

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – MAY 30, 2023**COMMUNICATIONS**

<u>Distributed May 26, 2023</u>	<u>Item No.</u>
C1. Jose Pereira, Mountfield Crescent, Thornhill, dated May 8, 2023	5
C2. Gary Benjamin, King High Drive, Thornhill, dated May 11, 2023	5
C3. Alex Porat, Beverley Glen Boulevard, Vaughan, dated May 17, 2023	5
C4. Mary Montanaro, Concord Road, Vaughan, dated May 19, 2023	5
C5. Joe Gorenstein, Concord Road, Vaughan, dated May 26, 2023	5
<u>Distributed May 29, 2023</u>	
C6. Presentation materials titled “ <i>Zoning By-law Amendment File No. Z.21.029, 10037 Keele Street</i> ”, Blackthorn Development Corporation, Kleinburg, dated May 30, 2023	4
C7. Stella Kvaterman, Wade Gate, Thornhill, dated May 29, 2023	5
C8. Aaron and Samantha Berk, Concord Road, Vaughan, dated May 29, 2023	5
C9. Quinto M. Annibale, Loopstra Nixon LLP, Queens Plate Drive, Toronto, dated May 26, 2023	1
C10. Tino and Carla Malta, Arrowhead Drive, Woodbridge, dated May 28, 2023	2
C11. Dmitri, Elena and Daniel Rogojanski, Concord Road, Vaughan, dated May 27, 2023	5
C12. Giuseppe and Rochetta Pierri, Concord Road, Vaughan, dated May 27, 2023	5
C13. Giuseppe and Rochetta Pierri, Concord Road, Vaughan, dated May 27, 2023	5
C14. Ajay Kapur, Resident, dated May 27, 2023	5
C15. Rossana (Roxie) De Angelis, Resident, dated May 27, 2023	5
C16. Carl Zeliger, Brownridge Drive, Vaughan, dated May 29, 2023	5

Disclaimer Respecting External Communications

Communications are posted on the City’s website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City’s website.

Please note there may be further Communications.

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – MAY 30, 2023

COMMUNICATIONS

-
- | | | |
|------|--|---|
| C17. | Jordan Max, President, Spring Farm Ratepayers Association,
Resident, dated May 29, 2023 | 1 |
| C18. | Presentation materials titled " <i>Concen Developments Limited, 1260-1314 Centre Street, Applications for Minor Official Plan Amendment, Zoning By-law Amendment, OP.22.023, Z.22.045</i> ", Weston Consulting Millway Avenue, Concord, dated May 30, 2023 | 5 |

Received at meeting

- | | | |
|------|---|---|
| C19. | Presentation materials titled " <i>212, 220 and 222 Steeles Avenue West, Zoning By-law Amendment File No. Z.22.023, Official Plan Amendment File No. OP.22.012</i> ", C2 Planning, King Street, Toronto, dated May 30, 2023 | 1 |
| C20. | Presentation materials, titled " <i>The Plan for 1314 Centre Street</i> ", Max Heim, Loudon Crescent, Thornhill, dated May 30, 2023 | 5 |

Disclaimer Respecting External Communications

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

Please note there may be further Communications.

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Concern Development Limited - Zoning Concord Road and Centre Street
Date: Thursday, May 11, 2023 10:13:21 AM

From: JOSE PEREIRA [REDACTED] >
Sent: Monday, May 08, 2023 10:01 PM
To: Clerks@vaughan.ca
Subject: [External] Concern Development Limited - Zoning Concord Road and Centre Street

Hello,

My name is Jose Pereira and I live at [REDACTED] Mountfield Crescent, Thornhill, ON [REDACTED]. I will not be attending the public meeting on May 30th at Vaughan City Hall at 7:00pm as I am out of the country. I am emailing to give my thoughts and opinions on the matter of the Site Plan for the 12 storey residential units that are planned to be built on Concord Rd and Centre St.

I remember at a previous meeting the discussed height of the residential buildings was 2 storeys maximum. The new plan of 12 storeys and 700 units will bring major traffic problems to the area, and no privacy in my backyard as the people will be able to look down into it. I am extremely against these changes to the original plan of 2 storeys, and believe it will just make the area more congested with cars. If the buildings were to be made shorter, as it was originally discussed, I would vote for them to be made. However, as the current plans describe, my vote is NO. I do not agree with these buildings going up.

Thank you,

Jose Pereira

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Plan OP.22.023 / By-law Z.22.045 1260-1314 Centre Street NE corner of Centre St. and Concord Rd.
Date: Thursday, May 11, 2023 4:28:46 PM

From: Gary Benjamin [REDACTED]
Sent: Thursday, May 11, 2023 3:00 PM
To: Clerks@vaughan.ca
Subject: [External] Plan OP.22.023 / By-law Z.22.045 1260-1314 Centre Street NE corner of Centre St. and Concord Rd.

Dear Sir,

Unfortunately I cannot attend the public meeting on May 30 due to a prior commitment. I would like to submit my feedback to the proposal that was recently mailed to me.

From my address you can see that I live on the South East corner of Concord and King High Drive. My driveway exits onto the Southbound lane of Concord Road just south of the junction with King High Drive. At present I usually have to wait for about 3 cars to pass before I can exit from my driveway onto the road. During busy times I might have to wait for about 6 cars to pass. Most of the cars travel south from Beverly Glen, but several travel East on King High and turn South at Concord. A few also travel North on Concord. Although there is a stop sign for cars going South and going East turning South, most drivers do not wait for me to exit my driveway. Being so close to the intersection I risk being hit if I back out while a car is rolling through the stop sign, especially by drivers turning South from King High Drive since they won't have seen a car preceding them in the intersection and therefore aren't expecting a car in their path.

My first concern with the proposed project is that it appears from the plan that the sole entrance and exit for the project is the driveway exiting onto Concord road half way between Centre Street and Lawrie Road. As you know, you can't make a left turn on Centre Street when you are going Eastbound, therefore there will be an increase in traffic from drivers going North on Dufferin who will then turn East on King High Drive and then South on Concord to reach the entrance of the complex. Those travelling South on Dufferin will go East on Beverly Glen and then South on Concord. Those exiting the complex to travel North, to Highway 407 for example, will go North on Concord. My feedback is to ask the planning department to consider the increase in traffic on Concord and to find a way to alter the plan to direct more of the traffic onto Centre Street, which is a major road designed to handle traffic. This could be done, for example, by putting the sole entrance to the project on Centre Street, and adding a lane to Centre Street in front of the project so cars slowing down to turn into the complex won't hamper the flow on the street. Cars heading East on Centre would make a U-turn at Centre and Vaughan, as anticipated by the recent design of this street.

My second concern is to ensure that the complex has adequate underground and surface parking given the size and use of the complex. Since this complex will have commercial use on the ground

floor, if there isn't convenient surface parking near the commercial units then drivers will want to park on Concord and Lawrie Roads. Using the recently built building on the South West corner of Vaughan and Centre Street as an example, that building has inadequate parking and this causes tenants and their clients to park on Vaughan, restricting traffic at that intersection, and reducing the availability of parking for the guests of residents on Vaughan near Centre. We should learn from this mistake and not repeat it in this building. My feedback is to insist that the complex has 100% of the required parking for this kind of land use, so that there will be no need for any of the building's users to park on the road. Although the developers should be motivated to provide adequate and easily accessible surface parking for their commercial tenants, this should be a design requirement.

Gary Benjamin, B.Eng., MBA, PMP

Phone: [REDACTED] | Mobile: [REDACTED] | E-mail: [REDACTED]

Address: [REDACTED] King High Drive, Thornhill, ON [REDACTED] | Web: [REDACTED]

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Concen Development Limited Center & Dufferin
Date: Friday, May 19, 2023 1:22:33 PM

From: Alex Porat [REDACTED] >
Sent: Wednesday, May 17, 2023 4:58 PM
To: Clerks@vaughan.ca
Subject: [External] Concen Development Limited Center & Dufferin

I am writing concerning this development.

I live at [REDACTED] Beverley Glen Blvd.

I am appalled at the proposed plan to put a laneway at the back of the property intersecting Concord Road.

This will immensely increase traffic on Concord and Beverley Glen. It will cause traffic jams on Concord during rush hour, and everyone in the building wanting to go North will take a shortcut thru Beverley Glen to get to Dufferin.

Access to these buildings should be through Center Street. There is no need to increase local traffic.

I would like to speak at the meeting May 30th.

Please confirm receipt of this email.

Sincerely,

Alex Porat

Communication: C4
Committee of the Whole (PM)
May 30, 2023
Item #5

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] File: OP.22.023/
Date: Tuesday, May 23, 2023 9:23:38 AM

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

From: Mary Montanaro <[REDACTED]>
Sent: Friday, May 19, 2023 5:12 PM
To: Clerks@vaughan.ca
Subject: [External] File: OP.22.023/

File: Z.22.045

Hello. I have lived at [REDACTED] Concord Rd for the last 21 and a half years. In all those years, peak time, off peak time, it has been a challenge to enter and exit my driveway.

People from our subdivision who are going to work or returning from work. People who use Concord Rd to bypass Dufferin Street to go south to their subdivisions, or turn left onto Centre Street.

By adding exits from this oversized building exiting onto my street will only cause more traffic for me, especially me, who lives directly in front of this so called building. Does the builder only think for themselves, or themselves? They probably live on a massive, secluded lot out of the city. They don't care about the residents concerns. As long as they get the big payout at the end.

And what does this mean for visitors coming to visit the condo dwellers. Will they be parking on MY street in-front of MY house? Does that mean that my children and grandchildren won't have a place to park, let alone be safe to walk on Concord Rd?

Please keep in mind that the residents of Concord Rd have lived here far longer than the new dwellers. We should get precedent. So unfair!!!!!!

Mary Montanaro
[REDACTED] Concord Rd
Sent from my iPhone

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] 1260,1272,1282,1294,1304 and 1314 Centre ST
Date: Friday, May 26, 2023 9:31:13 AM

From: Joe Gorenstein [REDACTED] >
Sent: Friday, May 26, 2023 5:11 AM
To: Clerks@vaughan.ca
Cc: 'Joe Gorenstein' [REDACTED]
Subject: [External] 1260,1272,1282,1294,1304 and 1314 Centre ST

To whom it may concern,

I would like to voice my concerns about the above project.

1. The traffic is very congested at the light at the present time, many times during the day there are 5-7 cars waiting to go left or right onto center st.
and have the subject property traffic exit and enter the onto Concord RD will create terrible traffic congestion
The traffic from this project should enter and exit from Center St.
2. Parking for the visitors, customers of the retail operations will be difficult, allowing people to Park on Lawery or Concord RD. will also cause congestion
and there are no sidewalks on Lawery. Perhaps the .67 spaces /unit for parking should be raised up
- 3)The height of the buildings will overpower the area

I do understand that some type of development is required for this above mentioned corner but I'm very concerned about the size, and height of the project and the access in and out and the parking

Thanks

Joe Gorenstein
[REDACTED] Concord Rd.

Communication: C6
Committee of the Whole (PM)
May 30, 2023
Item #4

STATUTORY PUBLIC MEETING

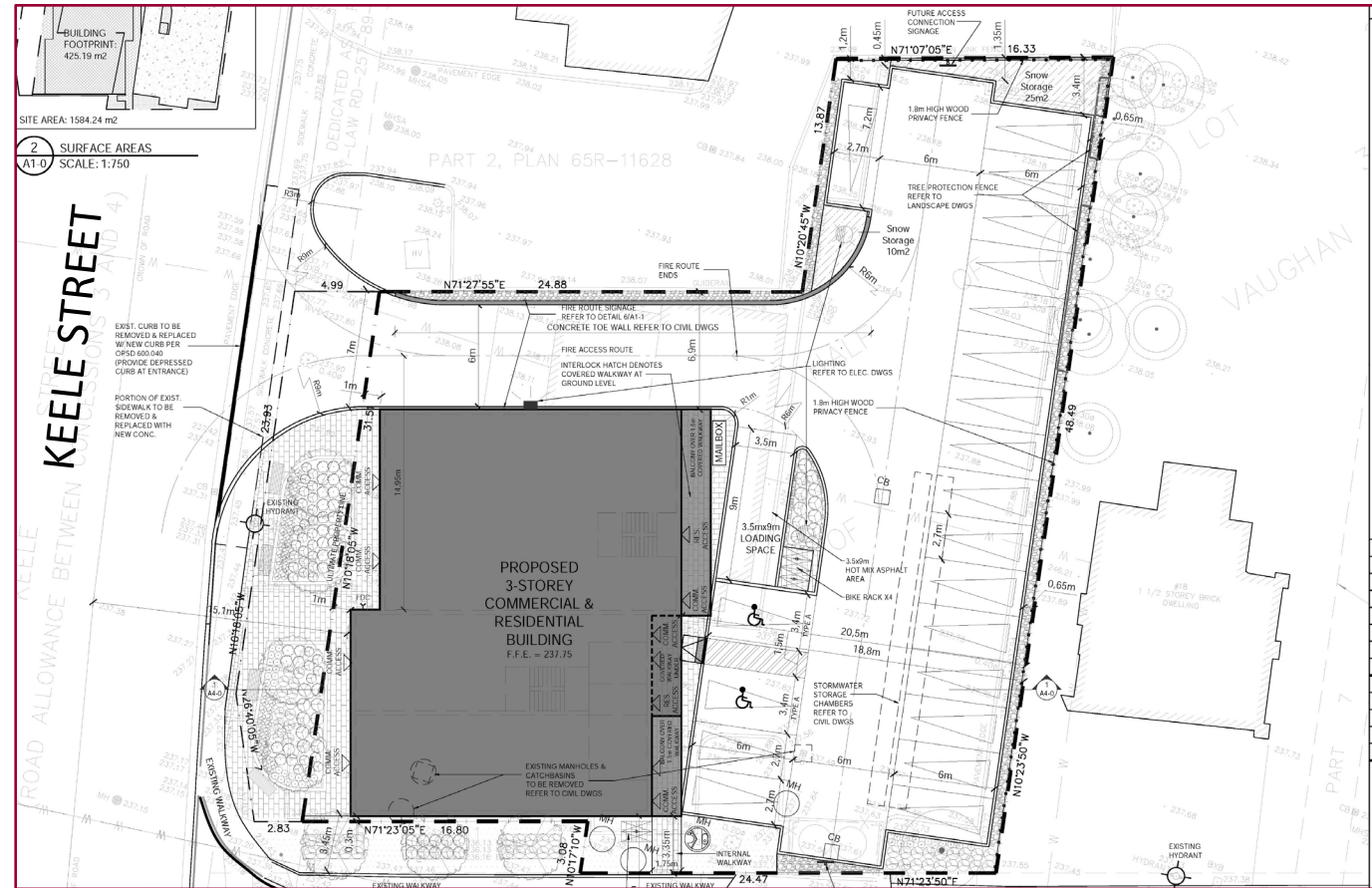
May 30, 2023

Zoning By-law Amendment File No. Z.21.029
10037 Keele Street



BLACKTHORN
Development
Corp.

Former Land Use: Coffee Shop



10037 KEELE STREET

EXISTING LAND USE POLICIES & REGULATIONS...

- The Subject Lands are designated 'Community Area' on Schedule 1 – Urban Structure by Vaughan Official Plan 2010 ('VOP 2010') with a 'Local Centre' overlay. They are further designated 'Low-Rise Mixed-Use' on Schedule 13 – Land Use by VOP 2010.
- The Subject Lands are within the Maple Heritage Conservation District Plan area and subject to the Maple Heritage Conservation District Plan and Guidelines ('MHCD Plan')
- The Subject Lands are zoned 'C1 Restricted Commercial Zone' per the *City of Vaughan Zoning By-law 1-88*, as amended.
- The Subject Lands are zoned 'MMS Main Street Mixed Use Maple Zone' per the *City of Vaughan Zoning By-law 001-2021*, as amended.
- The Proposed Development is permissible in accordance the City's Official Plan and largely conforms with the City's New Zoning By-law MMS Zone requirements.

PROPOSED ARCHITECTURE



PROPOSED ARCHITECTURE



10037 KEELE STREET

PROCESS & NEXT STEPS...

- The Applications are in 2nd Submission.
- Once all Comments are received, they will be reviewed, assessed and a 3rd Submission will be provided to the City.

COMMENTS & QUESTIONS...

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Re: Official Plan Amendment file OP.22.023, zoning amendment file Z.22.045
Date: Monday, May 29, 2023 9:27:09 AM

From: Stella Kvaterman <[REDACTED]>
Sent: Monday, May 29, 2023 8:42 AM
To: Clerks@vaughan.ca
Subject: [External] Re: Official Plan Amendment file OP.22.023, zoning amendment file Z.22.045

5/29/2023

Vaughan City Hall
2141 Major Mackenzie dr.,
Vaughan, ON

Subject: Strong Opposition to Construction Project Affecting Traffic, Noise, and Ecology re: Official Plan Amendment file OP.22.023, zoning amendment file Z.22.045

Dear City of Vaughan staff,

I hope this letter finds you well. I am writing to express my profound concern and strong opposition to the proposed construction project in our community that, if implemented, would exacerbate the already heavy traffic congestion, generate excessive noise pollution, and have detrimental effects on the local ecology. I firmly believe that this project, as currently planned, would have far-reaching negative consequences for our community's quality of life and environmental sustainability.

Firstly, traffic congestion has become a severe issue in our area. The proposed construction would only add to the existing burden, resulting in increased commuting times, frustration, and road safety hazards. Our streets are already struggling to accommodate the current volume of vehicles, and the additional traffic generated by the project would further burden the infrastructure.

Moreover, the potential escalation of noise pollution associated with this construction project is deeply worrisome. Noise pollution not only disrupts our daily lives but also poses significant health risks, including increased stress levels, sleep disturbances, and adverse effects on mental well-being. The proposed project would undoubtedly contribute to the degradation of our residential areas, making it harder for individuals and families to find solace and enjoy a peaceful living environment.

Additionally, the impact on our local ecology cannot be ignored. Constructing in an area that is ecologically sensitive will likely result in irreversible damage, including the pollution resulting from hundreds of cars and heavy equipment that this project will bring to the area. Preserving and protecting our environment should be of paramount importance, and any development plans must adhere to sustainable practices that minimize ecological harm.

As a concerned member of this community, I strongly urge you to reconsider the approval of this construction project in its current form. Instead, I request that you prioritize the well-being and interests of the residents by exploring alternative solutions that alleviate traffic congestion, reduce noise pollution, and preserve our local ecology. Townhouses or low rise commercial rather than high-rise buildings would be much more appropriate for this land. Furthermore, I implore you to actively engage the community in the decision-making process to ensure transparency, fairness, and a genuine representation of our concerns.

Please be aware that many residents share these apprehensions, and we are prepared to collaborate, support, and actively participate in finding viable alternatives that strike a balance between development and quality of our lives. Our collective voice should not be disregarded, as we seek to protect our community's integrity and safeguard the well-being of its inhabitants.

Thank you for your attention to this matter. I trust that you will give careful consideration to the concerns raised in this letter and take appropriate action that reflects the best interests of the community.

Yours sincerely,

Stella Kvaterman

Wade Gate Thornhill, ON, L4J5W5

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] 1260,1272,1282,1294,1304,1314 Centre St.
Date: Monday, May 29, 2023 9:26:27 AM

From: Berk, Aaron [REDACTED] >
Sent: Monday, May 29, 2023 8:18 AM
To: Clerks@vaughan.ca
Cc: [REDACTED]
Subject: [External] 1260,1272,1282,1294,1304,1314 Centre St.

To Whom It May Concern:

We would like to express our serious concerns about the impact that the above proposed development will have on our community and neighbourhood.

For background, we moved into our house at [REDACTED] Concord Road in April 2022. Not only are we one of the households impacted by falling housing prices and high interest rates, but when I purchased my home, this type of development was not expected based on zoning requirements at the time. To be clear, I am not opposed to some level of development, but what is proposed is deeply concerning. Our concerns are outlined below and we will be at the meeting on May 30th to voice them in-person.

1. **Traffic and Safety Concerns for entrance/exit:** As a resident living at the end of Concord Road closer to Centre Street, I can say that there is already significant traffic build up during rush hour times in particular. Allowing building access to/from Concord Road would create back up and congestion that would be a safety burden. I do not support access points to Concord Road and demand the City require any entrance/exit from Centre Street directly. Not to mention that there are small children who walk and play in the neighborhood. Creating more congestion will only create more risk for accidents. I would also like to formally request a traffic study be undertaken to ensure decisions are made concerning the safety of our community.
2. **Impact of underground parking:** This type of construction will be substantial and so close to existing homes creating risk to the integrity of our foundations. Please share with us all testing that has been done and I ask that the developers architects present their plan such that there is no impact to the structures of our adjacent properties.
3. **Ventilation:** Our backyard is very close to the new development. We are the second house in from the development on Concord Road. I understand that ventilation is intended to go to the rear instead of directly onto Centre Street. I strongly object to any ventilation or garbage or noise from any utilities at the rear of the development. You have a choice to reduce this burden to neighbours like us by incorporating these elements in the front.
4. **Impact of parking:** Our understanding is that underground parking will be built at 0.67 spaces per unit. This level of parking is likely inadequate and Concord Road, Lawrie and Vaughan Road are all likely to create spillover. I formally request additional parking provisions be required to reduce risk of street parking congestion on adjacent roads.

5. **Financial impact on property values:** While we do not object to development of some type on this land, the height and density of the proposed development will make our property less desirable and ultimately decrease property values. This has a significant burden on our family.

Our initial understanding when we moved in was that 3-4 stories were the zoning requirements. Not only do we not feel that the planned nine stories is too high, but we understand the city is contemplating more floors, which we cannot support. Of note, we understand that some development on the property noted above is inevitable, however, this proposed plan is overly ambitious. In order to support this development plan, we formally request the City act to create a better compromise that works for existing residents who want to preserve the community that we have invested in. We object to the height of the building, we object to the entrance/exit to/from Concord Road, we object to ventilation of exhausts to the rear of the building, and we object to how parking is being planned. I have been a resident of Vaughan for 20 years. I am hopeful that the City can take a responsible decision to serve the whole community and not just the interest of individual developers.

Thank you for your consideration.

Regards,

Aaron and Samantha Berk (and children Zale, Billie and Izzy Berk)

■ Concord Road

This email was sent to you by [KPMG \(http://info.kpmg.ca\)](http://info.kpmg.ca). To sign up to receive event invitations and other communications from us (we have some informative publications that may be of interest to you), or to stop receiving electronic messages sent by KPMG, visit the [KPMG Online Subscription Centre \(http://subscribe.kpmg.ca\)](http://subscribe.kpmg.ca).

At KPMG we are passionate about earning your trust and building a long-term relationship through service excellence. This extends to our communications with you.

Our lawyers have recommended that we provide certain disclaimer language with our messages. Rather than including them here, we're drawing your attention to the following links where the full legal wording appears.

- [Disclaimer concerning confidential and privileged information/unintended recipient \(http://disclaimer.kpmg.ca\)](http://disclaimer.kpmg.ca).
- [Disclaimer concerning tax advice \(http://taxdisclaimer.kpmg.ca\)](http://taxdisclaimer.kpmg.ca).

If you are unable to access the links above, please cut and paste the URL that follows the link into your browser.



Quinto M. Annibale*
***Quinto Annibale Professional Corporation**
Direct Line: (416) 748-4757
e-mail address: qannibale@loonix.com

VIA EMAIL

May 26, 2023

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

Attention: Todd Coles, City Clerk

Dear Mr. Mayor and Members of Council;

RE: Committee of the Whole (Public Meeting) Report – May 30, 2023
Agenda Item #4.1

1163919 Ontario Ltd., 1888836 Ontario Ltd., AND 1211612 Ontario Ltd.
(AWIN)
Official Plan and Zoning By-law Amendment Files OP.22.012 AND Z.22.023
(“Applications”)
212, 220 and 222 Steeles Avenue West, Vaughan (“Subject Lands”)

I am the solicitor for Mizrahi Constantine (180 SAW) Inc. (“Mizrahi”), the owner of the property municipally known as 180 Steeles Avenue West, City of Vaughan (“Mizrahi Lands”).

The Mizrahi Lands are located immediately adjacent to the Subject Lands. Mizrahi is currently pursuing development of the Mizrahi Lands as a high density mixed use development. There are interdependencies between my client’s lands and the Subject Lands that will need to be appropriately addressed through the Applications.

As of the date of this letter, a draft proposed Official Plan Amendment and Zoning By-law Amendment have not been made available. Before providing any comments, we will need an opportunity to review and consider the proposed instruments.



We hereby request notice of any further public meeting or meetings of Council that are held in respect of the Applications and/or any decisions of Council in respect of the applications.

We also ask that copies of the draft instruments be provided to us for review once they are available.

We trust this is satisfactory, however if you have any questions or require additional information, please contact the undersigned.

Yours truly,

LOOPSTRA NIXON LLP

Per: Quinto M. Annibale

QMA/br

May 28, 2023

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

To whom it may concern,

RE: CITY OF VAUGHAN OFFICIAL PLAN AMENDMENT File 26.18

As residents on Arrowhead Drive in the City of Vaughan for 37 years, we would like to provide feedback with respect to the City of Vaughan Official Plan Amendment and the delineation of MTSA's.

Consideration for Established Communities

Although the Vaughan Official Plan contains minimum density goals to guide land use, development, and growth in Vaughan, **consideration must be given to residents who already reside within established, low-density communities along Highway 7.** Our family currently resides in an established community, Seneca Heights, adjacent to Highway 7. Although our community is located within the Wigwoss-Helen MTSA, **minimum density requirements cannot be applied "carte blanche" to all subject lands along Highway 7.** Improper planning, especially within an in-fill site in an established community, such as the current application of a 14-storey building at 4850 Highway 7 and 79 Arrowhead Drive, will have serious negative impacts on local residents, including invasion of privacy, increased parking congestion and traffic, increased shade and loss of natural light, and community safety. **Municipalities and residents have a better understanding of appropriate local land use, and developers should not be allowed to delve too deeply into provincial plans in their attempts to maximize profits.**

Traffic and Future Rapidway Extension along Highway 7:

While the City of Vaughan is dedicated to the promotion of growth and sustained prosperity, the Ontario document titled "A Place to Grow: Growth Plan for the GGH" also acknowledges that:

- "While growth is an important part of vibrant, diversified urban and rural communities and economies, the magnitude of growth that is expected over the coming decades for the GGH presents several challenges:
- Increased demand for major infrastructure driven by population growth, **the need to renew aging infrastructure and continuing infrastructure deficits** associated with unmanaged growth.

- Increased traffic congestion and the resulting delays in the movement of people and goods in the *GGH*, is costing billions of dollars in lost GDP every year.”.

(“A Place To Grow: 1.1 The Greater Golden Horseshoe”)

Our community is located on the outer edge of the Highway 7 Wigwoss–Helen BRT Station corridor, which already suffers from traffic congestion as the current rapidway ends at Helen Street. **Intensification within established communities must be reined in until proper transit and road infrastructures are in place and continue beyond Helen Street. It would seem preposterous to approve the development of high density structures, in particular along Highway 7 between Bruce Street and Islington Avenue, if the Rapid Transit Bus Route is not even in place.** Instead, growth should be focused within higher order transit areas, around subway stations such as the VMC.

Proposed Amenities, Mental Well-Being, Good Faith in the Zoning Process

Furthermore, any future proposed development **should include amenities which would benefit surrounding communities.** Many residents in our area are original owners, or children of original owners. We’ve stayed because we enjoyed our balanced community: we had amenities such as a supermarket, a bank, dry cleaners, a vet. But over the past 26 years there is no more retail or other amenity to benefit our area. We live in a “residential desert”. Appropriate planning is about planning for the **common good.**

Our community has seen tremendous change in terms of intensification, including 2 condominiums at Highway 7 and Wigwoss, and over 200 townhomes built on the south side of Highway 7 between Helen and Bruce Streets. Clearly, our neighbourhood has done more than its fair share to support intensification along this transit corridor. And as longtime residents, we would like to believe that some faith can be built into the development process in building structures that are appropriate for any established residential community, and to avoid senseless, profit-driven rezoning.

We thank you in advance for taking the time to read our concerns about the City of Vaughan Official Plan Amendment.

Sincerely,

Tino and Carla Malta

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] 1260,1272,1282,1294,1304 and 1314 Centre St development in question
Date: Monday, May 29, 2023 9:14:45 AM
Importance: High

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

From: Dmitri Rogojanski [REDACTED]
Sent: Saturday, May 27, 2023 1:46 PM
To: Clerks@vaughan.ca
Subject: [External] 1260,1272,1282,1294,1304 and 1314 Centre St development in question
Importance: High

To Whom It May Concern:

We would like to express our deep concerns about the impact that the above proposed development will have on our community and neighbourhood.

1. Historically, our neighbourhood has been an established, quiet and safe single-family dwelling residential community. The scale of the proposed development in question will be extremely disruptive to the many households that have populated this community over the years.

We are appalled that despite the fact that we were assured by the city at hearings years ago that the maximum height/density of any future multiunit development permitted on the above site will not exceed four stories, we have suddenly learned that, without any of our consent, these developers have already been approved by the city to build a nine story dwelling. Astonishingly, even the nine approved stories are not enough for these developers, and the city is undertaking consideration of granting them 12 floors. Buildings of this height on the proposed piece of land will create undue burden for a multitude of property owners in the area. They will drive down property values of tax paying residents' homes who have been committed to this community, reduce our privacy and ability to have full use and enjoyment of our properties, and create safety and traffic issues that will negatively impact the desirability of our neighbourhood.

We are a mature community and for many of our residents the equity accrued in our homes makes up a significant portion of our family's savings and retirement planning. As such, we are furious with the fact that the city's decision to capitulate to the unreasonable requests of these developers/corporations will ultimately result in the loss of savings of hardworking residents who have been committed to this community for years. In order for this development to move forward in a way that can be supported by our community members, we demand a decrease to the maximum allowable height and density of this and future buildings.

2. Another significant concern is that the underground parking of the proposed development currently goes right to the edge of our lot line, which we have been informed could negatively affect the stability of the foundation of our house. As such, we demand the timely release of environmental/soil testing reports that has been completed to date for our review, and would like a presentation of technical solutions proposed by the developer's architects to ensure us that the construction of their proposed project will not negatively affect the safety or structure of our home in any way.

3. It has also been brought to our attention that the air intake in the current plan for the proposed development is located right next to our house. This placement will disrupt our ability to have safe and peaceful enjoyment and use of our property in the manner that we have been accustomed over the nearly 20 years that we have resided here. We request that this air intake be relocated to Centre Street, given that this is a much more central road that will be better able to sustain the disruption caused by said air intake.

4. The entrance to the proposed development is located off of Concord Road, right next to our single-family home. We are strongly opposed to this and demand that the entrance be relocated to Centre Street. Additionally, we

formally request to see the conducted traffic study from city planning and want to understand how you would substantiate the decision to create an entrance for a development with over 700 units on such a small street as Concord Road, the street that was never designed for such a heavy traffic load.

Even at present without this development, our residential streets are often very congested with cars. During high peak travel times, it can take us long time to make a left turn from Concord Road onto Centre Street. Any additional traffic brought into our neighbourhood by this development will contribute to even more significant traffic jams during morning and afternoon/evening peak hours. In addition, many of our residential streets, including parts of Concord Road, do not have sidewalks. Approval of such a massive development and the increase in traffic and congestion that will result from it will definitely contribute to life threatening accidents for our neighbours and children.

5. It is our understanding that the proposed development will have a ratio of 0.67 parking spaces per unit. This will result in future residents and their guests parking their vehicles along our residential streets, disrupting the calm community we have been accustomed to enjoying.

We strictly oppose this - our quiet streets are not designed for excessive parked cars.

The decision to approve this development at the proposed density will surely create traffic congestion and safety risks for our established community and residents. To avoid this, the ratio of parking spaces per unit must be increased so that there is ample resident and visitor parking without necessitating disruption to our streets and existing community.

We understand that some development on the above land is inevitable.

However, the proposed plan is overly ambitious and does not take the needs of the existing community into account.

Approving this plan without addressing the above stated concerns would be negligent on the part of the city and will lead to significant challenges for the existing residential owners.

For us to support this development, we would need the density to be reduced and for the plans to reflect the suggested changes described above.

We would also like to believe that the city will come up with responsible decision that will serve the whole community rather than interests of individual developers.

With regards,

Dmitri, Elena and Daniel Rogojanski

■ Concord Road

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] 1260,1272,1282,1294,1304,1314 Centre St.
Date: Monday, May 29, 2023 9:14:52 AM

From: Tina Pierri <[REDACTED]>
Sent: Saturday, May 27, 2023 7:49 PM
To: Clerks@vaughan.ca
Cc: Joe Pierri [REDACTED]; tina pierri [REDACTED] >
Subject: [External] 1260,1272,1282,1294,1304,1314 Centre St.

To whom it may concern,

1.

At present traffic at the lights of Concord Road and Center Street is congested. At any given time there are 6- 7 cars waiting to turn left, right or straight through the intersection.

Having the subject property traffic exit and enter onto Concord road would make the congestion situation horrible. Traffic should exit and enter from Center Street just like the Concord plaza.

Fire, ambulance and police to enter the congested area is also a safety concern and requires serious attention and consideration in this area.

2.

Parking for visitors and retail customers would be difficult if allowed to park on Lawery or Concord road causing even more congestion. Bearing in mind there are no sidewalks on Lawery road.

Allotted parking for the building should be increased and the responsibility to accommodate should fall on the building and not dependent on the neighborhood.

3.

The height of the building will overpower the neighborhood and does not fall within the aesthetics of the area.

Although some kind of development is needed for this property we are seriously concerned for the size, height, parking and access to the building entering and exiting off of Concord road.

Thank you

Giuseppe and Rocchetta Pierri

■ Concord Rd.

[Sent from Rogers Yahoo Mail on Android](#)

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Fwd: 1260,1272,1282,1294,1304,1314 Centre St.
Date: Monday, May 29, 2023 9:15:01 AM

From: JOE PIERRI [REDACTED] >
Sent: Saturday, May 27, 2023 9:15 PM
To: Clerks@vaughan.ca; Joe Gorenstein [REDACTED]
Cc: Teresa Savo [REDACTED] >; Ajay Kapur <[REDACTED]>; [REDACTED];
[REDACTED]; [REDACTED]; [REDACTED]; [REDACTED];
[REDACTED];
[REDACTED];
[REDACTED]; [REDACTED]; [REDACTED] Teresa D'Amata
[REDACTED] >; Michelle Burko <[REDACTED]>; [REDACTED]; CARMELA
CAMARDI <[REDACTED]>; giuseppe pierri [REDACTED] >; tina pierri
[REDACTED]; Luisa [REDACTED]; [REDACTED]; JOHN
KUCHARCZUK [REDACTED]; [REDACTED]
Subject: [External] Fwd: 1260,1272,1282,1294,1304,1314 Centre St.

Subject: 1260,1272,1282,1294,1304,1314 Centre St.

To whom it may concern,

1.

At present traffic at the lights of Concord Road and Center Street is congested. At any given time there are 6- 7 cars waiting to turn left, right or straight through the intersection.

Having the subject..... traffic exit and enter onto Concord road would make the congestion situation horrible. Traffic should exit and enter from Center Street just like the Greco's Supermarket and all the other businesses along Centre Street.

Fire, ambulance and police to enter the congested area is also a safety concern and requires serious attention and consideration in this area.

2.

Parking for visitors and retail customers would be difficult if allowed to park on Lawrie Road or Concord road causing even more congestion. Bearing in mind there are no sidewalks on Lawrie road.

Allotted parking for the building should be increased and the responsibility to accommodate should fall on the building and not dependent on the neighborhood.

3.

The height of the building will overpower the neighborhood and does not fall within the aesthetics of the area.

Although some kind of development is needed for this property we are seriously concerned for the size, height, parking and access to the building entering and exiting off of Concord road.

Thank you

Giuseppe and Rocchetta Pierri

■ Concord Rd.

Have a Great Weekend

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Re: 1260,1272,1282,1294,1304,1314 Centre St.
Date: Monday, May 29, 2023 9:15:10 AM

From: Ajay Kapur <[REDACTED]>
Sent: Saturday, May 27, 2023 9:34 PM
To: JOE PIERRI <[REDACTED]>; Clerks@vaughan.ca; Joe Gorenstein
[REDACTED]
Cc: Teresa Savo <[REDACTED]>; [REDACTED]; [REDACTED];
[REDACTED]; [REDACTED]; [REDACTED];
[REDACTED]; [REDACTED]; [REDACTED]; [REDACTED];
[REDACTED]; [REDACTED]; [REDACTED]; [REDACTED];
[REDACTED]; [REDACTED]; [REDACTED]; Teresa D'Amata
[REDACTED]; Michelle Burko <[REDACTED]>; [REDACTED]; CARMELA
CAMARDI <[REDACTED]>; tina pierri <[REDACTED]>; Luisa
[REDACTED]; [REDACTED]; JOHN KUCHARCZUK
[REDACTED]; [REDACTED]
Subject: [External] Re: 1260,1272,1282,1294,1304,1314 Centre St.

I would add if entrance is from Concord we will get much more traffic coming south from 407 via Beverly Glenn. It's already become a through fare.

Also with cars parked in Lawrie, which will happen, walking will be difficult especially with kids and elderly. It's a recipe for an injury.

Ajay

From: JOE PIERRI <[REDACTED]>
Sent: Saturday, May 27, 2023 9:15 p.m.
To: clerks@vaughan.ca; Joe Gorenstein
Cc: Teresa Savo; Ajay Kapur; [REDACTED];
[REDACTED]; [REDACTED];
[REDACTED]; [REDACTED];
[REDACTED]; Teresa D'Amata; Michelle Burko; [REDACTED]; CARMELA CAMARDI;
giuseppe pierri; tina pierri; Luisa; [REDACTED]; JOHN KUCHARCZUK; [REDACTED]
Subject: Fwd: 1260,1272,1282,1294,1304,1314 Centre St.

Subject: 1260,1272,1282,1294,1304,1314 Centre St.

To whom it may concern,

1.

At present traffic at the lights of Concord Road and Center Street is congested. At any given time there are 6- 7 cars waiting to turn left, right or straight through the intersection.

Having the subject..... traffic exit and enter onto Concord road would make the congestion situation horrible. Traffic should exit and enter from Center Street just like the Greco's Supermarket and all the other businesses along Centre Street.

Fire, ambulance and police to enter the congested area is also a safety concern and requires serious attention and consideration in this area.

2.

Parking for visitors and retail customers would be difficult if allowed to park on Lawrie Road or Concord road causing even more congestion. Bearing in mind there are no sidewalks on Lawrie road.

Allotted parking for the building should be increased and the responsibility to accommodate should fall on the building and not dependent on the neighborhood.

3.

The height of the building will overpower the neighborhood and does not fall within the aesthetics of the area.

Although some kind of development is needed for this property we are seriously concerned for the size, height, parking and access to the building entering and exiting off of Concord road.

Thank you

Giuseppe and Rocchetta Pierri

■ Concord Rd.

Have a Great Weekend

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Re: 1260,1272,1282,1294,1304,1314 Centre St.
Date: Monday, May 29, 2023 9:15:16 AM
Attachments: [favicon-16x16.png](#)

From: Rossana De Angelis [REDACTED]
Sent: Saturday, May 27, 2023 11:03 PM
To: JOE PIERRI [REDACTED] >
Cc: Clerks@vaughan.ca; Joe Gorenstein <[REDACTED]>; Teresa Savo
[REDACTED] >; Ajay Kapur <[REDACTED]>
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] Teresa D'Amata
[REDACTED]; Michelle Burko [REDACTED] CARMELA
CAMARDI [REDACTED]; tina pierri [REDACTED] Luisa
[REDACTED] JOHN KUCHARCZUK
[REDACTED]
Subject: [External] Re: 1260,1272,1282,1294,1304,1314 Centre St.

There is also the situation of waste and pests.

Those big waste bins from the condos and the retails will bring more mice and other pests. The summers the containers are rancid in smell.

People in the area already don't pick up their dog [REDACTED] Can you image the other problems? This becomes a health and safety issue.

Also the Ontario land law is 75ft in distance from the property line.

I find it very convenient for the two politicians to be away.

There are no property that has a high rise behind houses with retails stores at this proximity.

LSO is where we can find more resources and a free consultation for the right lawyer.

[Law Society of Ontario Home | Law
Society of Ontario
lso.ca](#)



<https://www.ontario.ca/laws>

Between now and Tuesday I'll find something on the Ontario website to see if anything provincial

trumps the municipality by law.

Regards,

Rossana (Roxie) De Angelis RNC, RHN
Law Clerk Program # [REDACTED]

Chef & Wellness Coach, Gluten Free Specialist
Co-author of best seller 2015 book "Manifesting A New Life"
Nutrition = (Food + Passion + Nostalgia) Ritual©

Attachments area

Confidentiality notice: This email message, including attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use or disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.

On May 27, 2023, at 9:15 PM, JOE PIERRI [REDACTED] > wrote:

Subject: 1260,1272,1282,1294,1304,1314 Centre St.

To whom it may concern,

1.

At present traffic at the lights of Concord Road and Center Street is congested. At any given time there are 6- 7 cars waiting to turn left, right or straight through the intersection.

Having the subject..... traffic exit and enter onto Concord road would make the congestion situation horrible. Traffic should exit and enter from Center Street just like the Greco's Supermarket and all the other businesses along Centre Street.

Fire, ambulance and police to enter the congested area is also a safety concern and requires serious attention and consideration in this area.

2.

Parking for visitors and retail customers would be difficult if allowed to park on Lawrie Road or Concord road causing even more congestion. Bearing in mind there are no sidewalks on Lawrie road.

Allotted parking for the building should be increased and the responsibility to accommodate should fall on the building and not dependent on the neighborhood.

3.

The height of the building will overpower the neighborhood and does not fall within the aesthetics of the area.

Although some kind of development is needed for this property we are seriously concerned for the size, height, parking and access to the building entering and exiting off of Concord road.

Thank you

Giuseppe and Rocchetta Pierri

■ Concord Rd.

Have a Great Weekend

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Notice of Public Meeting, Committee of the Whole, Official Plan Amendment File OP.22.023, Zoning By-Law Amendment Plan File Z.22.045, and File No. DA.22.077; Applicant, Concern Development Limited
Date: Monday, May 29, 2023 10:09:06 AM

From: Carl Zeliger <[REDACTED]>
Sent: Monday, May 29, 2023 10:08 AM
To: Clerks@vaughan.ca
Subject: [External] Notice of Public Meeting, Committee of the Whole, Official Plan Amendment File OP.22.023, Zoning By-Law Amendment Plan File Z.22.045, and File No. DA.22.077; Applicant, Concern Development Limited

To the City Of Vaughan, Office of the City Clerk, 2144 Major Mackenzie Drive, Vaughan, ON, L6A 1T1

I received a Notice of Public Meeting returnable on May 30, 2023 at 7 pm. As I will not be able to attend the Meeting, I am providing my Written Comments pertaining to that Notice for your consideration.

I reside on Brownridge Drive, at a distance that is less than a 5 minute walk from the proposed development on Centre Street that is the subject matter of this Public Meeting (the 'Proposed Project'). Our home was purchased from the original land developer and we have continued to reside in our single detached home since 1987. What attracted us and I am certain the other present residents to the area was the planned community of single family detached homes. We have been very pleased with our present situation. We raised 3 children here that attended the local Brownridge Public School. What is striking, is that the Proposed Project is so not in keeping with the present situation.

There are no condominiums, let alone one that is 12 stories high, close to the Proposed Project. You would have to look a number of kilometers to the west along Centre Street before you could find a condominium in that direction. There are condominiums to the east of the Proposed Project but at two relatively long blocks away. The closest condominium and it is 10 stories high, is on the south east side of the intersection of the two main streets of Centre and New Westminister. Please note that New Westminister is a four lane roadway, with two lanes running north and south. Vaughan Boulevard, Concord Road and Carl Tennen Street in the vicinity of the Proposed Project, are by comparison small residential roads with one lane of traffic north and south.

Condominiums are found in the blocks from New Westminister east to Bathurst street both on the north and south sides of Centre Street but in areas distinctly different from the area surrounding the Proposed Project. The Condominiums to the south of Centre are adjacent to the Bus Terminal Hub and/or Promenade Shopping Centre. There are no single detached homes although some town houses are found. Similarly the condominiums to the north of Centre are found close to the Wall Mart Plaza and to the east of the No Frills Plaza where there are also town houses but no (of if there are very few) detached single family homes. In contrast, all along Vaughan Boulevard, Concord Road,

and Carl Tennen Street, are single family detached homes.

The addition of the Proposed Project and more particularly the 12 storey condominium structure is not only not in keeping with the existing situation but will no doubt add congestion, traffic problems, pollution, and reduce direct sunlight to the area. If the Proposed Project is approved, it will no doubt be used to promote further condominium structures along Centre with added congestion, traffic problems, pollution, and reduction of direct sunlight to the area. A series of condominiums of this height along Centre Street will change the area forever.

I do understand the need to find additional solutions to the housing problem. I do not oppose the construction of a condominium per se on Centre Street but do object to a plan that would allow the immediate area to go from no condominium to one as large as a 12 storey structure. An 8 storey condominium or preferably smaller, would be less intrusive for the immediate area, and help address the housing problem. I hope common sense prevails and my concerns are addressed by the City of Vaughan.

Yours truly,

Carl Zeliger

██████████ Brownridge Drive

Vaughan, Ontario, ██████████

██████████ [Mail](#) for Windows

212, 220, 222 Steeles Avenue West – OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT

Vaughan Council Committee of the Whole – May 30, 2023

Submission – SpringFarm Ratepayers Association

Introduction

The SpringFarm Ratepayers Association, or SFRA for short, is the City's recognized ratepayer group for the area bounded by Yonge Street, Steeles Avenue, Bathurst Street and Centre Street, which includes this site proposal for 212-222 Steeles Avenue West. The SFRA has been in existence since 2016 and represent approximately 8,500 households in this area of Ward 5. The SFRA is not opposed to redevelopment *per se*, but we want to see reasonable redevelopment that integrates and balances the needs of existing communities and new development, in this case, the Crestwood neighbourhood between the CN Railway and Steeles Avenue, and Hilda Avenue and Yonge Street. We submit the following comments to the Committee of the Whole and to City staff for its consideration.

General Concerns about Yonge & Steeles

In the usual development planning process, each site is reviewed independently, while paying attention to adjacent properties. The redevelopment of the northwest corner of Yonge & Steeles is unique, however, as there are currently no less than eight applications covering 18 hectares, which must be reviewed both independently as well as cumulatively to understand the collective impact on this area and surrounding neighbourhoods. If the City's goal through the Yonge-Steeles Corridor Secondary Plan is to create a vibrant, liveable community, it must be not only internally integrated and co-ordinated, but it must also integrate the existing Crestwood community to the immediate north and west of Yonge & Steeles.

SFRA has been extremely concerned for many years about the revisions to the Yonge-Steeles Corridor Secondary Plan, and the grossly disproportionate heights and densities that are more appropriate to downtown Toronto than Yonge & Steeles, even with a subway station at Steeles. We have been adamant in insisting that any redevelopments integrated with the existing neighbourhood and internally, to provide public amenities such as parkland, recreation, school, and library facilities in this area to serve both the existing community and its new residents. The SFRA has been an active participant in former Ward 5 Councillor Shefman's Working Group and offered constructive suggestions and advice to the various proponents.

We were extremely dismayed at being deliberately excluded by Council in its process to revise the Secondary Plan in March 2022, which Council approved *in camera* on March 22nd. We were further excluded from the City's negotiations with the numerous proponents during the Ontario Land Tribunals 2nd hearing in August 2022, despite our seeking and receiving Participant status during those hearings.

SFRA maintains that the revised Secondary Plan's removal of maximum heights and densities is unprecedented and will result in a massive shadowing wall along Steeles Avenue. The resulting traffic congestion will be immense, despite the design goal that almost all new residents will not own cars and only use bicycles, public transit, and walking to meet their transportation needs. As Table 1 illustrates, based on the existing proposals, the resulting densities from 43 residential towers will make the northwest corner of Yonge and Steeles **the most densely populated intersection** anywhere in the GTA at

1,347 people/hectare, which is 449% or almost four times the minimum density (300 people and jobs per hectare) for the Yonge Steeles MTSA area. (By comparison, St. James Town in Toronto has a population density of 1,015 people/hectare¹), despite no nearby provisioning of places to work.

Table 1: Yonge Steeles Corridor Secondary Plan Redevelopment Proposal – Selected Statistics as provided in Applications to City of Vaughan

<u>Location (Owner)</u>	<u># of buildings</u>	<u>Proposed # residential units</u>	<u>Proposed Additional Population</u>	<u>Site size (ha.)</u>	<u>Population Density (ppl/ha.)</u>
2 Steeles W/ 7028 Yonge (Gupta)	3	1,890	2,835	1.13	2,509
72 Steeles W/ 7040 Yonge (Humbold)	4	2,620	3,930	1.97	1,995
88 Steeles W (Sisley)	2	1,077	1,616	1.26	1,282
100 Steeles W (Salz/Dream)	4	1,765	2,648	2.065	1,282
180 Steeles W (Mizrahi Constantine)	6	2,080	3,120	2.25	1,387
212-222 Steeles W. (AWIN)	4	1,085	1,628	1.186	1,372
7080 Yonge (Chestnut Hill)	2	652	978	0.5018	1,949
7200 Yonge (Auto Complex)	18	4,742	7,113	7.36	966
TOTAL	43	15,911	23,867	18.0	1,347

There are still several land owners in this area who have not filed an application for future redevelopment. The revised Secondary Plan will allow an additional 45,000 people and jobs to the Northwest corner of Yonge & Steeles alone. The proposed redevelopment of the southwestern corner, in Toronto, Centrepont Mall, will add another 8,000 residential units. The northeastern corner, in Markham, is earmarked for another 8,000 residential units, and we are only starting to see new proposals for the southeastern corner. Assuming 1.5 person average per unit, we will see at least 69,000 new residents around this intersection. This is a recipe for an unliveable community, with massive traffic congestion and overloading of infrastructure capacity. We are concerned that planning for this area has not taken into account the additional proposed developments on the other corners of Yonge and Steeles.

Site-Specific Issues and Concerns

To their credit, AWIN approached SFRA in 2021 to discuss their original proposal, which included four towers ranging from 12 to 35 storeys in height, as well as 4-storey townhouses and a 27,000 Square foot public park and a one-storey indoor community space. We noted at the time that their proposal was the most reasonable in terms of building heights in the area, compared with the other redevelopment proposals. That assessment is still current.

The revised Secondary Plan's creation of a 50m wide linear park on the south side of the extension of Royal Palm Drive from Hilda Avenue to Yonge Street resulted in the expansion of the park space and removal of the town houses, but AWIN compensated for the increased park land by increasing the heights of its residential towers by 3 to 14 storeys.

¹ <https://censusmapper.ca/maps/3365?index=8#14/43.6624/-79.3894>

Building Heights

SFRA remains very concerned in general about the proposed building heights in all of the Yonge-Steeles Secondary Plan area. The AWIN proposal has the lowest heights among all proposals submitted to date, below the 45-degree angular plane intersects, and this is admirable. The 12-storey building in Phase 1 is more in keeping with the local community, but the 24-storey northernmost tower in Phase 2 is double that. While the southernmost towers on Steeles Avenue (37 and 43 storeys respectively) are lower in height than neighbouring properties, we still believe that the heights are excessive. The revised Secondary Plan (as illustrated in Figure 1 below) does not specify either a minimum or maximum height, only the northernmost buildings are subject to the City's 45-degree angular plane. We are also surprised that both Phase 2 buildings are higher than their respective counterparts in Phase 1. As Figure 1 illustrates, the general direction of the revised Secondary Plan is for a reduction in minimum density moving from Yonge Street westward, sloping down from 6.0 FSI at the corner of Yonge and Steeles to 3.0 at Hilda Avenue. This would logically suggest that within each development site, the proposed building heights should also decrease from east to west. Thus, SFRA would prefer to a closer balance in building heights between Phases 1 and 2, with slightly lower heights in Phase 2.

C2 PLANNING - Planning Rationale 212, 220 -222 Steeles Avenue West – OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT

Figure 10 - Schedule 2 (South) of the Modified YSCSP

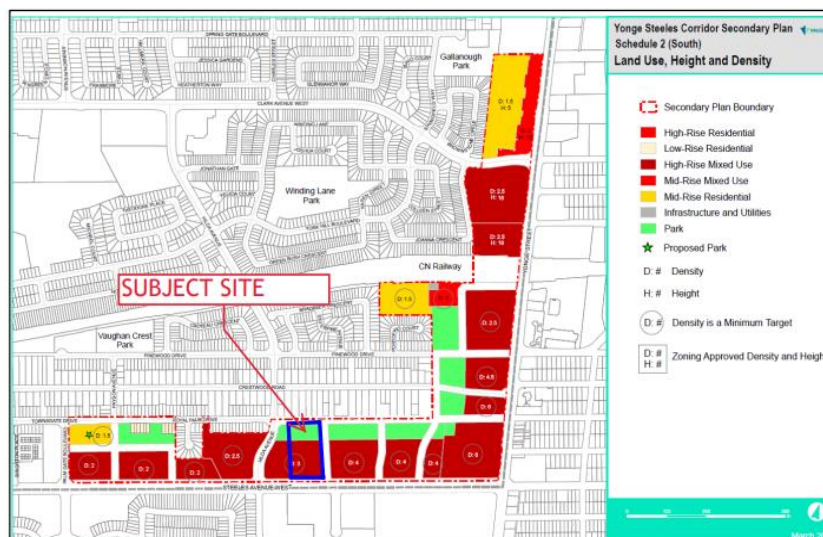


Figure 1: Revised Yonge-Steeles Corridor Secondary Plan, Schedule 1 (South) Land Use, Height and Density (Source: *Planning Justification Report*, p. 13)

Public Park Space

SFRA acknowledges the proponent's acceptance of the Revised Secondary Plan's designation of a 50m wide park space to be dedicated to the City for public park use, consistent and aligned with the neighbouring proponents eastward towards Yonge Street, and representing approximately 27.3% of the overall site's area, as shown in Figure 2. AWIN intends to convey the park space in two phases, starting with Phase 1, which is roughly one-third of the eventual park space on this site. We also acknowledge

and applaud AWIN's proposal that the public park space will be unencumbered, without strata parking or any other underground features.

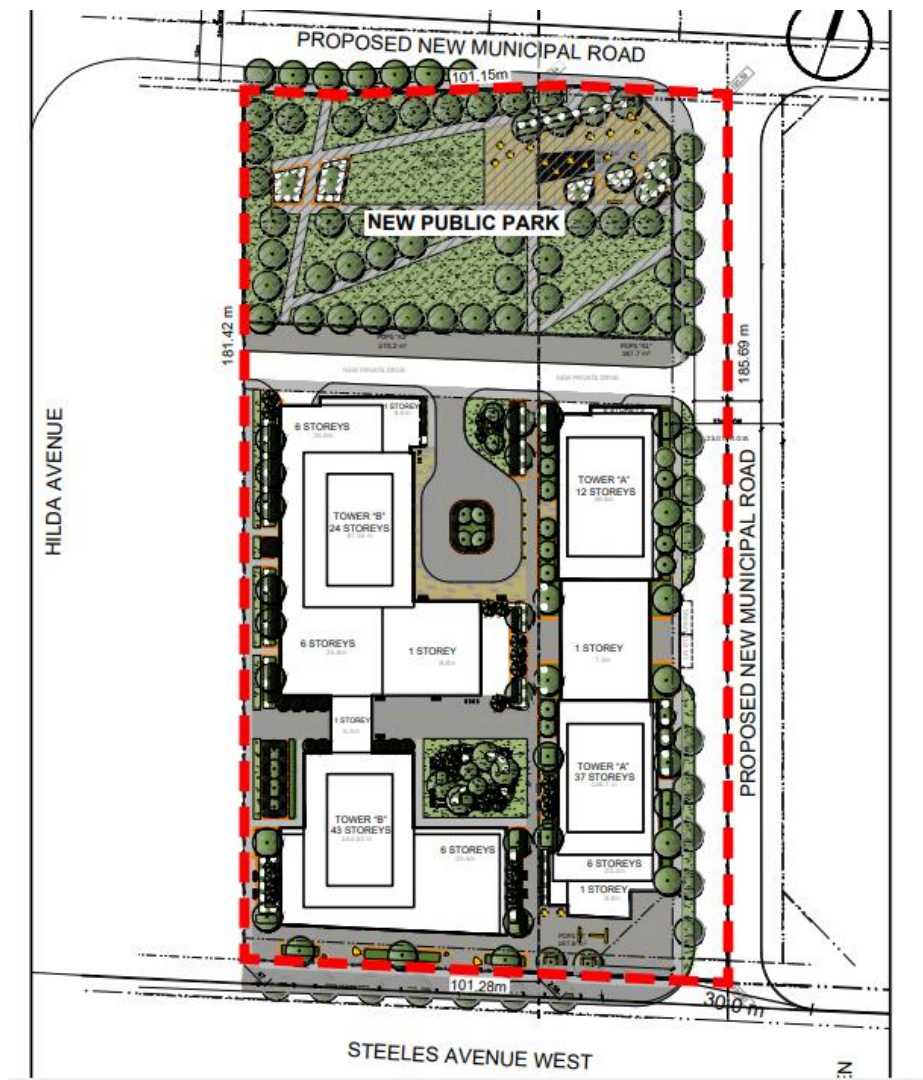


Figure 2: Site Plan and Landscape Plan, *Planning Justification Report*, p. 41

What is less clear is how this vitally necessary park space will be designed and animated. The Secondary Plan's designated Linear Park provides an excellent opportunity for community engagement and design to make it usable and enjoyable year-round. One possible urban model for a linear park is the David Crombie Park in downtown Toronto in the St. Lawrence Neighbourhood. We understand that the City's Active Together Management Plan (ATMP) is being revised, but that should not stop the early-stage engagement with local residents to design the linear park, including this section. However, given the City's deliberate exclusion of resident needs and participation in the March 2022 revision to the Secondary Plan, we need firm guarantees from the City for our involvement in these studies.

In response to our question about the Park Study, Michael Habib, Manager, Parks and Open Space Planning wrote:

“The City’s Parks Infrastructure Planning and Development Department is responsible for the planning, policies and implementation of new urban growth-related developments associated with parks, recreational facilities, open spaces, and the recreational trail network.

The planning and distribution of new parkland and recreational facility programming across the City has followed the provision targets of the Active Together Master Plan (ATMP). While programming for future parks is informed by the ATMP, the ultimate programming and design principles of parks will be refined in consultation and input from the local community and ratepayers association. (our emphasis)

Given that parkland is to be conveyed through the development process, the assembly and the final configuration of the linear park is reliant on developer’s timing as well as other factors such as the Royal Palm EA and servicing. We are actively exploring several scenarios to inform our park process in the interim while ensuring there is sufficient information prior to commencing the parks planning and design process.”

We have additional concerns with the Linear Park’s safety for pedestrians and other users, who will have to safely cross several north-south internal roads to access other portions of the Linear Park. At a minimum, high-visibility lighting and traffic calming measures must be installed to reduce vehicular traffic speeds on the north-south roads accessing the future Royal Palm extension across the northern boundary of the Secondary Plan area and this site as well.

Private Open Park Space (POPS)

SFRA also acknowledges and applauds the inclusion of significant POPS lands that allow for greenery and permeability of the site in the north-south axis from Steeles Avenue West to the Public Park. We would prefer to have a wider POPS space between the two podiums along Steeles Avenue West (Phase 1 and Phase 2) to make the interior space more permeable and visibly connected to Steeles Avenue. This can be accomplished by increasing the setback of the eastern side of the six-storey podium in the Phase 2 southernmost tower.

Multi-purpose and multi-use Indoor Community Space

The proposal includes designating approximately 388m² space at grade in the easternmost section of the one-storey portion of Phase 2 (see Figure 3). The site provides driveway access to this Community space from the north, as well as POPS access from the south.

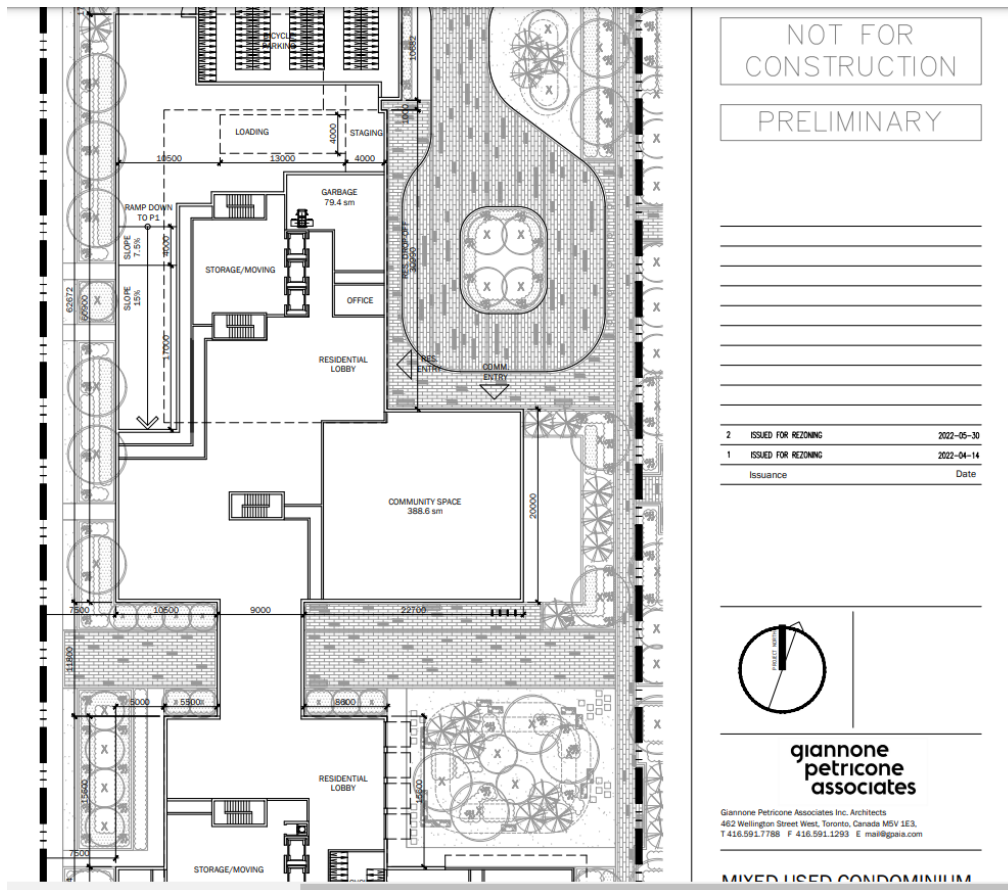


Figure 3: PARCEL 2 GROUND - 6TH FLOORPLANS (Source: *Planning Justification Report*, p. A3-101)

We applaud the inclusion of this space, with a few caveats that require confirmation or changes:

1. There is no designation indicated for its specific use – for example, a library branch, school, recreation facility, community arts facility, etc. Moreover, the proposal does not indicate how the space will be owned – conveyance to the City for its use determination, funding for its animation and programming, as well as ongoing repairs and maintenance. Having a dedicated space that cannot be used due to inadequate funding is of limited value. We believe that AWIN should financially contribute, on an ongoing basis, to the programming, repairs and maintenance of this indoor multi-purpose and multi-use community space, ideally through an agreement with the City.
2. If this space is intended to be available to the larger adjacent community within a larger catchment area, the City must assume that its users will arrive in a variety of modes, including people with mobility limitations. Since there is no on-street parking being made available, the proponent must guarantee a certain number of Accessible visitor spaces in the site's underground parking lot for Community Space users who wish to or need to park, in addition to being dropped off or picked up, or expect on-street parking on the North-South road or the Royal Palm extension to the north. These underground spaces should be as close to the elevators near the Community Space.
3. As Phase 2 is scheduled for at least 15 years from now, this means that this Community space will only be constructed and made available to the neighbourhood at that time, with no local benefit for

either the existing or new residents until then. We would prefer to see this Community space allocated within the one-storey podium in Phase 1 between the two towers, which would also allow for better drop-off and pick-up access from the North-South road for those with mobility issues, and for better proximity to Steeles Avenue for users arriving by public transit along Steeles Avenue.

AWIN has indicated to SFRA that these types of details will be included in Site Plan Development when that occurs. As this may take decades to unfold, we want these concerns to be entered in the public record to ensure they are addressed.

Neighbouring sites and timing

SFRA is also concerned about the timing of redevelopments in this area, which is at the discretion of each development proponent. This likely means that we will experience piecemeal redevelopment, without guarantees about site connections, which community-designated spaces as well as Linear park parcels and the Royal Palm extension will be constructed first. The revised Secondary Plan allows for up to 15,000 units to be constructed prior to the Yonge North Subway Extension's opening. This may actually contribute to a "race" among property redevelopers to build sooner. The revised Secondary Plan requires that each parcel being developed address the Royal Palm extension and each site's community space. AWIN has indicated in its report that it intends to develop Phase 1 in 15 years and Phase 2 in 20 years' time, preceded by the Mizrahi Constantine site at 180 Steeles Avenue West.

As we have stated many times at the Working Group meetings, it is actually advantageous for both the existing community and the new residents that public amenities such as the Linear Park and indoor facilities such as libraries, recreational and arts facilities be constructed and operational at the early stages of area development to attract new residents, instead of waiting until the population matures. If the proponents are serious about attracting young families, these amenities must be in place earlier. If they are left to the tail end of development, young families will not be attracted to this area. Providing these amenities at the early stage actually will build the neighbourhood community the proponents are marketing.

We have also recently become aware of changes immediately to the east (Mizrahi/Constantine, at 180 Steeles Avenue West) and to the immediate southeast, Tangreen Court on the south side of Steeles in the City of Toronto. Mizrahi/Constantine has recently put its site up for sale, although they stated to us that they still to develop their site. This creates a tremendous amount of uncertainty for the AWIN site in terms of road connections, POPS connections, designated community space, building heights and so on. The Tangreen Court proposal², for 7 buildings ranging between 18 and 55 storeys, will considerably shadow the AWIN site in the mornings.

Conclusion

In summary, SFRA considers this proposal to be the least objectionable to the Crestwood community of those submitted for application to the City to date, with lower building heights and densities (albeit, in our opinion, still too high for this area). AWIN's conformity to the revised Secondary Plan is commendable, in particular, the unencumbered public park space and the inclusion of indoor multi-use and multi-purpose community space. We have outlined some questions about the location, access,

² <https://streetsoftoronto.com/7-tower-proposal-at-yonge-and-steeles-adds-to-huge-development-spike/>

usage and funding of the community space, which must be subject to agreement at the site-plan stage. We would prefer to see some overall agreements for the Linear Park, POPs and community amenities for the entire area, rather than waiting for the site-plan stage, which in the case of AWIN, may be 15 or more years in the future. It is vital that local residents be invited to participate in the planning of the Linear Park and community amenities forthwith. Finally, we note that there may be some new unknown factors affecting this project, such as the Mizrahi site sale and the Tangreen Court proposal to the southeast, which may necessitate changes to the AWIN proposal for its two phases.

STATUTORY PUBLIC MEETING

Concen Developments Limited

1260 – 1314 Centre Street

APPLICATIONS FOR MINOR OFFICIAL PLAN
AMENDMENT, ZONING BY-LAW AMENDMENT

OP.22.023, Z.22.045

May 30, 2023 7:00pm

City of Vaughan

Communication: C18
Committee of the Whole (PM)
May 30, 2023
Item #5

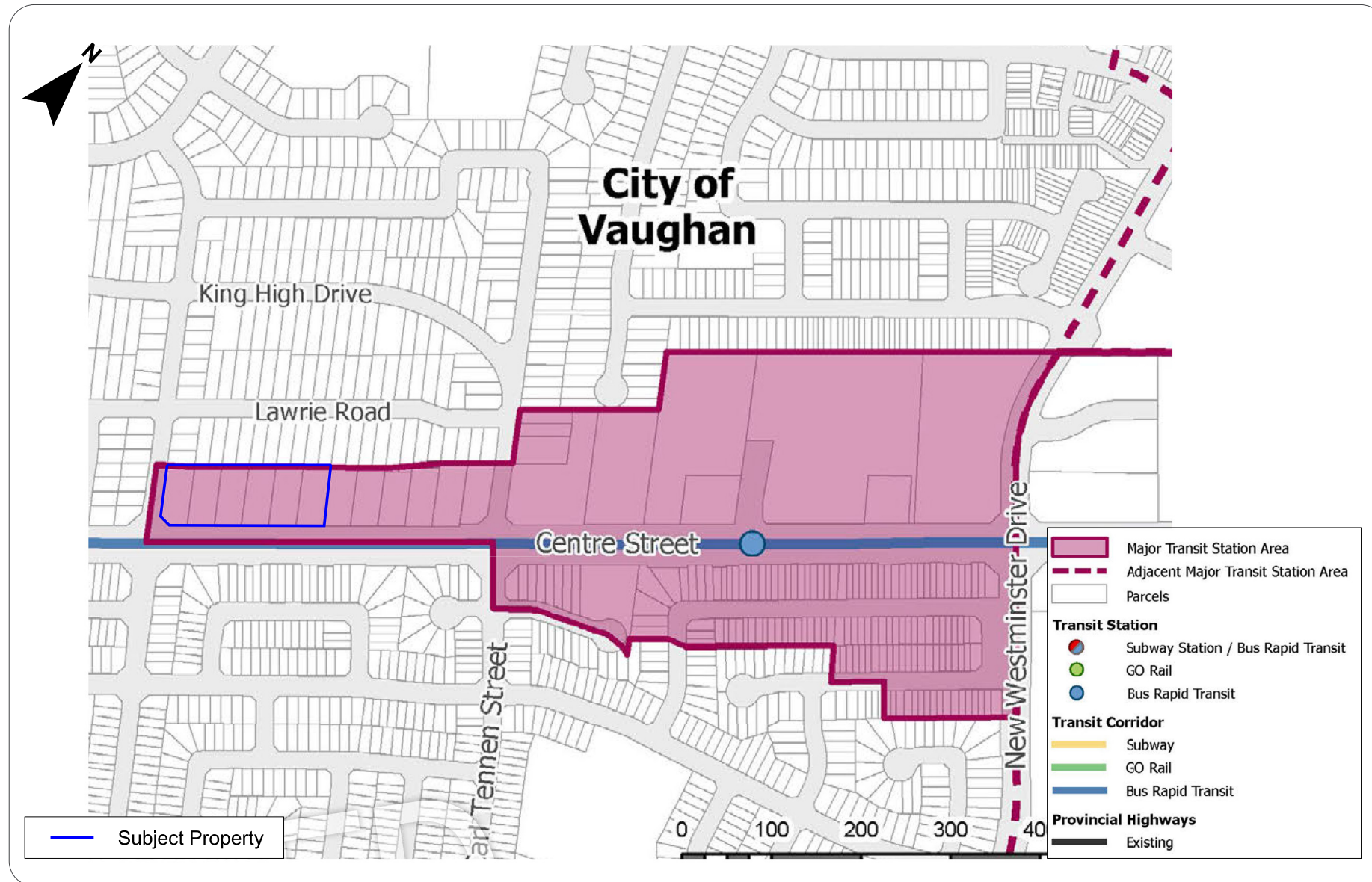


SUBJECT PROPERTY AND CONTEXT



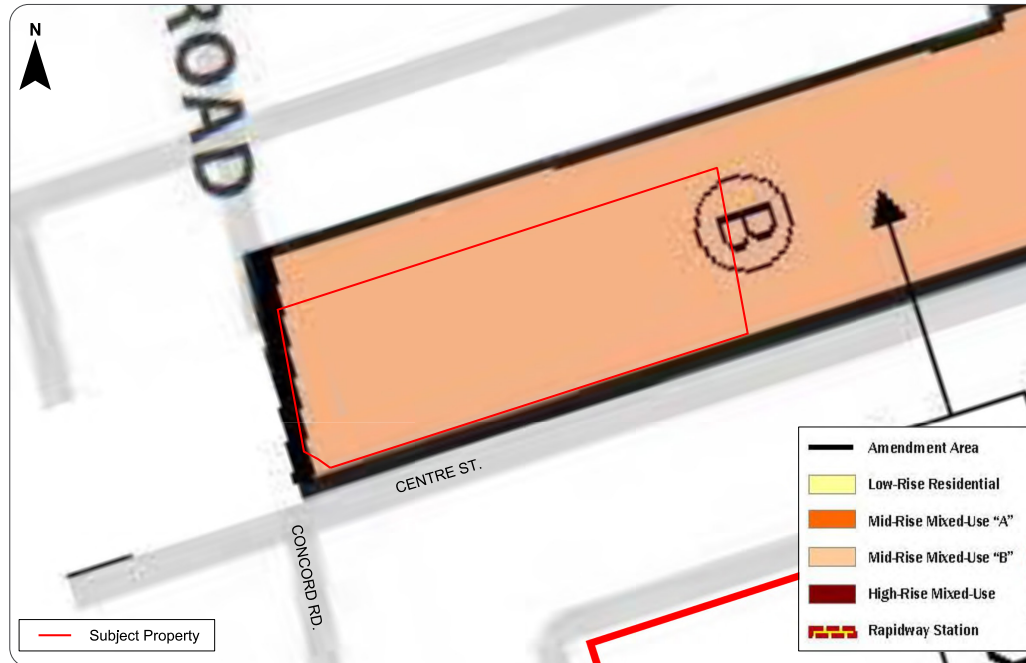
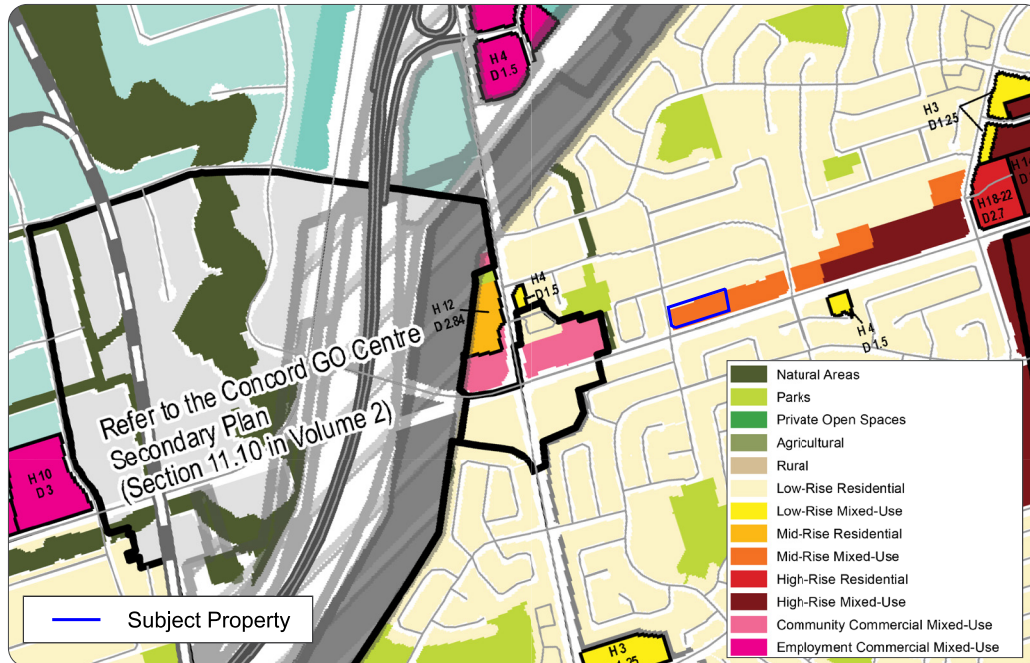
- Site Area: 12,045.4 m² (2.98 acres)
- Frontage along Centre Street: 182.69 m
- Frontage along Concord Road: 66 m
- Vacant

URBAN STRUCTURE AND TRANSIT



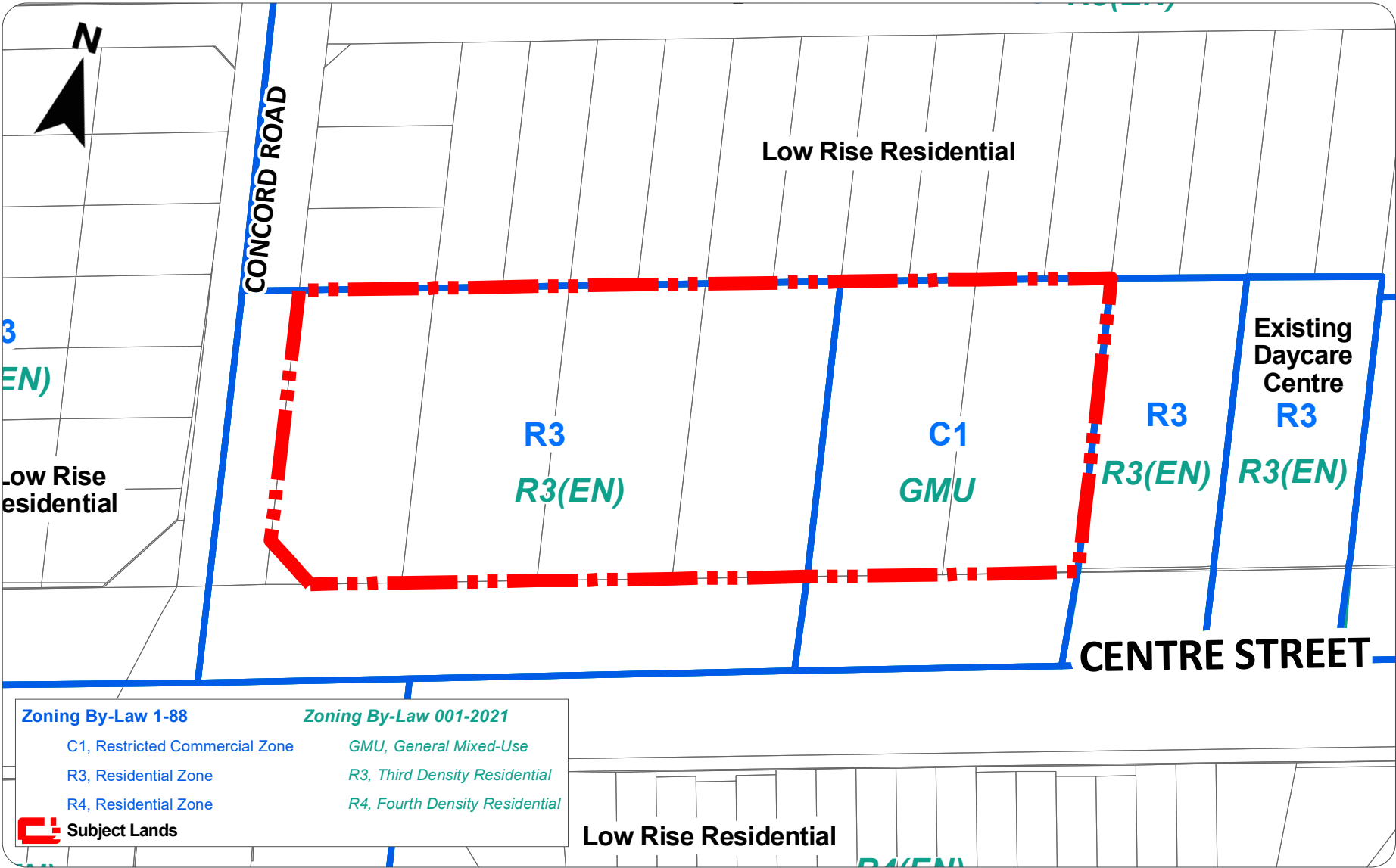
- The subject property is located along a Regional Intensification Corridor, in a MTSA and 500 metres from PMTSA 66-Taiga BRT
- Intensification Corridors are a primary location to accommodate transit-supportive intensification
- The YRT bus routes connect the site to Rutherford Road GO transit Station.

PLANNING FRAMEWORK



- City of Vaughan Official Plan (2010)
 - Mid-Rise Mixed-Use along a Regional Intensification Corridor
- Mid-Rise Mixed-Use B according to the Centre Street Area Specific Policies - Chapter 2, Section 12.9
 - Max height: 9-Storeys
 - Max FSI: 3.8
- An Official Plan Amendment was submitted to re-designate the property Mid-Rise Mixed-Use-XX to permit a height of 10 storeys and 4.13 FSI.

PLANNING FRAMEWORK



Zoning By-law 1-88

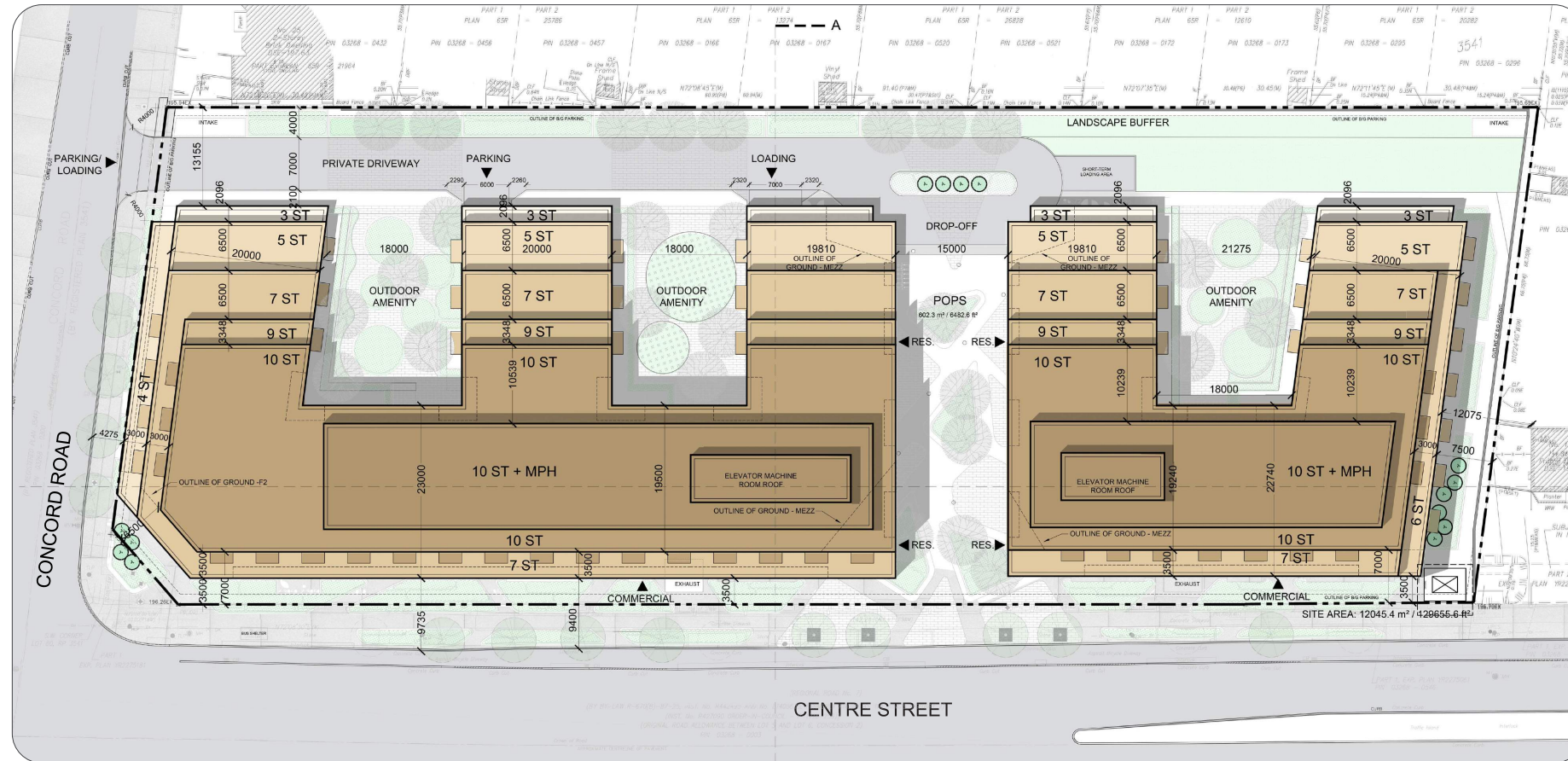
- The majority of the subject property with exception 9 (776) is zoned Residential 3 (R3) while portions are zoned Restricted Commercial (C1) with exception 9 (1300)

Comprehensive Zoning By-law 001-2021

- The subject property is zoned Third Density Residential Zone (R3-EN) with exception 48 and General Mixed-Use Zone (GMU) with exception 937
- Zoning By-law Amendment was submitted to rezone the subject property to RA3 Apartment Residential Zone with site specific exceptions (under 1-88) and Mid-Rise Mixed-Use (MMU) with site specific exceptions (under 001-2021)

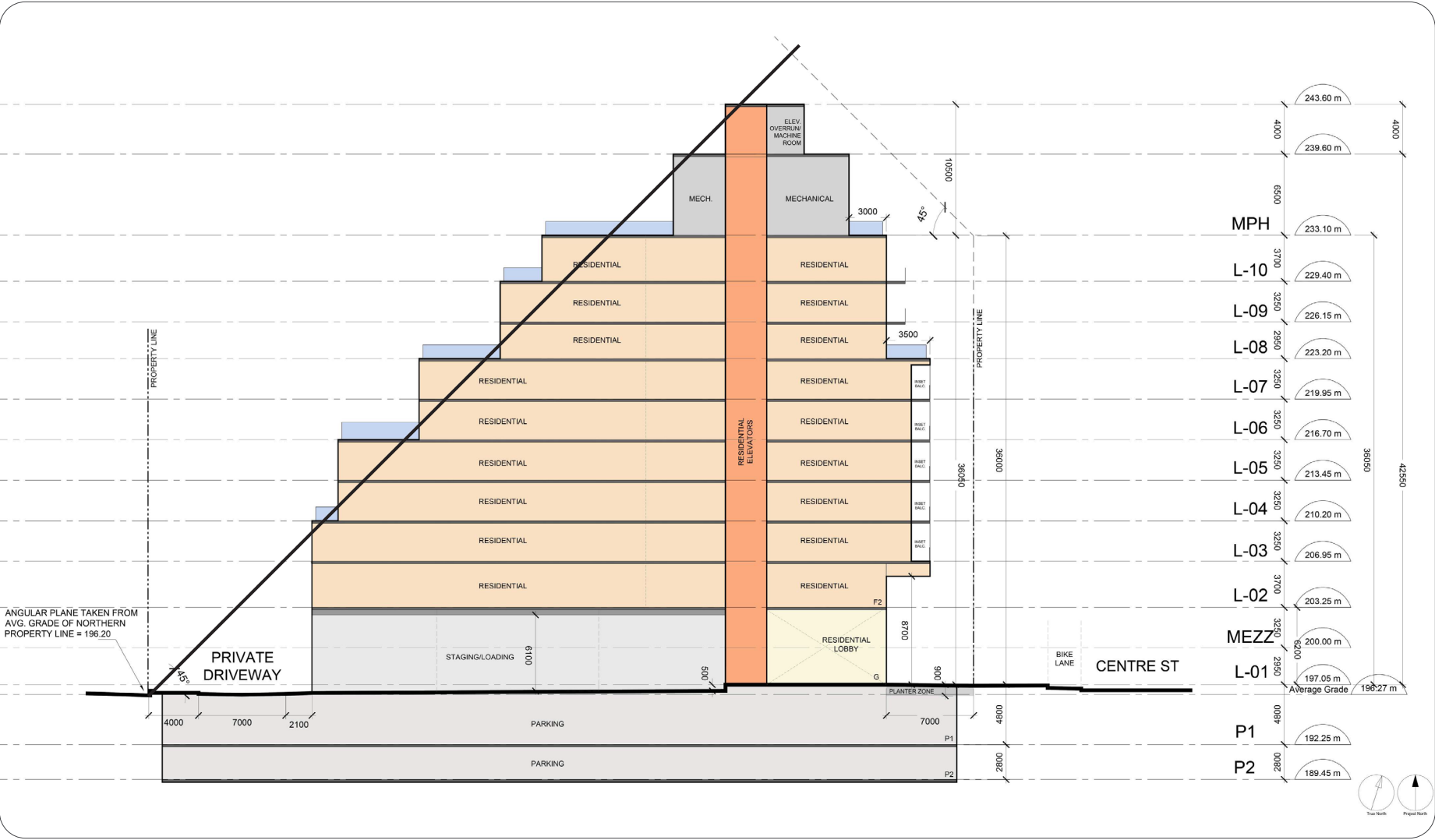


PROPOSED DEVELOPMENT – ORIGINAL



- Floor Space Index: 4.13
- Two Buildings – West and East
- Height: 10 storeys (36.05 m)
- The building was terraced at the 4th, 6th, 8th, and 10th storeys to provide transitioning to the surrounding area.
- Units: 722
- Setbacks
 - Front (Centre): 3.5 m
 - Rear: 13.2 m
 - Side (east): 7.5 m
 - Side (west): 0 m
- Access from Concord Road
- Central privately-owned public space (POPS): 602.3 m²
- Two levels of underground parking for a total of 562 spaces (0.65 spaces/units for residential; 0.12 spaces/unit for visitor and 1 space per 100 metres square)

ELEVATIONS/ANGULAR PLAN – ORIGINAL



Building Section A (North-South)

- 45 degree angular plan from rear property line shown
- Portions of storeys 3-10 pierce the angular plane.



PUBLIC CONSULTATION & WHAT WE HEARD

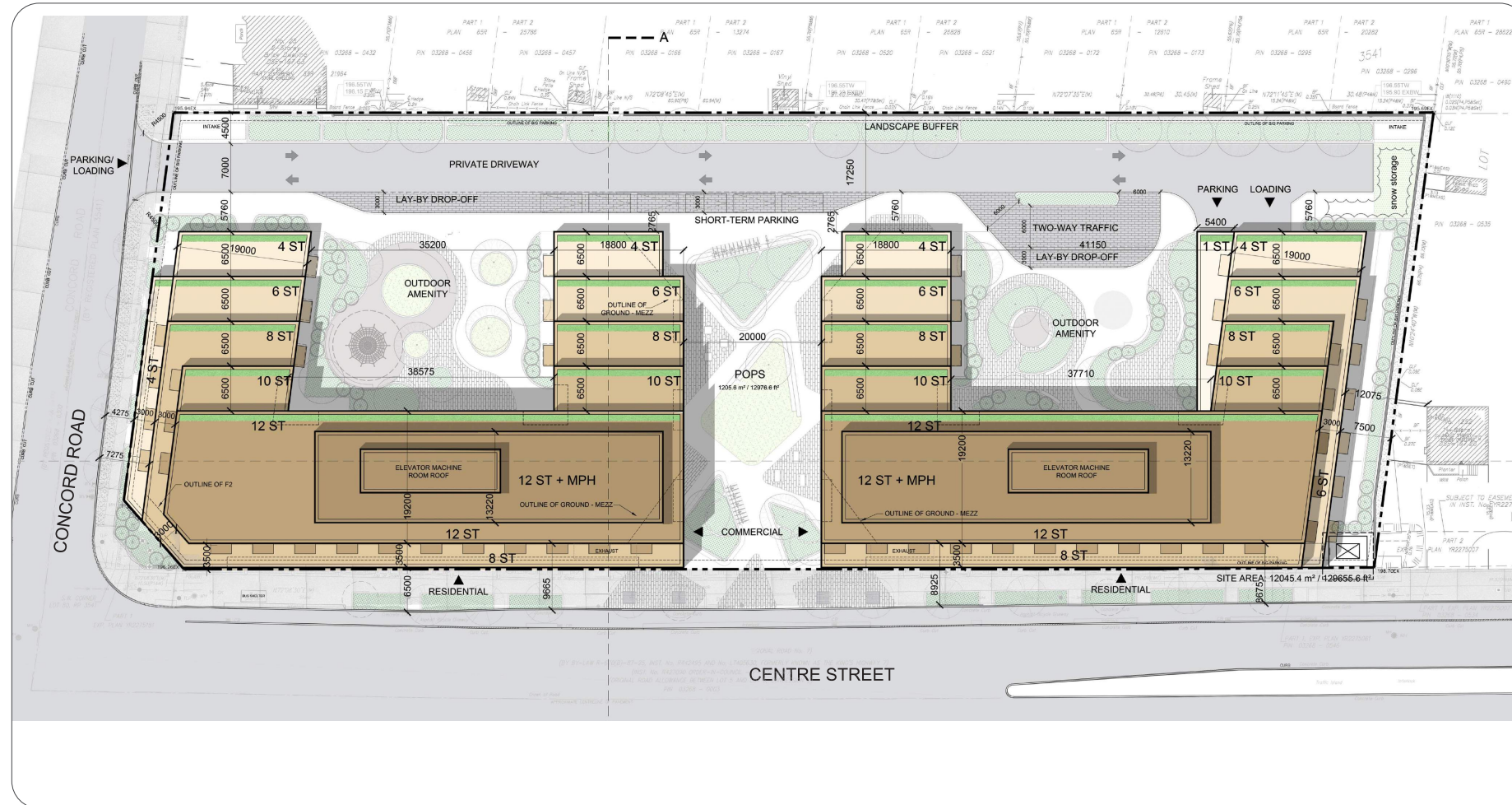
- Meetings with Ratepayer Groups and community representatives including *Protect Thornhill Community Group*, *Brownridge Ratepayer's Association* and *Beverley Glen Ratepayer's Association* took place between March and April 2023.

The following concerns were shared:

- Density and Massing
- Shadowing
- Access, Traffic and Parking impacts
- Rear yard setback and landscaping
- Overlook
- Noise

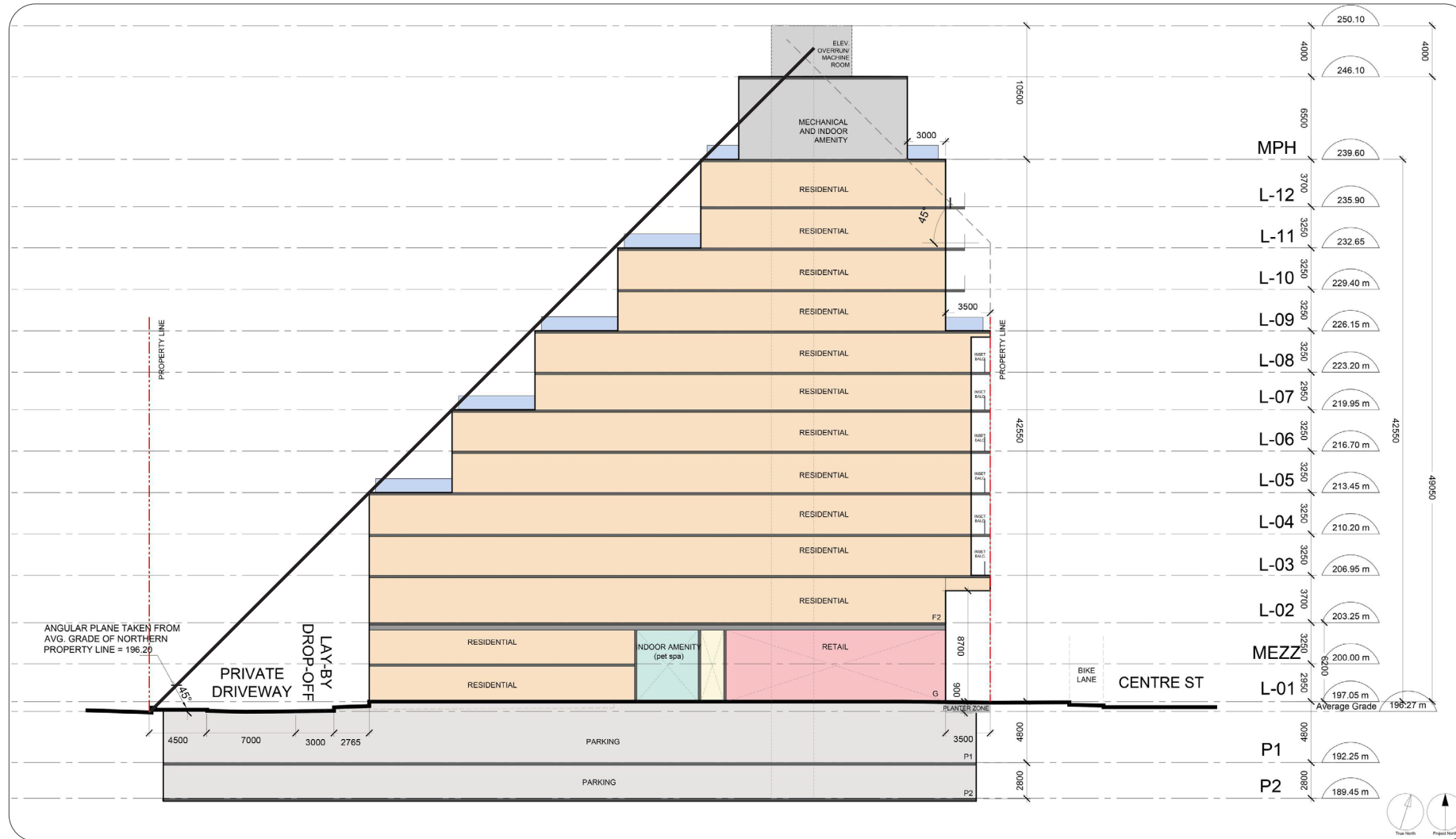
Modifications to the proposed development have been incorporated to address all of the above.

PROPOSED DEVELOPMENT – IMPROVED CONCEPT



- Floor Space Index: 4.08
- Two Buildings – West and East
 - The massing of the buildings has been redistributed to be equal
 - The POPS has been positioned closer to Concord Road
- Height: 12 storeys
- The building is terraced at storeys 5, 7, 8, 11 to provide transitioning to the surrounding area.
- Units: 700
- Setbacks
 - Front (Centre): 0 m
 - Rear: 17.25 m
 - Side (east): 7.5 m
 - Side (west): 0 m (3.5 m at grade)
- Central privately-owned public space (POPS) doubled in size to 1205.6 m²
- Increase to 569 spaces (Minimum rates of 0.67 spaces/unit for residential; 0.12 spaces/unit for visitor; 1.11 spaces per 100 square metres for commercial)

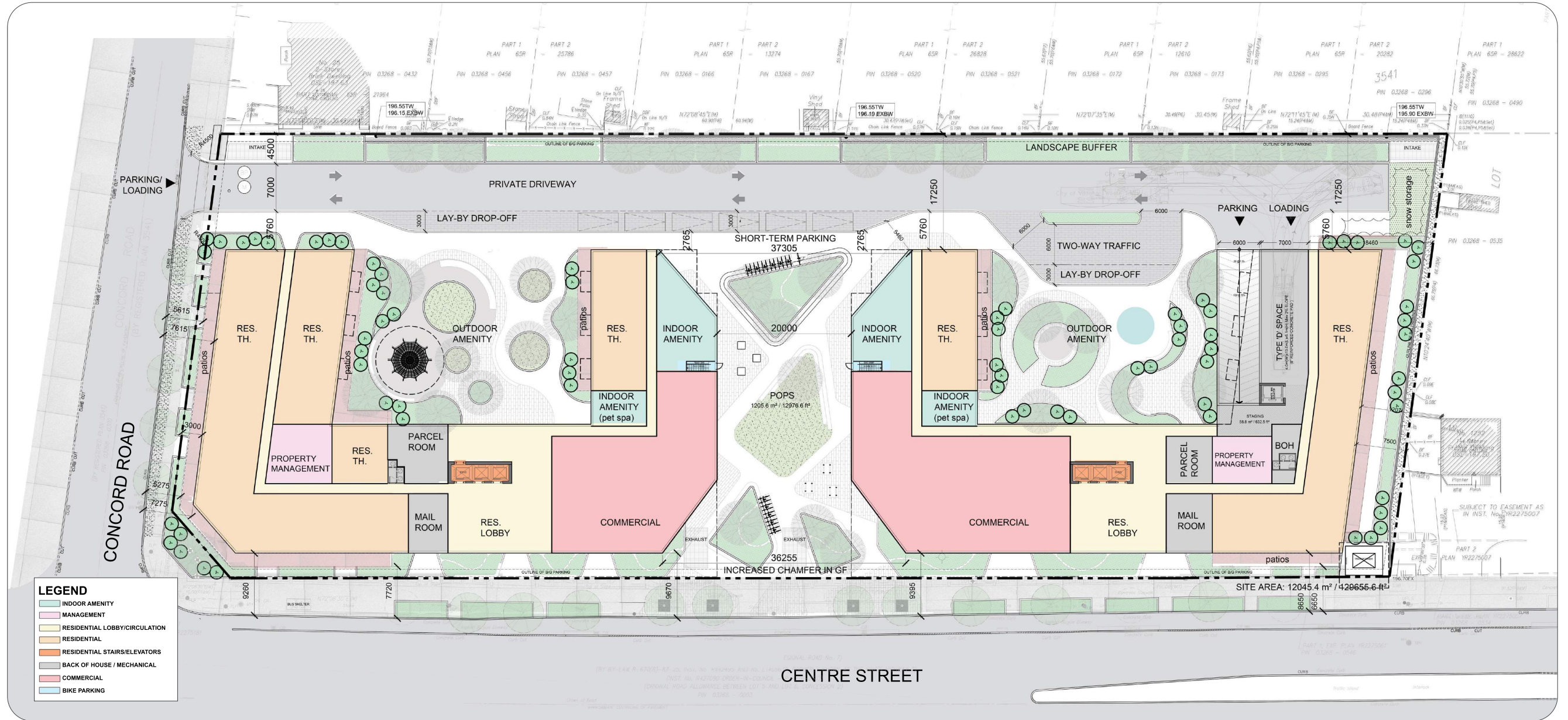
ELEVATIONS/ANGULAR PLAN – IMPROVED CONCEPT



Building Section A (North-South)

- Height has been increased to 12 storeys; however, the massing of the building has been re-sculpted to result in less shadow impacts as compared to the original development concept.
- None of the storeys pierce the angular plane. Only the mechanical penthouse pierces the angular plane, which is permitted under the Centre Street Area Specific .

GROUND FLOOR PLAN - IMPROVED CONCEPT



3D VIEW – IMPROVED CONCEPT



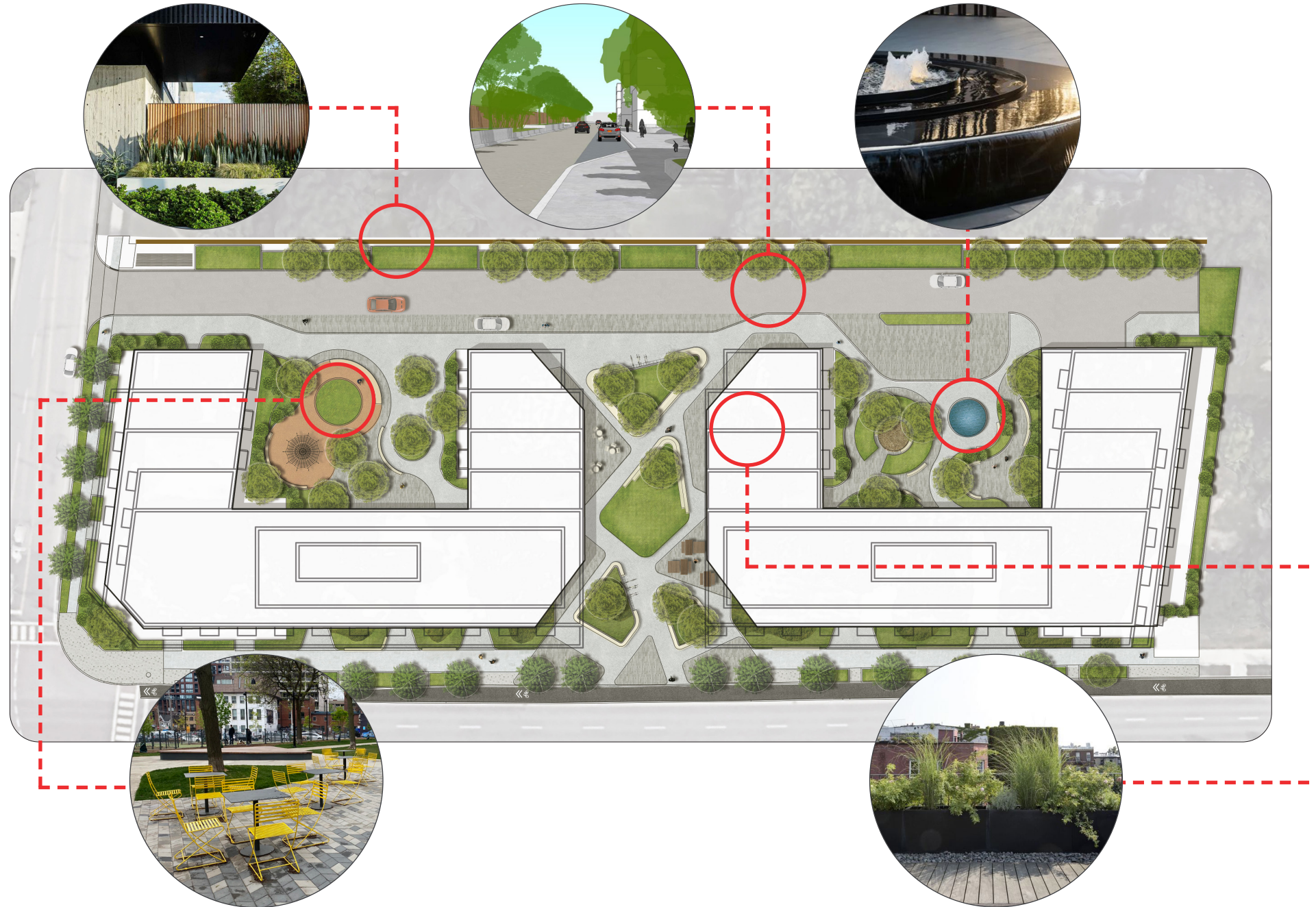
3D MASSING - BEFORE



3D MASSING - AFTER

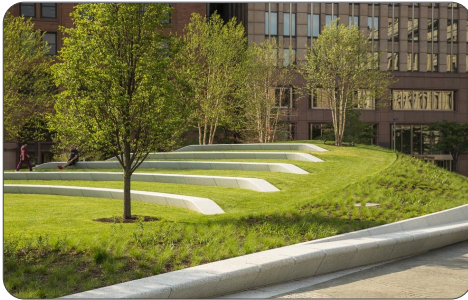
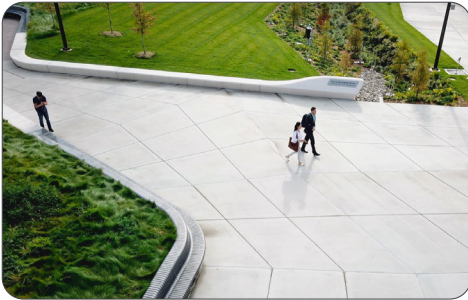
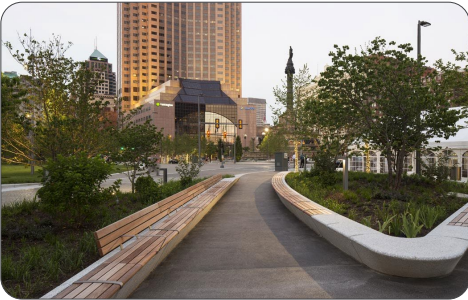
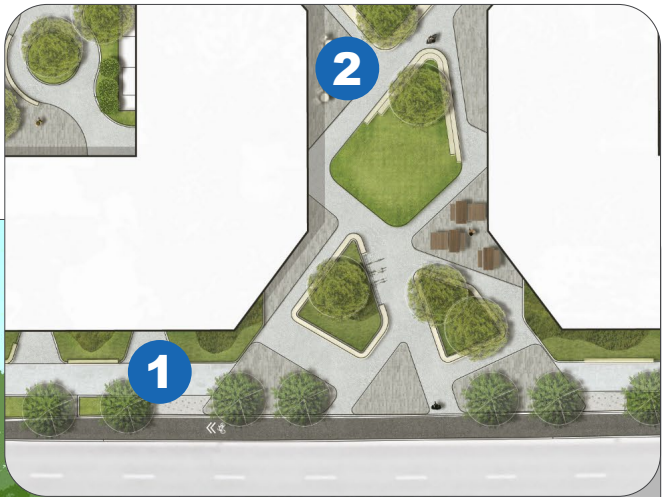


LANDSCAPE PLAN – IMPROVED CONCEPT



- Landscape treatments along perimeter of the site and driveway, such as plantings, fence, and water feature, will mitigate any noise or visual impacts associated with parking, loading and underground parking ramp.
- 13 trees, raised planters, 2.5 meters tall fence, to be located within the 4.5 metre rear buffer
- The improved POPS has been designed for public enjoyment and programming.

LANDSCAPE VIEWS - POPS



NEXT STEPS



- Review input from Public Meeting
- Consider additional revisions to the proposed development concept
- Continue to consult with stakeholders
- Provide a formal resubmission of the applications to the City

Thank You

Comments & Questions?



Sandra K. Patano, BES, MES, MCIP, RPP
905-738-8080 ext. 245
spatano@westonconsulting.com

Mallory Nievas, BA, MES, RPP, MCIP
905-738-8080 ext. 275
mnievas@westonconsulting.com

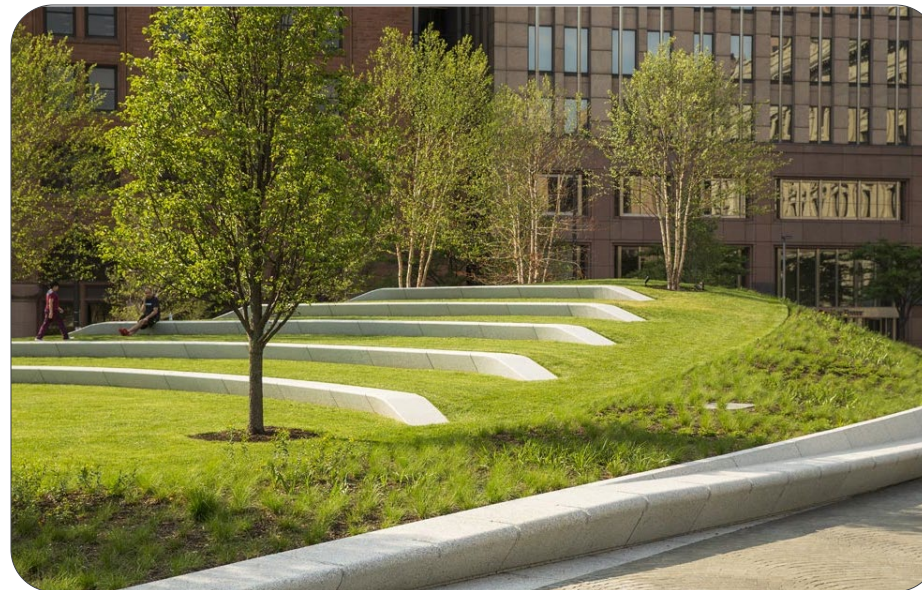
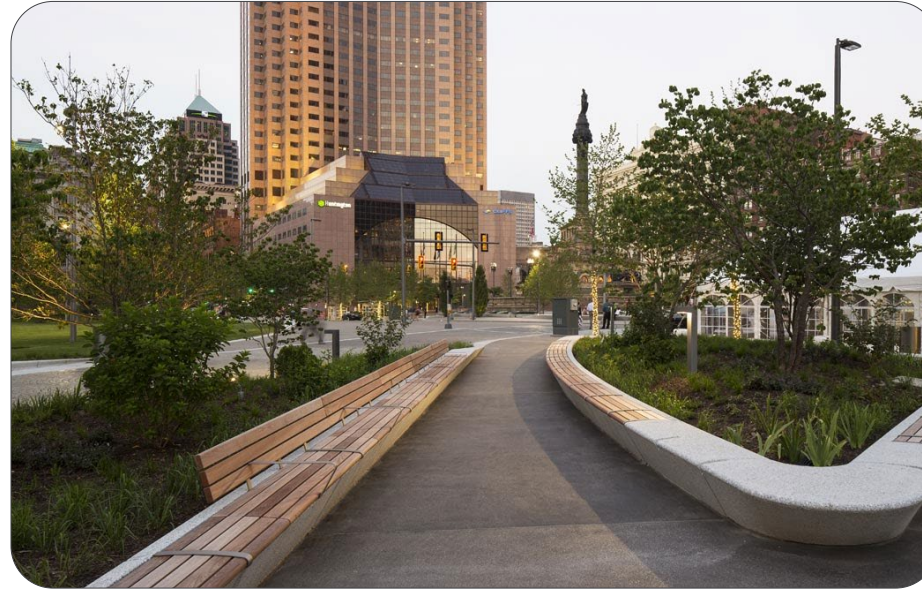


Aamer Shirazie
416-596-1930 ext. 61601
aamer.shirazie@arcadis.com

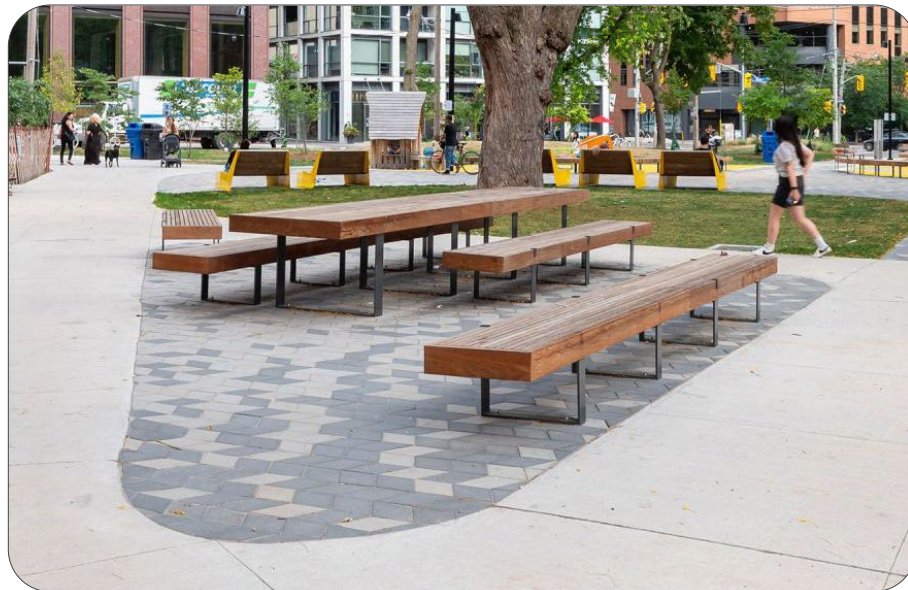


Terence Lee, OALA, CSLA, ASLA, PLA, LEED GA
416-340-8700
tlee@nak-design.com

LANDSCAPE ELEMENTS - POPS (RAISED PLANTERS & SEAT-WALLS)



LANDSCAPE ELEMENTS - POPS (FLEX AREAS & FURNITURE)



LANDSCAPE ELEMENTS - OUTDOORS (GREEN MOUNDS & FURNITURE & PLAY STRUCTURE)



LANDSCAPE ELEMENTS - FENCING & BUFFER WOODEN FENCE & RAISED PLANTERS



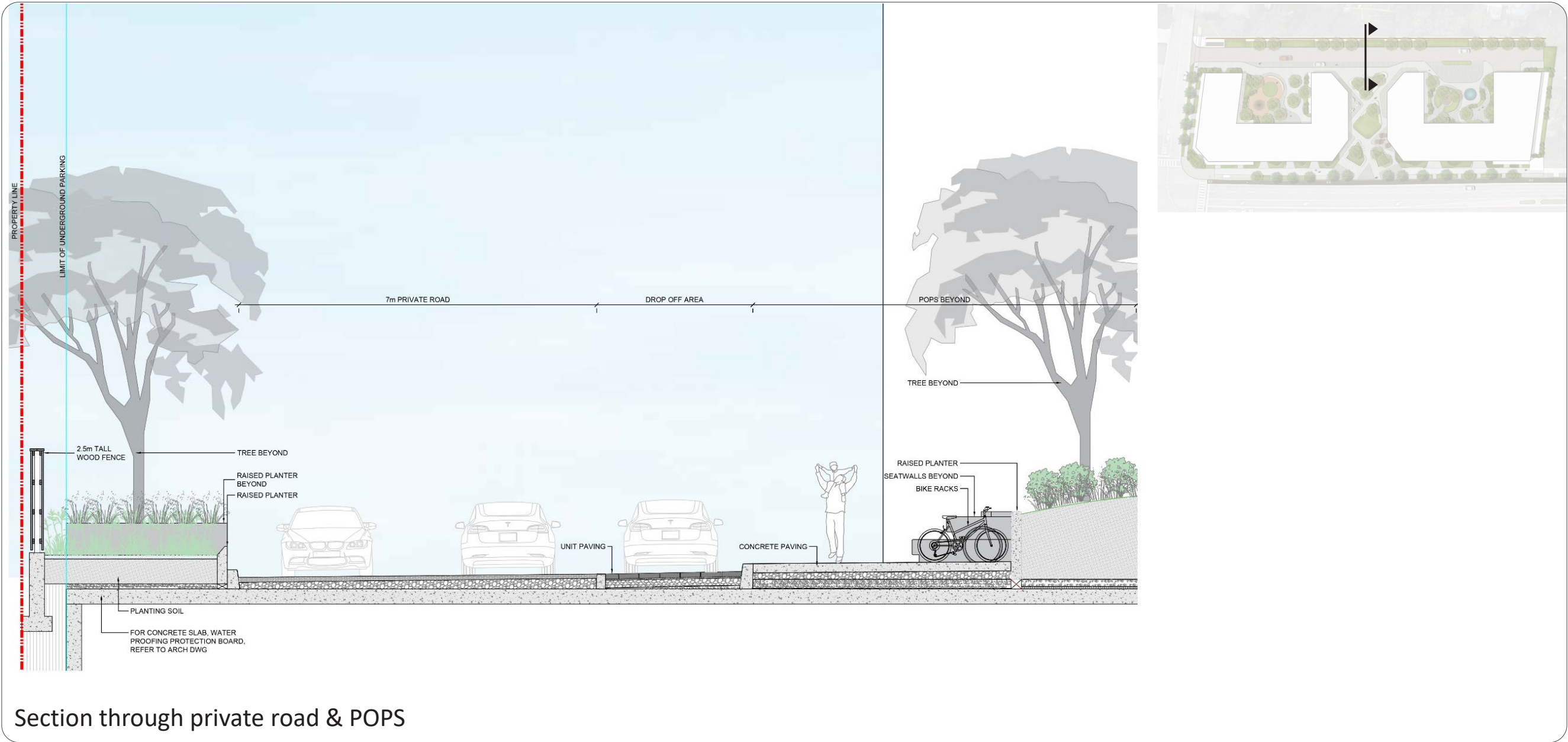
LANDSCAPE VIEWS - POPS & PRIVATE AMENITY SPACE



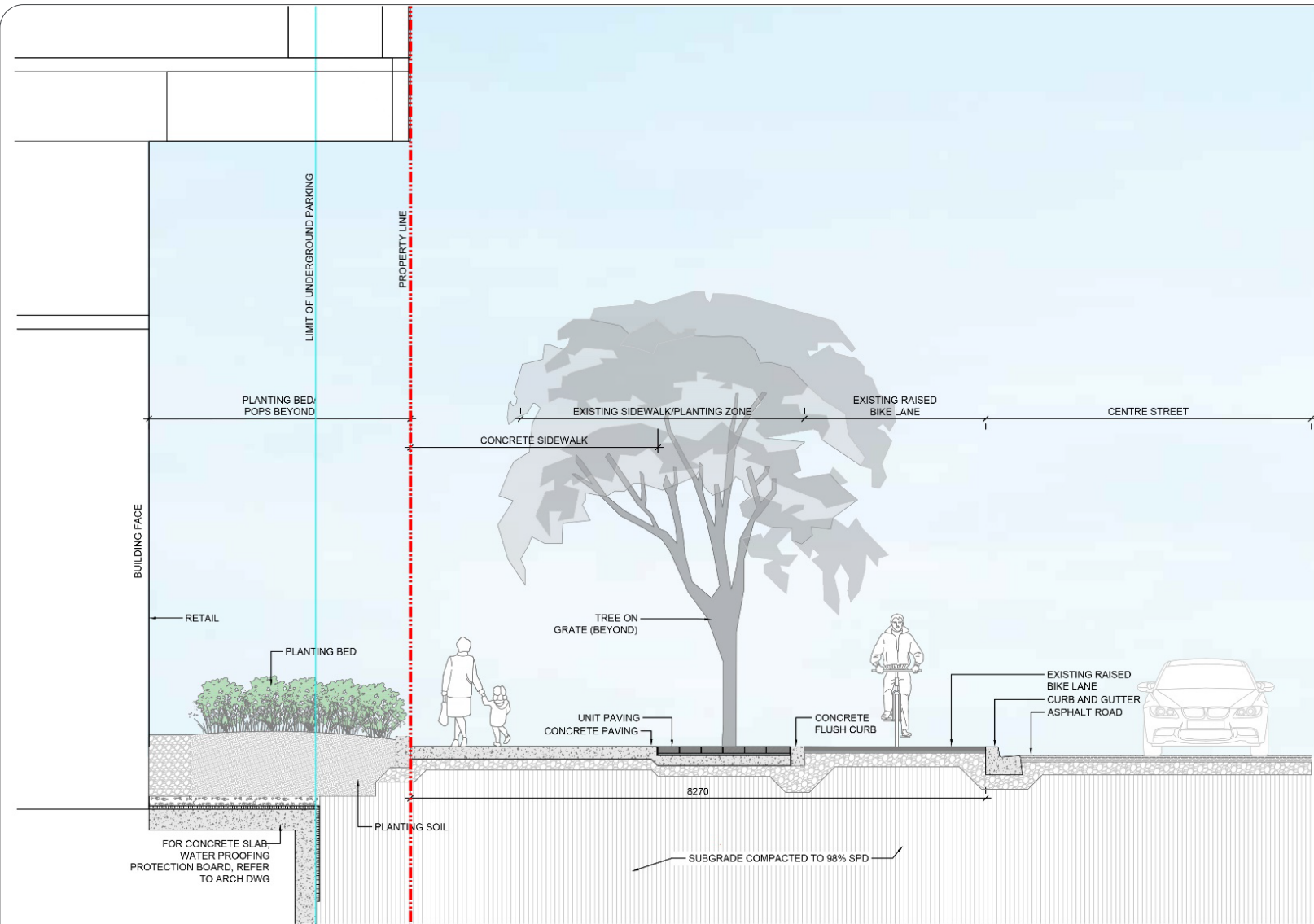
LANDSCAPE VIEWS - POPS



LANDSCAPE SECTIONS



LANDSCAPE SECTIONS

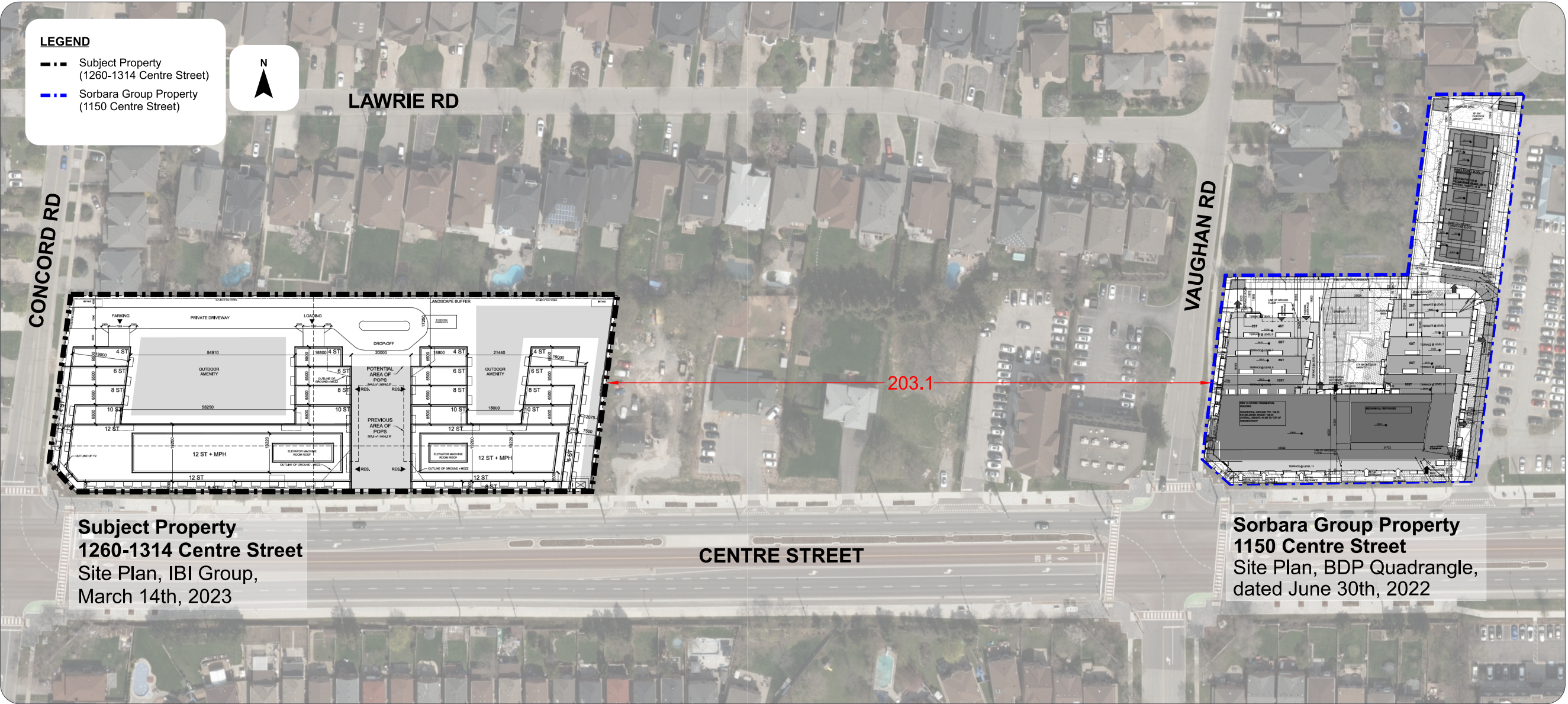


Section through west block (Retail) & Centre Street

VISUALIZATIONS - MATERIAL BOARD



DEPTH AND MASSING COMPARISON

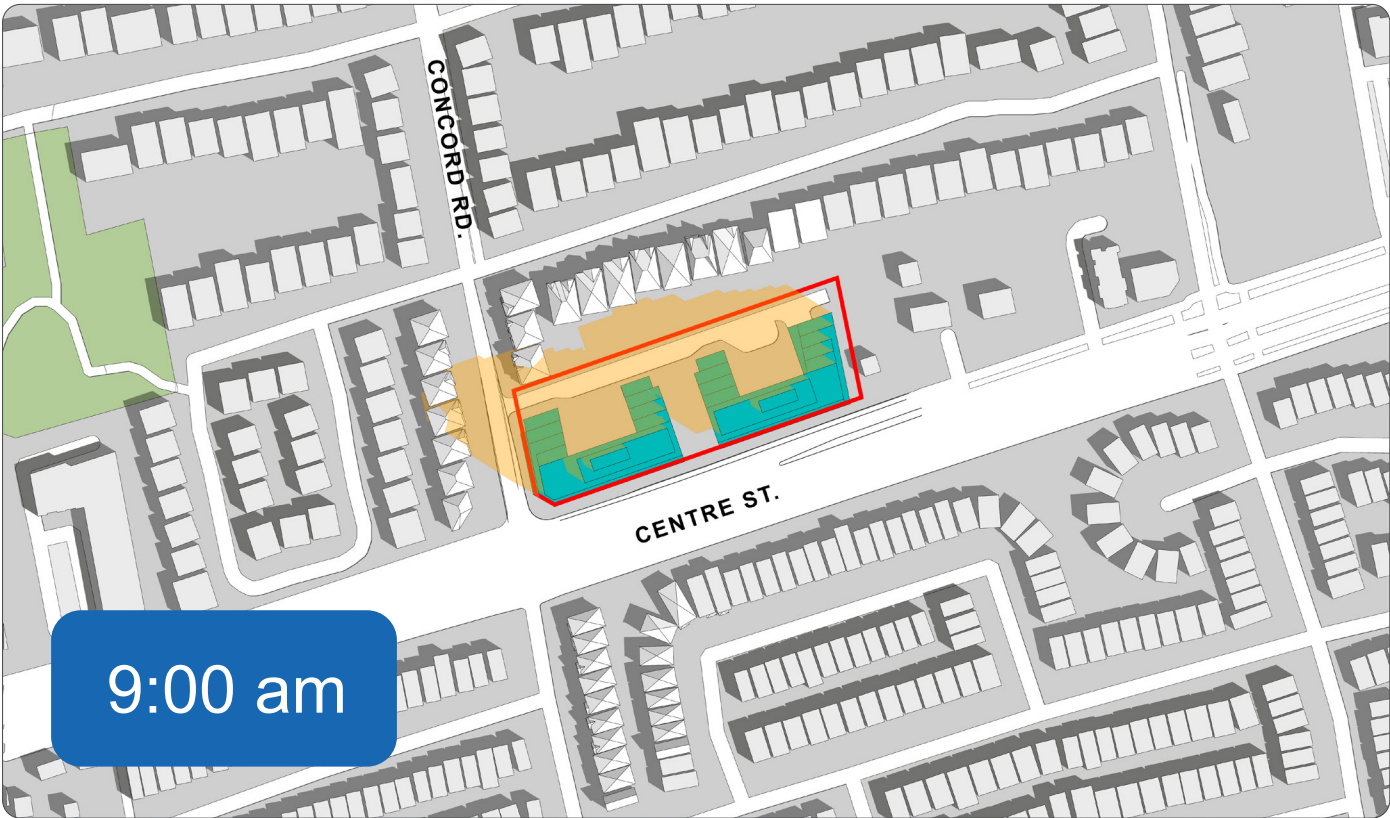


SHADOW STUDY - MARCH 21ST (9:00 AM)

10-STOREY

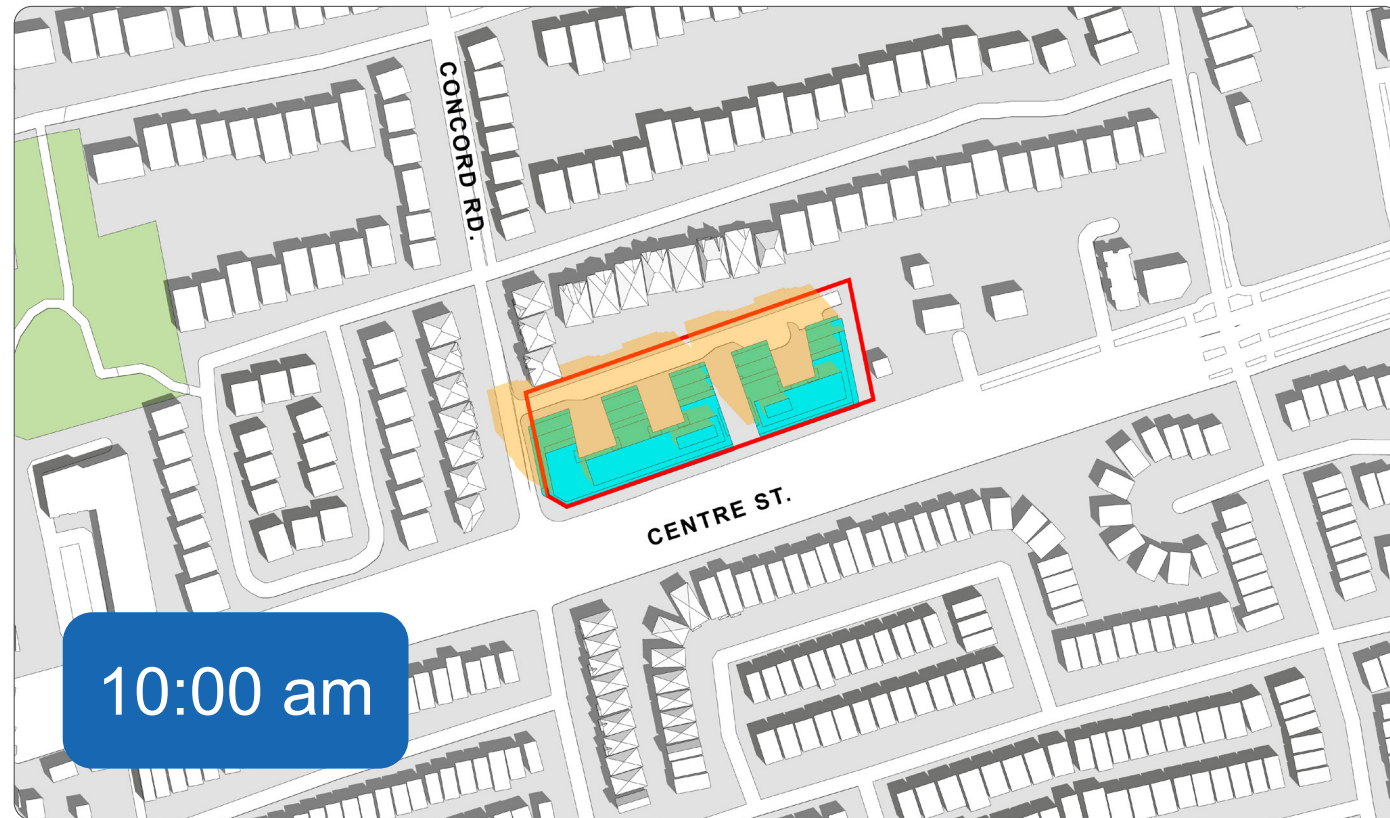


12-STOREY

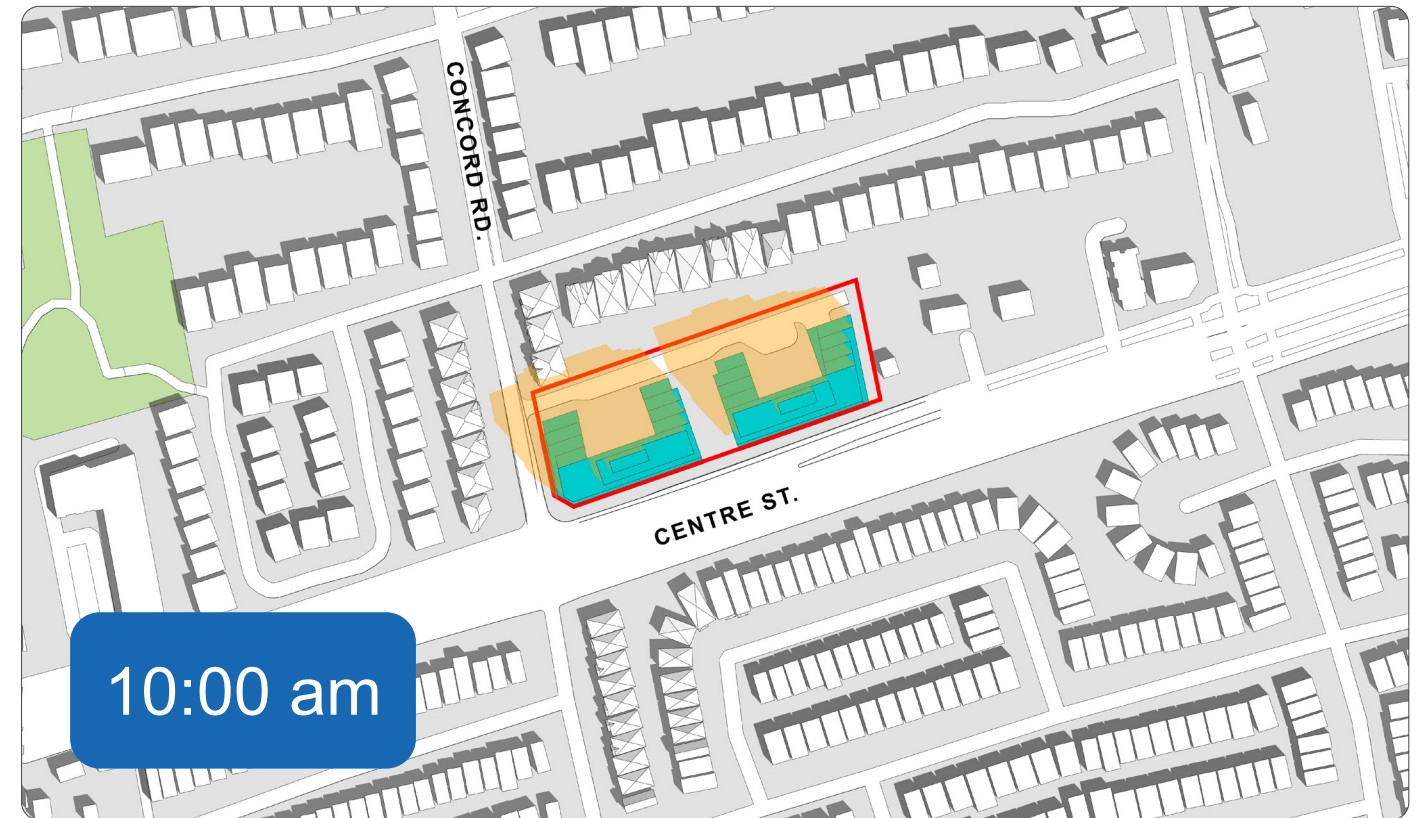


SHADOW STUDY - MARCH 21ST (10:00 AM)

10-STOREY



12-STOREY



SHADOW STUDY - MARCH 21ST (11:00 AM)

10-STOREY



12-STOREY

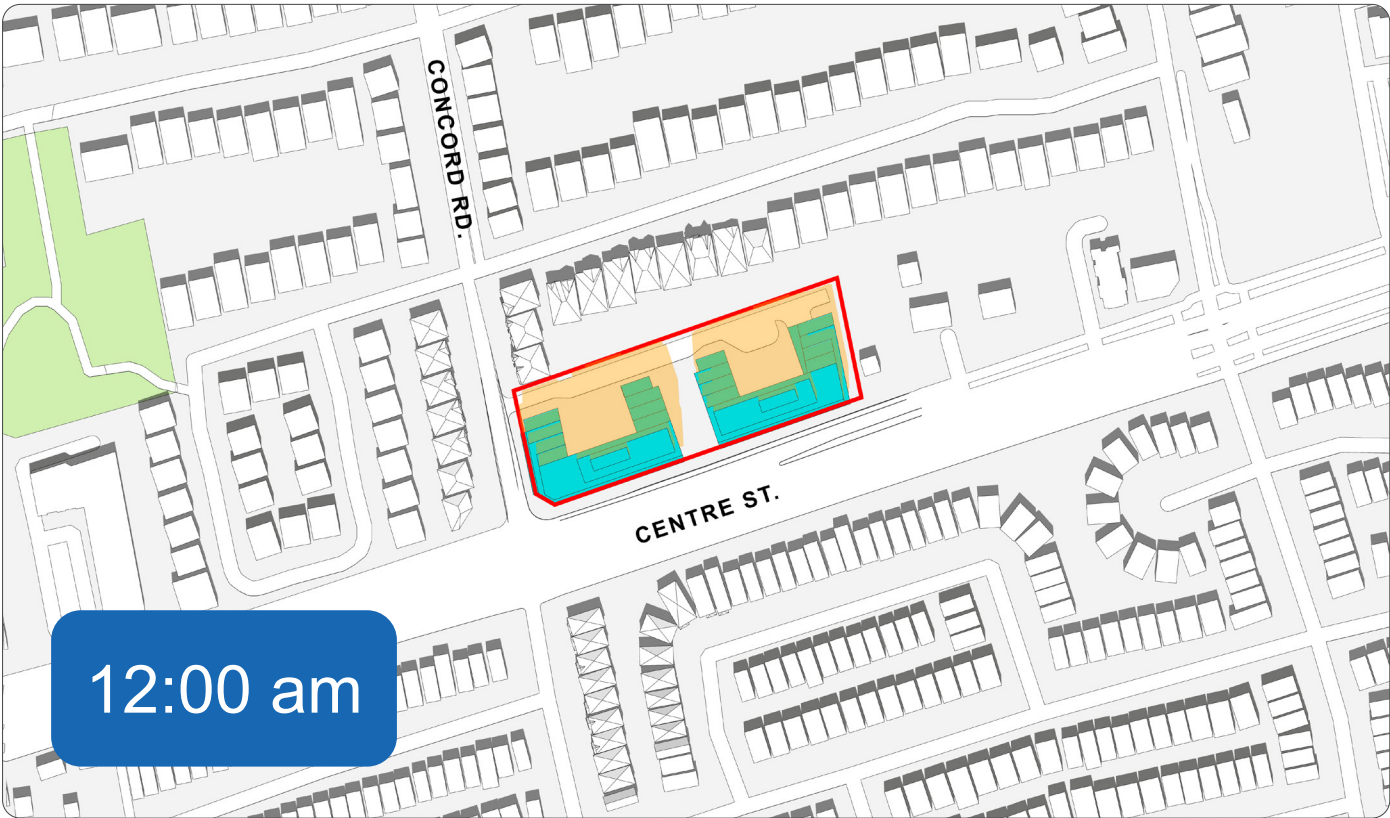


SHADOW STUDY - MARCH 21ST (12:00 AM)

10-STOREY



12-STOREY

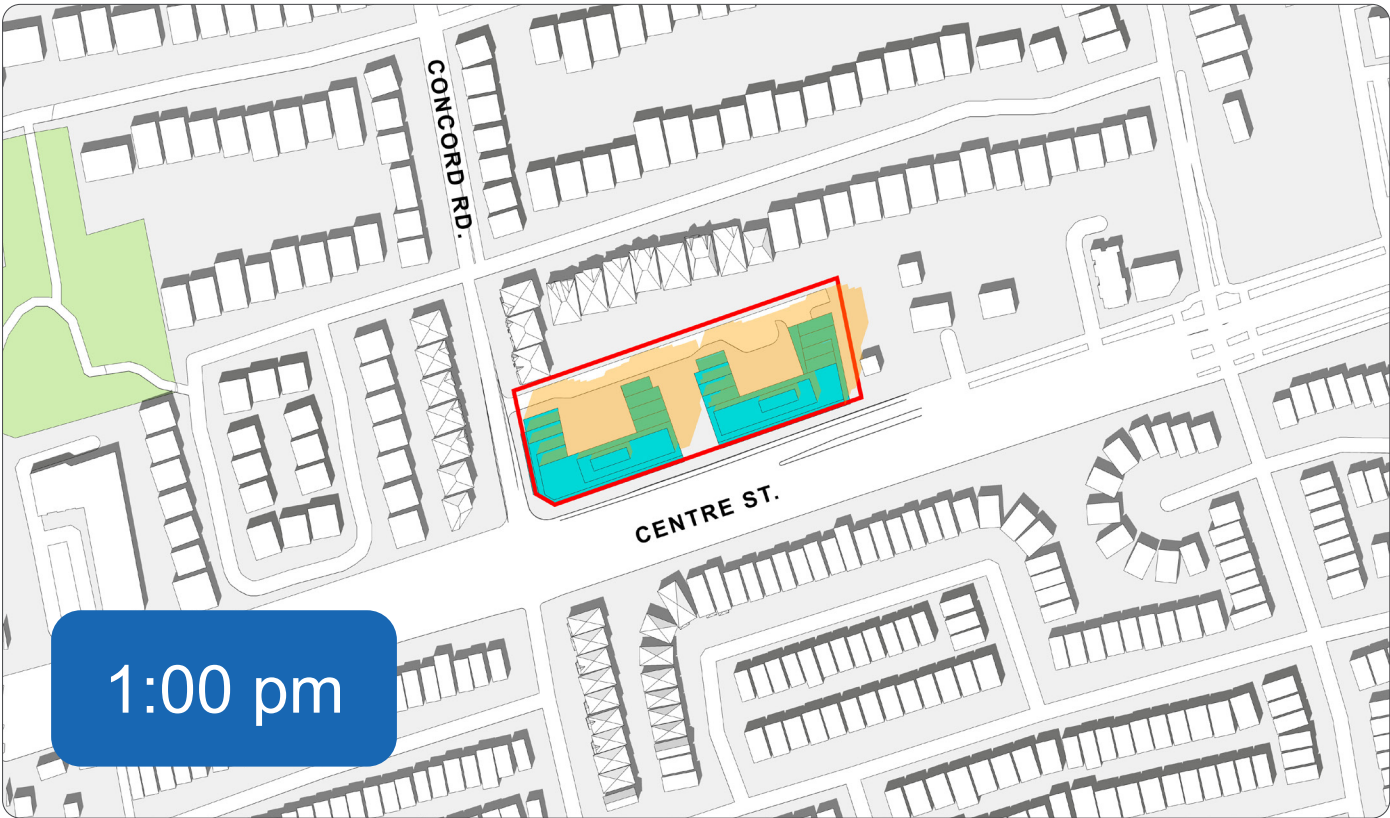


SHADOW STUDY - MARCH 21ST (1:00 PM)

10-STOREY



12-STOREY



SHADOW STUDY - MARCH 21ST (2:00 PM)

10-STOREY

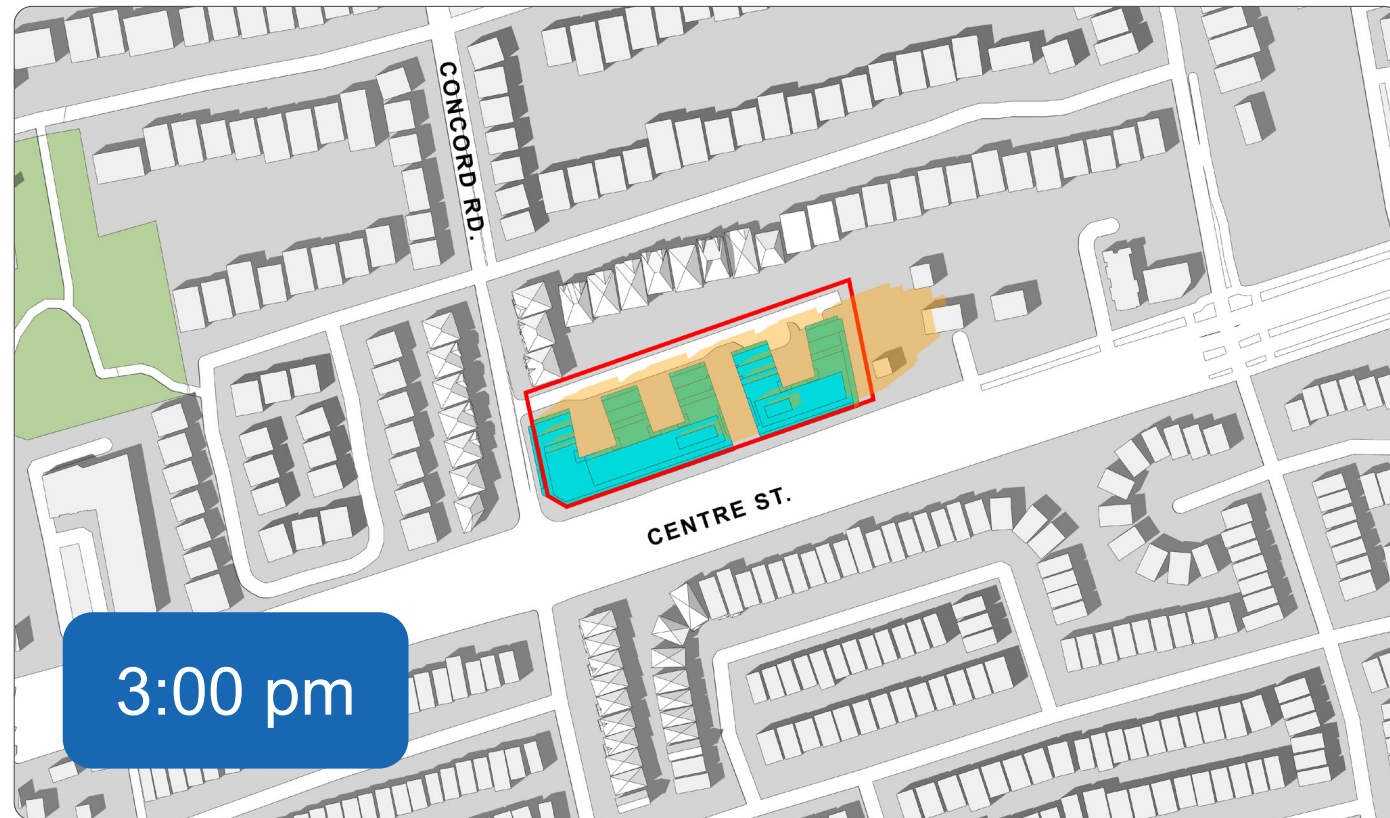


12-STOREY

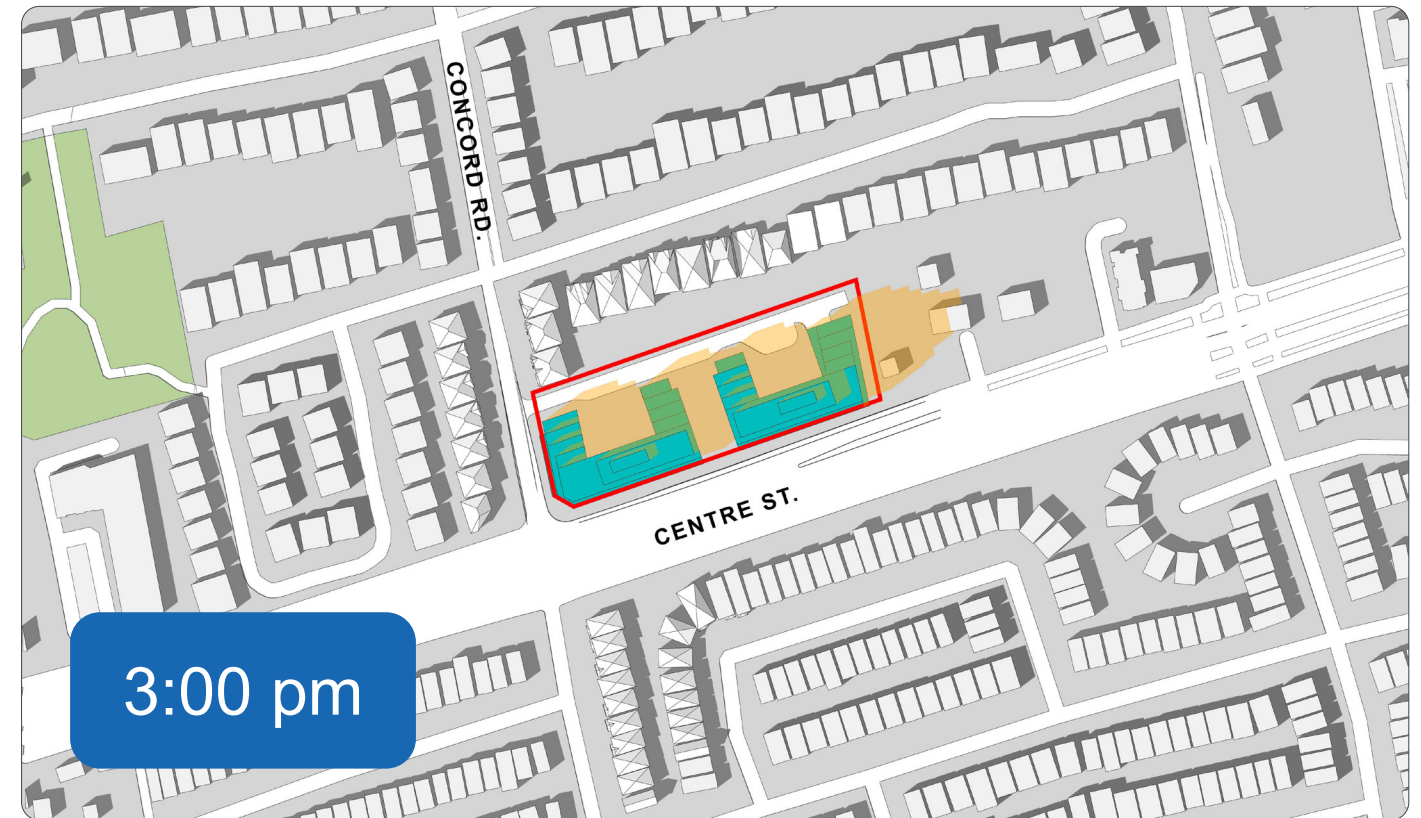


SHADOW STUDY - MARCH 21ST (3:00 PM)

10-STOREY

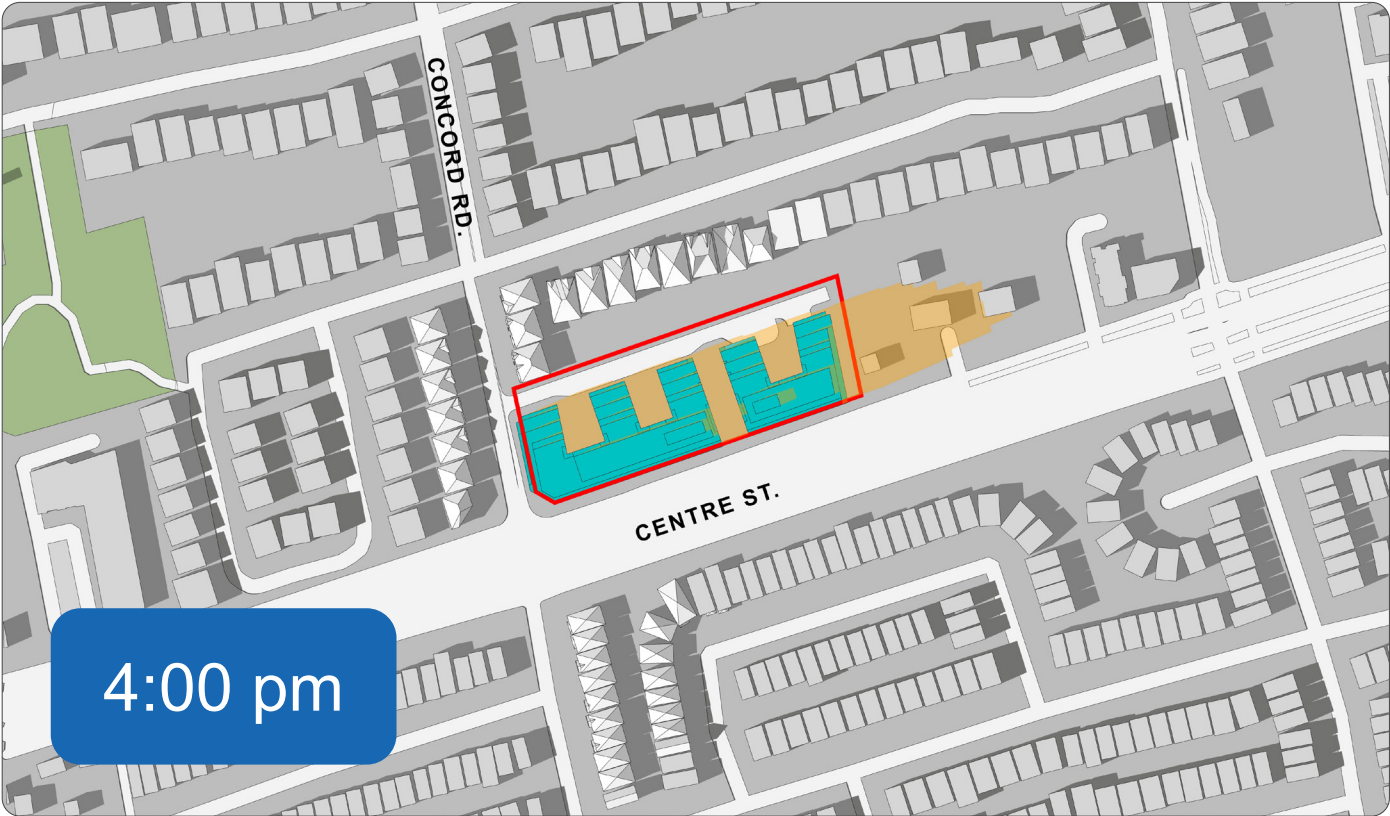


12-STOREY

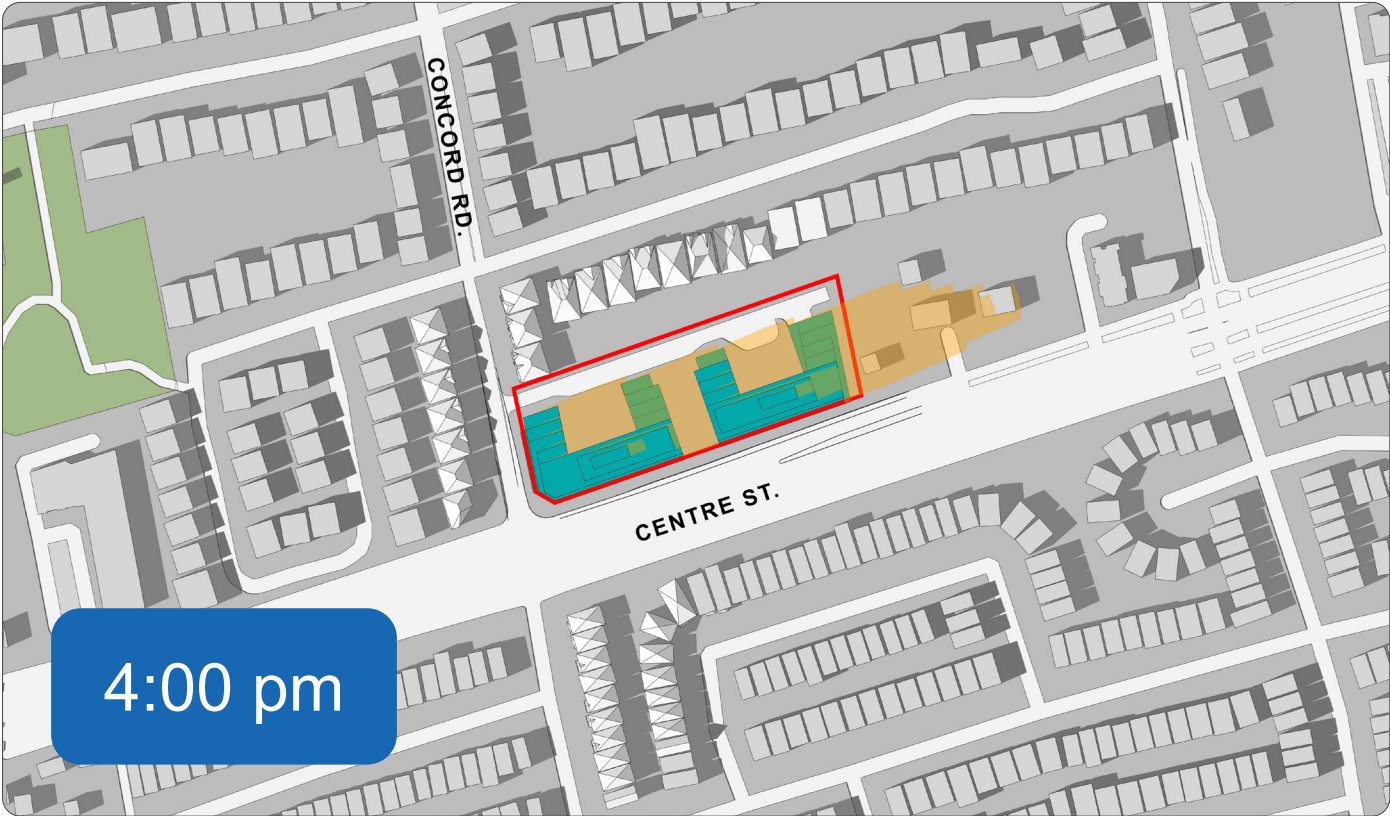


SHADOW STUDY - MARCH 21ST (4:00 PM)

10-STOREY

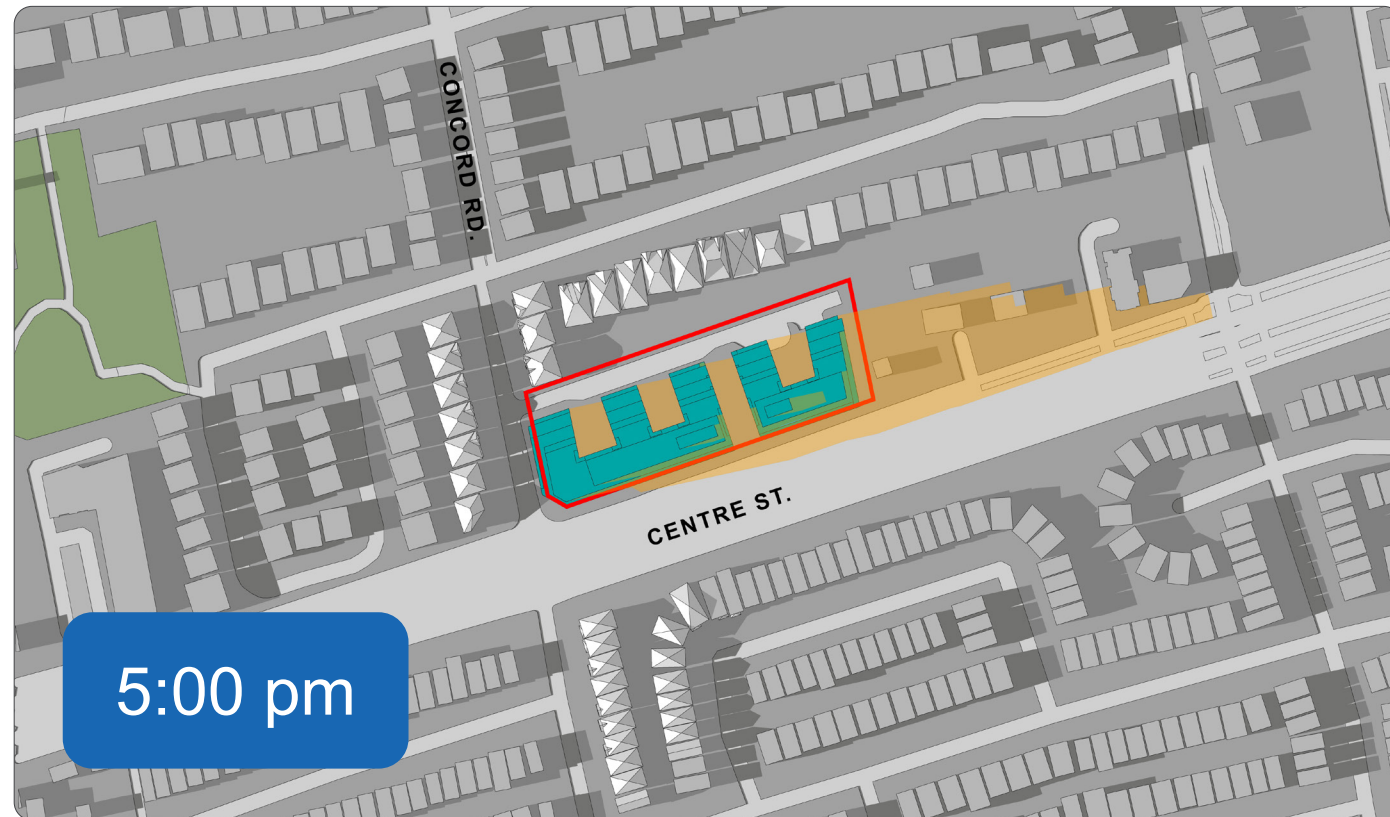


12-STOREY

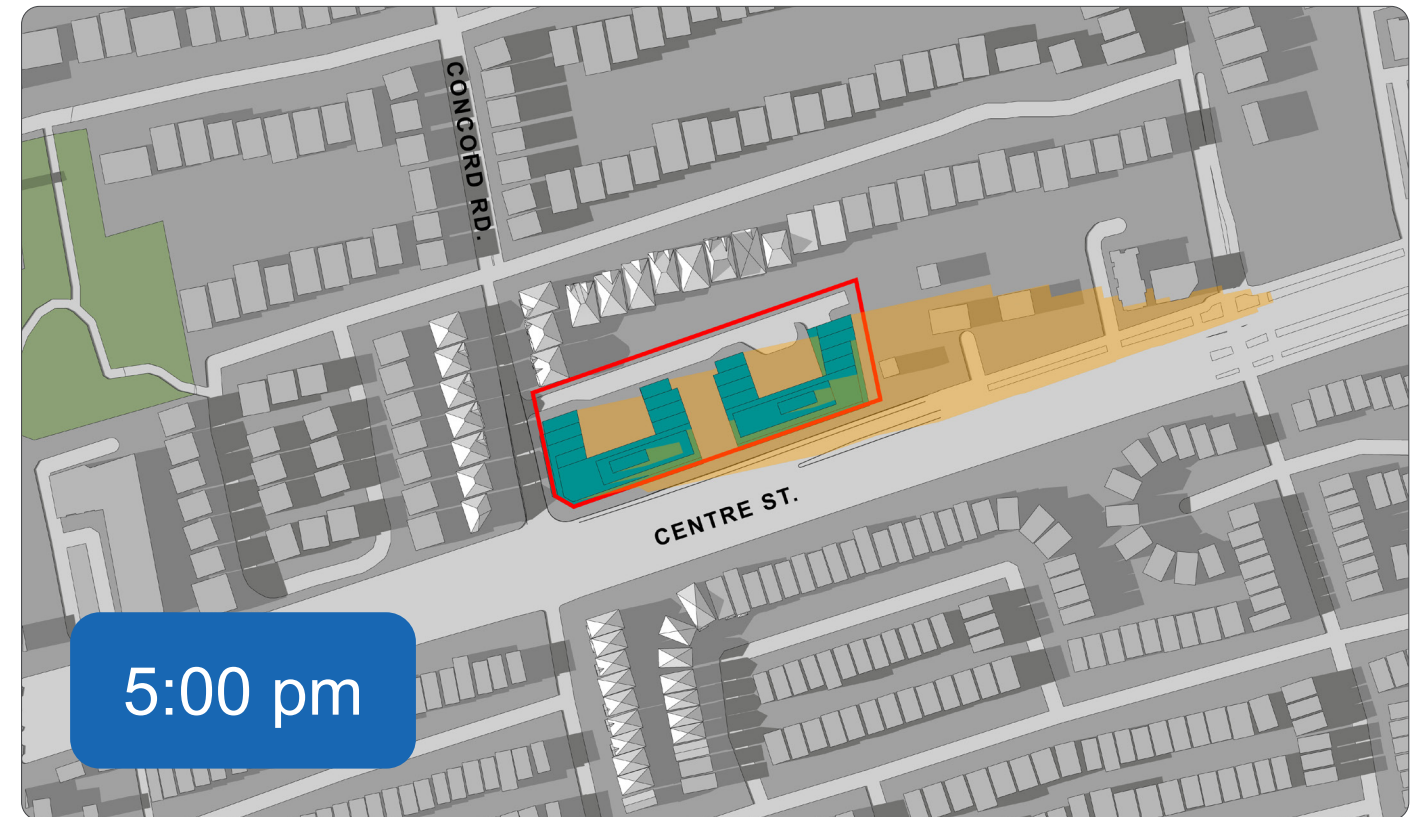


SHADOW STUDY - MARCH 21ST (5:00 PM)

10-STOREY



12-STOREY



SHADOW STUDY - MARCH 21ST (6:00 PM)

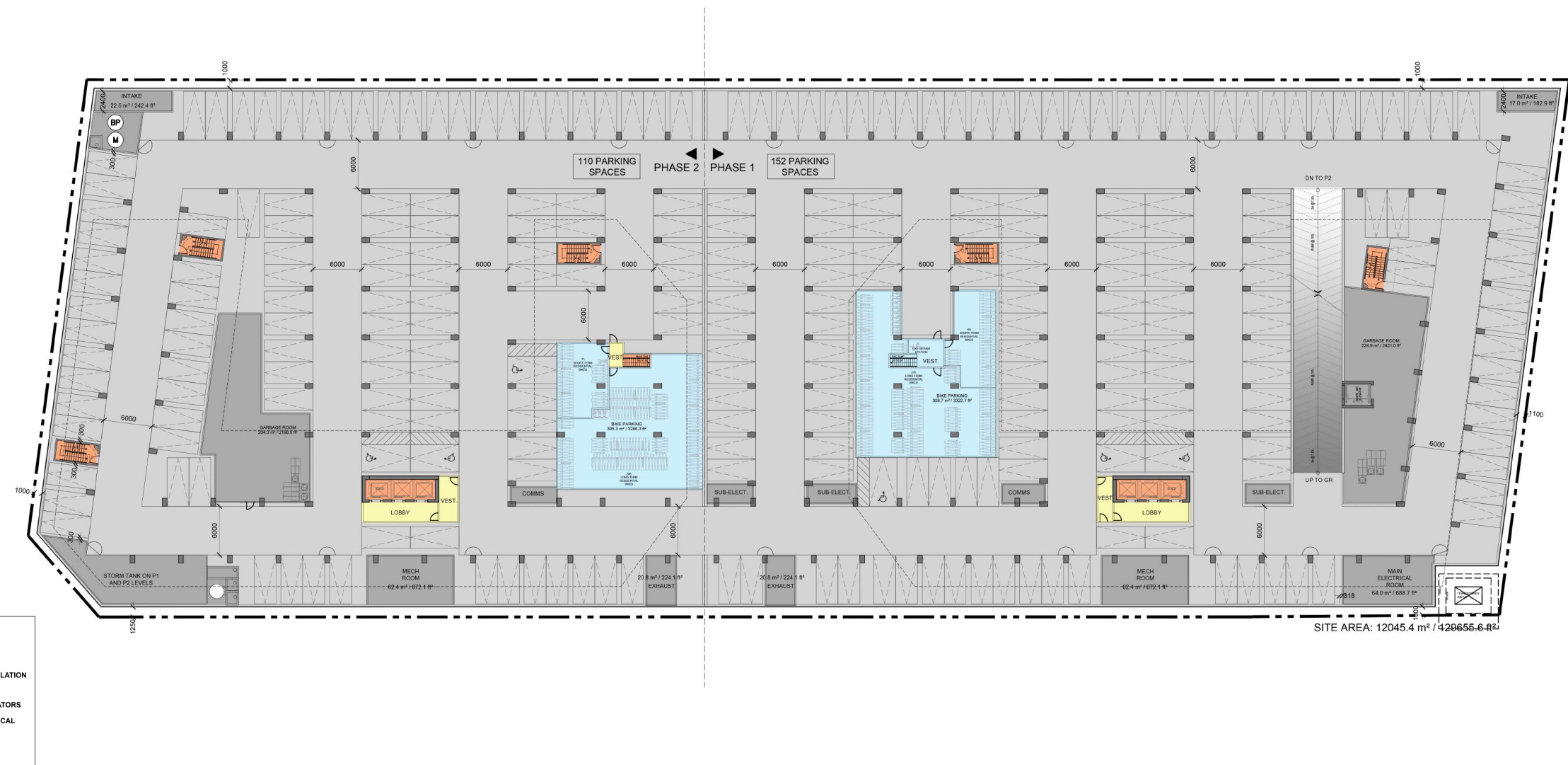
10-STOREY



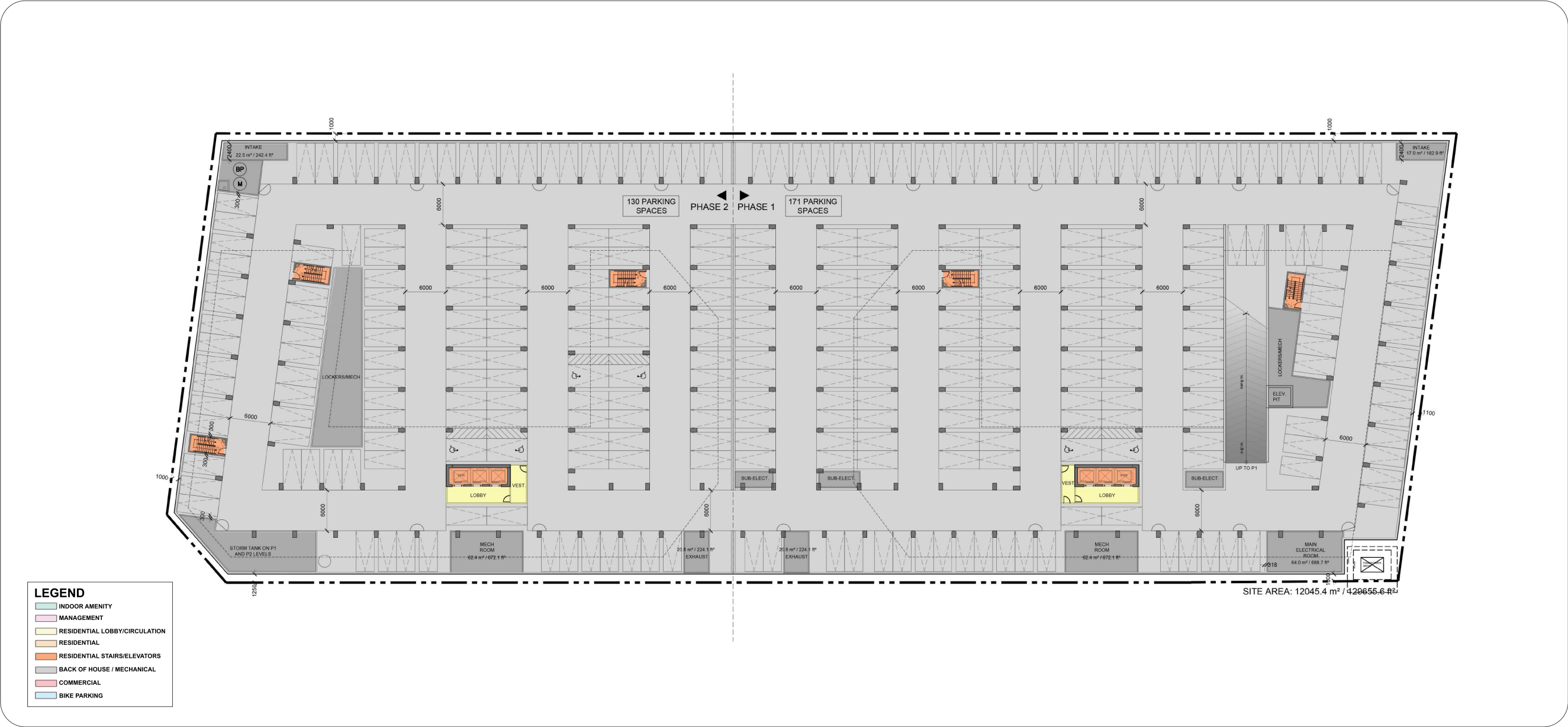
12-STOREY



APPENDIX – PARKING PLANS (P1 LEVEL)



APPENDIX – PARKING PLANS (P2 LEVEL)



APPENDIX - SUPPORTING STUDIES

- Planning Justification Report
- Urban Design and Sustainability Brief/Report
- Sun/Shadow Study
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment 1-88
- Draft Zoning By-law Amendment 001-2021
- Sustainability Performance Metrics
- Site Plan Accessibility Impacts Checklist
- Pedestrian and Bicycle Circulation Plan
- Architectural Package
- Arborist Report
- Tree Inventory and Preservation Plan
- Landscape Cost Estimate
- Landscape Plans and Details
- Lighting and Photometric Plan
- Public Utilities Plan
- Erosion and Sediment Control Plan
- Functional Servicing and Stormwater Management Report
- Servicing Plan
- Grading Plan
- Environmental Site Assessment (ESA) Report(s)
- Geotechnical/Soils Report
- Hydrogeological Report
- Pedestrian Level Wind Assessment
- Noise and Vibration Feasibility Study
- Transportation Impact Study including Pavement Marking & Signage Plan
- Transportation Demand Management (TDM) Plan
- Transportation Maneuverability Plans
- Parking Study

PUBLIC MEETING

**Committee of the Whole (City of Vaughan)
Agenda Item 4.1
MAY 30, 2023**

212, 220 AND 222 STEELES AVENUE WEST

**Zoning By Law Amendment File No. Z.22.023
Official Plan Amendment File No. OP.22.012**



Christian Chan, Planner

Applicant:

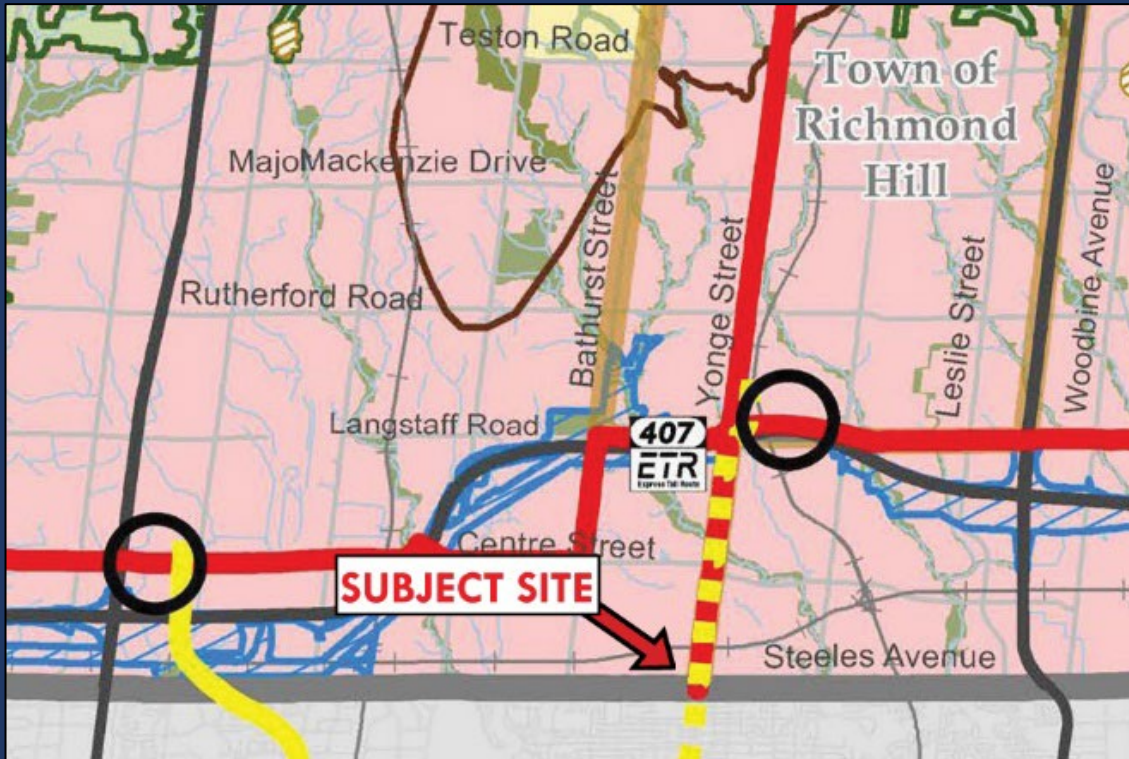
**1163919 ONTARIO LTD.,
1888836 ONTARIO LTD.,
and 1211612 ONTARIO LTD. (AWIN)**

**Communication: C19
Committee of the Whole (PM)
May 30, 2023
Item #1**



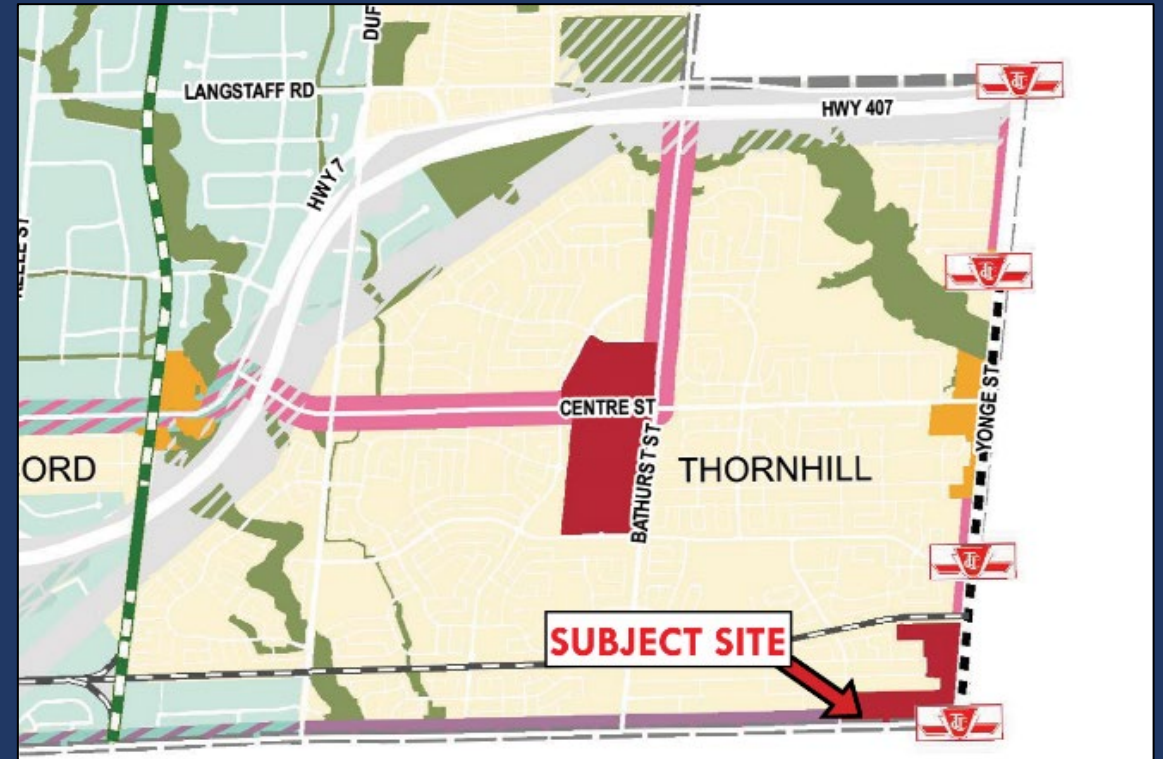
SITE CONTEXT - POLICY

York Region Official Plan Map 1



"Urban Areas"

Vaughan Official Plan Schedule 1

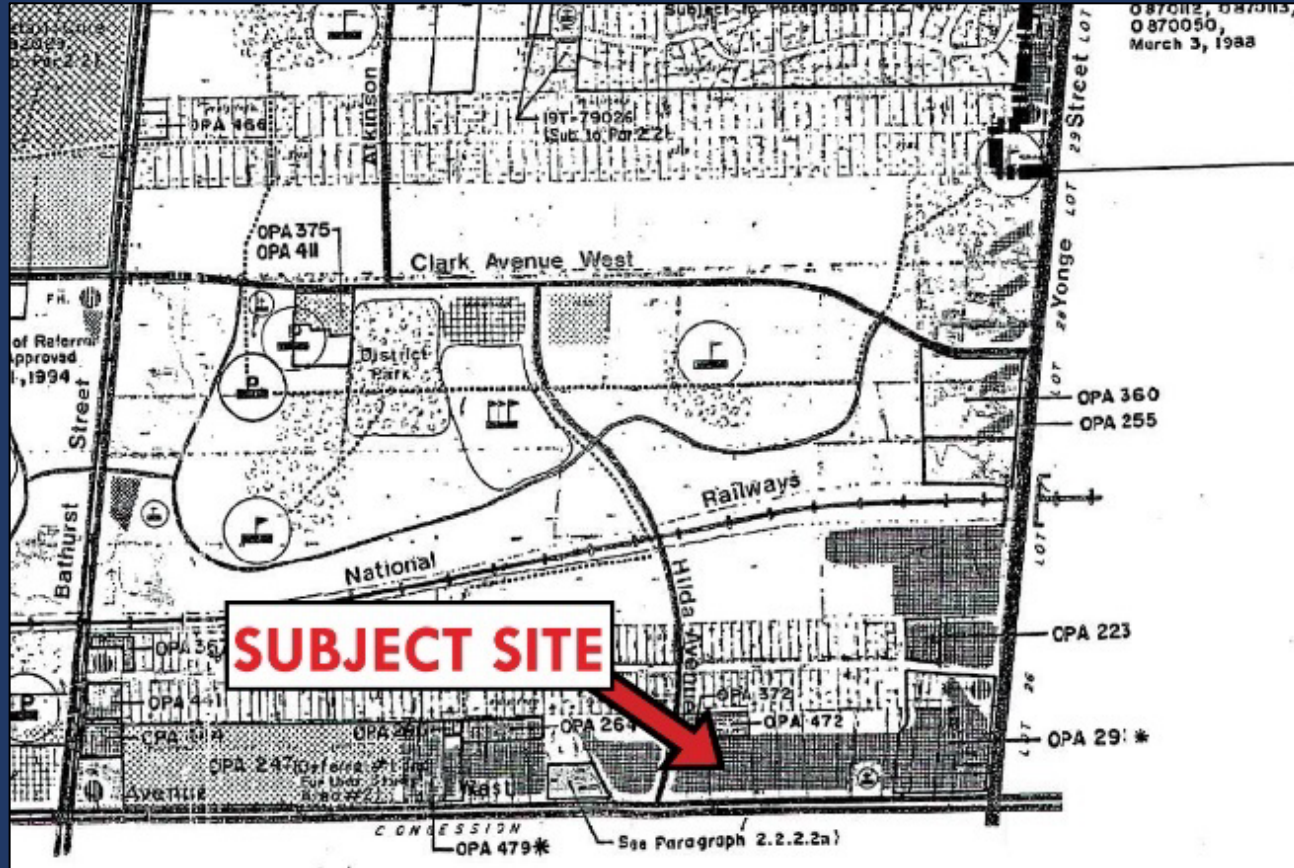


"Primary Centres"

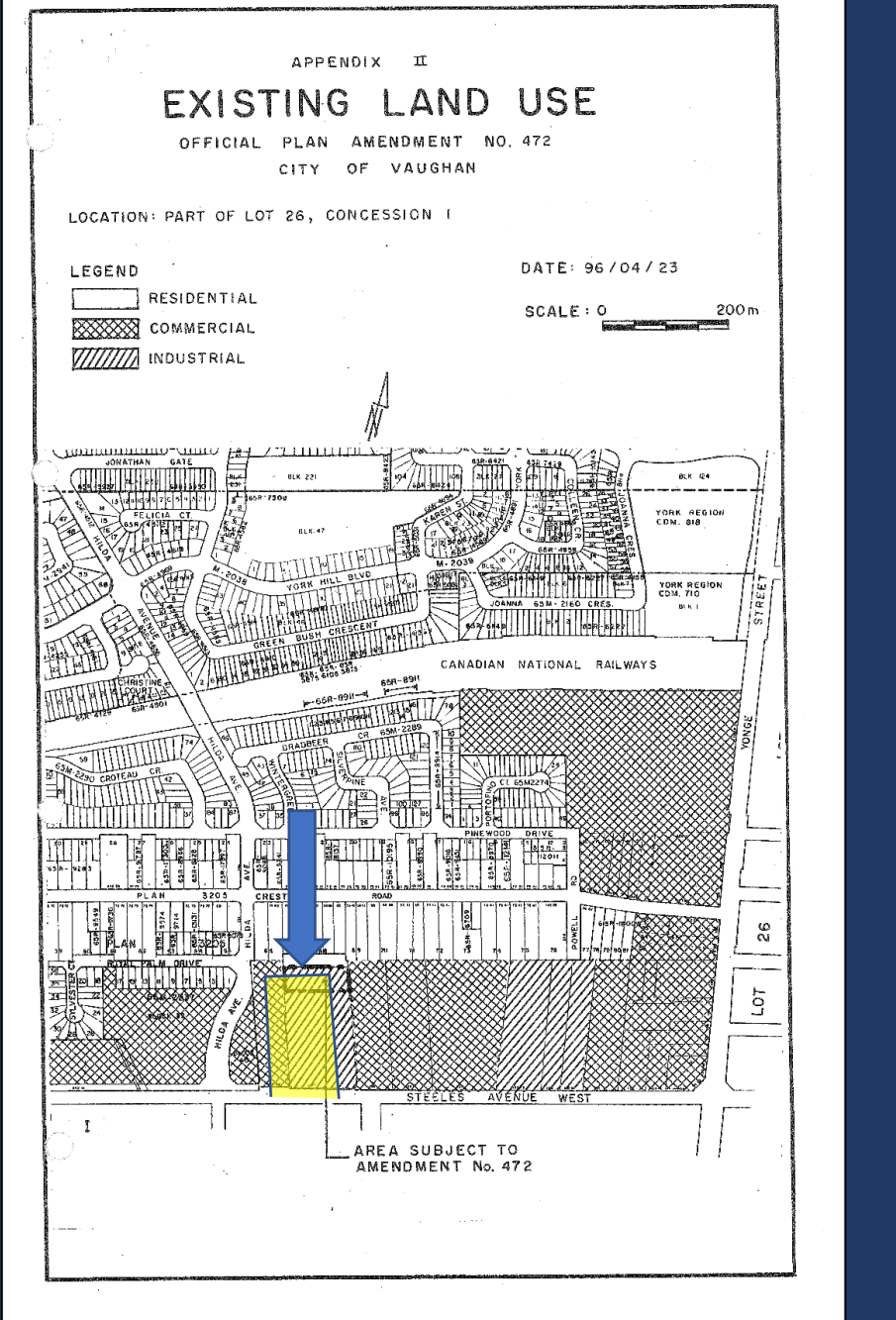
"Regional Rapid Transit Corridor"

SITE CONTEXT - POLICY

THORNHILL VAUGHAN COMMUNITY PLAN By-law 62-97 (OPA 210)



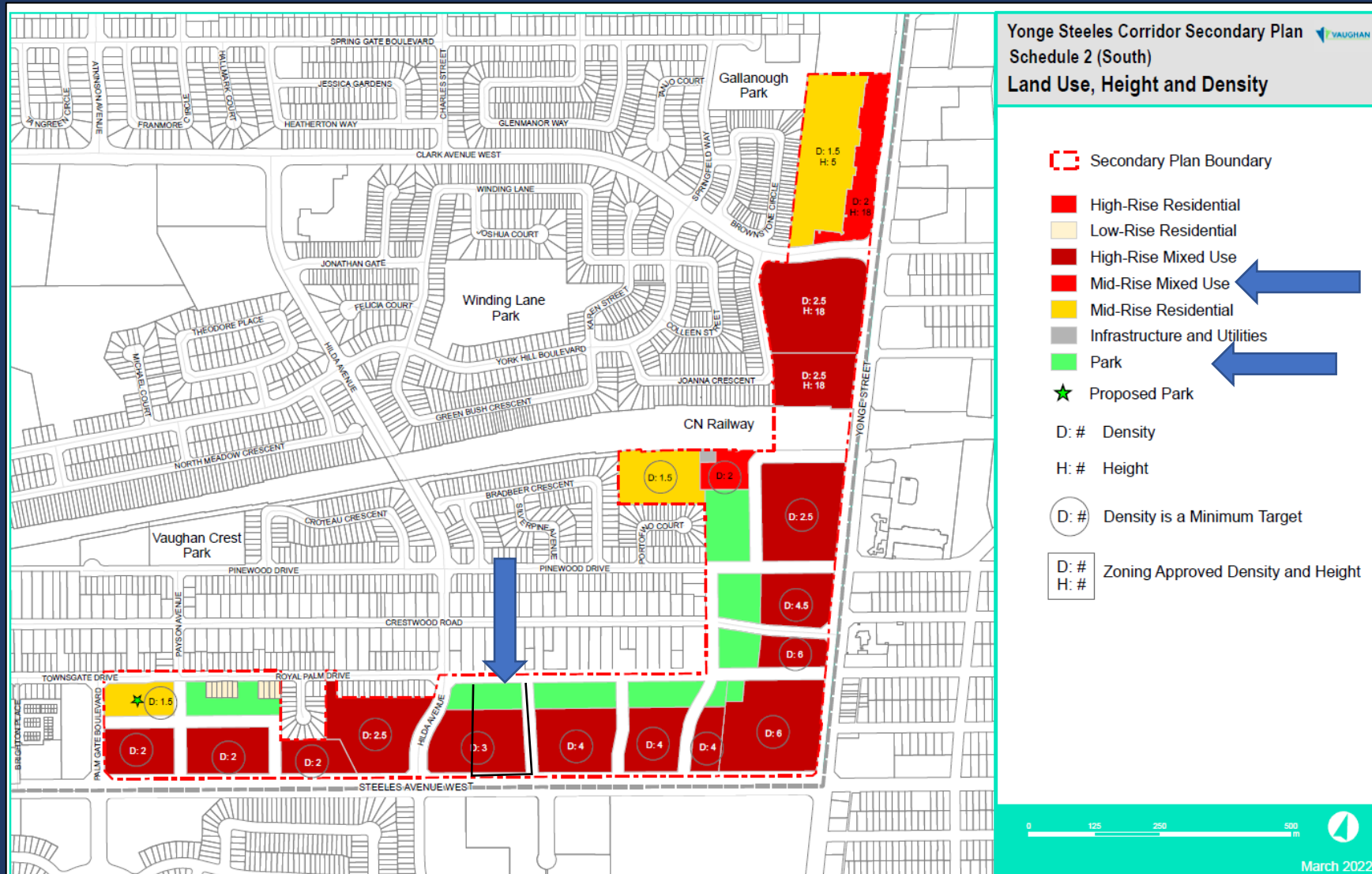
"General Commercial"



OPA 472 Appendix II

212, 220 AND 222 STEELES AVENUE WEST

Schedule 2 (South) of the Modified YSCSP



SITE CONTEXT – POLICIES FOR LAND USES

EXISTING USES - Dealerships:

10.0 Continuation of Existing Uses: South Area - South of CN Railway

10.1. Land uses that lawfully existed as of June 15, 2022, can continue to exist.

FUTURE USES – Urban Format Dealerships:

3.4 High-Rise Mixed-Use

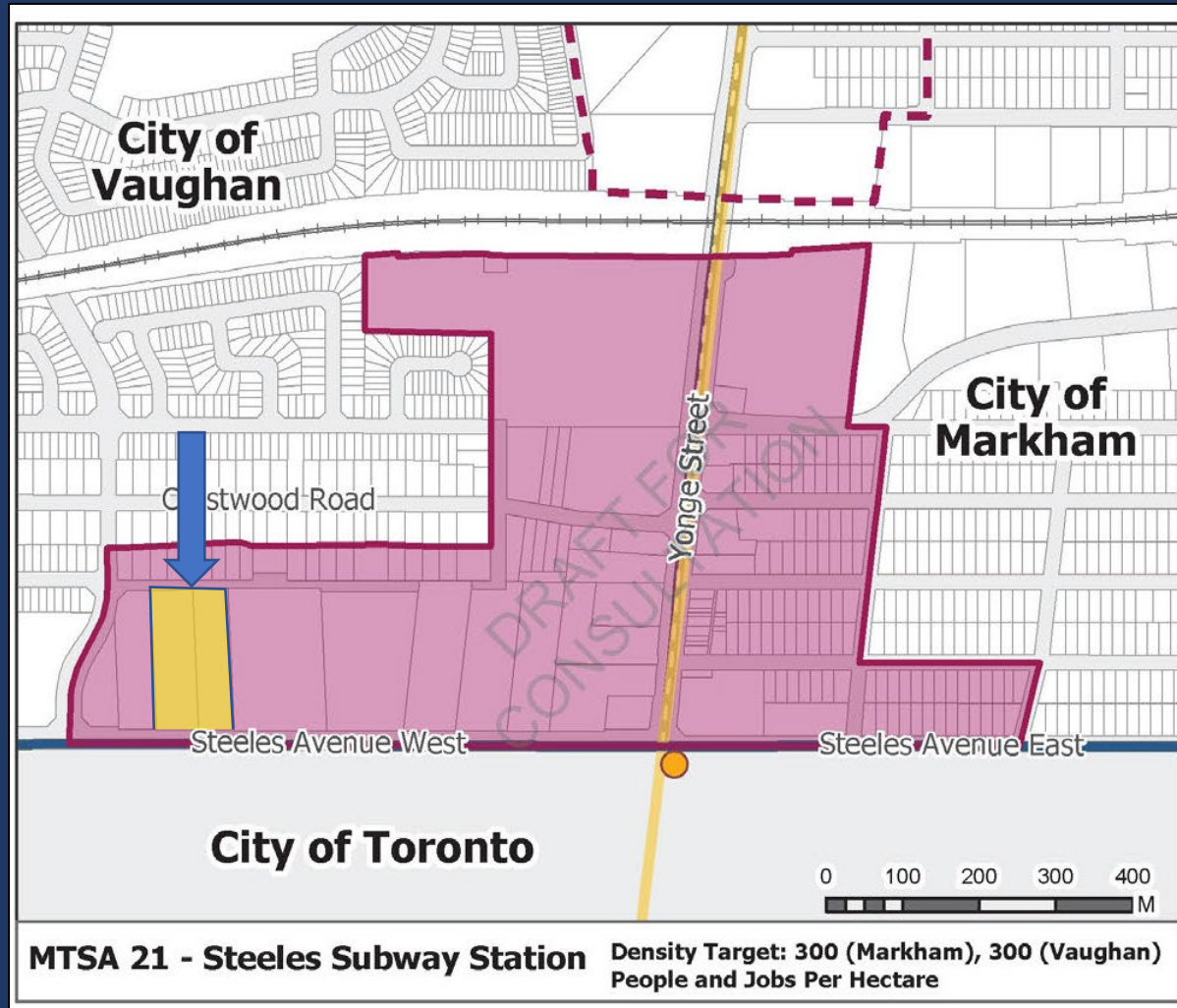
3.4.2 Permitted Uses

3.4.2.1. Permitted uses in the High-Rise Mixed-Use designation shall be in accordance with Section 9.2.2.6 b) of the Official Plan, with the following exceptions:

- Motor vehicle sales are permitted. For the purposes of the YSCSP, Motor Vehicle Sales shall be defined as where vehicles are displayed, sold or leased and does not include mechanical repairs and autobody repairs**

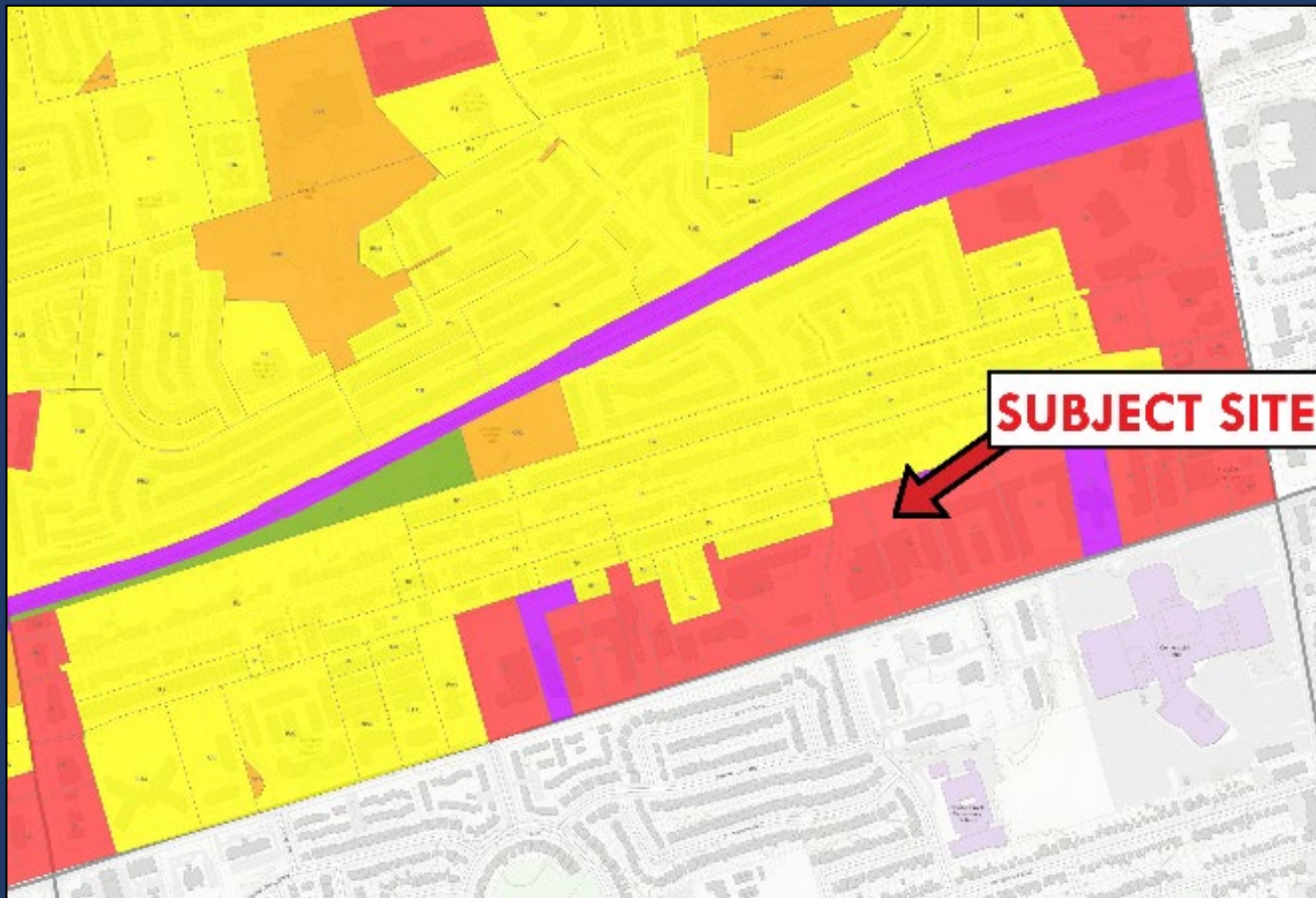
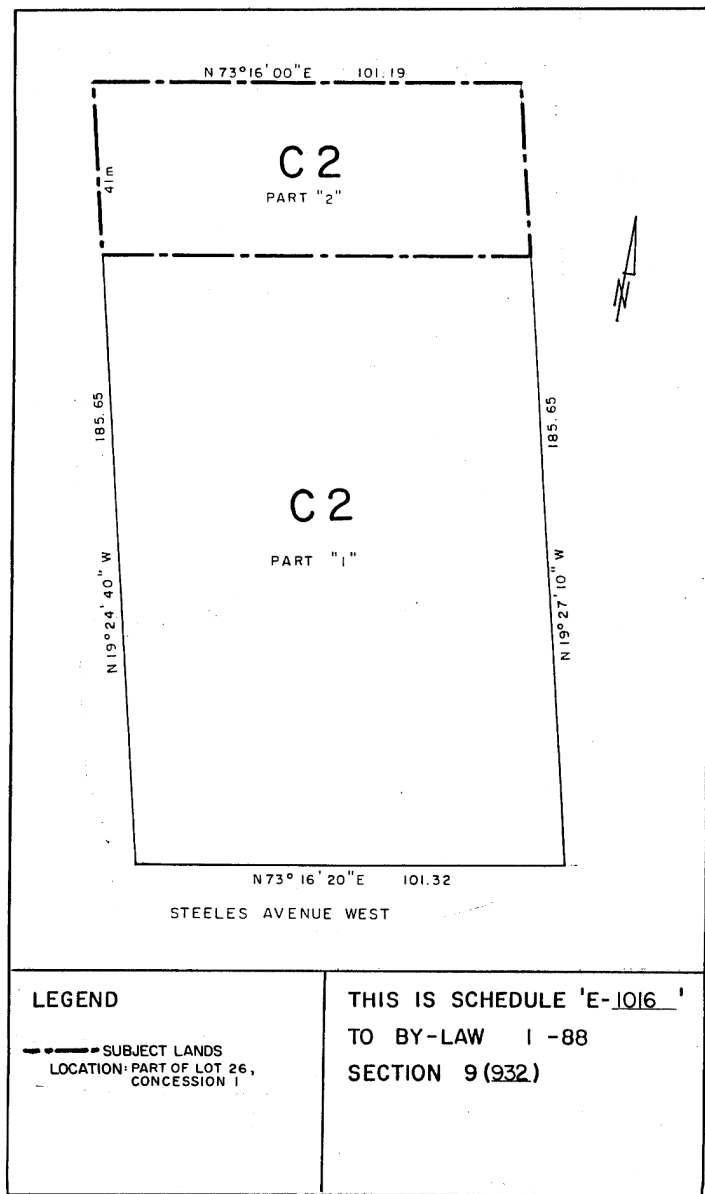
SITE CONTEXT - POLICY

Draft 2022 York Region Official Plan MTSA Map



SITE CONTEXT - ZONING

By-law 1-88 Zoning Along Steeles Ave W (C2 ZONE IN RED)



212, 220 AND 222 STEELES AVENUE WEST

SITE CONTEXT - EXISTING



212, 220 AND 222 STEELES AVENUE WEST



Statistics 212-222 Steeles Ave W

GROSS SITE AREA	16,313.3 SM (± 175,595 SF)
-----------------	----------------------------

SITE CONTEXT - EXISTING

The existing dealerships currently provide over 200 high-paying jobs

The dealerships will continue until the future development of the Site to be phased over a 15-20 year timeline.

Current Site Development Applications to permit dealership expansions and parking deck structure to the rear for future EV sales

Existing Dealerships conform to site-specific permissions in Secondary Plan

CONSULTATION and APPLICATION PROGRESSION

- **2021 Pre-Application Discussions with City**
- **City of Vaughan Planning Division**
- **Spring Farm Resident's Association**
- **Proposal submitted in Conformity with Secondary Plan approved the Ontario Land Tribunal (OLT) in 2022**
- **Remaining OLT Phase 3 for Parking and Phasing Policies**
- **1st Submission**

DESCRIPTION OF PROPOSAL

- **Two phases of mixed use development after phasing out of existing Dealerships**
- **FIRST - 212 Steeles Avenue West (Volkswagen)**
- **SECOND - 220 – 222 Steeles Avenue West (Volvo and Subaru)**
- **Phasing strategy will ensure conveyance of a large unencumbered park comprising 27.3% of the existing Site area, totaling 4,451.6 m²**

	Parkland Dedication (m ²)	POPS (m ²)	Indoor Res Amenity (m ²)	Outdoor Res Amenity (m ²)	Community Space (m ²)
Phase 1	1366.7	379.8	979	534.7	0
Phase 2	3084.9	313.6	1283.3	2074.8	388.6
Total	4,451.6	693.6	2262.3	2609.5	388.6

- **New 23m wide north-south right-of-way proposed part of Phase 1. (“N-S 3” on the Secondary Plan Maps)**

Site Plan - Phase 1





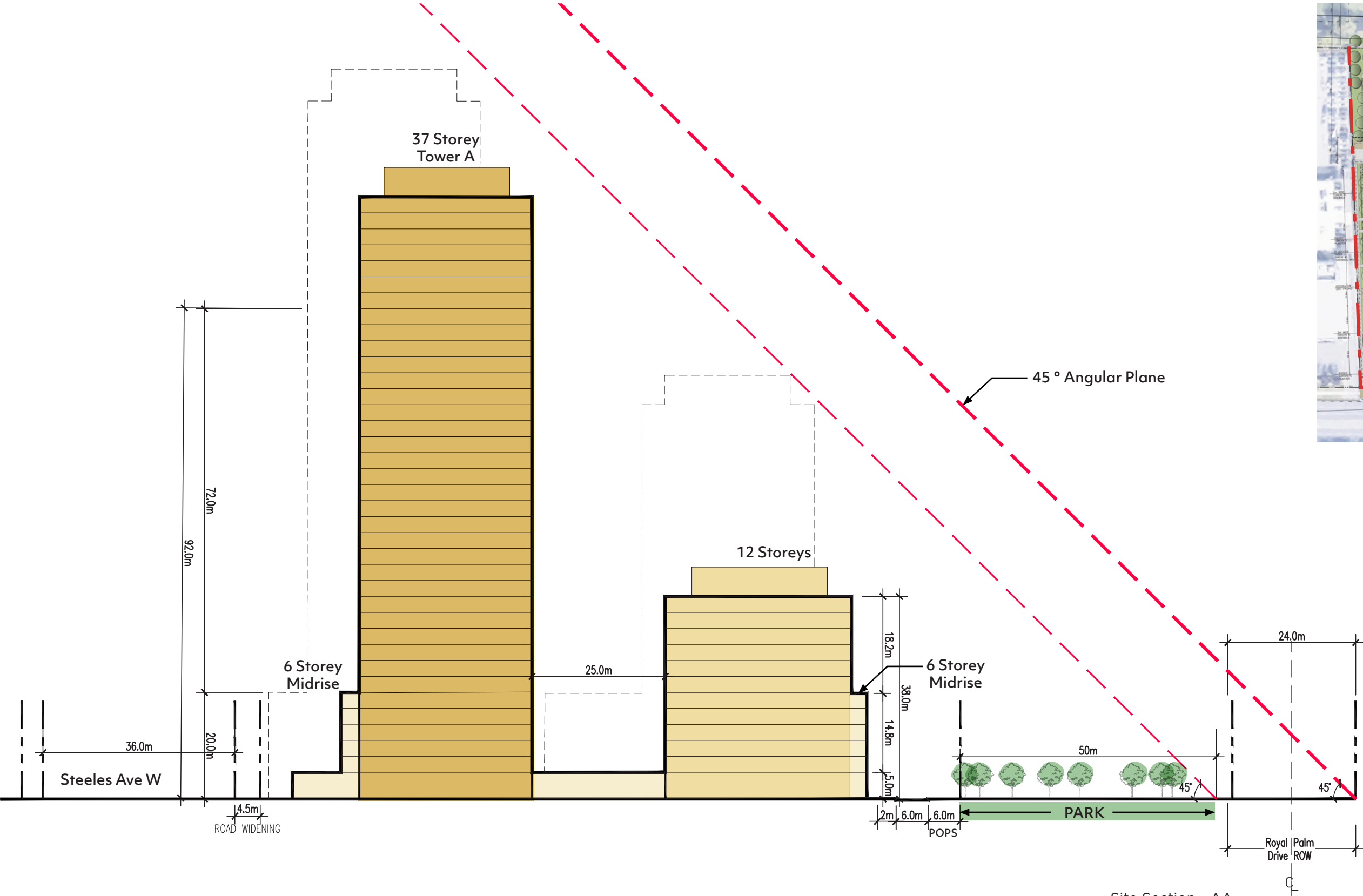
212-222 Steeles Ave W

Statistics 212-222 Steeles Ave W

MASTER PLAN

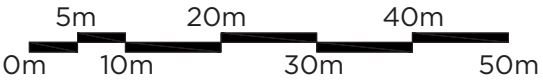
GROSS SITE AREA	16,313.3 SM (± 175,595 SF)
PUBLIC PARK	4,451.6 SM (± 47,917 SF)
PARK DEDICATION	27.3%
NET SITE AREA (Parks Deducted)	11,861.7 SM (± 127,678 SF)
POPS	693.4 SM (± 7,463 SF)
RESIDENTIAL GFA	85,957.5 SM (± 925,239 SF)
RETAIL GFA	1,281.3 SM (± 13,792 SF)
COMMUNITY GFA	388.6 SM (± 4,183 SF)
TOTAL GFA	87,627.4 SM (±943,213 SF)
UNIT COUNT	± 1,085 UNITS
TOTAL GFA	87,627.4 SM (±943,213 SF)
TOTAL FSI	7.4

Site Section- AA

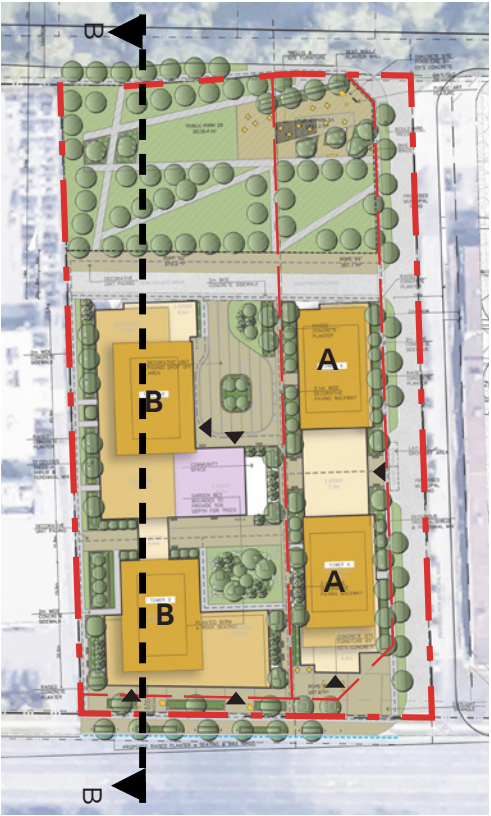
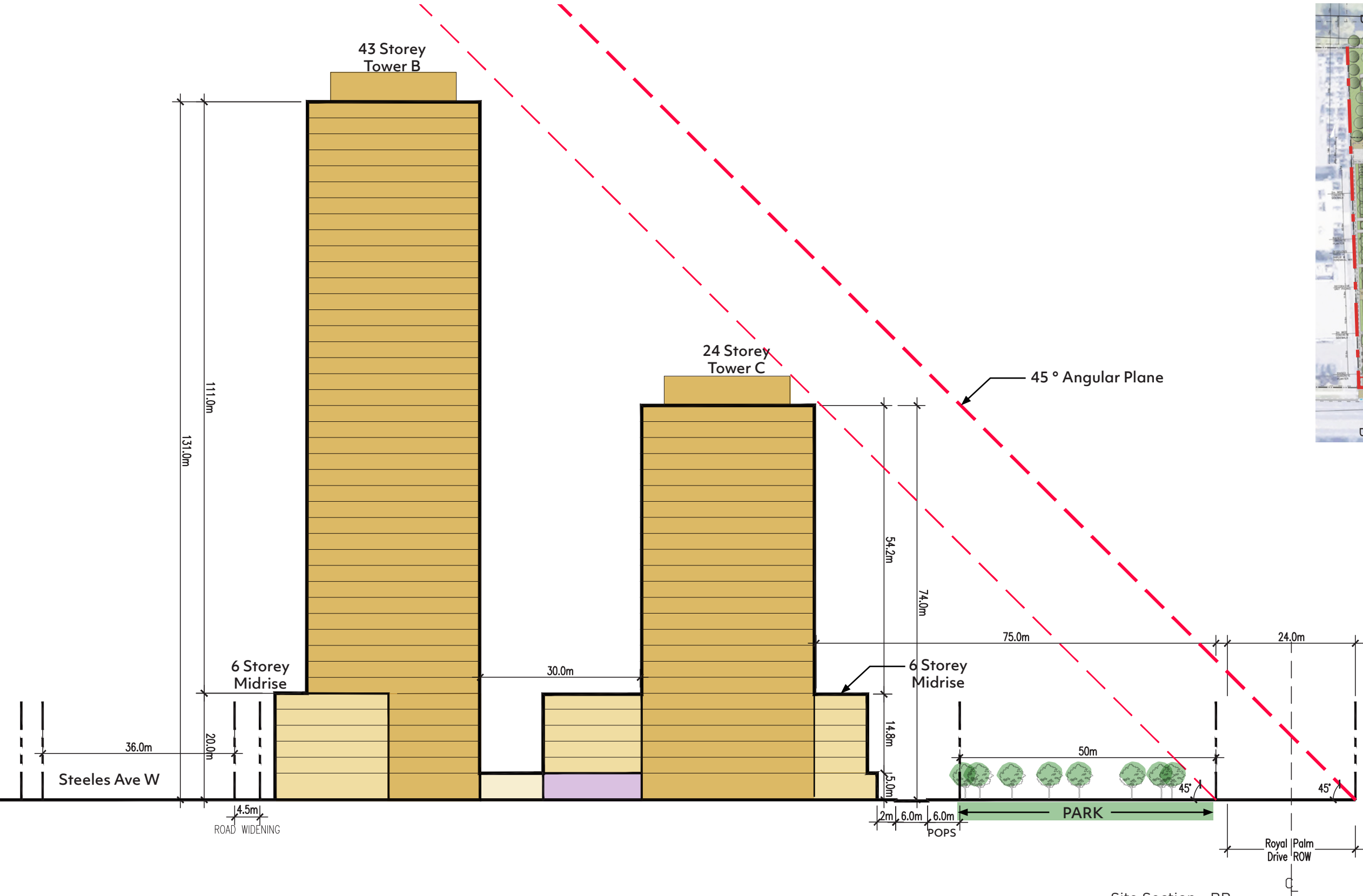


Key Plan

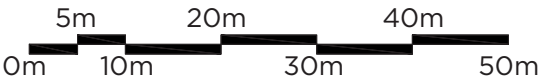
Site Section - AA

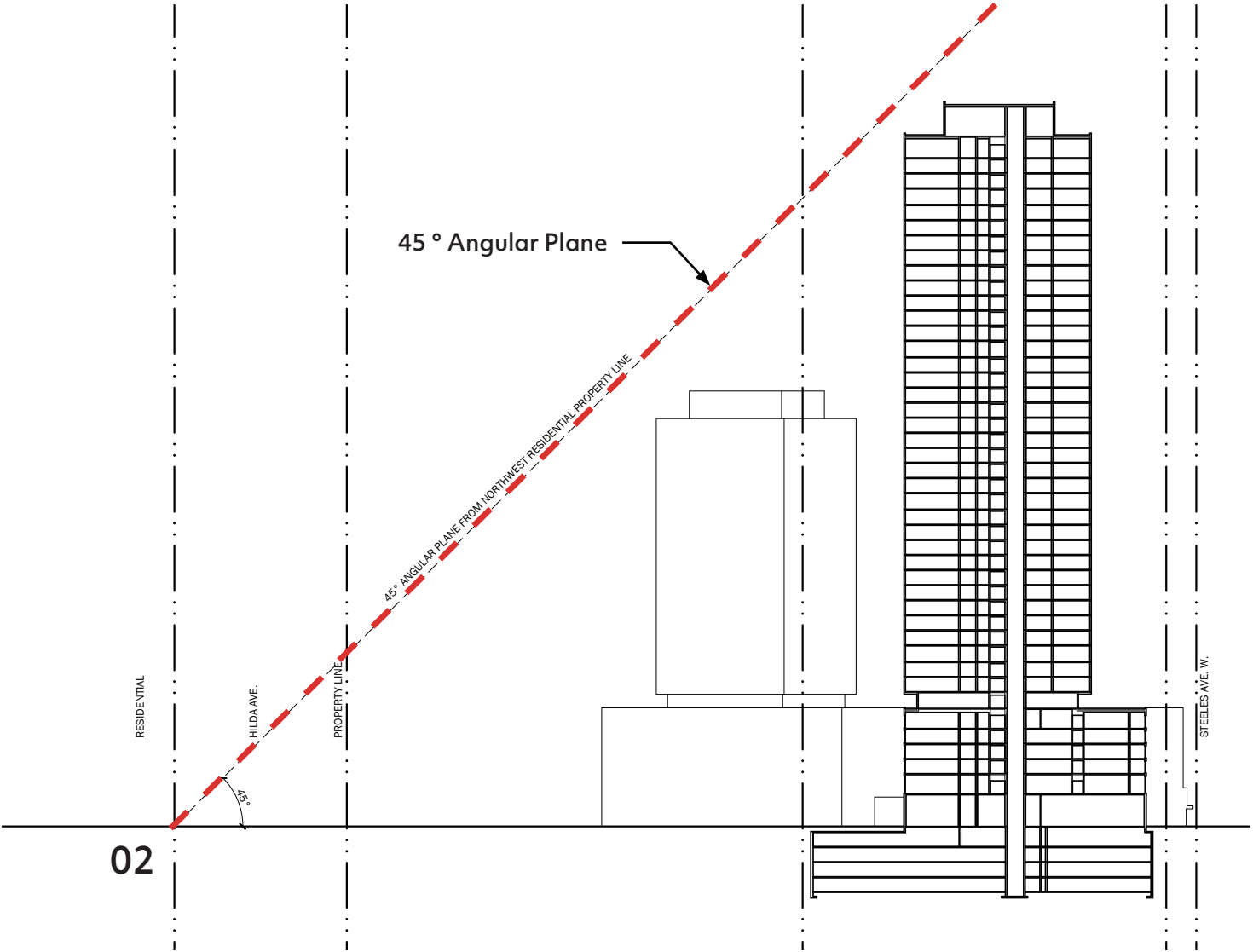
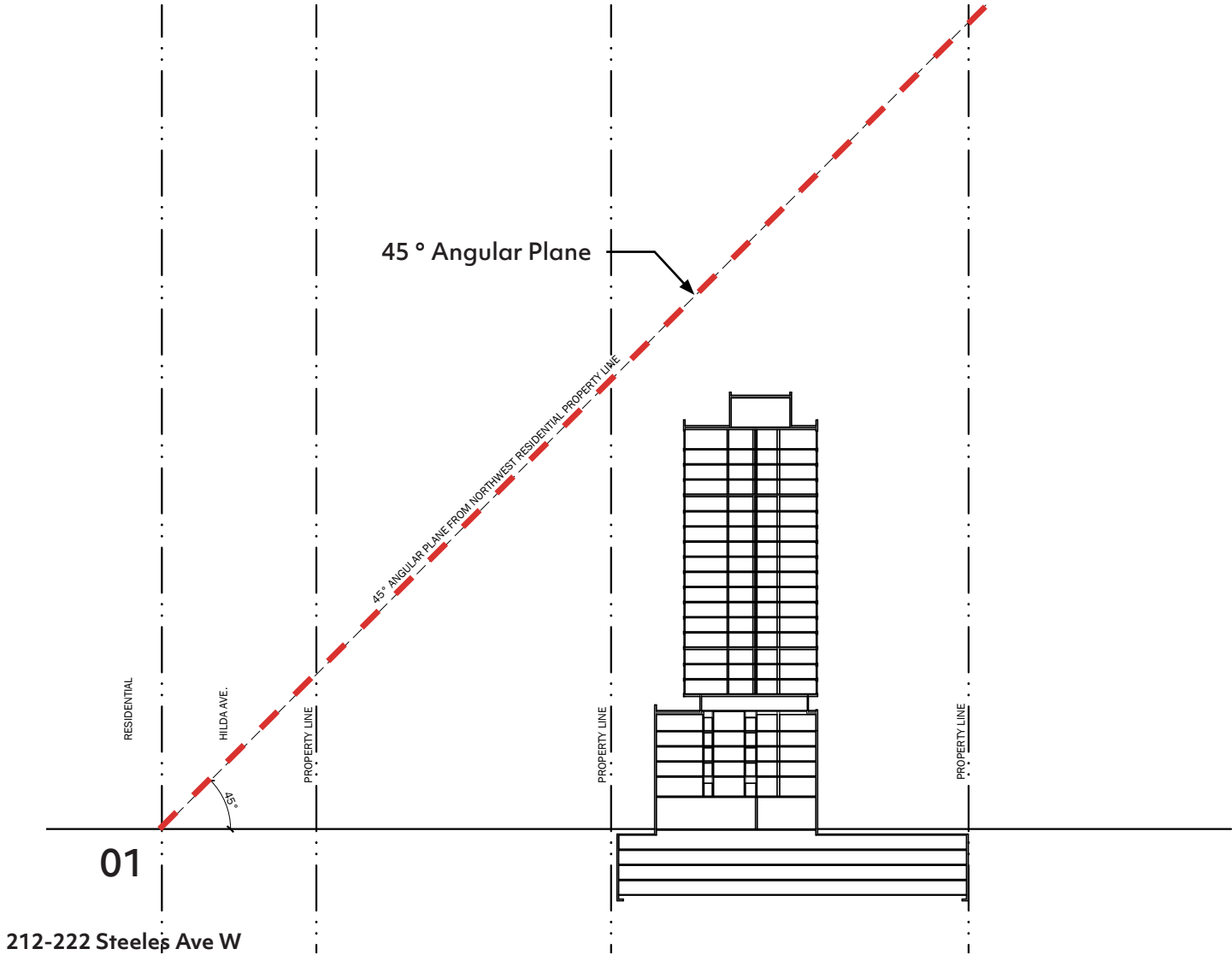
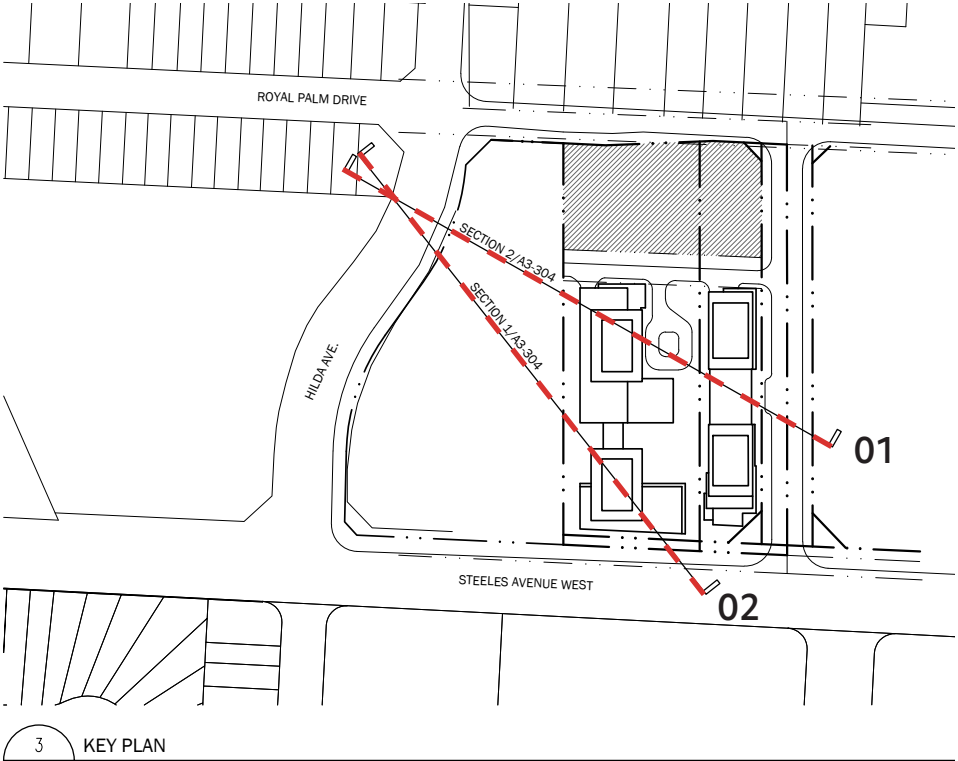


Site Section- BB



Key Plan





DESCRIPTION OF THE PROPOSAL

- **Two-phase mixed-use redevelopment is proposed, occurring over a 15-to-20-year timeline**
- **4 high-rise residential towers (two southerly building feature retail at-grade) with 6 storey podiums; within the required 45-degree angular plane.**
- **4-level underground parking garage under the Phase 1 and 2 buildings**
- **FSI of 5.4x , or 7.4x with parkland dedication: Total of 1085 residential apartment units and 1,288.3m² of commercial retail space**

DESCRIPTION OF PROPOSAL

- **Studio-sized units to three-bedroom units in the buildings.**
- **Total of 731 short-term and long-term bicycle parking spaces for the residents, and 6 bicycle parking spaces for the retail uses.**
- **66 accessible parking spaces, 975 parking spaces will be provided on the Site in a four-level underground garage**
- **Phase 1 retail space is proposed as “urban format” auto dealership in the new development**

RENDERINGS

North-west view of the Proposal



212, 220 AND 222 STEELES AVENUE WEST

RENDERINGS

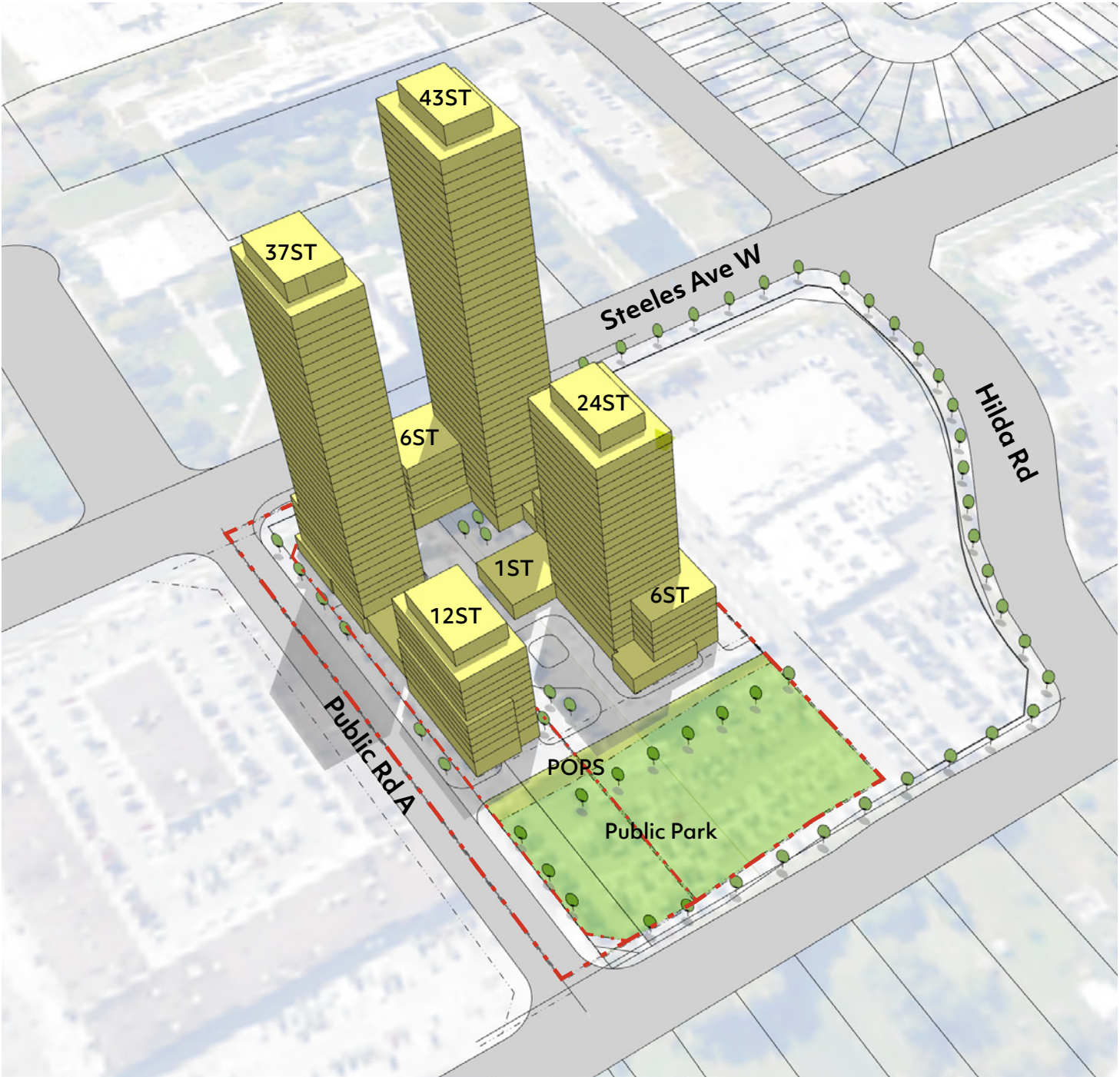
North-east view of the Proposal

Giannone Petricone Associates





Looking North West



Looking South East

YONGE-STEELES CORRIDOR SECONDARY PLAN (YSCSP)

Proposal conforms with YSCSP in following ways:

- **Density, Building Types, Heights, Setbacks, and Angular Plane, tower separations and widths, and tower plates**
- **Existing and Future Land Uses – current dealerships and future Mixed-Use High Rise, Retail at Grade**
- **Future Public Road Network for Royal Palm Extension and N-S 3 roadway, and conveyance for widening of Steeles Avenue West**
- **Providing POPS, and Park Conveyance to City**
- **Parking and Phasing – to be resolved at Phase 3 OLT hearings (August 2023)**

FURTHER APPLICATION PROGRESSION

- **Under Region of York and City of Vaughan staff review**
- **Reviewing under OPA to OPA 210, as YSCSP OLT Phase 3 not concluded (parking and phasing policies)**
- **Comments to be received at this meeting**
- **Second Submission**

The Plan for 1314 Centre Street

All images, unless otherwise noted, are published by either Concen Developments Ltd or the City of Vaughan, and pertain to the proposed development of 1260-1314 Centre Street in Thornhill, Ontario.

Presenter: Max Haim

Before



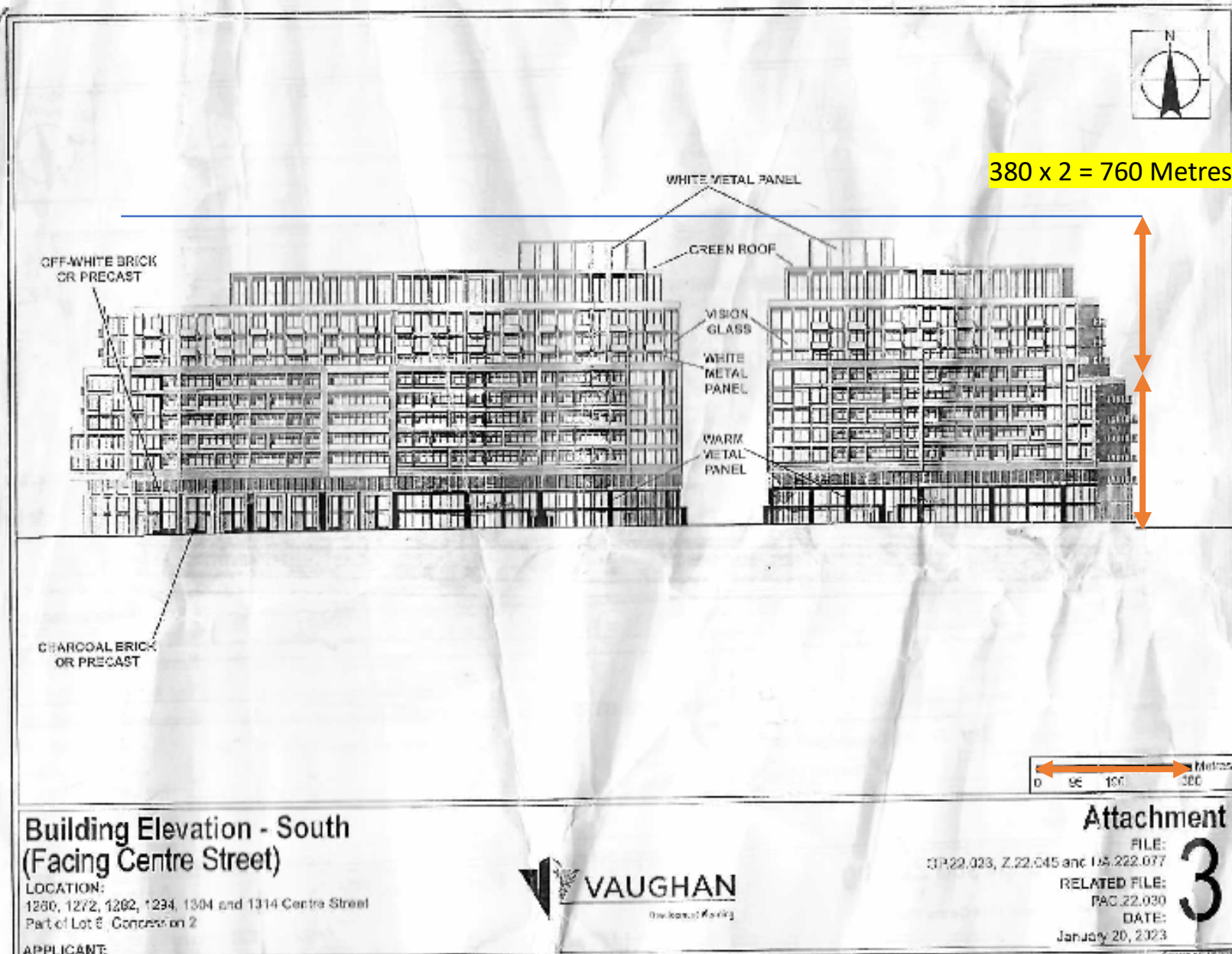
A picture of the site looking east. Taken May 30, 2023 at approximately noon.

After



ARCHITECTURAL VISUALIZATION
NTS

Visualization of proposed buildings. Source: Page 1 of Concen Developments Ltd's Architectural Package for 1314 Centre Street



Flyer sent to
residents in
January 2023

380
metres

Demands for site

- 700 Units
 - 562 parking spots, including commercial uses
- 3,657 square metres of amenities
 - Requirement of 25,415 square metres of amenities
 - 14.4% of requirements
- No pool

Reasoning

Transit and Transportation

The subject site is served by several transit opportunities. Centre street is a major corridor and provides a wide range of transportation opportunities in the City of Vaughan. Centre Street is served by the Viva Orange bus route 23 and YRT bus route 77 providing east-west connections. Route 77 connects to the Vaughan Metropolitan Subway Station (VMC) at the west, that is a multi-modal transport hub at the heart of Downtown Vaughan. To the east, Route 77 connects to the Viva Blue Route on Yonge Street for a higher order north-south transit option. Additional nearby bus routes include YRT bus route 105 along Dufferin Street, and route 3 along New Westminster Drive, and route 5 along Clark Avenue West. There are several bus stops within walking distance of the site, the closest being located at the intersection of Centre Street and Concord Road.

Centre Street is a bus rapid transit (BRT) route with dedicated bus lanes.

In terms of active transportation, the site connects to a number of primary and secondary cycling and walking routes. Centre Street has been urbanized with sidewalks and bicycle lanes on both sides. Concord Road has a sidewalk on the east side abutting the site. These are the primary sidewalks that provide access to bus stops and connect the site to neighbouring areas. The site has direct access to the Regional bike path on Centre Street. Additional Municipal bike routes are located on Concord Road and New Westminster Drive as per the City's Pedestrian and Bicycle Master Plan.

Several parks are located within short walking distance of the site (400-800 metre). The nearest park is High King Park, located northwest of the site. This is a neighbourhood park serving the immediate community with recreational facilities for different age groups.

Figure 13 illustrates a community context map with bike routes, trails and nearby destinations within walking distances (400-800m radius).

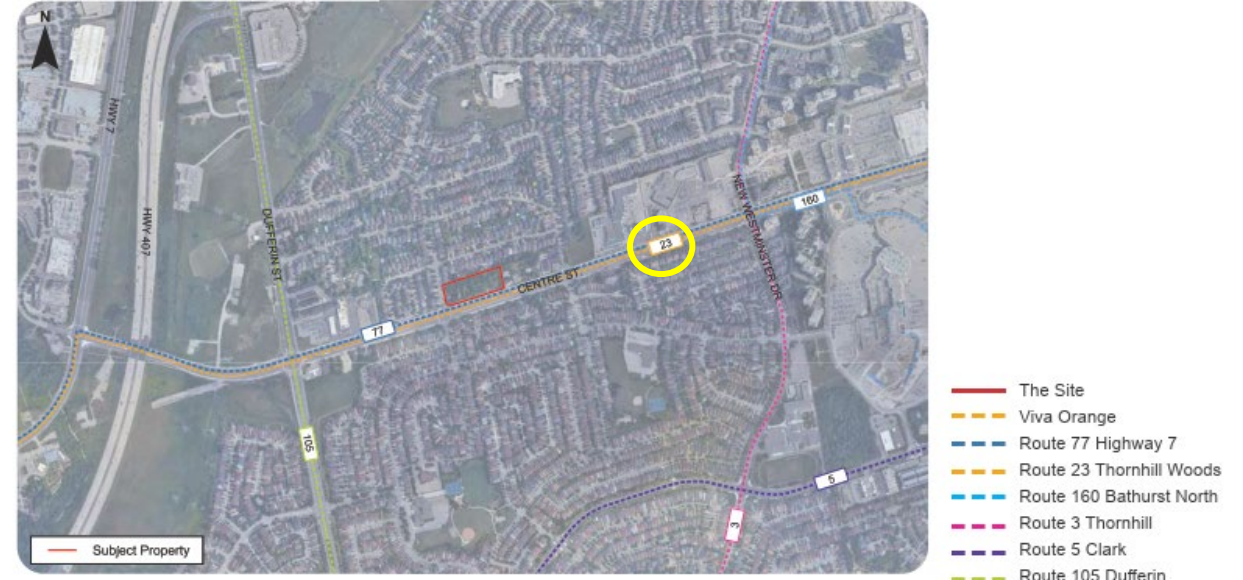
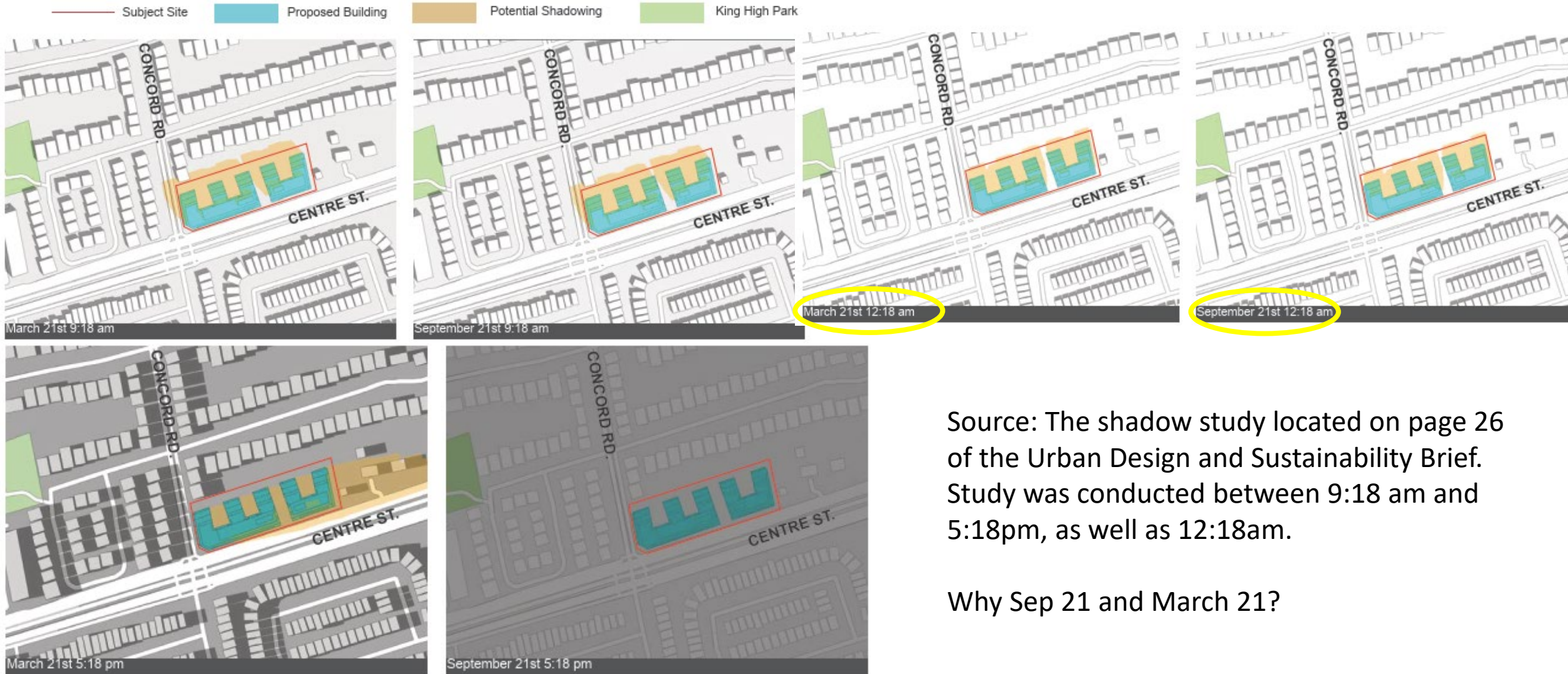


Figure 12: Transit routes

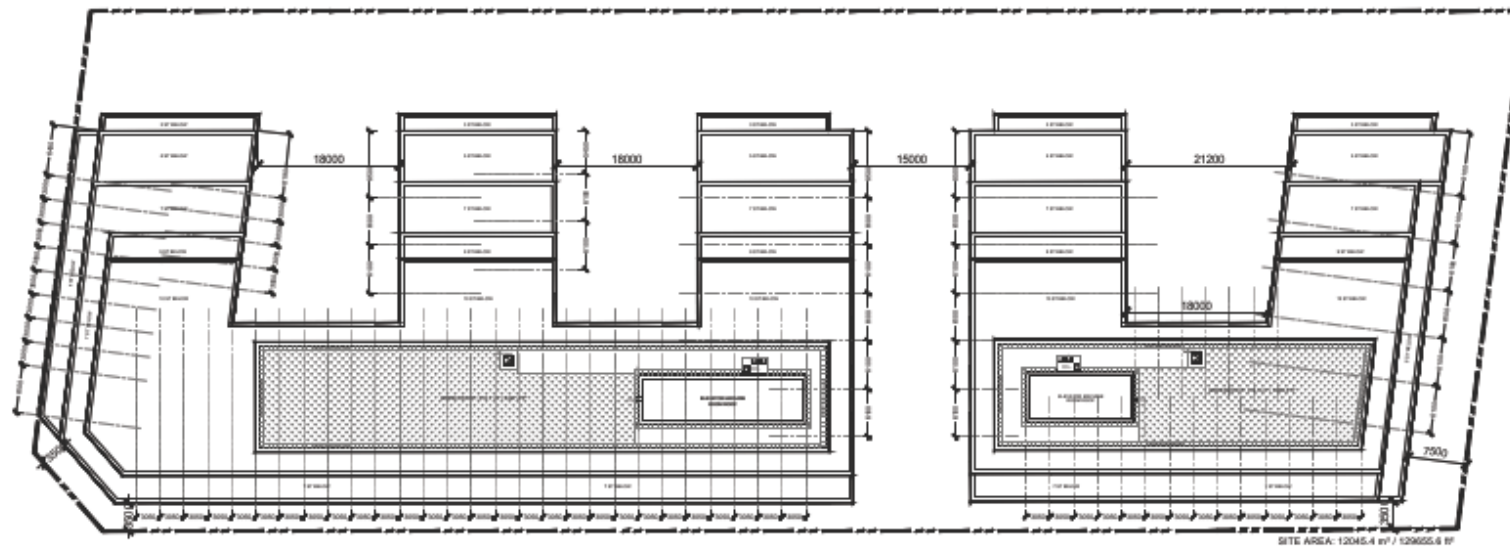
At midnight, no shadows on surroundings



Source: The shadow study located on page 26 of the Urban Design and Sustainability Brief. Study was conducted between 9:18 am and 5:18pm, as well as 12:18am.

Why Sep 21 and March 21?

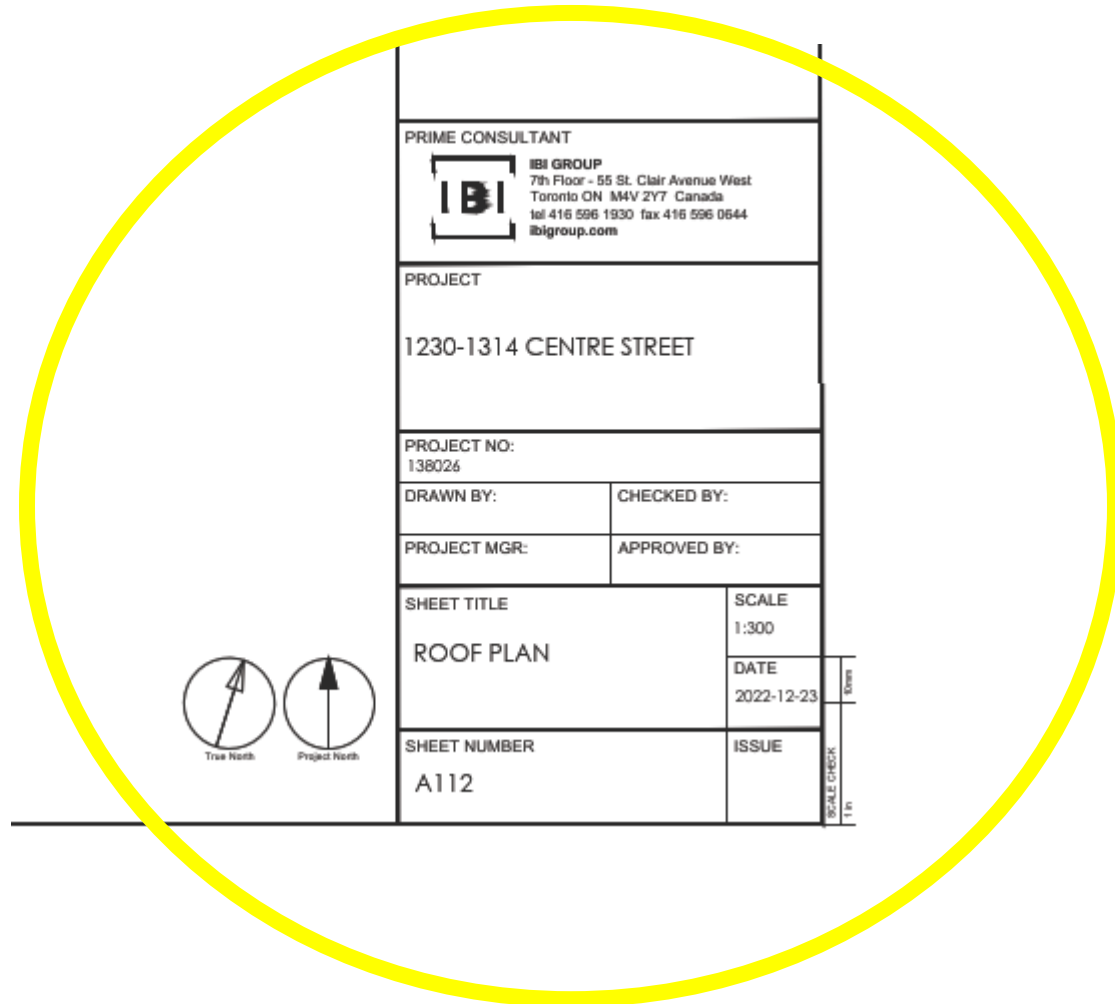
Figure 22: Selected Shadow Diagrams for March and September 21.



Source: A112-
RoofPlan-A112-
Archetectural
Package

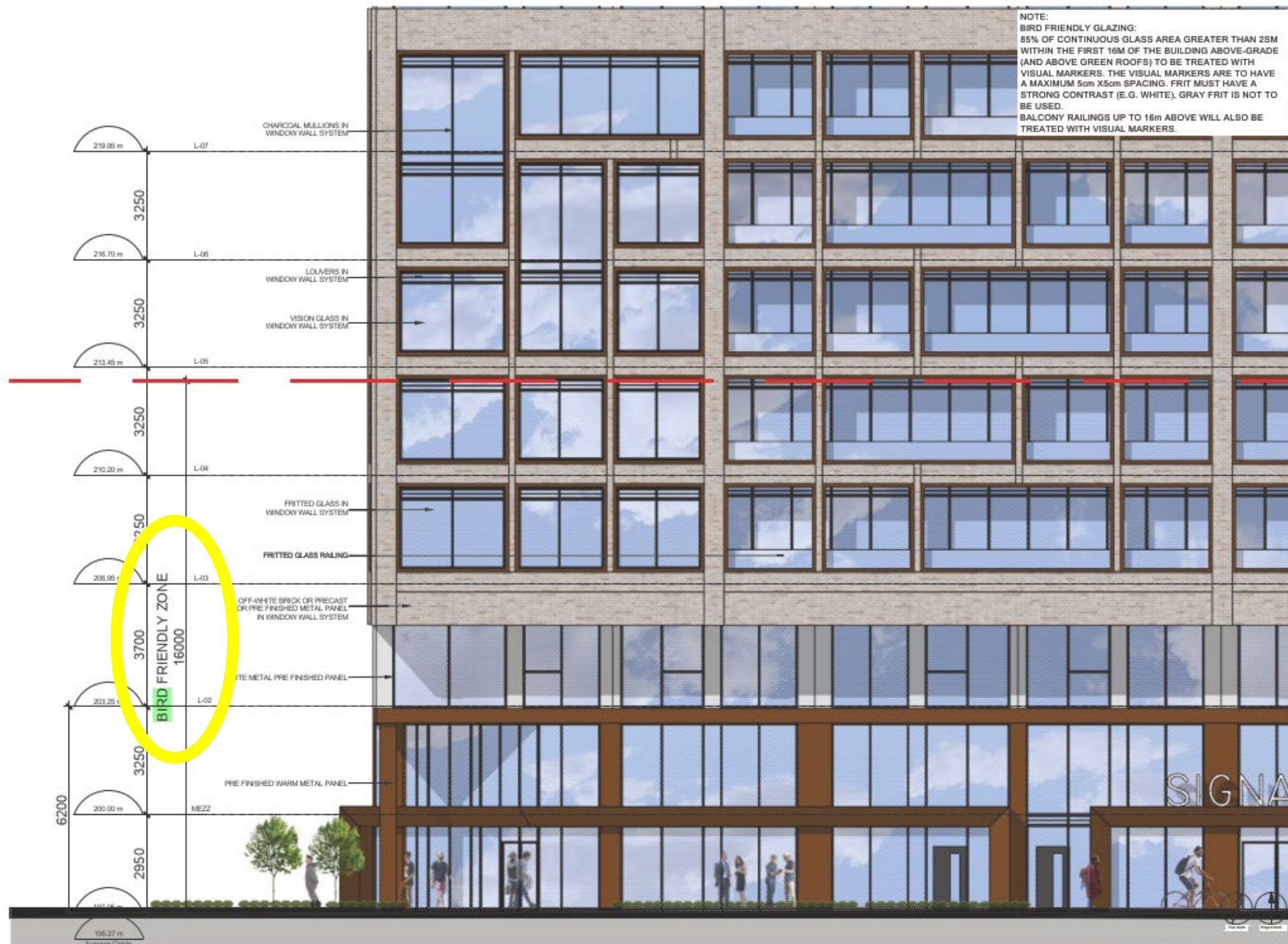
Yellow is an
annotation

CUSUM		
CONCEN DEVELOPMENTS LIMITED 500 SHEPPARD AVE E, SUITE 201 NORTH YORK, ON M2N 6H7		
COPYRIGHT This drawing has been prepared solely by the individual(s) named herein and shall remain the sole property of the individual(s) named herein. No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without prior written permission from the individual(s) named herein.		
MR Group Architects (Canada) Inc. a member of the MR Group of companies		
SHEET NO.	DRAWING TITLE	DATE
1	TRUSS/PLATE GIRDER BRIDGE	2020-03-01
 KEY PLAN		
 CONSULTANTS		
 ONTARIO ASSOCIATION OF ARCHITECTS MEMBER SINCE 1988		
PROJECT CONSULTANT		
 MR GROUP 1st Floor - 66 St. Clair Avenue West Toronto, Ont. M5V 1Y7 Canada Tel: (416) 595-1035 Fax: (416) 595-0844		
1230-1314 CENTRE STREET		
PROJECT NO. (SRCL)		
DRAWN BY:	CHECKED BY:	
PROJECT MGR:	APPROVED BY:	
SHEET TITLE		SCALE
ROOF PLAN		1:300
		DATE
		2020-03-01
SHEET NUMBER		NO. OF SHEETS
A112		10.00



The bottom right corner of
an Architectural Drawing
from the Architectural
Package.

It is incomplete.



Page 44 of the Urban Design and Sustainability Brief. Yellow is an annotation.

Significant portion of building is dangerous to birds (above the red line).

Figure 33: South detail elevation with materiality. Courtesy of IBI Group



Source: Page 8 of Urban Design and Sustainability Brief.

Note: incorrect citation. When was it taken? What is the direct link to this view?

The image is used from Google Earth.

Figure 4: Southwest view from the intersection of Centre Street and Concord Road. Source: Google earth

A Picture Taken (not from Google Maps)



Taken on May 30, 2023 at approximately 12:00pm. View of Concord and Centre Street corner, southwest view.

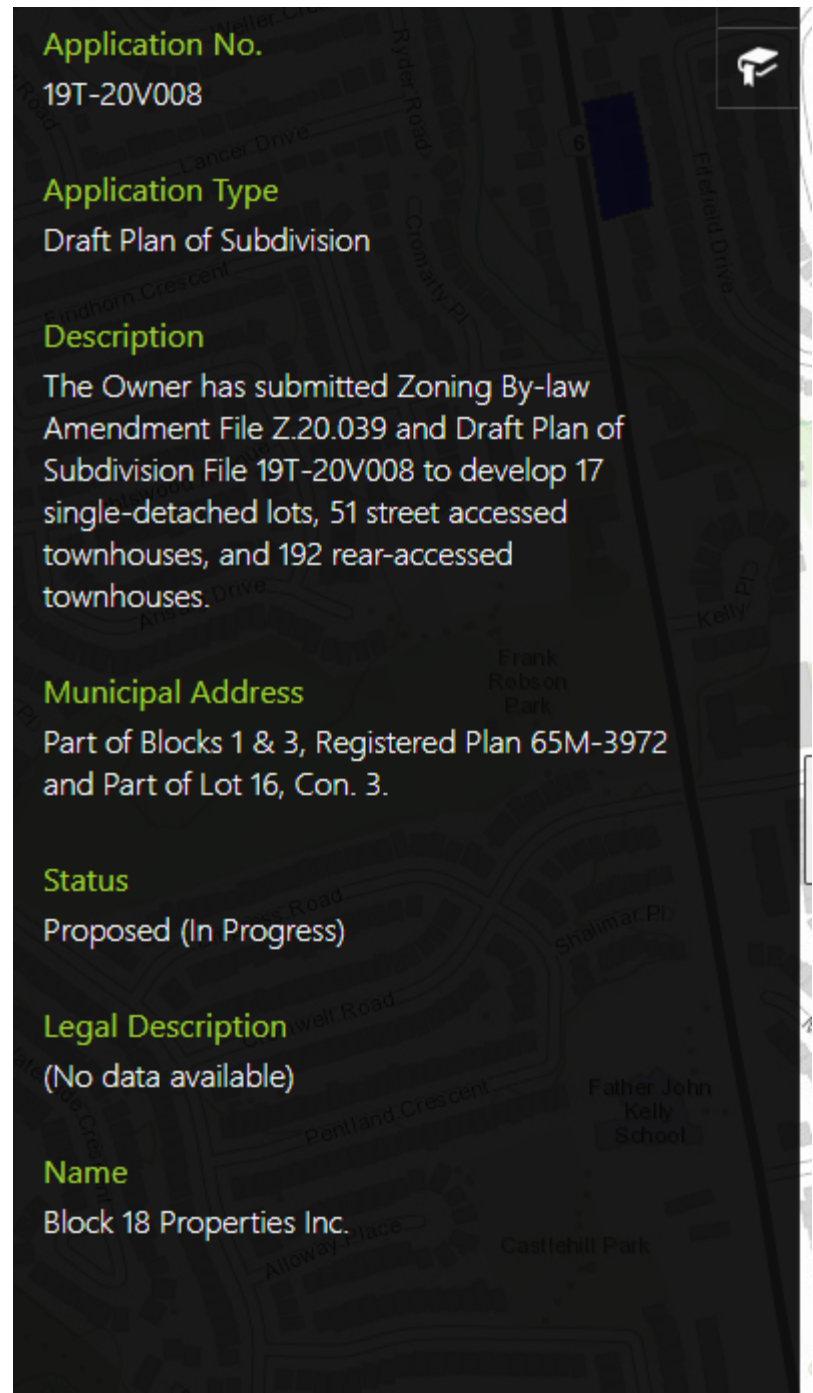
Other factors

- When will the rooftop patio and amenities be open?
 - How will snow be removed?
- Currently, trucks are very loud at night in the winter
 - Construction is very loud
 - Dust is dangerous
 - Trucks blocked lanes in demolition
- Big buildings smell terrible

Precedent Comparison

- Rutherford Go -> 30 minutes to Union
 - 260 housing units
 - Approximately 88 000 square metres of land
 - Townhouses.
 - 30 mins using Go Train
- Proposed Development -> 1.5 hours to Union
 - Approximately 12 000 square metres of land
 - Condo Building
 - 20 minutes to VMC + 1 hour Subway + 10 mins transit
= 1.5 hours

Image sourced from Vaughan's PLANit Portal, Application No. 19T-20V008



Application No.
19T-20V008

Application Type
Draft Plan of Subdivision

Description
The Owner has submitted Zoning By-law Amendment File Z.20.039 and Draft Plan of Subdivision File 19T-20V008 to develop 17 single-detached lots, 51 street accessed townhouses, and 192 rear-accessed townhouses.

Municipal Address
Part of Blocks 1 & 3, Registered Plan 65M-3972 and Part of Lot 16, Con. 3.

Status
Proposed (In Progress)

Legal Description
(No data available)

Name
Block 18 Properties Inc.