

C4.

Communication

CW(2) – December 5, 2023

Item No. 15

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Agenda Item 15
Date: Monday, December 4, 2023 11:19:18 AM

From: IRENE FORD [REDACTED]
Sent: Monday, December 04, 2023 11:01 AM
To: Clerks@vaughan.ca
Subject: [External] Agenda Item 15

Hello,

Can we ensure that we don't give DC Deferrals for these Community Infrastructure Plans occur in areas that are fully compatible for such type of development with no exceptions. VMC Policy 8.1.16 would be a good guideline.

This report makes little sense to me. What is the last mile here? Why is goods movement in the title of this report but not in the analysis at all - what is the purpose here? Is this about Highway 413 w/o actually mentioning we need Highway 413 for goods movement?

I just see exception after exception to not comply with Official Plan policies and provincial policies because of a disconnect between who owns the land, wants to invest versus suitable location for these items.

In Vaughan we have two large railyards (CN McMillian & CP Vaughan Intermodal Yard - when or how this became an intermodal yard is a mystery to me). If we were actually concerned about addressing sensitive land use conflicts we would have better policies and compliance surrounding the avoidance of sensitive land uses instead of ignoring the fact that residential development is not compatible next to industrial sites the create large amounts of heavy truck traffic. In addition to this next to the CN McMillian Yard we have multiple sites dealing with 'material' that creates excessive dust, dump truck, concrete truck traffic (Strada, Dufferin Concrete, Forest Asphalt).

For reasons unknown to me, because we have no servicing capacity, the City of Vaughan and Council are trying to extend the VMC Secondary Plan area closer to the CN McMillian Yard thereby amplifying sensitive land use conflicts, compounding noise impacts. We also want to make a MTSA corridor up Jane Street but seem to not recognize the pedestrian conflict with dump trucks, tractor trailers, cement trucks that are running in and out of the vicinity of the CN McMillian Railyard all day long.

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=154806>

8.1.16 Further to Policy 8.1.15, the development of residential and other sensitive land uses shall have regard for potential noise and vibration impacts from industrial uses and major roads within and in proximity to the VMC. Applications for residential development and other sensitive land uses within the zones defined below shall include a noise and vibration study to the satisfaction of the City in consultation with CN and transit agencies, to identify any appropriate measures to mitigate adverse impacts from the source of noise and vibration:

- within 1,000 metres of the MacMillan Rail Yard
- within 300 metres of an industrial use
- within 300 metres of Highways 400 and 407
- within 100 metres of Highway 7, the subway or a bus station

<https://www.vaughan.ca/sites/default/files/2022-12/vmc-final-partb-8.pdf?file-version=1680393600042>

Regards,
Irene Ford