

COUNCIL MEETING – JUNE 20, 2023 COMMUNICATIONS

	<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
<u>Distributed June 16, 2023</u>			
C1. Mary Mauti, Vaughanwood Ratepayers Association, dated May 29, 2023.	26	2	Committee of the Whole (Public Meeting)
C2. Kaitlin Webber, MHBC Planning, Brant Street, Burlington, dated May 29, 2023.	26	2	Committee of the Whole (Public Meeting)
C3. Maria and Natale Bonura, dated May 29, 2023.	26	5	Committee of the Whole (Public Meeting)
C4. Ed, dated May 29, 2023.	26	5	Committee of the Whole (Public Meeting)
C5. Nives Lio, Lawrie Rd., Thornhill, dated May 30, 2023.	26	5	Committee of the Whole (Public Meeting)
C6. Sasa Krcmar, krcmar, Centre Street, Thornhill, dated May 30, 2023.	26	5	Committee of the Whole (Public Meeting)
C7. Luisa Navarro, Lawrie Road, Thornhill, dated May 31, 2023.	26	5	Committee of the Whole (Public Meeting)
C8. Michael Riette, Giannone Petricone Associates Architects, dated May 30, 2023.	26	1	Committee of the Whole (Public Meeting)
C9. Adele Stirpe, dated May 31, 2023.	26	4	Committee of the Whole (Public Meeting)
C10. Jean-François, Laurel Valley Court, dated June 1, 2023.	26	2	Committee of the Whole (Public Meeting)
C11. Max Laskin, Goodmans LLP, Bay Street, Toronto, dated June 5, 2023.	28	6	Committee of the Whole
C12. Lisa Johnson & Oliver Dawson, Monsheen Drive, Woodbridge, dated June 5, 2023.	28	32	Committee of the Whole
C13. Irene Ford, dated June 6, 2023.	28	9	Committee of the Whole
C14. Memorandum from the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer, dated June 13, 2023.	28	3	Committee of the Whole
C15. Leigh McGrath, Urban Strategies Inc., Spadina Avenue, Toronto, dated June 15, 2023.	28	6	Committee of the Whole

Disclaimer Respecting External Communications

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Please note there may be further Communications.

**COUNCIL MEETING – JUNE 20, 2023
COMMUNICATIONS**

	<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
C16. Memorandum from the Deputy City Manager, Planning and Growth Management, dated June 15, 2023.	28	9	Committee of the Whole
C17. Memorandum from the Deputy City Manager, Planning and Growth Management, dated June 15, 2023.	28	8	Committee of the Whole
C18. Memorandum from the Deputy City Manager, Planning and Growth Management, dated June 16, 2023.			By-Law 0103-2023

Distributed June 19, 2023

C19. Quinto M. Annibale, Loopstra Nixon LLP., Queens Plate Drive, Toronto, dated June 16, 2023.	28	6	Committee of the Whole
C20. Jacob Joel Ginsberg, Hefhill Court, Thornhill, dated June 19, 2023.	26	1	Committee of the Whole (Public Meeting)
C21. Natalie Ast, Overland LLP, Yonge St, Toronto, dated June 19, 2023.	25	14	Committee of the Whole

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Please note there may be further Communications.

C1
COMMUNICATION

VAUGHANWOOD RATEPAYERS ASSOCIATION
52 FOREST CIRCLE COURT
WOODBIDGE, ONTARIO
416-806-8203

COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 2

May 29th, 2023

RE: Official Plan Amendment Major Transit Station Areas
Item #4 (2) on Committee of the Whole (Public Meeting) Agenda
Tuesday May 30th, 2023 @7pm, Vaughan Council Chamber

The Vaughanwood Ratepayers Association (VRA) are reaching out in relation to Public Meeting Item #4 (2) on the Agenda for May 30th, 2023. We understand that a Public Meeting is being held for consideration and comments relating to a Proposed Official Plan Amendment for Major Transit Station Areas.

The VRA have been actively involved in a series of development applications that are now built and proposed in PMTSA 69 – Wigwoss- Hellen BRT Station. The VRA supports responsible development in Vaughan and are supportive of intensification around Major Transit Station Areas that are well connected and have appropriate means of transit, roads and infrastructure to support both residents and jobs in an area. However, as much of Council has heard from us in the past, we are predominately concerned with PMTSA 69 -Wigwoss – Hellen BRT Station , as this area does not have the same characteristics as other PMTSA's and new high-rise developments within its limits have become issues of contention.

Recognizing that the Report mentions that a final recommendation report will come forward later which will make refinements to the proposed Gross Minimum FSI. On a preliminary review of the report, and comparing the PMTSAs, **Staff should consider assigning less Gross Minimum FSI to PMTSA 69 – Wigwoss-Helen BRT Station.**

Take the neighbouring station at PMTSA 63 - Pine Valley PMTSA BRT Station as an example. Its boundaries not only serve a large amount of employment lands along Pine Valley but also include a lot of future residential development lands. The Minimum People and Jobs Per Hectare is 160 which is the same as PMTSA 69- Wigwoss Helen BRT Station (that contains no businesses), however, the Wigwoss Helen BRT has a higher proposed minimum FSI than the Pine Valley PMTSA BRT. We are particularly interested in understanding how the proposed minimum gross FSI's were derived, as we believe that the characteristic of the Wigwoss Helen BRT should inform a lower minimum FSI than the adjacent Pine Valley BRT area.

We recognize that growth and intensification is in the forefront of both Provincial and Regional agendas, however at the PMTSA 69- Wigwoss-Helen BRT Station, the current infrastructure does not support urban growth. The present rapid transit is underutilized and there is a bottle neck of traffic due to the slope of Highway 7, and the pinch point at the CN Railway Bridge in desperate need of widening. Until this is addressed this area does not merit intensification. The Province and York Region Plans are doing everything in respect to intensification and building more affordable homes for people. It does not, however support intensification if it causes detriment to the existing surrounding homes or where amenities and infrastructure are lacking to justify intensification.

**VAUGHANWOOD RATEPAYERS ASSOCIATION
52 FOREST CIRCLE COURT
WOODBIDGE, ONTARIO
416-806-8203**

When intensifying you must take into consideration how any new proposed developments will affect the architecture and landscape of the existing neighborhood. Neighbourhood residents should not be subjected to change that will negatively affect their existing use. Intensification should not be filtering onto other existing mature settled residential neighbourhoods.

Please accept this correspondence on behalf of our Association to be put on the record and consider making adjustments to the minimum gross FSI for the Wigwoss Helen BRT Area. Intensification for this area is not appropriate to permit the densities we see being proposed. Please consider all the facts and studying this particular area to determine an appropriate amount of development for this PMTSA. This intersection should not be considered a Protected Major Transit hub and we urge the Decision Makers to take regard to our existing community.

Sincerely,

Mary Mauti

Vaughanwood Ratepayers Association



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

Authorized commenting Agency for



May 29, 2023

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

C2
COMMUNICATION
COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 2

Via email: clerks@vaughan.ca

RE: Notice of Public Meeting, Committee of the Whole
Official Plan Amendment File 26.18: Major Transit Station Areas
Our File: PAR 50194

MacNaughton Hermesen Britton Clarkson (MHBC) are the planning consultants for TransCanada Pipelines Limited (TCPL). This letter is in response to a notification and request for comments for the proposed Vaughan initiated Official Plan Amendment to delineate the Major Transit Station Areas (MTSAs) and identify minimum density requirements. TCPL has three (3) high-pressure natural gas pipelines contained within a right-of-way ("easement") within the Kirby MTSA.

TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board (NEB). As such, certain activities must comply with the Canadian Energy Regulator Act ("Act") and associated Regulations. The Act and the Regulations noted can be accessed from the CER's website at www.cer-rec.gc.ca.

Policy Context

TCPL's pipelines are defined as Infrastructure in the Provincial Policy Statement (PPS). Section 1.6.8.1 of the PPS states that '*planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.*' The Growth Plan (2020) also references the importance of protecting and maintaining planned infrastructure to support growth in Ontario.

Appropriate setbacks of buildings, structures and dwellings to the rights-of-way are needed to manage the safety and integrity of the pipelines, as well as ensuring adequate access for emergencies, operations and maintenance. TCPL also utilizes guidelines to reflect changes to standards, codes, regulatory and legal requirements, to protect its pipelines.

The City of Vaughan's Official Plan contains the following policies related to TCPL:

"8.4.3.1. *That, for development proposals within 200 metres of the pipeline right-of-way or compressor station, the City shall require the applicant to pre-consult early in the process with TransCanada or its designated representative. The pipeline right-of-way is shown on Schedule C.*

- 8.4.3.2 *That no permanent building or structure may be located within 7 metres of the pipeline right-of-way. A reduction in the 7 metres setback will only be considered if it can be demonstrated, to TransCanada's satisfaction, that it will not compromise the safety and integrity of the pipeline and if all necessary municipal approvals are obtained.*
- 8.4.3.3 *That no building or structure is permitted within 3 metres of the right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way.*
- 8.4.3.4 *That regard shall be given to noise levels where development is proposed in close proximity to the TransCanada compressor station. A noise and vibration study, to be carried out by the proponent, may be required for development proposals within 750 metres of the compressor station. The study will determine if provincial guidelines can be achieved, and if necessary recommend appropriate mitigation measures.*
- 8.4.3.5 *That, where appropriate, the City will encourage the use of TransCanada's right-of-way for open space and trail purposes including an east-west open space link, subject to TransCanada's easement rights."*

In addition, the City of Vaughan's Zoning By-law 001-2021 contains the following provisions:

"4.23 TransCanada Pipeline and Facilities

1. *Notwithstanding any other requirements of this By-law, where any TransCanada pipeline is shown on Schedule B-5, the following requirements shall apply:*
 - a) *A minimum setback of 7.0 m shall be required from any part of a principle building or structure from the edge of the TransCanada pipeline easement.*
 - b) *A minimum setback of 3.0 m shall be required from any part of an accessory building or accessory structure from the edge of the TransCanada pipeline easement.*
 - c) *A minimum setback of 7.0 m from the nearest portion of a TransCanada pipeline easement shall also apply to any minimum required parking area or loading area, including any minimum required parking space, loading space, stacking space, bicycle parking space, and any associated aisle or driveway.*
 - d) *A minimum setback of 7.0 m shall apply to any minimum required amenity area.*
 - e) *A permitted encroachment of a structure or feature in accordance with Section 4.13 of this By-law shall not be permitted."*

Kirby MTSA

Due to the location of the Kirby MTSA, TCPL provides the following comments:

1. Increased population density associated with new development may require TCPL to upgrade its pipeline to comply with CSA Code Z662. This "Class Assessment Area" includes lands within 200 metres of the pipeline.
2. TCPL encourages early consultation regarding development plans to ensure compatible land use and conformity with TCPL's development guidelines and CER regulations.

3. Written consent from TCPL must be obtained before any of the following:
- a) Constructing or installing a facility across, on, along or under a TCPL pipeline right-of-way. A facility may include, but is not limited to: driveways, roads, access ramps, trails, pathways, utilities, berms, fences/fence posts;
 - b) Conducting ground disturbance (excavation or digging) on TCPL's right-of-way or within 30 metres of the centreline of TCPL's pipeline (the "Prescribed Area");
 - c) Driving a vehicle, mobile equipment or machinery across a TCPL pipeline right-of-way outside the travelled portion of a highway or public road;
 - d) Using any explosives within 300 metres TCPL's right-of-way; and
 - e) Use of TCPL's Prescribed Area for storage purposes.

Thank you for the opportunity to comment. We look forward to reviewing the MTSA Official Plan Amendment. If you have any questions, please do not hesitate to contact our office at TCEnergy@mhbcplan.com.

Sincerely,

MHBC



Kaitlin Webber, MA
Planner | MHBC Planning

on behalf of TransCanada PipeLines Limited

C3
COMMUNICATION
COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 5

From: [Jacquelyn Gillis](#)
To: [Adelina Bellisario](#)
Subject: FW: [External] Official Plan Amendment File O.P.22.023 Zoing By-Law Amendment File Z.22.045
Date: May-31-23 12:18:56 PM

From: Clerks@vaughan.ca <Clerks@vaughan.ca>
Sent: Tuesday, May 30, 2023 8:41 AM
To: Jacquelyn Gillis <Jacquelyn.Gillis@vaughan.ca>
Subject: FW: [External] Official Plan Amendment File O.P.22.023 Zoing By-Law Amendment File Z.22.045

From: NATALE BONURA [REDACTED]
Sent: Monday, May 29, 2023 8:55 PM
To: [Clerks@vaughan.ca](#)
Subject: [External] Official Plan Amendment File O.P.22.023 Zoing By-Law Amendment File Z.22.045

Good morning,

This is regarding the many possible condos (see subject above) in an area , if approved all traffic flow will go through Concord / Laurie / King High.

Since there are no availability for making left turns on Centre street, for the individuals that what to go east. The only option is to turn on Concord and perhaps do U turns so they may go east at the light.

I don't think that traffic flow from these condos plans submitted to the City have been taken in consideration. I am very disappointed that the City even permitted this builder to do such a plan to build many condos. I think we should know how and where will the traffic flow will go?

I think this is a very important issue and should be taken as a priority.

As a residence, we already have issues where no one makes a full stop and intersections, with more traffic it's an accident to happen.

Unless the city plans to close access to enter Concord as a through road, as they have done on other streets off of Bathurst.

I trust that this will be taken seriously, we do not want more cars going through our quiet streets.

Regards, Maria and Natale Bonura.

C4
COMMUNICATION
COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 5

From: [Jacquelyn Gillis](mailto:Jacquelyn.Gillis@vaughan.ca)
To: [Adelina Bellisario](mailto:Adelina.Bellisario@vaughan.ca)
Subject: FW: [External] Construction on Concord and Centre
Date: May-31-23 12:18:06 PM

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

From: Clerks@vaughan.ca <Clerks@vaughan.ca>
Sent: Monday, May 29, 2023 3:58 PM
To: Jacquelyn Gillis <Jacquelyn.Gillis@vaughan.ca>
Subject: FW: [External] Construction on Concord and Centre

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

From: ED GOYZMAN <[REDACTED]>
Sent: Monday, May 29, 2023 3:57 PM
To: Clerks@vaughan.ca
Subject: [External] Construction on Concord and Centre

To whom it may concern,

I've been a resident on Concord and Lawrie for over 20 years and find that Concord rd is already being used as a shortcut and traffic during rush hours is already intense.

I can tell you that coming out of driveway is already a challenge and I can not tell you a number of times we had a close call of hitting a speeding car past our driveway and even worse that my wife actually hit a car coming out of a driveway and caused significant amount of damage. I am currently forced already to park backwards so we can drive out front-wards to minimize chances of an accident.

I don't want to imagine the impact on traffic it will cause by adding another 500 vehicles coming out of the building and turning left or right onto concord.

Also as I am sure, you are aware that neither Lawrie or king High have any sidewalks. By adding extra traffic will make it impossible and walking your pet as well as it will create danger to anyone walking down Lawrie or king high, especially children.

On top all of this I don't even need to mention that our life savings that we put into our housing will drastically drop as the value of our homes will be substantially less due to the traffic caused by a high-rise.

We urge you to reconsider, allowing a building of that size being built onto Center Street as well as for the safety of our children and their pets to have them exit onto Center Street rather than on to Concord. By creating an exit at the end of two buildings rather than in between, it will add to the concerned distance of vehicles exiting the buildings.

Thank you

Ed

**C5
COMMUNICATION
COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 5**

From: [Jacquelyn Gillis](#)
To: [Adelina Bellisario](#)
Subject: FW: [External] May 30,2023 Public Meeting- Concen Developments Ltd- OP.22.023 & Z.22.045, Centre St, Thornhill
Date: May-31-23 12:19:29 PM

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

From: Clerks@vaughan.ca <Clerks@vaughan.ca>
Sent: Tuesday, May 30, 2023 10:26 AM
To: Jacquelyn Gillis <Jacquelyn.Gillis@vaughan.ca>
Subject: FW: [External] May 30,2023 Public Meeting- Concen Developments Ltd- OP.22.023 & Z.22.045, Centre St, Thornhill

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

From: Nives Lio [REDACTED]
Sent: Tuesday, May 30, 2023 10:25 AM
To: Clerks@vaughan.ca
Cc: Nancy Tuckett <Nancy.Tuckett@vaughan.ca>; Christina Ciccone <Christina.Ciccone@vaughan.ca> Subject: [External] May 30,2023 Public Meeting- Concen Developments Ltd- OP.22.023 & Z.22.045, Centre St, Thornhill

Sir,
Good Day!

My name is Nives Lio, I represent [REDACTED] and [REDACTED] Lawrie Rd., Thornhill

Regarding the above referenced Subject item, there is a Public Meeting on tonight, in the Staff Report, Item 5 of May 30,2023 Agenda, there is no section that shows the Letters sent in by the Residents, In particular two (2) Letters dated Feb 9, 2023 and Mar 4, 2023, earlier this year!

Why is that??

We want all the Residents Letters sent to the City prior to today's meeting, in response to the City's Public Notice sent out on Jan 26, 2023 regarding this Application, ON THE PUBLIC RECORD...!

Myself and 20 other Residents in this area, signed the 2 above Letters!!

WE signed the Letters in Objection to the "serious negligent items of Concern" that are being proposed by the Applicant

These serious Concern items will be identified at tonight's Public Meeting!!

This Concen development Application is disrupting a perfectly "Existing" and thriving neighbourhood

Please confirm the status of the Residents Letters??

Regards,
Concerned Property Owner/Resident

From:**Sent:** Thursday, February 9, 2023 3:06 PM**To:** mayor@vaughan.ca; Anna Venturo <Anna.Venturo@vaughan.ca>; Linda Jackson <Linda.Jackson@vaughan.ca>; Mario Ferri <Mario.Ferri@vaughan.ca>; Gino Rosati <Gino.Rosati@vaughan.ca>; Mario G. Racco <MarioG.Racco@vaughan.ca>; Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Adriano Volpentesta <Adriano.Volpentesta@vaughan.ca>; Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Chris Ainsworth <Chris.Ainsworth@vaughan.ca>; Gila Martow <Gila.Martow@vaughan.ca>; Todd Coles <Todd.Coles@vaughan.ca>; Andrea Buchanan <Andrea.Buchanan@vaughan.ca>; Christina Ciccone <Christina.Ciccone@vaughan.ca>**Cc:****Subject:** [External] Fw: Concen Development Limited 1260, 1272, 1282, 1294, 1304 and 1314 Centre Street

Dear Mr Mayor Del Duca and Members of Council,

City Clerk and Senior Planner:

RE: Concen Development Limited

1260, 1272, 1282, 1294, 1304 and 1314 Centre Street

File Numbers: OP.22.023, Z.22.045 and DA.22.077

We are writing to you in response to your Notice to the Public dated January 26, 2023. We are concerned property owners opposing the application from Concen Development Limited taking place on Centre St. at the subject address noted above and **we object to the approval of this development** (file numbers include OP.22.023, Z.22.045 and DA.22.077). As per the email trail below, we have been in correspondence with Vaughan City Council over the last year to express our concerns and objection at a development of this magnitude in our neighbourhood.

Further to our previous letter, our objections are specifically directed to, and not limited to:

- 1) the "**Height and Magnitude**" of the proposed development
- 2) the use of Concord Road as the principal and sole entry and exit to the property
- 3) the increased traffic on Concord Road, Lawrie Road and Vaughan Blvd as a result of this development
- 4) the parking mayhem which will be created by this development for any overflow of required parking
- 5) the reduced green space as a result of this development
- 6) the reduced natural lighting blocking southern exposure sunlight

1) We appreciate that our provincial government is very pro-development and that a transit line was introduced to Centre Street encouraging development. We, as residents are not looking to stop development, however, a development of this height and magnitude will not compliment or harmonize our established infill neighbourhood. With respect to the Secondary Plan for Centre Street, and based on our research, we understand that the 9-storey height/density factor is approved for the Secondary Plan as a whole and not for any one specific property. As the Secondary Plan relates to the subject property, the surrounding residents want to be informed and involved in reducing height, massing, access, traffic etc. issues, before any approvals are issued.

2) Our established infill neighbourhood is a quiet residential area. The use of Concord Road for the principal and sole entry and exit to the proposed development will create significant noise pollution and wear and tear on our residential roads. Any entrance to this proposed development must remain on Centre Street.

3) Traffic will increase on Concord Road, Lawrie Road and Vaughan Blvd because of the proximity to the proposed development. These three streets also become a natural roundabout around the property which will increase traffic.

4) Any parking overflow will spill over to our entire neighbourhood, specifically, Lawrie Road. Any resulting restrictions to manage the parking mayhem will end up negatively affecting the residents of Lawrie Road.

5) Any green space from Bathurst to Dufferin has quickly disappeared in our area over the last 15 years. One of your priorities for Vaughan is "building more housing while respecting both

existing neighbourhoods and our community's need for green space". Numerous trees have been torn down because of this development site already and wildlife has been displaced.

6) Once a concrete jungle of this magnitude is developed, the shadows cast from blocking of southern exposure sunlight will be significant. The effects of a development of this magnitude do not support this priority.

In a fair and equitable process, there should be full transparency, especially for the residents that currently live here, and will have to live with the aftermath of the development. We are adamant that promises made in the past of restricting heights and maintaining sight lines to the infill homes built within a couple of blocks on the north side of Centre St. be respected. The subject land was never zoned for large scale high rises, therefore, large scale development should never be a threat to our neighbourhood.

We also respectfully request that any future information on this project and other development in our area continue to be mailed directly to us and within a broad and far reaching distribution radius as the impact of this development will be felt by all in the area. To this end, we are requesting an increased distribution to include King High Drive.

At the beginning of this process, for whatever reason, we, the residents never received notice and were, somehow, kept out of the municipal process when the Concen Proposal went to a public meeting so we are now trying to catch up and do not find ourselves in a positive position. We are 100% relying on City Staff and Council to protect our neighbourhood as per our above objections! We need the City Staff to act on our behalf and reduce the proposal now so that the proposal blends in with the low density character/nature of the area, and not the size and magnitude of the proposal and its 6 major issues being brought upon our neighbourhood.

We thank you for your time as we await further information on this proposed development. We look forward to working with all members of Council and City Staff to come to an agreement that will benefit all of us.

Regards.

Concerned Residents of Lawrie Road and Concord Road

Christina Ciccone

From:
Sent: Friday, March 10, 2023 10:13 AM
To: mayor@vaughan.ca; Anna Venturo; Linda Jackson; Mario Ferri; Gino Rosati; Mario G. Racco; Adriano Volpentesta; Chris Ainsworth; Gila Martow; Todd Coles; Andrea Buchanan; Christina Ciccone; Rosanna DeFrancesca; Marilyn Iafrate
Cc:
Subject: [External] Fw: Centre Street Development
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Mayor Del Duca and Members of Council,
City Clerk and Senior Planner:

On March 6, 2023, we had a meeting with our local Councillor, Gila Martow and Regional Councillor, Mario Racco to discuss the concerns noted below. We would like this letter as well as our letter to you of February 9, 2023 to go on public record.

Regards.

Concerned Residents of Thornhill
[Protect Thornhill - A Community United](#)

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

From:
To: Gila Martow <gila.martow@vaughan.ca>; Rebecca Battat <rebecca.battat@vaughan.ca>; Mario G. Racco <mariog.racco@vaughan.ca>; Anthony Tersigni <anthony.tersigni@vaughan.ca>
Cc:
Sent: Saturday, March 4, 2023 at 03:38:19 p.m. EST
Subject: Fw: Centre Street Development

Hello all. Hope all is well.

RE: Concen Development Limited
1260, 1272, 1282, 1294, 1304 and 1314 Centre Street
File Numbers: OP.22.023, Z.22.045 and DA.22.077

We too, would like the focus of Monday night's meeting to be on the residents' concerns which we have begun to document in our letter of February, 9, 2023. We are now following up with this second letter which we would also like to address on Monday night.

Unfortunately, we the residents of Concord Rd, Lawrie Rd, King High Drive, and Vaughan Blvd. face the reality that, politically and legally, we were "blind sided." The events that have transpired are not democratic, not in the public interest, and feel incredibly negligent.

In June of 2021, the approval granted by the Ontario Land Tribunal was uncontested by the surrounding residents because we were simply unaware of the meeting. There was no notification to our community. This shows that there was a disconnect in the public approval process. The lack of awareness between the City and our community resulted in a lack of local resident participation that ultimately hurt our neighbourhood. Moreover, it would appear decisions were made without proper studies or impact assessments, which puts the safety of all local residents in jeopardy.

At this point in time, we want to regain our legal and political position as residents who will be directly impacted by this failure of public process.

Our concerns stem from the fact that none of the residents from Lawrie Road, Concord Road, King High Drive, and Vaughan Blvd., along with any member from the Beverley Glen Ratepayers' Association were in attendance at the meeting noted above. The reason the residents did not object to the development is because we were unaware of any such meeting/proceeding taking place. Had we known, the other fundamental reason why we would not have been in attendance is because we were in the middle of COVID 19, an unprecedented time where Vaughan City Hall was physically shut down and unavailable to answer any of our questions affording us limited communication abilities. All levels of government forced the public to stay home and the world was upside down and yet local decisions were being facilitated by Vaughan Council and spearheaded by the local Councillor with the Applicant, at the expense of the residents, without proper local public input.

We feel we were manipulated and undermined.

We want the right to object to height and density. Height and density are the root cause of all of the residents' concerns stated in our letter of February 9, 2023.

Today we are faced with the Concen Development Application Proposal and being told the height, size and density cannot be challenged. Since there was no proper public input, this is a miscarriage of the local residents rights and needs to be rectified.

Now that we are properly informed, we have created Protect Thornhill (<https://ProtectThornhill.com>). This is a residents group to ensure the community has proper input, are not bypassed and their voices are heard. To date, hundreds of residents have signed up to this website and are demanding action.

Regards.

Concerned Residents of Thornhill
[Protect Thornhill - A Community United](#)

C6
COMMUNICATION
COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 5

From: [Jacquelyn Gillis](#)
To: [Adelina Bellisario](#)
Subject: FW: [External] RE: Information for Speakers - CW (Public Meeting) May 30 at 7pm
Date: May-31-23 12:24:03 PM

From: Sasa Krcmar <sasa@krcmar.ca>
Sent: Tuesday, May 30, 2023 2:19 PM
To: Isabel Leung <Isabel.Leung@vaughan.ca>
Cc: Todd Coles <Todd.Coles@vaughan.ca>; Jacquelyn Gillis <Jacquelyn.Gillis@vaughan.ca>
Subject: [External] RE: Information for Speakers - CW (Public Meeting) May 30 at 7pm

Hello Isabel, hope you are well. Not sure if it's required, but here are the 6 comments that I will be presenting at 7:00 PM today.

Item #1 – Representation - Representing 20 Concord Rd & 1137 Centre St. (across from deli)

Item #2 – Support - Support current mid-rise application and aware it's zoned for at least 9 stories – closer to street is best

Item #3 – Developer consultation - Discussions with Rob Burko that Developer consulted, modified and addressed many issues other than access to Centre St. (Region issue)

Item #4 – Primary access - 700 residential unit development cannot rely solely on Concord access as primary entrance/exit – Region should be approached to allow access to mitigate impact on local community

Item #5 – 6 Current Legal Accesses – new development consists of 6 large land parcels (0.5 acres each) – each has separate current legal access to Centre St. – not fair to them that they lose all 6 entrances to Centre St. 1137 Centre property maintained its one access

Item #6 – Transit Route Duplication – both Viva Transit dedicated corridor and Thornhill Transit curb-side bus stops run along of Centre St – push Thornhill Transit into dedicated corridor

Sasa Krcmar | OLS, MBA

Principal | sasa@krcmar.ca | T 905.738.0053 x246 | F 905.738.9221
Strategic Assistant: Jenna Candido | jenna@krcmar.ca | T905.738.0053 x262

1137 Centre Street, Suite 101, Thornhill, Ontario, L4J 3M6
krcmar.ca | protectyourboundaries.ca

C7
COMMUNICATION
COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 5

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Concen Developments Ltd- OP.22.023 & Z.22.045, Centre St, Thornhill
Date: June-01-23 9:59:02 AM

From: Luisa [REDACTED]
Sent: Wednesday, May 31, 2023 11:36 AM
To: Clerks@vaughan.ca; Nancy Tuckett <Nancy.Tuckett@vaughan.ca>; Christina Ciccone <Christina.Ciccone@vaughan.ca>
Cc: Teresa Savo [REDACTED]
Subject: [External] Concen Developments Ltd- OP.22.023 & Z.22.045, Centre St, Thornhill

Hello,

I am the owner of [REDACTED] Lawrie Road and I was in attendance at the City of Vaughan Council meeting last evening. I did not have the opportunity to voice my concerns as so many of my neighbours and friends in the community spoke up. I am sending this letter to state my opinion.

I strongly oppose the construction of a development on Centre Street, which backs onto my home, for several reasons.

First and foremost, it would significantly alter the character and charm of our community. Our neighborhood has a unique ambiance with its tree-lined streets, historic houses, and a sense of close-knit community. Introducing a large-scale condo development would disrupt the harmony and create a stark contrast to the existing architectural style.

Moreover, such a project would undoubtedly lead to increased traffic congestion, noise pollution, and a strain on already limited parking spaces. Our neighborhood is known for its peaceful environment, and this development would undoubtedly disrupt the tranquility we cherish.

Additionally, the construction of a development would inevitably result in increased population density, putting a strain on local resources and potentially overwhelming the already burdened infrastructure.

Finally, the project may have adverse effects on property values, as the demand for condos might overshadow the existing housing market, leading to decreased resale values for homeowners in the area.

For these reasons, I firmly believe that a development proposed is not a suitable fit for our neighborhood and should be halted.

Sincerely,

Luisa Navarro
[REDACTED] Lawrie Road
Thornhill, Ontario

212-222 Steeles Ave W, Vaughan

OPA/ZBA

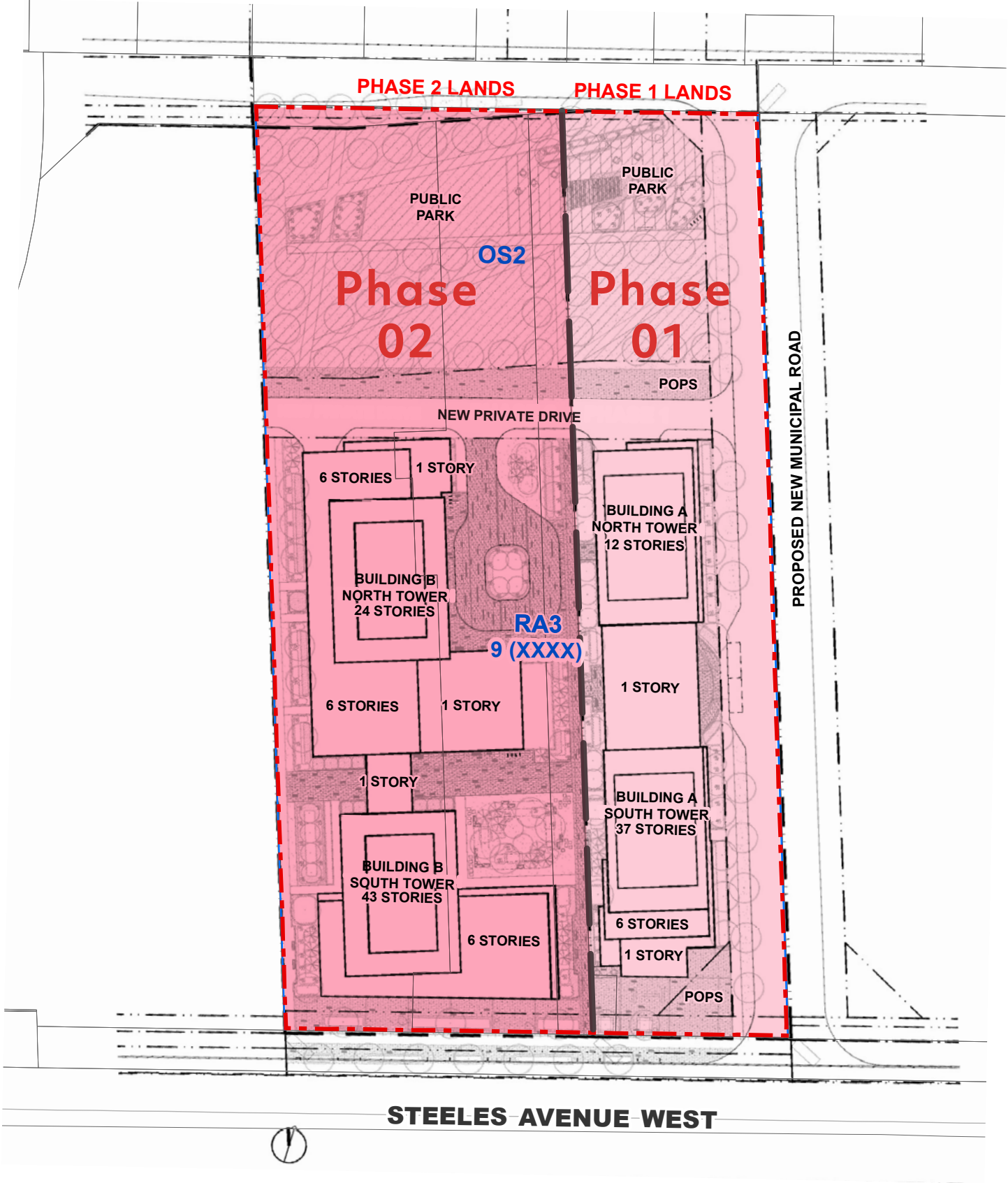
May 30th, 2023



Statistics 212-222 Steeles Ave W

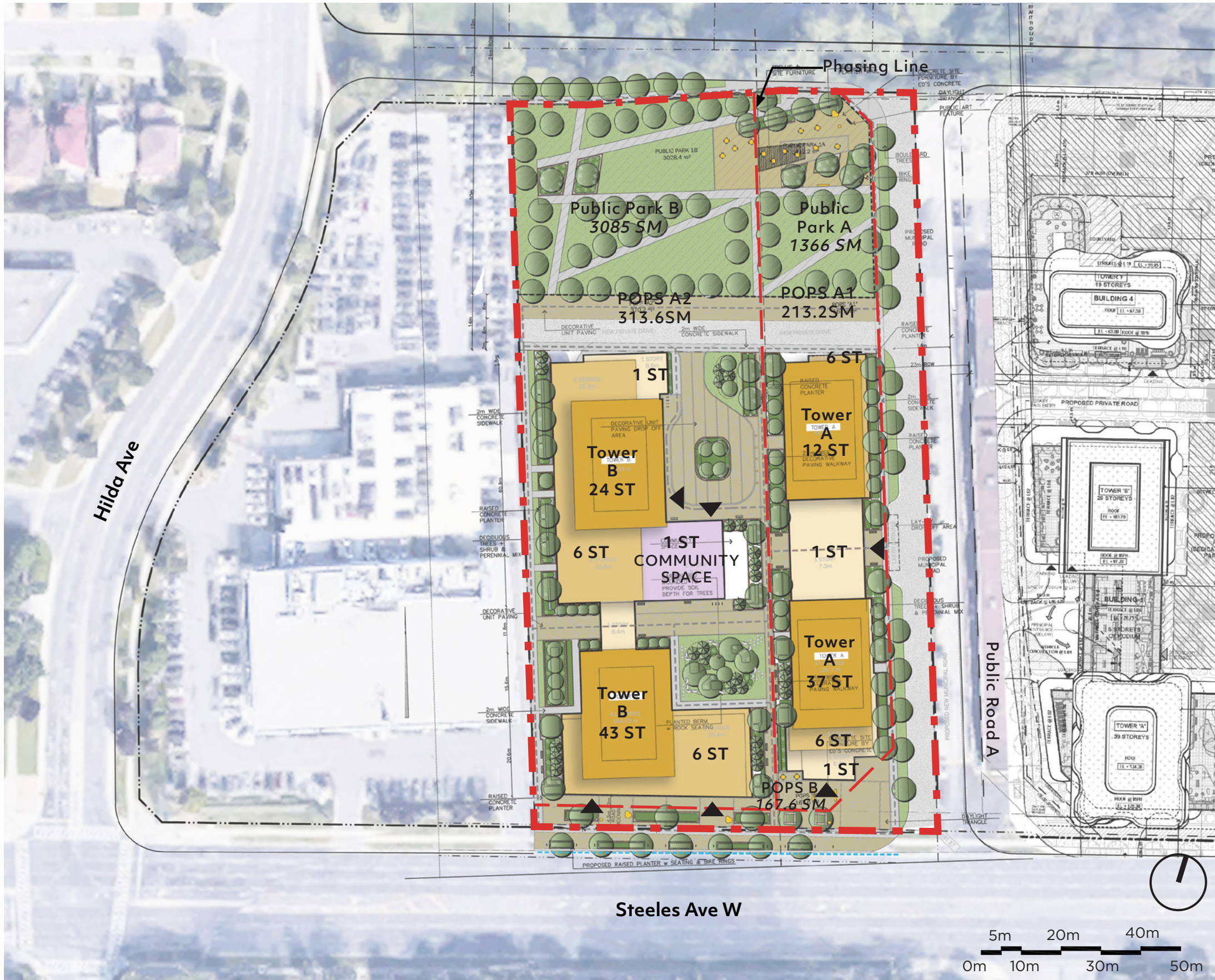
GROSS SITE AREA	16,313.3 SM (± 175,595 SF)
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Site Plan - Proposed Phasing



Site Plan - Phase 1





212-222 Steeles Ave W

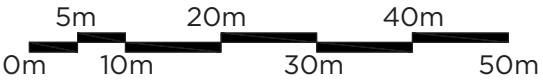
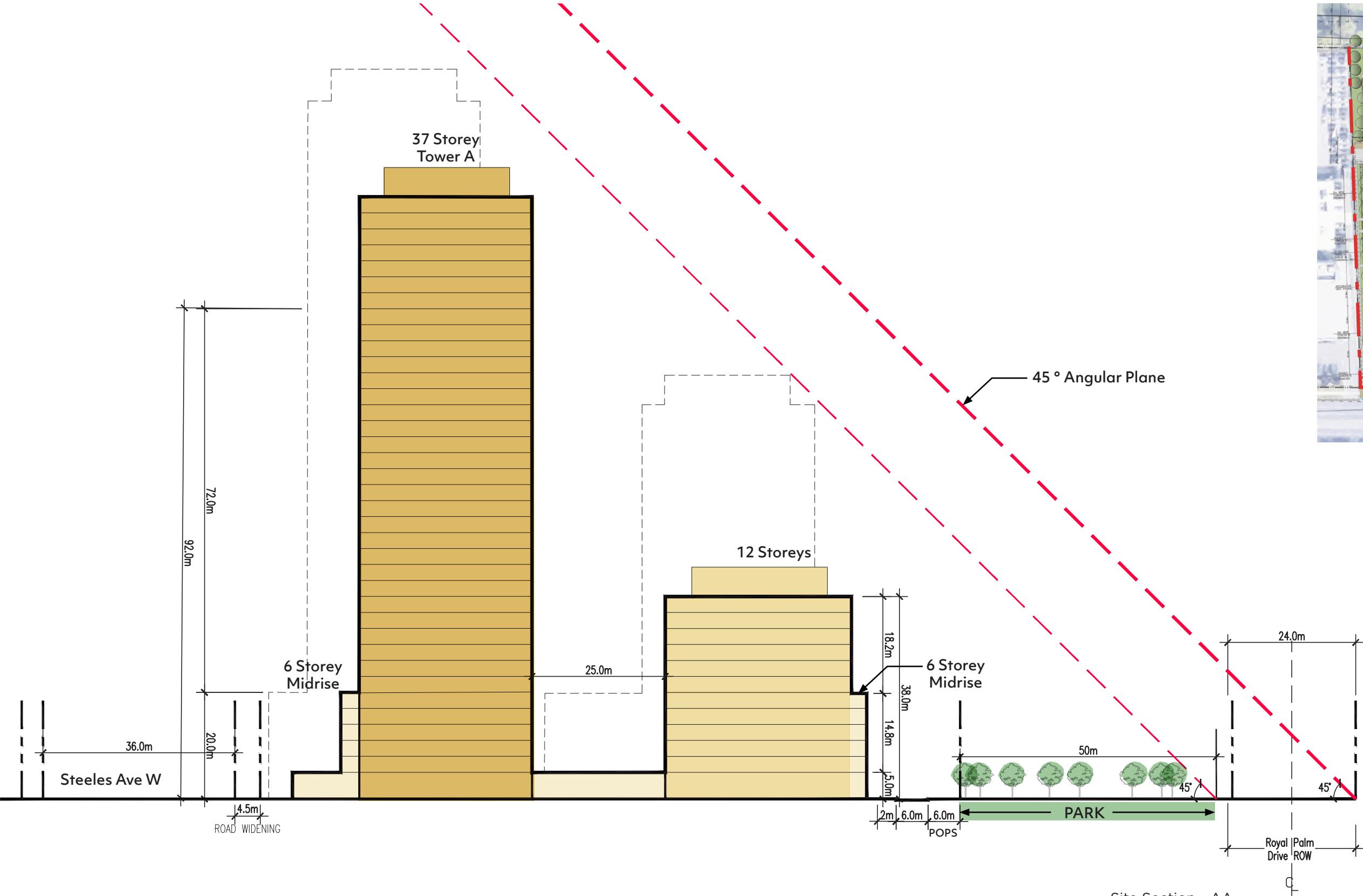
Statistics 212-222 Steeles Ave W

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

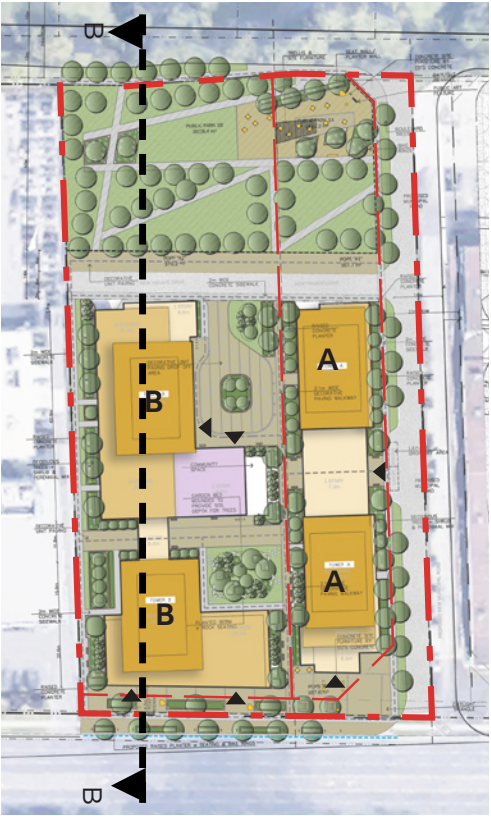
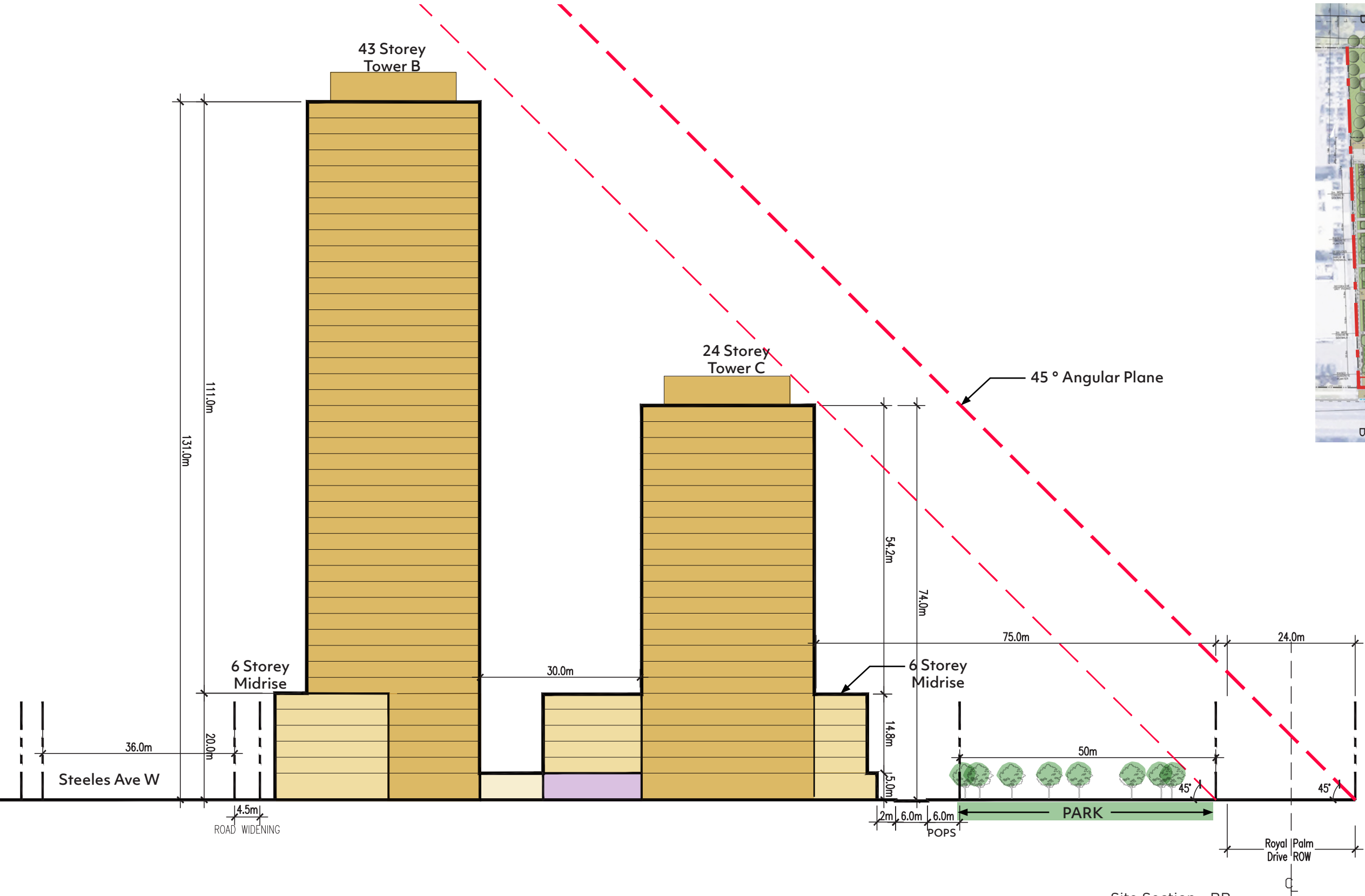




Site Section- AA

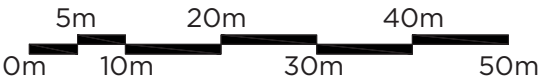


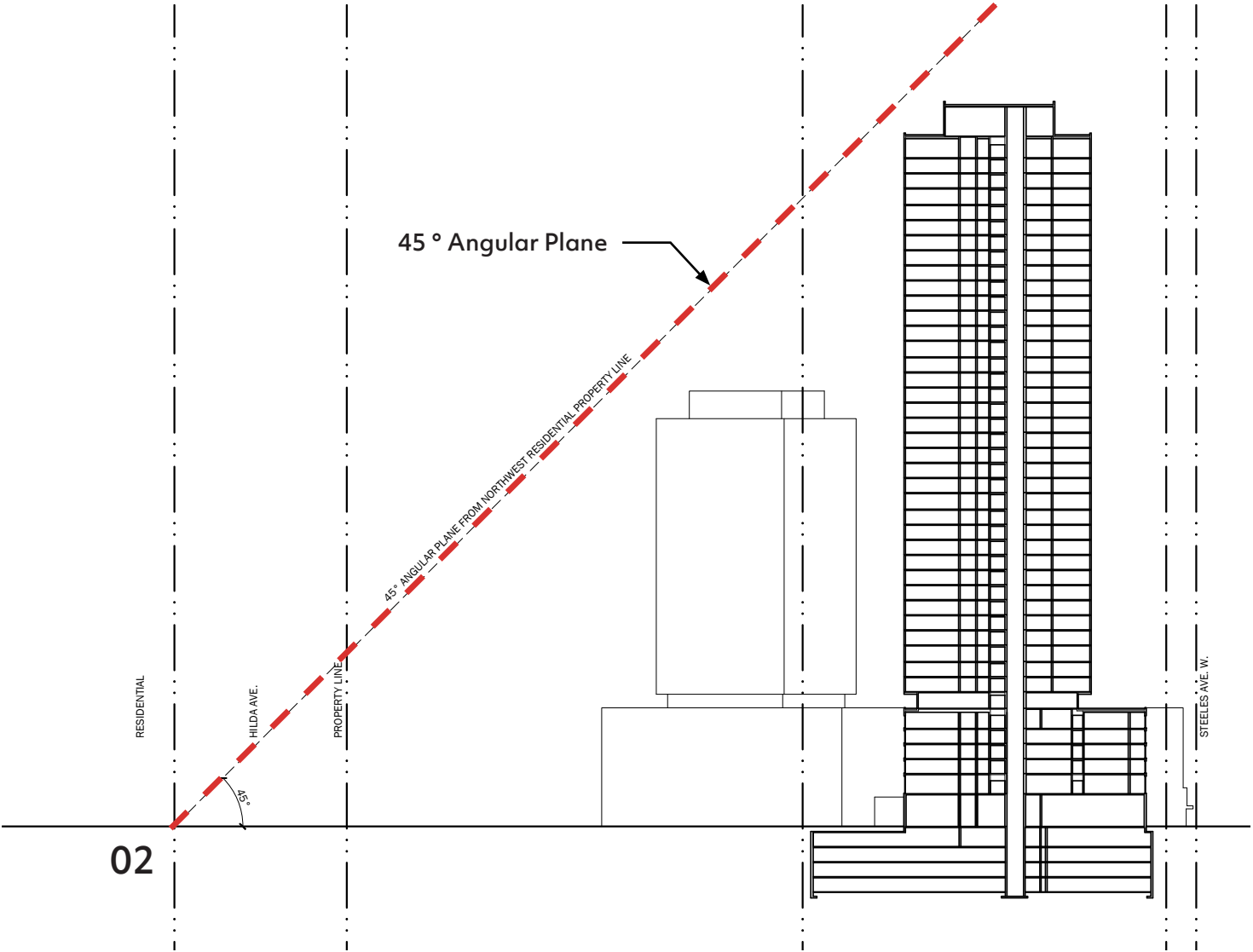
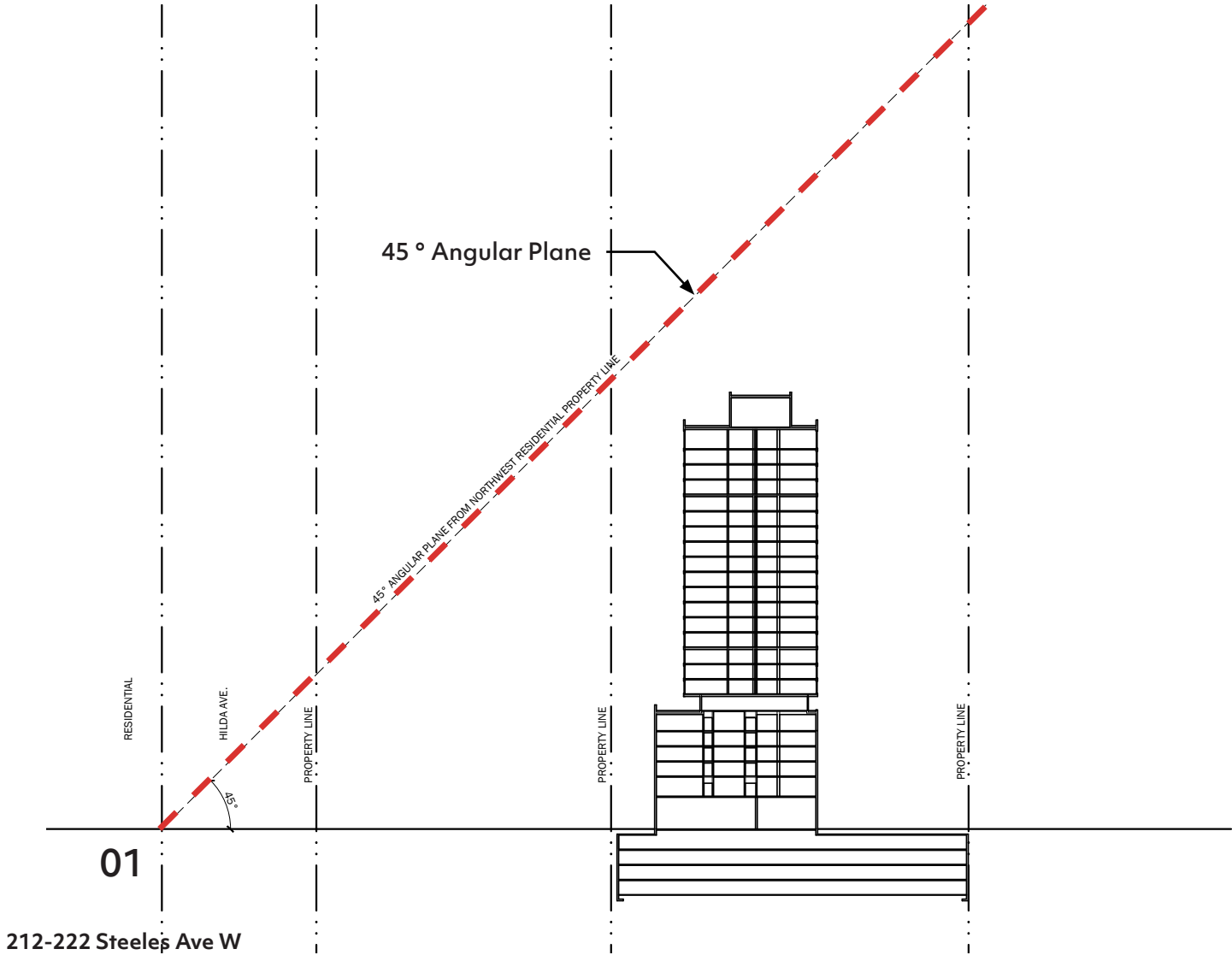
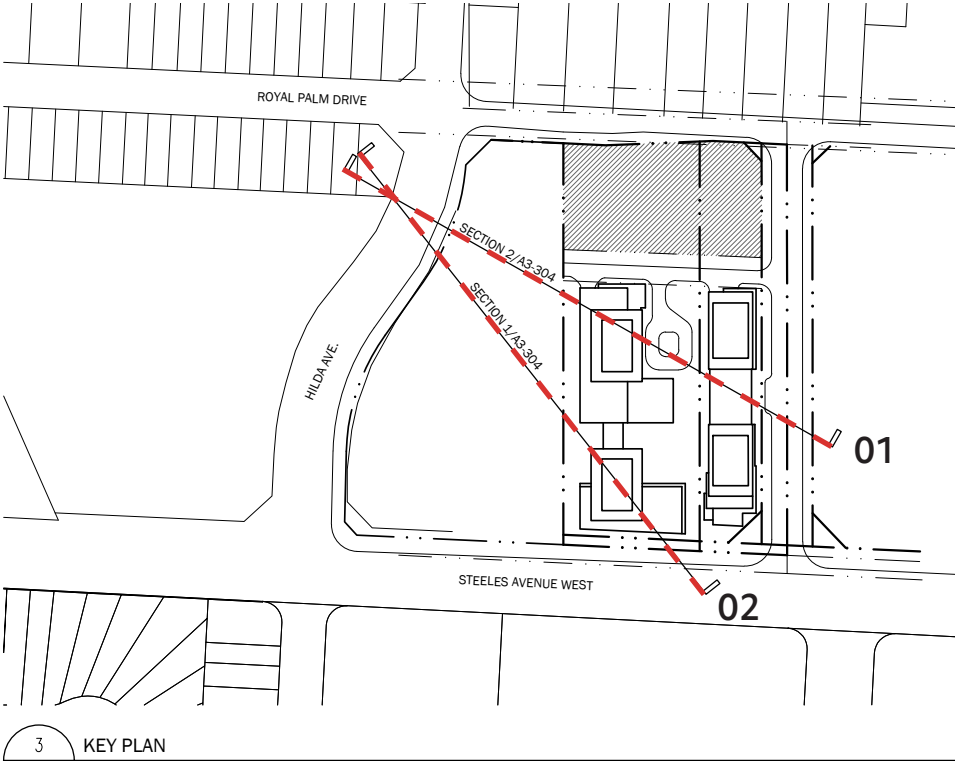
Site Section- BB

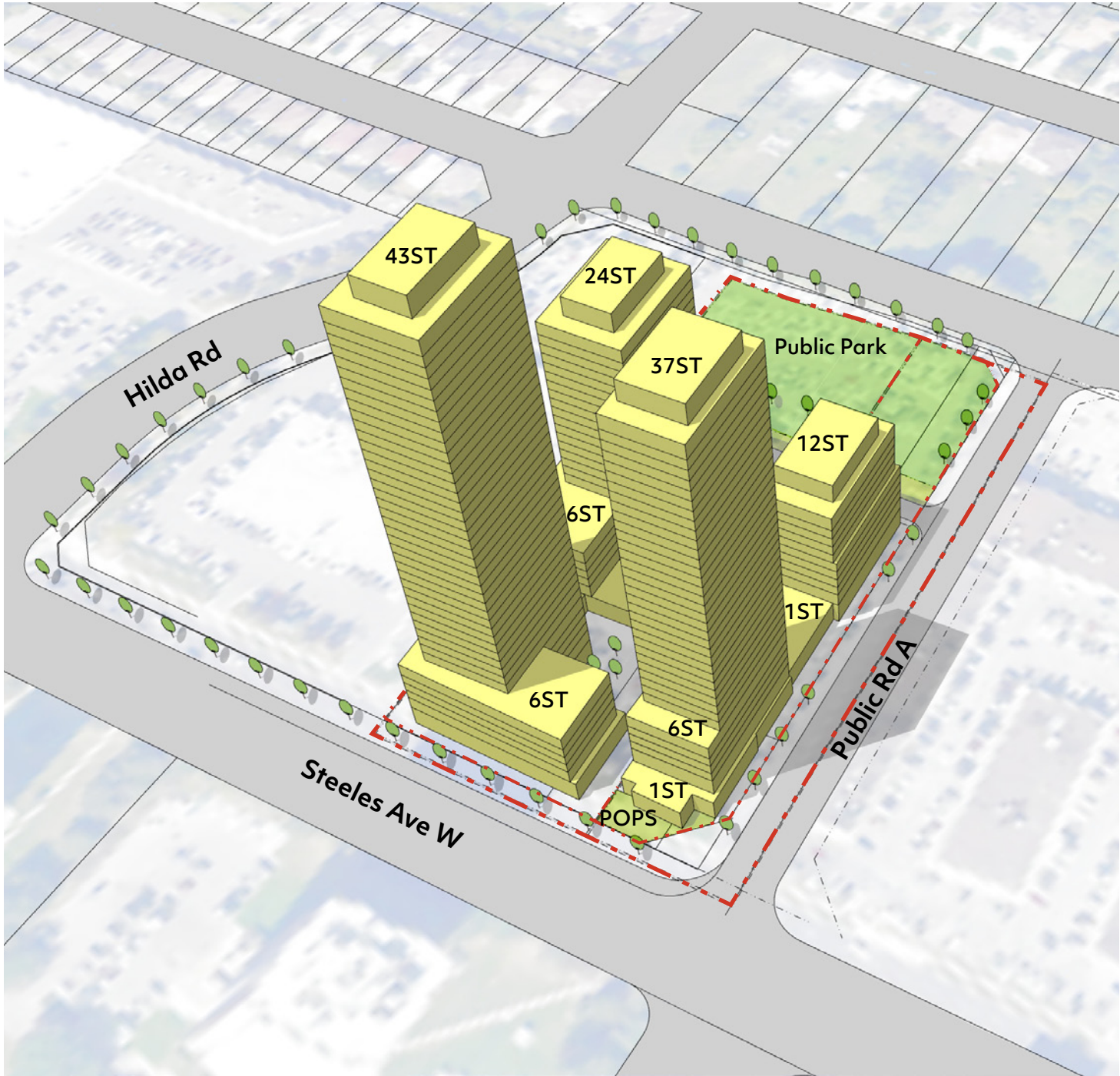


Key Plan

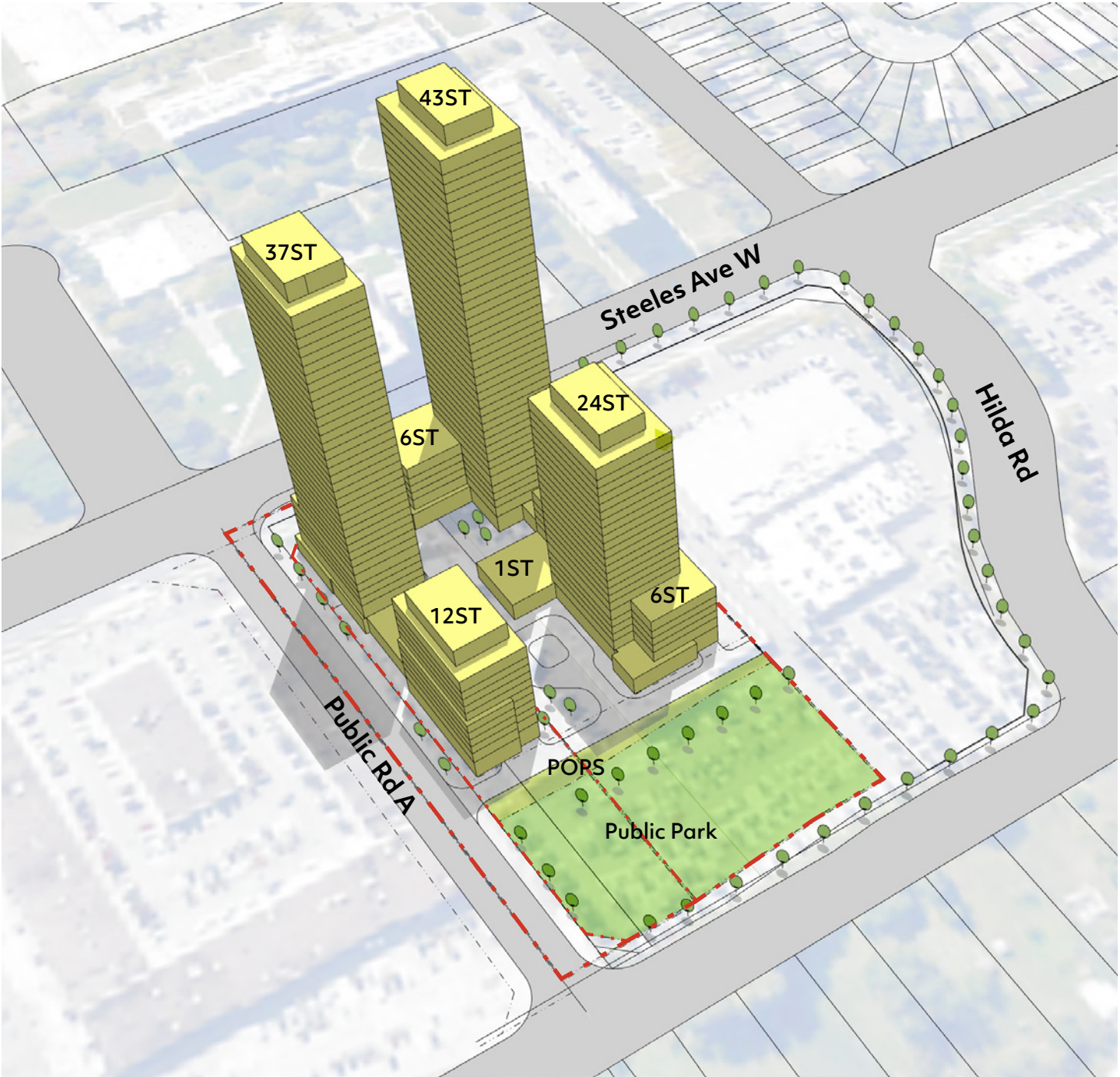
Site Section - BB







Looking North West



Looking South East

C9
COMMUNICATION
COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 4

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Fwd: 10,037 Keele Street, Keele St Developements Inc file Z.21.029
Date: June-01-23 9:57:27 AM

From: Adele Stirpe [REDACTED]
Sent: Wednesday, May 31, 2023 8:40 AM
To: Clerks@vaughan.ca
Subject: [External] Fwd: 10,037 Keele Street, Keele St Developements Inc file Z.21.029

----- Forwarded message -----

From: **Adele Stirpe** [REDACTED]
Date: Wed, May 31, 2023 at 8:27 AM
Subject: 10,037 Keele Street, Keele St Developements Inc file Z.21.029
To: <clerk@vaughan.ca>

Please keep me posted on the ongoing approval process of this application.

We are the owners of the adjacent property at [REDACTED] Keele St. Their Development has a large impact on our property, as well as allowing future access to their property from Richmond Street.

We are very concerned with spillover parking onto our property.

Thank you

Adele Stirpe, owner

C10
COMMUNICATION
COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 2

From: [Jacquelyn Gillis](#)
To: [Adelina Bellisario](#)
Subject: FW: [External] Re: Committee of the Whole (PM) - May 30, 2023: Presentation
Date: June-02-23 10:53:30 AM
Attachments: [image001.png](#)
[May 30 - MTSA - Committee - City of Vaughan - Deputation.pptx](#)

From: Jean-François Obregón [REDACTED]
Sent: Thursday, June 1, 2023 4:22 PM
To: Jacquelyn Gillis <Jacquelyn.Gillis@vaughan.ca>
Cc: Council@vaughan.ca; Clerks@vaughan.ca
Subject: [External] Re: Committee of the Whole (PM) - May 30, 2023: Presentation

Hello Jacquelyn,

Thanks for reaching out.

Attached is the presentation. If you could, I would like to add a communication to my deputation on Item #2: Official Plan Amendment Major Transit Station Areas.

I am asking Council not to accept the MTSA boundaries as currently proposed for Concord GO Centre (PMTSA 55) and Dufferin Centre (PMTSA 58). For Concord GO Centre, the southern edge is too close to the Bartley Smith Greenway and I am asking that the MTSA boundary be modified to preserve the woodlot circled on Slide 4-5 of the Powerpoint. The BSG is a wildlife corridor - I have seen a Blue Heron close to the woodlot - and serves as a refuge for residents, particularly during the early-pandemic. Keeping this woodlot intact would be an asset even for future development.

Regarding Dufferin Centre (PMTSA 58), I am disappointed that an Area-Specific Policy has never been developed. I am proposing that the southern boundary be moved up to provide more green space. The property on the southeast corner abuts a creek that may be under Toronto Region Conservation Authority jurisdiction. According to a March 21, 2023 Staff report entitled "Dufferin Street and Centre Street Area Land Use Study" pg. 4: "Lands owned by IO [Infrastructure Ontario] have been officially deemed surplus and are currently being processed through their disposition procedure." What is the status of this process? Will the IO and Ministry of Transportation of Ontario lands at this intersection be going to the market?

I want to point out that my concerns are not new around development close to Concord Go Centre encroaching on the Bartley Smith Greenway. I raised similar concerns in 2013 in a deputation at a Committee of the Whole meeting at the City of Vaughan.

Best,
Jean-François
Laurel Valley Court

On Tue, May 30, 2023 at 8:10 PM Jacquelyn Gillis <Jacquelyn.Gillis@vaughan.ca> wrote:

Good evening Jean-François,


Thank you for presenting at tonight's Committee of the Whole (PM). If you could kindly share with me the presentation materials you shared, I can incorporate them as a part of our public record.

Best,
Jacquelyn

Jacquelyn Gillis, MPPAL, Pg.D.
Council/Committee Administrator
(905) 832-8585, ext. 8466 | Jacquelyn.gillis@vaughan.ca
City of Vaughan | Office of the City Clerk



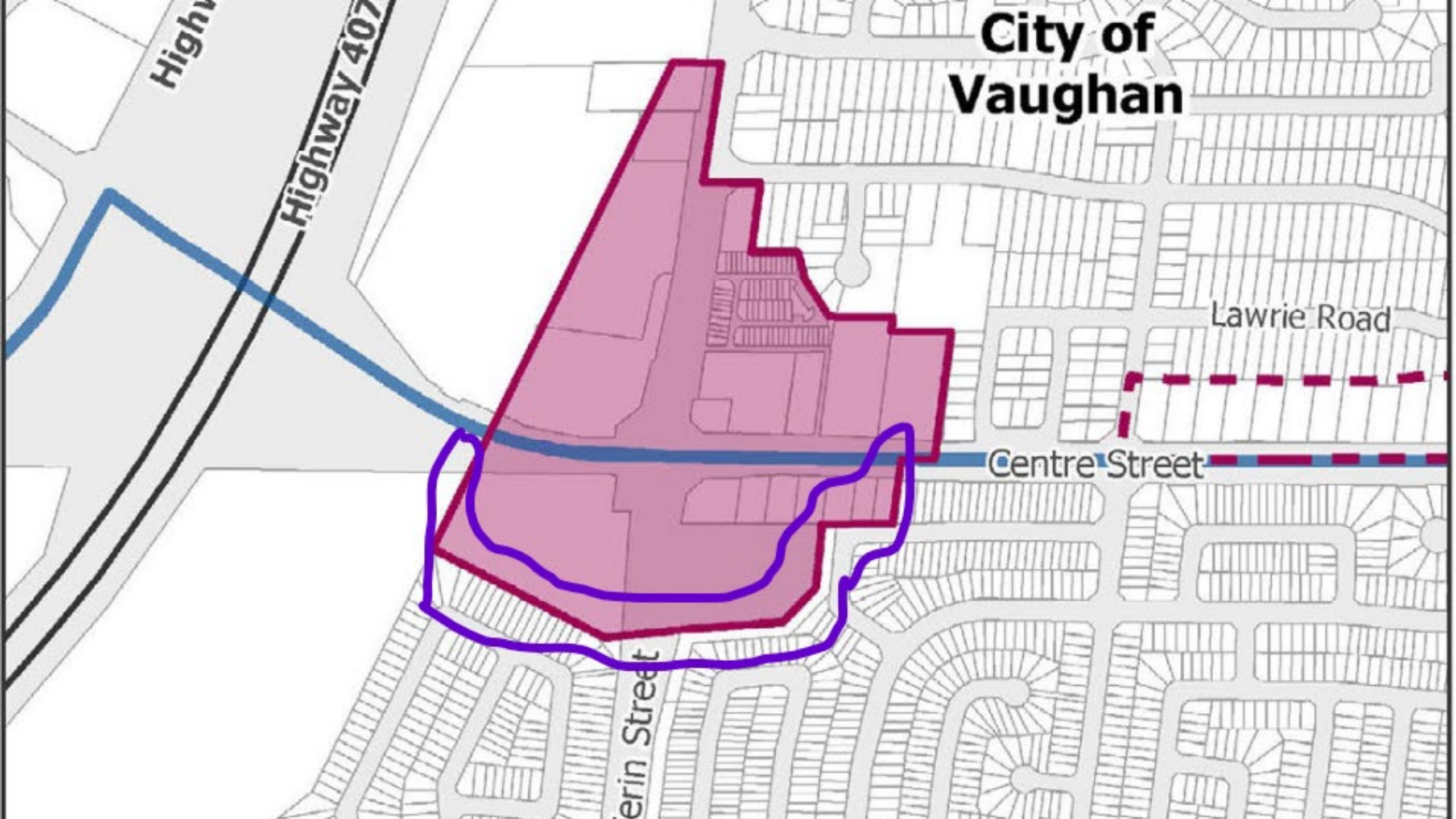
This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original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

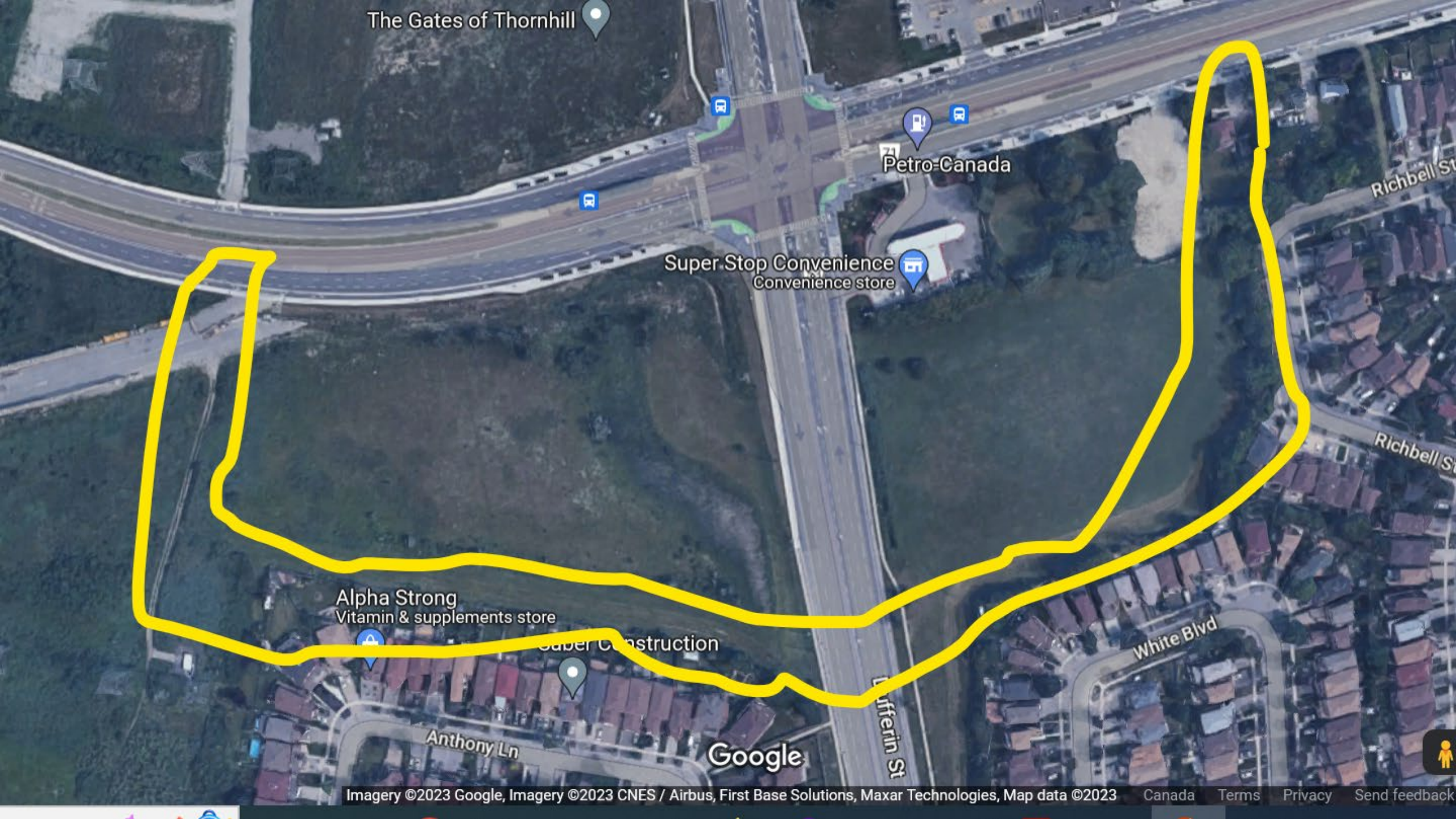
The background of the slide is a blurred, close-up photograph of green grass, likely wheat or a similar grain, with the stalks and heads of grain visible but out of focus. The overall color palette is various shades of green, from light to dark.

DEPUTATION – COMMITTEE OF THE WHOLE (PUBLIC MEETING) – CITY OF VAUGHAN

Jean-François Obregón
May 30, 2023

City of Vaughan





The Gates of Thornhill

Petro-Canada

Super Stop Convenience
Convenience store

Alpha Strong
Vitamin & supplements store

Super Construction

Anthony Ln

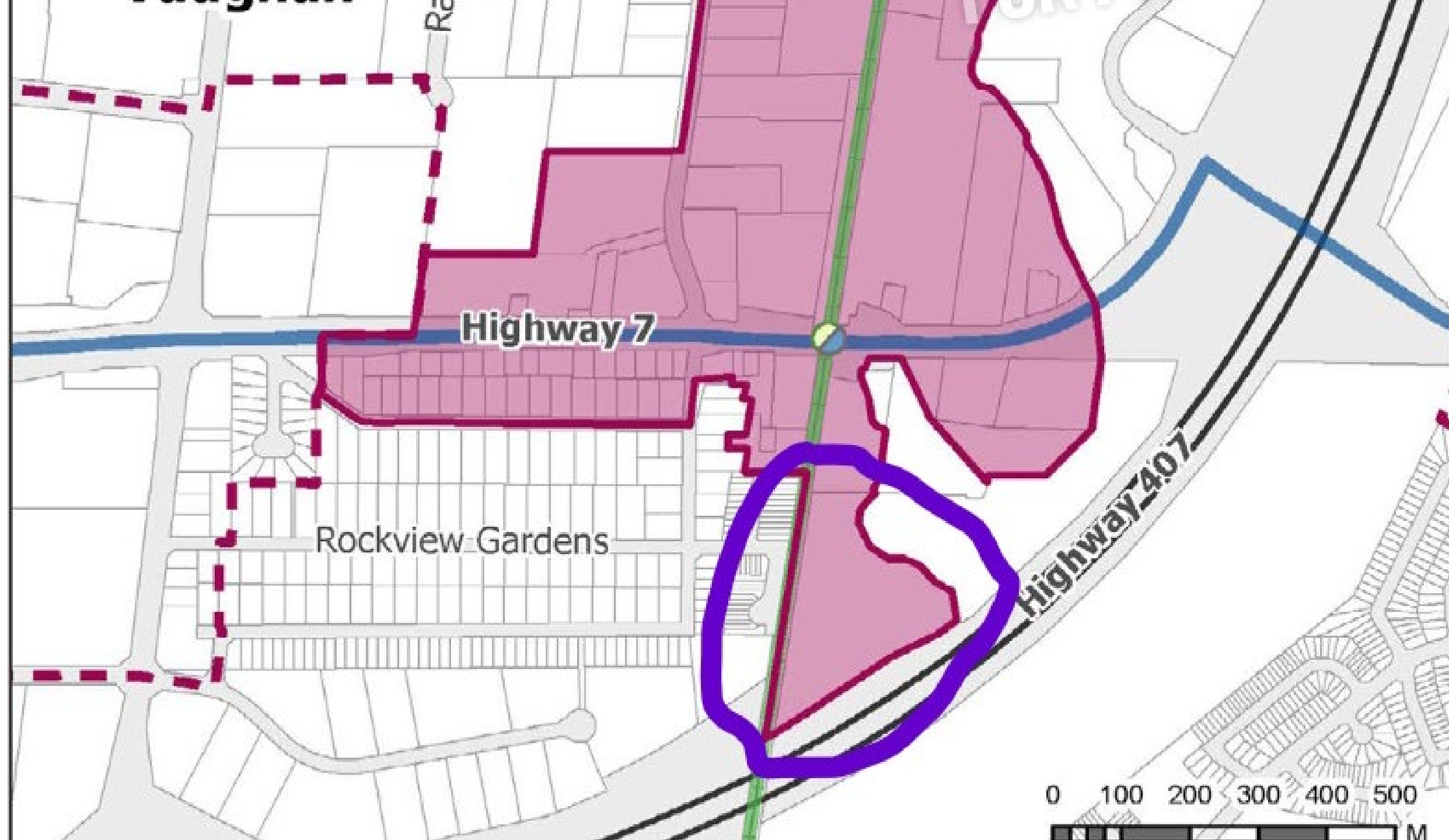
Google

Lufferin St

White Blvd

Richbell St

Richbell St





Restaurants



Hotels



Things to do



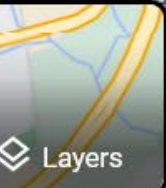
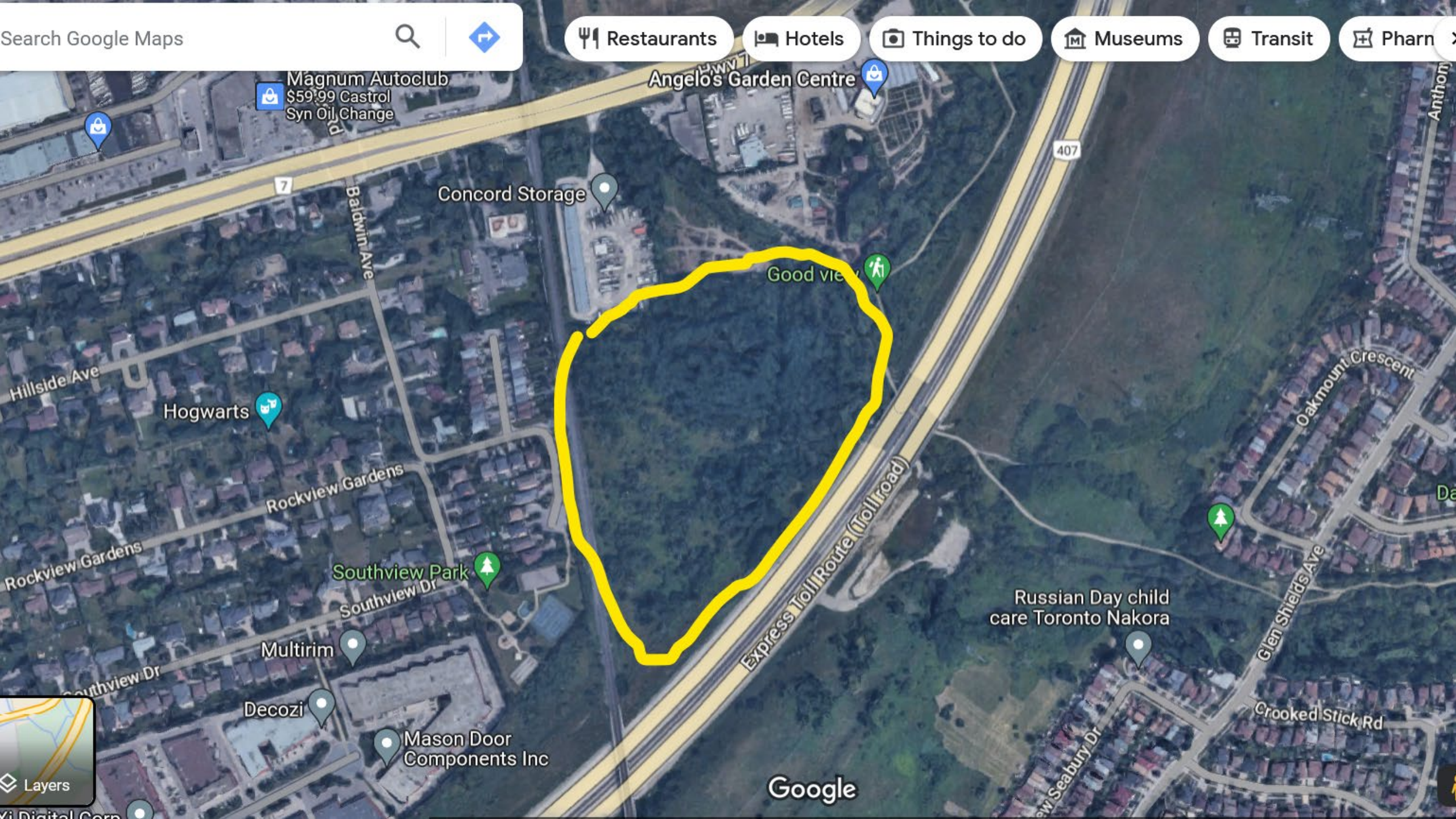
Museums



Transit



Pharm



C11
COMMUNICATION
COUNCIL – June 20, 2023
CW (2) - Report No. 28, Item 6

Goodmans^{LLP}

Barristers & Solicitors
Bay Adelaide Centre
333 Bay Street, Suite 3400
Toronto, Ontario M5H 2S7
Telephone: 416.979.2211
Facsimile: 416.979.1234
goodmans.ca

Direct Line: 416.849.6938
mlaskin@goodmans.ca

June 5, 2023

Our File No.: 213205

Via Email

City of Vaughan – Committee of the Whole
City Hall, Level 100
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: City Clerk

Dear Sirs/Mesdames:

Re: Item No. 6.6
Proposed Amendment to VOP 2010, Volume 1, Policy 10.1.3 and By-law 278-2009 as
Amended in Response to Bill 109
File No. 25.7

We are counsel to Cacoeli Terra Vaughan Ltd. in respect of the lands known municipally in the City of Vaughan as 10811 and 10819 Jane Street (the “**Property**”). Our client has active official plan amendment and rezoning applications with respect to the Property, which have been deemed complete and are in process.

By letter dated December 9, 2022, we wrote to City Council in advance of its scheduled consideration of a draft official plan amendment to address pre-consultation requirements, identifying a number of concerns with the proposed amendments. That matter was subsequently deferred.

While the draft official plan amendment has been modified since that time, our client continues to have concerns with the proposed policies. Our client is not opposed to the concept of a better defined pre-application consultation process. However, as proposed, the draft official plan amendment (the “**Draft OPA**”) and amendments to By-law 278-2009 are flawed and will unreasonably delay the development process in the City. There are also aspects of the amendments that are *ultra vires* the *Planning Act*.

Our client’s concerns include the following:

- **10.1.3.2** – This policy contemplates staff evaluating the merits of an application as part of the pre-application process and identifying conformity issues that would need to be addressed prior to an application being deemed complete. The policy would appear to

purport to allow City staff to refuse to accept an application if they disagree with an applicant's planning or other supporting analysis. This is inappropriate and effectively upends the planning process. The pre-application process is not for evaluating the merits of an application; rather, it is for ensuring a complete set of information and material is submitted, as noted above. The City cannot prevent the submission of an application on the basis that it disagrees with the planning analysis provided in support of it regarding conformity with applicable planning documents.

- **10.1.3.4** – This policy should be revised to enable discretion during a pre-application consultation process to reflect the details of the proposed application. Further, this policy enables terms of reference, standards and guidelines to be issued by City staff that would not be found in policy or, even worse, for City staff to have discretion simply to provide “instructions” to applicants regarding preparation of studies and reports. This approach is too vague and needs to be revised to reflect the requirements in the *Planning Act*.
- **10.1.3.9** – Concurrent planning applications should be reviewed together. We appreciate the deletion of the previously-proposed policy that would have precluded staff from addressing official plan amendment and zoning by-law amendment applications concurrently. However, site plan applications should be processed concurrently in the same way. The staff report indicates that the City will process site plan applications before a notice of complete application has been issued, but that is not reflected in the Draft OPA, which continues to indicate that processing will only commence when such a notice is issued (see policy 10.1.3.10). Further, there is no valid basis or statutory authority for withholding issuance of a complete application notice for a site plan application in a heritage district until approval is obtained under the *Ontario Heritage Act*.
- **10.1.3.13 and 10.1.3.14** – These policies would purport to enable the City to withhold notice of complete application until the City has commissioned a third party peer review of certain materials or the City has approved a Block Plan. Evaluation of the merits of the applicant's materials, including any peer review, must be done as part of the development application review process, not as part of the process for determining whether the application is complete in the first place. In this regard, the policy attempts to interfere with landowners' statutory right to make planning applications and have them processed.

The Draft OPA and associated by-law amendments contain provisions that would lead to significant and unreasonable delays in the processing of development applications contrary to the intent of Bill 109. Further, aspects of the proposed amendments exceed the City's statutory authority. In light of the issues with the proposed amendments, revisions to both documents are required and we ask Council to refer these matters to City staff for further review and consultation.

Please include us on any notice list at the City regarding this matter.

Yours truly,

Goodmans LLP

A handwritten signature in blue ink, appearing to read "Max Laskin".

Max Laskin

MXL/

cc. Client

7382988

C12
COMMUNICATION
COUNCIL – June 20, 2023
CW (2) - Report No. 28, Item 32

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Meeting of the Whole : 82 Monsheen Designation - Agenda Item #32
Date: June-06-23 11:44:20 AM

From: Lisa Johnson <[REDACTED]>
Sent: Tuesday, June 06, 2023 11:32 AM
To: Clerks@vaughan.ca
Subject: [External] Meeting of the Whole : 82 Monsheen Designation - Agenda Item #32

Dear Mayor and Members of Council

Re: Agenda Item #32, concerning the Heritage Designation for 82 Monsheen Drive.

We appreciate council's efforts to protect the heritage of our property. In fact in 2012 we approached the Heritage Department suggesting this designation. However back in 2012, we discovered that our insurance company would not honour our policy, and other companies were giving us a rate of 5 times our regular policy, and so withdrew our application for designation.

While we may ultimately be in favour of heritage designation, we have not had time to get the necessary information about how designation may affect insurance rates in the current climate. Heritage has assured us that our rates should not be affected; however we would like confirmation from our insurance company if this is in fact the case. I've asked our insurance company to look into the issue, but it's unlikely that they will get back to us before tomorrow's meeting.

Therefore I would respectfully request a deferral of this agenda item until your fall meeting, which we hope to attend if given sufficient notice.

Sincerely yours,

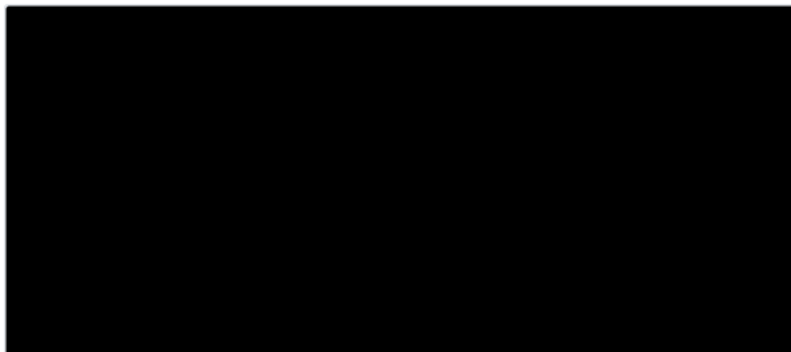
Lisa Johnson & Oliver Dawson
[REDACTED] Monsheen Drive
Woodbridge, ON
[REDACTED]

From: [IRENE FORD](#)
To: Council@vaughan.ca; Clerks@vaughan.ca
Subject: [External] Correction - Agenda Item 9 Creditstone PMTSA
Date: June-06-23 1:59:05 PM
Attachments: [image.png](#)
[image.png](#)
[favicon.ico](#)
[preview.png](#)
[image.png](#)

I realize in my haste and comparing maps that I was confused these lands are actually w/in the VMC PMTSA on the west side of Maplecrete for which the boundary was not changed. Regardless, my concerns surrounding density, protection of MTSA from appeals and stormwater management for the Black Creek Renewal project are valid. Also on the south side of Highway 7 it will be subject to more air traffic as Pearson is in the process of changing an [arrival flight path](#) that would pass very near that area.

However, I knew there was something about this area that was interesting. Fascinating on the east side of Maplecrete where the Creditstone PMTSA boundary changed these properties - 171 Maplecrete Rd., 160 & 140 Doughton Rd. - were purchased for \$48M in April 2022 and as of Nov, 2022 they've become part of the Creditstone PMTSA resulting from a direct change by Minister Clark.

[Liberty buys \\$48M Vaughan assembly for redevelopment](#)




Liberty buys \$48M Vaughan assembly for redevelopment

Liberty Development Corporation has purchased a three-property assembly from three private owners in the rapidly...

I apologize if I've caused any confusion for Council or staff but it is very difficult to follow the decision making process or lack thereof through multiple levels of government.

Irene Ford

On Tuesday, June 6, 2023 at 12:37:10 p.m. EDT, Irene Zeppieri  wrote:

Hello,

I hope that Vaughan Council and staff are confident and comfortable in the decision going forward on Agenda Item

9.

GB (MAPLECRETE) LIMITED PARTNERSHIP OFFICIAL PLAN
AMENDMENT FILE OP.21.008 ZONING BY-LAW AMENDMENT
FILE Z.21.011 AND PLAN OF SUBDIVISION FILE 19T-21V003 -
185 DOUGHTON ROAD, 108-112 MAPLECRETE ROAD VICINITY
OF MAPLECRETE ROAD AND DOUGHTON ROAD

PROPERTY MATTER PROPOSED
ACQUISITION OF PROPERTY BLACK
CREEK RENEWAL PROJECT YORK
CONDOMINIUM PLAN NO. 499 UNITS
1 TO 17 MUNICIPALLY KNOWN AS
7683-7695 JANE STREET - Committee
of the Whole (Closed Session) (Public) -
June 06, 2023



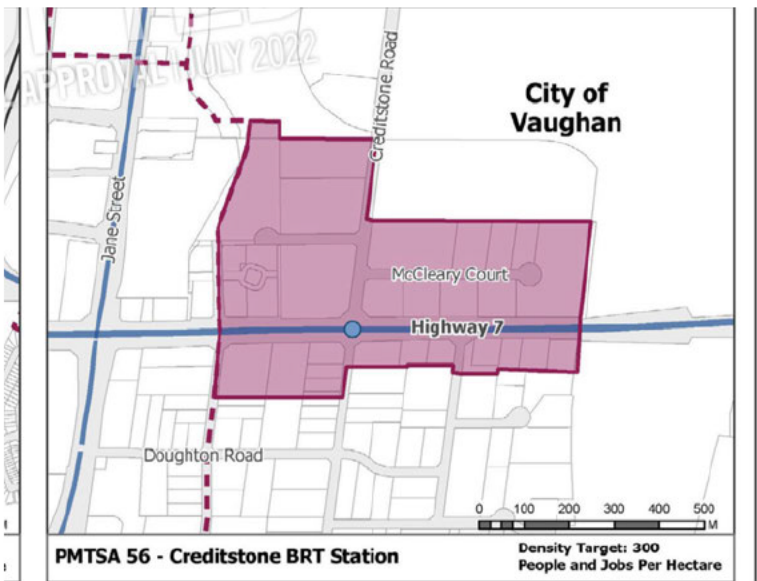
pub-vaughan.escrimemeetings.com

It would appear for whatever reason these particular lands became part of the Creditstone PMTSA upon approval, thereby resulting in the ability to implement inclusionary zoning and special protection from appeals.

It is unfortunate that we do not understand why the Minister was prompted to make such change nor why there was no change in the density target to correspond with the changed boundary. It seems like more direct interference by the Minister on highly localized land use decisions. It is hard to not view this as special treatment for landowners who did not get their wishes upon endorsement of York Regions Official Plan just one year ago.

I am not sure if this development falls into the Black Creek Special development area but regardless I hope all considerations/fees have been fully considered/incorporated given the magnitude & importance of this project for development in the entire VMC area.

As submitted to the Minister of MMAH, July, 2022



As approved by the Minister of MMAH - Nov, 2022

- iv) by extending the station area boundary of PMTSA 56 Creditstone BRT south to Highway 407, between Creditstone Road and the boundary of PMTSA 67 Vaughan Metropolitan Centre Subway Station, in the City of Vaughan.
- v) by extending the station area boundary of PMTSA 65 Rutherford GO

DECISION
With respect to the York Region Official Plan
Subsection 17(34) of the Planning Act

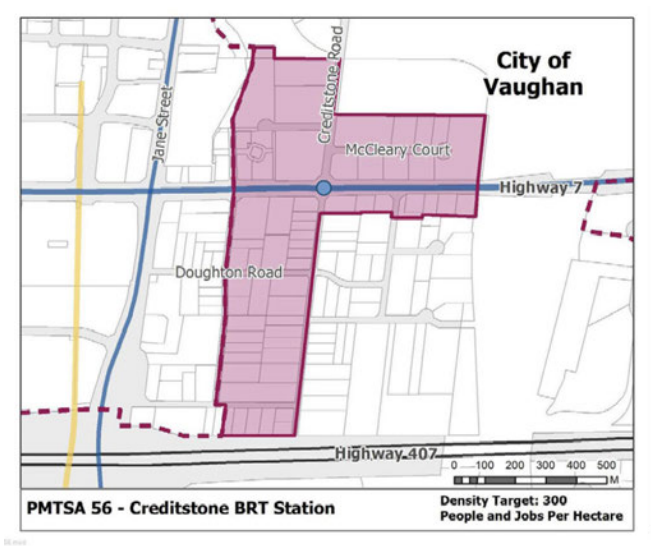
I hereby approve the repeal of the Region of York Official Plan, adopted by 2009-58, and subsequent amendments thereto, pursuant to Region of York By-law 2022-40. Furthermore, I hereby modify and approve, as modified, the York Region Official Plan, as adopted by the Region of York by By-law 2022-40, as follows:

- Policy 1.0 is modified by adding the word "ability," to the first sentence of the subsection, *Planning for Complete and Inclusive Communities*, before the words "lifestyle or stage of life or background."
- Policy 2.2.4 (b) is modified by deleting the words "Achievement of" and replacing it with the words "Demonstrated progress in achieving"
- Policy 2.3.12 is modified by adding a new subsection:
"g) incorporating vertical schools or urban schools into the base of multi-storey buildings in strategic growth areas."
- Policy 2.3.19 is modified by adding a subsection:
"g) Requirements for the implementation of best management practices for use of winter de-icing chemicals (including road salt) in the design of parking lots, roadways and sidewalks."
- Policy 2.3.33 (c) is modified by adding the words, "including the use of green infrastructure" to the end of the sentence.
- Section 3.2 is modified:
 - by revising the policy reference "5.3.7" to "5.3.8" in policy 3.2.5 e).
 - by adding a new policy:
"3.2.9 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham."
- Policy 3.3.13 (d) is modified by adding the word "fuel" before the words "storage tanks".
- Policy 3.5.1 is modified by adding the words "in accordance with guidance developed by the Province," after the words "site alteration".
- Policy 4.1.5 is modified:
 - by adding a new bullet to the list of Key Provincial Initiatives:
"Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe"

Page 1 of 12

York OP - Decision - Signed
November 4 2022

PDF Document - 6.2 MB



Thank you,
Irene Ford

DATE: June 13, 2023

TO: Mayor and Members of Council

FROM: Michael Coroneos, Deputy City Manager, Corporate Services,
City Treasurer and Chief Financial Officer

RE: COMMUNICATION – Council – June 20, 2023
(Item 3, Report No. 28)
2023 ISSUANCE OF DEBENTURES

Recommendation

1. That Council authorize to proceed with the issuance of debentures of \$45,489,000 through York Region as requested in the Staff Report, 2023 Issuance of Debentures presented at Committee of the Whole 2 on June 6, 2023 (Item 3, Report No. 1)

Background

This communication is in response to the motion adopted by Council at Committee of the Whole (2) on June 6, 2023 requesting staff to review potential options to borrow \$45,489,000 internally to fund capital expenditures previously approved to be funded by debt instead of issuing debentures through the York Region.

Analysis

Staff have reviewed the City's reserves and reserve funds as potential sources to borrow internally to fund capital projects in lieu of issuing debt.

Development Charge (DC) Reserves and Reserve Funds

Since all the capital projects on the list to be funded by debt are rehabilitation / renewal of existing assets or the portion of new assets which benefit existing residents, they cannot be funded by DC Reserves and Reserve Funds. These reserves can only be used for growth capital projects. In addition, many of these reserves are already constrained, and the introduction of Bill 23 will create funding short-falls in the DC reserves, which could spill-over to non-DC sources to compensate for the short-fall.

Canada Community-Building Fund (CCBF)

As of March 31, 2023, the total balance of the CCBF was \$27.1 million, with commitments of \$39.6 million. The difference will be funded by the 2023 allocation of

\$10.1 million expected to be received in July and November and part of the 2024 allocation. Therefore, the CCBF cannot provide funding for internal borrowing.

Discretionary Reserves and Reserve Funds

The City's Discretionary Reserves and Reserve Funds are for sustainability, rehabilitation or replacement of existing infrastructure including those funded by rate programs (water, wastewater and stormwater) or special purposes (e.g. Vaughan Hospital Reserve).

- Tax-Supported Infrastructure Reserves - the total uncommitted balance of tax-supported infrastructure reserves as of March 31, 2023 was \$7.3 million. However, these funds are required for future infrastructure renewal which are expected to increase significantly over the next 10 to 20 years as indicated by the Asset Management Plan.
- Rate-Supported Infrastructure Reserves - these reserves are funded by ratepayers and reserved only for renewal/replacement of water, wastewater and stormwater assets. The stormwater reserve is already constrained will require an updated strategy to ensure there is sufficient funding.
- Sustainability Reserves - under the Municipal Act, municipalities are not permitted to run an operating deficit and/or borrow for operating expenditures. Although there is sufficient funding in the City's sustainability reserves from which to borrow, the purposes of these reserves are to:
 - Stabilize property taxes by smoothing out fluctuating revenues and/or expenses in certain programs and services such as Development Planning and Winter Maintenance;
 - Fund known future liabilities (e.g. employee benefits);
 - Ensure the City does not run an operating deficit; and
 - Maintain affordable property taxes rates.

Balances in these reserves are either below or at the minimum threshold. Staff review these reserve balances regularly against future requirements and liabilities and make additional contributions as required from annual surplus of the respective programs or the general overall surplus.

Other Considerations

The City's only considers issuing debt when all alternative sources of funding have been exhausted, including internal borrowing.

Borrowing internally for repair and rehabilitation of existing capital is not sustainable as these expenses are ongoing and the City's financial resources are finite. As assets age, these expenses will continue to grow, placing significant pressure on property taxes and utility rates. The Long-Range Fiscal Plan identified debt as one of the important tools to help narrow this funding gap and support long-range financial sustainability. The City's

10-Year Capital Plan includes the gradual utilization of debt, easing pressures by spreading payments over the life of the asset.

In 2013 when the City borrowed internally, it was to fund a specific project, the Hospital Precinct. The City also implemented a dedicated Hospital Levy providing stable and consistent funding to repay to loan ahead of schedule.

Conclusion

The City of Vaughan utilizes debt to fund capital projects only when it makes financial sense and supports long-term sustainability. Decisions to fund capital with debt are made with prudence and mostly as a last resort, i.e. when no other funding is available. As the City shifts to longer term planning, fiscal strategies including the use of debt have been implemented to maintain critical infrastructure, the levels of service they provide and to manage cash flows. Deviating from the long-term strategy could result in potential short falls to future cash flows, deferral / cancellation of projects, unfunded future liabilities and/or higher property taxes.

It is therefore recommended to proceed with the issuance of debentures of \$45,489,000 through York Region as requested in the Staff Report, 2023 Issuance of Debentures presented at Committee of the Whole 2 on June 6, 2023.

For more information, contact:

Michael Marchetti, Director of Financial Planning & Development Finance, ext. 8271
Kenneth Quan, Manager of Corporate Financial Planning and Analysis, ext. 8029

Respectfully submitted by



Michael Coroneos, Deputy City Manager Corporate Services, City Treasurer and Chief Financial Officer

June 15, 2023

Haiqing Xu
Deputy City Manager
Planning and Growth Management
Vaughan City Hall, Level 200
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Mr. Xu,

Re: Proposed Amendment to Vaughan Official Plan 2010, Volume 1, Policy 10.1.3 and By-Law 278-2009 as amended in response to Bill 109 (More Homes for Everyone, 2022) File 25.7

Draft Official Plan Amendment No. 93

Urban Strategies Inc., are the land use planners for RioCan REIT (“**RioCan**”) with respect to their lands at 7501-7621 Weston Road, also known as the Colossus Centre, a 25-hectare site south and east of Highway 7 and Weston Road (the “**Colossus Centre Site**”).

The Colossus Centre Site is within a Primary Centre, one of Vaughan’s Intensification Areas, and is currently the subject of active official plan amendment applications (OP.22.002 and OP.22.005). RioCan plans to bring forward future Zoning By-law Amendment, Site Plan, and Plan of Subdivision applications for the Colossus Centre Site as part of their long-term vision to urbanize and transform this location into a complete community in accordance with Provincial and Regional policy direction and in line with the City’s goals for Primary Centers to become mixed-use, transit-oriented, pedestrian-friendly places.

In response to Bill 109, City staff have sought to update Vaughan Official Plan 2010 policy 10.1.3 with respect to pre-application consultations and complete applications requirements and to update the City’s Pre-Application Consultation (PAC) By-law 278-2009 as amended.

Committee of the Whole’s previous consideration of changes to OP policy 10.1.3, which was planned for December 12 2022, was deferred to allow for further review and discussions with other municipalities. Urban Strategies provided comments on the proposed policy at that time, which were noted as received communication C5 on December 12, 2022 related to Agenda Item 2.

Since that time, City staff have adjusted the proposed policy language in Official Plan Amendment No. 93 (“**OPA 93**”). While we are encouraged by a number of the modifications made by City staff through this process, we continue to have concerns with the proposed policies of OPA 93 including but not limited to policies 10.1.3.2, 10.1.3.4, 10.1.3.5, 10.1.3.6, 10.1.3.9, 10.1.3.11 and 10.1.3.13 as follows:

Policy 10.1.3.2 continues to indicate that policy conformity issues may be identified in the pre-application consultation and that the applicant will need to address these issues to ensure a

complete application. It is not sufficiently clear how an applicant is expected to address conformity issues to achieve a complete application. Policy conformity should be discussed through an application review and should not be pre-requisite for an application.

Policy 10.1.3.4 continues to suggest an open-ended requirement for any information, reports and studies to be identified through the pre-application consultation meeting. This policy is not sufficiently connected to 10.1.3.11, which details the information, reports, studies and materials that may be identified as complete application requirements. Explicit connection between the pre-application process described in 10.1.3.4 and the list of potential requirements in 10.1.3.11 is necessary to clarify the intent of 10.1.3.4.

Policy 10.1.3.5, along with 10.1.3.1.13 suggests that peer reviewed studies may be part of a pre-application submission and appears to require that such a peer review be completed before an application is deemed complete. Peer review of studies, if required, should be determined through the development application review process, not before it. The proposed approach to peer reviews is not aligned with the purpose of a complete application checklist, which is to ensure that all components are included so that an application *can be evaluated*, not to evaluate the application.

Policies 10.1.3.4 and 10.1.3.6 propose to elevate Terms of Reference (TOR), some of which are to be applicant developed, to Official Plan policy. Terms of Reference are not typically fixed directions and operate similar to guidelines that often require updates to scope to reflect the unique context of an individual application. Further, TOR do not proceed through a formal consultation process and are often changed without notice or a process to address issues and concerns. It is therefore not appropriate to elevate TOR to the level of official plan policies and to propose in an official plan that an application is not considered complete on the basis of failure to meet the requirements of a TOR.

Policy 10.1.3.11 also inappropriately requires the evaluation of an application prior to its submission by requiring that development limits be confirmed with external agencies prior to an application being deemed complete. The determination of development limits often relates to the impacts of an application and associated mitigation strategies proposed through an application. The proposed process ignores the interrelationship between the content and evaluation of an application's merits and development limits. To require these limits to be determined prior to fulsome and coordinated consideration of an application will create significant delays and undermines the integrated nature of decision-making around development applications.

Policy 10.1.3.9 has been modified to allow for concurrent consideration of OPA and ZBA applications, however there are still barriers to efficient processing of concurrent Site Plan applications. The explanatory text in the staff report on Page 7 of 18 provides clarity in this regard stating that "The City will... accept and process [emphasis added] a Site Plan application concurrently to avoid delay..." The policy language in 10.1.3.9 should be explicitly linked to this intent so that it the City's intent to process Site Plan applications in advance of zoning approval is completely clear.

Where a development is subject to a Block Plan Policy 10.1.3.14 would require, an "approved" Block Plan as a component of a complete application. In cases, where an application is proposing changes to a Block Plan, this requirement creates an impossible loop where an application which proposes to change a Block Plan requires "approval" before it can even be

submitted and deemed complete. If this “approval” requirement is not removed, this policy is a significant impediment to efficient delivery of housing. We encourage the City to remove the requirement for an “approved” Block Plan as a prerequisite for a complete application and enable concurrent processing of applications where a Block Plan may be required as a Block Plan is directly informed by proposed development.

While we appreciate that some modifications have been made in response to stakeholder concerns, the effect of the proposed policy will be a development application process that hinders the efficient delivery of housing, not advances it, contrary to Provincial, Regional and City planning goals. We encourage Council to direct staff to continue their engagement with the development community on the policy language so that a logical, clear, and efficient development application process can be achieved.

Sincerely,

URBAN STRATEGIES INC.

A handwritten signature in black ink, appearing to read 'Leigh McGrath', written in a cursive style.

Leigh McGrath, RPP, MCIP
Partner



DATE: June 15, 2023

TO: Mayor and Members of Council

FROM: Haiqing Xu, Deputy City Manager, Planning and Growth Management

RE: Communication - Council, June 20, 2023
Item No. 9, Report No. 28

**GB (MAPLECRETE) LIMITED PARTNERSHIP
OFFICIAL PLAN AMENDMENT FILE OP.21.008
ZONING BY-LAW AMENDMENT FILE Z.21.011 AND
PLAN OF SUBDIVISION FILE 19T-21V003
185 DOUGHTON ROAD, 108-112 MAPLECRETE ROAD
VICINITY OF MAPLECRETE ROAD AND DOUGHTON ROAD**

Recommendation

The Deputy City Manager, Planning and Growth Management recommends:

1. That Attachment #10a of the report of the Deputy City Manager, Planning and Growth Management dated June 6, 2023 (Committee of the Whole (2), Item 9), be replaced with Attachment #10a to this communication.

Background

Following discussions between VMC staff and the Applicant, several minor revisions were made to the Draft Plan of Subdivision conditions identified in Attachment #10a. The revisions are primarily related to the Engineering conditions relating to the design and construction of the future east-west public road extension (Street "1"/Freshway Drive).

The Vaughan Policy Planning and Special Programs Department is supportive of the revised conditions as they provide further clarification regarding the Owner's responsibilities and required deliverables through the Plan of Subdivision process.

Attachment

Attachment 10a – revised from June 6, 2023, Committee of the Whole (2) (Item 9).

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Haiqing Xu'.

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

ATTACHMENT 10a
CONDITIONS OF DRAFT APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-21V003 ('THE PLAN')
GB (MAPLECRETE) LIMITED PARTNERSHIP ('THE OWNER')
PART OF LOT 5, CONCESSION 4, CITY OF VAUGHAN

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN ('CITY') THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF THE PLAN ARE AS FOLLOWS:

City of Vaughan Conditions

1. The Plan shall relate to the Draft Plan of Subdivision, as prepared by KLM Planning Partners Inc., Project No. P-3298, dated May 5, 2023.
2. The lands within this Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the *Planning Act*.
3. The Owner shall pay all outstanding application fees to the City's Development Planning Department, in accordance with the in-effect Tariff of Fees By-law.
4. The Owner shall be required to provide payment-in-lieu of parkland dedication in accordance with the requirements of the Planning Act, the VOP 2010 (Section 7.3.3 Parkland Dedication) and/or in effect Parkland Dedication By-Law and amendments.
5. The Owner shall enter into a subdivision agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payments of development levies, landscaping, financial securities and land conveyance and/or cash-in-lieu, the design, construction, installation and road dedication and associated streetscape-related municipal services along the development frontage, at the sole cost of the Owner, with provisions for future Street "1"/Freshway Drive connection in accordance with the local servicing policy, to the satisfaction of the City. The said Agreement shall be registered against the lands to which it applies.
6. The Owner shall work cooperatively with the City and with the adjacent landowners to the south and west regarding the coordination of the future ultimate design of the local Street "1" / Freshway Drive extension, which will be constructed and delivered by others as lands become available over time and are assembled for the ultimate right-of way.

The Street "1" shall be planned, designed and constructed, to the satisfaction of the City with all interim and permanent works including drainage design, Low Impact Development (LID), grading adjustment and illumination to the satisfaction of the City. The Owner shall only design the ultimate streetscape.

7. The City agrees to grant the Owner an easement over Street "1" for access on, over, along, through and upon the temporary driveway for purposes of accessing Maplecrete Road, in a form satisfactory to the City. The Owner shall, at its cost, maintain the temporary driveway access to Maplecrete Road, in good and safe condition until the future construction of local road Street "1" to the satisfaction of the City. The Owner shall indemnify and save harmless the City and its employees from all actions, causes of actions, suits, claims, fees, expenses, damages, injury and demands whatsoever which may arise directly or indirectly by reason of

this temporary driveway access to Maplecrete Road on the City owned lands, save and except for any damage caused by the sole negligence of the City or its employees.

Prior to final approval of the Plan, the Owner shall make satisfactory arrangements with the City, to establish the temporary access easement over the temporary driveway access to Maplecrete Road. The easement shall be maintained by the Owner and/or its successors in title and shall be registered on title and form part of the future condominium declaration.

8. In addition to the draft plan conditions set out for Street "1":
 - The Owner shall cooperate with the City and the neighbouring landowner to the south and west for the purposes of coordination to complete the design and construction of Street "1", to the satisfaction of the City.
 - The Owner shall deliver the interim condition of Street "1" to Maplecrete Road, to the satisfaction of the City prior to the occupancy of any units.
 - The Owner shall agree in the subdivision agreement to provide the necessary financial securities for the cost associated with the removal of the interim condition on Street "1" and reinstatement of Street "1" to the ultimate road condition including streetscape and servicing infrastructure to the satisfaction of the City.
 - The Owner shall make reasonable effort with the adjacent landowners to the west and south to allow for completion and construction of the Street "1" to its ultimate configuration within their ownership having consideration for the full ultimate design across developers lands. The arrangements shall address, but are not limited to, liability, land title, cost-sharing, the timing and costs associated with the construction of the interconnection, and obligations and costs of maintenance be fully secured.
9. The Owner shall carry out, at no cost to the City, any temporary or permanent, access and drainage works that may be necessary to support the development under the interim condition to the satisfaction of the City.
10. The road allowances included within the Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
11. The road allowances included in the Plan shall be named to the satisfaction of the City and York Region.
12. The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, daylighting triangles, and 0.3 m reserves, as required. The pattern of the street and the layout of blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
13. Any dead ends or open sides of road allowances created by the Plan shall be terminated in 0.3 m reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
14. The Owner shall agree in the Subdivision Agreement that construction access shall be provided only in a location approved by the City. Construction staging areas, staging and construction vehicle parking plans shall be approved by the City.

15. Prior to final approval of the Plan, the Owner shall prepare schematic drawings for the design of Street "1"/Freshway Drive extension review, to the satisfaction of the City.
16. Prior to final approval of the Plan, the Owner shall convey all necessary easements as may be required for utility, drainage or construction purposes, to the appropriate authority(ies), free of all charge and encumbrance.
17. Prior to final approval of the Plan, the Owner shall submit to the City for review and approval a detailed geotechnical report, hydrogeological report, and dewatering report, to the satisfaction of the Development Engineering Department, which shall address the following, but not limited to:
 - a) dewatering report/plan, necessary contingency plan, monitoring and reporting program during and after completion of the construction
 - b) assessment of the potential for impact to the existing building structures in vicinity of the Development due to dewatering operations

The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions, to the satisfaction of the City.

18. Prior to final approval of the Plan, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
19. Prior to earlier of the initiation of any grading or registration of the Plan, the Owner shall submit to the City for review and approval a detailed engineering report that conforms with the VMC Master Servicing Strategy Study (as updated) and the final Black Creek Renewal Class Environmental Assessment Study. The detailed engineering report shall describe the storm drainage system for the Development within this Plan, and the report shall include:
 - a) plans to illustrate how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system
 - b) the location and description of all outlets and other facilities
 - c) storm water management techniques, which may be required to control minor or major flows
 - d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction

The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports, to the satisfaction of the City.

20. The Owner shall agree in the Subdivision Agreement that no full Building Permit(s) will be applied for or issued until the City is satisfied that adequate municipal servicing (water supply, sanitary sewers, and storm drainage facilities) will be available to service the Development.
21. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost of any external municipal services, if required, that have been designed and oversized by others to accommodate the Development. The City agrees to utilize its reasonable efforts to

recover the Owner's costs of any external municipal services that have been designed and oversized by the Owner to accommodate any benefitting owners.

22. The Owner shall make the necessary arrangements for the relocation of utilities if required, whether internal or external to the Plan, to facilitate the Plan at the expense of the Owner, to the satisfaction of the City. Prior to final approval of the Plan, the Owner shall provide a consolidated public utilities plan and section showing resolved conflict between streetscape works and existing and proposed utilities.
23. The Owner shall agree in the Subdivision Agreement to design, purchase material and install a buried hydro distribution system for the LED streetlighting system in the Plan in accordance with City Standards and specifications if required. This Plan shall be provided in accordance with the VMC requirements, to the satisfaction of the City.
24. The Owner shall agree in the Subdivision Agreement that all lots or blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing.
25. The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis as determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
26. Prior to final approval of the Plan, the Owner shall provide a copy of the fully executed Subdivision Agreement to:
 - a) Toronto and Region Conservation Authority ("TRCA")
 - b) York Region District School Board
 - c) York Catholic District School Board
 - d) Canada Post
 - e) Canadian National Railway ("CN")
 - f) Municipal Property Assessment Corporation ("MPAC")
 - g) Alectra Utilities Corporation
 - h) Enbridge Gas
 - i) the appropriate telecommunication provider
 - j) NavCanada
 - k) Bombardier Aerospace
 - l) York Region
27. Prior to final approval of the Plan, the Owner shall submit, to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor, and georeferenced CAD file, of all the Block areas, frontages and depths in accordance with the approved Zoning By-law for all Blocks within the Plan.
28. The Owner shall prepare, and the Policy Planning & Special Programs Department and the Development Engineering Department shall approve the final site servicing and grading plan, erosion control plan, functional servicing and stormwater management reports and drawings, site illumination plan, utility coordination plan, geotechnical and hydrogeological

reports, Traffic Impact Study (TIS), and Transportation Demand Management Plans (TDM Plans); note that additional information and documents may be required upon the next submission. The Owner shall agree in the Subdivision Agreement to implement the recommendations of these reports and plans in the Plan of Subdivision to the satisfaction of the City.

29. The Owner shall dedicate all roads, daylight triangles and road widenings shown on the Plan, to the satisfaction of the City.
30. Prior to final approval of the Plan, the Owner's consultant shall certify that the roads and municipal services within the Plan have been designed to comply with the approved Functional Servicing Report, the VMC Master Servicing Strategy Study (as updated), the Black Creek Optimization Study, the final Black Creek Renewal Class Environmental Assessment Study and Transportation Master Plan (as updated).
31. Prior to final approval of the Plan, the Owner shall confirm that the necessary provisions of the Environmental Assessment Act and Municipal Class Environmental Assessment for Municipal Roads, Water and Wastewater Works as they may apply to the proposed primary roads and related infrastructure matters have been met.
32. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider(s) to provide services, and if required within the municipal right-of-way at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement to the appropriate telecommunication provider(s).
33. Prior to final approval of the Plan, the Owner shall satisfy the following:
 - a) provide a functional road/intersection analysis/design to address the ROW under ultimate development conditions. The required road allowances shall be designed in accordance with the City and York Region's standards for road and intersection design
 - b) provide a phasing and implementation plan, which includes details concerning such matters as the ultimate and interim traffic and transportation system, to the satisfaction of the City and York Region, and the specific required infrastructure improvements and development triggers to support the Development
 - c) submit a revised Traffic Impact Study addressing all the transportation related comments as detailed below to inform the detailed design of the proposed east-west local Street "1", including:
 - i. Include Synchro analysis of all study intersections, such as Maplecrete Road and Highway 7, Maplecrete Road and Doughton Road, Jane Street and Maplecrete Road, etc. for design input
 - ii. Detailed storage and queuing analysis is required to review any impacts of potential queuing at study intersections mentioned above. The site access and roadway Detailed storage and queuing analysis is required to review any impacts of potential queuing at study intersections mentioned above. The site access and roadway intersections shall include ample storage on site to store all the queued vehicles during the busiest peak hours. Furthermore, existing queuing information of study intersections should be included in the report for comparison purpose with the future traffic conditions;

- d) Submit engineering plans showing, as applicable, all interim and ultimate sidewalk locations and YRT/ standing areas and shelter pads subject to YRT approval, if required, to the satisfaction of the City and York Region.
34. The Owner shall agree in the Subdivision Agreement to pay its proportionate share of the costs associated with implementing the recommendations of the approved VMC Master Servicing Strategy (as updated), to the satisfaction of the City. Financial commitments will be secured based on the City's latest available cost estimates for the required infrastructure improvements.
35. The Owner shall agree in the Subdivision Agreement to design and construct at its own cost the municipal services for the Plan, in accordance with the final recommendations and conclusions of the approved VMC Master Servicing Strategy (as updated), to the satisfaction of the City.
36. The Owner shall agree in the Subdivision Agreement to design and construct at no cost to the City the storm water drainage infrastructure for the Plan, in accordance with the final recommendations and conclusions of the approved VMC Master Servicing Strategy once finalized, the final Black Creek Renewal Class Environmental Assessment Study and City standards, to the satisfaction of the City.
37. Prior to the earlier of either the final approval of the Plan, or the conveyance of land, or any initiation of grading or construction, the Owner shall implement the following, to the satisfaction of the City:
- a) Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on the report(s) from the Owner's environmental consultant shall be provided to the City.
 - b) Should there be a change to a more sensitive land use as defined under O. Reg. 153/04 (as amended) or remediation of any portions of lands within the Plan required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of the Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan.
 - c) Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City.
 - d) Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.
38. The following warning clause shall be included in all Offers of Purchase and Sale or Lease for Lots and Blocks on the Plan:
- a) "Purchasers and/or tenants are advised that ultimate works for Street "1" will be completed westerly of the development in the future in accordance with VMC Secondary Plan to facilitate development of adjacent lands without further notice."
 - b) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the building occupants."

- c) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."

Any additional warning clause as noted in the subdivision agreement shall be included in all Offers of Purchase and Sale or Lease for all Lots and/or Blocks within the Plan to the satisfaction of the City.

39. The following warning clauses shall be included in the Agreements of Purchase and Sale, Condominium Declarations, Condominium Agreement(s) and Subdivision Agreement:

- a) "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City and the Ministry of the Environment, Conservation, and Parks."
- b) "This dwelling unit has been supplied with a central air conditioning system which will allow windows closed and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation, and Parks."
- c) "Purchasers/tenants are advised that due to the proximity of the adjacent industrial and commercial facilities, sound levels from these facilities may at times be audible."
- d) "The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated."
- e) "Purchasers/tenants are advised that adjacent properties may be redeveloped with mid to high-density proposals in the future."
- f) "Purchasers/tenants are advised that the construction of Street "1" along the south side of the development may not be completed prior to full occupancy. The future condominium corporation(s) shall agree to work with the adjacent developer/consultant/contractors to facilitate the ultimate construction of this street. Purchasers/tenants are advised that the construction limits will include works within the private realm to prepare the road to be constructed to its ultimate condition. Major coordination will be required on-site to inform and minimize any access disturbances to the existing residents."
- g) "Purchasers/tenants are advised that the Owner (GB (Maplecrete) Limited Partnership) shall carry out at no cost to the City or any future condominium corporations the responsibility for final costing of construction of Street "1" within the lands related to this application based on the cost sharing methodology. The final costing is subject to the timing of road construction to its ultimate condition once the adjacent lands are subject to redevelopment, which it shall be delivered at no cost to the City of Vaughan in accordance with the Local Servicing Policy."

40. Prior to earlier of the initiation of any grading or construction on the Subject Lands, the Owner shall install erosion and sediment controls. The Erosion and Sediment Control Plan shall be designed and approved to the satisfaction of the City.

41. Prior to earlier of the registration of the Plan of Subdivision or commencement of construction on the Subject Lands, the Owner shall provide plans and designs for the grading of the lands, streetscape works, the roads and municipal services, to the satisfaction of the City.

42. Prior to commencement of construction, the Owner shall obtain the necessary approvals from the MECP for all sewage works that service the Development including, but not limited, to proposed stormwater management facilities (sewers, underground storm tank and oil and grit separator), sanitary sewers and watermain.
43. The Owner shall agree in the Subdivision Agreement to design and construct the interim condition of Street "1", at no cost to the City, and the associated services, to the satisfaction of the City.
44. The Owner shall agree in the Subdivision Agreement to design, replace, and construct to the approved engineering drawings the necessary road improvements along Maplecrete Road, together with their associated services (including storm sewer), to the satisfaction of the City. These works are considered growth related and covered by the 2022 City's Development Charges Background Study.
45. The Owner shall agree in the Subdivision Agreement to design, replace, and construct to the approved engineering drawings the necessary road improvements along Doughton Road, together with their associated services (including storm sewer), to the satisfaction of the City. These works are considered growth related and covered by the 2022 City's Development Charges Background Study.
46. The Owner shall agree in the Subdivision Agreement to design and construct to the approved engineering and landscape drawings the necessary water quality control for Doughton Road, Maplecrete Road and Street "1" along the development frontage to ensure water quality treatment will be achieved. Water quality measures including, but not limited to Low-Impact Developments ('LIDs') must be implemented within these boulevards with the appropriate details and supporting calculations, all to the satisfaction of the City.
47. The Owner shall design and construct the following streetscape works in accordance with City standards, the "City-wide Streetscape Implementation Manual" and "VMC Streetscape & Open Space Plan" (collectively, the 'Streetscape Guidelines') to the satisfaction of the City. The Owner shall design and construct:
 - a) The streetscape along the south side of Doughton Road from Maplecrete Road to the westerly limits of the Subject Lands at an enhanced level of service to the satisfaction of the City (the "South Doughton Road Works")
 - b) The streetscape along the west side of Maplecrete Road from the northerly limits to the southerly limits of the Subject Lands at a standard urban level of service to the satisfaction of the City (the "West Maplecrete Road Works")
 - c) The interim streetscape along the east-west local road from the westerly limits to the easterly limits of the property to a standard level of service to the satisfaction of the City (the "East-West Road Works"). The Owner shall only design the ultimate streetscape.
 - d) The South Doughton Road Works, West Maplecrete Road Works, and East-West Road works are collectively referred to herein as the "Streetscape Works"
48. The Owner shall design and construct both street lighting and pedestrian scale lighting, and provide a Photometric Lighting Plan, to the satisfaction of the City. The streetlight system shall use LED luminaire, pole type and type of fixtures (or equivalent) in accordance with the City Standards and Specification for the VMC and the City's VMC Streetscape & Open Space Plan.

49. Prior to final approval of the Plan, the Owner shall prepare detailed streetscape and open space construction drawings as part of the subdivision construction drawing package based on the Vaughan Citywide Streetscape Implementation Manual and the VMC Streetscape & Open Space Plan, to the satisfaction of the City. Streetscape cost estimates shall be submitted to the satisfaction of the City. Securities will be taken, and the value calculated based on the full cost of the Streetscape Works. The Owner shall provide securities for the streetscape implementation, to the satisfaction of the City.
50. Prior to final approval of the Plan, the Owner shall submit an analysis of tree soil volumes demonstrating that each tree planted has met the minimum requirement of 20 m³ of growing medium in a shared tree pit or 30 m³ of growing medium in a stand-alone tree pit to encourage the growth of large caliper shade trees, to the satisfaction of the City.
51. Prior to final approval of the Plan, the Owner shall provide a Tree Preservation Study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation. The Owner shall not remove trees without written approval by the City.
52. Prior to registration, the Owner is required to enter into a Tree Protection Agreement which includes a security for trees to be preserved and protected in accordance with the approved Tree Preservation Study. The value of the security associated with the City's Tree Protection Agreement is determined through the following:
- Tree compensation formula provided in the Arborist Report based on the City Tree Replacement Requirement.
 - The costs associated with tree protection measures (i.e. tree protection fencing, silt barriers etc.)
 - The costs associated with actual tree removals.
53. In the event that there is additional work or increases in the cost of the Streetscape Works attributable to unforeseen circumstances or other problems encountered during construction by the Owner, the Owner shall notify the City, but the Owner shall not be obligated to obtain the City's consent to authorize such additional work or increase in the cost of the Streetscape Works, except for major changes that exceed ten percent (10%) of the original cost of any one item in the construction contract for the project, in which case the City's consent shall be required. As construction proceeds, the Owner shall produce, if requested, copies of all supplementary contracts and change orders to the City for information.
54. When the construction of the Streetscape Works has been substantially completed to the satisfaction of the City, the Owner shall provide the City with the following information:
- a) a certification from a registered consulting engineer and a registered landscape architect that confirms the Streetscape Works have been constructed in accordance with the approved Construction Drawings, City standards and specifications, sound engineering practices, and the Streetscape Guidelines
 - b) a detailed breakdown of the final as-constructed costs of the Streetscape Works certified by a professional consulting engineer, to the satisfaction of the City
 - c) a Statutory Declaration from the Owner confirming that all accounts in connection with the design and construction of the Streetscape Works have been paid in full and that there are no outstanding claims related to the subject works
 - d) a complete set of "As-Constructed" Construction Drawings (in both digital and georeferenced AutoCAD formats) for the Streetscape Works, and to illustrate all roadway curbs and utilities to the satisfaction of the City

- e) copies of all final executed construction contracts, approved contract extras and change orders related to the construction of the Streetscape Works, to the satisfaction of the City
 - f) copies of all quality assurance test results, supplementary geotechnical reports and construction related reports.
55. Upon completion of the west Maplecrete Road Works and receipt of final actual cost certified by the consultant, the City shall reimburse the Owner the lesser of fifty percent (50%) of the final actual certified cost of the west Maplecrete Road Works or a dollar value in accordance with the City's DC Study/By-law when funds for the Maplecrete Road Works are available and included in an approved capital project.
56. Upon completion of the south Doughton Road Works and receipt of final actual cost certified by the consultant, the City shall reimburse the Owner the lesser of fifty percent (50%) of the final actual certified cost of the south Doughton Road Works or a dollar value in accordance with the City's DC Study/By-law when funds for the Doughton Road Works are available and included in an approved capital project.
57. The Owner shall indemnify and save harmless the City and/or their employees from all actions, causes of actions, suits, claims and demands whatsoever, which may arise directly or indirectly by reason Streetscape Works or service provided under the Subdivision Agreement.
58. The Owner shall agree in the Subdivision Agreement that should previously undocumented archaeological resources be found on the property during construction activities, the Owner must immediately cease all construction activities and notify the Ministry of Citizenship and Multiculturalism (or its successor), and the Development Planning Department, Urban Design and Cultural Heritage Division at the City of Vaughan.
59. The Owner shall agree in the Subdivision Agreement that in the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries at the Bereavement Authority of Ontario (BAO) and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division.



memorandum

C17

COMMUNICATION

COUNCIL – June 20, 2023

CW (2) - Report No. 28, Item 8

DATE: June 15, 2023

TO: Mayor and Members of Council

FROM: Haiqing Xu, Deputy City Manager, Planning and Growth Management

RE: COMMUNICATION – COUNCIL, JUNE 20, 2023

Item #8, Report No. 28

8274-8286 ISLINGTON AVENUE INC.
OFFICIAL PLAN AMENDMENT FILE OP.22.003
ZONING BY-LAW AMENDMENT FILE Z.22.005
8270, 8274 AND 8286 ISLINGTON AVENUE
WARD 2 - VICINITY OF ISLINGTON AVENUE AND HARTMAN
AVENUE

Recommendation

The Deputy City Manager, Planning and Growth Management recommends:

1. THAT Tables 2 and 3 for the “Maximum Building Height” and “Maximum Height of a Retaining Wall” within Item #8, Report No. 28 of the June 6, 2023, Committee of the Whole, be revised in accordance with the revised tables (in part) within this Communication.
2. THAT Council confirm, notwithstanding the proposed Zoning By-Law Amendment File Z.22.005 is different from what was proposed at the May 30, 2022 Statutory Public Meeting, that Council find the revisions to be minor and that no further notice is required in accordance with Section 34(17) of the *Planning Act*.

Background

Through discussions with the Owner, it was identified that the building height on the Architectural plans was not calculated in accordance with the requirements of Zoning By-laws 1-88 and 001-2021, and that the height of the south retaining wall was not identified, thereby requiring a further amendment.

The revised Tables 2 and 3 (in part) would include the revised maximum building height and additional retaining wall amendment as follows:

Table 2:

	Zoning By-law 1-88 Standard	RA3 Residential Zone Requirement	Proposed Exceptions to the RA3 Requirement
b.	Maximum Building Height	44 m	24.1 m, with an additional 5.4 m permitted only for the mechanical penthouse and amenity area
k.	Maximum Height and Setback of a Retaining Wall	1 m	North Retaining Wall = 3 m height with a setback of 0 m West Retaining Wall = 4.5 m height with a setback of 0 m South Retaining Wall = 2 m height with a setback of 0 m

Table 3:

	Zoning By-law 001-2021 Standard	RM2 Residential Zone Requirement	Proposed Exceptions to the RM2 Residential Zone Requirement
b.	Maximum Building Height	44 m	24.1 m
l.	Maximum Height and Setback of a Retaining Wall	1 m	North Retaining Wall = 3 m height with a setback of 0 m West Retaining Wall = 4.5 m height with a setback of 0 m South Retaining Wall = 2 m height with a setback of 0 m


The implementing site-specific zoning for the subject lands will implement the above revisions to permit the proposed development as presented to Council.

Subsection 34 (17) of the *Planning Act*, states that where a change is made in a proposed by-law after the holding of the public meeting, Council shall determine whether any further notice is to be given in respect of the proposed by-law. The above-noted changes are considered to be minor, and do not deviate significantly from what was presented to the public; therefore it is recommended that Council confirm that no further notice is required.

Conclusion

The Communication corrects errors and includes recommendations from the Deputy City Manager of Planning and Growth Management to revise Tables 2 and 3 within Item #8, Report No. 28 of the June 6, 2023, Committee of the Whole, and that Council confirm that no further notice is required in accordance with Section 34(17) of the Planning Act.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Haiqing Xu', written in a cursive style.

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

DATE: June 16, 2023

TO: Mayor and Members of Council

FROM: Haiqing Xu, Deputy City Manager, Planning and Growth Management

RE: COMMUNICATION – Council, June 20, 2023

By-Law No. 103-2023
Related to: Item #3, Report No. 11
3911 TESTON ROAD INC.

Recommendation

The Deputy City Manager, Planning and Growth Management recommends:

- a) THAT this Communication be RECEIVED for information regarding York Region's preference with respect to the location of access to Teston Road for Official Plan Amendment File No. OP.21.005, Zoning By-law Amendment File Z.21.008 and Draft Plan of Subdivision File 19T-21V002 (Item #3, Report No. 11) that was approved by Vaughan Council on March 21, 2023.

Background

On March 21, 2023, Vaughan Council approved Official Plan Amendment File OP.21.005, Zoning By-law Amendment File Z.21.008 and Draft Plan of Subdivision File 19T-21V002 (Item #3, Report No. 11), to facilitate the development of 145 townhouse dwellings and a private stormwater management pond, accessed by a common element condominium road, on the Subject Lands located at 3911 Teston Road.

The original private condominium road access location that was proposed in the technical report considered at the Committee of the Whole (1) meeting on February 28, 2023, is shown on Attachment 1. At this meeting, the agent acting on behalf of the Owner made a deputation that revised the site plan to contemplate the relocation of the private condominium road access 27.5 m east of the west property line, attached hereto as Attachment 2, to address York Region comments which noted a conflict between the proposed location of the road access with the location of an existing catch basin on Teston Road. As such, Recommendation 2b) of the Committee of the Whole (1) Report (Item #3, Report No. 11), was amended to read [in part], the following: "A single access on Teston Road, located 27.5 m east of the subject property's westerly property line, subject to approval by York Region..." to capture the revision made to the site plan.

Following the Committee of the Whole (1) Meeting, the Development Planning Department circulated the revised site plan, attached hereto as Attachment 2, to York

Region to obtain their input. On June 8, 2023, York Region responded stating that the original access location to Teston Road as shown on Attachment 1, is preferred, as the revised access location presents additional conflicts with existing and planned regional infrastructure including: hydro poles, light poles, sanitary sewer extension, watermain crossing, bio-retention swales, and street trees.

The Owner has been informed about York Region's preference with respect to the access location and has advised Development Planning Department staff that future site plan submissions for the Subject Lands will accommodate the Region's access location preference. This access is intended to be shared with the lands to the west of the Subject Lands, municipally known as 3979 Teston Road once these lands redevelop. 3911 Teston Road Inc. shall grant any easements for access to 3979 Teston Road for any future development, secured through a condition in a future site plan agreement, should Site Development File DA.21.069 be approved.

For more information, contact Rebecca Roach, Planner, ext. 8626

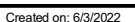
Respectfully submitted,

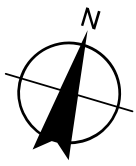
A handwritten signature in black ink, appearing to read 'Haiqing Xu', written in a cursive style.

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Attachments

1. Conceptual Site Plan with Original Access Location
2. Conceptual Site Plan with Revised Access relocated 27.5 m to the east, presented at the February 28, 2023, Committee of the Whole (1) Meeting





ASSUMED LOCATION
OF NEW RESIDENTIAL
STREET ENTRY
(LOCATION TO
BE CONFIRMED)

TESTON ROAD

FUTURE 3m WIDE
MUNICIPAL MULTI-USE PATH

ACCESSIBLE PARKING
TO BE RELOCATED

PROPOSED ACCESS TO BE
SHARED WITH THE LANDS
TO THE WEST

PROPOSED TRCA
BUFFER ENCROACHMENT
AREA (30.04m²)

PROPOSED TRCA
COMPENSATION
AREA (47.95m²)

PARKETTE 1

PROPOSED TRCA
COMPENSATION
AREA (126.69m²)

PROPOSED TRCA
BUFFER ENCROACHMENT
AREA (23.15m²)

PROPOSED TRCA
COMPENSATION AREAS
(85.05 AND 17.49m²)

PARKETTE 2

VISITOR PARKING

STORM WATER
MANAGEMENT
POND

TRCA STAKED TOP OF BANK
APRIL 7, 2017

- 3-STOREY BACK-TO-BACK
TOWNHOUSE
- 3-STOREY STREET
TOWNHOUSE
- 3-STOREY DUAL
FRONTAGE TOWNHOUSE

Development Area

0 20 40 80 Metres

Conceptual Site Plan with Revised Access Location

LOCATION: 3911 Teston Road
Part of Lot 25, Concession 6
APPLICANT: 3911 Teston Road Inc.



FILES: OP.21.005,
Z.21.008 and 19T-21V002

DATE:
June 15, 2023

2



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

VIA EMAIL

June 16, 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: June 20, 2023 Meeting of Council

PROPOSED AMENDMENT TO VAUGHAN OFFICIAL PLAN 2010, VOLUME 1, POLICY 10.1.3 AND BY-LAW 278-2009 AS AMENDED IN RESPONSE TO BILL 109 (MORE HOMES FOR EVERYONE, 2022) FILE 25.7

Committee of the Whole (2) Report – June 6, 2023; Agenda Item #6.6

I am the solicitor for Lormel Developments Ltd. (“Lormel Developments”) and Kirbywest Ltd. (“Kirbywest”) (collectively, “Lormel”) the owners either directly or through related corporations of numerous properties throughout the City of Vaughan.

This includes lands municipally described as 11273 Jane Street, Vaughan owned by Lormel Developments (“Lormel Development Lands”) and lands at the southwest corner of Kirby Road and Weston Road in Block 41 (“Kirbywest Lands”), owned by Kirbywest, which is a related company to Lormel.

The Lormel Developments Lands are located in Block 27 and currently being developed for residential purposes. Lormel Developments is a member in good standing of the Block 27 Landowners Group.

As indicated, the Kirbywest Lands are located in Block 41 and are also currently being developed for residential purposes. Kirbywest is a member in good standing of the Block 41 Landowners Group.



Through related companies, Lormel also owns numerous other parcels of land in the City that it intends on developing in the future for residential and other purposes.

Overview

Lormel has reviewed the official plan amendments that have been prepared by City staff to Policy 10.1.3 in response to Bill 109. As a key stakeholder in the development industry with over 25 years of experience building homes in the City and GTA as a whole, Lormel has a number of concerns with the proposed amendments.

Lormel therefore requests that City Council defer consideration of this matter to allow for further discussions to take place and for its concerns, as well as the concerns raised by other key industry stakeholders, to be fully addressed.

Lormel has reviewed the written submissions made by Malone Given Parsons dated June 5, 2023 on behalf of the Block 41 Landowners Group, along with the written submissions made by Bousfields Inc. dated June 5, 2023 on behalf of the Block 27 Landowners Group. These letters are enclosed along with this correspondence for reference.

Lormel agrees with the concerns raised in those letters and hereby adopts and supports those submissions. In the interests of avoiding duplication, I will not repeat those comments and will instead provide further comments in addition to those already submitted.

As a general principle, Lormel agrees that a robust but efficient Pre-Application Consultation and Meeting process is potentially a useful tool to ensure that applicants understand the requirements that will need to be satisfied through the application submission and review process. This can avoid misunderstandings between municipal staff and applicants, reduce delays, and prevent wasted effort and resources in undertaking studies that either aren't necessary or do not meet municipal requirements and standards. It also ensures that municipalities and the public have the materials required to assess the merits of an application before a decision is made.

Lormel is concerned, however, that the proposed changes to Policy 10.1.3 will work to undermine the intent of the fee refund provisions introduced through Bill 109 by front-loading review work that ought to be completed during the periods that have been prescribed by statute. Instead of speeding up the application review process, the effect of Bill 109 appears to be that the goal posts will simply be moved to front load review work so that it occurs prior to the City issuing a notice of complete application.



Policy Conformity Should Not be a Prerequisite to a Complete Application

The suggestion in policy 10.1.3.2 that perceived policy conformity issues must be addressed to the satisfaction of the City as part of the pre-application consultation process in order to ensure a complete application is inappropriate. Fundamentally, the purpose of the pre-application review process is to ensure that the City has the materials and information that it requires to assess the merits of an application before it is deemed complete. The pre-application review process is not an opportunity to assess the merits of an application, policy or otherwise. This proposed amendment is contrary to the scheme of the *Planning Act* and would effectively turn the application review process on its head if approved.

Timelines for Review of Materials Should be Specified

The lack of any kind of mandated time limits in policies 10.1.3.5, 10.3.7, and 10.3.8 on the initial screening by staff of the information, reports, studies and materials that are identified through the PAC process as being required to be included as part of a complete application is extremely problematic. This high-level review should be subject to strict deadlines to ensure that the intent of Bill 109, which is to incentivize the expeditious approval of applications, is not undermined.

Similarly, where the City determines that materials submitted do not meet the standards prescribed in Terms of Reference or other guidelines per policy 10.1.3.6(e) strict time limits should be imposed with respect to any subsequent review of resubmitted or revised materials.

The Prohibition on Concurrent Applications is Inappropriate

The proposed restriction on pursuing concurrent Zoning By-law or Minor Variance and Site Plan Applications, has the potential to delay processing time even beyond what applicants currently experience today. The change proposed through 10.3.6(i) and 10.1.3.9(a) requiring that an applicant demonstrate zoning compliance as part of the submission of a Site Plan application is also contrary to the scheme of the *Planning Act*. Zoning is not a criteria for the approval of site plan applications and these tools are intended to address completely distinct matters under the *Planning Act*.

There is no basis whatsoever to suggest that zoning compliance is a prerequisite under the *Planning Act* to the submission of a site plan application. The scope of site plan approval under section 41 of the *Planning Act* is very limited and it is intended to regulate a very narrow set of matters including access, accessibility, site circulation, lighting, landscaping, and grading. There is no reason why these matters cannot be addressed independent from or concurrently with zoning.



If the legislature had intended on drawing a connection between zoning and site plan approval it could have done so, as is the case with Official Plan Amendments and Zoning By-law Amendments. For example, zoning by-laws are explicitly required to conform to the Official Plan of a municipality and where an applicant has filed concurrent OPA and ZBA applications the statutory review periods for the ZBA application are automatically extended to be consistent with the longer periods applicable to OPAs. There is no similar connection made between zoning by-laws and site plans in the *Planning Act*. It is clear that the legislature did not intend to link these two processes in the manner that the proposed amendments seek to do. The proposed amendments in 10.3.6(i) and 10.1.3.9(a) should be deleted in their entirety.

Substantive Peer Review Should Occur Only After Application is Deemed Complete


With respect to policy 10.1.3.13, although Lormel does not oppose the use of peer review consultants or the requirement that these be retained at the applicant's expense, it seeks to clarify the intent of the statement at the end of the policy that "[t]his would be required as a component of a complete application." If the intent with this policy is that an applicant agree to pay for a peer review consultant as a component of the complete application this is not a concern. If, however, the intent of this policy is that a peer review be undertaken before an application is deemed complete, this would be extremely problematic and undermine the scheme of the *Planning Act* generally and the intent of the Bill 109 amendments in particular. Any substantive review of application materials ought to take place during the statutory time periods only and not before a notice of complete application is issued.

Requests

I again request that this matter be deferred in order to appropriately address the concerns that have been raised by Lormel and other industry stakeholders. I also hereby request notice of any further public meeting or other meetings of Committee of the Whole or Council that are held in respect of this matter and/or any decisions of Council in respect of same.

I 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

June 5, 2023

MGP File: 11-2003

Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

via email: clerks@vaughan.ca

Dear Mayor Del Duca and Members of Council:

**RE: Proposed Amendment #93 to the City of Vaughan Official Plan, 2010
June 6, 2023, Committee of the Whole Item 6**

Malone Given Parsons Ltd. (“MGP”) is the Planning Consultant for the Block 41 Landowners Group, who own approximately 297 gross hectares of land within the City of Vaughan. Block 41 is one of two New Community Areas intended to accommodate growth up to the 2031 planning horizon in the City of Vaughan.

On behalf of the Block 41 Landowners Group (“LOG”), we have reviewed the Proposed Amendment (being Policy 10.1.3 and By-law 278-2009 as amended) in response to Bill 109 (More Homes for Everyone, 2022), City File 25.7, Committee of the Whole Report No. 6, dated June 6, 2023.

We previously made a written submission to the City dated December 9, 2022 and many of those comments continue to be applicable. Overall, we continue to be concerned that the proposed OPA to the Vaughan Official Plan 2010 (“VOP 2010”) has an unintended consequence of lengthening the Pre-application Consultation (“PAC”) process prior to the commencement of complete application timelines and increases the timeline for development application approvals overall within the City of Vaughan. In our opinion, the OPA is contrary to the intent of Bill 109, the More Homes for Everyone Act, 2022, which supported expedited approvals to build homes faster.

We appreciate that the City has made some revisions to the draft Official Plan since the public meeting held in December 2022 however we continue to have concerns some of which are outlined below. We reserve the right to identify additional issues as we continue our review of the modified OPA.

1. Length of the Pre-Consultation Validity (Proposed Policy 10.1.3.5 & 10.1.3.6)

Given the extensive list of plans and reports that are required to support a complete application, we request that the term of the Pre-consultation **be increased from 180 days to 365 days** to allow for sufficient time to complete the various studies and materials to support the development applications. We note that the environmental and technical reports typically require a year or more of data collection and can be

seasonally dependant. As such, a 180-day window is not sufficient to allow for the completion of these studies within that timeline.

2. Minimum Pre-Application Requirements (Proposed Policy 10.1.3.3(b))

The draft Amendment proposes to require owners' authorization for the submission of a Pre-Application meeting. This should be limited to the applicant who is proposing the pre-application meeting. We note that larger scale site applications such as Block Plan or an Official Plan Amendment often cover larger areas where all parties within the area are not required to sign applications.

3. Preliminary Elevations for Pre-Consultation (Proposed Policy 10.1.3.3(f))

Policy 10.1.3.3. prescribes the minimum requirements for the submission of a Pre-Application Meeting application. The minimum list includes the submission of "Preliminary Elevations". We note that in many cases, such as subdivision plans, Block Plans, some official plan or zoning amendments (such as an addition to or change in use), elevations are not relevant and should not be required.

4. Standard Terms of Reference Guidelines (Proposed Policy 10.1.3.4)

It is unclear who prepares and who approves the standard terms of reference referred to. We believe that if standard City-wide Terms of References are to be prepared, these should be reviewed and approved by Council.

5. The City refusal of information and materials (Proposed Policy 10.1.3.6(e))

It is unacceptable to give staff the unilateral ability to indicate that a study that has been submitted is inappropriate/incomplete, which will hold up the entire application. We do not think that this is the intent of the Policy, and this wording should be clarified.

6. Draft Plan of Condominium (Common Element)

Throughout the Draft Official Plan reference is made to Draft Plan of Condominium (Common Element). We question why specific reference is made to only one type of condominium plan.

7. GIS conformity Letter 10.1.3.11 (b)xxvii)

The requirement for a GIS conformity letter prior to submission of an application is an onerous requirement at first submission, particularly for engineering plans which are extremely detailed and subject to change after comments are received. GIS Conformity letters should be a requirement later in the approval process. With the volume of applications received by the City, the GIS section is often short of time and there is no specified minimum timeline to obtain a GIS Conformity Letter. We note that this item is included in the list that may be required by the City in 10.1.3.7.

8. Block Plan Approval 10.1.3.14

The requirement for an approved Block Plan as a component of a complete application for a subdivision application is a change from the City's approval process to date. Block Plans typically take several years to approve, have multiple rounds of

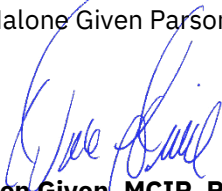
comments and submissions, involve multiple owners and have substantially completed most studies required for a subdivision application after the second submission. Often there can be one or two items that delay approval of a Block plan in an area that does not affect an application for approval in another part of the plan. We request that the last sentence of policy 10.1.3.14 be amended to allow for some discretion on the part of the City.

Conclusion

We thank you for the opportunity to provide input on the proposed Pre-Consultation and Complete Application Submission Requirements and look forward to continuing to engage with Staff through further discussions. Should you have any questions or wish to discuss our comments, please do not hesitate to contact me at 905.513.0170

Yours very truly,

Malone Given Parsons Ltd.



Don Given, MCIP, RPP
Founder

cc *Block 41 Landowners Group*
 Haiqing Xu, City of Vaughan
 Fausto Filipetto, City of Vaughan



BOUSFIELDS INC.

Project No. 18189

June 5, 2023

Sent via e-mail to: clerks@vaughan.ca

Committee of the Whole
City of Vaughan
Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Chair and Members of the Committee of the Whole,

**Re: Committee of the Whole Meeting on June 6, 2023
Item 6.6 – Proposed Amendment to Vaughan Official Plan 2010,
Volume 1, Policy 10.1.3 and By-law 278-2009, as Amended, in Response
to Bill 109 (More Homes for Everyone, 2022) File 25.7**

As you are aware, we are the planning consultants to the Block 27 Landowners' Group (the "**LOG**") with respect to the 400-hectare tract of land bounded by Keele Street, Teston Road, Jane Street and Kirby Road. We are writing you on behalf of a number of owners that are members of the LOG.

On November 17, 2022 and December 9, 2022, Bousfields Inc. submitted letters, attached hereto as **Attachment A**, to the City of Vaughan's Planning Department and the Committee of the Whole (the "**Letters**"). The Letters provided our opinion with respect to the City's proposed changes to its Complete application submission requirements, as outlined in the statutory public meeting held on September 13, 2022.

We are concerned that our comments have again not been captured in the Staff Report or addressed in the recommended Official Plan Amendment (the "**Draft OPA**"), attached to the Staff Report.

Though many of the concerns in the Letters remain unaddressed, we continue to see a significant concern with Draft Policy 10.1.3.14 (Draft Policy 10.1.3.13 in previous drafts of the Draft OPA), which requires that any development application that is subject to development application(s) shall require an approved Block Plan as part of a complete application.

We continue to be of the opinion that this requirement should be deleted from the Draft Official Plan Amendment, since:

- Historically, the Block Plan process was a guiding process that would coordinate Draft Plans amongst varying landowners in order to allocate and distribute community uses without considering property boundaries, which would result in the immediate delivery of parks and schools to the municipality.
- The Block Plan process is not a statutory process, and therefore has no associated approval timelines or right of appeal. Accordingly, there would be no mechanism to ensure that a Block Plan is processed in a timely fashion. That outcome directly conflicts with the intent of Bill 109, which seeks to accelerate approval timelines, allowing more homes to be built, faster.
- Potential delays to application filing timelines run contrary to the intention of the recently passed legislation in Bills 108 and 23, which “freeze” development charges and parkland dedication rates as on the date certain applications are made. The intent of those “freezes” is to make development costs more predictable and homes more affordable. The Draft OPA could delay rezoning and site plan application filings, leading to the risks of: land valuation increases (increasing parkland fees), and, increased development charges due to indexing adjustments and new by-law enactment.
- Historically, it has been common for the Block Plan to be revised while subdivision (and other) applications are being processed concurrently. Block Plans therefore evolve over time as their implementation progresses. This is reflected in the City of Vaughan’s Official Plan Policy 10.1.1.25, which states:

Where Council has not approved a Block Plan, a proposed plan of subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan. The proposed plan of subdivision or other development approval application may be evaluated in the context of the proposed Block Plan.

- Policy 10.1.1.25 provides flexibility by allowing the processing and approval of Block Plans and other development applications to happen concurrently. In our opinion, Draft Policy 10.1.3.14 directly conflicts with Policy 10.1.1.25.

Block 27

In addition to the foregoing, Block 27 has already made a Block Plan application submission, and entered into a servicing agreement to bring services to Block 27 by 2025. More specifically:

- The Block Plan application for Block 27 was filed by the LOG on August 24, 2022, prior to the changes proposed in the Draft OPA. It is our opinion that our Block Plan process should not get caught up in a new process that results in unpredictable approval timelines.
- As Council and Planning Staff are aware, the LOG has entered into a Servicing Agreement with the Region whereby the LOG front-funded approximately \$156 million to advance servicing in order to support housing construction in early 2025. If the filing of development applications is stalled until the Block Plan is approved, it will be impossible for the Block 27 lands to utilize the services that will be available in 2025.

Request:

For the reasons outlined herein, we respectfully make the following requests:

1. That Policy 10.1.3.14 in Draft OPA in Item 6.6 be revised as follows:

10.1.3.14 The City, at its discretion, may require a pre-application consultation process for Block Plan approvals or other non-statutory comprehensive planning measures (e.g., precinct plans, development concept plans, telecommunication towers), based on the policies of this section, scoped to the needs of Block Plan or other comprehensive planning measure process. ~~If the development application(s) are subject to a Block Plan, an approved Block Plan shall also be a component of complete application.~~
2. As per our original letter dated November 17, 2022, we suggest that timelines should be associated with the PAC process.

Thank you for the opportunity to provide input into this important policy change. Should you require additional information or clarification, please contact the undersigned at 416-418-5422 or via e-mail at dfalletta@bousfields.ca.

Respectfully Submitted,

Bousfields Inc.

A handwritten signature in black ink, appearing to be 'DF', with a stylized, cursive-like structure.

David Falletta, MCIP, RPP

AW/df:jobs

c.c. M. Ghassan, Delta Urban Inc., via e-mail

Attachment A - the Letters



Project No. 18189

November 17, 2022

SENT VIA E-MAIL

Christina Bruce, Director of Policy Planning & Special Programs

-and-

Nancy Tuckett, Director of Development Planning
City of Vaughan - City Hall
Level 200
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Christina and Nancy,

**Re: VOP – Pre-consultation and Complete Application Submission
Requirements, Chapter 10.1.3, City File No. 25.7**

We are the planning consultants to the Block 27 Landowners' Group with respect to the 400 hectare tract of land bounded by Keele Street, Teston Road, Jane Street and Kirby Road. We have reviewed the City's proposed changes to its Complete application submission requirements, as outlined in the Staff Report for File No. 25.7 and detailed in the Draft Official Plan Amendment (the "**Draft OPA**"), and we are providing the following comments:

1. Front-ending the process

The Draft OPA seeks to push most of the application processing prior to the submission of a formal application. It appears, this will allow the City to process development applications in the legislated timelines.

In our opinion, this could be beneficial as it would mean quicker development application processing times. However, the Draft OPA does not set any pre-application processing times. For example, the Draft OPA requires pre-application community meetings, DRP meetings, delineation of environmental features, etc., but does not apply timelines for these elements.

Recommendation:

We recommend that the Draft OPA be revised to include timelines related to the pre-application submission process, which will ensure the pre-application phase does not drag on and frustrate development. In this regard, we recommend the following revisions:

- **New Policy be added to require the City to host a pre-consultation within 14 days of the submission of a pre-application consultation meeting request and the City will issue a Pre-Application Consultation Understanding form within 21 days of a pre-application consultation meeting.**
- **That Draft Policy 10.1.3.4 be revised as follows:** The City and/or external review agencies may issue terms of reference or other guidance documents to establish the technical standards and format for any required information, reports, studies, and materials through the pre-application consultation process. In the absence of written terms of reference and guidance documents, applicants will rely on the instructions provided by the City and review agencies at the pre-application consultation meeting in the preparation of their development application(s). Applicants may be required to prepare a terms of reference for any information, reports, studies, and materials that are identified as being required through the pre-application consultation process to the satisfaction of the City and/or review agencies prior to the submission of a development application(s). **The City and/or review agencies shall be required to confirm the terms of reference for all the information, reports, studies, and materials identified as being required to accompany an application within the Pre-Application Consultation Understanding Form.**
- **New Policy 10.1.3.10 I. – The City and/or review agencies shall provide any required background information required to complete the required information, materials and studies identified in the Pre-Application Consultation Understanding Form and Policy 10.1.3.10, including the delineation of environmental development limits and preliminary zoning review. This information is to be provided within within the Pre-Application Consultation Understanding Form.**
- **That Draft Policy 10.1.3.1 be revised as followings:** A pre-application consultation meeting with the City will be held prior to the submission of development applications for Official Plan Amendments, Zoning By-law Amendments, ~~Consents~~, Draft Plans of Subdivision, Draft Plans of Condominium and Site Plan Approval.

2. Pre-Application Public Consultation

Draft Policy 10.1.3.10 a. requires that pre-application public consultation occur for certain applications, however, it does not outline the timelines associated with the consultation meeting. In our opinion, draft policy 10.1.3.10 a. should be revised to clearly state that any pre-application public consultation should be driven by the applicant.

Recommendation: We recommend that Draft Policy 10.1.3.10 a. be revised as follows:

a. Demonstration of Pre-Application Public Consultation:

*There will be cases where an application(s) will benefit from **an applicant led** pre-application public consultation, which can inform the preparation of the submission material, resolve contentious issues and minimize the need for further consultation within the time-sensitive processing period for development applications. When the City determines pre-application public consultation is required, the development application will include a Public Consultation Summary Report, which will include:*

- i. the date, time and location of the meeting;*
- ii. the public notification protocol;*
- iii. the representatives of the applicant in attendance;*
- iv. the number of people in attendance, including the sign-in sheet;*
- v. a copy of the applicant's presentation material(s);*
- vi. meeting notes identifying the issues that were raised and discussed, and the responses from the applicant's representatives; and,*
- vii. any commitments to undertake further work to address the issues. The City may provide further articulation on the pre-application public consultation process in the form of a guideline and/or standard reporting format.*

*The City will provide the required circulation notice list as part of the **Pre-Application Consultation Understanding Form**.*

The applicant shall notify the neighbourhood residents of the meeting at least 2 weeks prior to the meeting and be required to invite City Planning Staff and the Ward Councillor.

Draft Policies 10.1.3.10.h.xvii and xxi authorizes the City to require a Record of Site Condition and Water and Wastewater Servicing Plans to deem an application complete. A Record of Site Condition, if required, is considered applicable law and required to be filed prior to the issuance of any building permit. A Water and Wastewater Servicing Plan is typically completed at the detailed design phase of development and is not required at the application submission stage for staff to assess the appropriateness of a development.

Recommendation: Remove Draft Policies 10.1.3.10.h.xvii and xxi.

Recommendation: Revise Draft Policy 10.1.3.10.j xv. to: “any other plans, information, reports, studies and/or materials the City and/or external review agency deems necessary to properly review and evaluate the development proposal, **as identified in the signed Pre-Application Consultation Understanding Form.**”

3. Non-Statutory Approvals

Draft Policy 10.1.3.13 states that the City may require a pre-application consultation process for Block Plan approvals or other non-statutory comprehensive planning measures.

Recommendation: In our opinion, Draft Policy 10.1.3.13 should be deleted, since non-statutory approvals, such as Block Plans, do not have legislated timelines or requirements. The City’s current protocols for Block Plans should continue to apply and not be subject to the proposed updated pre-consultation process.

4. Restriction to filing a ZBA and Site Plan

Draft Policy 10.1.3.8 states that where an OPA and ZBA applications are submitted, an application for a ZBA shall not be deemed complete until the OPA is approved and in full force and effect. Similarly, where a Site Plan application is submitted, it shall not be deemed complete until a ZBA or minor variance application is approved and in full force and effect.

Recommendation: In our opinion Draft Policy 10.1.3.8 should be deleted, since it removes legislative permissions enabled by the Planning Act. In our opinion, the Planning Act does not restrict ZBA applications to only applications that conform to the Official Plan and, as such, the City of Vaughan’s Official Plan should not remove this legislative permission. Furthermore, in our experience an OPA may be required to modify one policy or technical element of the Official Plan, such as height or density, which is an item and/or performance standard

that is carried forward and reviewed as part of a rezoning application. In our opinion, the proposed policy conflicts with the intent of Bill 109, which is to make the development application process more efficient.

Thank you for the opportunity to provide input into this important policy change. Should you require additional information or wish to meet to discuss this further, please contact the undersigned at 416-418-5422 or via e-mail at dfalletta@bousfields.ca.

Respectfully Submitted,

Bousfields Inc.



David Falletta, MCIP, RPP

/DF:jobs

c.c. M. Ghassan, Delta Urban Inc., via e-mail



BOUSFIELDS INC.

Project No. 18189

December 9, 2022

Sent via e-mail to: clerks@vaughan.ca

Committee of the Whole
City of Vaughan
Civic Centre
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Chair and Members of the Committee of the Whole,

**Re: *Committee of the Whole Meeting on December 12, 2022*
 Item 6.2 – Proposed Amendment to Vaughan Official Plan 2010,
 Volume 1, Policy 10.1.3 and By-law 278-2009, as Amended, in Response
 *to Bill 109 (More Homes for Everyone, 2022) File 25.7***

We are the planning consultants to the Block 27 Landowners' Group (the "**LOG**") with respect to the 400-hectare tract of land bounded by Keele Street, Teston Road, Jane Street and Kirby Road.

On November 17, 2022, Bousfields Inc. submitted a letter, attached hereto as **Attachment A**, to the City of Vaughan's Planning Department (the "**Letter**"). The Letter provided our opinion with respect to the City's proposed changes to its Complete application submission requirements, as outlined in the statutory public meeting held on September 13, 2022. We are concerned that our comments have not been captured in the Staff Report or addressed in the recommended Official Plan Amendment (the "**Draft OPA**"), attached to the Staff Report.

Though many of the concerns in the Letter remain unaddressed, we wish to highlight that the proposed policies regarding Block Plans are particularly challenging and of paramount concern. The remainder of this letter provides further detail on the Block Plan issue.

1. Requirement for an approved Block Plan to form part of a complete application

Policy 10.1.3.14 in the Draft OPA states that if development applications are subject to a Block Plan, an approved Block Plan shall also be a component of a complete application. A Council-approved Block Plan would need to be in place prior to the submission of a draft plan of subdivision, rezoning, or other development applications.

In our opinion, this policy should be deleted. The reasons for deletion include:

The Block Plan process is not a statutory process, and therefore has no associated approval timelines or right of appeal. Accordingly, there would be no mechanism to ensure that a Block Plan is processed in a timely fashion. That outcome directly conflicts with the intent of Bill 109, which seeks to accelerate approval timelines, allowing more homes to be built, faster.

Potential delays to application filing timelines run contrary to the intention of the recently passed legislation in Bills 108 and 23, which “freeze” development charges and parkland dedication rates as on the date certain applications are made. The intent of those “freezes” is to make development costs more predictable and homes more affordable. The Draft OPA could delay rezoning and site plan application filings, leading to the risks of: land valuation increases (increasing parkland fees), and, increased development charges due to indexing adjustments and new by-law enactment.

Historically, it has been common for the Block Plan to be revised while subdivision (and other) applications are being processed concurrently. Block Plans therefore evolve over time as their implementation progresses. This is reflected in the City of Vaughan’s Official Plan Policy 10.1.1.25, which states:

Where Council has not approved a Block Plan, a proposed plan of subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan. The proposed plan of subdivision or other development approval application may be evaluated in the context of the proposed Block Plan.

Policy 10.1.1.25 provides flexibility by allowing the processing and approval of Block Plans and other development applications to happen concurrently. In our opinion, Draft Policy 10.1.3.14 directly conflicts with Policy 10.1.1.25.

We also note that the Block Plan application for Block 27 was filed by the LOG on August 24, 2022, prior to the changes proposed in the Draft OPA. It is our opinion that

our Block Plan process should not get caught up in a new process that results in unpredictable approval timelines. As Council and Planning Staff are aware, the LOG has entered into a Servicing Agreement with the Region whereby the LOG front-funded approximately \$156 million to advance servicing in order to support housing construction in early 2025. If the filing of development applications is stalled until the Block Plan is approved, it will be impossible for the Block 27 lands to utilize the services that will be available in 2025.

Lastly, it is our understanding that the Province is proposing to introduce legislation to delay the effective date of the application fee refund provisions of Bill 109 from January 1, 2023 to July 1, 2023. Accordingly, we request that Agenda Item 6.2 of the Committee of the Whole Meeting of **Monday December 12, 2022** be deferred in its entirety to allow all stakeholders the opportunity to better understand the implications of Bill 109 and any forthcoming legislation.

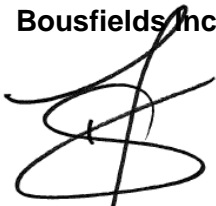
Recommendation:

In addition to our comments made in the Letter we respectfully request that Policy 10.1.3.14 of the Draft OPA be **deleted** in its entirety and that Agenda Item 6.2, of the December 12, 2022 Committee of the Whole, be **deferred** in its entirety.

Thank you for the opportunity to provide input into this important policy change. Should you require additional information or clarification, please contact the undersigned at 416-418-5422 or via e-mail at dfalletta@bousfields.ca.

Respectfully Submitted,

Bousfields Inc.



David Falletta, MCIP, RPP

AW/df:jobs

c.c. M. Ghassan, Delta Urban Inc., via e-mail

Attachment A - the Letter

Project No. 18189

November 17, 2022

SENT VIA E-MAIL

Christina Bruce, Director of Policy Planning & Special Programs

-and-

Nancy Tuckett, Director of Development Planning
City of Vaughan - City Hall
Level 200
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Christina and Nancy,

**Re: VOP – Pre-consultation and Complete Application Submission
Requirements, Chapter 10.1.3, City File No. 25.7**

We are the planning consultants to the Block 27 Landowners' Group with respect to the 400 hectare tract of land bounded by Keele Street, Teston Road, Jane Street and Kirby Road. We have reviewed the City's proposed changes to its Complete application submission requirements, as outlined in the Staff Report for File No. 25.7 and detailed in the Draft Official Plan Amendment (the "**Draft OPA**"), and we are providing the following comments:

1. Front-ending the process

The Draft OPA seeks to push most of the application processing prior to the submission of a formal application. It appears, this will allow the City to process development applications in the legislated timelines.

In our opinion, this could be beneficial as it would mean quicker development application processing times. However, the Draft OPA does not set any pre-application processing times. For example, the Draft OPA requires pre-application community meetings, DRP meetings, delineation of environmental features, etc., but does not apply timelines for these elements.

Recommendation:

We recommend that the Draft OPA be revised to include timelines related to the pre-application submission process, which will ensure the pre-application phase does not drag on and frustrate development. In this regard, we recommend the following revisions:

- **New Policy be added to require the City to host a pre-consultation within 14 days of the submission of a pre-application consultation meeting request and the City will issue a Pre-Application Consultation Understanding form within 21 days of a pre-application consultation meeting.**
- **That Draft Policy 10.1.3.4 be revised as follows:** The City and/or external review agencies may issue terms of reference or other guidance documents to establish the technical standards and format for any required information, reports, studies, and materials through the pre-application consultation process. In the absence of written terms of reference and guidance documents, applicants will rely on the instructions provided by the City and review agencies at the pre-application consultation meeting in the preparation of their development application(s). Applicants may be required to prepare a terms of reference for any information, reports, studies, and materials that are identified as being required through the pre-application consultation process to the satisfaction of the City and/or review agencies prior to the submission of a development application(s). **The City and/or review agencies shall be required to confirm the terms of reference for all the information, reports, studies, and materials identified as being required to accompany an application within the Pre-Application Consultation Understanding Form.**
- **New Policy 10.1.3.10 I. – The City and/or review agencies shall provide any required background information required to complete the required information, materials and studies identified in the Pre-Application Consultation Understanding Form and Policy 10.1.3.10, including the delineation of environmental development limits and preliminary zoning review. This information is to be provided within within the Pre-Application Consultation Understanding Form.**
- **That Draft Policy 10.1.3.1 be revised as followings:** A pre-application consultation meeting with the City will be held prior to the submission of development applications for Official Plan Amendments, Zoning By-law Amendments, ~~Consents~~, Draft Plans of Subdivision, Draft Plans of Condominium and Site Plan Approval.

2. Pre-Application Public Consultation

Draft Policy 10.1.3.10 a. requires that pre-application public consultation occur for certain applications, however, it does not outline the timelines associated with the consultation meeting. In our opinion, draft policy 10.1.3.10 a. should be revised to clearly state that any pre-application public consultation should be driven by the applicant.

Recommendation: We recommend that Draft Policy 10.1.3.10 a. be revised as follows:

a. Demonstration of Pre-Application Public Consultation:

*There will be cases where an application(s) will benefit from **an applicant led** pre-application public consultation, which can inform the preparation of the submission material, resolve contentious issues and minimize the need for further consultation within the time-sensitive processing period for development applications. When the City determines pre-application public consultation is required, the development application will include a Public Consultation Summary Report, which will include:*

- i. the date, time and location of the meeting;*
- ii. the public notification protocol;*
- iii. the representatives of the applicant in attendance;*
- iv. the number of people in attendance, including the sign-in sheet;*
- v. a copy of the applicant's presentation material(s);*
- vi. meeting notes identifying the issues that were raised and discussed, and the responses from the applicant's representatives; and,*
- vii. any commitments to undertake further work to address the issues. The City may provide further articulation on the pre-application public consultation process in the form of a guideline and/or standard reporting format.*

*The City will provide the required circulation notice list as part of the **Pre-Application Consultation Understanding Form**.*

The applicant shall notify the neighbourhood residents of the meeting at least 2 weeks prior to the meeting and be required to invite City Planning Staff and the Ward Councillor.

Draft Policies 10.1.3.10.h.xvii and xxi authorizes the City to require a Record of Site Condition and Water and Wastewater Servicing Plans to deem an application complete. A Record of Site Condition, if required, is considered applicable law and required to be filed prior to the issuance of any building permit. A Water and Wastewater Servicing Plan is typically completed at the detailed design phase of development and is not required at the application submission stage for staff to assess the appropriateness of a development.

Recommendation: Remove Draft Policies 10.1.3.10.h.xvii and xxi.

Recommendation: Revise Draft Policy 10.1.3.10.j xv. to: “any other plans, information, reports, studies and/or materials the City and/or external review agency deems necessary to properly review and evaluate the development proposal, **as identified in the signed Pre-Application Consultation Understanding Form.**”

3. Non-Statutory Approvals

Draft Policy 10.1.3.13 states that the City may require a pre-application consultation process for Block Plan approvals or other non-statutory comprehensive planning measures.

Recommendation: In our opinion, Draft Policy 10.1.3.13 should be deleted, since non-statutory approvals, such as Block Plans, do not have legislated timelines or requirements. The City’s current protocols for Block Plans should continue to apply and not be subject to the proposed updated pre-consultation process.

4. Restriction to filing a ZBA and Site Plan

Draft Policy 10.1.3.8 states that where an OPA and ZBA applications are submitted, an application for a ZBA shall not be deemed complete until the OPA is approved and in full force and effect. Similarly, where a Site Plan application is submitted, it shall not be deemed complete until a ZBA or minor variance application is approved and in full force and effect.

Recommendation: In our opinion Draft Policy 10.1.3.8 should be deleted, since it removes legislative permissions enabled by the Planning Act. In our opinion, the Planning Act does not restrict ZBA applications to only applications that conform to the Official Plan and, as such, the City of Vaughan’s Official Plan should not remove this legislative permission. Furthermore, in our experience an OPA may be required to modify one policy or technical element of the Official Plan, such as height or density, which is an item and/or performance standard

that is carried forward and reviewed as part of a rezoning application. In our opinion, the proposed policy conflicts with the intent of Bill 109, which is to make the development application process more efficient.

Thank you for the opportunity to provide input into this important policy change. Should you require additional information or wish to meet to discuss this further, please contact the undersigned at 416-418-5422 or via e-mail at dfalletta@bousfields.ca.

Respectfully Submitted,

Bousfields Inc.



David Falletta, MCIP, RPP

/DF:jobs

c.c. M. Ghassan, Delta Urban Inc., via e-mail

C20
COMMUNICATION
COUNCIL – June 20, 2023
CW (PM) - Report No. 26, Item 1

From: Clerks@vaughan.ca
To: [Adelina Bellisario](mailto:Adelina.Bellisario)
Subject: FW: [External] Joel Ginsberg LL.B. Submission of Objection to AWIN Condo Tower(s) Applications
Date: June-19-23 10:49:39 AM

From: Joel Ginsberg [REDACTED]
Sent: Monday, June 19, 2023 10:40 AM
To: Clerks@vaughan.ca
Cc: Isabel Leung <Isabel.Leung@vaughan.ca>
Subject: [External] Joel Ginsberg LL.B. Submission of Objection to AWIN Condo Tower(s) Applications

Please accept this letter as my submission in opposition to the first matter on the list on the agenda under Consideration Of Public Meeting Items before City of Vaughan, Committee of the Whole on May 30, 2023 so that it may be considered and included in the official records to be submitted for consideration by Council on June 20, 2023.

IN THE MATTER OF:

The Redevelopment and Rezoning Applications submitted by the owners

1163919 Ontario Ltd.

1888836 Ontario Ltd.

1211612 Ontario Ltd.

for the properties municipally known as 212 , 220 , 222 Steeles Ave. West, Vaughan.

OFFICIAL PLAN and ZONING BY-LAW AMENDMENT FILES

OP.22.012

Z.22.023

and any other active file # 's associated with the above captioned files and/or municipal addresses.

I Jacob Joel Ginsberg LL.B. oppose and object to the redevelopment of the existing automobile dealerships lands into the proposed four(4) high rise residential condo towers of 43 / 37 / 24 / 12 storeys respectively plus two(2) 6 storey podium blocks as submitted by the Owners on the grounds that the proposed development is poor planning and exceeds the current zoning and Official Plan standards and requirements as to max storeys, height, max. coverage and floor space as established after lengthy consideration by the City of Vaughan Council. The applications to build 1085 residential condo units with 87,627 sq. m. of Gross Floor Area, at a F.S.I. of 5.4 Times is much too large in my opinion and should be considerably reduced if not turned down outright.

Where are all the services to come from to be located and to be provided to make life livable and enjoyable for both current and new residents !!!

Too much traffic and congestion, lack of municipal services such as water, sewage, parking, transportation, parkland, schools, etc. The proposed 3028 sq. m. park to be built to the north end of the site is woefully inadequate. The park dimensions are about 100 feet by 300 feet in reality, about the same size as an average lot in Old Thornhill such as along Arnold Ave. This is supposed to be enough green space for relaxation and play for the 1085 units housing approximately 2500-3000 people ??

WHAT A JOKE !!

The other earlier proposed towers at the intersection of Yonge and Steeles radiating north and west, whether still under consideration or possibly already approved during the FOG of Covid-19 while city hall was shut down to residents will already overstrain all services and transportation. Adding more towers moving west along Steeles Ave. West is insane. The current Ontario P.C. Party, led by Doug Ford, in power in our province and the mandate proclaimed by said party to BUILD BUILD BUILD is going about the need for millions of new homes in the wrong way. High rise everywhere is not the answer. Massing of high rise building to this extent creates even greater problems when built in such a small geographic area such as the block between Yonge St. to Hilda Ave along Steeles Ave. West . Such development will make matters and living exponentially worse.

I ask that you carefully consider my statements contained in this Objection and turn down these Applicants redevelopment applications.

Yours truly; JACOB JOEL GINSBERG B.ED., B.B.A., LL.B

■ Hefhill Court, Thornhill

Natalie Ast
Associate
Direct 416-730-0387
Cell 416-831-9295
nast@overlandllp.ca

Overland LLP
5255 Yonge St, Suite 1101
Toronto, ON M2N 6P4
Tel 416-730-0337
overlandllp.ca

overland
C21
COMMUNICATION
COUNCIL – June 20, 2023
CW (1) - Report No. 25, Item 14

June 19, 2023

VIA EMAIL

Mayor Stephen Del Duca and Members of City Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Todd Coles, Clerk

Your Worship and Members of Council:

RE: 0 Woodbridge Ave
City File Nos. OP.20.010, Z. 20.031
City Council Meeting, June 20, 2023
Committee of the Whole Meeting Report No. 25, Item 14
**** Comments on Applications & Request for Notice by D'Aversani Holdings Inc. ****

We are the lawyers for D'Aversani Holdings Inc. ("**D'Aversani**"), the owner of the lands municipally known as 7960 Kipling Avenue (the "**D'Aversani Site**"). The D'Aversani Site is located on the northwest corner of Woodbridge Avenue and Kipling Avenue and is currently occupied by a retail bakery and restaurant. The D'Aversani Site is located directly East of 0 Woodbridge Avenue, (the "**Subject Lands**"), which is the subject of applications for Official Plan Amendment and Zoning By-law Amendment (the "**Applications**").

We have had a chance to review the Information Report dated December 6, 2022 and materials contained on the City's website in respect of the Applications. Our client was in attendance at the Community Meeting held on May 25, 2023, and we are aware of the member's resolution recommending a further community meeting be scheduled by the Local Councillor.

In addition to our email dated December 6, 2022, we are writing to provide D'Aversani's comments on the Applications and Proposed development, and to formally request notice in this matter.

The Applications

The D'Aversani Site and Subject Lands are located in the Kipling/Woodbridge Gateway, under the Kipling Avenue Corridor Secondary Plan, Section 11.5 of Volume 2 of the Official Plan (the "**Secondary Plan**"). Generally, D'Aversani is not in opposition to more intense forms of development that will create a vibrant and successful mixed-use community. However, D'Aversani has general concerns with the Applications with respect to transportation and access.

D'Aversani wants to ensure that the current operations of the D'Aversa Bakery are not affected by the Proposed Development, including with respect to parking facilities, access and garbage collection.

The Land Use plan (Map 11.5A) of the Secondary Plan designates the D'Aversani Site as Mid-Rise Mixed-Use, which permits for a range of uses including residential units, maximum building heights of 4 storey podiums stepping back to a maximum height of 6 storeys, and a maximum density of 3.0 FSI. The Secondary Plan identifies the D'Aversani Site as a candidate for more intense forms of development at a prominent corner. Our client is interested in ensuring that the future development potential for the D'Aversani Site is not impacted by the proposed development, and would like to achieve a coordinated development approach to this corner.

For the reasons contained above, we ask that you please provide any notice of Council considerations of this matter, and with notice for the next Community Meeting for this matter. Our address for notice is provided herein.

Yours truly,
Overland LLP

A handwritten signature in blue ink that reads "Natalie Ast".

Per: Natalie Ast
Associate