 9:57 AM  
To: Clerks@vaughan.ca  
Subject: [External] File# Z.22.029, Subdivision file- 19T-22V006

Hi there,

Following up on the letter we received in regards to above file number.

Can you please confirm if Highway 27 expansion is also in the plan, hopefully prior to construction? As you know it is one lane only each side and is always already congested during the rush hours.

Your feedback will be appreciated.

Regards, Ashwani

**Communication: C5**  
**Committee of the Whole (PM)**  
**January 17, 2023**  
**Item #7**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Comments: plan amendment files OP.22.002/.005 (riocan real estate inv trust)  
**Date:** Tuesday, January 3, 2023 9:48:22 AM

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**From:** Elaine Lieu <[REDACTED]>  
**Sent:** Wednesday, December 28, 2022 4:49 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Comments: plan amendment files OP.22.002/.005 (riocan real estate inv trust)

To whom it may concern,

The proposed master plan should not be approved. It fails to look at the city of Vaughan as a whole: they are proposing to destroy what makes our city one of the best in the GTA due to its convenience. The northern and southern precinct will be destroying the only movie theater in the city of Vaughan, restaurants where there are no other locations in Vaughan, and shops that are convenient for the residents around the highway 7 to Weston/Pine Valley Drive area. The next nearest theater would be in Richmond Hill (yonge and highway 7) and is only driving business away from our city and creating more traffic in an already crazy busy and gridlocked intersections.

The plan has many flaws, if we allow them to bulldoze all of the shops in those 2 precincts, why will residents be more inclined to move to downtown Vaughan? People are moving here for the convenience but if we allow them to proceed with this plan, we are taking away all convenience of life for the residents of Vaughan. I have lived here since 1999 and for the past 23 years I have said I want to live in the city of Vaughan forever. But all of these high rises being proposed is making life here almost unbearable and inconvenient due to more foot traffic and less restaurants and businesses.

Another flaw of the proposed plan: there are too many traffic lights planned too close to each other and we have already learned how bad of a decision that is with these example intersections: Chrislea Road from Applewood Pkwy to Jevlan Dr and Weston Rd from Northview Blvd to Collossus Dr.

Before approving this plan, how about we first propose to fix up and align all of the traffic lights to fix the traffic in the supposed future downtown of Vaughan? Approving this plan without fixing the traffic and traffic lights will only be making our city more unliveable and drive the people who have lived here since the very beginning of the formation of Vaughan away!

If more condos need to be built, find a way to build it without destroying the businesses and restaurants that have already made Vaughan their home! Why would anyone want to move and live here if riocan is destroying the shops and movie theaters that are making Vaughan a prime city in the first place? People want to move here to start a family and for the convenience of everything nearby, we should not approve the northern and southern precincts as they will be bulldozing all of the convenience of Vaughan!

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Objection to Official Plan Amendment Files OP.22.002 and OP.22.005  
**Date:** Tuesday, January 3, 2023 10:35:13 AM

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**From:** Alex L <[REDACTED]>  
**Sent:** Tuesday, January 03, 2023 5:23 AM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Objection to Official Plan Amendment Files OP.22.002 and OP.22.005

Dear York Region City Council, City Planner, and Office of the City Clerk,

I am writing to strongly advise against moving forward with the Application by RioCan Real Estate INV Trust regarding the building project: Official Plan Amendment Files OP.22.002 and OP.22.005 that plans to replace the current commercial area with dozens of new buildings. My name is Alex Londono, and I am a long-time resident of this area. The following is my reasoning to explain why this project should not go forward or how it should be modified.

These are the concerns I have about the impact of adding so many buildings to this area, both for the community and for the environment.

First, the influx of new residential apartments and businesses will lead to overcrowding and a loss of open space, which can have negative impacts on the health and well-being of the community, such as decreases in mental health and physical activity. This is also linked to the inadequate investment in green space, which is essential for promoting relaxation, stress relief, and improving air quality. Furthermore, they provide habitat for a variety of plants and animals, and their loss could lead to a decrease in biodiversity.

Second, the addition of so many new buildings will significantly increase traffic in the area, leading to congestion and potentially dangerous conditions for pedestrians and drivers alike. Congestion has already reached levels in this area that rival downtown Toronto intersections.

Third, the construction and operation of so many new buildings would have a significant impact on the environment, including increased greenhouse gas emissions, air pollution, strain on natural resources such as water and energy, an increase of more waste on a limited sewer system, and decreased stormwater management due to reduced green space areas that help to absorb and filter stormwater, which could lead to increased flooding. The construction and increased human activity is also disrupting the migratory patterns of geese and other wildlife that may fly through the area. The loss of these scarce nesting grounds, which are already rare and difficult for geese to access, could have serious consequences for the overall health and well-being of these species as well as other wildlife animals.

Finally, the current commercial area likely includes a number of small, locally owned businesses that contribute to the character and uniqueness of the community. These businesses may be unable to

compete with the new development and could be driven out, leading to a loss of diversity and community identity.

A possible compromise would be the modification of building plans to obligate RioCan Real Estate INV Trust. to build Low rise building of maximum 15 storeys instead of High rise mixed use towers of 22 to 68 floors. And to provide 100% green areas on the roofs of all the buildings. An environment resembling the natural environment that proceeded all these projects.

In conclusion, it is important to consider the negative consequences of this building project when deciding how to allocate open spaces in the community. I urge you to carefully weigh the potential benefits against the potential costs to the community and the environment.

Thank you for your consideration.

Sincerely, Alex Londono -

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#); [Adelina Bellisario](#)  
**Subject:** FW: [External] Comments Submission for Files OP.22.002 OP.22.005  
**Date:** Wednesday, January 4, 2023 3:34:37 PM

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**From:** Sabrina De Luca [REDACTED]  
**Sent:** Wednesday, January 04, 2023 2:46 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca); Rosanna DeFrancesca  
<[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>  
**Subject:** [External] Comments Submission for Files OP.22.002 OP.22.005

With regards to Public Meeting dated Tues. Jan 17/23 For RioCan Real Estate INV Trust, please accept the following comments below:

As a resident of Ward 3 in Vaughan for 34 years, I have never felt more moved to have my voice heard in the community as of now. For years, I have sat back quietly and observed the municipal government and developers change the landscape under residents' noses or as you like to say "grow the community" as condos starting appearing in the sky along Hwy 7.

I truly hope that as I write about my opinions and concerns about the proposed master plan for condo development requested by RioCan Real Estate INV Trust, that my voice actually matters, is heard, is considered and followed through to satisfy existing residents such as myself to continue to feel respected, included and a part of the community rather than being phased out by a village of five plus blocks worth of high rise condos where future potential people will live in boxes in the sky.

The reason why Ward 3, Woodbridge is such a desirable neighbourhood is because of its suburban nature, where people can have homes with a front & backyard, where parks and other greenspaces fill community blocks, where amenities, entertainment, retail and restaurants are a short drive away. And everywhere you go, if you look up, you see a bright blue sky. It is the very reason why the majority of homeowners chose to move away from city of Toronto, whether it was 30 years ago, 10 years ago or now. We have a blank slate to create a downtown from the ground up. Why copy Toronto? Learn from Toronto mistakes, don't repeat them!

For years, maybe even decades I've heard City of Vaughan municipal government campaign about reducing road congestion, about improving climate change and other environmental issues like pollution, garbage, etc..., yet here you are, imposing this massive high rise project which claims to be "growing Vaughan" but the only thing growing would be overpopulating the already populated community and the growing of monetary profits in the pockets of the developers and City of Vaughan. All, at the long term expense of current residents having to deal with the repercussions. I understand and I am not ignorant to the fact that yes, the land is valuable. With that being said, keep in mind, future development can be done more tastefully with a design plan where architecturally would reflect the status, standard, and reputation that took 30+ years to attain. Rows on rows of condo

blocks, like a self-contained community in of itself (as per drawing plan) is distasteful and would taint the area in all the wrong ways.

What you fail to acknowledge, or chose to ignore, is the other forms of growth a project of this scale and magnitude will bring, to list a few:

- overpopulation of people in ratio of amenities & services available which already service existing residents
- road congestion in an already congested area
- growth in garbage
- growth in crime
- growth in pollution
- growth of inadequate free parking spaces for ground level commercial (as observed by the already limited parking access to existing mixed use condos in the area)

Let's be honest-the development say "mixed-use" but realistically how many of the existing businesses will return? Personally, I have already noticed that I am being forced to travel more north to shop at commercial establishments that have already moved to another location.

With all that being said, it is safe to say that I am 100% opposed to this project set forth by RioCan Real Estate INV Trust. I am opposed to the request of high-rise residential units, I am opposed to the density, scale & quantity of towers potentially built within the designated area. Most importantly, I am opposed and deeply disappointed that you, City of Vaughan council, would even have let the request go this far as to reaching step two in your four step review process that this public meeting is even taking place.

I not only speak for myself but also my household members who share similar views and agree with my opposition of this project for all the reasons discussed above.(Vincenzo, Anna & Evelyn De Luca) Let their names be included in the decision as well. Also, let me be the voice of neighbours and countless seniors whose opinions are silenced because of their language barrier or lack of computer skills but deserve to be heard because they are part of this community, they have contributed economically to this community and are the pioneers of shaping this community to what and who we are today.

I thank you for giving me this opportunity to speak with regards to this matter but I hope it doesn't go on deaf ears; that this public meeting is not a formality to get from one point to the next before shovels hit the ground as you say.

Your future actions with regards to this development will show me and residents if our voice and opinions truly matter. Remember, City of Vaughan is thriving because of the EXISTING people living here now- not future people. WE ARE THE NOW.

Regards,

Sabrina De Luca



**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Proposed plan from RioCan Real Estate RE: Meeting Jan 17,  
**Date:** Thursday, January 5, 2023 9:11:20 AM

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**From:** MARY SCALISE <[REDACTED]>  
**Sent:** Wednesday, January 04, 2023 4:54 PM  
**To:** Service Vaughan - VOL <[Service@vaughan.ca](mailto:Service@vaughan.ca)>; [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca);  
[DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca)  
**Subject:** [External] Proposed plan from RioCan Real Estate RE: Meeting Jan 17,

To Whom It May Concern,

I am writing this email in regards to the proposed plan and permit to remove existing businesses and build on 3555 Hwy 7, Weston Rd, Colossus Drive and Famous Rd by Rio Can Real Estate. My family moved to Woodbridge in 1998 when I was still a teen. The only thing that was on Weston Rd. was a Drive In Theater and there were a few stores on Hwy 7. I then got married and bought my own home in Woodbridge. I loved the area and convenience of having stores and businesses so close by. I wanted to raise my children in a familiar area that was safe and quiet. Woodbridge has definitely become busier since 1998 with more businesses, homes and condos. The traffic congestion on Weston Rd and Hwy 7 has increased dramatically over the past years.

This proposal to remove all the businesses and replace them with condos is ridiculous! Not only will the traffic and congestion be unbearable but many people will lose their jobs, their livelihood. Many teens in the past and today rely on part time jobs at the local businesses. The close proximity to go to work after school is ideal for any young adult. We also have an ageing population in Woodbridge. These elderly citizens need to have local businesses nearby so that they can live independently and have easy access to basic needs. Many families left Toronto to get away from the traffic and chaos of the city for the suburbs and now City of Vaughan is thinking about bringing it to Vaughan. Let's not forget that crime is on the rise pretty much everywhere and if this proposed development goes through, crime will increase in Vaughan.

The Woodbridge community has been a safe and peaceful community for generations. Please keep that in mind for all our children and future generations to come.

Sincerely,  
Mary Scalise  
[REDACTED]

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Proposed RioCan Development  
**Date:** Thursday, January 5, 2023 2:14:17 PM

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**From:** Fausto Natarelli <[REDACTED]>  
**Sent:** Thursday, January 5, 2023 11:55 AM  
**To:** Rosanna DeFrancesca <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>  
**Subject:** [External] Proposed RioCan Development

Hello Councilor:

Best wishes for the New Year and I trust Christmas was good for you and family.

With the pending Vaughan Council deliberations regarding the RioCan development I wanted to make you aware of my family's opposition to the scars and density of this development (and other similar outsized projects proposed for our district).

It's clear there is little to no thoughtful urban planning to this proposal other than maximizing density for the developers benefit only. Such a poor plan will result in a sterile and crowded warehousing of people and a desirable community experience.

While I appreciate the province has created a policy and legislative context, premised on the guise of a housing shortage, that makes it difficult for local governments to address citizen concerns related to these developments, nonetheless, our respectful request of you is that you oppose such poor planning to the greatest extent possible.

Lastly, I also wanted to echo the concerns raised and brought to the City's attention by the Pine Valley Village Ratepayers Association regarding the RioCan development.

Regards,

Fausto Natarelli and Family

[REDACTED] Venetian Crescent, Woodbridge, ON [REDACTED]

[REDACTED]

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](mailto:Jacquelyn.Gillis)  
**Subject:** FW: [External] Rio Can Real Estate. Official Plan Amendment OP.22.002-05  
**Date:** Friday, January 6, 2023 10:47:20 AM

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

From: Joe T <[REDACTED]>  
Sent: Friday, January 06, 2023 10:46 AM  
To: Clerks@vaughan.ca  
Subject: [External] Rio Can Real Estate. Official Plan Amendment OP.22.002-05

To Mayor Del Duca and members of Vaughan Council

As a long time resident (40+ years) of Ward 3 in Woodbridge, I vehemently oppose the proposed mega development on the south east corner of Weston Road and Highway 7.

I feel a deep sense of betrayal as most candidates I spoke to during the last election, including my own councillor Di Francesca, all listed as their priorities controlling urban sprawl and reducing the traffic chaos that we are now experiencing in Woodbridge, especially in the Weston Rd and Highway 7 intersection.

I would ask the Mayor and Council what Environmental Impact studies have been done to asses how 32 new proposed high rises will impact on Quality of Life issues for existing residents.

The population increase alone will have significant impact on calls for service for Police, Fire and EMS. Where are the new officers from these Services coming from and how will the increase in calls affect existing residents? One only need to look at the tragedy that occurred recently in a condo complex in Maple to get a sense of the importance of a quick and not a diminished response from Police, Fire and EMS.

I'm appealing to the Mayor and Council to show leadership and NOT approve this mega vertical city being proposed until an Environmental Assessment is done to study the impact on:

- (1) Quality of Life Issues for residents
- (2) Crime
- (3) Population to Police Ratio and effects on Community
- (4) Impact on Response time of Emergency Services
- (5) Impact of Traffic Congestion in the area
- (6) Impact of population growth and density in the area

Sincerely

J. Tomei  
[REDACTED] Burgosa Court  
Woodbridge

Sent from my iPad



**Committee of the Whole (Public Meeting)**

**January 17, 2023**

**RE:**

**Item 7 – RIOCAN REAL ESTATE INV TRUST OFFICIAL PLAN AMENDMENT  
FILES OP.22.002 & OP.22.005 – 3555 HWY 7, 7501, 7575, 7601 & 7621  
WESTON RD, 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 COLOSSUS DR AND 16,  
21, 30 & 31 FAMOUS RD VICINITY OF HWY 7 AND WESTON RD**

The Office of the City Clerk has received a petition from Frank and Anna Vecchio on behalf of various individuals and concerned area residents.

The total number of signatures on the petition is: 17

Their concerns are outlined as follows:

***It has come to our attention that developers want to build a “city of condos” on the south east corner of Weston Road and Highway 7.***

***As long time residents of Ward 3 in Woodbridge, we are appalled by the proposed planning, which would add to the already high and onerous traffic congestion and already strained emergency and social resources in our area.***

***The horrendous traffic congestion on Highway 7 and Weston Rd in all directions has gotten worse as developers continue to build condominiums along Highway 7 with no regards for the residents in our area. Building another 30 plus condos with very little green space and eliminating a variety of stores and amenities from the community is reckless on the part of the planners and our government.***

***Candidates all promised to control urban sprawl during the last election campaign. Is this what we call controlling urban sprawl?***

***We would like to see the studies done on the Environmental Impact assessment that building these units at 3555 Highway 7; 7501,7575,7601,and 7621 Weston Rd; 10,11,20,21,30,31,40,41,55,and 67***

***Colossus Drive;16,21,30& 31 Famous Rd., would have on the quality of life for existing tax paying residents.***

***How will the enormous influx in the population effect our municipal services such as: police, fire, ambulatory services? How will it impact our already strained Health services, such as hospitals, the shortage of family doctors?***

***The number of condos proposed and the height of these condos proposed is not acceptable. We are asking that the Mayor and the Council consider the best interest of the residents of this community who have always taken pride in our safe respectable neighbourhood, to NOT APPROVE this proposed plan (files OP.22002 and OP. 22.005).***

***We demand that you conduct studies to address:***

- 1. Crime***
- 2. Impact on Traffic congestion in the area***
- 3. Quality of Life Issues for residents such as freedom from air and noise pollution, unchecked urban sprawl, adequate green spaces.***
- 4. Impact of population growth an density in the area***
- 5. Population to police ratio and effects on Health services***
- 6. Impact on Response time of Emergency services***

A copy of the entire petition document containing a total of 2 pages is on file in the Office of the City Clerk.

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Proposed Plans January 17 meeting  
**Date:** Thursday, January 12, 2023 10:54:39 AM

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**From:** paola m. mansueti <[REDACTED]>  
**Sent:** Thursday, January 12, 2023 10:54 AM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Proposed Plans January 17 meeting

Good morning.

I received the Proposed Master Plan, Files OP.22.002 and OP.22.005.

I am not happy with this at all! This huge development will cause more congestion than there already is. There is no mention of schools or medical facilities etc. considering the amount of people that will be occupying these buildings. Why so many and so many storeys? Can there be some consideration of reducing the amount of buildings going to be built? This is going to drive a lot of already existing household owners for many many years to move away elsewhere. Please reconsider this proposal in any way. Thank you.

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Comments for Files OP.22.002 and OP.22.005 with Applicant: RioCan Real Estate INV Trust  
**Date:** Thursday, January 12, 2023 11:56:48 AM

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**From:** Nancy L [REDACTED] >  
**Sent:** Thursday, January 12, 2023 11:05 AM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Comments for Files OP.22.002 and OP.22.005 with Applicant: RioCan Real Estate INV Trust

Re: Files OP.22.002 and OP.22.005  
Applicant: RioCan Real Estate INV Trust

To Whom It May Concern,

As residents in Woodbridge, we would NOT like to see the revamp of the area near Weston road and Highway 7. The forementioned area is our Woodbridge residents' main entertainment and commercial activity centre. It provides us convenience and it makes our lives full of colors.

In addition, the traffic in the intersection of Weston Road and Highway 7 is already miserable, adding numerous high rise condos will make the traffic even worse.

Please don't kill the small businesses in Woodbridge and let us enjoy the convenience and the colorful lives in Woodbridge.

Sincerely,

Nancy

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] FW: file no's 19T-22V006 & Z.22.029  
**Date:** Monday, January 16, 2023 9:28:07 AM

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**From:** costas@cdasales.ca <[REDACTED]>  
**Sent:** Sunday, January 15, 2023 2:12 PM  
**To:** Clerks@vaughan.ca  
**Cc:** Christopher Cosentino <Christopher.Cosentino@vaughan.ca>  
**Subject:** FW: [External] FW: file no's 19T-22V006 & Z.22.029

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**Subject:** file no's 19T-22V006 & Z.22.029

To Whom it may concern.

Hello

My name is Constantine Afentakis and I live on [REDACTED] Kirby rd.

Here is my comments and questions about your decisions of executing a part of our planet..

I recently received a letter from you about destroying another fertile part of our earth.

[ funny , you always sending horrible news before the holidays , every year , wonder why? ] SO LOW PROFESSIONAL CLASS , SO LOW..

Your letter and what you are planning to do and of course approve , [ which you will, ] it brings chills on someone's spine and make somebody sick

Except !!

hungry , heartless , filthy rich , with big pockets developers and emperor Ford.

Right in the front of this land you are planning to execute there is a very sad , lonely , helpless sign.

ENTERING THE GREEN BELT..

until Emperor Ford came to power, this was a protected land..

Built your houses away from the green belt.. Mr. Kirby Ltd.

What a crime you are planning to do. ? here , destroying part of the GREEN BELT.



This is protected land , this is not your land , the earth does not belong to YOU Mister C. Kirby Den. Ltd.

Have you seen what is happening all over the world with the climate change??

The ground is the lungs of the earth , , you keep covering it with this poison called cement., the earth has to breath Mr. Kirby Ltd..

The earth is boiling inside [ not sure if you know that ] if we keeping doing this one day will explode Mr. Kirby Ltd.

Did you ever see how beautiful this land looked when was cultivated with wheat , corn , soya. ? in the past years.

IT WAS GIVING US FOOD, SO YOU MR, KIRBY LTD, could enjoyed in your multi million mansion , and in your gold plated dining room..

I oppose to this project, with all my heart.

This should have been declared flooding area , [ probably it is but you do not respect it anyway and neither Emperor Ford , a premier who is not nearly qualified to be where he is ,

in the scale of 0 to 10 , he is into minus numbers ]

where is the rain water is going to go, ? if there is a rain storm ??

Do we need a teenager from SWEDEN to open our [ your ] eyes.

Have you notice what is going on around the world and in Canada recently ?

Here is what you are planning to do.

KILL A SECTION OF THE GREEN BELT [ with the approval of Emperor Ford ]

Increase traffic on Kirby rd.

Increase the carbon that destroys our planet

Increase pollution.

Increase noises .

Destroy a peaceful community

Destroy wild life.

Destroy the environment

Upset people's life that live around there for a long time.

Poison the river near by.

[ Speaking of that ,,, please , please , send some inspector to take a slow drive from 27 to Kipling rd. . and look on the north and south side of the road, you will see, garbage , beer bottles , plastic, Tim Hortons cups , construction let overs every where , . all eventually going into the river

.....

What you will see is not what was 20 years ago ..when residents had

integrity...

This is what you are creating and promoting with your wonderful subdivisions ]

SO YOU WANT TO INCREASE THAT ..

#### QUESTIONS

Did you look at the city map to find out if this section is considered FLOODING LINE ?

Did you check if this is within FIIL REGULATION LIMIT area?

DID YOU INVESTIGATE IF YOU ARE DISTURBING THE WATER BED ?

Did you do an environmental study ??

Are you allowed to built so close to the river..

For what Mr. Kirby Ltd. ? ?? for what ??

So you can show off to your rich friends . ??

All I hope the city will put the brakes on this [ but I doubted ] because money talks, right , more [ customers ] income for the city.

Who cares what one person [ me ] things or is upset about ..

To you , Is all about money and how nicer life will be if you did this..

My only hope is that councillor Marilyn lafrate [ for whom I have great respect ] and our new mayor will stop this awful project.

Councillors, Mr.. Mayor ?? not sure where you are , I have not heard a word from you about The green belt ??

Is every body afraid of Emperor Ford's loud voice ?? can any one stand up to this Etobicoke resident ..? who is not qualified [ not even ] close to be a premier ..

DO NOT DESTROY THIS LAND ,,, PROTECTED ,, YOU WILL BE PROUD OF YOUR DECISION ONE DAY..

I Do not know who if anyone will read my letter , but if any one does .

Here is what Stephen Hawking said.

" We are in danger of destroying ourselves by our GREED and STUPIDITY.

We cannot remain looking inwards at ourselves on a small and increasingly polluted and overcrowded planet "

This Is for You Mr. Kirby Ltd.

" GREED AND STUPIDITY "

You got them both..

Singed : Constantine Afentakis

Costas Afentakis  
Canadian Dynamic Aircompressor  
57 Atomic Avenue  
Toronto, ON  
M8Z 5K8  
Phone: 416-252-9444  
Fax: 416-252-8617  
[costas@cdasales.ca](mailto:costas@cdasales.ca)  
[www.cdasales.ca](http://www.cdasales.ca)

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**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] RioCan Real Estate INV Trust Official Plan Amendment Files OP.22.002 and OP.22.005  
**Date:** Monday, January 16, 2023 9:30:16 AM

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**From:** Esra Guven <[REDACTED]>  
**Sent:** Sunday, January 15, 2023 7:52 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] RioCan Real Estate INV Trust Official Plan Amendment Files OP.22.002 and OP.22.005

Hello,

With this email, I would like to submit a communication for the public meeting on January 17, 2023 with regards to:

RioCan Real Estate INV Trust Official Plan Amendment Files OP.22.002 and OP.22.005.

I am not able to attend the meeting in person as I will be out of country. However, please consider my view as follows.

The proposal is to build high rise buildings in the plaza in the center of Vaughan. I have been living in Vaughan for the last 22 years and my first stop is this plaza to shop everything I need.

This is a great area for shopping and I believe the highrise buildings will disturb the residents immensely.

The traffic at Hwy 7 and Weston is already jammed all the time. If this area will be filled with many residential high rise buildings, the traffic would be even worse.

It will also close the view of other high rise condos at hwy 7 and will decrease the value of other buildings/houses.

As a Vaughan resident, I am completely against of this re-zoning proposal due the reasons mentioned above.

Hoping that the shopping area will stay as is for the residents of Vaughan.

Thank you for your consideration

Kind Regards,

Esra Guven

Cell: [REDACTED]

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**From:** mark inglis <[REDACTED]>

**Sent:** Friday, January 13, 2023 11:16 AM

**To:** Gina Ciampa <[Gina.Ciampa@vaughan.ca](mailto:Gina.Ciampa@vaughan.ca)>

**Cc:** Dave Share <[REDACTED]>; Kathryn Angus <[REDACTED]>

**Subject:** [External] COPPER KIRBY DEVELOPMENTS LIMITED (PHASE 1)

I have reviewed the Committee of the Whole report regarding COPPER KIRBY DEVELOPMENTS LIMITED (PHASE 1). The following are my comments:

1. There still is no indication of a pedestrian or cycling link to the Village of Kleinburg. The precedent was set by the developer at Kirby / Kipling / Teston. The Pedestrian and Cycling Task Force recommended: "Regional roads/local collector roads should be given priority when it comes to designating cycling routes, where they will connect to existing routes.
2. The density has significantly been reduced from the previous plan. Without adding density, it puts more pressure to develop in the Oak Ridges Moraine Greenbelt. This would be a missed opportunity to provide housing in designated development areas.
3. At the northwest corner of the property is a typical suburban solution of properties cutting off natural pedestrian routing. There needs to be a public access from the internal road to the intersection of Kirby and Hwy 27. At the west end of Kirby, where it meets the Humber Valley is a destination for non-motorized recreationists. The public access would facilitate that desire line toward the intersection without directing those recreationists out to the busy Hwy 27 and Kirby roads (safety issue). Anecdotally, pedestrians and cyclists travel the verges of Hwy 27 between Kleinburg Village, Copper Creek Golf Course and Kirby Road. Youth from Kleinburg are hired by the golf course and their mode of transportation is bicycle. Despite lack of facilities, pedestrians are frequently observed on the gravel edges of the highway.
4. Overland flow routes should also be designated as public walking/cycling access.
5. As we frequently travel on foot through Kleinburg, we see also many of the community doing the same thing. There should be a formalized public access link to the subdivision to the south through the TransCanada easement lands to create the permeability that our Vaughan planning staff should be flagging in all developments.
6. The following are from the 2017 Final Report of the Pedestrian and Cycling Task Force: 1.1 Promote the **"Vaughan Super Trail"**, to inform an updated Pedestrian and Cycling Master Plan.
  - 1.2 **Connect off-road cycling and hiking pathways** such as the Bartley Smith and William Granger Greenways; build east-to-west, off-road pathways such as the TransCanada Pipeline trail and the 407 Hydro Corridor trail.
7. Accordingly, Item no. 5 above would connect to the proposed Vaughan Super Trail (see attached)
8. Without the documentation in my files, I recall that there was a call for locating a community centre in this development. None is shown on the Block 55 Northwest Block Plan. I would defer to Marilyn lafrate to confirm if this was discussed with the developer.

Thank you for considering these comments.

--

Mark Inglis

Former co-chair of the Pedestrian and Cycling Task Force

[REDACTED]

[REDACTED]

[REDACTED]

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--

Mark Inglis

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Development Plan - Weston Road and Highway #7  
**Date:** Monday, January 16, 2023 9:51:41 AM

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**From:** Pina Vescio <[REDACTED]>  
**Sent:** Sunday, January 15, 2023 11:40 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Development Plan - Weston Road and Highway #7

I have been a resident in Woodbridge for many years now and have enjoyed its beauty, safety, conveniences and community lifestyle.

With respect to the proposed development plan at Weston Road and Highway #7, issues definitely come to mind.

We are concerned about the already existing traffic jam situation surrounding the area and hoping and wondering how the traffic issue will be addressed.

Secondly, we have enjoyed the many local stores/businesses located on those grounds and hope to be able to continue enjoying them, at least in the vicinity.

The movie theaters is something our young population of Woodbridge has enjoyed for years now, and is definitely something our young population needs to have in the area, providing them the opportunity to have something to enjoy doing in their community.

We would like to continue to enjoy our safe community lifestyle for years to come, and hope you will address these issues with expertise and consideration.

Thank you,

Pina Vescio



# STATUTORY PUBLIC MEETING

OFFICIAL PLAN AND ZONING BY  
LAW AMENDMENT

(CITY FILE OP.21.014 & Z.21.024)

7034 & 7040 ISLINGTON AVENUE

CITY OF VAUGHAN

JANUARY 17, 2023

Communication: C18  
Committee of the Whole (PM)  
January 17, 2023  
Item #2

**WESTON**  
CONSULTING





# PURPOSE OF MEETING

- Required Statutory Public Meeting held October 21, 2021
- Staff identified incorrect calculation of Density (Floor Space Index)
- Oct. 2021:
  - 34 Storeys , 6 Storey Podium, 285 units, No Retail,
  - FSI of 12.83 (with podium parking area), 8.40 without
- Jan. 2023:
  - 28 Storeys , 5 Storey Podium, 220 units, 205 sq.m of Retail,
  - FSI of 8.19 (with podium parking area), 5.63 without

# PURPOSE OF MEETING

- Official Plan Definition (FSI):
  - The ratio of gross floor area to the net developable area of the site. The **gross floor area** means the total area of all of the floors in a building above grade measured from the outside of the exterior walls, but excluding bicycle parking within a building. Net developable areas means the area of the site excluding any lands to be conveyed for public purposes such as public streets, valley lands, street widenings, parks and schools. FSI 8.19
- Zoning By law Definition (GFA):
  - Means the aggregate of the floor areas of all storeys of a building, measured to the exterior of the outside walls, but **not including the areas of any cellar, or car parking area above or below grade** within the building or within a separate structure. FSI 5.63

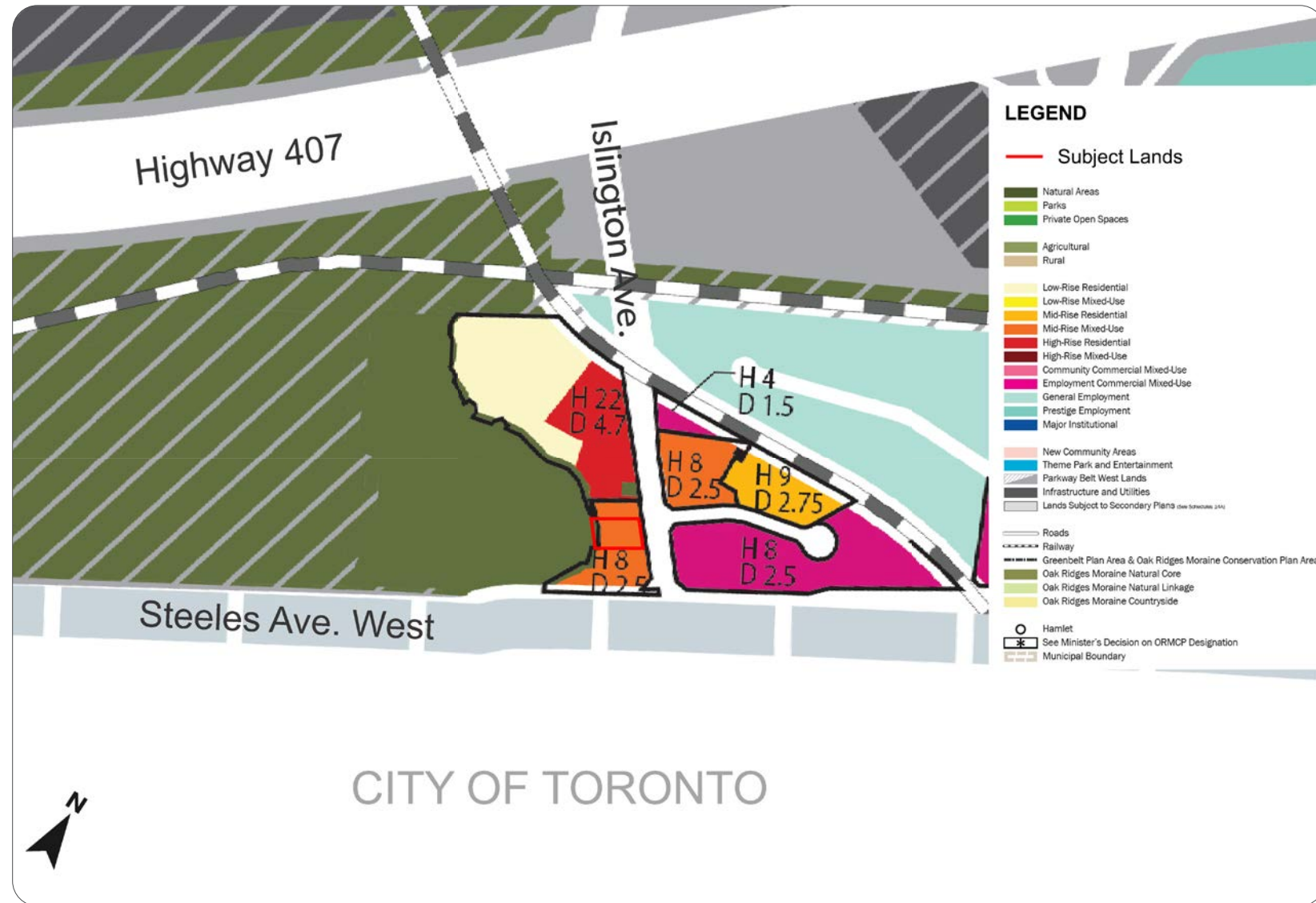
# SITE CONTEXT



- **Location:** North side of Islington Avenue, north of Steeles Avenue West
- **Lot Area:** 3,326 sq.m
- **Current Use:**
  - Vacant Restaurant (7034 Islington Avenue)
  - Vacant Residential Dwelling (7040 Islington Avenue)



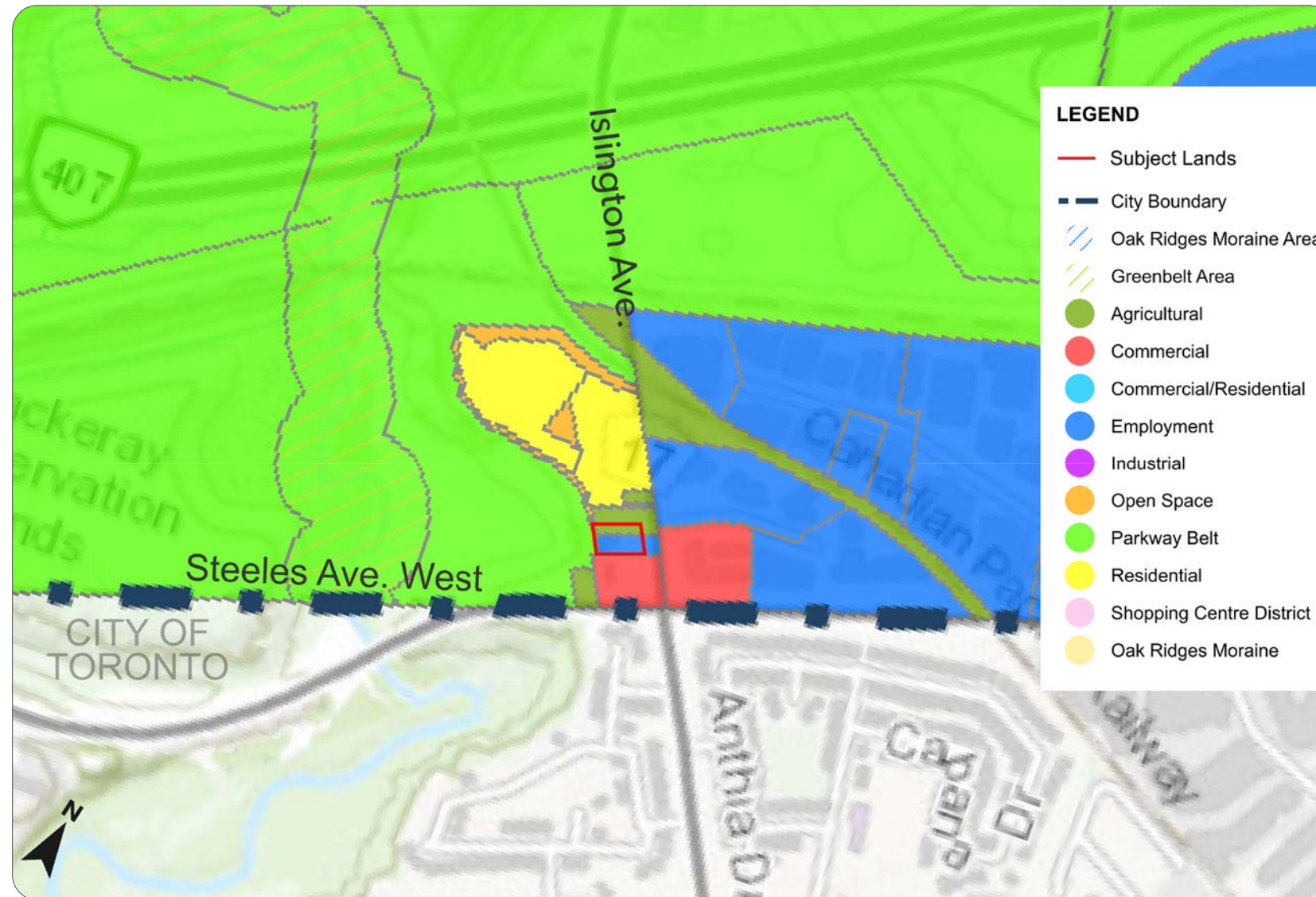
# PLANNING CONTEXT: CITY OF VAUGHAN OFFICIAL PLAN (2020 CONSOLIDATION)



- Official Plan designation ***Mid-Rise Mixed Use*** and ***Natural Area***
- **Mid-Rise Mixed Use**
  - Permitted heights of 8 storeys
  - Permitted Maximum FSI: 2.5
  - Permitted uses: Residential uses and a variety of service commercial uses
- **Official Plan Amendment:**

Redesignate the lands to ***High-Rise Mixed Use*** and ***Natural Area***. The proposed site specific Official Plan Amendment also seek to permit a height of 28 storeys and an FSI of 8.19

# PLANNING CONTEXT: CITY OF VAUGHAN ZONING BY LAW 1-88



- Zoning By-law designation: ***Prestige Employment*** and ***Agriculture Area***
- **Zoning By-law Amendment:** Re-zone the subject lands to Apartment Residential (RA3) and Open Space Conservation (OS1) with site specific standards .
- The RA3 zone will permit the proposed apartments building including height, parking and the addition of commercial uses.
- The OS1 zone will allow the protection of the environmental features located to the west.

# DEVELOPMENT OVERVIEW

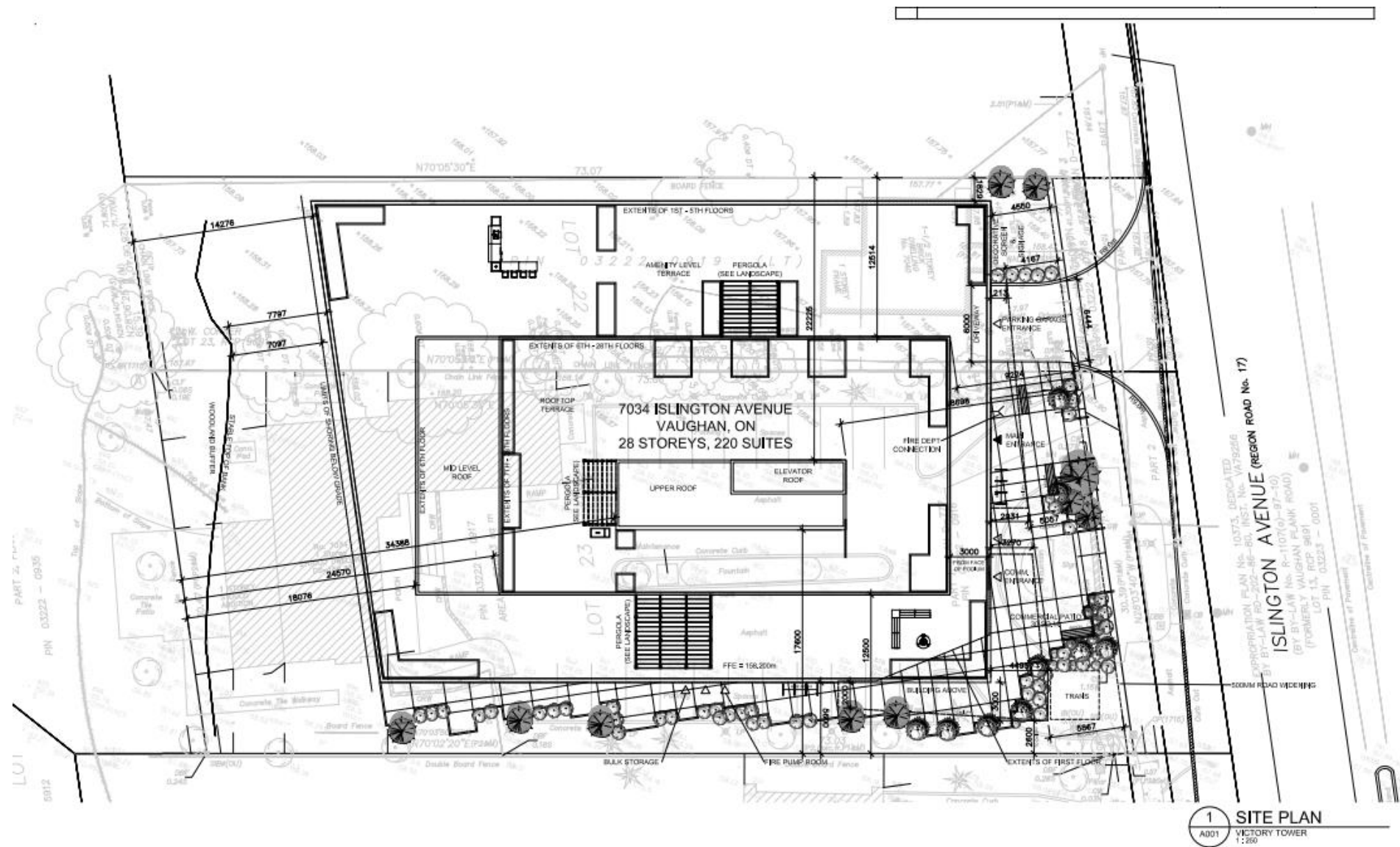
Plan and Zoning	Revised Proposed Development
Site Area	3,326 square meters
Floor Space Index (FSI)	8.19 (including podium) 5.63 (not including podium)
Commercial Gross Floor Area (GFA)	205 square meters
Gross Floor Area (GFA)	25,301.33 square meters
Height	28 storey
Parking	248
<b>Total Units</b>	<b>220</b>

The proposed development provided the unit breakdown as follows:

Bedroom Size	Number of Units
One Bedroom	132
Two Bedroom	88
<b>Total Units</b>	<b>220</b>



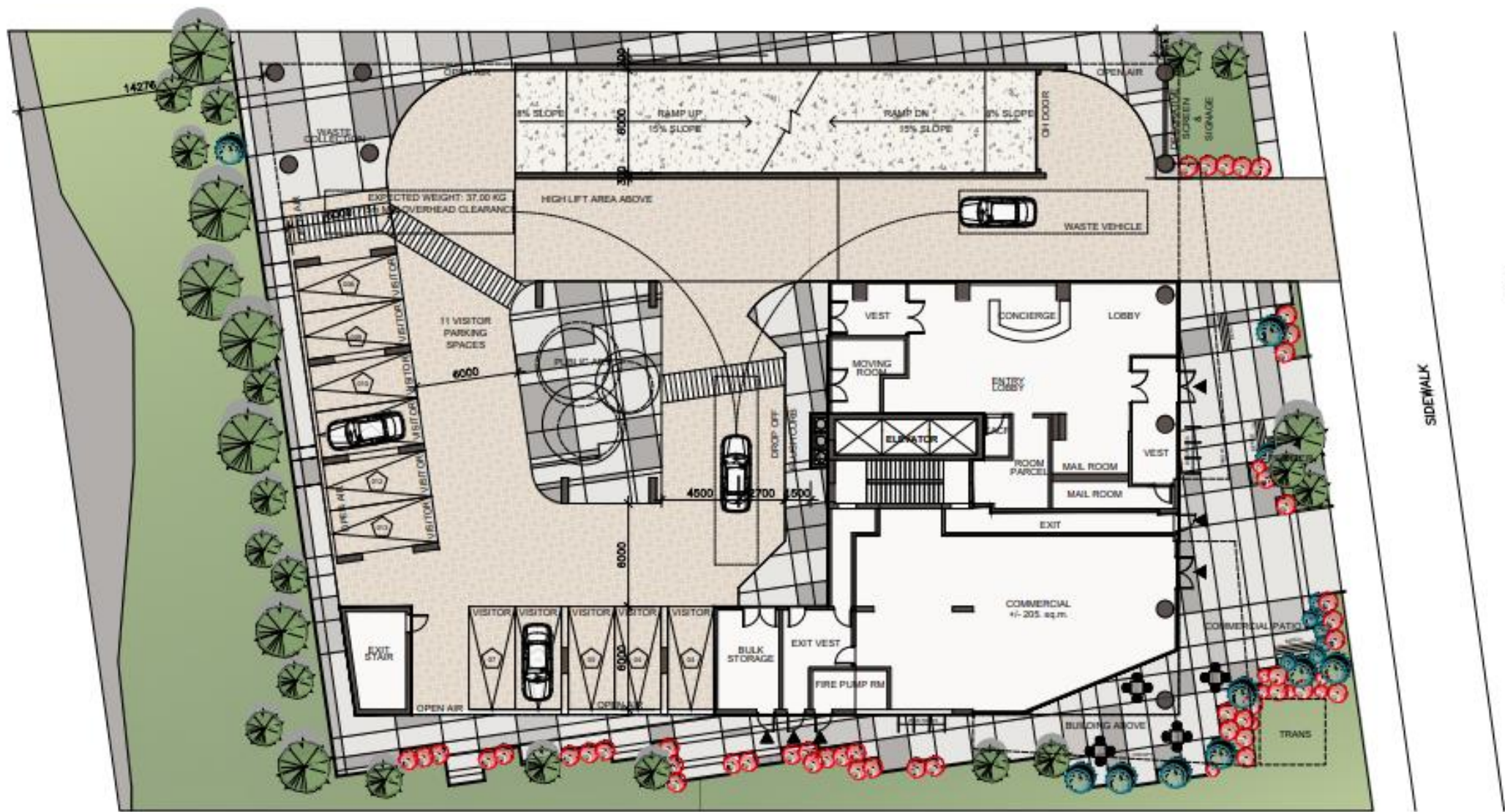
# PROPOSED SITE PLAN



Site Plan Prepared by KNYMH Inc.



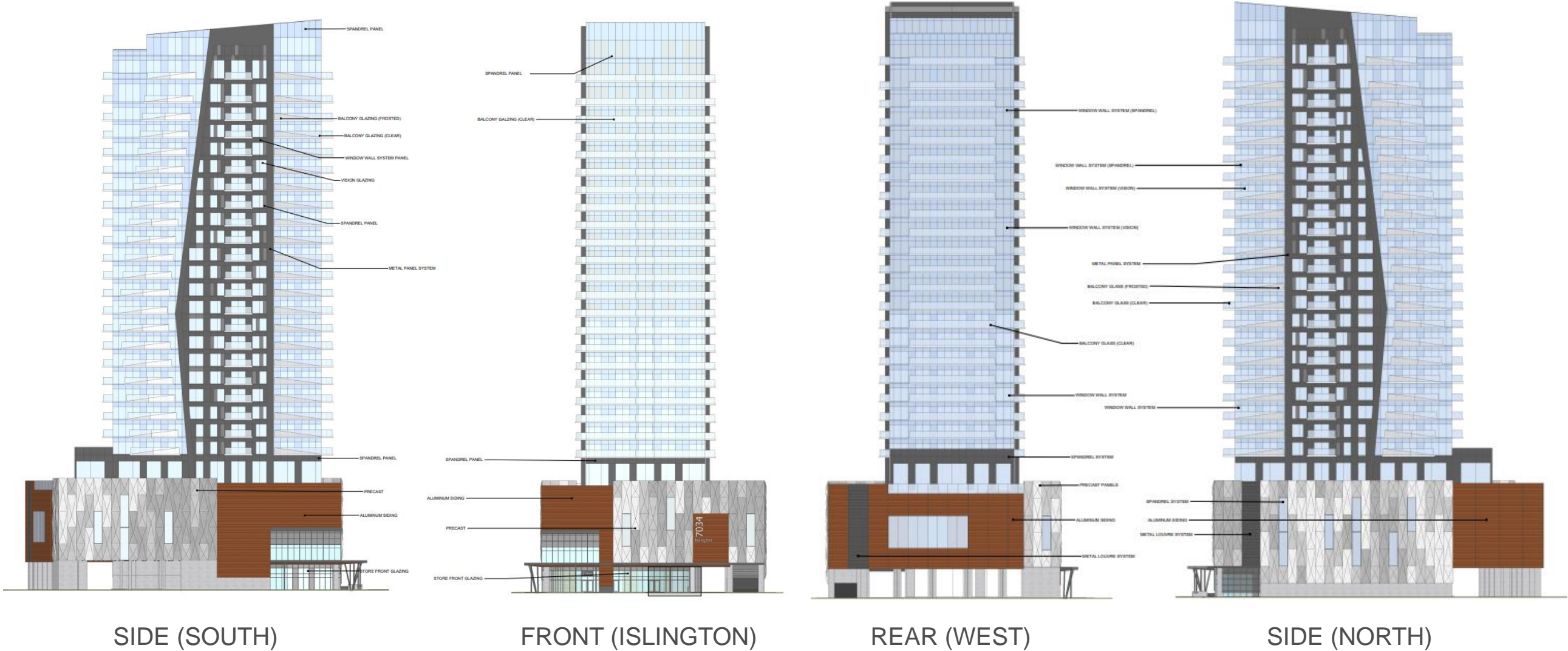
# PROPOSED GROUND FLOOR PLAN



Ground Floor Plan Prepared by KNYMH Inc.



# BUILDING ELEVATIONS



Elevations Prepared by KNYMH



# PODIUM DESIGN





# INTERNAL COURTYARD



# NEXT STEPS



- Revise proposal based on comments received by City Staff.
- Have consideration for comments and feedback received today.
- Prepare and resubmit supporting materials.

# Thank You

## Comments & Questions?

Martin Quarcoopome, BES, MCIP, RPP  
Weston Consulting

905-738-8080 (ext. 266)  
[mquarcoopome@westonconsulting.com](mailto:mquarcoopome@westonconsulting.com)



**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Public Meeting -Comment - Official Plan Amendment File OP.21.014/Zoning By-Law Amendent File Z.21.024  
**Date:** Monday, January 16, 2023 10:31:01 AM

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**From:** Anna Rende <a[REDACTED]>  
**Sent:** Monday, January 16, 2023 10:10 AM  
**To:** Clerks@vaughan.ca  
**Cc:** dante rende <[REDACTED]>  
**Subject:** [External] Public Meeting -Comment - Official Plan Amendment File OP.21.014/Zoning By-Law Amendent File Z.21.024

Hello


Please see my question below to be present at the January 17th meeting.

In your notification, the new construction is described as a 28 storey mixed-use residential apartment building. We own property at Islington and Steeles and feel this new building will bring down the value of our home. As such, what can we do to prevent this building from being built?

Thank you

**ANNA RENDE** TRADE PARTNER FINANCIAL SERVICES CREDIT ANALYST  
T:905-821-6433//Whirlpool Corporation//WhirlpoolCorp.com

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Communication: C20  
Committee of the Whole (PM)  
January 17, 2023  
Item #7

# Colossus

## Transportation Overview

Presented to: Vaughan Committee of the Whole

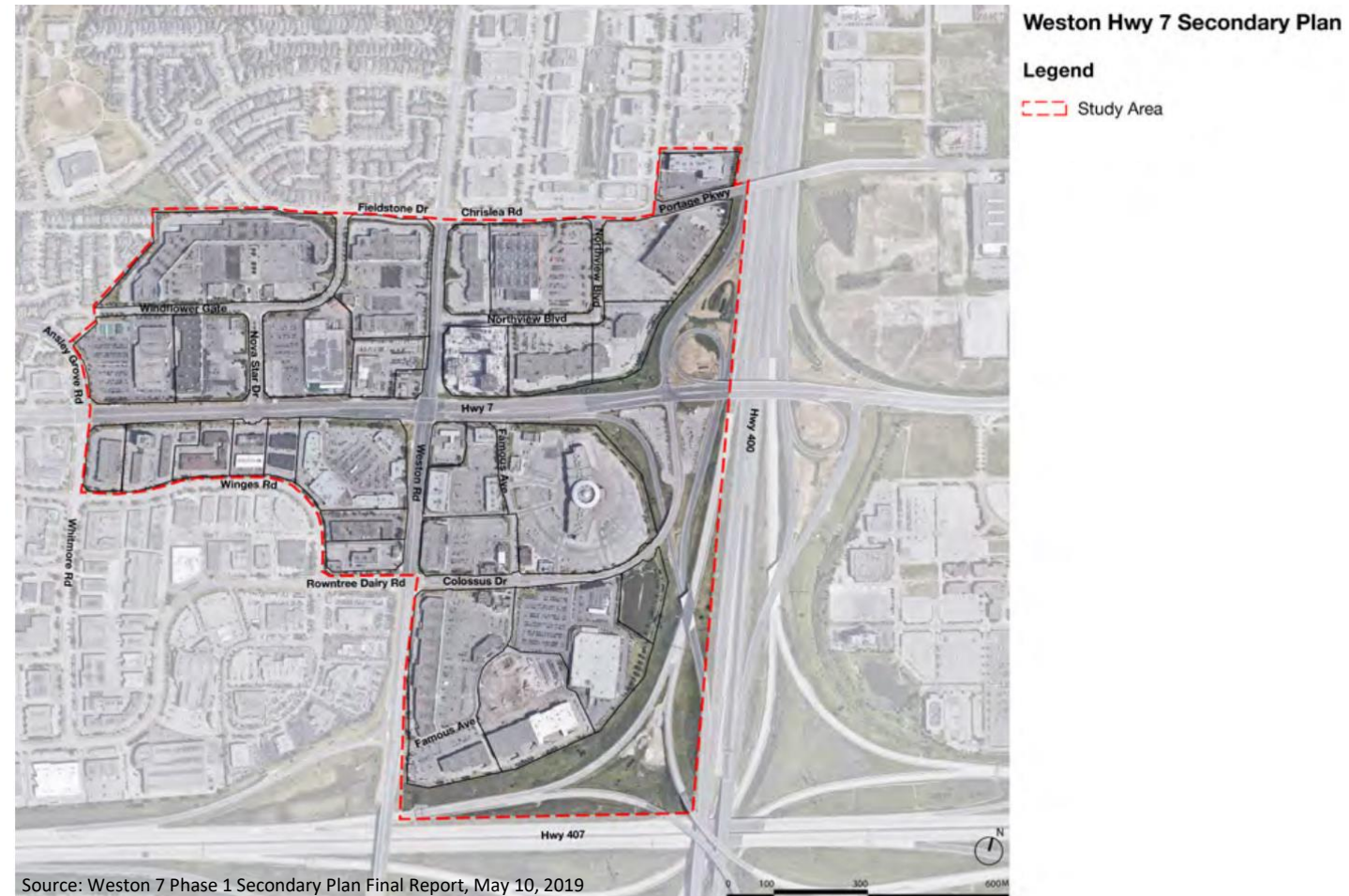
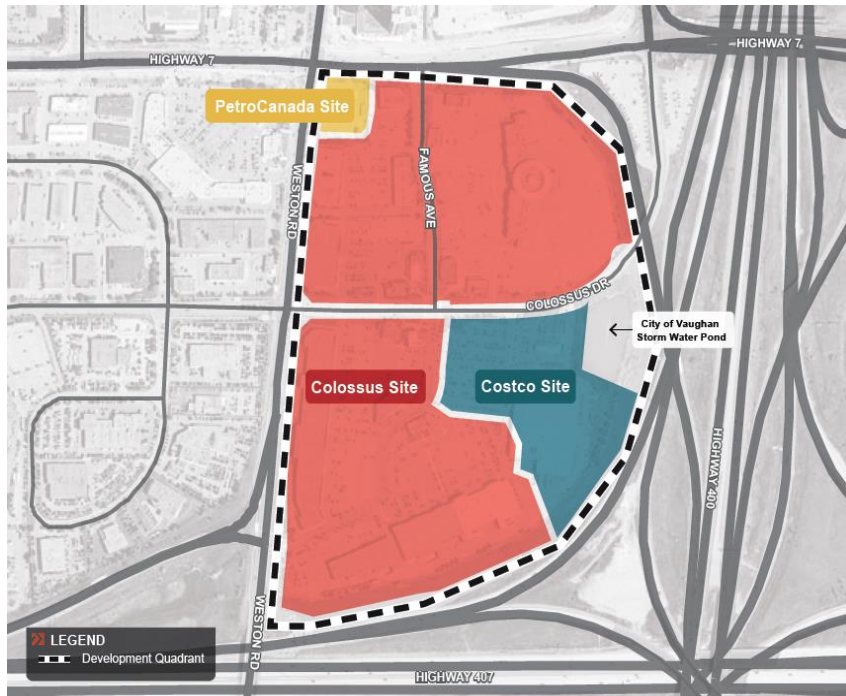
January 17, 2023



# Development Context

2

- Proposed Colossus Site is located within the southeast quadrant of the Weston 7 Secondary Plan Area (study ongoing)
- A quadrant study was requested by Staff for the Colossus Site
- The Colossus Site is located within a Primary Centre within the OP which are intended to be predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit.



**Figure 5. Weston Hwy 7 Secondary Plan Study Area**



# Existing and Proposed Context

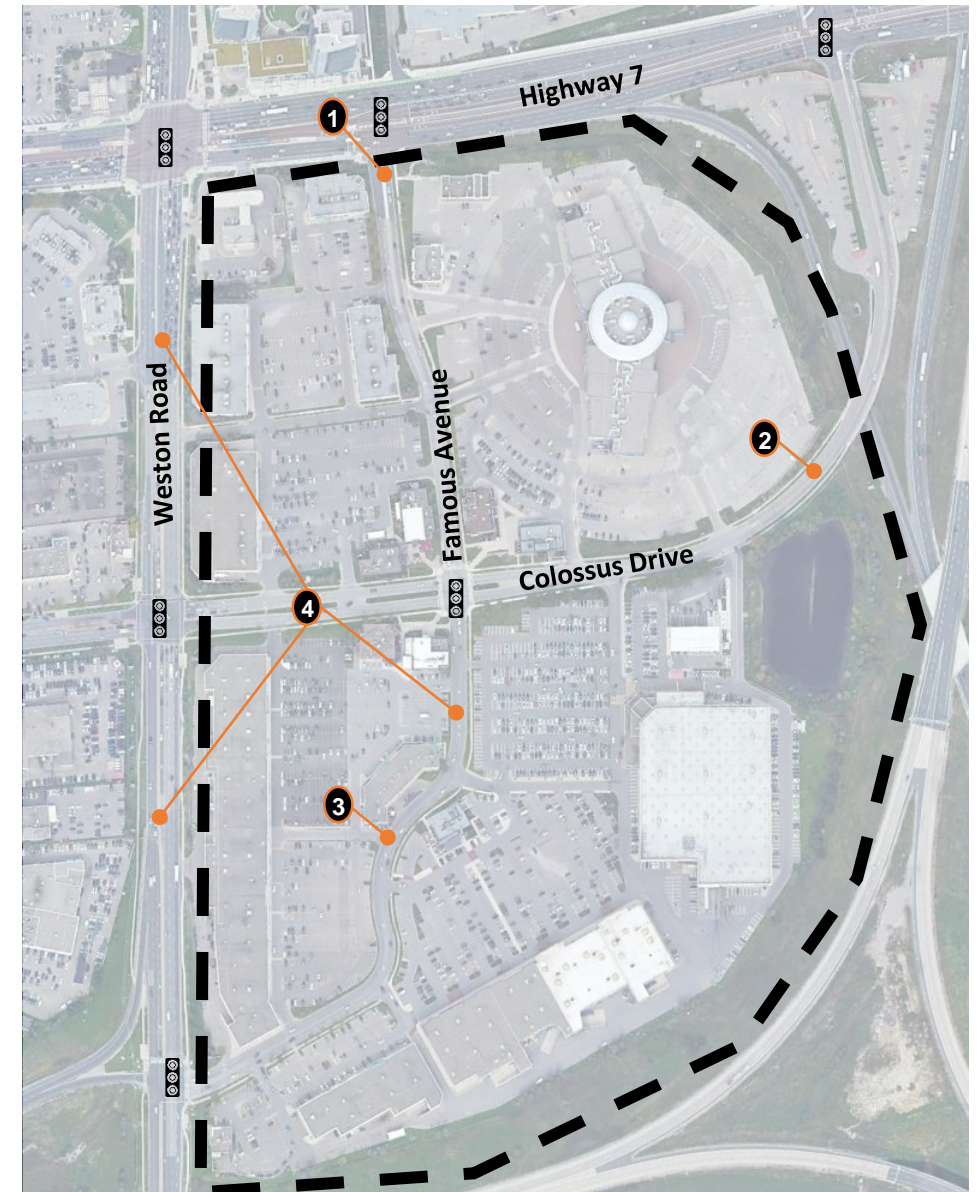




# Existing Context

Suburban auto-oriented retail and entertainment hub dominated by surface parking.

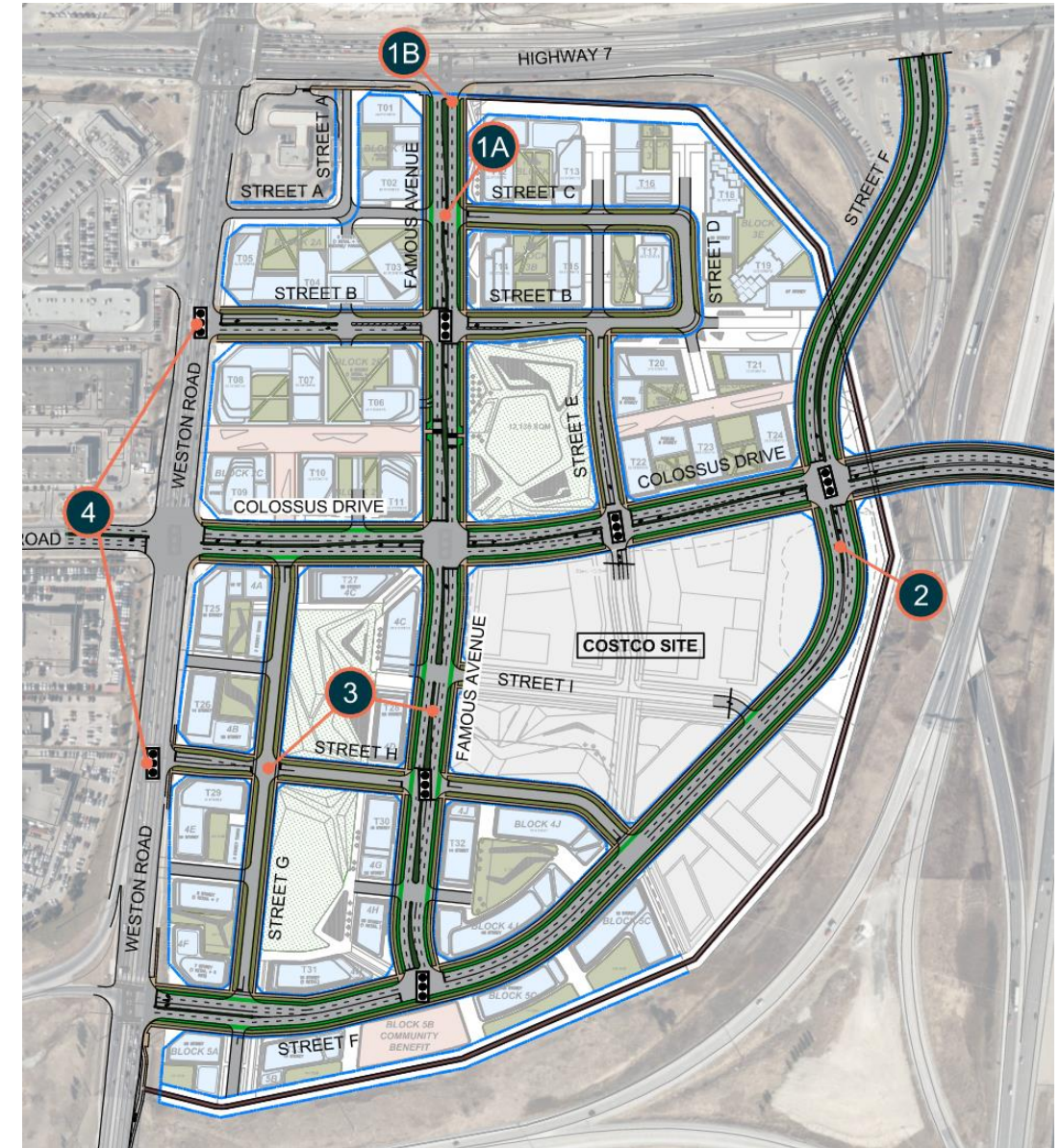
1. Capacity constraints at Famous Avenue at Highway 7
2. Only one public road connection from the Colossus Lands to Weston Road
3. Limited public road network
4. Large distances between intersections which limits pedestrian crossing opportunities, in particular for those with limited mobility.
5. Limited network of sidewalks and mid-block crossing opportunities within the Development Quadrant Area
6. No dedicated cycling routes within the Development Quadrant Area
7. No overpass extending Colossus Drive over Highway 400.





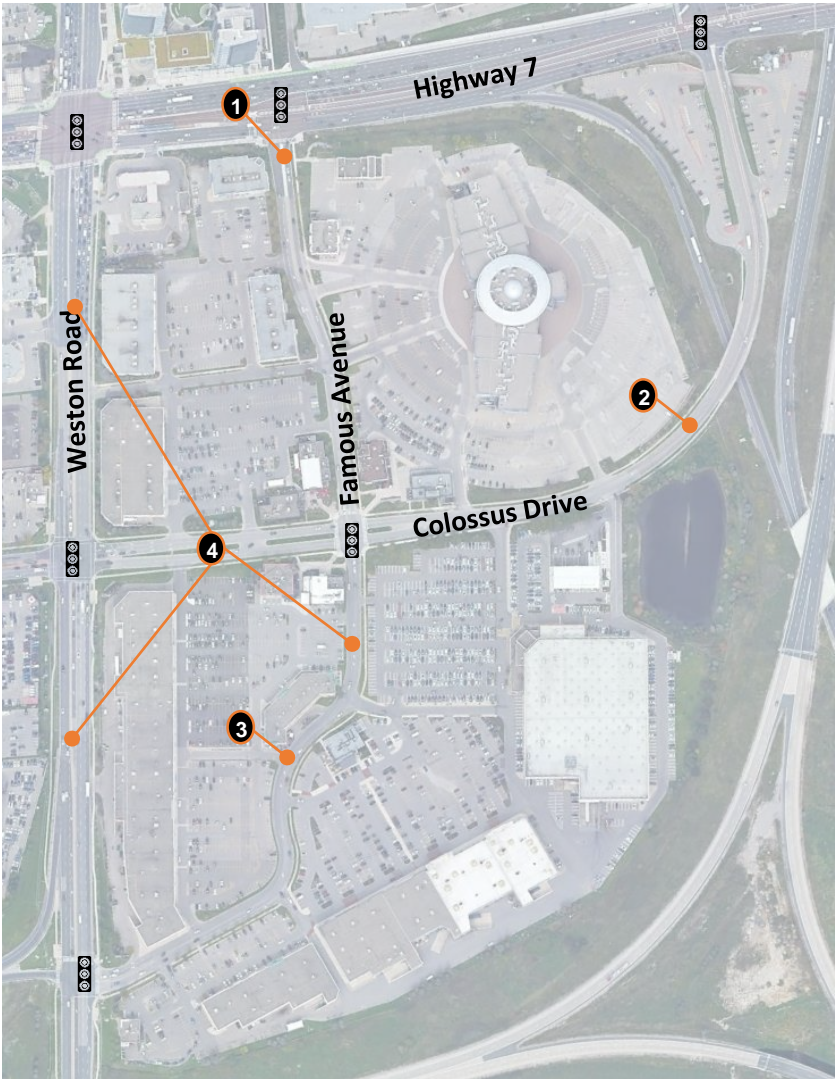
# Proposed Network Improvements

1. A) Widening of Famous Avenue south of Highway 7 to include two southbound lanes.  
  
B) Widening of Famous Avenue at Highway 7 to add a second northbound right turn to improve intersection operations.
2. Construction of a new ring road (Street 'F') connecting Highway 7 and Weston Road.
3. Numerous new public streets providing convenient connections within the Development Quadrant and to the broader area network. The proposed street network also includes a number of improvements to existing roads and intersections intended to improve local and regional transportation connectivity.
4. Introduction of new traffic signals on Weston Road, Colossus Drive and Famous Avenue.
5. Sidewalks on both sides of all existing and proposed public streets with a minimum width of 2.1 metres.
6. Dedicated cycling facilities on both sides of existing and proposed major roads including Famous Avenue, Colossus Drive, and Street 'F'.
7. Planning for the proposed Colossus Overpass which will enhance network connections to the VMC and adjacent developments





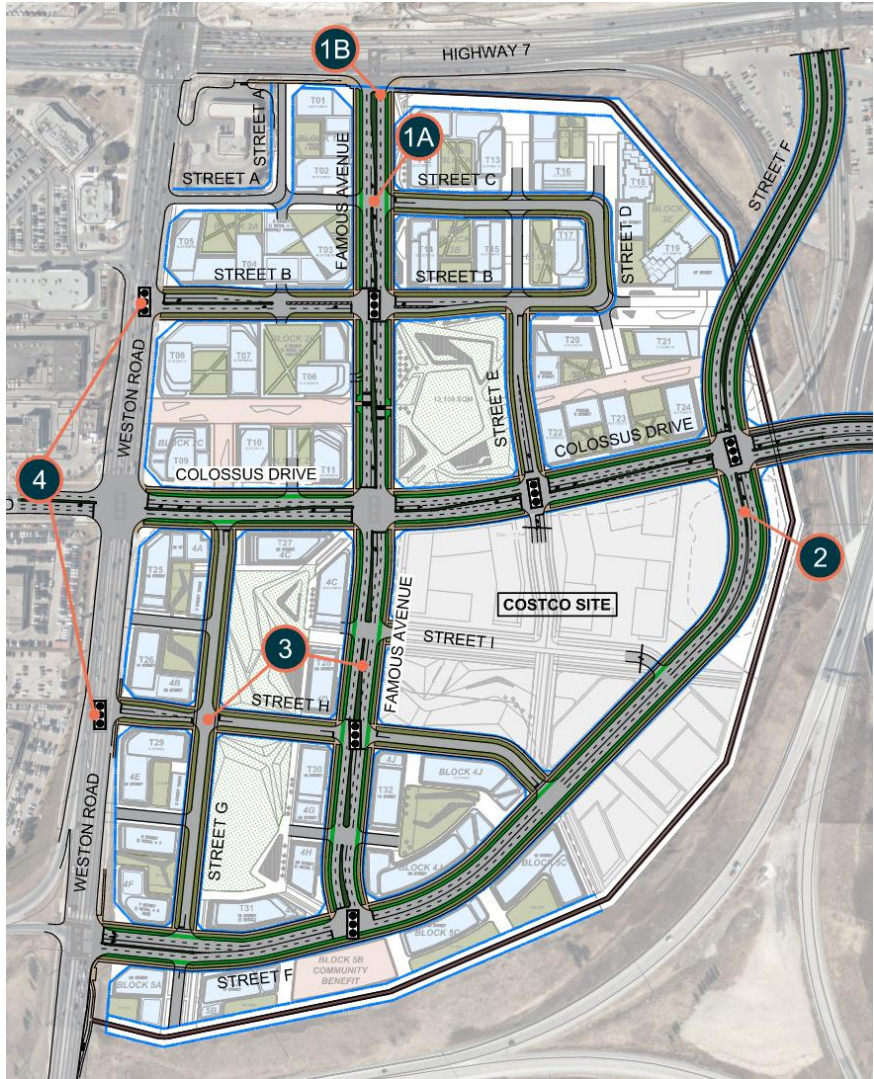
# Key Road Network Changes



	Existing Road Context
1	Capacity constraints at Famous Avenue at Highway 7
2	Single public road connection from the Colossus Lands to Weston Road
3	Limited public road network
4	Large distances between intersections
5	Limited network of sidewalks and mid-block crossing opportunities
6	No dedicated cycling routes
7	No overpass over Highway 400.



	Proposed Enhancement
	Widening of Famous Avenue (NB and SB lanes)
	Construction of a new ring road (Street 'F')
	New public street network and existing road improvements
	Introduction of numerous new traffic signals
	Sidewalks on both sides of all existing and proposed public streets
	Dedicated cycling facilities on both sides of major roads
	Planning for the proposed Colossus Overpass

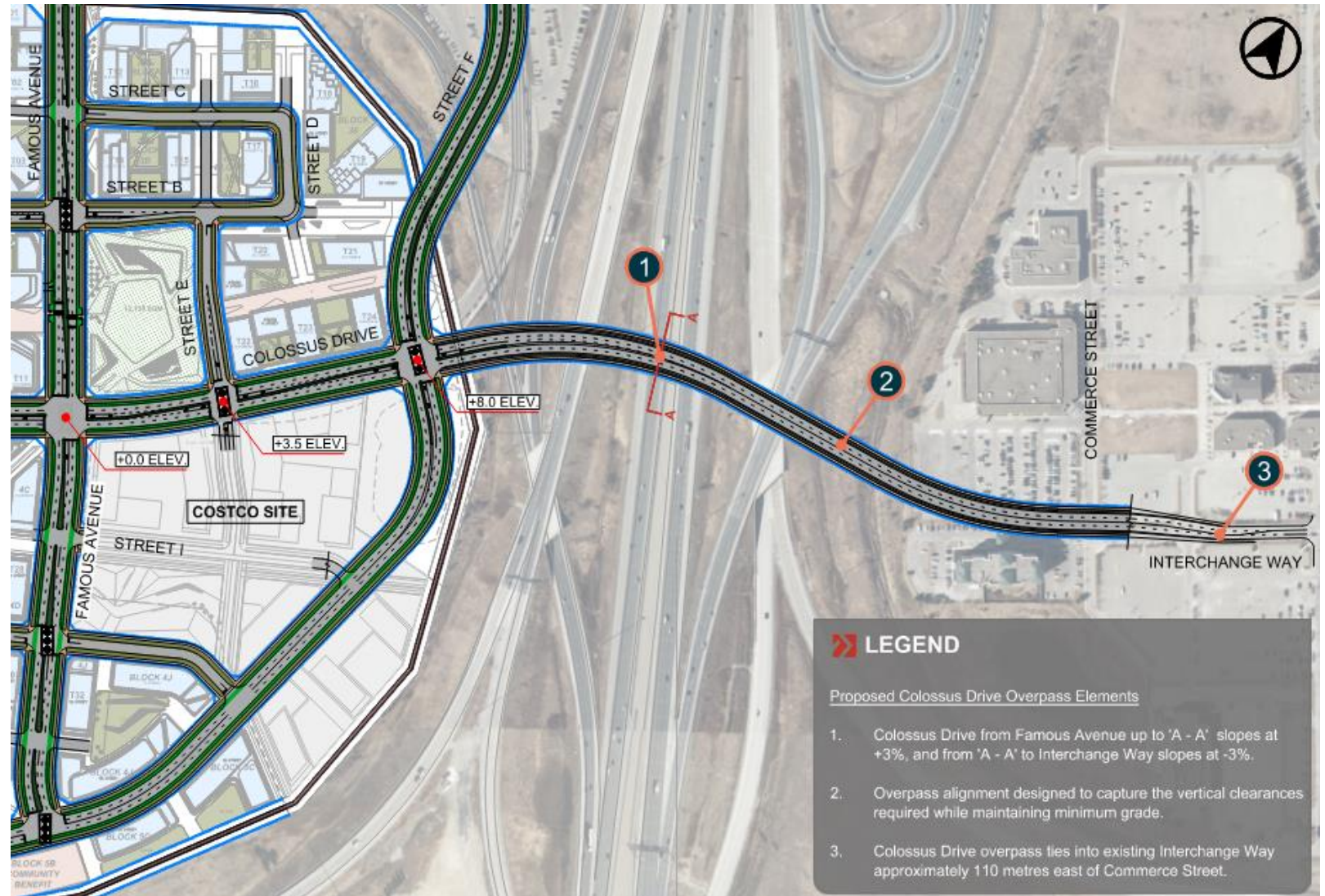




# Colossus Overpass

- The ongoing TMP, being done concurrently with the preparation of the Weston 7 Secondary Plan, will include the initial planning for the proposed Colossus Overpass across Highway 400.
- RioCan, in consultation with Costco, has developed a conceptual design of the bridge alignment
- Early phases of development on the RioCan lands can proceed without the construction of the Colossus Overpass.

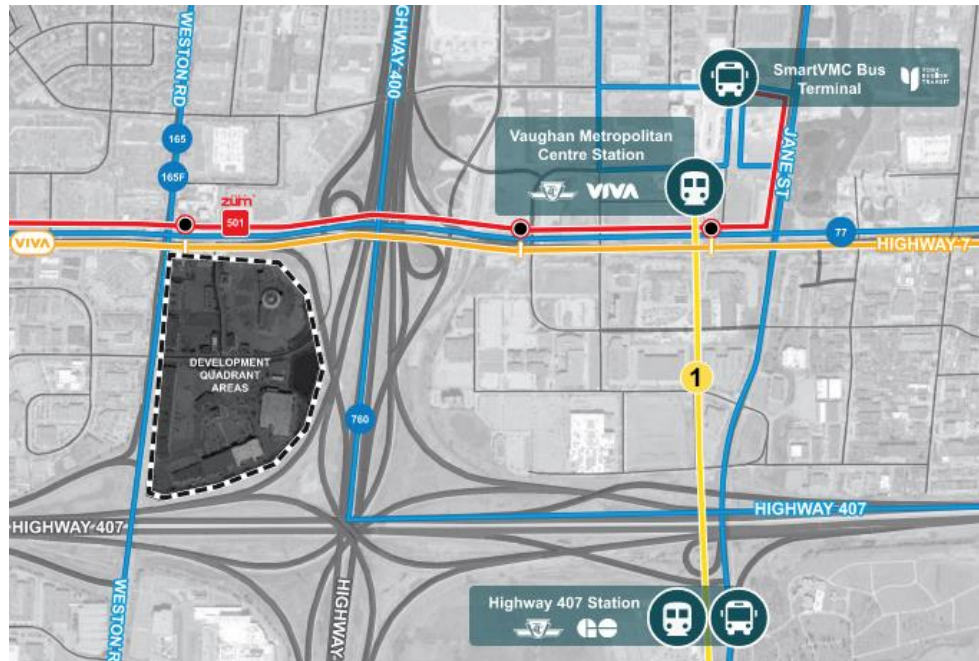
Traffic studies will be conducted at each individual phase of development and will ascertain, in the event that the bridge has not been constructed, whether there are undue impacts onto other part of the transportation network.





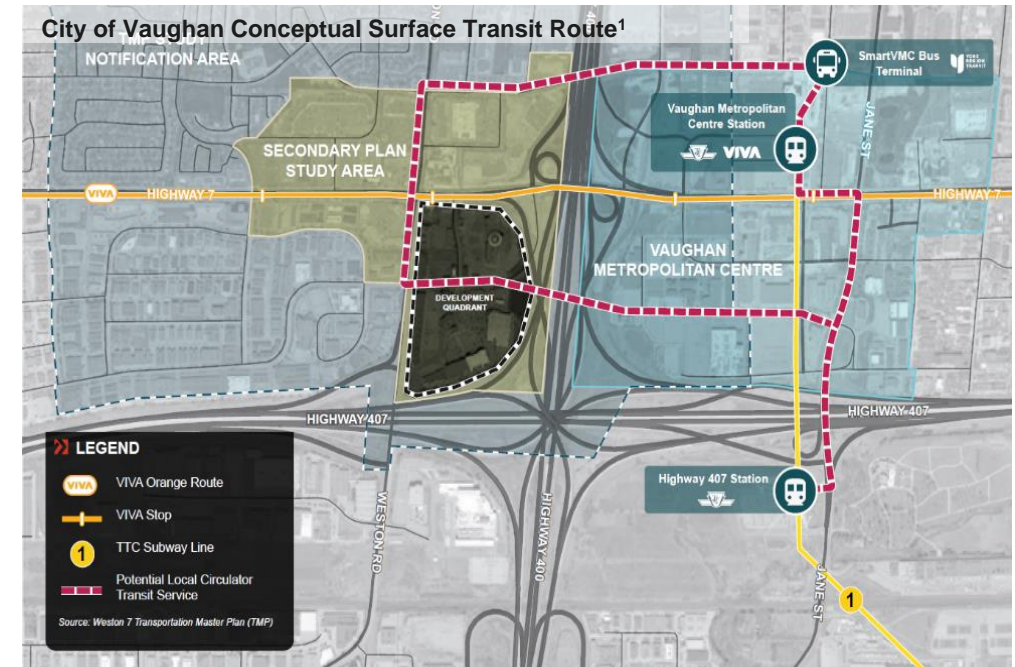
## 1. Onset of Development

- Development parcels in proximity to Highway 7 will be prioritized as they are already well supported by existing infrastructure
  - Highway 7 rapid transit corridor (YRT VIVA / Brampton ZUM)
  - Within walking distance from the VMC subway station
  - Adjacent to dedicated bike lanes along Highway 7
- Explore opportunities with YRT to add new surface transit routes throughout Development Quadrant to connect to the VMC



## 2. Future Network Needs

- Encourage York Region, the City of Vaughan and City of Toronto to implement **fare integration** between YRT and TTC (initiative currently under review by the transit agencies)
- **Increased frequency** of VIVA service along Highway 7 (as needed)
- Explore opportunities with YRT to add **new surface transit** routes throughout Development Quadrant, utilizing the Colossus Overpass, to better connect residents across the VMC and Weston 7 areas to nearby subway stations



# Mobility Strategy

The proposed redevelopment envisions substantial changes to the built form and aims to achieve a paradigm shift in the way people travel to, from, and within the area, allowing people to live and work without the need to travel by car.

**1. Create a Complete Connected Community**

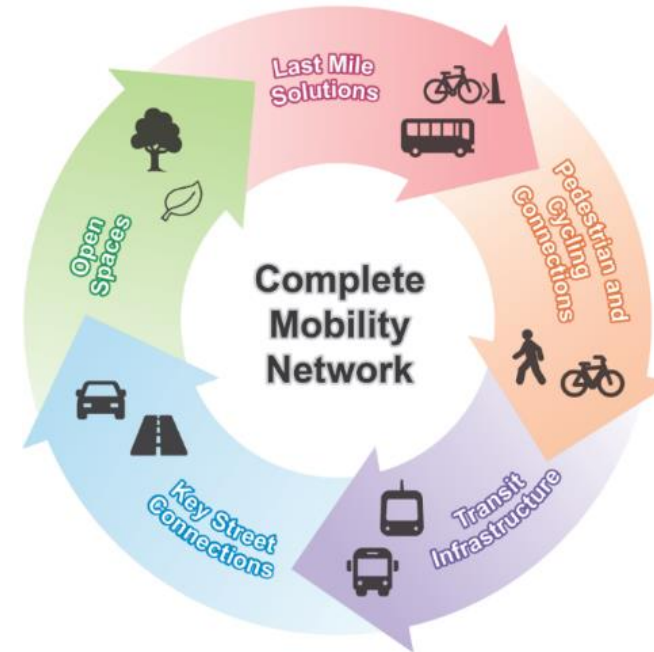
- Mix of mutually-supportive land uses

**2. Leverage Local Transit Access**

- Facilitate and Increase Transit Use
- Encourage Reduced Auto Ownership and Use
- Low or No Minimum Parking Requirements

**3. Implement a Complete Mobility Network**

- Last-Mile solutions (micromobility)
- Cycling Connections, Enhanced Public Realm and Pedestrian Mobility



The anticipated phasing for the Project involves incremental development of the lands from north to south, with connections to the overpass provided at later stages of development.

1. The Colossus Site is located within a Primary Centre which is intended to be predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit.
2. A quadrant study was requested by Staff for the Colossus Site (submitted as part of OPA application). An area wide Transportation Study is being conducted by the City of Vaughan (ongoing).
3. The design of the street network was developed with the policies of Complete Streets at the forefront, keeping in mind the needs of all road users (vehicles, pedestrians, cyclists) and providing convenient connections within the Development Quadrant and to the broader area network.
4. Early phases of development can proceed without the construction of the Colossus Overpass. Development parcels in proximity to Highway 7 will be prioritized as they are already well supported by existing infrastructure (transit, cycling, sidewalks).
5. The proposed redevelopment envisions substantial changes to the built form and aims to achieve a paradigm shift in the way people travel to, from, and within the area, allowing people to live and work without the need to travel by car.

## Next Steps

- Initial OPA submission provides foundational planning and technical materials to support the City of Vaughan's Transportation Master Plan study.
- Ongoing work and consultation on the OPA / TMP



**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] Re: Development Proposal for Hwy 7 and Weston -- OP.22.002 and OP.22.005  
**Date:** Monday, January 16, 2023 11:42:46 AM

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**From:** Ang Boak <[REDACTED]>  
**Sent:** Monday, January 16, 2023 11:38 AM  
**To:** Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>  
**Cc:** Clerks@vaughan.ca  
**Subject:** [External] Re: Development Proposal for Hwy 7 and Weston -- OP.22.002 and OP.22.005

Hello Ms. DeFrancesca,

I would like to re-send my comments about the proposal for development at the SE corner of Hwy 7 and Weston Road. I emailed you the other week, but have not received any confirmation of receipt. My neighbours and I are vehemently opposed to this level of densification in one small area. We simply do not have the proper amount of roads, schools, medical facilities to accommodate thousands upon thousands of people in that one area. Please scale down the plans significantly.

Regards,  
Angela Paglia-Boak

On Wed, Jan 4, 2023 at 4:13 PM Ang Boak <[REDACTED]> wrote:

Hello Ms. DeFrancesca,

I am a resident in your ward. I am contacting you to express my opposition to the proposal for development at Hwy. 7 and Weston Road (OP.22.002 and OP.22.005). I cannot express how much I am concerned about the plans I have seen. The sheer number of condominiums planned for that area is astounding and, frankly, insane. It's as if a small city is being planned for this one piece of land. As you know, the traffic in that intersection is already bad enough, but to add thousands upon thousand more residents in that location is bad planning. Further, what schools will all those children attend? There are only two elementary schools and one high school close by. I live near one of those elementary schools, and leaving my street in the morning or in the afternoon is already difficult enough due to all the cars dropping off and picking up the children.

I grew up in Woodbridge in the 1990s, then went to live downtown until about two years ago when I returned. I cannot get over how bad traffic is up here, compared to downtown. I can't even fathom what it will be like if all those condos go up as planned. My neighbours and I voted for you, and we are hoping you will take our concerns seriously and please consider reducing the planned density for this ward. The traffic volume (and may I add, the aggressive driving) in this area is a huge problem.

Thank you,

Angela Paglia-Boak



# A DEVELOPMENT FRAMEWORK FOR THE COLOSSUS SITE

Committee of the Whole Public Meeting: January 17, 2023

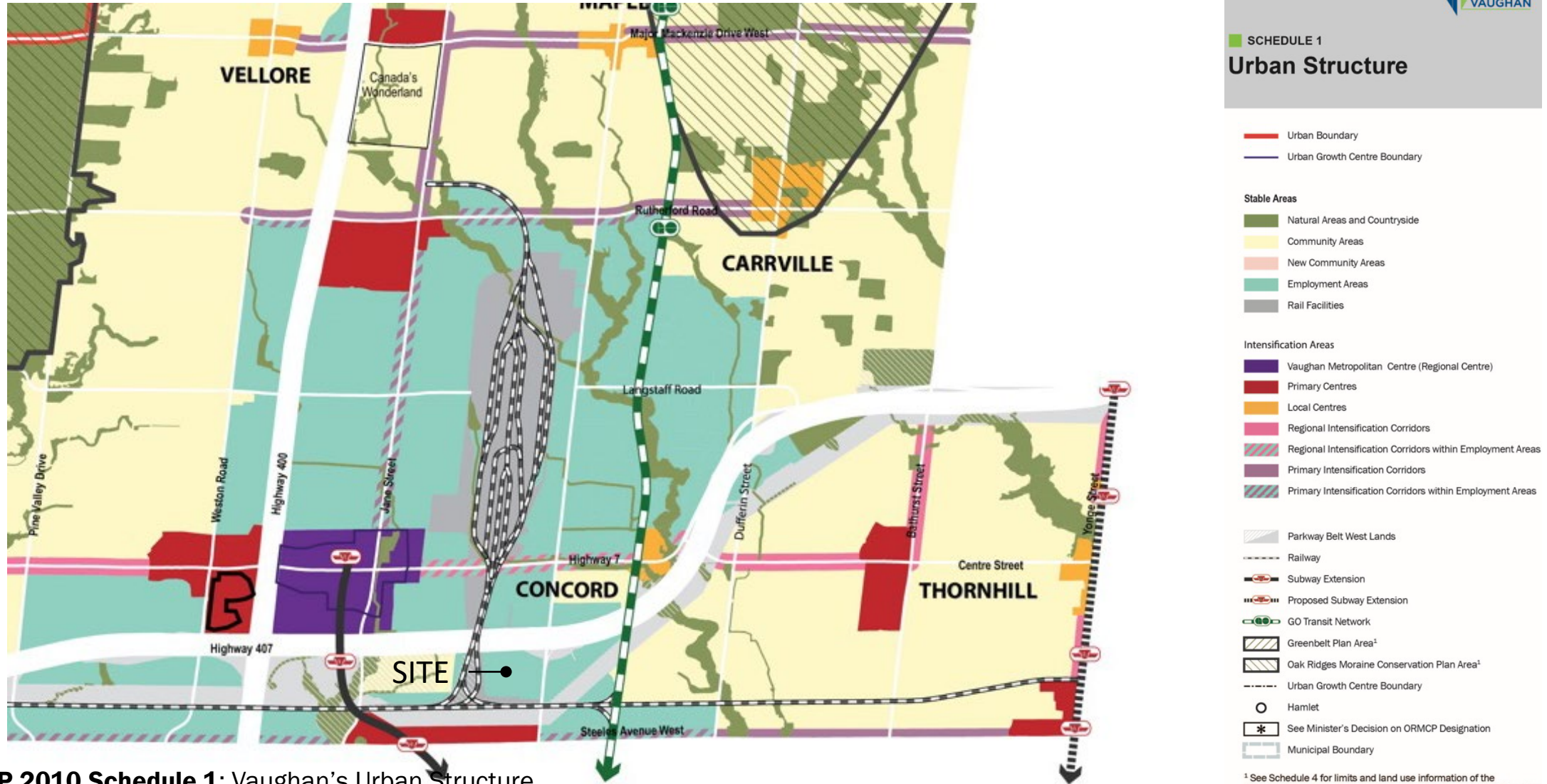
Communication: C22  
Committee of the Whole (PM)  
January 17, 2023  
Item #7





# THE BIG PICTURE

The Colossus site is within a Primary Centre in the City's Urban Structure. Primary Centres are one of the City's identified intensification areas and are planned to include mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit.

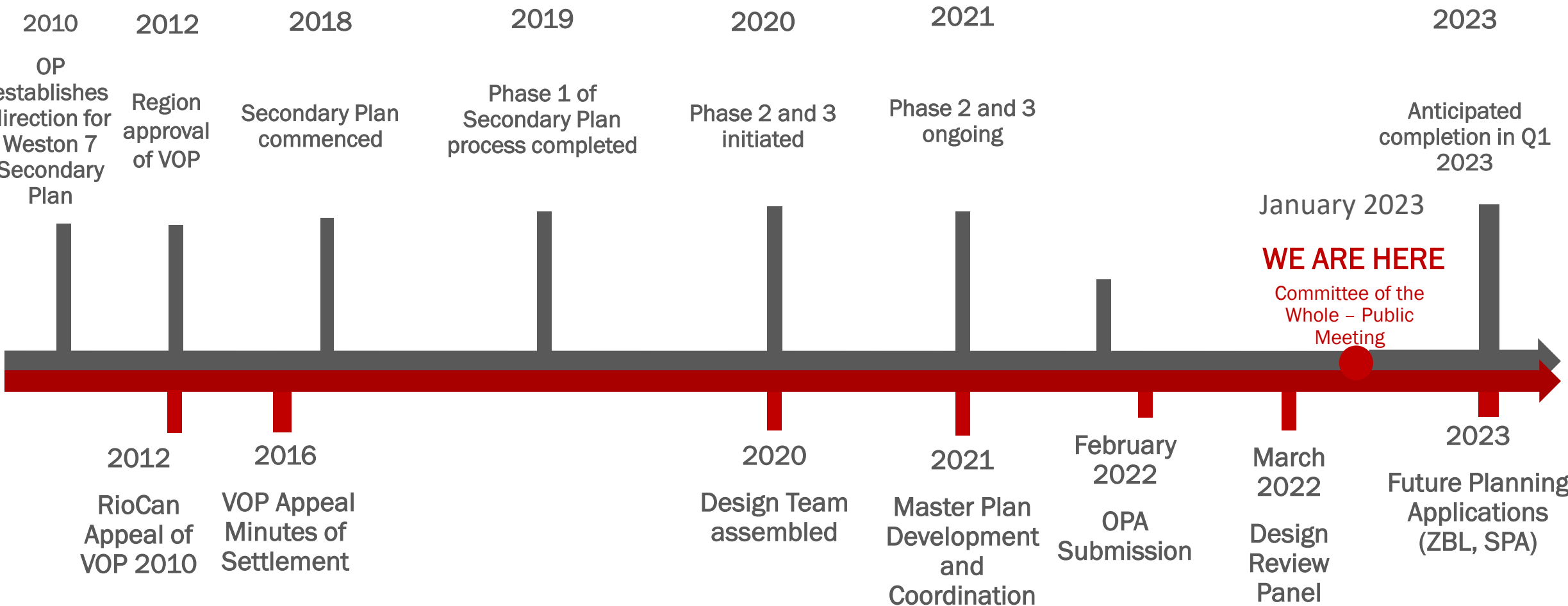


VOP 2010 Schedule 1: Vaughan's Urban Structure

# THE BIG PICTURE

RioCan has been consistently participating in the evolving planning process for the Colossus lands.

## Weston 7 Secondary Plan Process Timeline



## RioCan Colossus OPA Application Timeline

# A QUADRANT WIDE STUDY

The RioCan lands represent the majority of a 33 ha independent quadrant, representing the comprehensive planning of 20% of the Weston 7 Secondary Plan Area.



The proposed OPA is a planning instrument to implement the Colossus master plan, which was developed with the three private property owners within the Quadrant: RioCan, Costco and Petro-Canada.

The level of analysis submitted with the application is at a quadrant-wide, Secondary Plan-level of detail, as directed by staff at the March 2021 Pre-Consultation meeting. This direction influenced the scope of the submission materials such as:

- Transportation analysis
- Urban design and land use planning analysis
- Servicing analysis

City staff have confirmed in comments to the application that the analysis “sufficiently addresses the requirements of Sections 10.1.1.3, 10.1.1.4 and 10.1.1.7 of VOP 2010 for the entirety of the southeast quadrant, including issues such as the distribution of land uses, building heights, and parks and open space.”





# THE APPLICATION AND THE SECONDARY PLAN



**Weston 7 Secondary Plan Demonstration Plan**  
November 4, 2021, The Planning Partnership



**Proposed OPA, RioCan**  
February 2022 Submission

The Application is being processed while the City is developing the Secondary Plan which has been in process since 2018.

Depending on the timing of the ongoing Secondary Plan process an exemption from Policy 10.1.1.6 may be required.

*“10.1.1.6. That where it has been determined that a Secondary Plan is required but not yet completed, no amendments to this Plan or the zoning by-law will be permitted without prior or concurrent adoption of the Secondary Plan for that area.”*

Should such an exemption be necessary it is supported further to the comprehensive quadrant wide analysis and master plan and the 2016 minutes of settlement between RioCan and the City.



# RETAIL AND ENTERTAINMENT



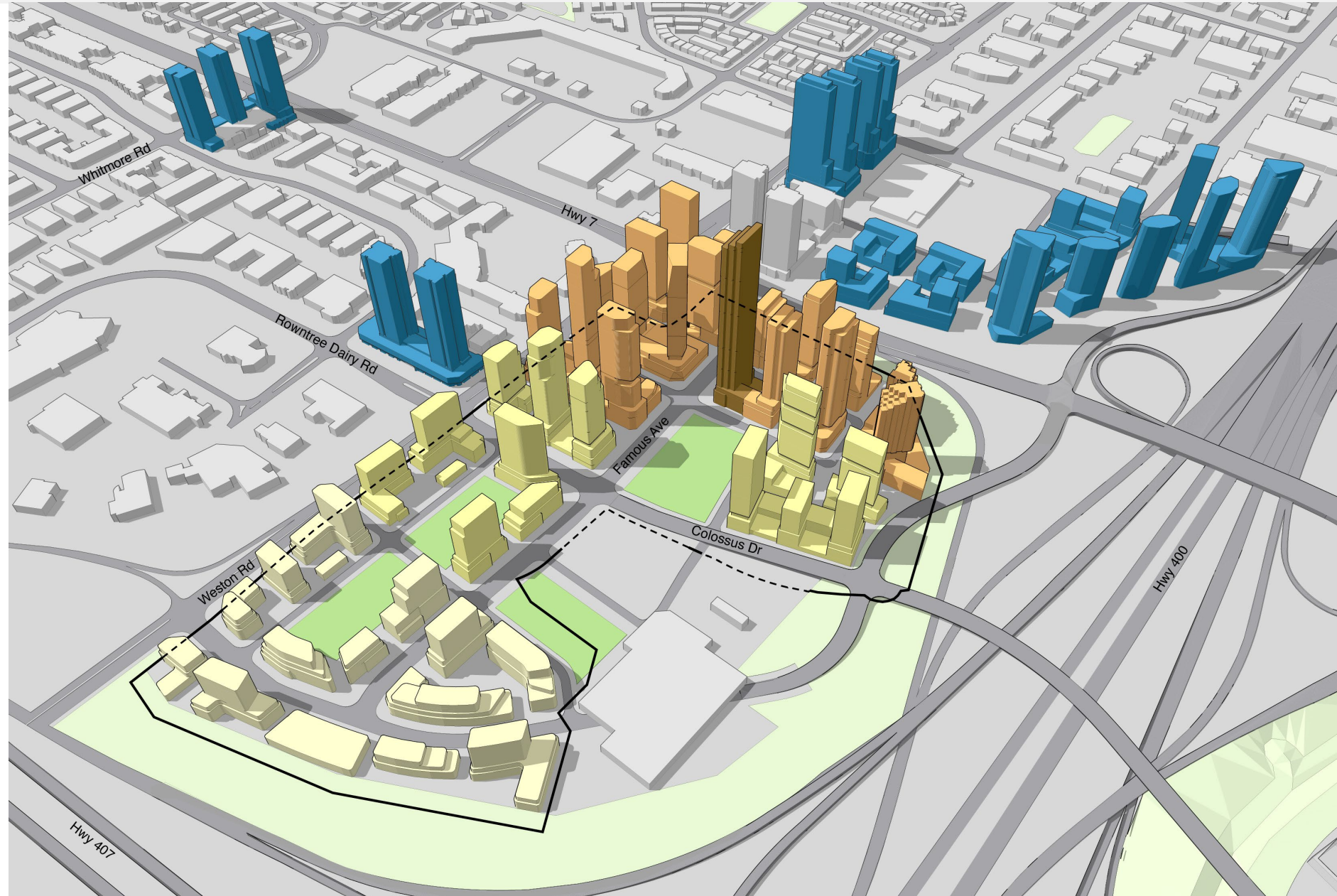
The development will continue to provide commercial, cultural, and entertainment uses, including a cinema, in a mixed-use, walkable, urban format with available parking to support those uses.





# HOUSING AND BUILT FORM

The OPA proposes a range of mid-rise and high-rise development and can deliver approximately 13,000 new housing units.



- Site Boundary
- Maximum Height 25 ST
- Maximum Height 40 ST
- Maximum Height 55 ST
- Landmark Development over 55 ST
- Proposed Development











# PARKS, OPEN SPACES, AND COMMUNITY SERVICES

The current OPA secures a minimum of 15% of the net developable area for parks and open space to support active and passive recreation, socialization, and gathering.

The OPA also includes priority locations for Community Facilities and policies to encourage CS+F integrated with development.

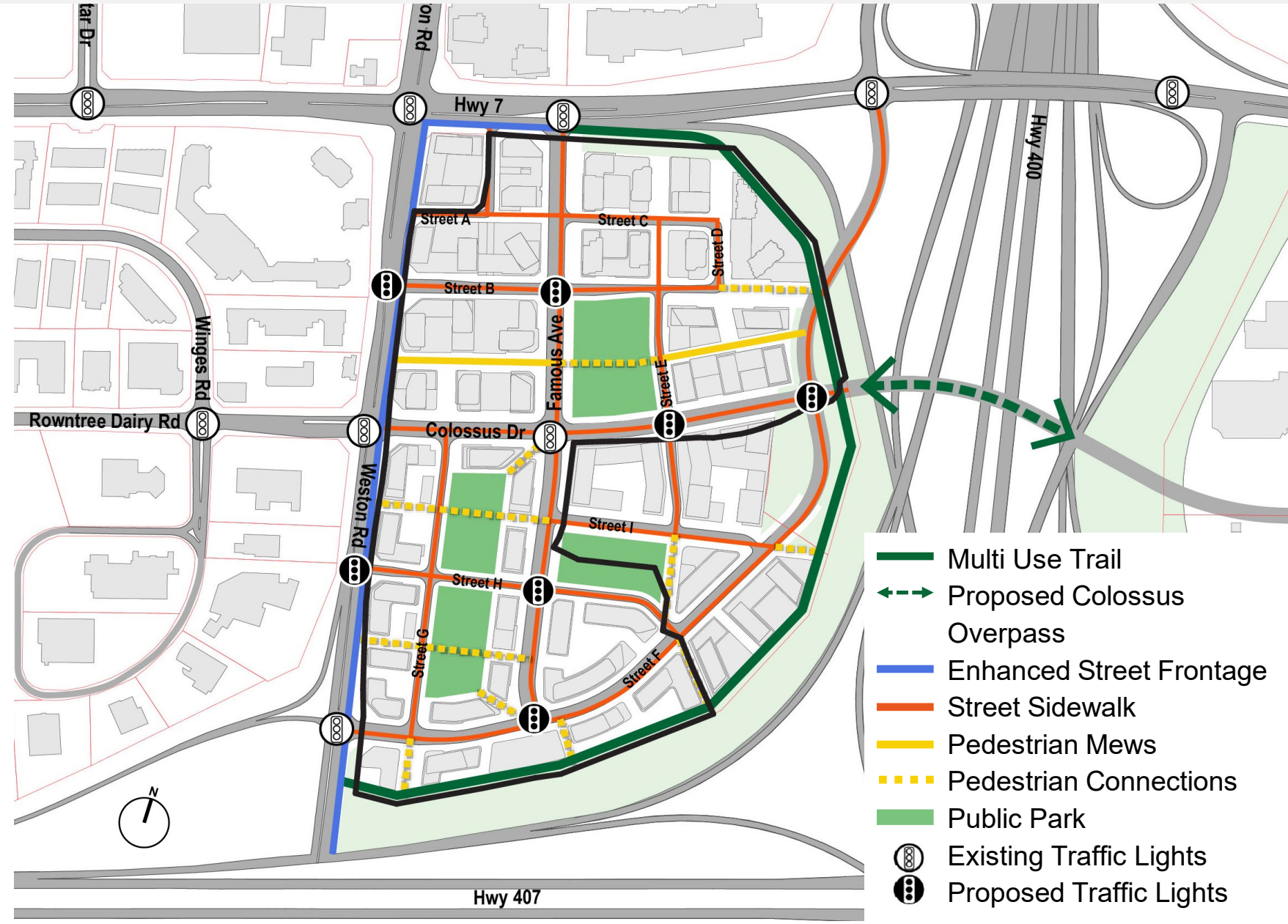


-  Priority Locations for Community Facilities
-  1 Colossus Park
-  2 Pedestrian Mews
-  3 Central Park West
-  4 Central Park East
-  5 Storm Water Management Area
-  6 Multi Use Trail
-  7 Famous Avenue Promenade

# NEW STREET NETWORK + TDM STRATEGIES

The application includes

- A comprehensive and fine-grained street network for pedestrians, cyclists, transit users, and drivers, based on a quadrant-wide analysis, incrementally delivered with development over time.
- A proposed alignment of the Colossus Drive overpass, connecting over the 400
- Direction for new transportation demand management strategies



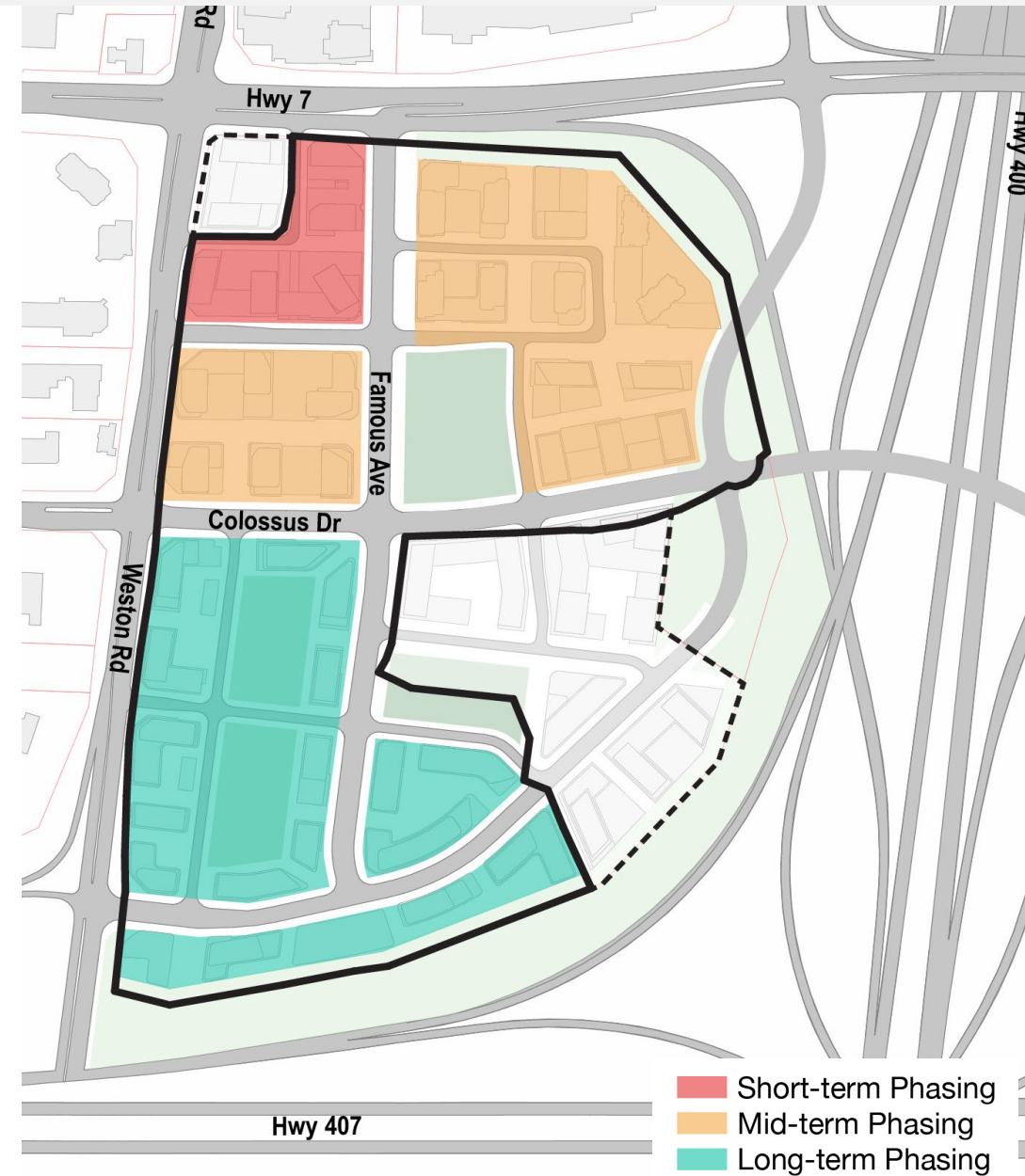


# PHASING

The application reflects a long-term redevelopment strategy. The existing retail uses will be transitioned into an urban format over time.

The OPA seeks to establish a long-term vision and high-level planning framework for the site.

Future incremental Zoning By-law and Site Plan applications would be brought forward to the City for review, discussion and engagement, implementing the master plan over time.





# COLLABORATIVE PLANNING



RioCan is seeking to work collaboratively with City Staff to enable the best planning outcomes for the RioCan lands, the larger Quadrant and the Weston 7 Secondary Plan Area.

This approach represents good, comprehensive planning.

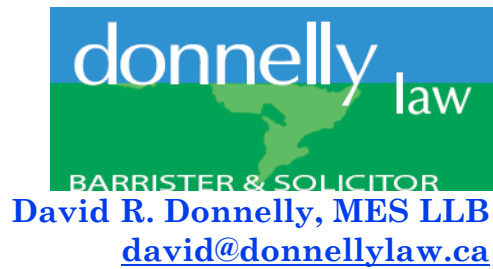
At this time, we are not asking for approval of an Official Plan Amendment or a Secondary Plan , we are simply requesting that Council allow these matter to proceed collaboratively to avoid delays and to enable the creation of more homes and a modernized retail and entertainment destination in Vaughan.





Thank You!





January 16, 2023

*Via email to: [clerks@vaughan.ca](mailto:clerks@vaughan.ca)*

**Communication: C23  
Committee of the Whole (PM)  
January 17, 2023  
Items #3,4,5,6**

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

Dear Clerk,

**Re: 11063/11191 Highway 27  
RE: Zoning By-law Amendments Z.22.029; Z.22.030; Z.22.031; Z.22.032  
Draft Plan of Subdivision File Nos.: 19T-22V006 – 11363 and 11191  
City of Vaughan**

Donnelly Law (“we” or the “Firm”) represents the Friends to Conserve Kleinburg Inc. (“FTCK”) and Humberplex Developments Inc. (“Humberplex”) (together our “Clients”) regarding the proposed Block 55 West Block Plan and development at Kirby Road and Regional Road 27 (the “Block Plan 55”).

We write Vaughan Council (“Council”) to inform you of objections that our Clients have regarding the proposed Zoning By-law Amendments (“ZBLA”) Z.22.029, Z.22.030, Z.22.031, and Z.22.032 to the City of Vaughan Comprehensive Zoning By-law 1-88 (“By-law 1-88”) and City of Vaughan Comprehensive Zoning By-laws 001-2021 (“Bylaw 001-2021”), which will be discussed at a public meeting on January 17, 2023. Vaughan Staff have failed to adequately engage residents concerning these objections. These objections are filed with our oral submissions in response to the Notice of Public Meeting, dated December 23, 2022.

Specifically, our Clients have concerns about: the Block Plan 55’s transition compatibility; density and lot sizes; the negative impacts to the valley; the woodlands and Vegetation Protection Zones; and the development’s lack of responsiveness to climate change, traffic, and stormwater management, among other issues. The proposed rezoning will result in the loss of significant, mature vegetation, and leaves a large portion of the golf course re-development as blank, presumably for a future, unnecessary school site, which is not appropriate.



The Block Plan 55 proposes to develop a low-rise, car oriented residential neighbourhood consisting of both two-storey single detached homes and townhouses, a mixed-use block with commercial space, a nine-hole golf course (the “Copper Creek Golf Club” or the “golf course”), elementary school and three parks. Block 55 currently has an Open Space Conservation Zone (OS1) designation and is subject to two site-specific Exceptions for Agricultural Zone (A) and Rural Residential Zone (RR) per By-law 1-88.

The Block Plan consists of approximately 97.6 ha designated as Natural Area and Low-Rise Residential development by the City of Vaughan (the “City”). It is a planned community where approximately 800 low-rise residential units and 2,800 new residents will be located across 56.5 ha. The developable area is within the Vaughan urban area boundary, approximately 39.5 ha in the Growth Plan’s 2006 Built Boundary and 17 ha in the Designated Greenfield Area (Phase 1). The target density is 50 persons and jobs/ha minimum within the Designated Greenfield Area. This is achieved in that portion, and the overall Block Plan 55 density is 49 persons and jobs/ha. Approximately 41.5 ha of the east of Block Plan 55 (including the Copper Creek Clubhouse) is within or next to to the Greenbelt Plan Area.

## **I. Resident’s Opposition to the ZBLA**

The proposal involves:

- a) A subdivision comprised of 4 phases:
  1. Phase 1 deals with the northerly most lands;
  2. Phase 2 covers lands in the central portion of the site; and
  3. Phases 3 and 4 are adjacent to the Humberplex development.
- b) Four separate ZBLAs per subdivision phase to amend the By-laws 1-88 and 001-2021:
  1. Phase 1 = Z.22.029;
  2. Phase 2 = Z.22.030;
  3. Phase 3 = Z.22.031; and
  4. Phase 4 = Z.22.032.
- c) The proposed subdivision and zoning amendments purport to implement the approved Official Plan Amendment 47 (“OPA 47”), Official Plan Amendment 48 (“OPA 48”) and Block Plan 55. It sets out the overall street network, lotting pattern, density, location of natural heritage blocks, landscape buffer blocks, location of parks and schools, as well as blocks for infrastructure. It was approved by the City in 2022.

There are several supporting studies submitted with the applications. Many of these studies were previously identified in OPA 47 and OPA 48 as requirements of a “Scoped Block Plan” and “Draft Subdivision” process. For example, under OPA 47 (the north portion of the proposed development area) and OPA 48 (the south portion of the proposed development area) the following studies were required and issues to be investigated:

- a) The layout of the proposed development, unit type and yield (13.47.1.2 and 13.48.1.1);
- b) Minor Community Facility study to include but not limited to a gymnasium library and multipurpose activity rooms (13.48.1.2 a);
- c) A traffic Impact Study (13.48.1.2 b);
- d) The final alignment of Collector Roads and the final classification and layout of local roads (13.47.1.5 and 13.48.1.5);
- e) The precise limits of Valley and Stream Corridors and Vegetation Protection Zones (13.47.1.9 and 13.48.1.15);
- f) The precise limits of woodlands and Vegetation Protection Zones (13.47.1.11 and 13.48.1.17); and
- g) A conveyance into public ownership of Core Features and associated Vegetation Protection Zones (13.47.1.13 and 13.48.1.19).

In addition, some of the key policies in OPA 48 include:

- a) Section 13.48.1.3 of OPA 48 indicates:

Development shall include transition measures for the adjacent existing neighbourhood to the south that may include, but not limited to a berm, fencing, additional and/or existing landscape or a single loaded road(s). The details of the transition measures are to be established through the block plan and draft plan of subdivision applications and secured through zoning by-law(s) and/or restrictive covenant(s).

- b) Section 13.48.1.8 of OPA 48 requires:

Alternative street patterns, other than a grid-like street pattern, such as cul-de-sacs that reinforce the existing character of the existing community and which is sensitive to the existing neighbourhood to the south.

- c) Section 13.48.1.10 of OPA 48 permits:

Rear lotting on Regional Road 27 to reinforce the existing physical character of the Kleinburg Community ... subject to Urban Design

Guidelines being prepared to the satisfaction of the City through the Scoped Block Plan and Draft Plan of Subdivision Applications.

d) Section 13.48.1.11 of OPA 48 permits:

Golf courses, including club houses facilities, maintenance buildings and driving ranges” in the Private Open Space designation.

## **II. Issues – Community Opposition**

The key issues of community opposition include prematurity, lack of consultation, insufficient transition compatibility, density and lot sizes, protection and identification of the valley, woodlands and Vegetation Protection Zones, the development’s lack of responsiveness to climate change and traffic, and stormwater management and several other issues relating to the proposed by-law amendments.

### **a) Transition/Compatibility**

Neither the proposed ZBLAs nor subdivision layout in Phase 3 and Phase 4 adequately address transition and compatibility issues with the existing subdivision to the south, and the Humber River and Greenbelt. The proposed street layout does not address the requirements of Sections 13.48.1.3 and 13.48.1.10 of OPA 48 that require alternative street patterns such as cul-de-sacs or single loaded roads in this area. The proposed ZBLAs lack requirements for other transition features such as, but not limited to, berms, fencing and landscaping as required by Section 13.48.1.10 of OPA 48, including a minimum vegetative buffer to separate the existing neighbourhood immediately south of the Subject Lands.

These separation features should be substantially augmented by a landscape restoration plan that would include habitat restoration, preservation of mature trees, pollinator habitat and other vegetation that will both reduce the incompatibility between the neighborhoods but also improve the wildlife habitat corridors and connections to the greenbelt. This separation would have the added benefit of preserving mature trees.

The proposal also appears to not conform with an important policy in Vaughan Official Plan Amendment 601, which applies directly to the Copper Creek lands. OPA 601 designated the area “Special Use Golf” that created an important open space and recreational amenity in the agricultural and rural areas north of the Village of Kleinburg. As much open space as possible should be preserved and secured by the by-laws.

Vaughan Official Plan, 2010 (“VOP”) s 2.2.3 identifies the communities of Woodbridge, Kleinburg, Maple, Thornhill, Concord, and the new communities of Vellore and Carrville as contributing to a unique sense of place for the City and establish the Vaughan identity. Part of that identity is a landscape dominated by trees, open space, wide lots and generous backyards that permit the maximum greenspace and foliage. The predominate feature of these communities is their



contribution to a modest scale of development that does not overwhelm its surroundings. Section 2.2.3 indicates that:

The policies of this Plan will protect and strengthen the character of these areas. As the City grows and matures, these Community Areas will remain mostly stable.

However, incremental change is expected as a natural part of maturing neighbourhoods. This change will be sensitive to, and respectful of, the existing character of the area.

The proposed developments will not protect or strengthen the character of the area and represents a form of development that is not sensitive to, or respectful of, the existing character of the area. The proposed development does not conform to the Official Plan or the Official Plan Amendments, and introduces development that is neither compatible with the existing neighbourhood, nor adequately protects existing environmental features and functions.

Further, the proposed ZBLAs for Phase 3 and Phase 4 should establish a minimum lot frontage requirement of 21.34 m for any lot backing onto to the existing neighbourhood to the south. As proposed some lots have frontages of 15.24 m.

If rear yard to rear yard lotting is to be permitted along the interface area the subdivision plan should create a lot matching of 1:1 with the existing neighbourhood to the south. As proposed, there are several existing lots in the existing neighbourhood to the south that will abut 3 or 4 new lots along their rear lot lines. This does not conform to the OP.

#### **b) Density and Lot Sizes**

Overall, the proposed density will result in a neighbourhood design that does not reflect the distinctive image of the Kleinburg Area and the surrounding neighbourhoods. Approximately 68% of the proposed single detached dwelling lots are considered small lots with frontages of 11.6 m or less. In order to preserve greenspace, limit impermeable surface areas and to ease transition, these lot sizes should be increased in the proposed ZBLAs.

The history of this application includes the consistent and persistent conviction of residents that residential uses should be ancillary to the golf course. The designation only allowed limited minor residential development and contemplated a very modest population estimate for redevelopment of the Subject Lands, to a maximum of 570 people.

The development proposal planning justification report has a population estimate of 2,800 people, or approximately four times the density prescribed by Official Plan (“OP”) 601. Kleinburg-Nashville is not identified as an area of intensification in the VOP. It makes no sense whatsoever to encourage intensification/new growth so far from services such as public transit, schools, health care services, shopping, etc.

The dramatic increase in density has functional, aesthetic and environmental consequences. It is the unnecessary introduction of infrastructure and impermeable surfaces that exceeds the prescribed amounts. Intensification has its place, but not here, so far removed from the urban core.

### **c) Valley, Woodlands and Vegetation Protection Zone Identification**

The limits of the valley, woodlands and Vegetation Protection Zones surrounding the valley corridor and woodlands have not been appropriately defined as required by Section 13.47.1.9 and 13.47.1.11 of OPA 47 and Section 13.48.1.15 and Section 13.48.1.17 of OPA 48.

Of great concern to our Clients is that the development proposal at the proposed density introduces new land uses in protected valley lands in the Greenbelt for infrastructure, including a massive stormwater management pond. Our Client strongly disagrees with the conclusions of the Environmental Impact Study, Copper Creek Block 55 Northwest, City of Vaughan August 2022 by Beacon Environmental (the “Beacon EIS”) as they feel it does not ensure that vulnerable species such as the red side dace are protected. The Greenbelt Plan does not permit infrastructure in Natural Areas such as is being proposed.

Missing from the Beacon EIS is a discussion of the ponds currently located on the golf course table lands. I have personally interviewed several residents who all testify that their lands and the golf course are currently used by a large number of wildlife that are undoubtedly using these ponds in some fashion. (e.g. deer, coyote, turkeys, fox, amphibians, etc.) There are a great number of species-at-risk associated with the nearby branch of the Humber River. This ecological function must be assessed and accounted for in any future planning documents, particularly as it relates to the introduction of new infrastructure.

We request a guarantee that all mature 20-year-old trees should remain in place undisturbed along border lands of Copper Creek Golf Club and Humberplex Subdivision. We also request a significant landscape buffer along the same border to protect wildlife movement and habitat.

### **d) Climate Change**

The proposed ZBLAs and proposed subdivision plans represent a typical suburban form of development and do not appropriately address the requirements of Section 1.8.1 of the Provincial Policy Statement (“PPS”) dealing with a changing climate. In particular, the proposal does not address the following requirements of Section 1.8.1:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

- c) encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- d) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and *green infrastructure*; and
- e) maximize vegetation within *settlement areas*, where feasible. (PPS s. 1.8.1)

On June 4, 2019, Mayor and Members of Council unanimously passed a Members' Resolution to declare a climate emergency in the City of Vaughan, after a deputation by students from Thornhill Woods Public School. To date, the Copper Creek development application has been silent on the matter of climate change and adaptation. On a broader scale, why does Council continue to approve new subdivision developments like Copper Creek, and the other golf course conversions, that reduce the amount of open space, pave over environmental features, and promote car use and urban sprawl? With respect, the proposed ZBLAs fail totally to address climate change. On the City of Vaughan's own website, "Residential" is listed as Vaughan's second largest source of GHG emissions, however, nothing meaningful is being done to stop new developments that contribute to this total. The ZBLAs are not consistent with the PPS.

#### **e) Stormwater Management**

The proposed stormwater management plan relies on the lands located outside of the Urban Area. The VOP designates the area of the Stormwater Management Pond ("SWM") as valley lands for environmental protection. Clearly, the pond will have an impact on these lands, particularly now that it will be "super-sized", based on the NSRI peer review. Experts retained by our Clients have objected to the SWM location and sizing, and have serious concerns about the final water balance achieved across the site. These impacts to the Humber River should not be permitted by the proposed ZBLAs.

In addition, the proposed Official Plan Amendment omits any amendment in the protected valley land, only in the areas staked by the Toronto Regional Conservation Authority. This is a major oversight.

#### **f) Prematurity of Site Alteration**

As you are aware, the Local Planning Appeal Tribunal's approval of Official Plan Amendments 47 ("OPA 47") & 48 ("OPA 48"), that coincide with the Block Plan are currently under appeal by our Clients in the Superior Court of Justice of Ontario (Divisional Court). Notwithstanding the Judicial Review application launched by our Clients, the City appears to have permitted substantial site alteration and



grading despite the lack of a rezoning and subdivision approval to the point that the road network is now clearly visible from Kirby Rd.

This is especially alarming given that no prior public consultation has taken place with respect to the substantial site alteration that has already started. This destruction of the landscape pending the Block Plan, Zoning and Draft Plan of Sub-Division is unprecedented, in our Clients' experience. May we know exactly how many times this extraordinary benefit has been extended to other developers in Vaughan?

It would not surprise our Clients to learn this is the first time such an expansive reading of the Building Code has been extended to a developer in Vaughan.

Regarding the Block Plan, it is our Clients' experts' opinion that the Block Plan will result in a significant loss of open space in the Kleinburg Community as well as the broader City of Vaughan. The implications of this loss of open space were not assessed as part of the consideration of both OPA 47 and OPA 48 but needs to be now.

Furthermore, the Region of York has not completed its Municipal Comprehensive Review (MCR) to address the extended time horizons and population forecasts of the Growth Plan (2019). The MCR is required to establish the updated allocation of population forecasts to the City of Vaughan. Consideration of the Block Plan is premature until such time as the updated allocation of population forecasts is completed.

To make matters worse, the substance of the Judicial Review is that the Government of Ontario adopted a regulation prejudicial to residents' appeal rights – at the request of the City of Vaughan Council!

Prior to September 3, 2019, the *Local Planning Appeal Tribunal Act* contained sections 38 – 42 which were repealed once the current amendments came into effect on September 3, 2019. The repealed sections required that oral submissions be limited to Parties, not experts, and then only to the limited amount of time prescribed by the regulations. They also prohibited Parties from calling or cross-examining witnesses.

On September 3, 2019, all this changed as planning appeals were once again governed by rules that made appeals fairer and more open.

On September 27, 2019, a former City of Vaughan employ Mr. T. Simmonds wrote to the Attorney General of Ontario Mr. Doug Downey requesting amendments to O. Reg 303/19 re “third party” appeals, without the authorization of Council.

On October 7, 2019, the City of Vaughan convened a Special Council Meeting – authorizing T. Simmonds to write AG requesting amendments to Transition Regulation i.e. take away third party appeal procedural rights. The public was never consulted in this change.

No explanation has ever been provided for this extraordinary series of events. This new Council should be seeking an immediate investigation of this unfortunate episode.

This site alteration and these applications have occurred against the backdrop of rising residents' anger over developers receiving preferential treatment by the government. Recently, media reports have identified a number of developers who have benefitted from the Ford government's removal of certain protected land from the Greenbelt, including the ZBLA's Applicant.<sup>1</sup>

### **III. Preserving Open and Green space in Vaughan**

As you are aware, the re-development of major open spaces in Vaughan is a very controversial subject. Residents are becoming increasingly concerned that the lack of a stricter Open Space protection policy is undermining important natural and cultural heritage landscapes like golf courses that abut the Humber River.

Mostly, residents are concerned that the conversion of these open spaces were never contemplated in the Block Plans that are to guide development and inform prospective property buyers with respect to the landscape in which they make, for many, their most significant investment in purchasing a home. As you are no doubt aware, Council has been asked previously to adopt an Interim Control By-law ("ICBL") to study the issue of loss of greenspace.

Presently, Council appears to be dealing with each new development application on an *ad hoc* basis. Our client is concerned regarding the loss of open space and respectfully submits that Council should plan for the preservation of greenspace in a comprehensive manner.

### **IV. Lack of Clarity Regarding 15 Acres on the Plan**

In the December 23, 2022, Notice of Public Meeting for ZBLA Z.22.032, the Context and Location Map (Attachment 1) provided contained 15 acres on the Copper Creek Golf Club that has nothing noted on it. This non-designated block of land abutting Autumn Wind Crt. should, in our Clients view, be designated as green space or park land, and should not be designated for any future built developments such as a school site. In a letter from December 16, 2022, by Councillor Marilyn Iafrate to the

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<sup>1</sup> [Who are the GTA developers set to benefit from Ford government's Greenbelt land swap? | CBC News](#)

York Catholic District School Board, she discussed many concerns of the community and explained why a school in that location would not make sense.

For instance, given that there is already a high school site secured approximately 4 km away in Block 41, it would not make sense to have two high school sites so close to one another, since there is not sufficient demand for both in the community. If the goal of a school in this location is to accommodate students outside of Vaughan, then correspondingly, the lands sourced should be outside of Vaughan as well.

Since the local community was involved with the planning process for the subdivision abutting them, it would be unfair to surprise them with a school site at such a late point in the planning process. Councillor Iafrate affirms that the community is vehemently opposed to such a change. School accommodations require considering the impacts to existing schools before moving forwards with such a development. Since Block 41 has received a Minister's Zoning Order, it may likely proceed before the Copper Creek development, in which case that school site would have priority.

## **V. Conclusion**

Our Clients are opposed to the four proposed ZBLAs for By-laws 1-88 and 001-2021 due to the lack of compatibility, efficiency of land use, negative environmental impacts, and public transit issues that it may cause. Residents deserve the opportunity to work with Staff – whom they employ – instead of having to wait for the final report before having the opportunity to make technical submissions. Our Clients are seeking an immediate timetable and protocol to meet with Staff, their experts and the community to ensure that each of these issues are addressed in the context of an Environment First approach to development approval, which has been lacking in Vaughan to date.

Please do not hesitate to contact me at 416-572-0464, or by e-mail to [david@donnellylaw.ca](mailto:david@donnellylaw.ca), cc'ing [melanie@donnellylaw.ca](mailto:melanie@donnellylaw.ca) and [monique@donnellylaw.ca](mailto:monique@donnellylaw.ca), should you have any questions or comments concerning this correspondence.

Yours truly,



David R. Donnelly

cc. Clients  
G. Borean



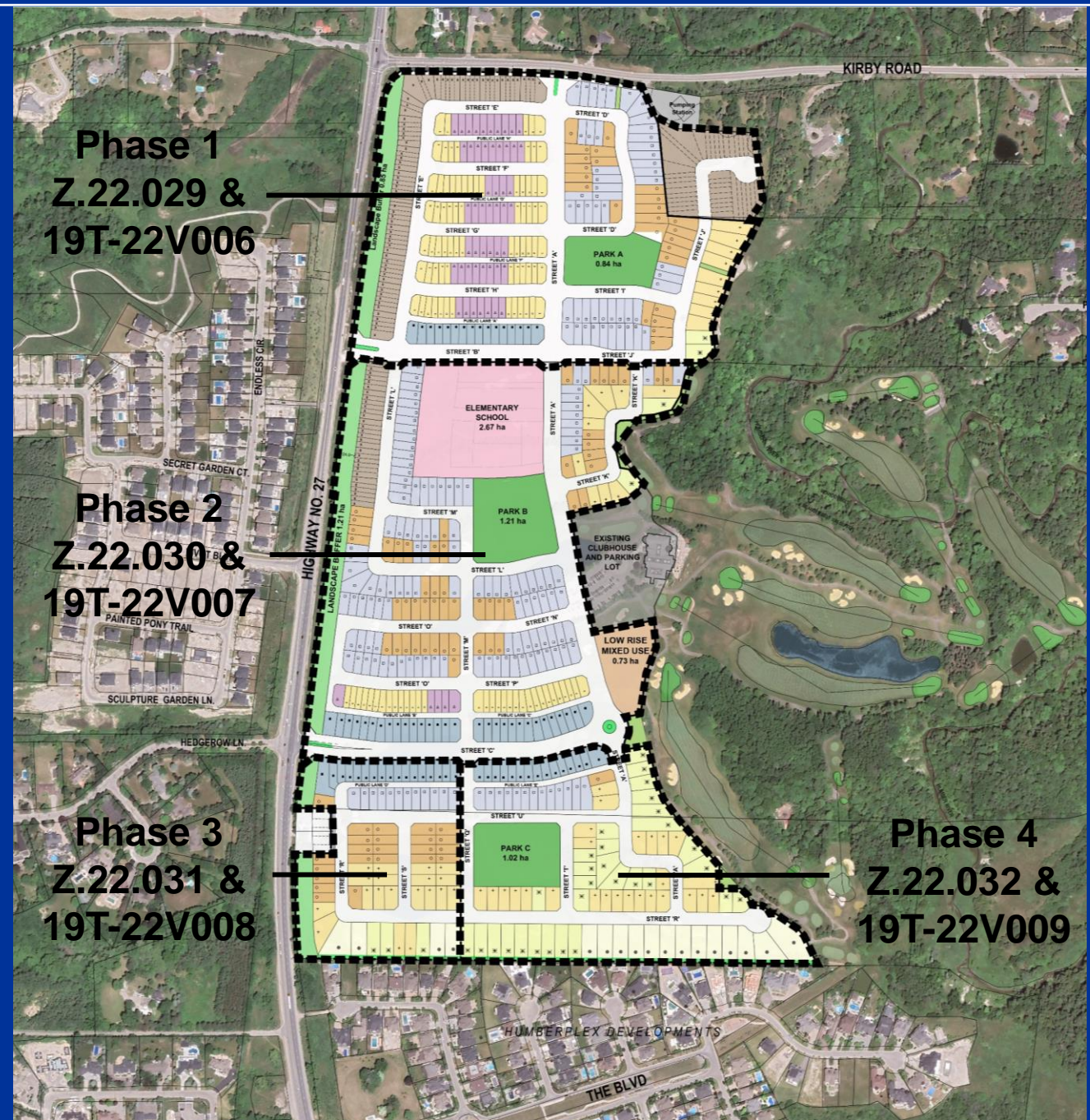
# Draft Plans of Subdivision and Zoning By-Law Amendments

## Copper Creek (Block 55 NW)

January 17<sup>th</sup> 2023 Public Meeting

Presentation by Don Given

Communication: C24  
Committee of the Whole (PM)  
January 17, 2023  
Items # 3,4,5,6



# PLANNING CHRONOLOGY

- |    |  |                                 |
|----|--|---------------------------------|
| 1  | OPA APPLICATION  | May 2017                        |
| 2  | PUBLIC MEETINGS FOR OPA  | Various - Nov 2017 - March 2019 |
| 3  | OPA 47 & 48 Approved by Council                                      | June 12, 2019                   |
| 4  | LPAT DECISION  | June 30, 2021                   |
| 5  | BLOCK PLAN SUBMISSION  | Aug 31, 2021                    |
| 6  | PUBLIC MEETING - BLOCK PLAN  | Feb 2, 2022                     |
| 7  | BLOCK PLAN 2ND SUBMISSION  | Sept 28, 2022                   |
| 8  | SUBDIVISION AND ZONING APPLICATIONS                                  | Sept 30, 2022                   |
| 9  | 2ND SUBMISSION BLOCK PLAN COMMENTS FROM CITY AND AGENCIES            | Nov 2022                        |
| 10 | 1ST SUBMISSION DRAFT PLAN AND ZONING COMMENTS FROM CITY AND AGENCIES | Nov 2022                        |
| 11 | PUBLIC MEETINGS FOR DRAFT PLANS AND ZONING                           |                                 |

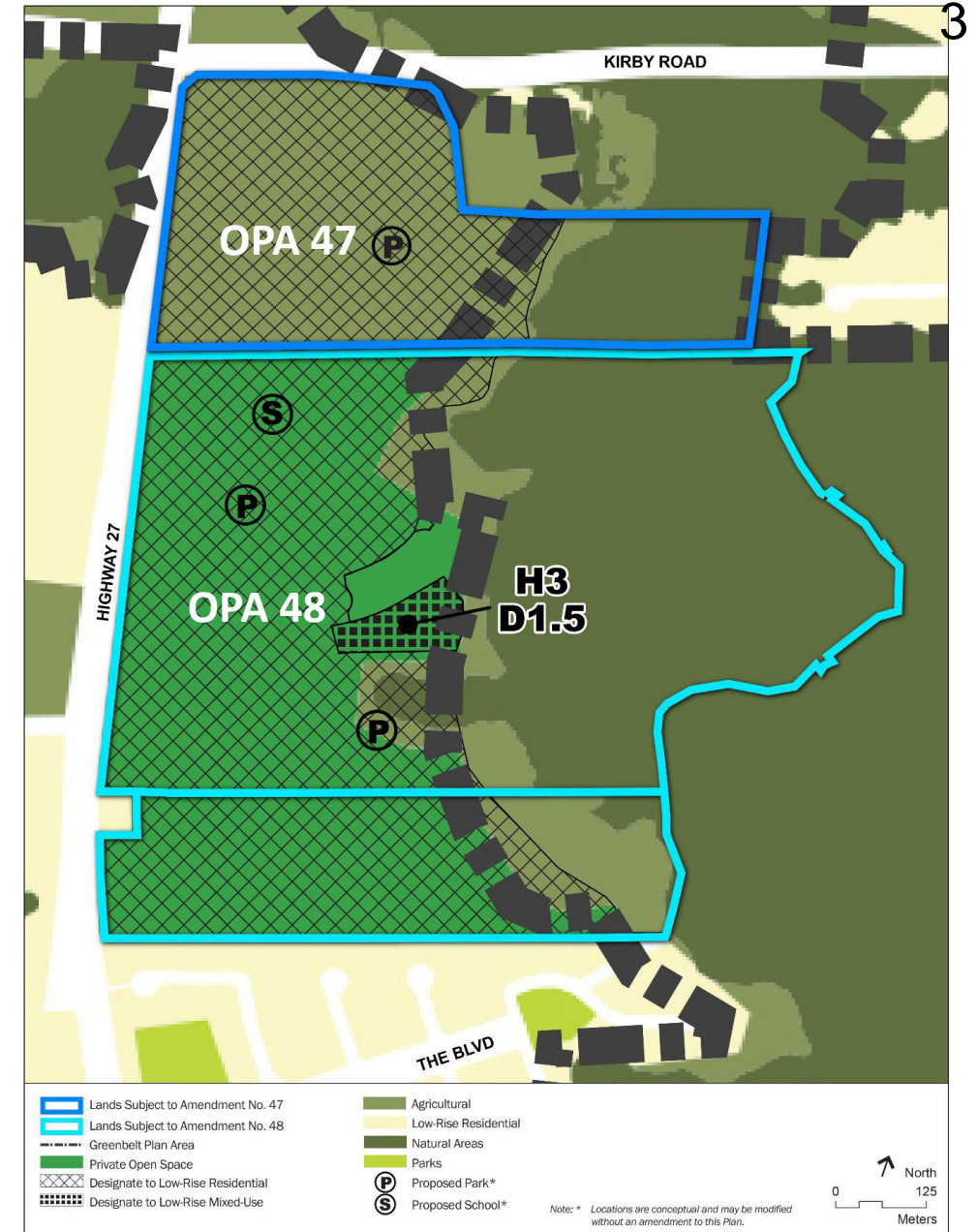


We are here



## Secondary Plan Composite (OPAs 47 and 48)

- OPA 47 – From Agricultural to Low-Rise Residential
- OPA 48 – From Private Open Space/Agricultural/Natural Areas to Low-Rise Residential and Low-Rise Mixed-Use
- OPA 48 – Continuation of golf course uses
- Three parks and one elementary school site (public)
- Golf course clubhouse and valleyland course use remain
- 24m landscape buffer along Hwy 27



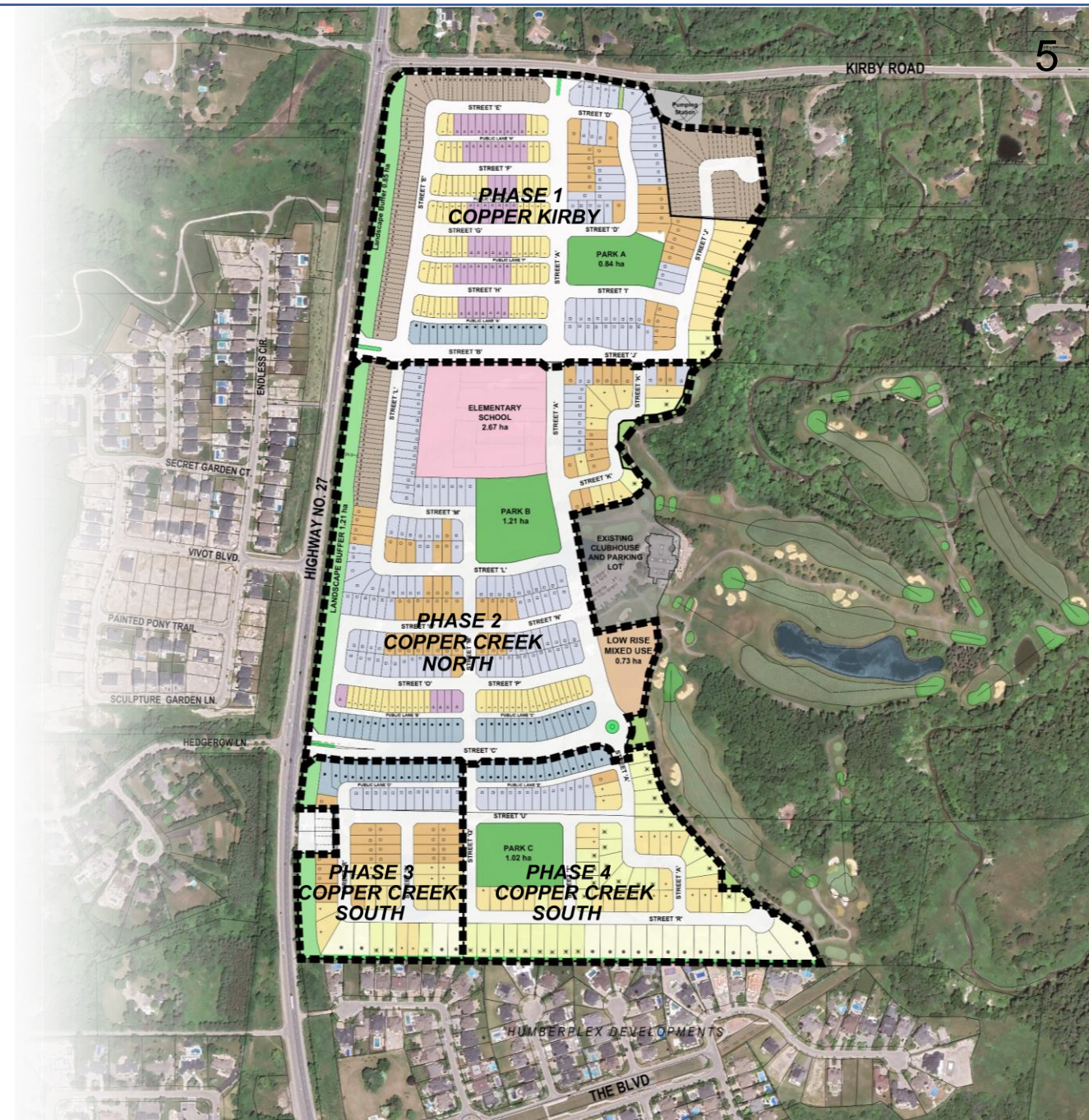


Report or document	Consultant
Block Plan Application	
Block Plan Concept – CAD and pdf	Malone Given Parsons Ltd.
Scoped Block Plan Report – Planning Opinion(this report)	Malone Given Parsons Ltd.
Urban Design and Sustainability Guidelines	The MBTW Group
Landscape Master Plan and Vision	The MBTW Group
Environmental Impact Study (EIS) including Fluvial Geomorphology and Streambank Erosion Analysis	Beacon Environmental Ltd.
Tree Inventory and Preservation Plan Reports	Beacon Environmental
Master Environmental Servicing Plan (MESP)	SCS Consulting Group Ltd.
Stormwater Management Report	SCS Consulting Group Ltd.
Sanitary Sewer Capacity Analysis	SCS Consulting Group Ltd.
Floodplain Analysis	SCS Consulting Group Ltd.
Infrastructure Phasing Plans (MESP)	SCS Consulting Group Ltd.
Hydrogeological Assessment	WSP Inc.

Report or document	Consultant
Geotechnical Investigations – site, stormwater pond and outfall (3 reports)	WSP Inc.
Slope Stability and Erosion – East Kleinburg	
Geotechnical Investigation and Slope Stability Assessment – Copper Kirby (2 reports)	WSP Inc.
Highway 27 Highway 27 Corridor Assessment	Poulos and Chung Ltd.
Transportation Mobility Assessment Study	Poulos and Chung Ltd.
Environmental Noise Impact Study	Aercoustics Engineering Ltd.
Community Services and Facilities Study	Malone Given Parsons Ltd.
Sustainability Performance Metrics	Malone Given Parsons Ltd.
Cultural Heritage Resource Impact Asses.	Not required
Archaeological Assessment (various)	ASI Heritage
Environmental Site Assessments	WSP
Plans of Survey and Parcel Abstracts	Krcmar

## UPDATED BLOCK PLAN

- 2<sup>nd</sup> submission September 2022
- One public elementary school
- 3 neighbourhood parks
- 24m wide (min) landscaped buffer along Hwy 27
- 806 units
  - 101 Towns
  - 645 Singles
  - 45 non-participating
  - + Future Low-Rise Mixed Use
- 2,800 population  $\pm$
- Density of 58 persons and jobs (greenfield)
- Density of 45 persons and jobs within Built Boundary (south of Street B)





**Phase 1**

86 singles  
 141 lane singles  
 71 towns  


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 298 total units  
  
 0.84 ha Park  
 2 access roads

**Phase 3**

61 singles  
 17 lane singles  


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 78 total units

**Phase 2**

175 singles  
 67 lane singles  
 30 towns  


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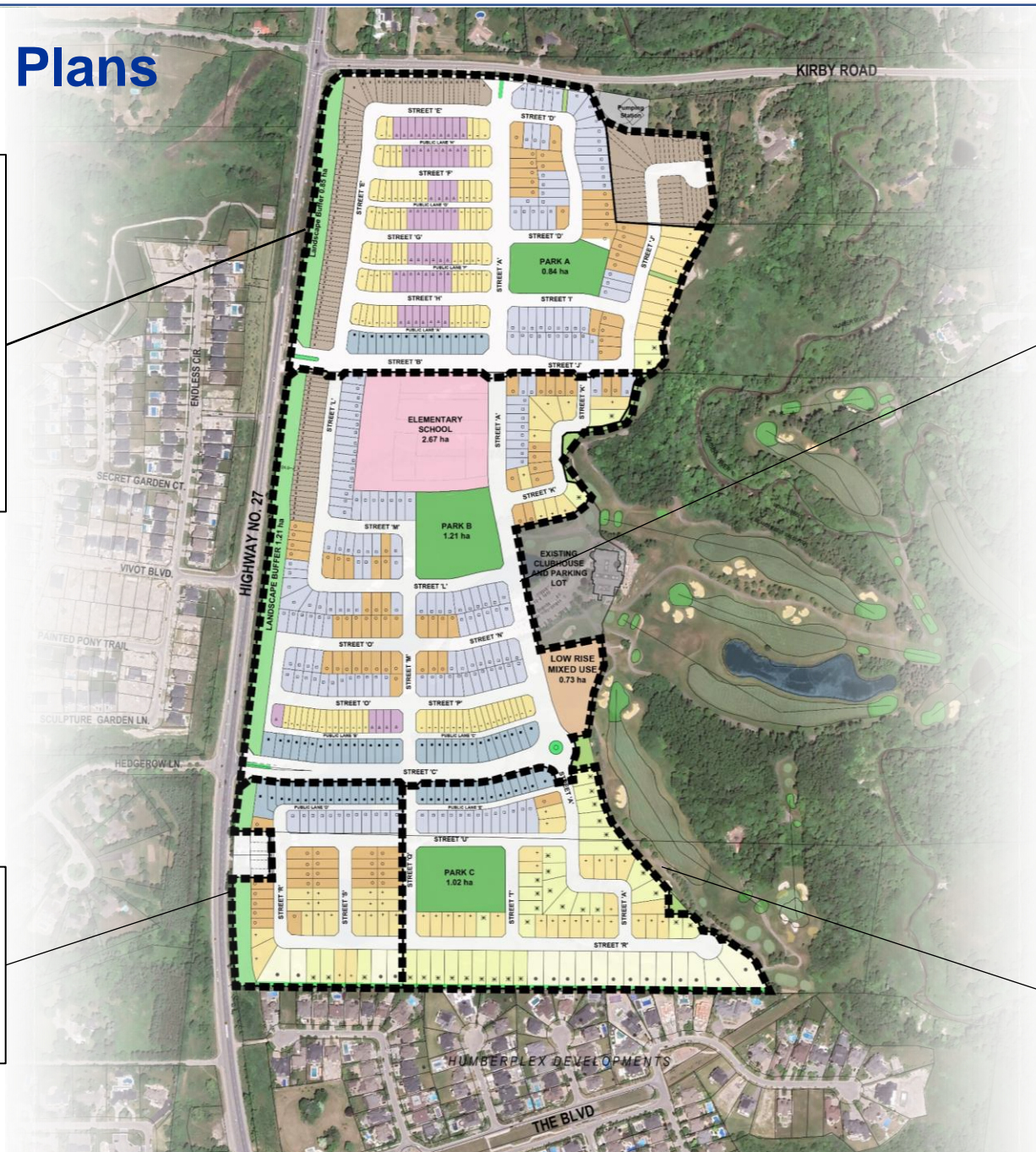
 272 total units  
  
 1.22 ha Park  
 Elementary School  
 3<sup>rd</sup> access road

**Phase 4**

83 singles  
 15 lane singles  


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 98 total units  
  
 1.02 ha Park





86 singles

141 lane singles

71 towns

298 total units

- 0.84 ha Public Park
- Connections to Kirby Road and Highway 27
- Kirby Road Pump Station located to northeast of site
- Rear lotting and 3-5m deeper lots abutting Kirby Road
- Achieves City's Silver Sustainability Score



## UNIT BREAKDOWN

Townhouse (min 6.1m)

Singles  
(min  
11.6m)Single  
Lane  
(min  
8.0m)Singles  
(min  
15.24m)

RESIDENTIAL

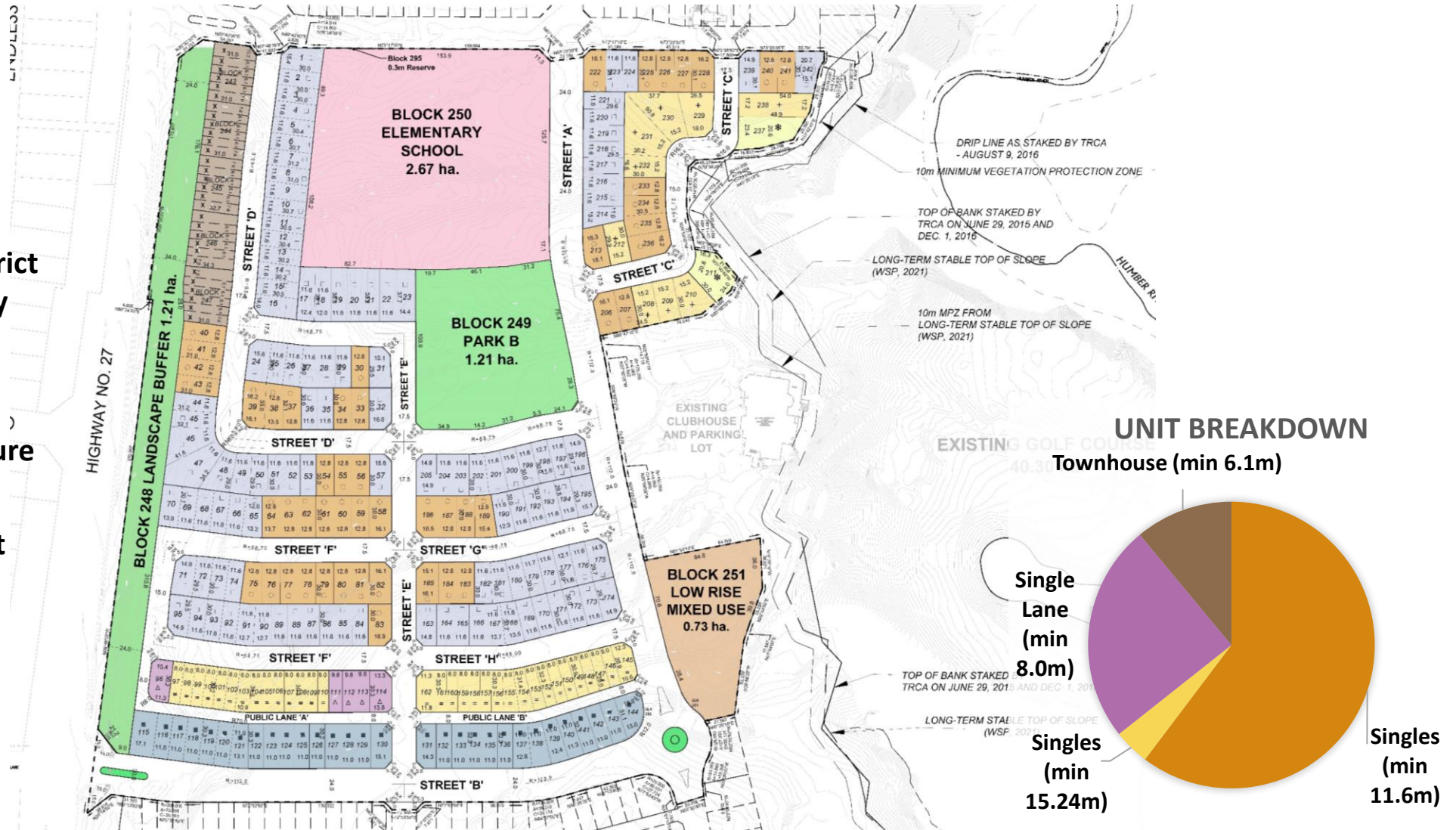
LONG-

10m MPZ  
LONG-T  
(WSP, 2)EXI  
GOLFTOP OF BANK STAKED BY  
TRCA ON JUNE 29, 2015 AND  
DEC. 1, 201610m MPZ FROM  
LONG-TERM STABLE TOP OF SLOPE  
(WSP, 2021)



175 singles  
67 lane singles  
30 towns  
272 total units

- 2.67 ha York Region District School Board Elementary School
- 1.22 ha Public Park
- Low-Rise Mixed Use Future Development Block
- Signalized intersection at Hwy 27 and Hedgerow Lane
- Achieves City's Silver Sustainability Score





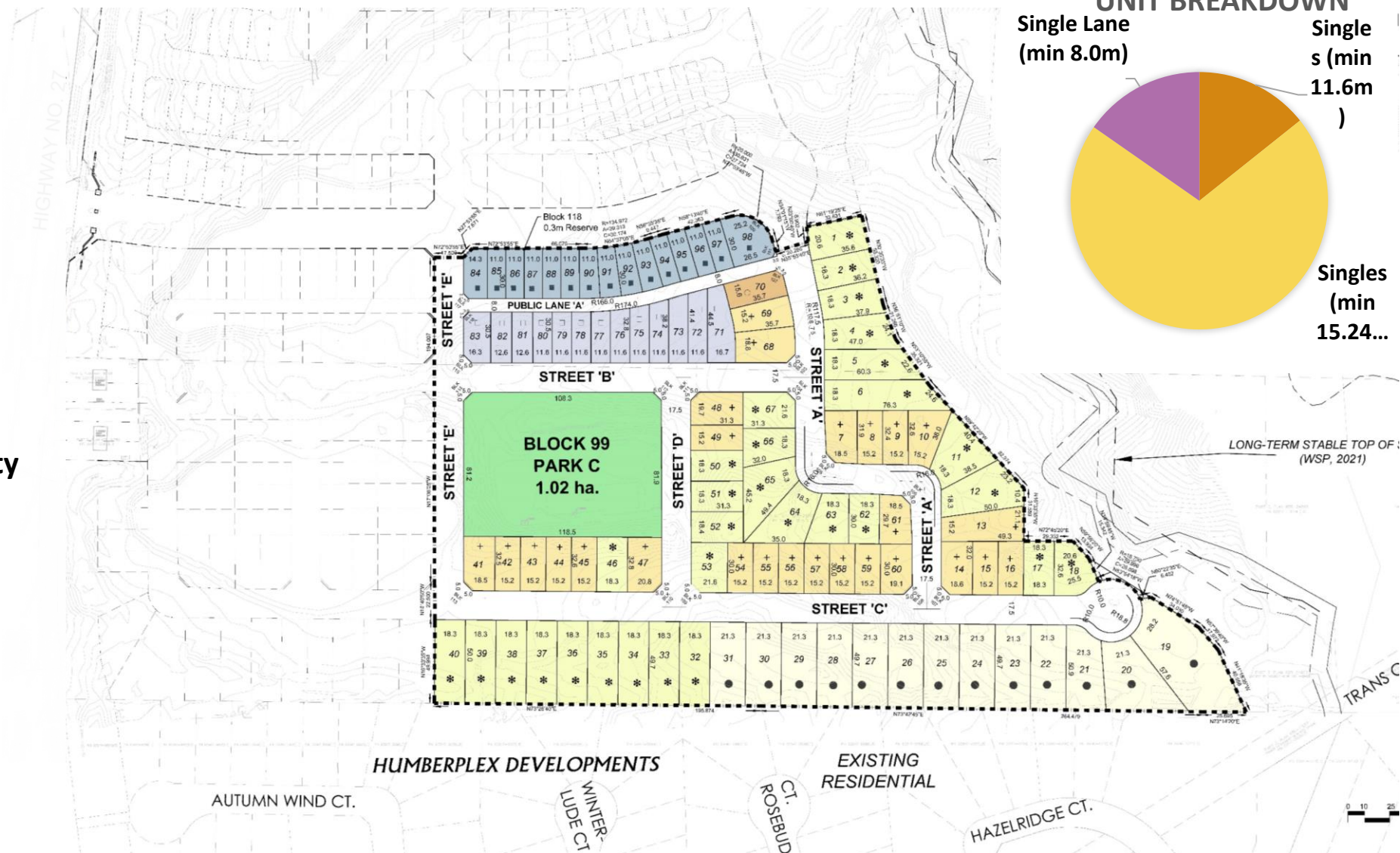






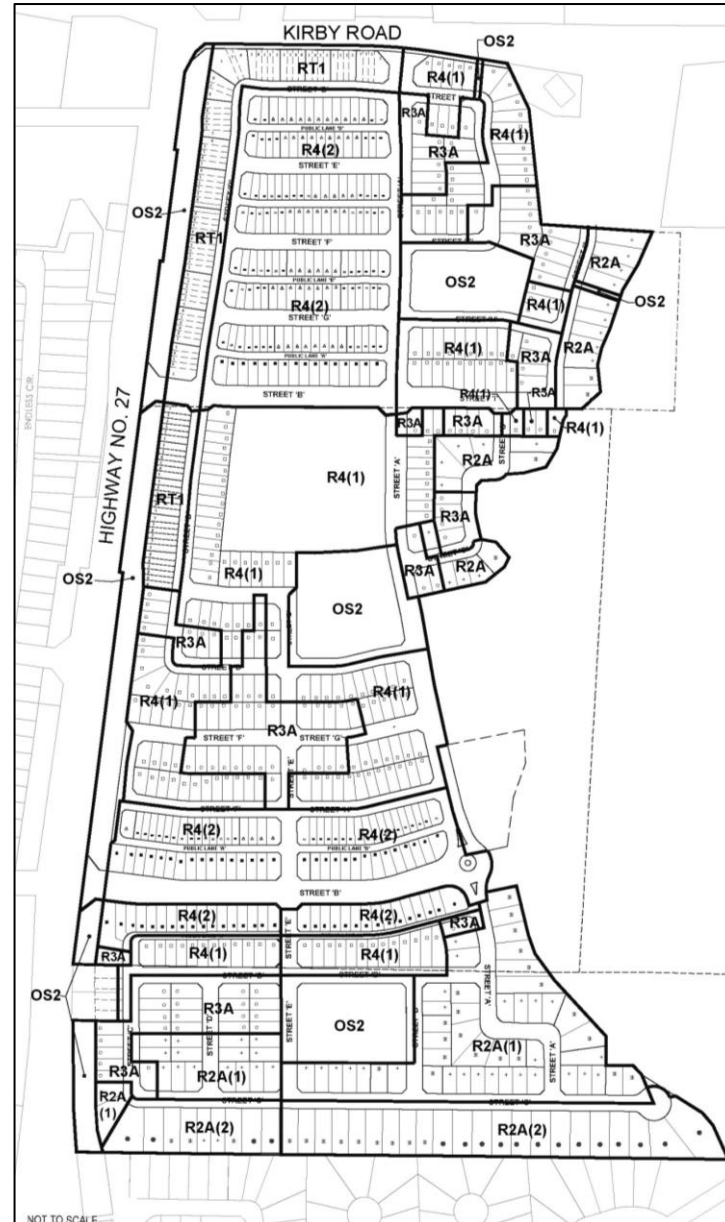
83 singles  
15 lane singles  
98 total units

- 1.02 Public Park
- Buffers to south provided through extended rear yard setbacks in Zoning Amendments
- Achieves Silver Sustainability Score



**By-Law 001-2021 Zones:**

R2A	Second Density Residential
R2A (1)	Second Density Residential Exception
R2A (2)	Second Density Residential Exception
R3A	Third Density Residential
R4 (1)	Fourth Density Residential Exception
R4 (2)	Fourth Density Residential Exception
RT1	Townhouse Residential
OS2	Private Open Space

**By-Law 1-88 Zones:**

RD1	Residential Detached Zone One
RD1 (1)	Residential Detached Zone One Exception
RD1(2)	Residential Detached Zone One Exception
RD2	Residential Detached Zone Two
RD2(1)	Residential Detached Zone Two Exception
RD2(2)	Residential Detached Zone Two Exception
RD3	Residential Detached Zone Three
RD4	Residential Detached Zone Four
RD5	Residential Detached Zone Five
RT1	Residential Townhouse Zone
OS2	OS2 Open Space Park



## Contact Information

### City of Vaughan Planner

Christopher Cosentino

905-832-2281 x8215

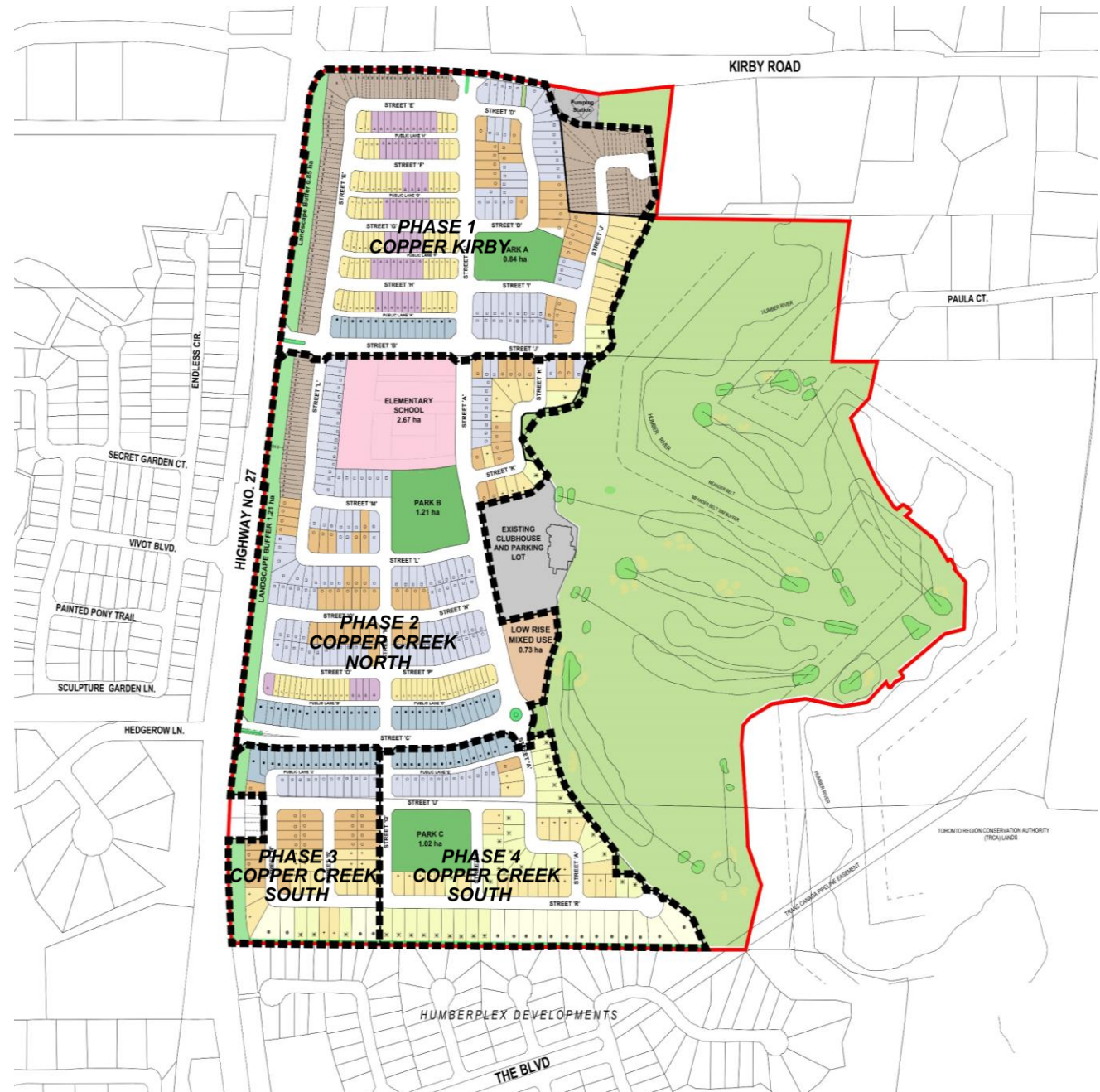
[Christopher.Cosentino@vaughan.ca](mailto:Christopher.Cosentino@vaughan.ca)

### Applicant's Planner

Don Given

905-513-0170 x109

[dgiven@mgp.ca](mailto:dgiven@mgp.ca)



January 17, 2023

Item #7

From: [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
To: [Jacquelyn Gillis](#)  
Subject: FW: [External] RioCan - Jan 17 @ 7pm  
Date: Monday, January 16, 2023 12:09:55 PM

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From: IRENE FORD <[REDACTED]>  
Sent: Monday, January 16, 2023 11:56 AM  
To: [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
Cc: Brian Capitao <[REDACTED]>; Kim Zarzour <[REDACTED]>; Noor Javed <[REDACTED]>; Emma McIntosh <[REDACTED]>  
Subject: [External] RioCan - Jan 17 @ 7pm

Please attach the below for the RioCan development application at tomorrow's public meeting. I will be submitting a separate deputation request.

Vaughan Council and Planning Staff,

In addition to my comments below (for which I received no response or answers to my questions) I would like to add the following.

I continue to be deeply troubled at the ad-hoc planning process that is unfolding in Ontario whose legacy I fear will be profoundly negative for the people of Ontario.

While I have been frustrated that the Weston and Highway 7 Secondary Plan has not been finalized I am also somewhat sympathetic to staff. There have been so many provincial planning legislative changes that it seems impossible to finalize the document as it continually needs to be revised to reflect these changes. I don't even understand how Bill 23 impacts this proposed development, will they change the parkland and community services proposed because Bill 23 permits so much less than previous planning legislation. What does that mean for my community which has already witnessed an increase in enrollment at our schools, use of our parks, waterparks and green spaces from residents living at the Vaughan Metropolitan Center (VMC) who have no schools (that I'm aware of) or green spaces?

I am deeply concerned how a 'mail distribution error' occurred for such a significant development with such an influential landowner. Why did the public notice only make it to some residents?

York Region's Official Plan approved the Weston Major BRT Major Transit Station Area (MTSA) with a density of 250 people and jobs/Ha whereas the 2019 Phase 1 Weston and Highway 7 Secondary Plan has referenced 160 persons and jobs/Ha ([https://www.vaughan.ca/projects/policy\\_planning\\_projects/weston\\_hwy7/Pages/Status%20and%20Updates.aspx](https://www.vaughan.ca/projects/policy_planning_projects/weston_hwy7/Pages/Status%20and%20Updates.aspx)). **The staff report provides no density unit to understand what is being requested versus what is approved?**

RioCan is proposing 25 towers with heights 22 to 55 stories and one that is 68 stories. Comparatively across the street the built towers at 7777 Weston Rd are 30 and 33 stories tall with a 10 storey office building. **RioCan is proposing a tower that is twice the height of anything in the immediate vicinity.**

I am disappointed in RIOCAN Canada's second largest Real Estate Investment Trust (REIT) calling themselves socially, environmentally and corporately responsible when this development is nothing other than a means to facilitate return on investment. It is not about creating liveable, sustainable communities. If it was, they would be working with the City to approve the Weston and Highway 7 Secondary Plan instead of developing their own secondary plan, submitted pretty much immediately after the approval of Bill 23 and shortly after the approval of York Region's Official Plan by Minister Clark. I believe that many landowners and developers are planning significantly more residential development than what was forecasted in York Region's Official Plan. This enabled a low density projection in the urban boundary to justify extensive, expensive and unnecessary greenfield development. There is also no discussion about the sustainability or carbon footprint of so many high-rises buildings in Vaughan. The taller the building the more carbon it emits, if Vaughan is approving development above and beyond what's necessary at heights above what is necessary is the City actually undermining its Climate Change Emergency Declaration and commitment to act immediately?

The taller the building, the more carbon it emits at every stage of its life. A July study from npj Urban Sustainability found a 140 per cent increase in emissions from a neighbourhood full of skyscrapers compared to an area of low- and mid-rise buildings. The authors found increasing the number of medium-sized buildings could accommodate growing populations more sustainably than cities focused on single-family homes and skyscrapers because they emit less carbon.

[The hidden carbon footprint of highrises](#)

**I ask Council to seriously consider if they are creating value for investors or communities for current and future**

**residents.** Under the current provincial government land use is no longer about communities, our ability to participate has been eliminated, we are ignored and increasingly it appears that only landowners, developers and REIT's are heard.

This video link is the CEO of RioCan basically stating they create value by getting zoning approved for condo in mid-town Toronto then selling them which create value, in turn allowing RioCan to provide a dividend for their investors. **Value for investors by upzoning lands, development air rights.** [We wanted to increase when we were sure it would be sustainable: RioCan CEO on raising dividend](#)

It is impossible for Vaughan Council to deliver on their priority of Citizen's First if our input is ignored and not sought by the powerful interests who are shaping and building our communities. RioCan's commitment to climate change as well as responsible environmental, social and corporate governance are meaningless, only words, given the context surrounding this development and the lack of transparency as to the extent of density being planned versus what is actually necessary and required in this area. Further, they have shown no respect for the community, nor for the future residents that will be housed by this significant development. This is evident by the fact that they've ignored or don't even know that they are basically building on a major flight path of the busiest airport in Canada. There is no community building here only the building of investment return.

Thank you,  
Irene Ford

*Comments submitted in response to planning meeting dated Dec 6th, 2022*

Vaughan Council and Planning Staff,

Below are my comments and concerns with regard to the following development application: RIOCAN REAL ESTATE INV TRUST OFFICIAL PLAN AMENDMENT FILES OP.22.002 & OP.22.005 3555 HIGHWAY 7, 7501, 7575, 7601 & 7621 WESTON ROAD, 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 COLOSSUS DRIVE AND 16, 21, 30 & 31 FAMOUS ROAD VICINITY OF HIGHWAY 7 AND WESTON RD.

### **Planes & Airport Noise**

I have lived in Vaughan since 2009 and there has been a steady increase in plane traffic over my community. Over the summer it was intolerable due to runway construction at Pearson. It has improved greatly in recent months but there are still occasions when planes departing to reach the required altitude literally fly over my house and turn. This creates roll back noise, which is why community members find the noise especially loud given the distance we are from the airport. Departures as I understand do not follow a specific flight path, they turn at a certain altitude based on the size of the plane. I fail to understand why these planes do not turn and fly over the CN McMillan railyard, the second largest in Canada.

Pearson recently implemented and consulted on a new arrival path. Staff specifically asked Pearson to move the path further east to reduce the impacts on the VMC area. The RioCan development appears to be close, possibly affected by the changes that NavCan & Transport Canada approved. I am concerned based on the heights and density proposed that RioCan has not been considerate of these recent changes. Should the development proceed as proposed this has the potential to impact GTAA's operations. The new arrival flight path as well as departures. I am also very concerned that this development could result in impacts that result in more planes flying over existing low-rise developments. I ask that Vaughan Staff, NavCan, Transport Canada and RioCan are very, very, very transparent about consultation surrounding Pearson airport operations and that it be publicly documented in staff reports. Also that any noise studies include impacts from airport operations.

<https://www.navcanada.ca/en/consultation-report---toronto-airport-rnp-ar-approaches.pdf>

### **Greenspace & Parks**

Where is the Greenspace and community centers for this development? At present my community is experiencing increased usage of our greenspace from residents living in the VMC. They have no access to greenspace and travel outside of the VMC to other areas of Vaughan to utilize their water parks and greenspace. There has to be greenspace and water parks where people actually live, it can't be compensated elsewhere for it to be a complete community.

What is the status of Central Park in Vaughan? Are you reviewing development applications that are on top of what was initially proposed and sold to the public as Central Park? It is difficult to know as there have been so many changes.

### **Transit & Traffic**

While I appreciate the new subway and do use it from time to time, traffic congestion has not improved, if anything it has gotten worse. That is because there is no transit that is convenient, reliable and accessible from the subway station. I live 4.0km from the VMC subway google tells me it would take 8min to drive there but 30m to take the bus, which includes a 15 minute walk to Weston Rd then transferring to a bus at Highway 7 that stops at the VMA subway.

I actually avoid the Jane and Highway 7 intersection even more than I used to, the subway has not improved traffic congestion. How much more traffic congestion can Highway 7 and Weston Rd accommodate without first investing in significant transit improvements to make it affordable and accessible that is a viable alternative to the automobile.



The level of tractor trailer traffic on Highway 7, as well as Langstaff has increased significantly, why can't they use Highway 407?

### **Secondary Plan Delayed?**

Why have Greenfield Secondary Plans in Blocks 41 and Blocks 27 been approved and prioritized ahead of the Weston & Secondary Plan? The result is that the actual density, population that developers clearly have planned for the City of Vaughan were never reflected during the Municipal Comprehensive Review. This thereby led to a false pretense that more greenfield, farmland land was needed to be brought into the urban boundary. Why did staff prioritize the preparation of the greenfield secondary plans, Block 41 was approved in early 21 and Block 27 in 2018 by the City of Vaughan and 2019 by York Region?

Development applications are still coming in for this area, we have no approved secondary plan. Has this inaction and lack of prioritization by the City of Vaughan resulted in landowners/developers being in a position to now appeal due to a lack of decision by the City of Vaughan? It seems far too convenient 'out for Council', we can't make a decision because we don't have a secondary plan as required by our Official Plan, so now the developer has appealed for no decisions.

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] RE: RioCan Colossus Centre - OPA Application  
**Date:** Monday, January 16, 2023 12:26:43 PM  
**Attachments:** [image002.png](#)

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**From:** Rosanna DeFrancesca <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>  
**Sent:** Monday, January 16, 2023 12:18 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** FW: [External] RE: RioCan Colossus Centre - OPA Application

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**From:** Chris Ainsworth <[Chris.Ainsworth@vaughan.ca](mailto:Chris.Ainsworth@vaughan.ca)>  
**Sent:** Monday, January 16, 2023 11:12 AM  
**To:** Heidi Green <[hgreen@riocan.com](mailto:hgreen@riocan.com)>  
**Cc:** Cindy Furfaro <[Cindy.Furfaro@vaughan.ca](mailto:Cindy.Furfaro@vaughan.ca)>; Rosanna DeFrancesca <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>  
**Subject:** RE: [External] RE: RioCan Colossus Centre - OPA Application

Good morning Heidi,

Thank you for your email, best you speak with your Local Councillor Rosanna DeFrancesca regarding RioCan Colossus OPA application.

You are located in Ward 3 where Councillor DeFrancesca looks after, I'm in Ward 4.

Best regards.

**Chris Ainsworth, BBM**  
**City Councillor, Ward 4**

Office: 905-832-2281, ext. 8342 | Cell: 647-354-1988  
Email: [chris.ainsworth@vaughan.ca](mailto:chris.ainsworth@vaughan.ca)

**City of Vaughan**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
[vaughan.ca](http://vaughan.ca)



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**From:** Heidi Green <[hgreen@riocan.com](mailto:hgreen@riocan.com)>  
**Sent:** Friday, January 13, 2023 11:58 AM  
**To:** Christina Varriano <[CVarriano@riocan.com](mailto:CVarriano@riocan.com)>; Chris Ainsworth <[Chris.Ainsworth@vaughan.ca](mailto:Chris.Ainsworth@vaughan.ca)>

**Cc:** Cindy Furfaro <[Cindy.Furfaro@vaughan.ca](mailto:Cindy.Furfaro@vaughan.ca)>

**Subject:** [External] RE: RioCan Colossus Centre - OPA Application

Hello Councillor Ainsworth,

Happy new year – we hope you enjoyed the holidays and hopefully some time off.

As you are aware, the RioCan Colossus OPA application didn't make it onto the December 6<sup>th</sup> Committee of a Whole agenda as we originally anticipated due to a notice error, and is now being brought forward at the January 17<sup>th</sup> meeting. As was discussed when we last met, we truly appreciated your offer to help with our application – are you still comfortable doing so? At the time we didn't quite know what form of help would be required, but after giving this consideration, we do have a simple ask to the Committee.

As its currently written, Staff's recommendation to the committee is that the:

- 'Applications do not proceed in advance of the Weston Road and Highway 7 Secondary Plan being considered by Council' and
- That 'Staff be directed to continue to process Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust) and receive technical comments'.

Our request is that the matter of considering the application to proceed in advance of the Secondary Plan be deferred and be brought forward at a later 2023 Committee of a Whole Meeting, by which time our understanding is that the Weston and Highway 7 Secondary Plan is intended to be complete. This would allow for RioCan's application to continue being processed and be taken into consideration as part of the Secondary Plan process most effectively and would not preclude the consideration of our OPA proceeding in advance of the Secondary Plan at a future date, should it be necessary.

Below are both redline and clean versions of these asks. If your offer still stands, we would very much appreciate if you would recommend this change on the floor.

REDLINE:

1. THAT ~~to be consistent with a previous Council resolution for planning applications within the Weston Road and Highway 7 Secondary Plan area, dated September 29, 2020, June 22, 2021 and May 17, 2022,~~ the decision related to whether the Applications ~~do not~~ proceed in advance of the Weston Road and Highway 7 Secondary Plan being ~~be brought forward and~~ considered by Council ~~no later than its last meeting of Q2 2023 should the Weston Road and Highway 7 Secondary Plan not have proceeded to Council before that time;~~
2. THAT Staff be directed to continue to process Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust), ~~and~~ receive technical comments, ~~and consider the Official Plan Amendment Files in Staff's ongoing preparation of the Weston Road and Highway 7 Secondary Plan;~~
3. THAT the Public Meeting report for Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust) BE RECEIVED, and that any issues identified be addressed by the Development Planning Department in a technical report to the Committee of the Whole.



CLEAN:

1. THAT the decision related to whether the Applications proceed in advance of the Weston Road and Highway 7 Secondary Plan be brought forward and considered by Council no later than its last meeting of Q2 2023 should the Weston Road and Highway 7 Secondary Plan not have proceeded to Council before that time;
2. THAT Staff be directed to continue to process Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust), receive technical comments, and consider the Official Plan Amendment Files in Staff's ongoing preparation of the Weston Road and Highway 7 Secondary Plan;
3. THAT the Public Meeting report for Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust) BE RECEIVED, and that any issues identified be addressed by the Development Planning Department in a technical report to the Committee of the Whole.

We would be happy to meet and discuss this ask at your convenience. If possible, we do respectfully request if you could confirm whether or not you are comfortable putting this forward.

Thank you,  
Heidi



**Heidi Green**  
**DIRECTOR, DEVELOPMENT**  
RioCan REIT  
Toronto  
Tel: 647-253-4980  
Cell: 416-473-1049  
[www.riocan.com](http://www.riocan.com)

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**From:** Christina Varriano <[CVarriano@riocan.com](mailto:CVarriano@riocan.com)>  
**Sent:** Tuesday, December 13, 2022 3:19 PM  
**To:** [chris.ainsworth@vaughan.ca](mailto:chris.ainsworth@vaughan.ca)  
**Cc:** Heidi Green <[hgreen@riocan.com](mailto:hgreen@riocan.com)>; Cindy Furfaro <[Cindy.Furfaro@vaughan.ca](mailto:Cindy.Furfaro@vaughan.ca)>  
**Subject:** RioCan Colossus Centre - OPA Application

Good afternoon Councillor Ainsworth,

Thank you again for meeting with us and allowing us to introduce you to Colossus Centre. We appreciated the opportunity to walk you through the site and the project and discuss the overall timeline and major milestones. Please find attached the presentation for your reference.

If you have any other questions or comments in the future, feel free to send them along. Hope you have a great holiday season!

Thank you,  
Christina



**Christina Varriano**  
**She/Her**  
**COORDINATOR, DEVELOPMENT**  
RioCan REIT  
Toronto  
Cell: 647-273-7760  
Tel: 416-866-2290  
[www.riocan.com](http://www.riocan.com)

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](mailto:Jacquelyn.Gillis@vaughan.ca)  
**Subject:** FW: [External] RioCan Development Weston and Hwy 7  
**Date:** Monday, January 16, 2023 12:26:48 PM

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

From: Rosanna DeFrancesca <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>  
Sent: Monday, January 16, 2023 12:19 PM  
To: [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
Subject: FW: [External] RioCan Development Weston and Hwy 7

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

From: Pauline Giancroce <[REDACTED]>  
Sent: Sunday, January 8, 2023 6:29 PM  
To: Rosanna DeFrancesca <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>  
Cc: [francesco.sorbara@parl.gc.ca](mailto:francesco.sorbara@parl.gc.ca); Adriano Volpentesta <[Adriano.Volpentesta@vaughan.ca](mailto:Adriano.Volpentesta@vaughan.ca)>  
Subject: [External] RioCan Development Weston and Hwy 7

Hi Rosanna,

I'm seeing the plans for the RioCan Development at Hwy 7 and Weston Road.

I'm gravely concerned about the following;

1. There is already huge concern that Ontario is way behind and hasn't planned for the electric fueling of cars in cities. It's not as simple as plugging into an installed outlet at your home. The whole area's grid needs to be updated to accommodate for it in the future especially areas with condos. Plans to put 25 towers with 13,000 residential units and likely at least 13,000 vehicles in a small area will require an enormous electric pull. Has the city required that not only they put in plugs for all the vehicle spaces in these towers but also put in all the funds in for the development of the area's grid update to support the increased demand in this highly dense area?
2. Right now people in the area depend on shopping at Costco and going to the theatre. Even if they still exist in this complex, with 13,000 cars and likely more than 20,000 people living there, they will be inaccessible for those currently using them as it will take an unreasonable amount of time to get in and out. Needless to say, like most developments they always underestimate the amount of parking. It is likely that people that live there will buy one parking space but often end up with a second car which they will park in the parking lots in the area. Where will their guests park?? Of course, in the area parking lots for Costco, Colossus etc. This will result in these places being inaccessible to those coming from outside the complex. Can you imagine the lines??
3. For years, when I worked at Bathurst just south of Hwy 401, it would take me just as long to get from there all the way to Hwy 7 and Pine Valley as it did to go from Pine Valley to just Bainbridge. It's only gotten worse. They need to open up Hwy 7 to 3 lanes in either direction between Islington and Martin Grove. Yes, there is a railway but the city needs to figure something out as it is ridiculous and it's no longer just at rush hour.

Can you imagine when the homes are built on the current grounds of the Board of Trade Golf Course??

And now, as our voice on council, we need you to speak up and oppose such density that will further add another at least 13,000 vehicles to the area. Many of those vehicles leaving the complex will travel west through Woodbridge along Hwy 7 as far as Brampton. There isn't the space for what we have now. Don't add development without the commitment to add lanes. I would also suggest that Hwy 7 and Islington be made an overpass, underpass to avoid



the lights altogether. Expensive yes, but think of the future. Think of the safety in the winter without as steep a hill.

4. At the very least, developers need to fund the expensive upgrades required to our infrastructure rather than giving them the green light and the citizens having to suffer the consequences because it's too expensive to fix later. For those living in this block and going to work via Hwy 400 toward Toronto, how will they get there in the already congested streets??

Weston is already very congested.

Even if you just want to go north on Hwy 400 and take the road by Costco, it is often 3-4 long lights to get through that short distance now. Add 13,000 cars???

I see that an overpass will be built to the VMC but shouldn't that include a vehicle lane off ramp directly onto Hwy 400 south?? Also, from Hwy 400 north directly into the development?

Please confirm that the current road from Hwy 400 north directly into Costco will remain so they can get directly into the complex rather than further adding to the congestion in the area.

5. Some of the challenges are that the citizens don't have a lot of options to get around. Many times, you consider running out to get something but realize with the traffic congestion, it's not worth the hour it will take. Langstaff doesn't go west of Islington. Kipling doesn't go up to Rutherford. Travelling north on Pine Valley towards Hwy 7 there is no route through a subdivision to get around the congestion. Woodbridge avenue is only one lane in either direction. Hwy 427 still doesn't reach Hwy 9.

6. This says nothing of where will these children will go to school. No school will be within walking distance.

Where is the future planning??? Projects like these just seem to create more problems.

Should we not identify undeveloped land in the Jane and Teston or Kirby area for such a development??

If we bring up the Subway right into the development with underground tunnels and moving sidewalks so residents don't need to go outside, it will be faster to take it to work than to drive (they will take what is faster).

While people will still have cars, they are less likely to use them for work and entertainment and a 2 car couple might be just a 1 car couple.

In addition, part of the development should include dedicated lanes with electronic readers (like those used on Hwy 407) from Hwy 400 right into a Transit multi-level parking complex so people from the north go right into park, get on a moving sidewalk and onto the subway in a few minutes. That would remove the many cars that are in the VMC / Weston/ Hwy 7 area to get to the subway now.

As our counsellor, please consider the added pressures this development will place on the area already challenged and not seeing any solutions.

If you can do nothing but support it, please ensure that the developers are required to fund the expensive infrastructure solutions required to make the area work in the future.

Thank you

Pauline Giancroce

**Communication: C28**  
**Committee of the Whole (PM)**  
**January 17, 2023**  
**Item #7**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](#)  
**Subject:** FW: [External] January 17th Public Meeting  
**Date:** Monday, January 16, 2023 12:30:41 PM

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**From:** Angela Grella <[REDACTED]>  
**Sent:** Monday, January 16, 2023 12:28 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] January 17th Public Meeting

Dear City of Vaughan Planning,

In regards to the Master Plan at Weston and Highway 7 and the meeting being held on January 27, 2023, I would like to voice two concerns.

1. The height of the buildings is a concern. The city of Vaughan should legislate a height restriction. 40 stories should be the height limit in our city.
2. Please insure that there is an abundance of greenspace, trails, and parkland for the mental and physical health of the residents who will call that community home.
3. Congestion may become a serious issue. Don't know if the condos will offer parking or not to encourage transit use.

Sincerely,  
Angela Grella and Rudy Gos (Ward 3)



**BESSANT PELECH ASSOCIATES INC.**  
Development Planning + Project Management Consultants

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BPA Inc No. 221-22  
January 16, 2023

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Via Email [clerks@vaughan.ca](mailto:clerks@vaughan.ca)

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

**Attention: Todd Coles**  
**City Clerk**

**Dear Sir:**

**Re: Proposed Draft Plan of Subdivision (File 19T-22V008) and  
Zoning By-Law Amendment (File Z.22.031)  
East Kleinburg Developments Inc. and 1045501 Ontario Limited and Toya  
Investments Limited  
11063 and 11191 Highway 27 (vicinity of Highway 27 and Kirby Road)  
Kleinburg, City of Vaughan**

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Please be advised that Bessant Pelech Associates Inc. has recently been retained to represent the interests of the owners of property known municipally as 11125 & 11115 Highway 27 and legally described as Part 1 & Part 2, Plan 65R-10786. Located along the east-side of Highway 27, the parcels are situated immediately abutting the above-noted Draft Plan of Subdivision, referred to as Phase 3 Copper Creek South.

Within the Block 55 Northwest – Block Plan concept, the subject parcels are illustrated as a remnant outparcel and identified as ‘Non-Participating Owners - Hwy 27’. Prior to our engagement and perhaps regrettably, these property owners chose not to participate within the Block Plan exercise.

Within the Block 55 West plan, the parcels however are illustrated with an underlying yield of five (5) single-detached residential dwelling lots but separated from internal local subdivision Street ‘C’ with a series of 5 ‘Part Lots for Future Development’. On that note and given that the Highway 27 frontage is encumbered with a 24 metre wide landscaping buffer, certain redevelopment scenarios are perhaps negated.

That said, we have now had an opportunity to meet with City of Vaughan Development Planning staff, as well as connect with Copper Creek representatives at TACC Developments Inc., and expressed our intent to move forward with development as well as an interest in the acquisition and assembly of the remnant ‘part lots’ with the parcel holdings creating a developable parcel of land with frontage along Street ‘C’.

Whether the redevelopment is comprised of single-detached residential lots with +/- 12.19 metre frontages in parallel with the ‘Fourth Density Residential (R4) Zone’ category as proposed for the ‘part lots’ and other adjacent lots as part of the ‘draft’ site-specific implementing Zoning By-Law Amendment will be determined as we move forward.

The purpose of this written submission is merely to serve as a courtesy to advise City of Vaughan Committee of the Whole and City Council members, whom in turn may be curious as to the status of non-participating lands, of our recent deliberations with City staff and Copper Creek representatives.



With that, we reserve the right to provide further comments as the above-noted development applications are reviewed and processed to completion, and prior to passage of the Zoning By-Law Amendment and approval of the respective Draft Plan of Subdivision and Block Plan applications.

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On behalf of our Client, we ask that you kindly please add this correspondence as part of the public record. We also respectfully ask to receive any and all notices of City Council decisions related to these and associated Copper Creek applications.

In the meantime, we will continue our deliberations and discussions with both municipal staff as well as the applicant / proponent, moving forward accordingly.

Thank you very much, greatly appreciated.

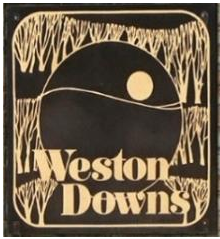
Yours truly

**BESSANT PELECH ASSOCIATES INC.**



Yuri Michael Pelech, BA (Hons) MA(PI) MCIP RPP PLE  
Principal / Managing Partner / Associate Planning Consultant

c.c. Councillor Marilyn Iafrate, Ward 1, City of Vaughan  
Mark Antoine, Senior Manager of Development Planning, City of Vaughan  
Christopher Cosentino, Senior Planner, City of Vaughan  
Ralph Palmisano, Coneco Environmental Construction



## WESTON DOWNS RATEPAYERS ASSOCIATION

81 Blackburn Blvd., Woodbridge, Ontario, L4L 7J5  
(905) 850-1767; [www.westondownra.ca](http://www.westondownra.ca)

January 17, 2023

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

**RE: RIOCAN REAL ESTATE INV TRUST OFFICIAL PLAN AMENDMENT FILES OP.22.002 & OP.22.005 3555 HIGHWAY 7, 7501, 7575, 7601 & 7621 WESTON ROAD, 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 COLOSSUS DRIVE AND 16, 21, 30 & 31 FAMOUS ROAD VICINITY OF HIGHWAY 7 AND WESTON ROAD**

Dear Mayor and Members of Council,

The Weston Downs Ratepayers Association (WDRA) represents a residential community of 1876 homes, bounded by Rutherford Road to the north, Langstaff Road to the south, Weston Road to the east and the National Estates to the west.

On behalf of WDRA, we would like to express our support of the City of Vaughan planning department's recommendations that this application **NOT** proceed in advance to the Weston Road and Highway 7 Secondary Plan being considered by Council. We also **oppose** the developer's application to redesignate the subject lands from "High-Rise Mixed-Use", "Mid-Rise Mixed-Use" and "Community Commercial Mixed-Use" with no identified heights or density to "High-Rise Mixed-Use" with an overall maximum density of 4.0 times the area of the lot across the entirety of the subject lands with building heights ranging from 22 to 55-storeys and one, 68-storey.

Our concerns are as follows:

### **Commercial and Employment Lands**

We must protect our employment lands. The residents of Vaughan need places to work within Vaughan. Many Vaughan citizens are tired of long commutes to work, as we are becoming known as *Vaughan, the Bedroom Community*. The Community Commercial Mixed-Use must be retained since it will provide a mix of office and other uses with some commercial use which will provide jobs for our current and new residents of Vaughan.

In addition, this area has become a commercial hub that residents of Woodbridge have depended on for their commercial needs. We must retain some of the commercial uses for both the current and new residents of this development. As we all know from current high rise mixed use developments, the commercial units in mixed use high rises are difficult to access and are often not viable.

### **Density and Range of Housing Types**

We need a full range of housing types and especially the low and medium rise buildings which have often been described as the “missing middle”. Families and seniors particularly look for these lower rise buildings and larger family size units.

### **Traffic and Transit**

Since this developer is proposing such high densities in such a small section of land, the developer must provide more consideration to traffic flow and specifically outline alternatives to car use. Specifically, the developer should plan and implement the infrastructure for a shuttle bus service from the high density community to the subway. It is a well known fact that the Highway 7 and Weston Road intersection is not only congested but also a high collision intersection. On October 18, 2022, YorkRegion.com news reported that Highway 7 and Weston Road is one of the top five collision frequency intersections in York Region.

### **Parking**

The developer is currently planning for essentially all underground parking, however some above ground parking is needed especially for use of the commercial establishments. Adequate visitor parking must be planned for and integrated into the individual buildings and the general development.

### **Greenspace, Parks and Community Centres**

The amount of greenspace and parks is not sufficient for this high density development. The planned densities are so intensive that this new community requires a park that is the size of a Regional Park with all the amenities including playgrounds, meeting places, community centre and library.

### **Conclusion**

In conclusion, the WDRA opposes approval of this application in advance of the Weston Road and Highway 7 Secondary Plan being considered by Council. The WDRA also **opposes** the developer’s application to redesignate the subject lands from “High-Rise Mixed-Use”, “Mid-Rise Mixed-Use” and “Community Commercial Mixed-Use” to “High-Rise Mixed-Use”. We also encourage the developer to meet with the City of Vaughan ratepayer groups to address our concerns.

Thank you for your time and consideration.

Yours truly,

Weston Downs Ratepayers Association

Per:

Victor Lacaria

Co-president, Weston Downs Ratepayers Association

Nadia Magarelli

Co-president, Weston Downs Ratepayers Association

Rose Savage

Co-president, Weston Downs Ratepayers Association



**From:** [Sabrina Di Marco](#)  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [Jacquelyn Gillis](#)  
**Cc:** [mayor@vaughan.ca](mailto:mayor@vaughan.ca); [Linda Jackson](#); [Mario Ferri](#); [Gino Rosati](#); [Mario G. Racco](#); [Marilyn Iafrate](#); [Adriano Volpentesta](#); [Rosanna DeFrancesca](#); [Chris Ainsworth](#); [Gila Martow](#)  
**Subject:** [External] Committee of the Whole Public Meeting Issue 7 Rio Can  
**Date:** Wednesday, January 18, 2023 4:45:26 PM

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Good afternoon,

Thank you for the opportunity to participate in last night's meeting. Unfortunately the communications were not clear and the connection repeatedly interrupted. Hence, as requested by the meeting's Chair, below please find the points from my deputation.

Good evening Madame Chair, Your Worship, and esteemed Council,

My name is Sabrina Di Marco. My address is [REDACTED] Vineyard Court, Woodbridge ON [REDACTED]

I am a long-time resident of a subdivision neighbouring northwest of the proposed Rio Can development. In discussion with my neighbours, there is an overarching concern about the size of the project. Four general issues stem from the key concern - the enormous population density proposed.

1. EASE OF MOBILITY WITHIN THE COMMUNITY and overall affects on traffic.
2. SAFETY will indeed be affected with such intensity. Are the efforts submitted by the applicant to mitigate the safety risks that will arise reasonable as to their effects within the general community, within the development, and into the future? What studies have included police and social service planning?
3. The INFRASTRUCTURAL CAPACITY to provide the proposed area with needed WATER, SEWAGE, and UTILITIES seems so large as to call for specific budgets outside the City's traditional scope. Residents are concerned that this influx of need will damage the smooth infrastructural operations of neighbouring subdivisions. What about the infrastructure of SOCIAL, RECREATIONAL, FIRST RESPONDER, and PARKS SERVICES? Will all these people be using Chancellor Community Centre and the Ansley Grove Library? What will replace the COMMERCIAL ACTIVITY that the community currently depends upon for goods, services, and employment on that site?
4. There are grave concerns about the mid and long-term effects that such density will have on the PROPERTY VALUES OF NEIGHBOURING COMMUNITIES. Much of the current value stems from peaceful and safe suburban streets. These streets are feared to become traffic thoroughways as people seek short cuts. The density and crime that we see already is likely to increase. The quality of life that residents enjoy, their public services, and community engagement will be affected with such intensity. Many are concerned that their biggest investment will loose significant value due to this Rio Can and related proposals. This proposal has people asking if they should leave the community before the negative effects of such a massive development commences.

As a long-time residents of the community, my neighbours and I appreciate the benefits of development and growth. However, there is concern that such a project, if implemented, will produce diminishing returns to our growth. I recommend that this project reset its planning and start with the reality of our communities' norms and needs. Growth needs to be in accordance with City priorities. Development is a long-term proposition. It must be inclusive in procedure and strategic in nature. Development should be centred on the reality of what kind of community we will be creating for current and future community members.

Thank you for your consideration of opinions expressed.

Sabrina Di Marco