

**COMMITTEE OF THE WHOLE (1) – SEPTEMBER 12, 2023**

**COMMUNICATIONS**

**Distributed September 8, 2023**

**Item No.**

- |     |   |                |
|-----|---|----------------|
| C1. | Presentation material.  | Presentation 1 |
| C2. | Cinzia Recine, Chair, Kleinburg Business Improvement Area, Kleinburg dated September 7, 2023.   | 4              |
| C3. | 10462 Islington Avenue Inc., for Canadiana Square 10462 Islington Ave, Kleinburg and Canadiana House 10472 Islington Ave., Kleinburg; 10504 Islington Ave., Inc. for The Post Office Building at 10504 Islington Ave., Kleinburg; Heritage Hill Developments Inc. for Heritage Square, 10425 and 10435 Islington Ave. Kleinburg, dated September 8, 2023. | 4              |

**Distributed September 11, 2023**

- |     |  |   |
|-----|--|---|
| C4. | John Cutler, Secretary & Vice President, Kleinburg & Area Ratepayers Association, Kleinburg, dated September 9, 2023 | 4 |
| C5. | David R. Donnelly, Donnelly Law, Carlaw Avenue, Toronto, dated September 11, 2023.                                   | 2 |
| C6. | Presentation material – Don Given, Malone Given Parsons Ltd.   | 2 |
| C7. | Ms. Irene Ford, dated September 11, 2023.  | 2 |

**Distributed September 12, 2023**

- |      |  |   |
|------|--|---|
| C8.  | Memorandum from the Deputy City Manager, Planning and Growth Management, dated September 11, 2023      | 1 |
| C9.  | Presentation material – Ms. Angela Sciberras, Macaulay Shiomi Howson Ltd., Industrial Parkway, Aurora. | 4 |
| C10. | Mr. Frank Greco, Islington Avenue, Kleinburg, distributed at the meeting                               | 4 |

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Please note there may be further Communications.

# City of Vaughan Committee of Whole

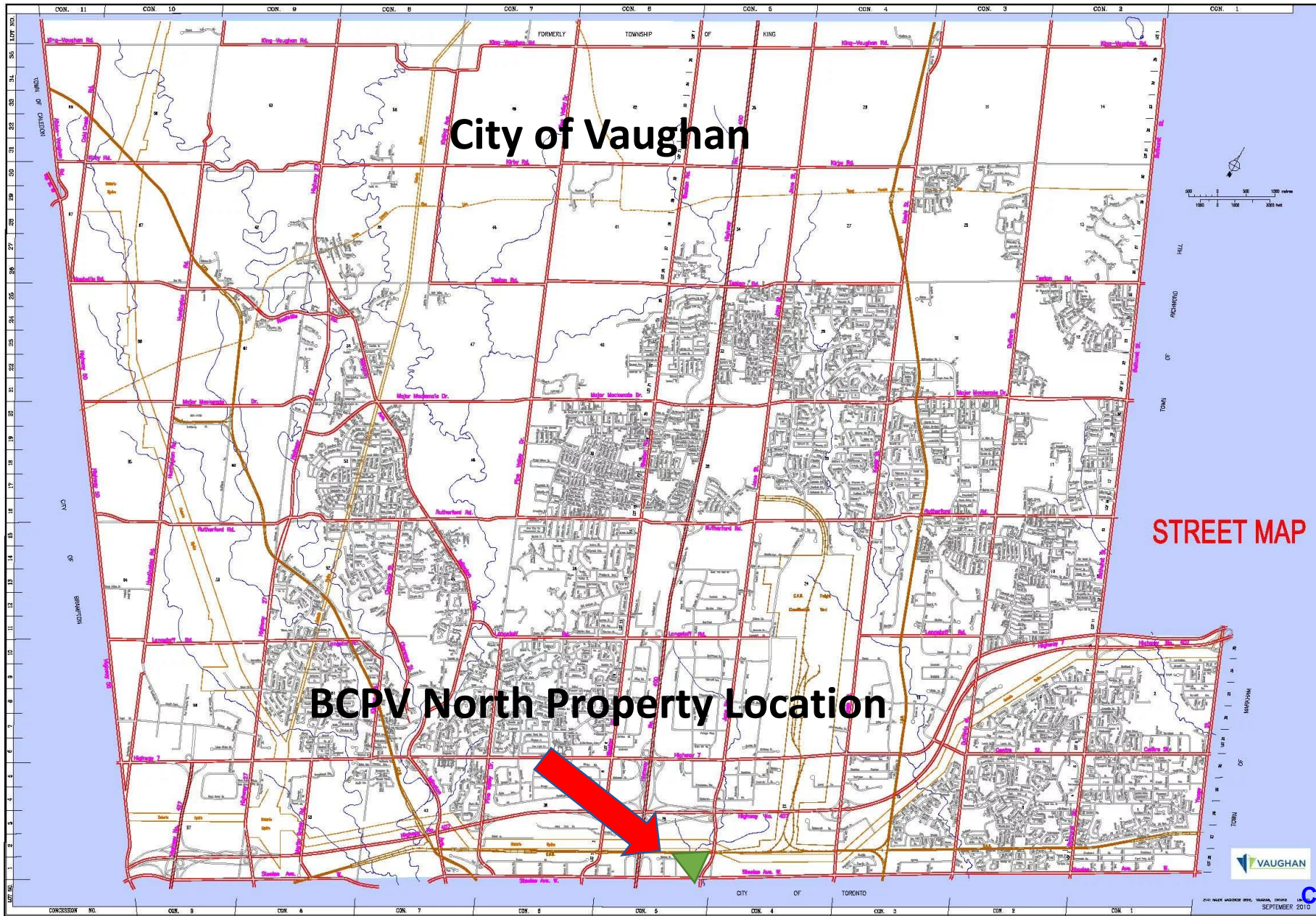
September 12, 2023

**Communication : C 1  
Committee of the Whole (1)  
September 12, 2023  
Presentation # 1**

- Sandy Agnew, on behalf of the Dalziel family descendants.
- The purpose of my presentation today is to seek authorization to make the following presentation to the Heritage Vaughan Advisory Committee.

# TRCA/BCPV North Property

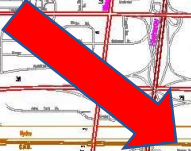
Heritage Vaughan Advisory Committee



**City of Vaughan**

**STREET MAP**

**BCPV North Property Location**







BCPV North Property



# Dalziel Farm circa 1900

(Painting: Debra Tate-Sears 1993)



**This property, at Lot 1, Concession 5, represents the very early settlement and agricultural history of Vaughan.**

**Five buildings received heritage status by Vaughan in 1990. Two of the buildings are very likely the oldest surviving buildings in Vaughan, 1808 and 1809.**

**The 1809 barn is unique in size and design in Ontario and in Canada.**

**The logs used to build these buildings were cut on the property.**

**The Dalziel brick house was built in 1870.**



Picture circa 1954



## Schmidt-Dalziel Barn 1809





**Inside Schmidt-Dalziel Barn, January 28, 2023**



**Dalziel Agricultural Museum Grand Opening, Elizabeth Arden Guest of Honour 1956**



**Schmidt-Dalziel Barn  
Bicentennial Celebration 2009**





**Schmidt-Dalziel Log House, 1808**





**Robert Nesbitt Sawmill, 1889  
To BCPV 1982, Restoration Unfinished**



**Sawyer's House, Circa 1835  
Originally Lot 6, Conc 5, Vaughan**





Picture circa 1900



James Dalziel House, built 1870



Dalziel Family Cemetery

ARCHAEOLOGICAL ASSESSMENT OF TRCA PROPERTY  
AT BLACK CREEK PIONEER VILLAGE IN THE CITY OF VAUGHAN, YORK REGION  
(STAGE 1-2) BCPV NORTH PROPERTY INVENTORY  
LOT 1, CONCESSION V, HISTORIC VAUGHAN TOWNSHIP, YORK COUNTY

“The North Property of Black Creek Pioneer Village was settled in the early 1800’s and remains intact despite the increasing pressure of urbanization within the Greater Toronto Area. The historic accounts and photos documenting the history of the property have been a great asset in understanding the changes to the structures and the landscape over the last two centuries. The historic structures, representing two pioneering families, remain on the property thanks to the vision and foresight of the Dalziel family, who arranged for long-term management of the property and the structures that represent nineteenth century agriculture and an important facet of southern Ontario heritage. To ensure long term protection of these structures the Schmidt Two-Storey Log House, and the Dalziel Brick House, along with the Schmidt Dalziel Bank Barn, the Nesbit Sawmill, and the Sawyer’s House located elsewhere on the property, were designated by the City of Vaughan under the Ontario Heritage Act on April 30, 1990. “

The HVAC is invited to tour the BCPV North Property, date TBD.

The tour will offer the HVAC members a chance to see and appreciate the historic significance of the buildings and property. The property is owned by TRCA/BCPV and not usually open to the public. Currently the property and buildings are mostly used for film shoots.

Because the North Property is not open to the public TRCA requests that a list of those attending be provided in advance. This list should be provided to Sandy Agnew, [sagnew@ecomedic.ca](mailto:sagnew@ecomedic.ca) and Mario Boisvert, TRCA, [Mario.Boisvert@trca.ca](mailto:Mario.Boisvert@trca.ca) prior to the tour date.

Sandy will be happy to answer any questions. Cell 705-794-0408

Kleinburg Business Improvement Area

Box 152

Kleinburg, ON L0J 1C0

**Communication : C 2  
Committee of the Whole (1)  
September 12, 2023  
Agenda Item # 4**

City of Vaughan Committee of the Whole

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

RE: Committee of the Whole- Sept 12, 2023

Kleinburg Mills Inc., 10422 & 10432 Islington Ave.,  
(Vicinity of Islington Ave and Stegmans Mill Rd., Kleinburg)

It has come to the attention of the Kleinburg Board of Directors that the above item is coming to Committee of the Whole on Sept., 12, 2023. After our review of the application we note that no Road Allowance has been provided on the Site Plan. As you are aware, the Village of Kleinburg has a serious parking issue. Although we have tried to work with city staff on finding more on street parking for businesses and visitors to our village, more parking will be needed in the future.

Thus by not taking any road allowance for the above property would remove any possibility of future parking along the front of this property. It is noted that a Road Allowance has been taken from most other properties that have been developed in the past allowing for boulevard parking, city landscaping and pedestrian areas along the west side of Islington Ave. Wide pedestrian walkways and benches define the character of our village where possible.

We request that the members of the Committee of the Whole strongly reconsider taking the required Road Allowance for this property on Islington Ave as per the existing policy to allow for a future use by the City of Vaughan.

Please notify the KBIA on your decision. Thank you.

Cinzia Recine, BIA Chair

Cc Board of Directors



FROM: 10462 Islington Avenue Inc. for:  
 Canadiana Square 10462 Islington Ave., Kleinburg  
 Canadiana House., 10472 Islington Ave., Kleinburg

Sept., 8, 2023

10504 Islington Avenue Inc. for:  
 The Post Office Building, 10504 Islington Ave., Kleinburg

**Communication : C 3  
 Committee of the Whole (1)  
 September 12, 2023  
 Agenda Item # 4**

Heritage Hill Developments Inc. for:  
 Heritage Square, 10425 Islington Ave., Kleinburg  
 10435 Islington Ave., Kleinburg

TO: Members of the Committee of the Whole (Vaughan Council)  
 Mr. Todd Coles, Clerk for the City of Vaughan Sent to email: [clerks@vaughan.ca](mailto:clerks@vaughan.ca)

RE: Committee of the Whole, Item #4  
 Kleinburg Mills Inc., OP.16.002, Zoning Z.15.038, Site Development DA.15.091  
 10422 & 10432 Islington Ave., (vicinity of Islington Ave & Stegman's Mill Rd., Kleinburg)

This letter is sent on behalf of the above property owners.

#### **REQUEST BY PROPERTY OWNERS**

**The above listed owners strongly recommend the following:**

- 1. That the Committee of the Whole removes the Road Allowance exemption for the subject property and take the 12m Road Allowance on Islington Ave. as required in the Vaughan Transportation Plan (VTP) in VOP2010 OR;**
- 2. That Committee of the Whole defer this application until a review/clarification is done on the Road Allowance policy on Islington Ave through the Kleinburg Village core as found in the Vaughan Transportation Plan (OP2010) with the consultation of stakeholders AND:**
- 3. This item be deferred to allow the owner of the proposed development to meet with Village core property owners, Kleinburg BIA, local residents and KARA to try and resolve the outstanding matters of concern.**

#### **Background**

The above application was started years ago in 2016. The Public Hearing for the new owner was held on March 10, 2021. A number of emails were sent to the planner and other city staff with respect to the lack of Road Allowance (Right-of-Way) being shown on the subject Site Plan. We were always assured that the applicant would be made aware of the 24m Road Allowance (12m from the centreline of the road) along Islington Ave in the Kleinburg Village Core (See ATT #1). That policy is still in effect today. It has not been changed at any point to date.

We were sent a courtesy notice from the planner for the CofW meeting for Sept 12, 2023. The required Road Allowance is still not shown on the Site Plan. After many emails and calls we were sent an email from Dev't Transportation Eng. that the 24m Road Allowance policy is required. (see ATT #2). The email goes on

to state that “no road widening should be taken from the entire Village Core due to its impacts to the heritage sites and other considerations and until such time as this becomes a policy, development applications are reviewed on a case-by-case basis”.

**How can a required City Road Widening policy that is in effect for Islington Ave in the Kleinburg Village core be turned upside down and exempted for any property in the core by city staff without any Council knowledge, direction or approval and without any public consultation?**

#### **Right-of-Way is a Policy in VOP2010 and 2020**

The 24m Right-of-Way policy is found in the Vaughan Transportation Plan (‘TMP’) schedule in the Vaughan OP2010. The 2020 updated neighbourhood OP for Kleinburg-Nashville encourages higher forms of urban design and pedestrian spaces along the Village core. The 24m Right-of-Way policy was not changed in the updated OP. City staff, presumably heritage and urban design staff, took it upon themselves to change the requirement for Road Allowances in the Kleinburg Village core over Transportation Engineering staff AND without any Council knowledge and/or direction. As explained to me Transportation Engineering staff have asked for the required Road Allowance. Given that this policy is within the OP2010 and the TMP, a city staff review with Vaughan Council’s direction, is required including public consultation with affected stakeholders, Kleinburg BIA, KARA and local residents. It is my opinion that city staff does not have the authority to exempt any property from the required Road Allowance without just cause like a heritage building too close to the street line. This is not the case on this property.

#### **Loss of Future Parking, Landscaped Area, Public Amenity**

A Road Allowance has always been taken by the City on every new development application in the Kleinburg Village Core including for properties where “heritage buildings” existed (See ATT #3 & #4). The purpose of the Road Allowance is to create a direct benefit to the city for wider pedestrian spaces, landscaping (trees), benches and future parking where none exists today. ONLY properties that have existing heritage buildings too close to the sidewalk have been exempted to preserve the building. Exempting this application from any Road Allowance doesn’t make any rational sense as there are NO heritage restrictions/ buildings or trees on the site where the Road Allowance would be taken. This exemption would also remove any benefit to the City for future use or streetscaping enhancements.

Furthermore, the Kleinburg BIA, KARA and local residents have been working with city staff for almost 2 years to find and create more parking spaces in the Village core. Parking is a serious issue in the Village of Kleinburg. Future parking spaces could be created in front of the subject property if the required Road Allowance is taken as the existing policy is intended to do. Boulevard parking exists right up to and just passed the intersection of Nashville Rd. A similar design can occur at Stegman’s Mill Rd in front of the subject property. The Streetscape work commencing next year in Kleinburg could include 3-4 parking spaces in front of this property if a Road Allowance is taken.

#### **Distance of Buildings to Sidewalk & Urban Design Impact**

ATT #2 “Road Allowances Taken and Distance of Buildings to Sidewalk” shows the 12m Road Allowance and distance of neighbouring buildings to the sidewalk directly in front of their property vs. the proposed distance of the subject building to the sidewalk with no Road Allowance taken. ATT #2 also indicates which property has boulevard parking on Islington Ave in front of the building.

NOTE:



- 1) The subject building would be over 7ft closer to the sidewalk than any other neighbouring building, including even the two heritage buildings at 10425 Islington Ave.(Belsito) & 10435 Islington Ave. (florist) and with NO boulevard parking and;
- 2) The subject proposed building is 16.5ft/ 5m closer to the sidewalk than the adjacent building Canadiana Square 10462 Islington Ave. This would have a serious impact on the adjacent Canadiana Square (10462 Islington Ave.) and the Islington Ave. streetscape character. It would completely block out any view of Canadiana Square driving north on Islington Ave. until the intersection with Stegman's Mill Rd is reached. This is unacceptable from an urban design review.
- 3) The existing Road Allowance in front of the subject property (5.5m) is less than half the required 12m Road Allowance.

The character of the west side of Islington Ave through the Village core is characterized by a wide pedestrian/ public space and the potential for boulevard parking in the future. The existing Road Allowance by-law requires a 24m Right of Way on Islington Ave. It is mandated by Vaughan OP 2010 policy. This has usually resulted in the city taking about 5-6m along each property in the core where no heritage restrictions/buildings exist. There are NO "heritage restrictions" on the subject property or any significant trees to protect. There is no reason to exempt this property from a Road Allowance. The result is a building that is a full 5m closer to the sidewalk than it would normally be with the required 12m Road Allowance. This has resulted in a much larger building in scale than any other building in the Village core that close to the street. It would be completely out of character with the existing urban character of the west side of Islington Ave.

Furthermore, the proposed building is 5m closer to the streetline than the adjoining property, Canadiana Square. This will be a serious visual barrier on the businesses located in the building. Vaughan Urban design planners have always argued that buildings in the village core along the west side should be kept at a similar distance from the road to create larger pedestrian and public spaces. This is not possible with the proposed building location resulting from a Road Allowance exemption.

### **Potential Legal Issue for City**

This Road Allowance exemption decided by city staff was made on a "case-by-case basis" where no heritage restrictions/building exist. There is no reason a Road Allowance shouldn't be taken for a future benefit to the city and Village core. By excluding the subject property from any Road Allowance given that there are no heritage restrictions on the property, may certainly result in a legal challenge by owners of other developments that have been built and where the required Road Allowances were taken by the City. This legal challenge if successful, would result in the city losing public pedestrian spaces and in some cases boulevard parking. Does the City want to open up this potential challenge? I think not.

### **Response to the Planning Report re: Road Allowance**

The "Islington Avenue Streetscape Plan" completed in 2010 only took existing R-O-W (Right-of-Way/Road Allowance) and described the possibility of future Road Allowances along Islington Ave. It does not recommend or envision not taking Road allowances where there are NO heritage constraints. Any heritage constraints refer to existing heritage buildings too close to the street to accommodate any Road Allowance. There are no heritage restrictions, constraints whatsoever on the subject property. Thus, the argument to exempt the subject property from the required 12m Road Allowance is not relevant to this application. Heritage city staff cannot and should not have any say over Transportation Engineering staff who are responsible for the required 12m Road Allowance policy.

### **CONCLUSION**

The Road Allowance for Islington Ave in the Kleinburg Village core found in OP2010 and the Vaughan Transportation Plan cannot be amended or exempted by city staff for any development unless there are obvious heritage buildings too close to the streetline. The argument that it was made on a "case-by-case" basis results in a lack of clarity and transparency, while creating confusion for stakeholders in the Kleinburg Village core. The reasons given to exempt this property from the required 12m Road Allowance and the lack of communication with concerned property owners who have requested answers for years (emails are available) raises serious questions about the integrity of the planning process. Any amendment of changes to the existing required Road Allowance policy in OP2010 and the updated OP2020 must be made with the direction of Vaughan Council.

**The role of city staff in making ad hoc decisions relating to any policy changes has circumvented the decision-making role of Vaughan Council.**

**The request by the various property owners listed is outlined at the beginning of this letter. Please advise me on any decisions by Committee of the Whole on this matter.**

Sincerely,

*Phil Greco*

Phil Greco  
10462 Islington Avenue Inc.  
[REDACTED]

See ATTACHMENTS:

Att: #1A: Proposed Dev't Site Plan with no required 12m Road Allowance

**TABLE #1: Road Allowances, ex. parking, distance to sidewalk of neighbouring & subject property**

Att: #1: Email dated Apr. 22, 2021 from Manager of Dev't Transportation Engineering

Att #3: Photo of 10425 Islington Ave. with the req'd 12m Road Allowance in front of the heritage building

Att #4: Photo of 10435 Islington Ave with the req'd 12m Road Allowance in front of the heritage building

Att #5: Photo of 10462 Islington Ave (adjoining property) and distance to sidewalk vs. proposed building

Att #6: Photo of 10472 Islington Ave with the required 12m Road Allowance

Att #7: Photo of 10480 Islington Ave with the required 12m Road Allowance

Att #8: Photo of Pierre Berton Heritage Centre (city-owned heritage bldg) with 12m Road Allowance available and 30 ft from sidewalk to the existing heritage building.

end



ATT#1A:  
Proposed Dev't

5.5m current Road Allowance.

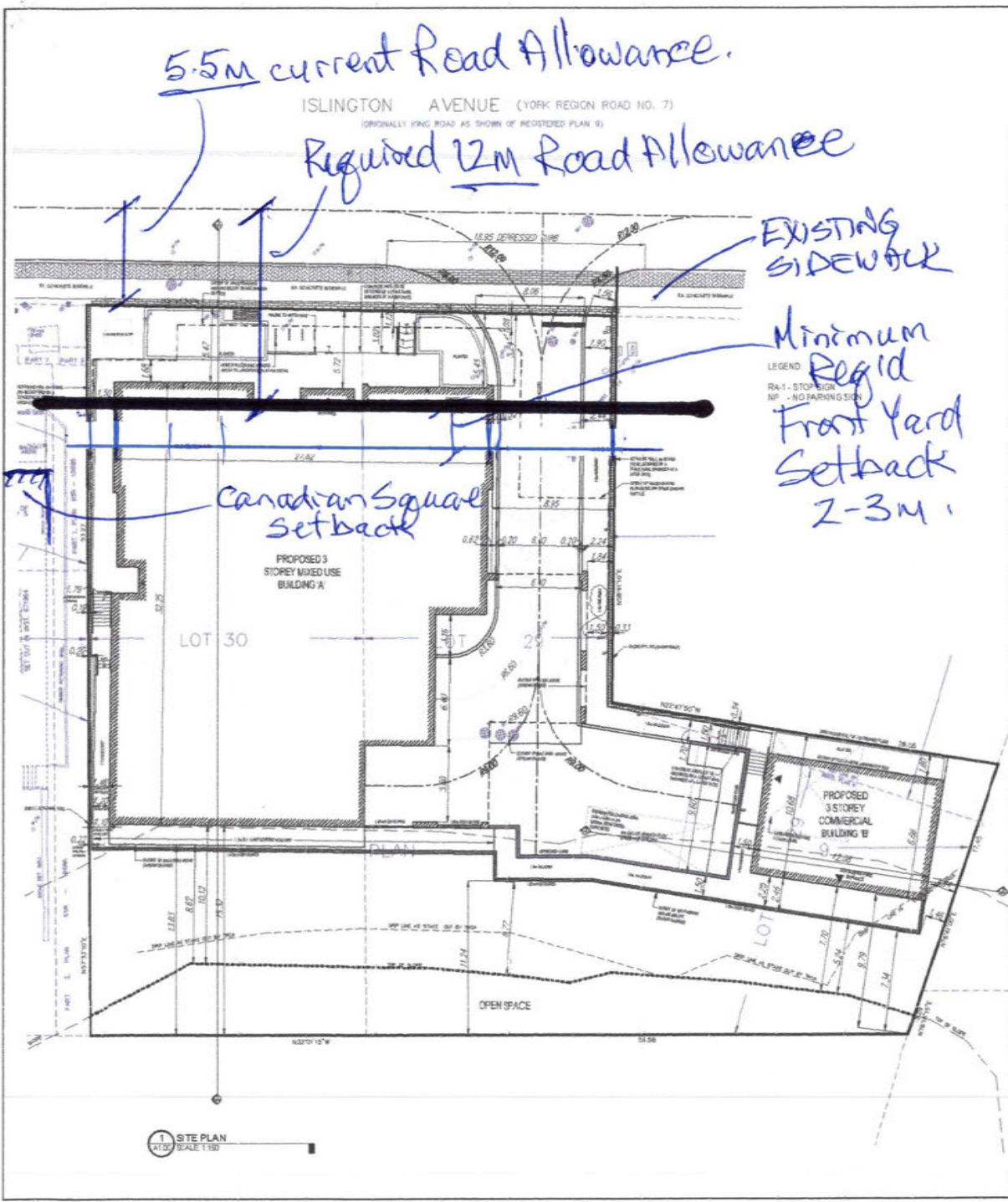
ISLINGTON AVENUE (YORK REGION ROAD NO. 7)  
(ORIGINALLY KING ROAD AS SHOWN ON REGISTERED PLAN B)

Required 12m Road Allowance

EXISTING SIDEWALK

Minimum Reg'd Front Yard Setback 2-3M

Canadian Square Setback



SITE STATISTICS		REQUIRED		PROVIDED	
1	NET LOT AREA (M <sup>2</sup> )	143.50	143.50	143.50	143.50
2	NET LOT FRONTAGE (M)	23.00	23.00	23.00	23.00
3	NET LOT FRONTAGE (M)	23.00	23.00	23.00	23.00
4	GROSS FLOOR CALCULATIONS	COMMERCIAL RETAIL SPACES		RESIDENTIAL (21 UNITS)	
		NO. OF UNITS	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS
		NO. OF UNITS	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS
		NO. OF UNITS	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS
5	LANDSCAPE AREA	PERMITTED	143.50	143.50	143.50
		PROVIDED	143.50	143.50	143.50
6	GROSS FLOOR AREA (M <sup>2</sup> )	PERMITTED	143.50	143.50	143.50
		PROVIDED	143.50	143.50	143.50
7	PERMITTED AREA (M <sup>2</sup> )	PERMITTED	143.50	143.50	143.50
		PROVIDED	143.50	143.50	143.50
8	SETBACKS	PERMITTED	143.50	143.50	143.50
		PROVIDED	143.50	143.50	143.50
9	SHARED PARKING	PERMITTED	143.50	143.50	143.50
		PROVIDED	143.50	143.50	143.50
10	SHARED PARKING	PERMITTED	143.50	143.50	143.50
		PROVIDED	143.50	143.50	143.50
11	SHARED PARKING	PERMITTED	143.50	143.50	143.50
		PROVIDED	143.50	143.50	143.50
12	SHARED PARKING	PERMITTED	143.50	143.50	143.50
		PROVIDED	143.50	143.50	143.50

**PYLONS**  
Architectural Design

**JAN ROBERTSON DESIGN**

SCALE 1:100

DATE: 15.19

PROJECT: MIXED USE DEVELOPMENT (3000 ISLINGTON AVE CITY OF VAUGHAN)

SITE PLAN

SCALE: 1:100

DATE: 15.19

PROJECT: MIXED USE DEVELOPMENT (3000 ISLINGTON AVE CITY OF VAUGHAN)

SCALE: 1:100

DATE: 15.19

PROJECT: MIXED USE DEVELOPMENT (3000 ISLINGTON AVE CITY OF VAUGHAN)

**TABLE #1:****Road Allowances, Distance from Building to Sidewalk, Existing Parking in front of property**

Property	Road Allowance (m)	Distance of Bldg to Sidewalk	Heritage Building	Parking in front
<b>SUBJECT PROPERTY</b> 10423 Islington Ave.	Existing 5.5m	5.5m (Proposed)	NO	none no R-of-W proposed
Canadiana Square 10462 Islington Ave	12m	10.7m	NO	none R-of-W taken
Canadiana House 10472 Islington Ave	12m	11m	NO	none R-of-Way taken
Courtyards Kleinburg 10480 Islington Ave	12m	7.9m	NO	YES
Immanuel Florist 10423 Islington Ave	12m	8.07m	YES	YES
Belsito Restaurant 10435 Islington Ave	12m	7.9m	YES	YES R-of-W taken
Pierre Berton Her. Cent	12m available	9.1m	YES	none R-of-W available



ATT: # 1



Frank Greco <[REDACTED]>

**RE: [External] Road allowance for subject property**

1 message

Saadi Nejad, Samar <Samar.SaadiNejad@vaughan.ca> Thu, Apr 22, 2021 at 1:47 PM

To: "[REDACTED]" <[REDACTED]>  
Cc: "Peverini, Mauro" <MAURO.PEVERINI@vaughan.ca>, "Jeffers, Judy" <Judy.Jeffers@vaughan.ca>, "Phil Greco" <[REDACTED]>, "Tang, Wai Lam" <WaiLam.Tang@vaughan.ca>

Hi Frank,

It has been a while since we last talked. Hope you are doing very well and staying safe!

I appreciate your concerns regarding the application of 10422 AND 10432 ISLINGTON AVENUE. I can confirm that the City requests road widening to provide for a 24m ROW on that stretch of Islington Avenue (applicable to any application after 2012). Through our review and comments we asked the applicant to provide measurements on their plan drawing to identify the ROW. We will ensure that they are aware of this requirement.

Please let me know if you had any further questions.

Thanks,

**Samar SaadiNejad, P.Eng., M.A.Sc.**  
**Manager, Development Transportation Engineering**  
905-832-8585, ext. 8253 | [samar.saadinejad@vaughan.ca](mailto:samar.saadinejad@vaughan.ca)

**City of Vaughan | Planning & Growth Management Portfolio**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
[vaughan.ca](http://vaughan.ca)



**From:** Frank Greco <[REDACTED]>  
**Sent:** Wednesday, March 17, 2021 12:22 PM  
**To:** Nalli, Augusto <Augusto.Nalli@vaughan.ca>  
**Cc:** Peverini, Mauro <MAURO.PEVERINI@vaughan.ca>; Jeffers, Judy <Judy.Jeffers@vaughan.ca>; Phil Greco



ATT: #3

10425 ISLINGTON AVE.  
(Heritage Building)

Road Allowance: 12M





ATT: #4

10435 ISLINGTON AVE  
(Heritage Building)

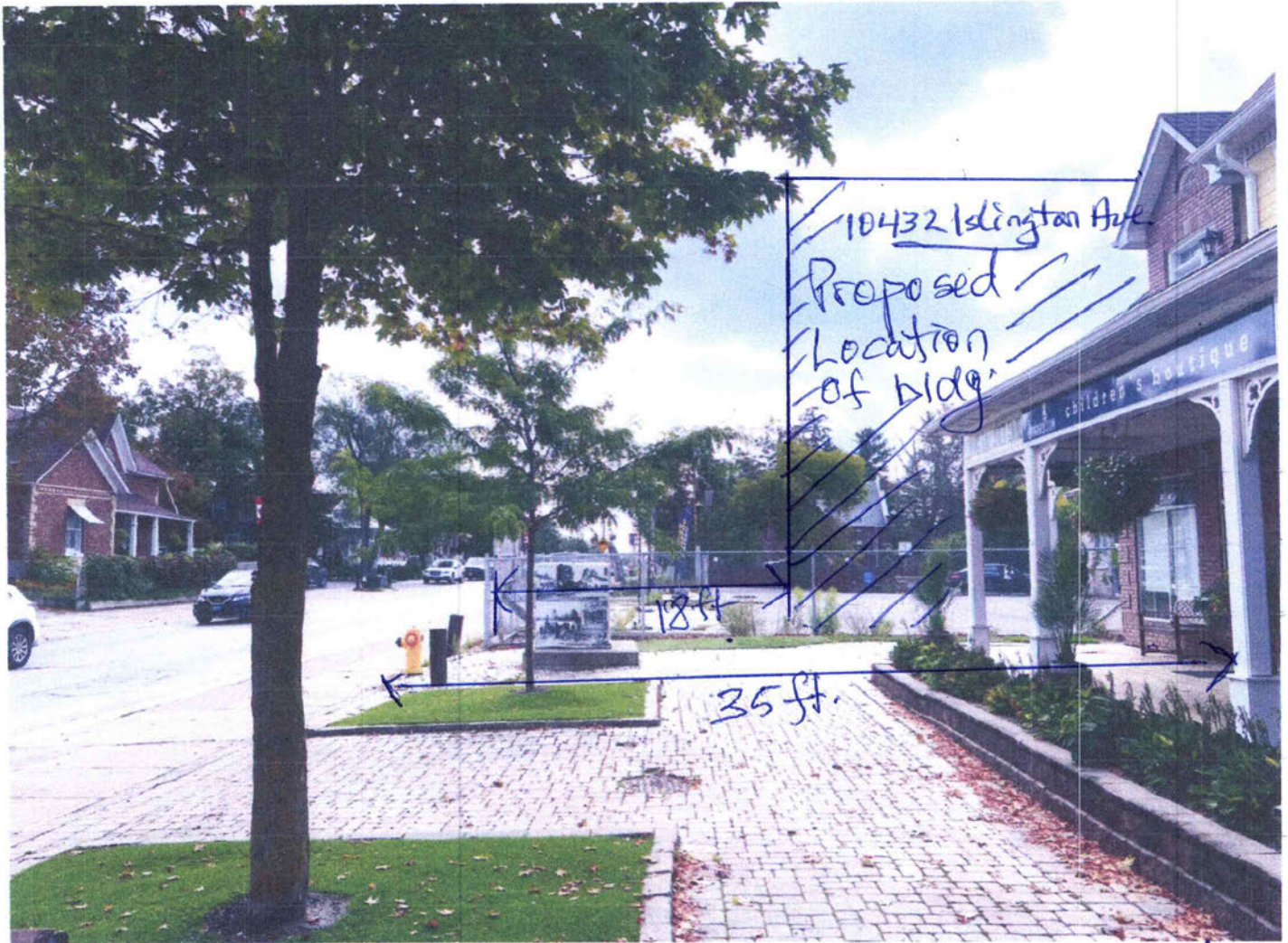
Road Allowance: 12 m





ATT: #5

10462 ISLINGTON AVENUE  
Road Allowance: 12 m.



Proposed building to sidewalk 18 ft. (5.5m)  
Adjacent building to sidewalk 35 ft (10.7m)

Difference 17 ft. (5m)



ATT#6.

10472 ISLINGTON AVENUE

Road Allowance: 12m.



Road Allowance 12m from centreline  
of roadway.

Distance of bldg to sidewalk: 36 ft.  
11m.



ATT: #7

10480 ISLINGTON AVENUE

Road Allowance : 12M



Road Allowance : 12M from centre line of road  
Distance to building from sidewalk : 26ft (7.9m)



ATT #8

Pierre Berton Heritage Centre  
Road Allowance available: 12m



Adjacent property to the south.  
30ft to building from sidewalk



# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg  
Ontario L0J 1C0

September 9, 2023

**Communication : C 4  
Committee of the Whole (1)  
September 12, 2023  
Agenda Item # 4**

TO: Members of the Committee of the Whole  
Mr Todd Coles, Clerk for City of Vaughan

RE: Committee of the Whole Meeting / Sept 12, 2023 / Item #4  
Kleinburg Mills Inc 10422 & 10432 Islington Avenue / Kleinburg

The Kleinburg & Area Ratepayers Association (KARA) would like to offer input specifically to the requested exemption for road way allowance for the planned development by Kleinburg Mills at 10422 & 10432 Islington Avenue.

The two buildings proposed (3 storey mixed use and 2 storey commercial) would be a welcome improvement to a long vacant lot and the elimination of a unsightly industrial fencing fronting on Islington.

However, KARA opposes the very significant exemption being requested for the larger of the two buildings. The request for reduced road allowance would be a glaring deviation from the set back from adjacent properties and from other commercial properties in the village core. The opportunity for pedestrian walking and landscaping options would be drastically compromised. In addition, a reduced road allowance would hamper the flexibility for future parking options on Islington Avenue .

KARA is requesting that the committee defer the application until the owner of the property meet with local residents, affected property owners, Kleinburg BIA and KARA .

Respectfully



John Cutler, Secretary & Vice President  
Kleinburg & Area Ratepayers Association.



**David R. Donnelly, MES LLB**  
[david@donnellylaw.ca](mailto:david@donnellylaw.ca)

September 11, 2023

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

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

Communication : C 5  
Committee of the Whole (1)  
September 12, 2023  
Agenda Item # 2

Dear Clerk,

**Re: Committee of the Whole, September 12, 2023**  
**RE: Zoning By-law Amendments Z.22.029; Z.22.030; Z.22.031; Z.22.032**  
**Draft Plan of Subdivision File Nos.: 19T-22V006 – 11363 and 11191**

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

We write Vaughan Council (“Council”) to inform you of our Clients’ continuing objections regarding the proposed Zoning By-law Amendments (“ZBLA”) Z.22.029, Z.22.030, Z.22.031, and Z.22.032 to the City of Vaughan Comprehensive Zoning By-law 1-88 (“By-law 1-88”) and City of Vaughan Comprehensive Zoning By-laws 001-2021 (“Bylaw 001-2021”).

These comments are remarkably similar to concerns raised in our January 17, 2023 correspondence, which have not been addressed.

Our Clients have been consistent, over the past four years, that greater attention to environmental and compatibility features must serve existing residents first, consistent with your duty to protect the public as your priority with developers as the subordinate interest. In general, this has mostly been the case in Vaughan, making the allowances granted to this development and developer more concerning.

Please note that our Clients and their neighbours did not receive notice from City Staff of this meeting.

## **I. Block Plan Premature and Non-Responsive to Residents**

Regarding the proposed Block Plan, it is our Clients' primary submission it is premature to move forward with Block Plan approval at this time because the Block Plan report does not detail the transition measures on the existing Neighbourhood Community to the south (Humberplex Developments).

One of the key policies in OPA 48 includes:

a) Section 13.48.1.3 of OPA 48 indicates:

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

Critical environmental and compatibility features are presently missing from the Block Plan, which may include but is not limited to a berm, preservation of the existing hedgerow of trees, with sufficient land to maintain the trees, fencing, additional landscaping and a single loaded road. The scoped Block Plan and Draft Plan of Subdivision files concurrently need to further establish the detailed transitional measures with supporting technical analysis.

The proposed 10m buffer along the south Block Plan limit requires further details on the rationale why 10m is sufficient; but in any event, is not nearly sufficient to preserve the trees. It is apparent from the aerial plan, a number of the existing trees in the hedgerow are located outside the 10m setback zone and therefore will need to be removed. This is unacceptable from both an ecological and neighbourhood compatibility perspective.

Our Clients are persuaded a 50m buffer is sufficient to protect the mature vegetation in place, and is consistent with the OP 48 policies concerning the environment. In addition, a single loaded road to the north of the buffer will also add to the community amenity and allow the City full access required to maintain the buffer properly.

The Block Plan Report does not mention if a Detailed Tree Inventory, Assessment and Preservation Plan was ever prepared for the South limit of the Block Plan. This document will provide the technical support and recommendation for the 10m buffer or more based on the location of existing trees and proposed grading for the surrounding new development. The existing trees in the proposed buffer shall



require some edge management works to ensure their long-term survival within an urban context, this should be identified through the Tree Inventory, Assessment and Preservation Plan. Humberplex Developments did not require a buffer along the Copper Creek golf course because as an operating golf course land-use, the buffer was not required in the City's Official Plan for future residential development.

The OPA 601 Kleinburg Nashville Community Plan Schedule 'A' clearly depicts a 30m wide buffer that transition the Treelawn Community from the Humberplex Community. It was noteworthy that there was no existing vegetation between the two properties. Therefore, a precedent has long been set and it is expected that this 30m wide buffer should also be provided as a minimum buffer between the north limit of Humberplex Community and the south limit of the proposed new Copper Creek Development. The proposed 30m buffer should be augmented to preserve the existing mature vegetation with a linear walkway outside of the vegetation buffer, so as to preserve the existing large tree hedgerow.

It is very difficult to preserve trees on private property through restrictive covenant because these covenants expire after 40 years, and in our experience they do not restrict homeowners from performing landscape improvements, installing pools that undermine root systems, constructing sheds etc. that have a negative impact on the long-term survival of existing trees and will result in them being removed and or not replaced.

Our Clients have consulted an expert regarding examples of tree preservation on private property from past experience working for the City of Vaughan, where a restrictive covenant was attempted without success.

In the Renaissance Court Development located in Thornhill at Westmount and Graywood Boulevard, the owners of large lot properties with existing mature trees were ordered to protect the trees on their private property. The owners proceeded to perform very extensive landscape improvements including pools, outdoor entertainment areas and structures.

All these improvements resulted in a number of the existing trees being removed or damaged that were never replaced. The City has no control on restrictive covenant and trees must be preserved through public ownership as part of open space, park or single loaded road with buffer system.

In other words, our Clients do not accept that homeowner covenants are a solution that will result in tree preservation. The immediate neighbours expect these mature, 30- to 40-foot trees will be preserved, which is both reasonable and consistent

with OP 48. Finally, this is consistent with what Council and Staff has recommended and approved for over four years.

For over four years, our Clients have been forced to expend significant resources, including time, effort and money concerning: the Block Plan 55's transition compatibility; density and lot sizes; the impacts to the valley; the woodlands and vegetation protection zone; and the development's lack of responsiveness to climate change; traffic; and stormwater management, among other issues.

## **II. This Developer's Accommodations**

As you are aware, the Local Planning Appeal Tribunal's approval of Official Plan Amendments 47 ("OPA 47") & 48 ("OPA 48"), that coincide with the Block Plan are currently under appeal by our Clients (the "Plaintiffs") in the Superior Court of Justice of Ontario (Divisional Court).

Notwithstanding the Judicial Review application launched by our Clients, the City appears to have permitted substantial site alteration and grading despite the lack of a rezoning and subdivision approval to the point that the road network is clearly visible from Kirby Rd.

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

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

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

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

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

Prior to September 3, 2019, the *Local Planning Appeal Tribunal Act* contained sections 38 – 42 which were repealed once the current amendments came into effect on September 3, 2019. The repealed sections required that oral submissions be limited to Parties, and then only to the amount of time prescribed by the regulations. They also prohibited Parties from calling or examining witnesses.

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

On or about September 27, 2019, the City of Vaughan Interim Manager Mr. Tim Simmonds sent an unsolicited letter on City of Vaughan letterhead to the Honourable Doug Downey, Attorney General of Ontario, regarding Transition Regulation O. Reg. 303/19 (the “Letter”).

Mr. Jason Schmidt-Shoukri at the time was employed by the City to oversee planning matters, including the Copper Creek *Planning Act* application, and was copied on this letter.

The contents of Mr. Simmonds' letter falsely intimates that Vaughan had multiple third-party appeals:

O. Reg. 303/19 as currently enacted has the unintended and undesired effect of substantially delaying the final approval of development applications by allowing third parties (not the applicant) who appealed the Council approval, to restart the appeal process and not be bound by the Bill 139 regime. [emphasis added]

Third party appeals are generally appeals involving the challenge of unsustainable development by citizens' groups, such as the Friends to Conserve Kleinburg Inc.

The appeal of the Friends to Conserve Kleinburg Inc. (formerly the Appellants S. Recine and B. Patterson) was the only outstanding third party LPAT appeal in Vaughan at the time.

On October 7, 2019, the City of Vaughan convened a Special Council Meeting – authorizing T. Simmonds to write AG requesting amendments to Transition Regulation i.e. take away third party appeal procedural rights. This authorization was given ten days after Mr. Simmonds wrote the letter.

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



O/Reg 382/19 prejudiced our Clients, by making it illegal to cross-examine witnesses before the LPAT, and limiting or eliminating the direct testimony of expert witnesses.

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

### **III. Non-Conformity with the Greenbelt Plan**

In my opinion, OPA 48 does not conform with the Greenbelt Plan and those lands that are scheduled to be taken out of the Greenbelt should remain protected Greenbelt lands, or should be part of the government's recently announced Greenbelt review.

The Applicant is relying on Section 5.2.1 of the Greenbelt Plan to develop 0.8 ha of these lands for urban uses. Section 5.2.1 addresses "Transition" policies and indicates: 1) permits Official Plans that pre-dated the approval of Greenbelt Plan to continue to be recognized and 2) does not require future applications to implement these Official Plans to conform to the Greenbelt Plan.

Specifically, Section 5.2.1 states:

Where an official plan was amended prior to December 16, 2004 to specifically designate land use(s), this approval may continue to be recognized through the conformity exercise addressed in section 5.3 and any further applications required under the Planning Act or the Condominium Act, 1998 to implement the official plan approval are not required to conform with this Plan; and,

Applications to further amend the site-specific official plan or zoning by-law permissions referred to above for uses similar to or more in conformity with the provision of this Plan are also permitted. All such applications should, where possible, seek to achieve or improve conformity with this Plan.

In my opinion, OPA 48 obviously does not represent similar residential development described in the City's predecessor OPA 601 that was in effect in 2004 and therefore cannot be sheltered under the Greenbelt Plan transition policies. According to OPA 601 the following policy directly applies to the East Kleinberg lands: "This area is designated as "Special Use Golf" and is encouraged to develop as a major open space and landmark feature to the community.

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

Limited residential development of a minor nature may be permitted as part of the adjacent Residential Phase 2B development, provided the development is clearly ancillary to, and does not detract from, the major use of the lands as a golf course and subject to satisfactory servicing, environmental protection and enhancement and overall integrated design being achieved.” OPA 601 also establishes a population estimate for the redevelopment of the Subject Lands.

According to Table A, Kleinburg-Nashville Community Plan Population Estimates under OPA 601 a population yield of 220 people was expected for the “residential development” permitted on the East Kleinburg Site. In comparison, the Applicant’s current proposal yields a population of 1,590 people on the East Kleinburg lands, over 7 times the density envisioned by OPA 601.

Furthermore, OPA 48 does not include “uses similar to or more in conformity with the provision of this Plan”. FTCK’s experienced land use planner stated:

In my opinion the small lot residential uses permitted under OPA 48 are not similar to the large lot residential uses identified in OPA 601 and are not more compatible with the limited range of uses allowed within Natural Heritage System of the Protected Countryside of the Greenbelt Plan.

Therefore, the proposed land use designations under OPA 48 that permit urban development on Greenbelt lands do not conform with the Greenbelt Plan.

OPA 48 will also facilitate a future rezoning and subdivision plan that includes retrofitting an existing golf course related irrigation pond on the abutting valley lands to the south as a stormwater management pond to deal with urban runoff.

The proposed stormwater management pond also does not conform with Section 4.2.3 (3) of the Greenbelt Plan that states: “Stormwater management systems are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones”. The stormwater management system as proposed, in addition to the substantial increase in residential development, is a very significant intrusion that does not belong in the Humber River valley and Greenbelt.

#### **IV. Conclusion**

Our Clients are concerned about the four proposed ZBLAs for By-laws 1-88 and 001-2021 due to the lack of compatibility, efficiency of land use, negative environmental impacts, and public transit issues that it may cause. Residents deserve the opportunity to work with Staff – whom they employ – instead of having to wait for the final report before having the opportunity to make technical submissions.

Our Clients are seeking an immediate timetable and protocol to meet with Staff, their experts and the community to ensure that each of these issues are addressed



in the context of an Environment First approach to development approval, which has been lacking in Vaughan to date.

Our Clients respectfully request that Council refuse the Application, for the reasons given above.

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

Yours truly,

A handwritten signature in blue ink, appearing to read "D. Donnelly", with a horizontal line underneath.

David R. Donnelly

cc. Clients  
G. Borean

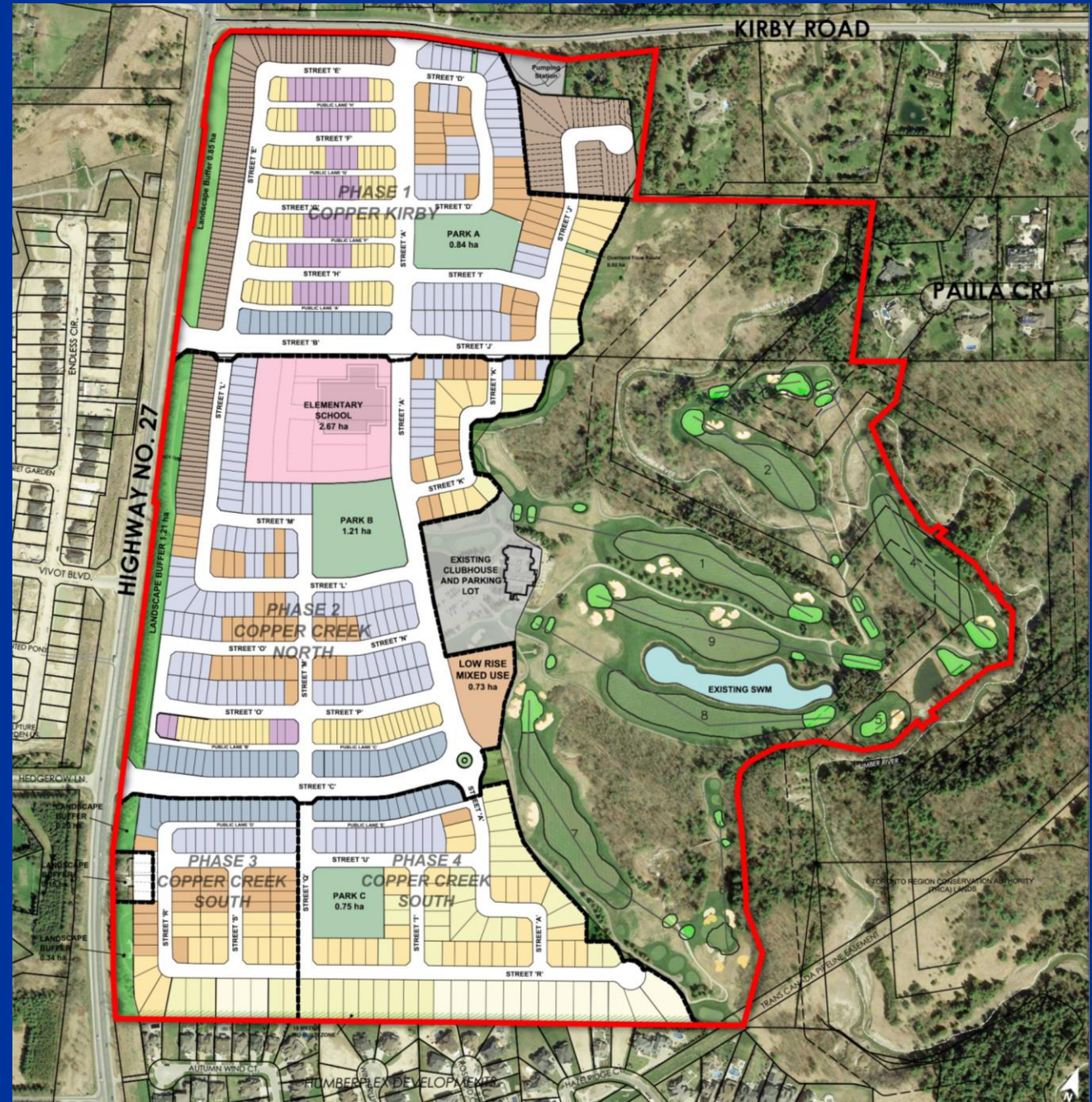
# SCOPED BLOCK PLAN

## Copper Creek (Block 55 NW)

September 12<sup>th</sup> 2023 Committee of the Whole Meeting  
City of Vaughan File: BL.55W.2019

Presentation by: Don Given, Malone Given Parsons Ltd.

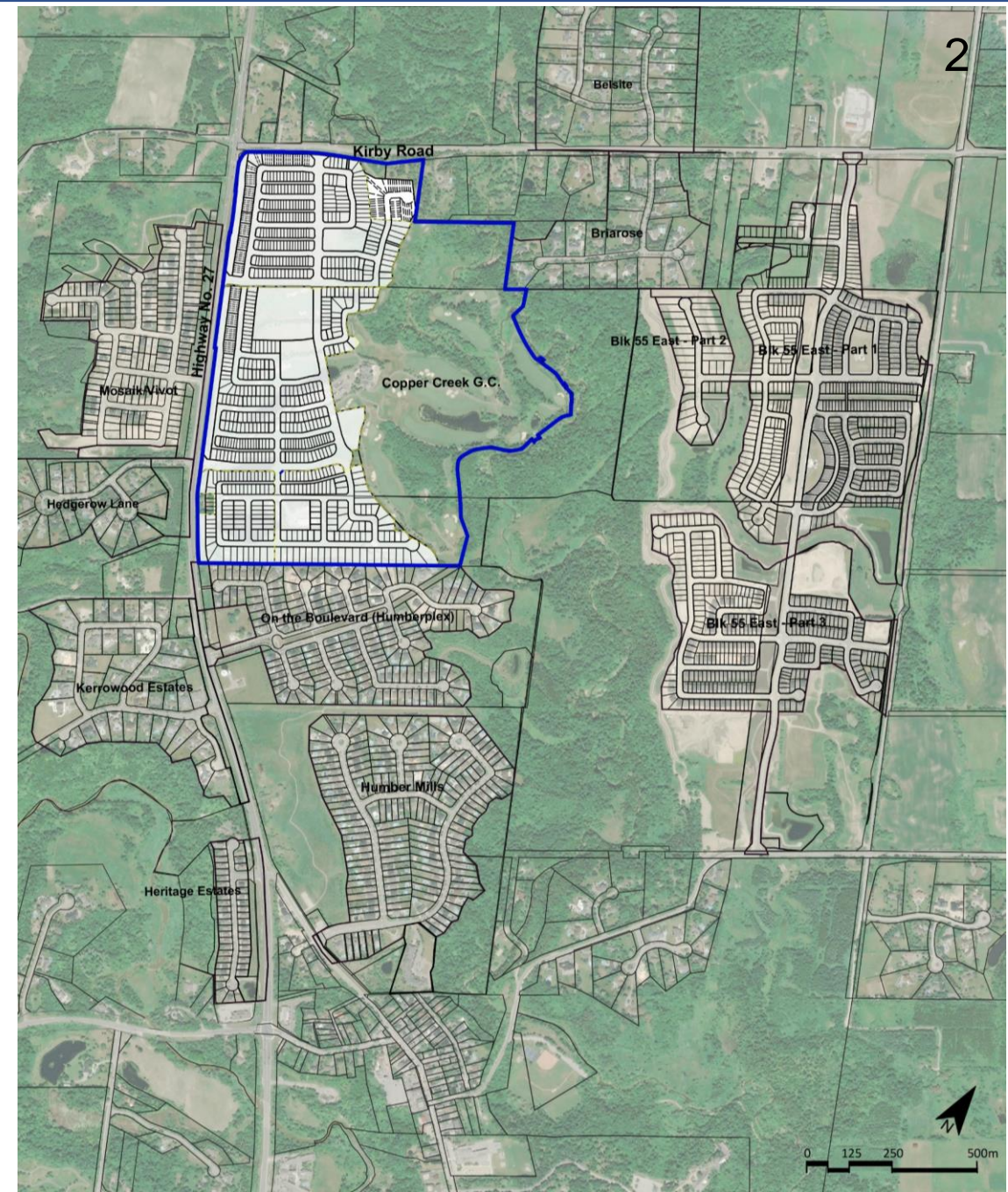
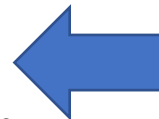
**Communication : C 6**  
**Committee of the Whole (1)**  
**September 12, 2023**  
**Agenda Item # 2**





# CONTEXT & PLANNING PROCESS

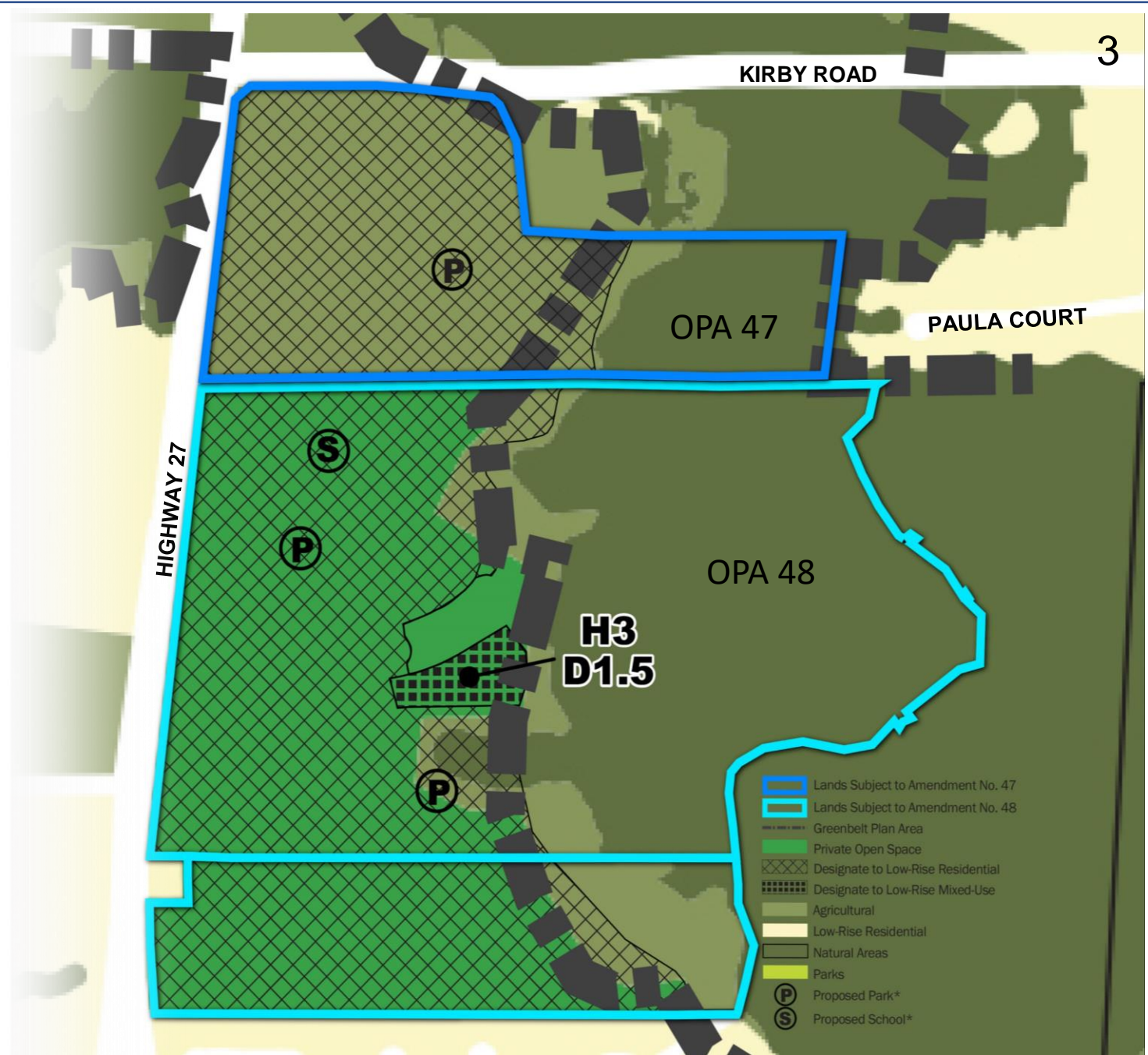
- |    |   |                                 |
|----|---|---------------------------------|
| 1  | OPA APPLICATION   | May 2017                        |
| 2  | PUBLIC MEETINGS FOR OPA                                   | Various - Nov 2017 - March 2019 |
| 3  | OPA 47 & 48 Approved by Council                           | June 12, 2019                   |
| 4  | LPAT DECISION   | June 30, 2021                   |
| 5  | BLOCK PLAN SUBMISSION                                     | Aug 31, 2021                    |
| 6  | PUBLIC MEETING - BLOCK PLAN                               | Feb 2, 2022                     |
| 7  | BLOCK PLAN 2ND SUBMISSION                                 | Sept 28, 2022                   |
| 8  | SUBDIVISION AND ZONING APPLICATIONS                       | Sept 30, 2022                   |
| 9  | 2ND SUBMISSION BLOCK PLAN COMMENTS FROM CITY AND AGENCIES | Nov 2022                        |
| 10 | 1ST SUBMISSION DRAFT PLAN AND ZONING                      | Nov 2022                        |
| 11 | PUBLIC MEETINGS FOR DRAFT PLANS AND ZONING                | Jan 2023                        |
| 12 | RESIDENTS MEETING   | Mar 2023                        |
| 13 | RESUBMISSION OF PLANS TO ADDRESS AGENCY COMMENTS          | April 2023                      |
| 14 | <b>BLOCK PLAN - COMMITTEE AND COUNCIL</b>                 | <b>Sept 12 2023</b>             |
| 15 | RESUBMISSION OF DRAFT PLANS AND ZONING                    | Sept / Oct 2023                 |
| 16 | DRAFT PLANS AND ZONING - COMMITTEE AND COUNCIL            | Fall 2023                       |
| 17 | SUBDIVISION AGREEMENT(S)                                  | Winter/Spring 2023              |





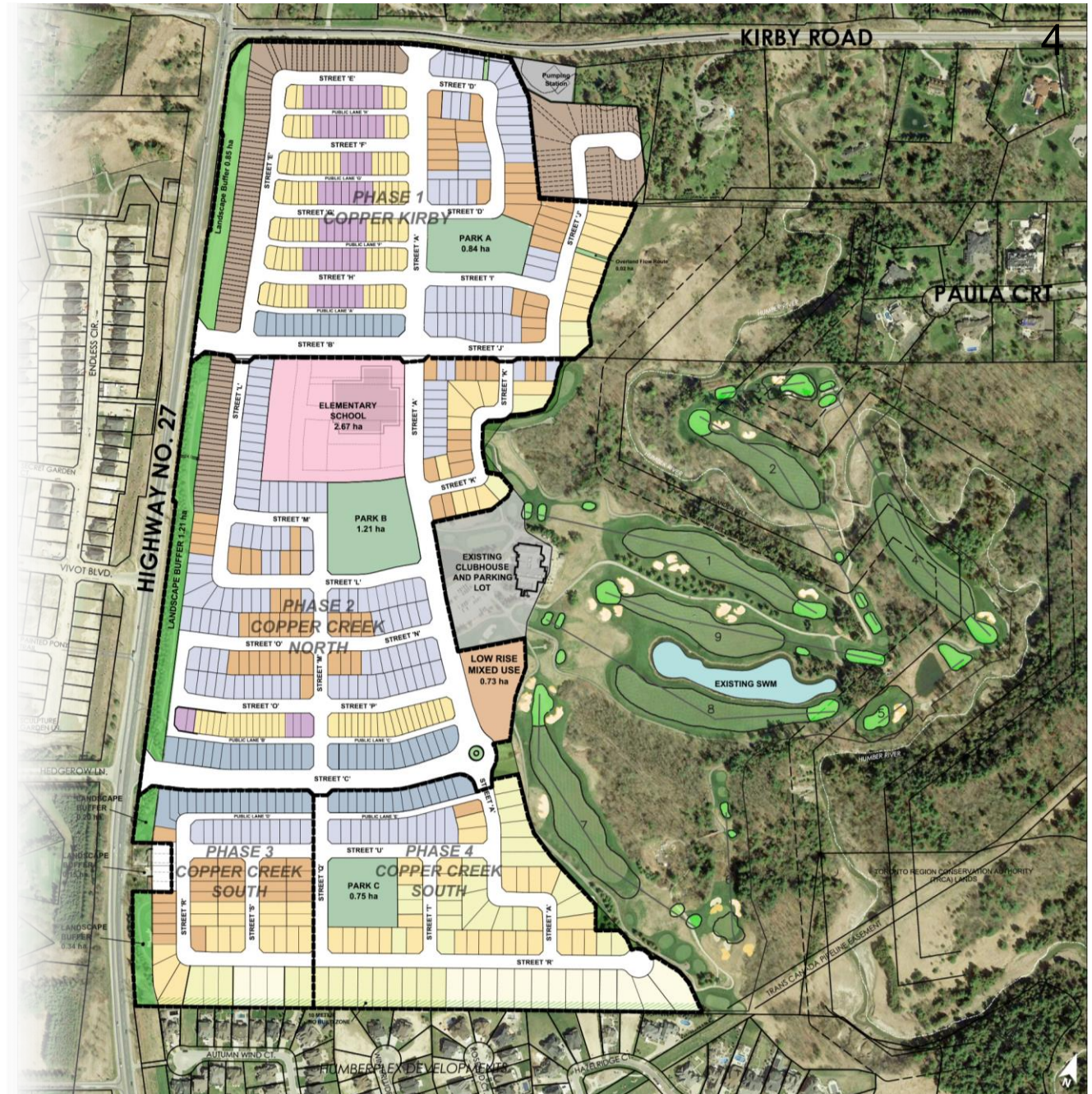
## PLANNING BACKGROUND

- Golf Course approved in 1999.
- Council Approved in 2019, OPA 47 and 48 redesignated lands to mostly Low-Rise Residential and small Low-Rise Mixed Use.
- OLT approved OPAs in June 2021.
- Environmental Limits since defined through study and consultation with TRCA and City.
- Supporting studies submitted to and reviewed by the City, York Region, TRCA and others.





- 3<sup>rd</sup> submission - April 2023
- One public elementary school
- 3 public parks
- 24m wide (min) landscaped buffer along Hwy 27
- 796 units
  - 247 towns
  - 549 Singles
  - + Future Low-Rise Mixed Use (estimate of 15)
- 2,800 population ±
- Overall Density = 49 pj/ha:
  - Phase 1 Greenfield - 58 pj/ha
  - Phases 2-4 Built Boundary - 45 pj/ha
- 4 Phases starting at north end

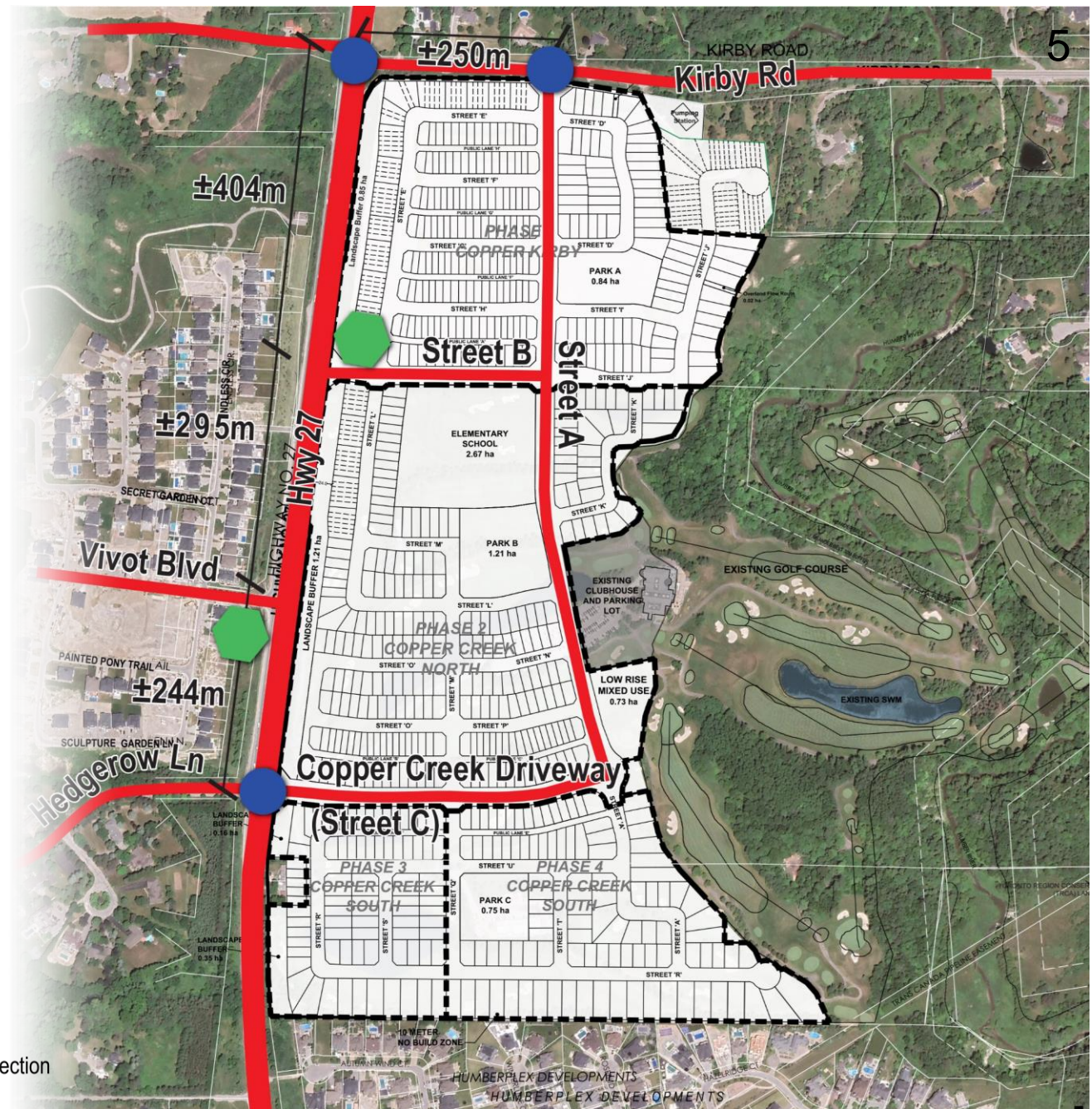




- Hwy 27 widening and intersection improvements for entire frontage of block.
- Signalization at Hedgerow Lane.
- Multi-Use Pathway on Hwy 27 side of buffer.
- Kirby Road Intersection Improvement and signalization.
- Minor Collectors include cycle-path and sidewalks on both sides (City standard).

## Legend

- Signal Intersection
- Stop Controlled Intersection

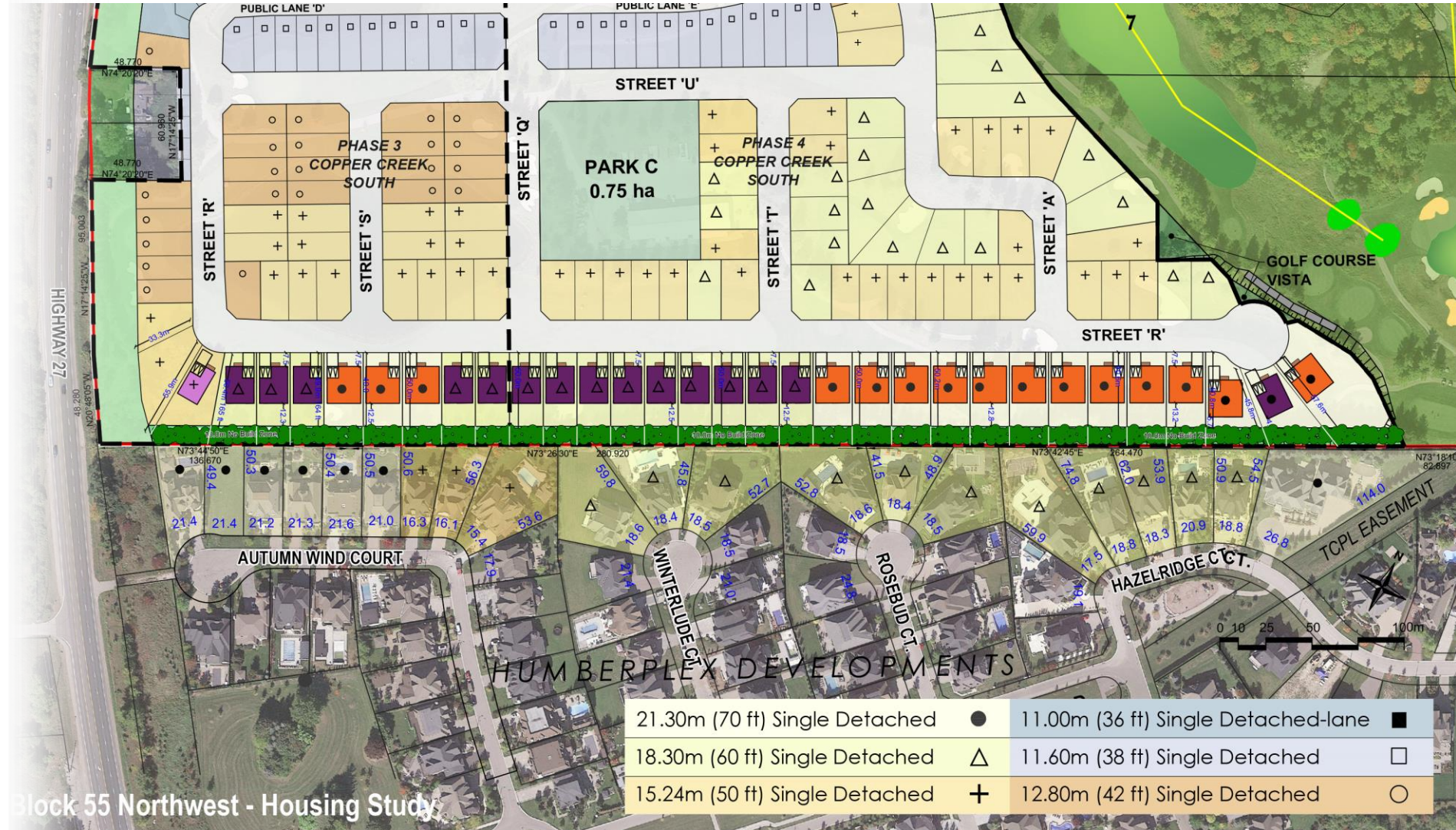




# Other Items for Council Direction: Transition to Humberplex

- Extra depth lots - 50m (160+ ft).
- 10m (32') No-Build Zone through draft plan and zoning (h) approvals.
- Best efforts to minimize construction grading to maintain trees along southern border.
- Mix of 60'-70' wide lots.

(2 storey homes 4,800 – 7,400 s.f. shown with 12.5m + 10m rear yards)





One park in each neighbourhood



- SITE BOUNDARY/SUBJECT LAND
- SINGLE DETACHED LOTS
- SCHOOL BLOCK
- LOW RISE MIXED USE BLOCK
- TOWNHOUSE BLOCK
- OVERLAND FLOW ROUTE BLOCK
- PROPOSED CORNER LOT WOOD PRIVACY FENCE
- SIDEWALK
- MULTI USE TRAIL ALONG HWY 27
- PROPOSED STREET TREE
- PROPOSED BUFFER PLANTING

Landscape Buffer to Hwy 27

School and Park 'B'



Park 'A'

Existing Golf Course Clubhouse & Parking Lot

Low Rise Mixed Use

Park 'C'





## Secondary School Location

- Block 41 Secondary Plan approved in 2021 includes a Secondary School Site.
- Catholic Board owns another school site at Rutherford and Islington sized at 15 acres.



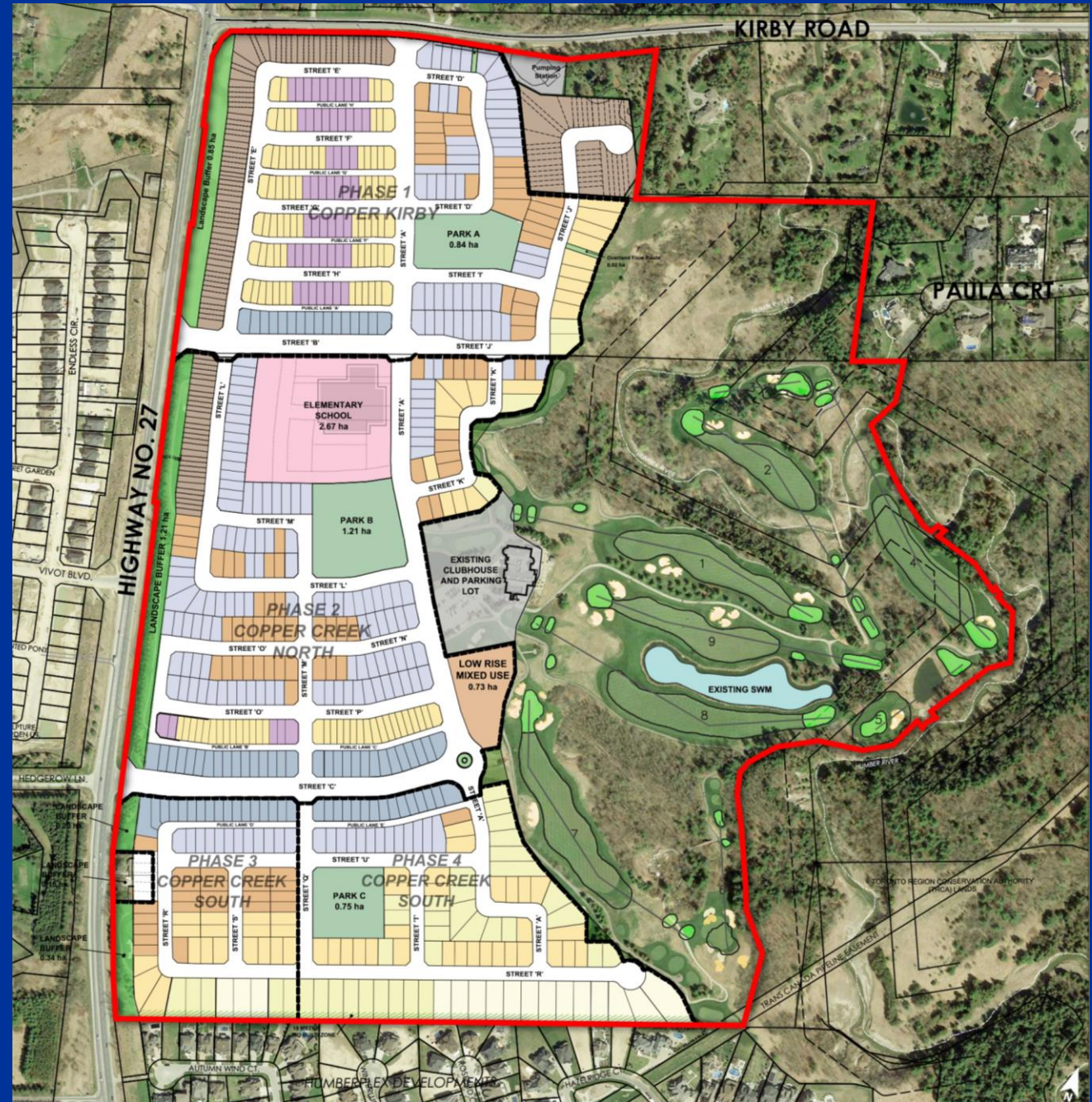


# SCOPED BLOCK PLAN

## Copper Creek (Block 55 NW)

September 12<sup>th</sup> 2023 Committee of the Whole Meeting  
City of Vaughan File: BL.55W.2019

Presentation by: Don Given, Malone Given Parsons Ltd.





**Communication : C 7  
Committee of the Whole (1)  
September 12, 2023  
Agenda Item # 2**

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**From:** IRENE FORD <ireneford@rogers.com>  
**Sent:** Monday, September 11, 2023 12:02 PM  
**To:** Clerks@vaughan.ca  
**Cc:** Council@vaughan.ca  
**Subject:** [External] Block 55

Perhaps in the approval of the [Block 55](#) Plan Council and Staff should be reminded that this particular development had Greenbelt removals approved in 2017 on the basis that the development application should be grandfathered because it pre-dated the Greenbelt Act.

What planning regime is currently being applied to this development? What was in fact when the application was submitted, what is in effect today? Or is the applicant suggesting staff apply the portions of planning legislation that best advance the developers wills and wants.

It's impossible to follow or understand. What are their obligations for parkland, set backs from natural heritage etc.

<https://files.ontario.ca/on-2019/mmah-greenbeltmaps-en-199-removals-to-the-protected-countryside-map-12.pdf>

I hope that the MESP will only contemplate lake based services to be provided through the infrastructure currently being built by West Vaughan EA. That this development nor any others in this sewer shed will affect the ability to decommission York Region's Kleinberg Water Pollution Control Plant as outline in the recently approved Regional waste water master plan. In addition that all servicing connections are connections are consistent with the Region's Plans and that any interim servicing capacity as approved by Vaughan Council in Oct, 2020 is fully understand, feasible and will not enforce increased costs for operation and maintenance upon the City of Vaughan.

I hope that Council will remember to ask staff for their professional opinions and remember that the landowners paid consulting representative is there to advance the landowners wills and wants and does not speak in the public interest.

Thank you,  
Irene Ford

**DATE:** September 11, 2023

**TO:** Mayor and Members of Council

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

**RE:** **COMMUNICATION – Committee of the Whole (1), September 12, 2023**

**Item #1**

**Official Plan Amendment (Major Transit Station Areas) City-wide –  
File NO. 26.18**

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### **Recommendation**

THAT the Committee of the Whole receive this Staff Communication for information regarding Agenda Item #1, Official Plan Amendment (Major Transit Station Areas) City-wide – File No. 26.18.

### **Background**

The report, Official Plan Amendment (Major Transit Station Areas) City-wide – File No. 26.18, has been prepared strictly as a conformity exercise to bring VOP 2010 policies into conformity with updated Provincial plans and policies and the York Region Official Plan 2022 (YROP 2022) policies. *The Planning Act* requires any lower-tier municipality that must delineate Protected Major Transit Station Area (PMTSA) boundaries, identify minimum density targets (identified in YROP 2022) and include PMTSA policies in their official plans within 1-year of the upper-tier municipalities' PMTSA policies coming into effect. As such, VOP 2010 must include PMTSA policies, approved by York Region, by November 4, 2023, as the YROP 2022 was approved with modifications by the Province on November 4, 2022.

In April 2021, a report was brought to Vaughan Committee of the Whole to address York Region Council's request to consider MTSA along the Jane Street Corridor. Vaughan Council endorsed six MTSA stations along Jane Street, north of the Vaughan Metropolitan Centre to Major Mackenzie Drive.



When the YROP 2022 was approved by the Province with modifications on November 4, 2022, Appendix 2 of the YROP 2022 was modified in part by deleting the six Jane Street MTAs previously endorsed: The six Jane Street MTAs were identified as 'Future MTAs' on Map 1B – Urban Systems Overlay of the YROP 2022:

- MTSA 72 Langstaff BRT Station,
- MTSA 73 Major Mackenzie BRT Station,
- MTSA 74 Norwood BRT Station,
- MTSA 75 Pennsylvania BRT Station,
- MTSA 76 Springside BRT Station
- MTSA 77 Vaughan Mills BRT Station.

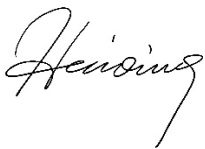
Policy 4.4.43.c. of YROP 2022 states that Future MTAs identified on Map 1B require further planning and consultation to finalize their location and delineation. The remaining 20 MTAs (identified in the above noted report) were identified as PMTSAs in the provincially approved YROP 2022.

The report, Official Plan Amendment (Major Transit Station Areas) City-wide – File No. 26.18, has been prepared strictly as a conformity exercise to bring VOP 2010 policies into conformity with updated Provincial plans and policies and the York Region Official Plan 2022 (YROP 2022) policies. Since the Jane Street MTAs are identified in YROP 2022 as Future MTAs, they could be added into the Vaughan Official Plan through the Official Plan Review process as an Official Plan Amendment.

The addition of MTSA policies more specific to the Vaughan planning context is currently being considered through the Official Plan Review being undertaken by the Policy Planning and Special Programs Department.

For more information, contact Carly Murphy, Planner 1, ext. 8630

Respectfully submitted by



Haiqing Xu, Deputy City Manager,  
Planning & Growth Management

# Kleinburg Mills Inc.

**Communication : C 9  
Committee of the Whole (1)  
September 12, 2023  
Agenda Item # 4**

Applications for OPA, ZBA & Site Plan Approval

**10422 & 10432 Islington Avenue**

Committee of the Whole  
**September 12, 2023**



# 10422 & 10432 Islington Avenue



# Street View





# Application Highlights

## ***December 2015***

- Applications for OPA/ZBA & SPA submitted for:
  - 3-storey mixed use building including a dance studio
  - 13 residential units
  - Separate accessory amenity building

## ***September 2019***

- Applications revised for OPA/ZBA & SPA to:
  - Remove dance studio use and replace with traditional commercial uses fronting Islington
  - Provide 22 residential units; amenity area integrated into main building
  - Provide secondary commercial office building
  - Revise Front Building Elevation

# Application Highlights cont'd

## ***February 2021***

- Revised Building Design presented to Heritage Committee February 17, 2021, favourable response

## ***September 2022***

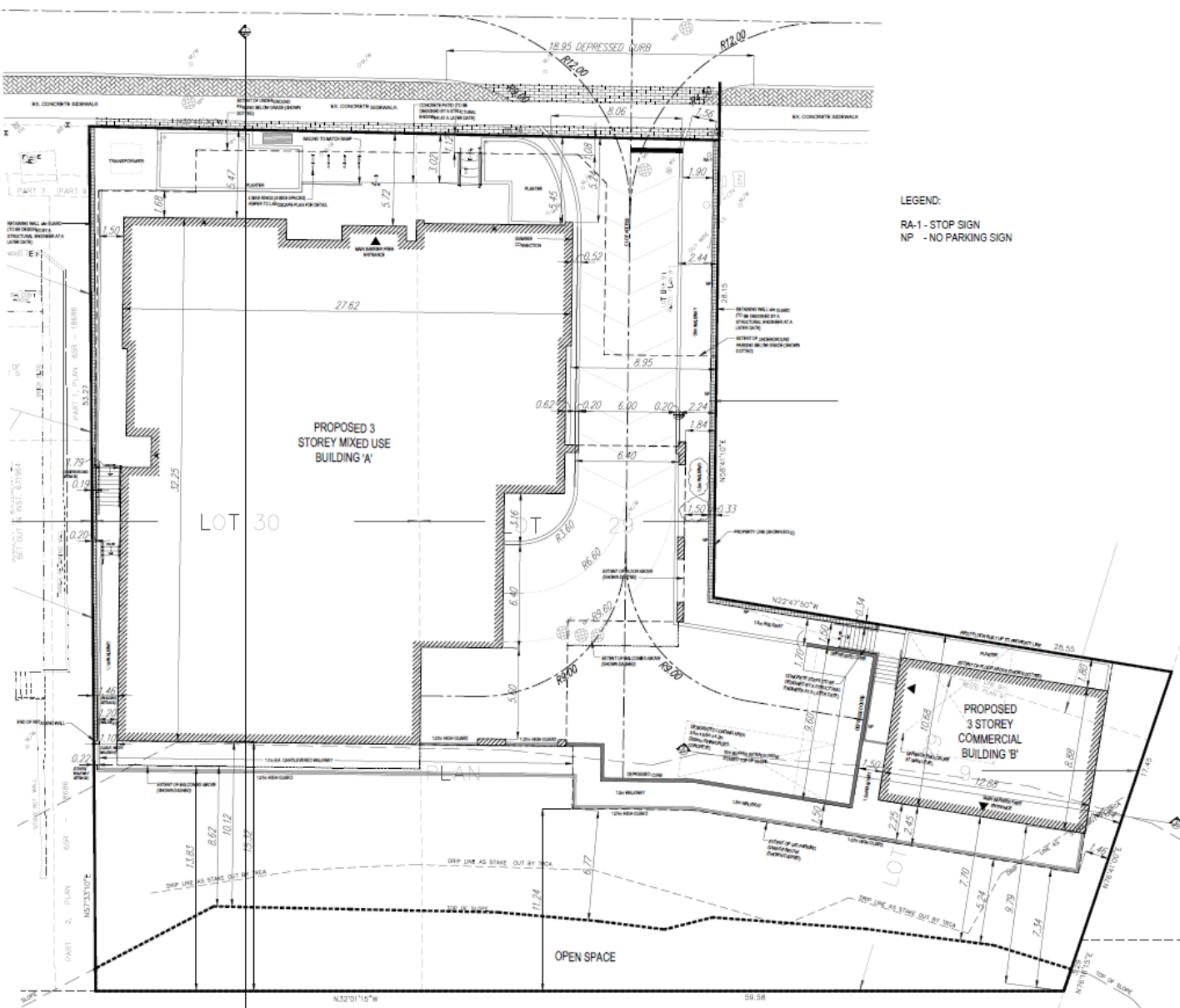
- Resubmission to City responding to all outstanding departmental and agency comments



# Key Elements

- Building Scale/Massing/Siting
  - Virtually identical to original submission; technical details refined through the review process
- Greater commercial component; more traditional, provides improved street animation, more in keeping with surrounding commercial uses
- Heritage/Character
  - Front elevation revised to address comments from Heritage Committee
- All outstanding comments have been addressed

# Current Site Plan – September 2022



LEGEND:  
 RA-1 - STOP SIGN  
 NP - NO PARKING SIGN





# Current Landscape Plan - 2022





# Original Building Elevation





# Current Building Elevation



# Site Statistics Summary

	Main Street Mixed Use – Kleinburg Zone (KMS) as per By-law 001-2021, as amended	Current Submission Proposal
<b>Lot and Building Requirements</b>		
Minimum Lot Frontage (m)	16.5	38.77
Minimum Lot Area (m <sup>2</sup> )	742.5	2,332.57
Minimum Front Yard Setback (m)	2	5.24
Maximum Front Yard Setback (m)	6	5.24
Minimum Rear Yard Setback (m)	15	Building A: To Main Wall:           15.32 To Balcony:           13.83  Building B:   Approx.   9.80
Minimum Interior Side Yard (m)	1.8	1.84



# Site Statistics Summary Cont'd

Continued...	Main Street Mixed Use – Kleinburg Zone (KMS) as per By-law 001-2021, as amended	Current Submission Proposal
Maximum Lot Coverage (%)	30	46.06
Maximum Height (m)	9.5	Building A: 9.71 Building B: From Grade at East Side: 8.73 From Grade at West Side: 10.64

# Site Statistics Summary Cont'd

**Table 6-2: Parking Requirements**

Parking Requirement	Required		Proposed
Total Vehicular Parking			
Residential: Dwelling Unit	1 per dwelling unit	(22 required)	33 provided
Visitor	0.2 per unit	(5 required)	6 provided
Commercial:			
Retail: Per 100m <sup>2</sup> of GFA	Min: 2.7/100 m <sup>2</sup> Max: 4.5/100 m <sup>2</sup>	(9 min. req) (15 max. req)	20 provided
Office: Per 100 m <sup>2</sup> of GFA	Min: 1.8/100 m <sup>2</sup> Max: 3/100 m <sup>2</sup>	(5 min. req) (8 max. req)	10 provided
<b>Total</b>		<b>41 min. required</b> <b>50 max. required</b>	<b>69 provided</b>



# Conclusion

- ❖ The current Site Plan reflects all revisions required as a result of a comprehensive and thorough review process
- ❖ Draft Zoning By-law prepared based on new standards
  - ❖ Site specific provisions to acknowledge site conditions & design features

***THANK YOU***



ATT# 1A:  
Proposed Dev't.

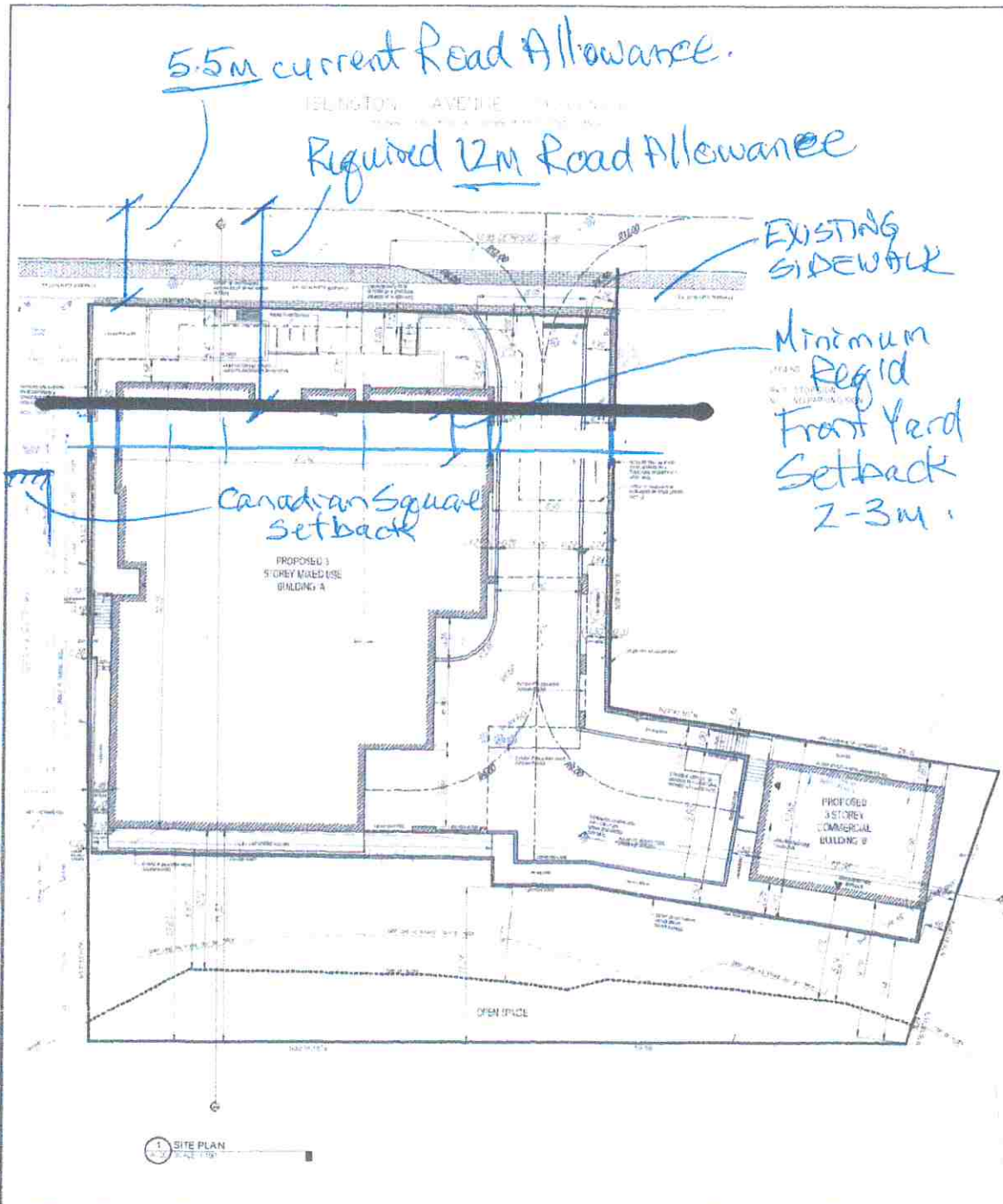
5.5m current Road Allowance.

Required 12m Road Allowance

EXISTING SIDEWALK

Minimum Reg'd Front Yard Setback 2-3m

Canadian Square Setback



Communication : C 10  
Committee of the Whole (1)  
September 12, 2023  
Agenda Item # 4

PYLONS

IAN ROBERTSON DESIGN

SITE STATISTICS		BY LAW 188		BY LAW 001 2021	
1. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
2. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
3. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
4. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
5. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
6. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
7. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
8. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
9. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
10. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
11. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
12. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
13. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
14. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
15. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
16. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
17. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
18. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
19. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
20. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
21. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
22. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
23. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
24. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
25. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
26. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
27. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
28. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
29. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
30. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
31. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
32. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
33. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
34. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
35. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
36. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
37. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
38. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
39. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
40. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
41. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
42. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
43. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
44. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
45. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
46. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
47. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
48. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
49. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm
50. GROSS FLOOR AREA (GFA)	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm	1,234 sqm

IAN ROBERTSON DESIGN

1A

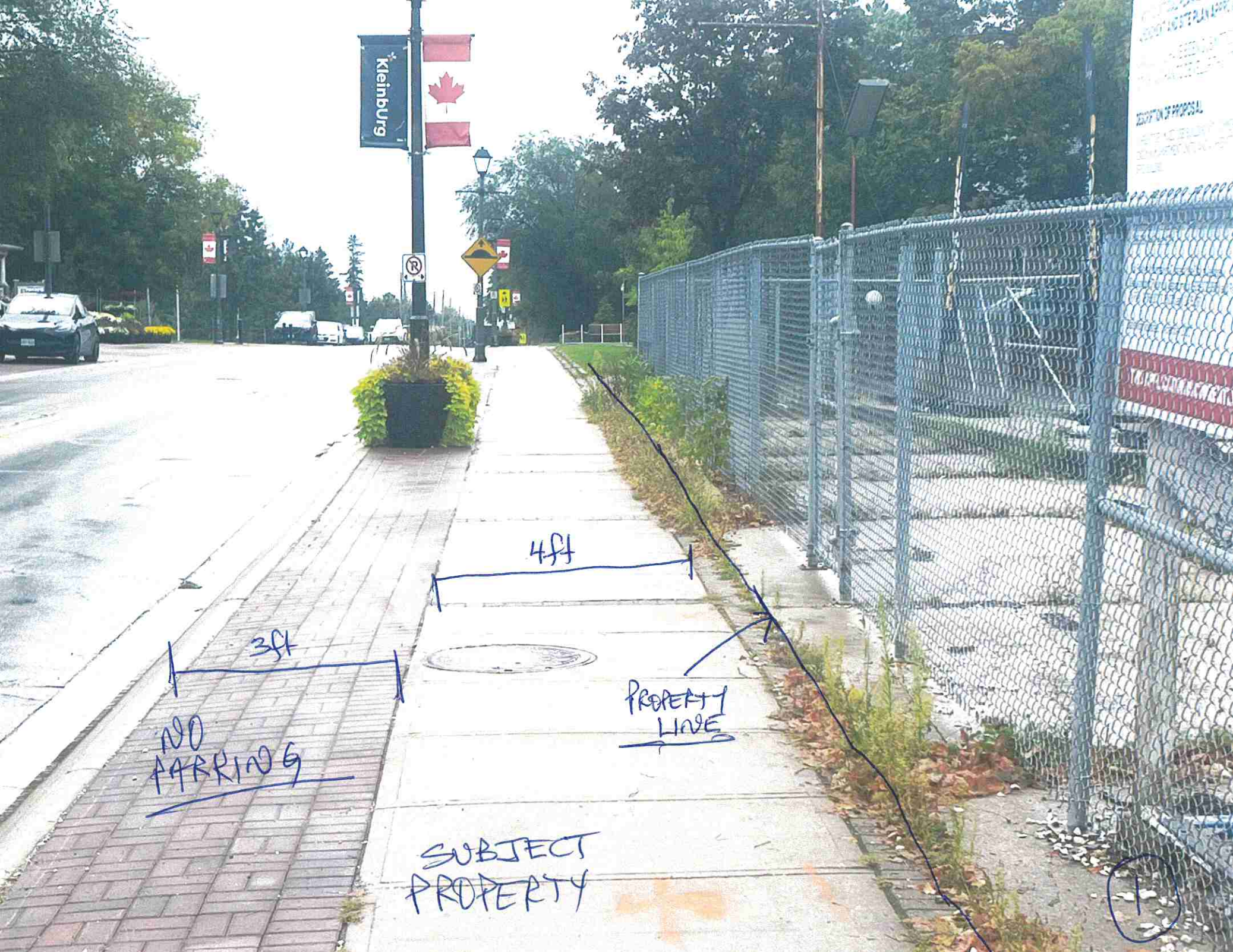
Scale: 1:100

DATE: 2023-09-12

PROJECT: COMMERCIAL DEVELOPMENT

1A





Kleinburg



NO PARKING  
3ft

4ft

PROPERTY LINE

SUBJECT PROPERTY

1





Kleinburg

7ft.

P.L.

SUBJECT PROPERTY

2



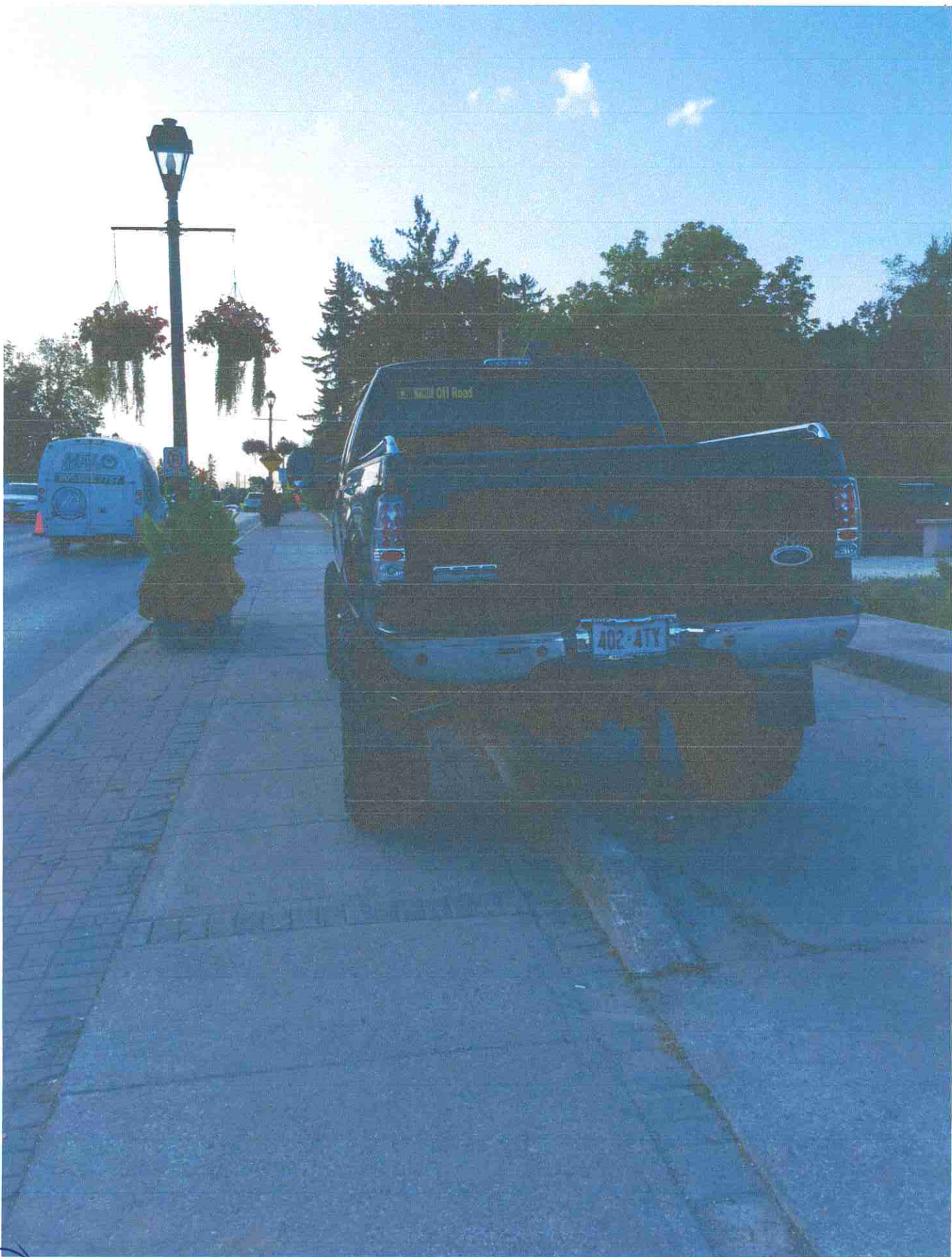
Kleinburo



BLOCKED SIDEWALK  
MANY TIMES / DAY







4



Fwd:

1 message

Frank Greco <frankgreco3@gmail.com>  
Reply-To: frankgreco3@gmail.com  
To: Frank Greco <frankgreco3@gmail.com>

Tue, Sep 12, 2023 at 12:16 PM

----- Forwarded message -----  
From: Frank Greco <frankgreco3@gmail.com>  
Date: Tue, Sep 12, 2023 at 9:52 AM  
Subject:  
To: <frankgreco3@gmail.com>



5





HERITAGE BUILDING

PARKING

EAST SIDE ISLINGTON AVE - VILLAGE CORE

6



VAUGHAN  
**P**  
3 HOUR PARKING PERMITTED  
PARKING PROHIBITED FROM 2AM TO 6AM  
BY-LAW 1-96

COMMUNITY SAFETY ZONE  
FINES INCREASED ENDS



HERITAGE BUILDINGS

VILLAGE CORE  
EAST SIDE  
151 KINGSTON AVE.

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Massage Therapy  
Naturopathic  
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(905) 552-3775  
Direct Billing Available

RE/MAX



7





EAST SIDE ISLINGTON AVE - MILANO RESTAURANT

8





Kleinburg



P

UBO

BALZAC'S  
COFFEE  
ROASTERS

ISLINGTON AVE (BALZACS CAFE - EAST SIDE) (9)

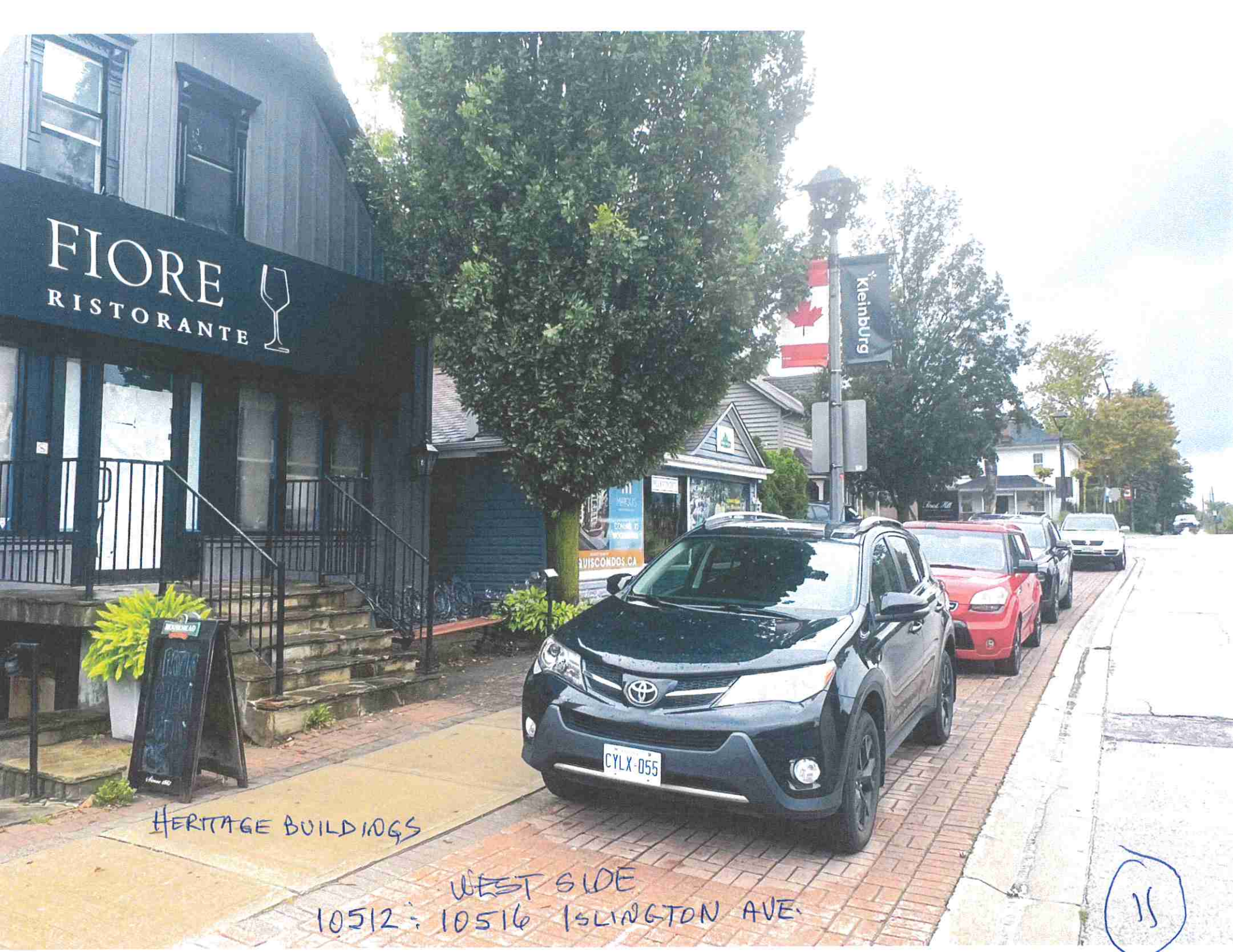




10503 + 10519 ISLINGTON AVE.

10





FIORE  
RISTORANTE



Kleinburg



WINE CONDOS.CA

CYLX-055

HERITAGE BUILDINGS

WEST SIDE  
10512 - 10516 ISLINGTON AVE.

15





MOSAİK

Kleinbros



MAXIMUM  
40  
km/h

HERITAGE  
BUILDING

NO PARKING  
ENFORCED  
24/7

WEST SIDE  
10496 ISLINGTON AVE.

12





HERITAGE BUILDINGS (EAST SIDE)

13