

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – MAY 7, 2024

COMMUNICATIONS

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Disclaimer Respecting External Communications

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Please note there may be further Communications.

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – MAY 7, 2024

COMMUNICATIONS

<u>Distributed May 6, 2024</u>	<u>Item No.</u>
C20. Hamideh Habibi, Casabel Drive, Maple, dated May 6, 2024	6
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C22. Irene Ford, dated May 6, 2024	1
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C24. Adrian Nanu, dated May 6, 2024	6
C25. Leung Fai Lau, Pikake Court, Vaughan, dated May 6, 2024	6
C26. John Skurdelis, Keele Street, Vaughan, dated May 6, 2024	2
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C27. Patricia Rojas, Casabel Drive, Maple, dated May 7, 2024	6
C28. Gustavo Cruz, Casabel Drive, Maple	6
C29. Thy Dinh, National Pine Drive, Maple	6
C30. Jason Frittaion, Pikake Court, Maple, dated May 7, 2024	6

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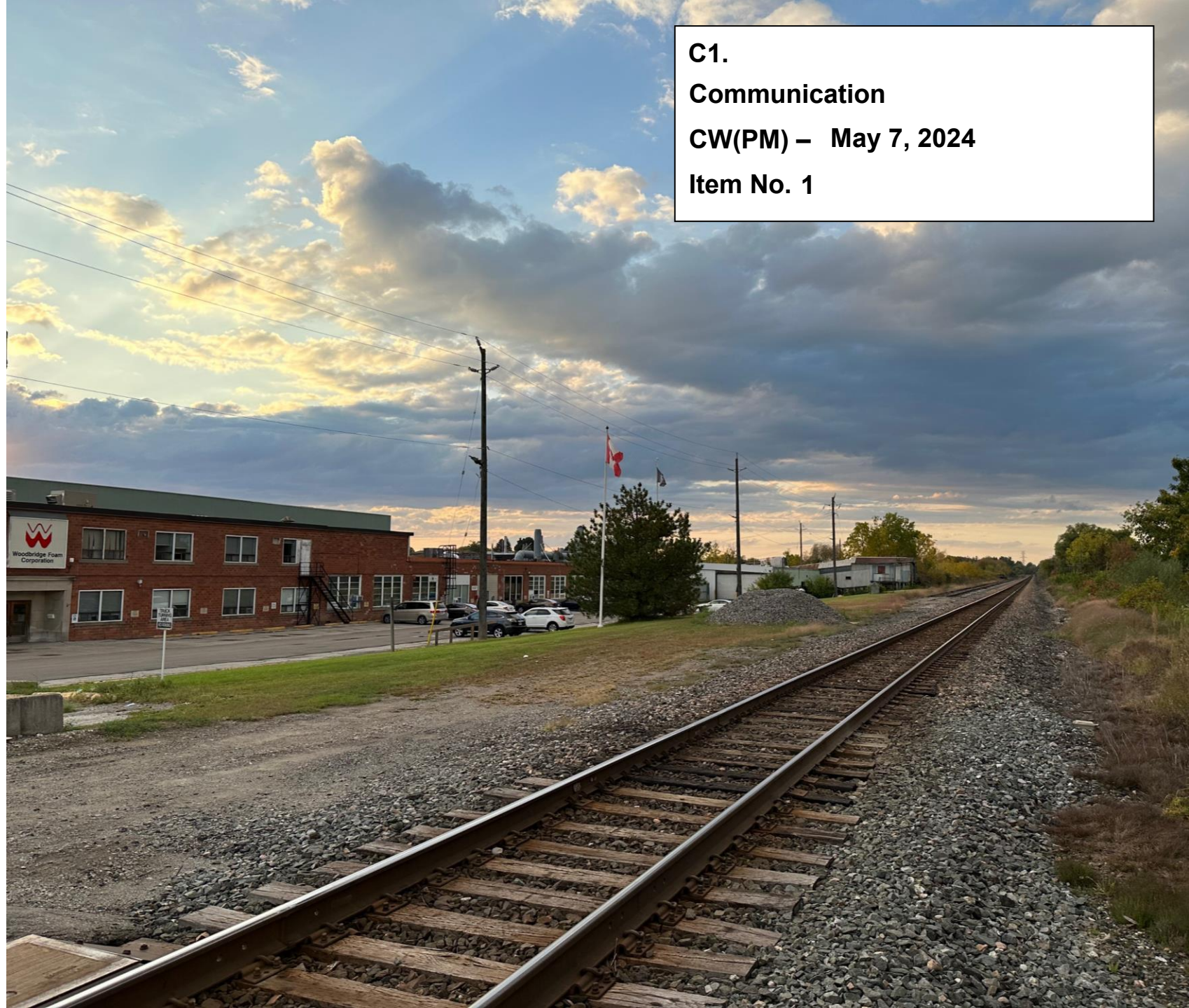
Please note there may be further Communications.

Woodbridge GO Station Land Use Study

Responding to What We Heard

Statutory Public Meeting

7 May 2024



C1.

Communication

CW(PM) – May 7, 2024

Item No. 1

Preferred station location: Site 1 (Woodbridge Foam)

- Site is large enough to accommodate station access facilities
- No heritage buildings or proposed development on site
- Designated in the Secondary Plan for mid-rise residential
- Longer-term redevelopment timeline aligns with Metrolinx's post-2041 plans for the Caledon-Vaughan GO Line

The four potential station locations centred around the Kipling Avenue-railway crossing with the ICBL boundaries in red.



Timeline questions

When will Woodbridge GO Station be built?

Why isn't Metrolinx involved right now?

How does this affect Woodbridge Foam Corporation?

- This study focuses on the very long term
- Metrolinx's plans for the Caledon-Vaughan GO Line are beyond 2041
- Nothing will happen to Woodbridge Foam until they choose to redevelop



Design questions

Are the designs shown in the study final?

Can we recreate the historic Woodbridge Station?

What development densities are proposed?

- The designs shown in the study are conceptual
 - They are meant as proofs of concept to show that a GO station is possible
 - Detailed design will happen when the Line is approved
- No short- or medium-term changes to density
- If a station is to be built, then future studies are required to understand whether densities need to change



Neighbourhood effects questions

How will this affect Woodbridge and my home?

Will Woodbridge GO Station make traffic worse?

Will additional studies (and opportunities to provide feedback) be completed?

- Nothing will change until beyond 2041
 - We're protecting for the station now, but it won't be built for a long time
- The ultimate design can minimize effects on traffic
 - Less parking provided should mean less traffic
- Additional studies will be required when further station planning happens



Thank you for inviting us to help shape the future of Woodbridge

Learn more at vaughan.ca/WoodbridgeGO

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Woodbridge GO Station Land Use Study - Virtual Open House - Thursday, April 4, 2024
Date: Friday, April 26, 2024 8:25:42 AM

From: Ornella Ricci [REDACTED]
Sent: Thursday, April 25, 2024 5:57 PM
To: Clerks@vaughan.ca
Subject: Fwd: [External] Woodbridge GO Station Land Use Study - Virtual Open House - Thursday, April 4, 2024

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Office of the City Clerk,

I am kindly requesting that my written comments below be formally added as a communication for the Statutory Public Meeting to be held on Tuesday, May 7, 2024, at 7:00PM with respect to the Woodbridge GO Station Land Use Study.

Thank you.

Sincerely,

Ornella Ricci
West Woodbridge Resident

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

From: **Alannah Slattery** <Alannah.Slattery@vaughan.ca>
Date: Tue, Apr 16, 2024 at 2:23 PM
Subject: RE: [External] Woodbridge GO Station Land Use Study - Virtual Open House - Thursday, April 4, 2024
To: Ornella Ricci [REDACTED]

Good afternoon Ornella,

Thank you for reaching out and providing your feedback on the Woodbridge GO Station Land Use Study. We appreciate the input you have provided below and will take this feedback into consideration as the project progresses.

Please be advised that there is an upcoming Statutory Public Meeting for the above-noted project on May 7th. Information on this meeting is available on the project webpage, at www.vaughan.ca/woodbridgeGO.

If you would like to have your written comments formally added as a communication for this meeting, please forward your comments below to clerks@vaughan.ca.

Kind regards,

Alannah

Alannah Slattery
Senior Planner, Policy Planning & Special Programs
905-832-8585 ext. 8776 | alannah.slattery@vaughan.ca

City of Vaughan | Policy Planning & Special Programs
[2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1](http://2141.Major.Mackenzie.Dr.,.Vaughan.ON.L6A.1T1.vaughan.ca)
vaughan.ca



From: Ornella Ricci [REDACTED]
Sent: Friday, April 12, 2024 1:20 PM
To: Alannah Slattery <Alannah.Slattery@vaughan.ca>
Subject: [External] Woodbridge GO Station Land Use Study - Virtual Open House - Thursday, April 4, 2024

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Alannah,

It was a pleasure participating in the Virtual Open House for the Woodbridge GO Station Land Use Study on Thursday, April 4, 2024, from 7:00PM to 9:00PM.

As we were asked to provide any other feedback relating to the above-mentioned Study, I would like to add the following comments:

1. A diagram showing the length of the GO Train so persons have a visual to assist in choosing which area may be more suitable.
2. If a few areas are chosen and need to connect the two areas for pedestrians to access the GO Train, an accessible pedestrian overpass pathway would be beneficial as opposed to an underpass because if there was to ever be extreme weather, there will be less chance of flooding if the access is above as opposed to below.
3. The West Woodbridge area has a large older adult population and as persons may no longer drive in the future, it would be beneficial to have more access to transit options in this area by walking or cycling to the site.
4. It would be beneficial for access by way of a pedestrian/cycling pathway from the Market Lane area where many people live, to the Woodbridge GO Train, by use of an easement, if required, for easy access promoting higher use of the Woodbridge GO train.
5. I filled out the online survey before participating in the Virtual Open House but chose to be anonymous at that time. I mentioned in the survey about having public art at the chosen site. I believe it will beautify the space as well as appropriate landscaping for beautification which may also act as a sound barrier.

Thank you very much.

Sincerely,

Ornella Ricci

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.

Assunta Ferrante

Subject: FW: [External] 3300 Rutherford - Public Meeting
Attachments: 3300 Rutherford Public Meeting.docx

C3.
Communication
CW(PM) – May 7, 2024
Item No. 6

From: Garo Ekserci [REDACTED]
Sent: Thursday, April 25, 2024 10:48 AM
To: Clerks@vaughan.ca; Marilyn lafrate <Marilyn.lafrate@vaughan.ca>
Subject: [External] 3300 Rutherford - Public Meeting

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Hello, I will not be able to attend the Public Meeting on May 7, 2024 regarding the proposed redevelopment plan for 3300 Rutherford. I wish to submit my comments and concerns to be read/considered at this meeting.

Regards,
Garo Ekserci
[REDACTED] Jarrett Ct, Maple, ON [REDACTED]

City of Vaughan
Office of the City Clerk

RE:
3300 Rutherford Developments Inc.
Official Plan Amendment File OP.23.001
Zoning By-law Amendment File Z.23.002

I am unable to attend the Public Meeting on May 7, 2024 and wish that this letter with my concerns and comments be read at the meeting in my absence.

I am a resident in the area of this proposed development and remain opposed to the scale of this proposed re-development project. In reviewing the revised plan, I don't feel that the communities primary concerns have been adequately addressed, and will negatively impact the residents of this community. I sincerely hope that the elected members, and those with the responsibility for planning/approving such projects will adhere to the 'City Plan' which only permits mid-rise structures at this site. It is simply not appropriate to allow this large of a project adjacent to an established community of 2-story homes, and roads not built to accommodate the increase in traffic.

Below are my comments and continued concerns related to how this development will affect the quality of life for existing residents of this community.

- Proposed height of the building and towers remain inappropriate for the existing community.
- Of greatest concern is the height of structures proposed closest to Komura.
- Home owners purchased in this community based on a 'city plan' that did not include high-rise buildings and towers. It is simply unfair to change this plan and force residents to live adjacent to towers, that obstruct their views and invade their privacy.
- As proposed, this development does not compliment or improve the existing community.
- In the current economic climate it is out of reach for most to simply move out of the community, that they did not ask to be changed in such a manner.
- Noise levels related to demolition, excavation, and construction will be an unfair burden on those living in the vicinity of this project, and based on the size of the project will likely be ongoing for years.
- Parking is an issue in this neighbourhood, and increasing the population density is only going to worsen the situation.
- There is currently an excessive amount of vehicles moving through this neighbourhood due to the proximity of Vaughan Mills, Canada's Wonderland, and vehicles using SWEETRIVER Blvd. & JULLIARD Dr. to bypass JANE and RUTHERFORD.
- During peak times it is extremely difficult to access RUTHERFORD from SWEETRIVER Blvd. or to access SWEETRIVER and JULLIARD from RUTHERFORD; people are unable to get in and out of their own streets.

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Concerns Regarding the Proposed 3300 Rutherford Condo Development
Date: Tuesday, April 30, 2024 8:29:04 AM

From: Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>
Sent: Monday, April 29, 2024 8:50 PM
To: Nadia Bentolila [REDACTED]
Cc: Gina Ciampa <Gina.Ciampa@vaughan.ca>; Marisa Provenzano <Marisa.Provenzano@vaughan.ca>; Clerks@vaughan.ca
Subject: Re: [External] Concerns Regarding the Proposed 3300 Rutherford Condo Development

Thank you Nadia for your email.

Please let me know if you have sent a copy to all members of Council as I only see myself copied on this one.

I will be forwarding this to the Clerks dept so that it will become an official document regarding this proposal.

With thanks,

Marilyn Iafrate

Councillor, Ward 1

Maple & Kleinburg

My work day may look different than yours. Please do not feel obligated to respond out of your normal working hours

On Apr 29, 2024, at 8:16 PM, Nadia Bentolila [REDACTED] wrote:

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Vaughan City Council Members,

I am writing to express my concerns about the proposed condo development at 3300 Rutherford. Regrettably, I will not be able to attend the upcoming meeting on May 7th at Vaughan City Hall due to prior commitments. However, I feel it is crucial to voice the significant impacts this development would have on our community.

Our area is already facing challenges with increased traffic, primarily due to the proximity to the local auto mall and the activities associated with it, including frequent test driving. Additionally, the

popularity of nearby attractions such as Canada's Wonderland and Vaughan Mills further exacerbates the traffic congestion. The introduction of a large condo development would only compound these issues, placing an undue burden on our local infrastructure which is already under stress.

Moreover, our residential streets, designed to support a small community atmosphere, are ill-equipped to handle the increased traffic flow that this development would bring. In spring and summer, our local playgrounds and soccer fields are bustling with activities from the local soccer club and visiting families. The influx of more residents and possibly non-local visitors drawn by new housing could overwhelm these recreational spaces, detracting from their accessibility and enjoyment by current residents.

It is also important to note the lack of essential services such as grocery stores within walking distance, which is a significant inconvenience for many residents, especially those who rely on proximity to amenities.

Given these points, I urge the council to reconsider the approval of this development. It is vital that any future developments prioritize the well-being and quality of life of existing residents, ensuring that our community's infrastructure can adequately support any new additions.

Thank you for considering my concerns. I look forward to your support in preserving the character and livability of our neighborhood.

Sincerely,

Nadia Bentolila

C5.
Communication
CW(PM) – May 7, 2024
Item No. 6

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Committee of the Whole (Public Meeting) (7:00PM)
Date: Friday, May 3, 2024 8:19:37 AM
Attachments: [Traffic Jane Rutherford.pptx](#)

From: Gus Cruz [REDACTED]
Sent: Friday, May 3, 2024 12:13 AM
To: Clerks@vaughan.ca
Subject: [External] Committee of the Whole (Public Meeting) (7:00PM)

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City of Vaughan Notice of Public Meeting - Z.23.002 and OP.23.001

Please find attached Powerpoint presentation as a visual aid for the meeting noted above

I have completed the Request to Speak form

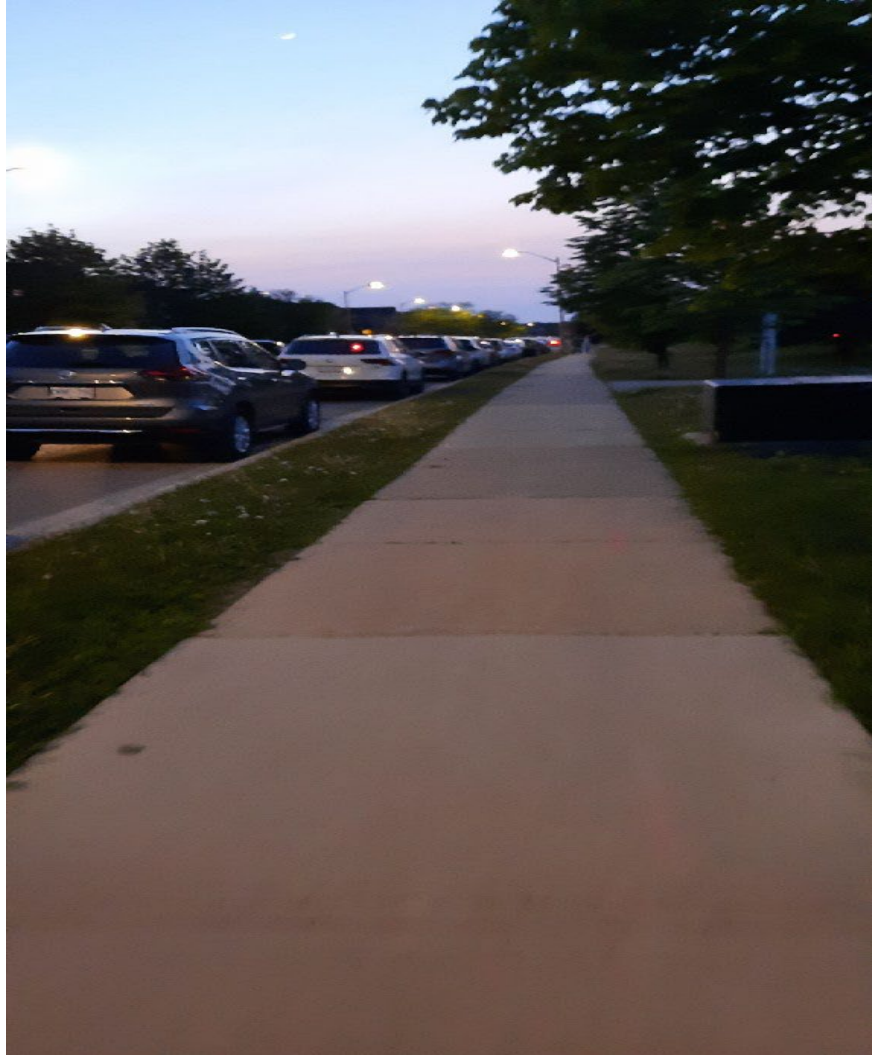
Regards,
Gustavo Cruz
[REDACTED] Casabel Dr. Maple, On
[REDACTED]

Traffic in the Jane and Rutherford Area

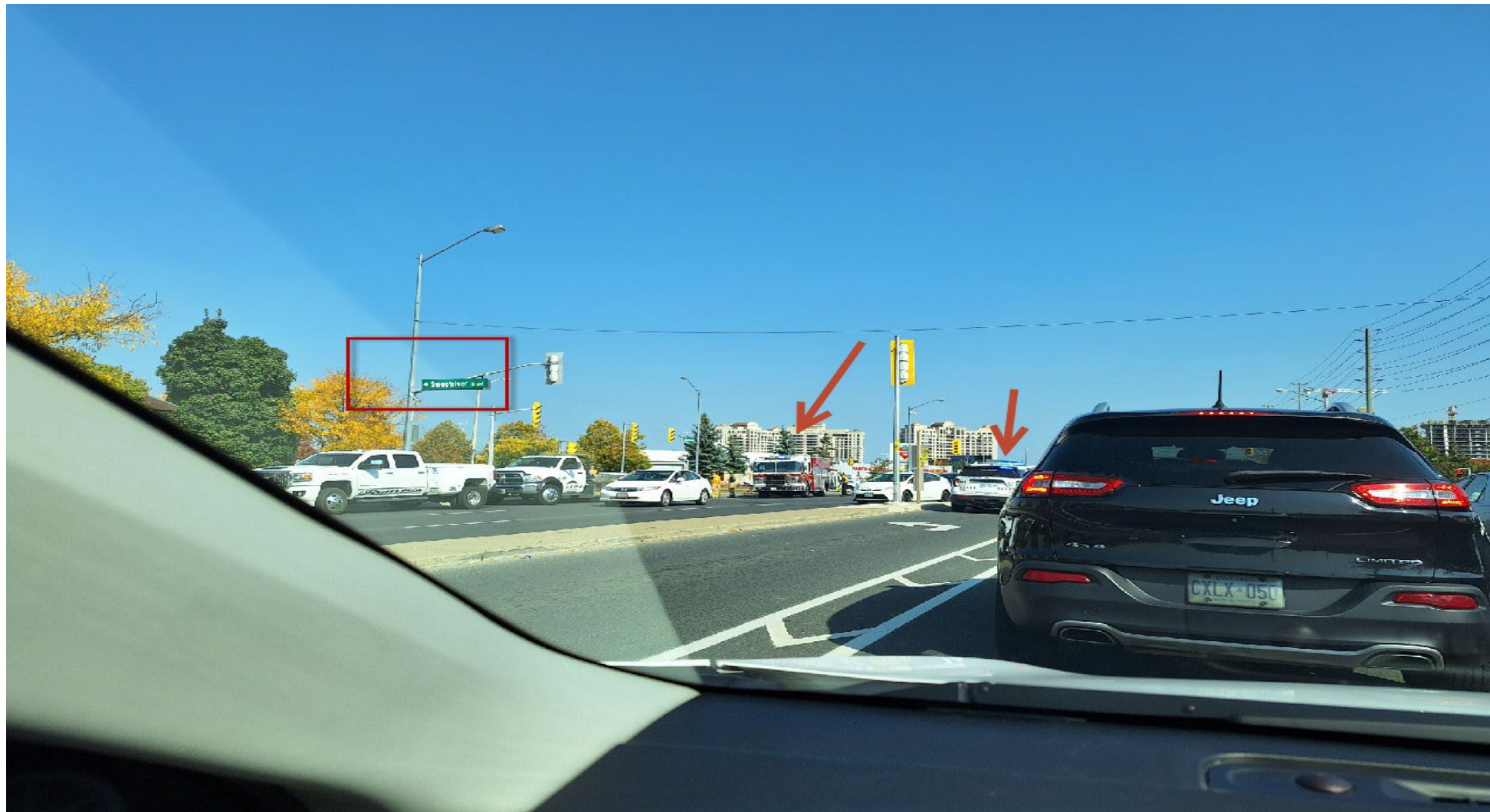
May 6, 2023



May 21, 2023



Oct 2, 2023



From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: OP.23.001 & Z.23.002 - 3300 rutherford
Date: Friday, May 3, 2024 9:20:31 AM

C6.
Communication
CW(PM) – May 7, 2024
Item No. 6

From: Margaret Holyday <Margaret.Holyday@vaughan.ca>
Sent: Friday, May 3, 2024 9:16 AM
To: [REDACTED]
Cc: Clerks@vaughan.ca
Subject: OP.23.001 & Z.23.002 - 3300 rutherford

Hello,

Thank you for your email. I am the planner who has carriage of the files at 3300 Rutherford Road. The applications have been scheduled for the May 7, 2024 public meeting starting at 7pm in the Council Chamber or via electronic participation, the link provides the staff report and attachments <https://pub-vaughan.escribemeetings.com/Meeting.aspx?Id=d6082217-c62f-4a0b-a4dd-f579ca6e3230&Agenda=Agenda&lang=English&Item=6&Tab=attachments> . Should you wish to make a deputation at the upcoming meeting, please contact Clerks copied on this email.

Thank you,

Margaret Holyday, MCIP RPP
Senior Planner
905-832-8585 ext. 8216 | margaret.holyday@vaughan.ca

City of Vaughan | Development Planning Department
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1



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

From: Mdg DiGiaco [REDACTED]
Sent: Thursday, May 02, 2024 8:24 PM
To: DevelopmentPlanning@vaughan.ca
Subject: [External] 3300 rutherford

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I am writing this e mail to complain about the buildings proposed for rutherford and sweet river. I

live in this community and there is no way we can accommodate all these cars from these buildings
.there is only 1 exit from the subdivision and the traffic is already backed up.
with at least 20 building already approved in the area(on vacant land) idont see why this area has to
be re zoned we need places to go like doctors dentists groceries if you remove this plaza and add
200 new units it will be a nightmare fore the residents of this area

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Item 4-6-3300 Rutherford Road Vicinity of Rutherford Road and Highway 400.
Date: Friday, May 3, 2024 2:06:12 PM

From: Huyenvan Tram [REDACTED]
Sent: Friday, May 3, 2024 2:02 PM
To: Clerks@vaughan.ca; [REDACTED]
Subject: [External] Item 4-6-3300 Rutherford Road Vicinity of Rutherford Road and Highway 400.

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Hello, my name is Van Tram, reside at [REDACTED] National Pine Drive, Maple, [REDACTED]

I am an ordinary citizen who really loves her neighborhood. I was one of the first few people moved in this area. It was very much bushy everywhere except a few houses just built up. Now, more than twenty years passed, this area developed into a busy, beautiful community.

But, everything has a limitation. Over crowding housing means more traffic, more road congestion more pollution and less available services for residents. The proposal of building over 2000 residential units plus retail stores is completely frightening!!! Especially in this small area!!!

As a long time resident, I'd like to voice out my concerns:

1. Traffic congestions: Traffic along Rutherford already is a nightmare, especially at main intersections like Keele, Jane, HW400, Weston....3300 Rutherford is right at the main entrance of Vaughan Mills, Canada Wonderland and HW 400, this causes congestion, especially on holidays, rush hours and summer time when more tourists flocking to this area. Building more housing will worsen traffic, causing more accidents. Car collision can be seen very often at Rutherford/Sweet River, someone already dead trying cross the road at HW 400/Rutherford.

Adding to the problem is traffic on Sweet River Boulevard, this road now is a short cut from Jane street to HW 400. To turn right at Rutherford, one can line up as far as to Auto Mall. According to the builder plan, Sweet River will become the main exit from the new buildings. This will add an enormous volume to the already heavy traffic road.

2.The proposal seems to lack on parking lots. Where new residents and shoppers will park? Everywhere on the street?

3. What about utility? Can the existing sewer system handle the increase waste water?

4. Where the children will go to school? Will the City of Vaughan build more school for the kids? My

children now already have to have their classes in portable classrooms due to shortage of spaces. Student also have to schedule different lunch time in order to fit into the school lunch room.

5. Will there be enough teachers to accommodate the new students?

6. Will the city provide more parks and green spaces for residents?

7. Will there be enough doctors, medical facilities? Or it will be much longer waiting time for sick and elderly people?

8. There are many, many high rise condos are being built on Jane Street, north and south of Rutherford. This already causing terrible slow traffic at the intersection.

I truly appreciate that the committee reconsider this proposal to not over crowding this already busy area. Please, please, please, DO NOT APPROVE. This plan will have so many severe negative impacts on the area and it's residents.

Sincerely.

C8.
Communication
CW(PM) – May 7, 2024
Item No. 2

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Fwd: Block 27 Contact
Date: Wednesday, May 1, 2024 10:43:37 AM

From: Ali Momeni [REDACTED]
Sent: Wednesday, May 1, 2024 12:39 AM
To: Clerks@vaughan.ca
Subject: [External] Fwd: Block 27 Contact

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----- Forwarded message -----
From: Ali Momeni [REDACTED]
Date: Fri, Apr 26, 2024, 11:41 p.m.
Subject: Re: Block 27 Contact
To: Paul Grove <Paul.Grove@vaughan.ca>

On Thu, Apr 25, 2024, 6:57 p.m. Ali Momeni [REDACTED] wrote:

It was a pleasure speaking with you.

On Thu, Apr 25, 2024, 2:27 p.m. Paul Grove <Paul.Grove@vaughan.ca> wrote:

Hi Ali,

Please contact me at this address regarding Block 27. Feel free to send the information as we discussed.

Thank you,

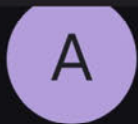
Paul Grove, M.P.I., MCIP, RPP
Transportation Engineering Lead
905-832-8585, ext. 8857 | paul.grove@vaughan.ca

City of Vaughan | Planning & Growth Management Portfolio
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca


This e-mail, including any attachment(s), may be confidential and is intended solely for the

11:37   

LTE  84% 



Ali Momeni 3:46 p.m.

to Joshua 



Hello I am going to tell you about another waterway. Which is located 250 feet East of railway along Eastman or transcanada gas line, North to South. Some off. This water is starting from West of railway, which is land much Higher. Water. from West to East railway. Around 200 feet East. of railway. Water estate there look like paon. And after move to South, I will Send you some picture. show water from North to South and South to North, water located Eastman transcanada. And more North running South. My question is how water move from West of railway to East of rail If any road come along, there or development. If. You have any question? Please, call me.

[Show quoted text](#)



Ali Momeni 4:24 p.m.

to Joshua ▾



Also I have to remind you. this waterway, I don't see marked in map . It is marked red color. I believe Blue color it is right. If you have any question, please call [REDACTED]

[Show quoted text](#)







From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Fwd: Plan 6061 is off. How is showing ? in plan number 65 R-28797
Date: Wednesday, May 1, 2024 10:43:58 AM

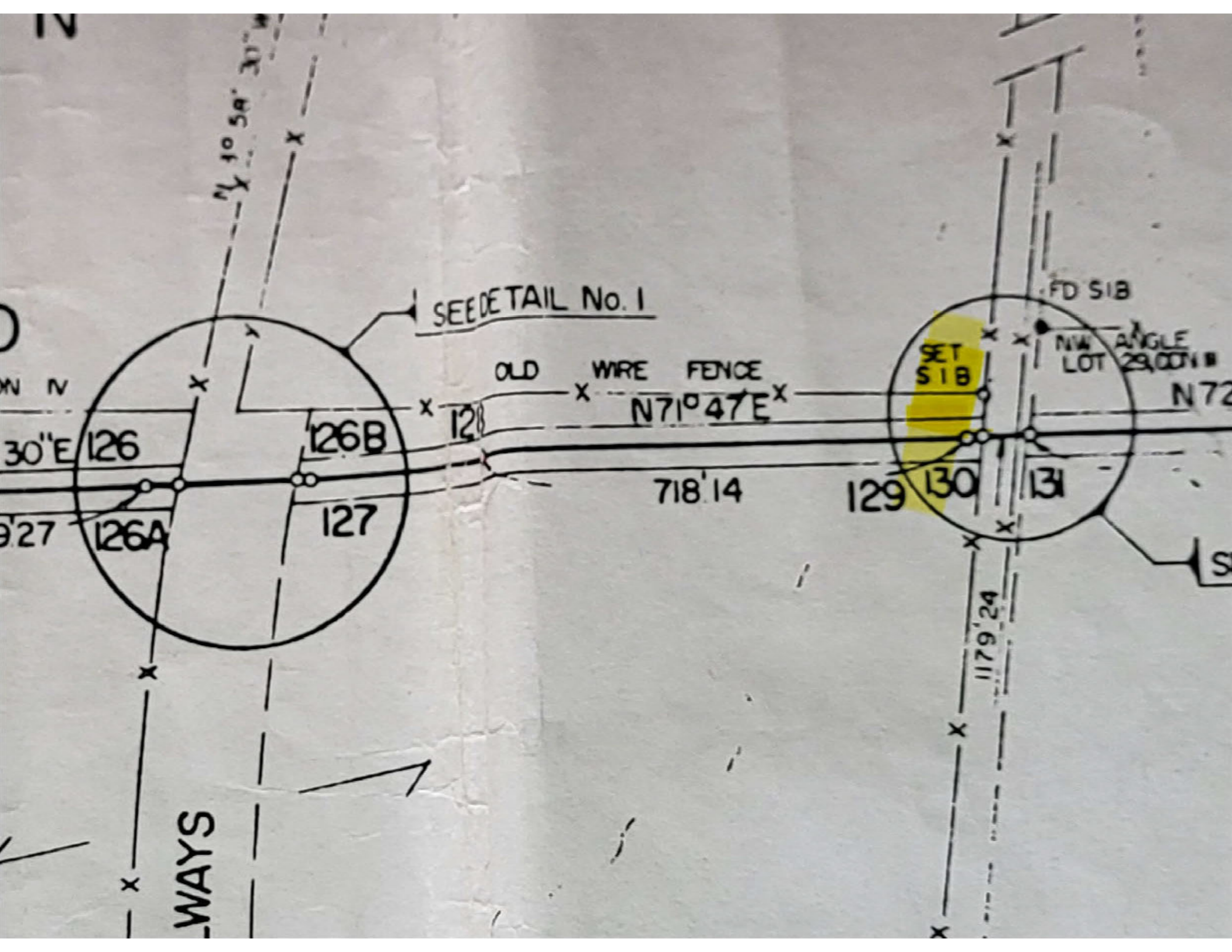
From: Ali Momeni [REDACTED]
Sent: Wednesday, May 1, 2024 12:47 AM
To: Clerks@vaughan.ca
Subject: [External] Fwd: Plan 6061 is off. How is showing ? in plan number 65 R-28797

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

From: Ali Momeni [REDACTED]
Date: Tue, Apr 30, 2024, 3:36 a.m.
Subject: Plan 6061 is off. How is showing ? in plan number 65 R-28797
To: Paul Grove <Paul.Grove@vaughan.ca>

Hello Plan number. 6061 Belong to transcanada gas line from West to East 60 feet wide. This plan put SIB IN ground. Approximately along Keele street. Where is fans existed today In center of Eastman. I mark them yellow
But absolute plan find this SIB Or find or document. Approximately 27 feet more East. Which is not correct absolutely.
We can look part 22 plan number 8266. Or plan 8266.
Where is Fans along Keele Street Today is same as before Since 1957 And putting SIB And finding Front Keele street. With plan number 6061.
But before plan 6061 Front Line to street was 2.9 feet west of where is today
Or I can't say different way. Plan.
8266 never take anything from my side for road widening. You can notice with looking at part 22 plan number 8266.
Because of this mistake and also shifting from North to South. Transcanada gas line is off.
Sometime a go transcanada, gasoline, did the own homework and survey. They know exactly what happened to transcanada. Gasoline with absolute survey.
Please call Mr. NELSON MENDES From trans Canada gas line. He can provide you much more detail about issue. or gas line is off.
You can call him at #
[REDACTED]
If you have any question, please call me at any time.



SEE DETAIL No. 1

OLD WIRE FENCE

N71°47'E

718.14

SET S1B

FD S1B

NW ANGLE LOT 29.0071

N72

129

130

131

1179.24

WAYS

N

30"E

9.27

126

126A

126B

127

N10°58'30"

S



DETAIL No. 2
 NOT TO SCALE

PROPERTY OF THE
 REGISTRY OFFICE

60.0
 MENT

TRAVERSE TABLE TRAVERSE TABLE

MYRTLE MCQUARRIE
ISSAC C. McQUARRIE
PART OF LOT 29, CONCESSION 4.
INSTRUMENT No 19608.
PART 22, AREA=0.321 Ag
(EXPROPRIATED)

N. E. ANGLE
LOT 29, CON 4.



PART 22.

261.17

POST AND WIRE FENCE

N 09°19' 30" W

N 09°19' 30" W

411.58 (411.58' INST. 53504)

394 + 07.39

FD. S.I. B.

BET

P.I.

86.83'

4.10'

FENCE 2' WES

N 09°18' 00" W

1237.00'

198.90'

N 09°19' 30" W

212.50'

N 09°18' 00" W

PROPERTY LINE BETWEEN
LINE X N 73°36' 30" E

1237.00'
N9°19' 30"

NO

MITED

W ar c t N t a C

100

DETAIL No. 5
NOT TO SCALE

SURVEYED BY: C.P. FISHER, O.L.S.
AUGUST 5, 1958

NOTE
The bearing as shown on a lot line or property line, which is not tied at the lot corner, is the bearing only of the line where it intersects the easement and not through its entire length.

...es are correct
...formed under
...my own proper
...gress of such
C.P. Fisher
Land Surveyor

TRANS-CANADA PIPE LINES LIMITED

PLAN

Showing Survey Of Gas Pipe Line Right Of Way

THROUGH

LOTS 29, CONCESSIONS IV, III & II

TOWNSHIP OF VAUGHAN

COUNTY OF YORK

ONTARIO

SCALE 1 IN. = 400 FT BY: C.P. FISHER, O.L.S.

PROPERTY OF THE
REGISTRY OFFICE

1958

C.P. Fisher, O.L.S.

DATE JUNE 16, 1958

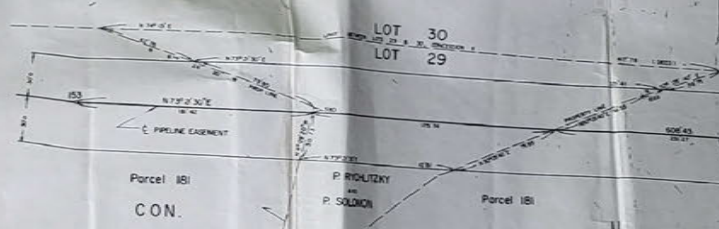
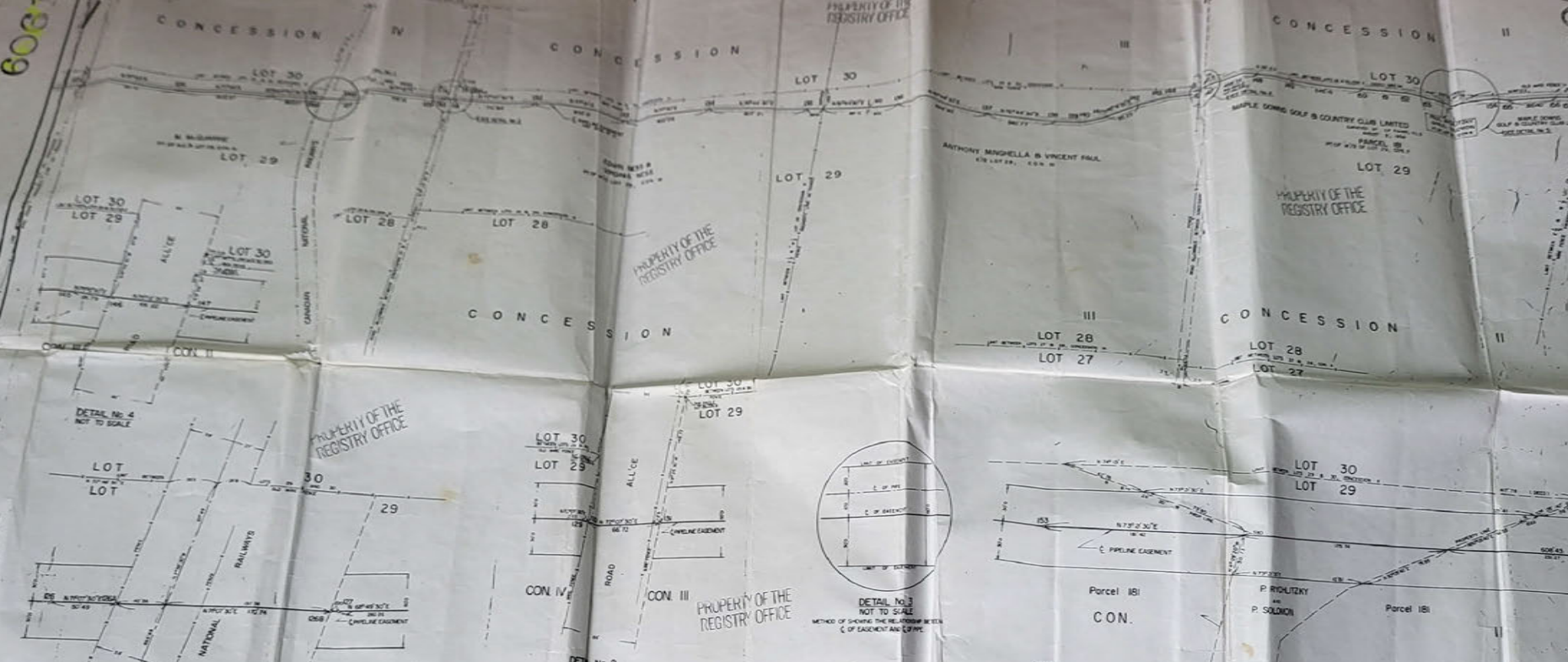
SHEET NO. 369

9
0
9
A

6061

PL-3369

TOWNSHIP OF VAUGHAN



PROPERTY OF THE REGISTRY OFFICE

PROPERTY OF THE REGISTRY OFFICE

PROPERTY OF THE REGISTRY OFFICE

PROPERTY OF THE REGISTRY OFFICE

PROPERTY OF THE REGISTRY OFFICE

TRAVERSE TABLE			TRAVERSE TABLE			OWNERSHIP		TABULATION			
COURSE	BEARING	DISTANCE	COURSE	BEARING	DISTANCE	LOT NO.	CONC.	PARCEL OR INSTRUMENT NO.	SWP	OWNER	AREA ACRES
023 - 024	N79°05'E	307.68	030 - 031	N77°07'E	822.06	29	IV			VAUGHAN	2.95
024 - 025	N79°05'E	802.97	031 - 032	N77°07'E	907.21	29	IV			M. McQUARRIE	1.36
025 - 026	N79°05'E	369.27	032 - 033	N77°07'E	844.30	29	III			E. W. MCG	4.70
026 - 027	N79°05'E	70.74	033 - 034	N77°07'E	89.62	29	III				
027 - 028	N79°05'E	30.49	034 - 035	N77°07'E	84.00	29	III				
028 - 029	N79°05'E	3.20	035 - 036	N77°07'E	36.79	29	III				
029 - 030	N79°05'E	290.26	036 - 037	N77°07'E	212.20	29	III				
030 - 031	N79°05'E	77.74	037 - 038	N77°07'E	41.42	29	III				
031 - 032	N79°05'E	7.81	038 - 039	N77°07'E	37.94	29	III				
032 - 033	N79°05'E	2.03	039 - 040	N77°07'E	3.25	29	III				
033 - 034	N79°05'E	64.72	040 - 041	N77°07'E	220.47	29	III				
034 - 035	N79°05'E	712.84	041 - 042	N77°07'E	38.64	29	III				
035 - 036	N79°05'E	832.12	042 - 043	N77°07'E	29.20	29	III				
036 - 037	N79°05'E	46.79	043 - 044	N77°07'E	26.79	29	III				
037 - 038	N79°05'E	458.33	044 - 045	N77°07'E	66.22	29	III				
038 - 039	N79°05'E	296.29	045 - 046	N77°07'E	458.33	29	III				
039 - 040	N79°05'E	645.16	046 - 047	N77°07'E	193.76	29	III				
040 - 041	N79°05'E	179.14	047 - 048	N77°07'E	164.59	29	III				
041 - 042	N79°05'E	606.43	048 - 049	N77°07'E	118.16	29	III				
042 - 043	N79°05'E	302.40	049 - 050	N77°07'E	349.90	29	III				
043 - 044	N79°05'E	349.90	050 - 051	N77°07'E	102.08	29	III				

I hereby certify that this plan was duly registered in the Office of the Registrar of the Township of Vaughan, Ontario, on the 15th day of June, 1959, and entered in the Register of the Township of Vaughan, Ontario.

6061

Approved and registered in the Office for the Registrar of the County of Vaughan, Ontario, on the 15th day of June, 1959, in accordance with the provisions of the Act respecting the Registration of Deeds.

APPROVED
The Land Titles Act
Registered in the Office of the Registrar of the County of Vaughan, Ontario, on the 15th day of June, 1959.

The original plan of this plan is filed in the Office of the Registrar of the County of Vaughan, Ontario, on the 15th day of June, 1959.

NOTE
DISTANCES SHOWN ARE OR HAVE BEEN CALCULATED FROM CHANGES WHICH HAVE BEEN CHECKED.

I hereby certify that this plan and field notes are correct and are prepared from the original survey, performed under my personal supervision and that I was in the proper position to observe the ground for the purpose of this survey.

CP
Charles L. Fisher
Surveyor

LEGEND
Iron Survey Posts found on the ground shown that the 1948 Iron Survey Posts shown that the Survey Line is Centre Line of Right of Way.
Width of Right of Way is 60 Feet unless otherwise indicated.
All dimensions are measured along the centre line of the Survey Line unless otherwise indicated.
Bearings are Magnetic and are referred to the Meridian through the Magnetic Pole of 1950. Concession X in the Township of Vaughan, (Longitude 79°40' West).

Survey completed: Oct. 1908
The actual total number of this survey by CP Fisher, OLS appears on sheet No. 365.

NOTE
The bearing is shown on a lot line or property line, which is not that of the lot corner, is the bearing only of the line which intersects the corner and not through its entire length.

TRANS-CANADA PIPE LINES LIMITED

PLAN
Showing Survey of Gas Pipe Line Right Of Way THROUGH
LOTS 29, CONCESSIONS I, II & III
TOWNSHIP OF VAUGHAN
COUNTY OF YORK
ONTARIO

SCALE 1 IN. = 400 FT. BY: CP FISHER, OLS
1958
PROPERTY OF THE REGISTRY OFFICE

DATE JUNE 16, 1959 SHEET NO. 369

SCHEDULE

PART	LOT	CONCESSION	INST. N ^o	AREA
1	PT. 29	4	343 (1869)	1039.89 m ²

PROPERTY OF THE
REGISTRY OFFICE

PLAN OF SURVEY OF
PART OF LOT 29,
CONCESSION 4,
TOWN OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK
(FORMERLY TOWNSHIP OF VAUGHAN, COUNTY OF YORK)

PROPERTY OF THE
REGISTRY OFFICE

SCALE 1 : 300

OTTO ERTL
ONTARIO LAND SURVEYOR, 1988

CAUTION: THIS PLAN IS NOT A PLAN OF SUBDIVISION
WITHIN THE MEANING OF THE PLANNING ACT.

NOTES

BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE WESTERLY LIMIT OF
PART 20, EXPROPRIATION PLAN 8266, HAVING A BEARING OF N09°19'30" W

- DENOTES SURVEY MONUMENT FOUND
- DENOTES SURVEY MONUMENT PLANTED
- SIB DENOTES STANDARD IRON BAR
- IB DENOTES IRON BAR
- SSIB DENOTES SHORT STANDARD IRON BAR
- WHS DENOTES WILDMAN, HADFIELD, STEWART LTD. O.L.S.

PROPERTY OF THE
REGISTRY OFFICE

SURVEYOR'S CERTIFICATE

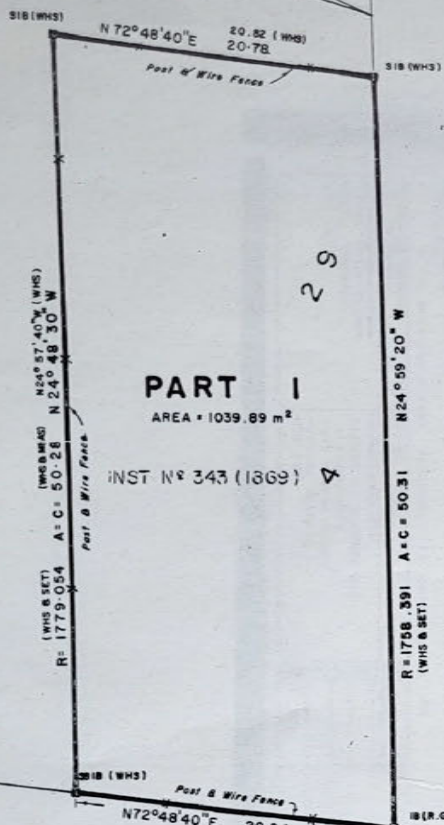
- I CERTIFY THAT:
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER;
 - THE SURVEY WAS COMPLETED ON THE 5th DAY OF August, 1988

DATE: AUG. 12th, 1988

Otto Ertl
OTTO ERTL
ONTARIO LAND SURVEYOR

OTTO ERTL
ONTARIO LAND SURVEYOR
1234 R3D STREET, UNIT 10, RICHMOND HILL
ONTARIO, L4B 1C1
TEL. (416) 731-7834

INST N^os 466827 & 408555



PART 1
AREA = 1039.89 m²

INST N^o 343 (1869)

NATIONAL RAILWAYS

INST N^o 54820 (1862)

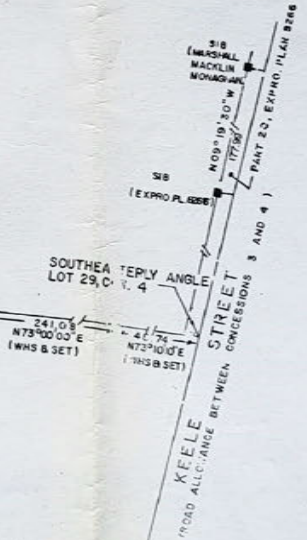
R=1758.391 A=C=50.31 (WHS & SET)

CONCESSION

INST N^o 83475

CANADIAN

INST N^o 44084 (1852)



EMENT
60'0



LOT 30
BETWEEN LOTS 29 & 30
FENCE
NW ANGLE
LOT 29, CON. III
LOT 29

LOT 30
BETWEEN LOTS 29 & 30
OLD WIRE FENCE
LOT 29

ALL'CE

ROAD

CON. IV

CON. III

PROPERTY OF THE
REGISTRY OFFICE

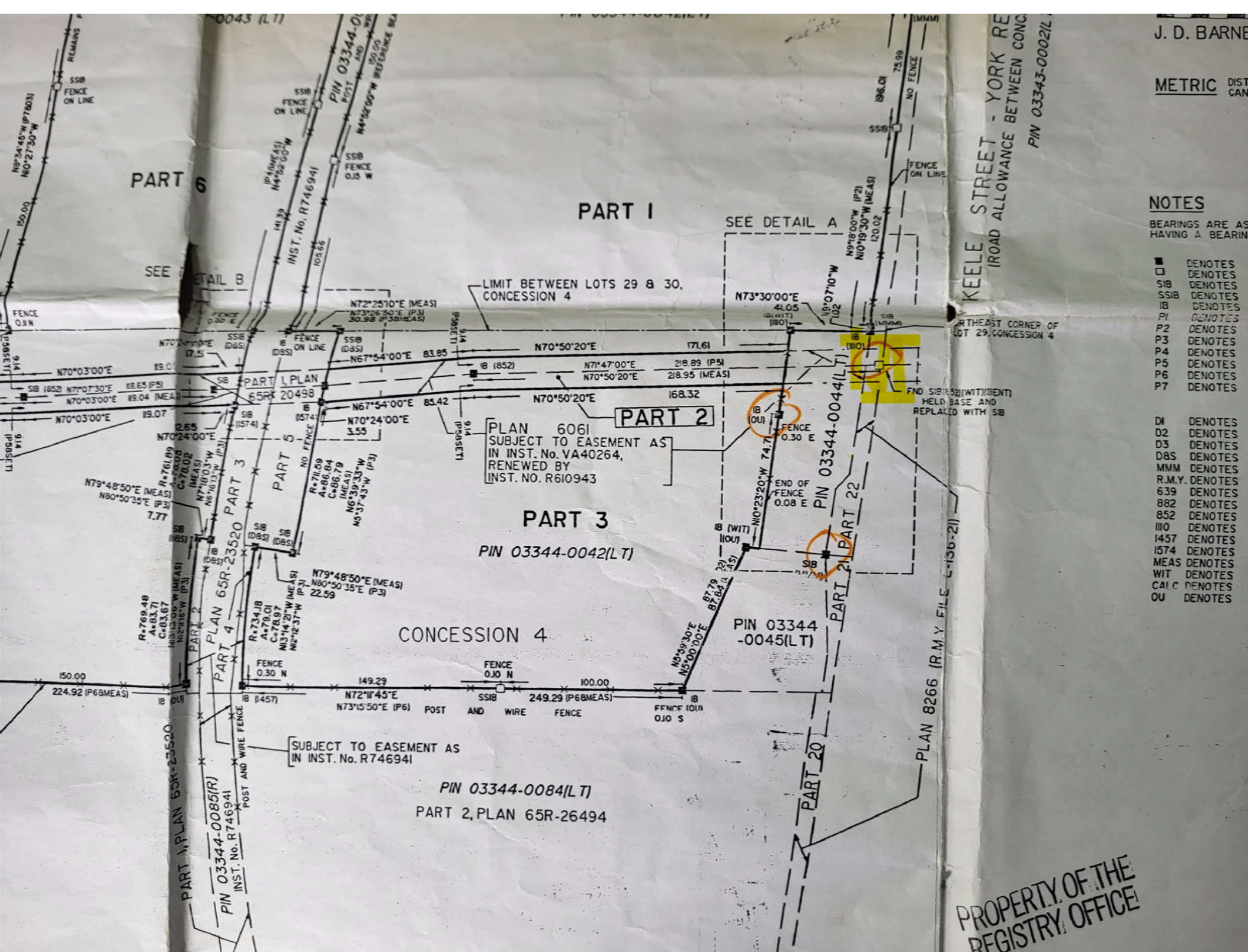
DETAIL No. 2
NOT TO SCALE

NOTES

BEARINGS ARE AS HAVING A BEARING

- DENOTES
- DENOTES
- SIB DENOTES
- SSIB DENOTES
- IB DENOTES
- P1 DENOTES
- P2 DENOTES
- P3 DENOTES
- P4 DENOTES
- P5 DENOTES
- P6 DENOTES
- P7 DENOTES

- D1 DENOTES
- D2 DENOTES
- D3 DENOTES
- D8S DENOTES
- MMM DENOTES
- R.M.Y. DENOTES
- 639 DENOTES
- 882 DENOTES
- 852 DENOTES
- 110 DENOTES
- 1457 DENOTES
- 1574 DENOTES
- MEAS DENOTES
- WIT DENOTES
- CALC DENOTES
- OU DENOTES



KEELE STREET - YORK RE
 (ROAD ALLOWANCE BETWEEN CONC
 PIN 03343-0002/L

PLAN 8266 (R.M.Y. FILE C-136-21)

PROPERTY OF THE
 REGISTRY OFFICE

PART 6

PART 1

PART 2

PART 3

CONCESSION 4

PIN 03344-0084(LT)
 PART 2, PLAN 65R-26494

PLAN 6061
 SUBJECT TO EASEMENT AS
 IN INST. No. VA40264,
 RENEWED BY
 INST. NO. R610943

SUBJECT TO EASEMENT AS
 IN INST. No. R746941

SEE DETAIL A

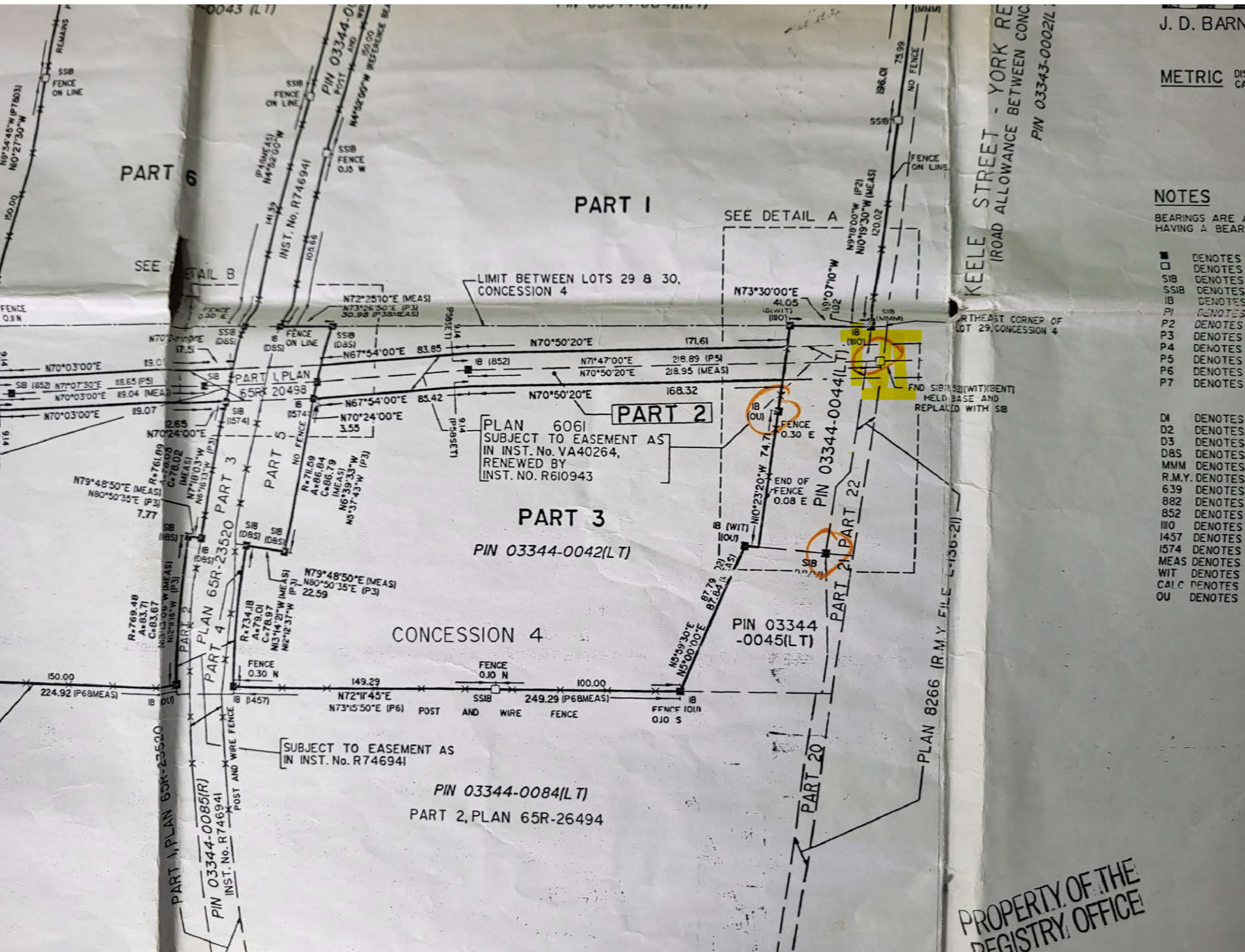
SEE DETAIL B

LIMIT BETWEEN LOTS 29 & 30,
 CONCESSION 4

NORTHEAST CORNER OF
 LOT 29, CONCESSION 4

END SIB (52) (WIT) (BENT)
 HELD BASE AND
 REPLACED WITH SIB

PIN 03344
 -0045(LT)



From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Fwd:
Date: Wednesday, May 1, 2024 10:44:02 AM

From: Ali Momeni [REDACTED]
Sent: Wednesday, May 1, 2024 12:49 AM
To: Clerks@vaughan.ca
Subject: [External] Fwd:

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

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

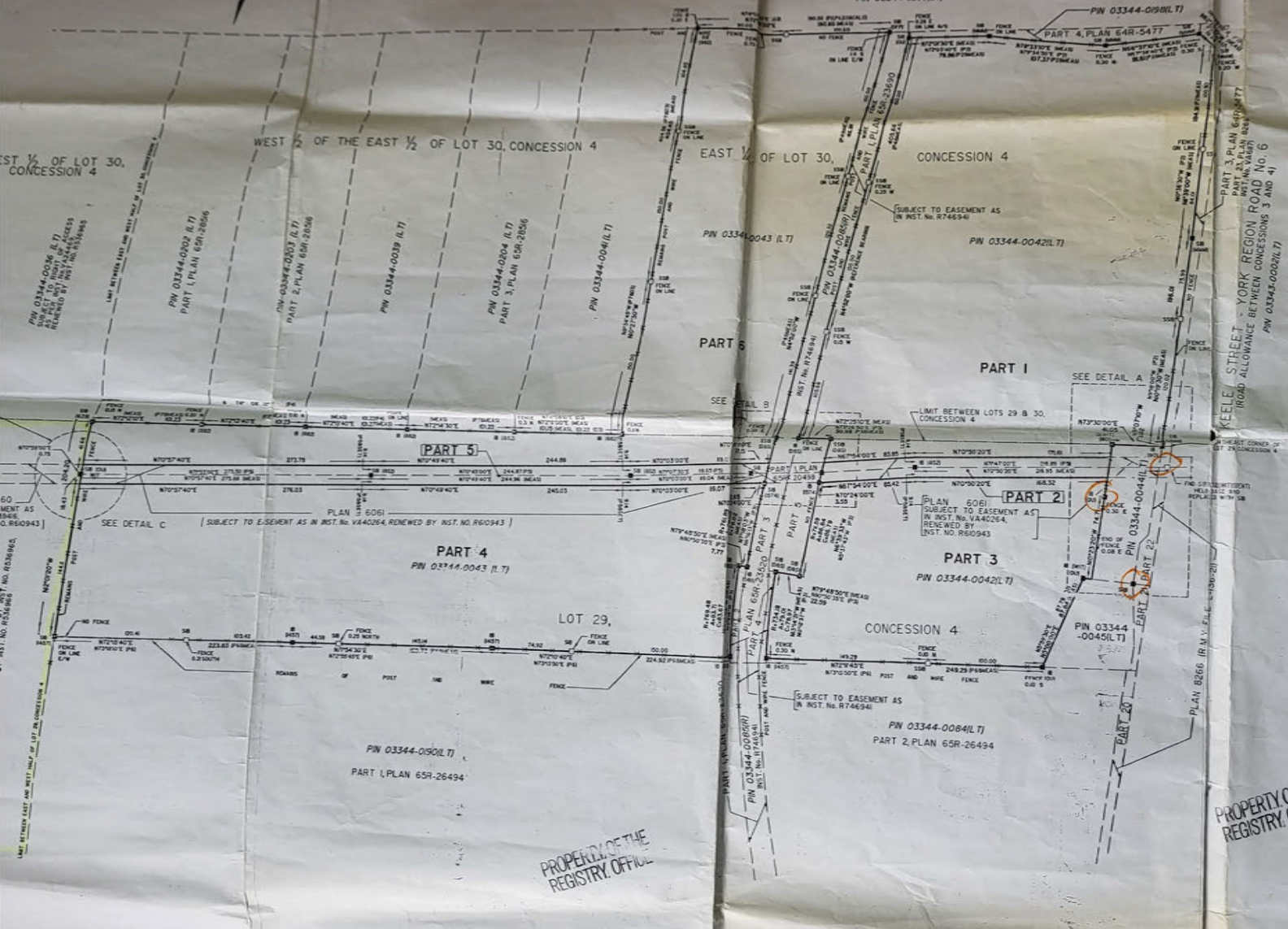
From: Ali Momeni [REDACTED]
Date: Tue, Apr 30, 2024, 12:38 a.m.
Subject:
To: Paul Grove <Paul.Grove@vaughan.ca>



PROPERTY OF THE
REGISTRY OFFICE

PROPERTY OF THE
REGISTRY OFFICE

KNOWN AS KIRBY SIDEROAD
ROAD ALLOWANCE BETWEEN LOTS 30 AND 31, CONCESSION 4
PIN 03344-0200(LT)



I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.		PLAN 65R-28797	
RECEIVED AND DEPOSITED			
DATE <u>January 30, 2006</u>	DATE <u>13 Feb. 2006</u>		
<u>A.T. Stowell</u> GRANT T. STOWELL ONTARIO LAND SURVEYOR	<u>Grant T. Stowell</u> GRANT T. STOWELL Dep. LAND REGISTRAR FOR THE LAND TITLES DIVISION OF YORK REGION (No. 65)		
SCHEDULE			
PART	PART OF	CONCESSION	ALL OF PIN
1	1/4 OF LOT 31 & 29		
2			03344-0042(LT)
3	LOT 29	4	
4			03344-0043(LT)
5	1/4 OF LOT 30 & 29		

PARTS 2 AND 5 SUBJECT TO EASEMENT AS IN INSTRUMENT VA 40264, RENEWED BY INST. NO. R60943

PLAN OF SURVEY OF
**PART OF LOT 29 AND
EAST 1/4 OF LOT 30
CONCESSION 4**
GEOGRAPHIC TOWNSHIP OF VAUGHAN
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK

SCALE 1:2000
J. D. BARNES LIMITED

METRIC DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

- NOTES**
- BEARINGS ARE ASTROMERIC AND ARE REFERRED TO THE EAST LIMIT OF PART 1 HAVING A BEARING OF N 4°52'00" W, IN ACCORDANCE WITH PLAN 65R-23492.
- 1 DENOTES SURVEY MONUMENT FOUND
 - 2 DENOTES SURVEY MONUMENT SET
 - 3 DENOTES STANDARD IRON BAR
 - 4 DENOTES SHORT STANDARD IRON BAR
 - 5 DENOTES IRON BAR
 - 6 DENOTES PLAN 64R-5477
 - 7 DENOTES PLAN 65R-23200
 - 8 DENOTES PLAN 65R-23690
 - 9 DENOTES PLAN 60R
 - 10 DENOTES PLAN 65R-26494
 - 11 DENOTES PLAN OF SURVEY OF PART OF LOT 30, CON. 4, TWP. OF VAUGHAN, J. MOORE, O.L.S., MARCH 29, 1866, ATTACHED TO INST. NO. V427352
 - 12 DENOTES INSTRUMENT NO. R 546732
 - 13 DENOTES INSTRUMENT NO. VA 73066
 - 14 DENOTES INSTRUMENT NO. VA 73729
 - 15 DENOTES DEARSON AND STANTON LIMITED, O.L.S.
 - 16 DENOTES JOHN M. LITTON, O.L.S.
 - 17 DENOTES THE REGIONAL MUNICIPALITY OF YORK
 - 18 DENOTES JOHN C. MOORE, O.L.S.
 - 19 DENOTES CHARLES P. FISHER, O.L.S.
 - 20 DENOTES ROBERT DOUGLAS TOMLINSON, O.L.S.
 - 21 DENOTES RONALD JAMES STEWART, O.L.S.
 - 22 DENOTES GARTH KEVIN JENKINS, O.L.S.
 - 23 DENOTES MEASURED
 - 24 DENOTES CALCULATED
 - 25 DENOTES ORIGIN UNKNOWN

PROPERTY OF THE
REGISTRY OFFICE

PROPERTY OF THE
REGISTRY OFFICE

PROPERTY OF THE
REGISTRY OFFICE

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT AND THE REGULATIONS AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON DECEMBER 24, 2004.

DATE January 30, 2006
A.T. Stowell
GRANT T. STOWELL
ONTARIO LAND SURVEYOR

J.D. BARNES LIMITED SURVEYING & MAPPING

140 BROADVIEW AVE., SUITE 100, MARKHAM, ON L3R 9B3
 T. (905) 477-3888 F. (905) 477-3882 www.jdbarnes.com

DRAWN BY: PM/CJS/BC CHECKED BY: CS/AJ REFERENCE NO.: 02-21-921-03-A
 FILE: 03278267-2292-021-191826.dwg DATE: DECEMBER 03, 2002

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Fwd: Problem and issue made with plan number. 65R-28797
Date: Wednesday, May 1, 2024 10:44:28 AM

From: Ali Momeni [REDACTED]
Sent: Wednesday, May 1, 2024 12:51 AM
To: Clerks@vaughan.ca
Subject: [External] Fwd: Problem and issue made with plan number. 65R-28797

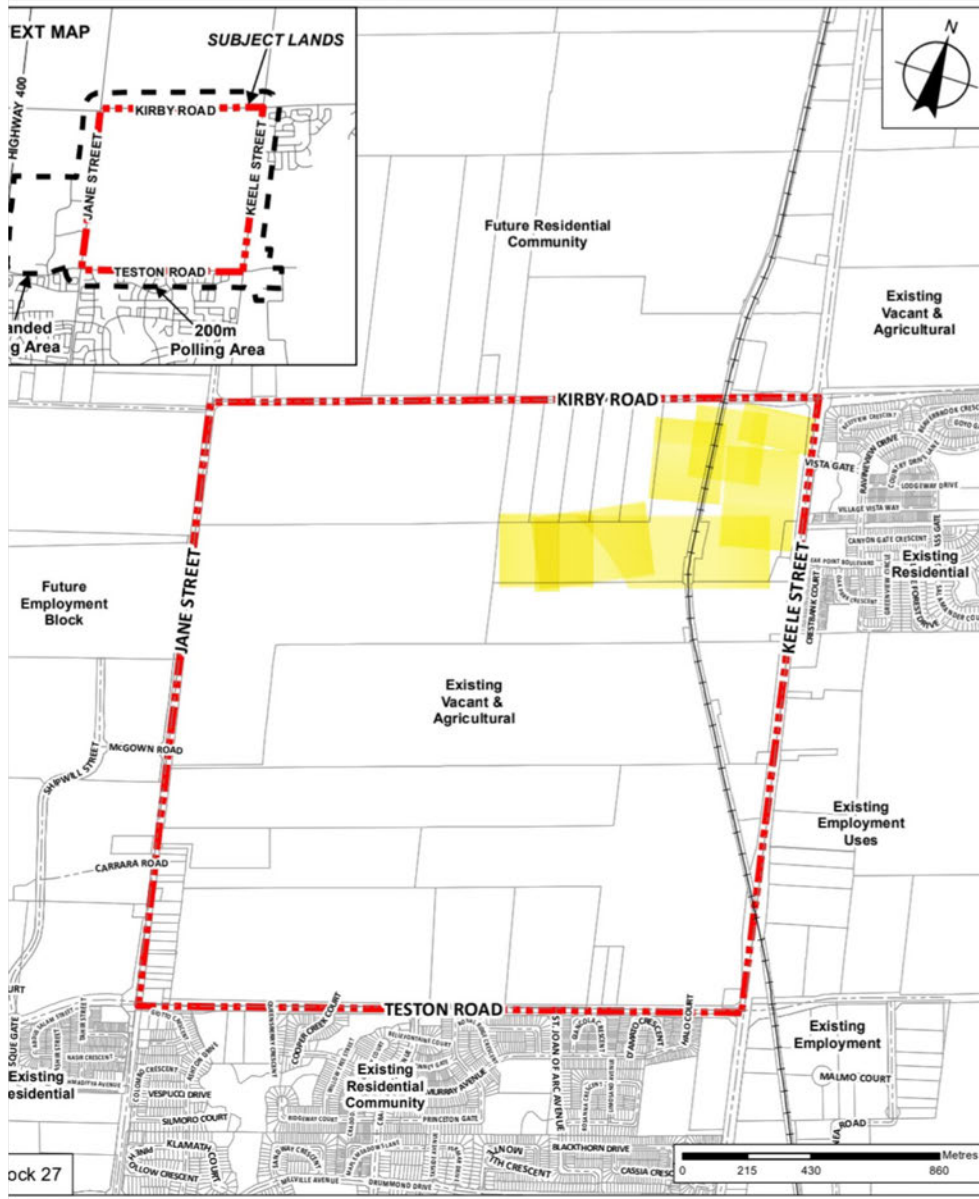
CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

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

From: Ali Momeni [REDACTED]
Date: Tue, Apr 30, 2024, 12:32 a.m.
Subject: Problem and issue made with plan number. 65R-28797
To: Paul Grove <Paul.Grove@vaughan.ca>

Hello I am going to try explain. Little bit about plan number 65R - 28797. Because too many issue and problem. It is there. I am going to send you a copy of plan. And also show where is covering in block 27. This plan registered in registration office 2006. February 13. It is registered as absolute. My understanding is absolute plan , Before going to registration office, everybody supposed to know, About plan. Or any changes. including city.
I never knew about this plan. Going to registration office or anybody I ask about Absolute plan. I never had chance to Look or Speak. About all issues. For example, 1- boundary issue Or property line. 2-transcanada gas line is off. 3- Enbridge gas line is off. And much more issue.
I am going to explain one Problem at Each time. My next email is about aissue with trans. Canada gas line. If you have any question, please call me.

PublicMeeting M...



Text and Location Map

CONCESSION: - 30, Concession 4

CLIENT: 7 Landowners Group Inc.

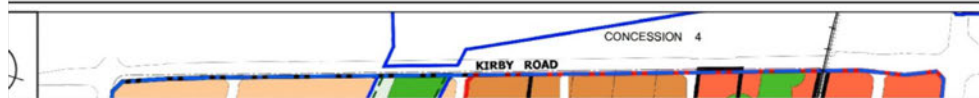


Attachment

FILE: BL.27.2020

DATE: May 7, 2024

1



PROPERTY OF THE
REGISTRY OFFICE

I REQUIRE THIS PLAN TO BE
DEPOSITED UNDER THE
LAND TITLES ACT.

PLAN 65R-28797

RECEIVED AND DEPOSITED

DATE January 30, 2006

DATE 13 Feb. 2006

Grant T. Stidwill
GRANT T. STIDWILL
ONTARIO LAND SURVEYOR

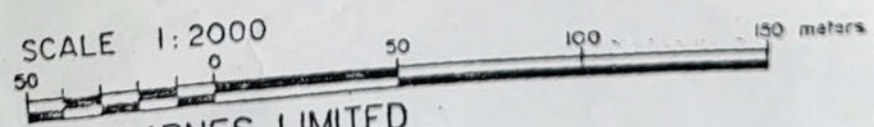
Ass't J. Foley
Dep. LAND REGISTRAR FOR THE
LAND TITLES DIVISION OF YORK
REGION (No 65)

SCHEDULE

PART	PART OF	CONCESSION	ALL OF PIN
1	E $\frac{1}{4}$ OF LOT 30 & 29	4	03344-0042(LT)
2	LOT 29		
3			
4			
5			
6	E $\frac{1}{4}$ OF LOT 30 & 29		03344-0043(LT)

PARTS 2 AND 5 SUBJECT TO EASEMENT AS IN INSTRUMENT VA 40264,
RENEWED BY INST. NO. R610943

PLAN OF SURVEY OF
PART OF LOT 29 AND
EAST $\frac{1}{4}$ OF LOT 30
CONCESSION 4
GEOGRAPHIC TOWNSHIP OF VAUGHAN
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK



J. D. BARNES LIMITED

METRIC DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

PROPERTY OF THE
REGISTRY OFFICE

PIN 03344-0203 (LT)
PART OF YORK REGION ROAD No. 6
SPACE BETWEEN CONCESSIONS 3 AND 4)
PIN 03343-0002(LT)

NOTES

ASTRONOMIC AND ARE REFERRED TO THE EAST LIMIT OF PART 1
52'00" W, IN ACCORDANCE WITH PLAN 65R-23690.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.

2. THE SURVEY WAS COMPLETED ON DECEMBER 24, 2004.

DATE January 30, 2006

Grant T. Stidwill
GRANT T. STIDWILL
ONTARIO LAND SURVEYOR



J.D. BARNES LIMITED

SURVEYING
MAPPING

MARKED BY INNOVATION . MEASURED BY REPUTATION™ GIS

140 RENFREW DRIVE, SUITE 100, MARKHAM, ON L3R 6B3

T: (905) 477-3600

F: (905) 477-3882

www.jdbarnes.com

DRAWN BY: PW/GJS/BE

CHECKED BY: GS/AJ

REFERENCE NO.:

02-21-921-03-A

FILE: g:\22192103\22192103\2192103a.dgn

DATED: DECEMBER 13, 2005

PLOTTED: 30 JAN 2006

PART 6

PART 1

SEE DETAIL B

SEE DETAIL A

LIMIT BETWEEN LOTS 29 & 30, CONCESSION 4

KEELE STREET
(ROAD ALLOWANCE)

THEAT CORNER OF T 29, CONCESSION 4

FIND SIB (WITH) EMT HELD SE AND REPLAC WITH S2

PLAN 8266 (R.M.Y. FILE)

CITY OF THE OFFICE

IP 48 MEAS
N4°52'00"
SSIB FENCE 0.15 W
INST. No. R746941
141.39
105.66

N9°18'00"W (P2)
N10°19'30"W (MEAS)
120.02

N72°25'10"E (MEAS)
N73°26'50"E (P3)
30.98 (P38 MEAS)

N73°30'00"E
41.05
N9°07'10"W
102

N70°00'00"E
17.51
SSIB (DBS)

FENCE ON LINE
SSIB (DBS)

N70°50'20"E
171.61

N71°47'00"E
218.89 (P5)
N70°50'20"E
218.95 (MEAS)

N70°50'20"E
168.32

N70°03'00"E
19.0

PART 1, PLAN 65R-20498

N67°54'00"E
83.85

PLAN 6061
SUBJECT TO EASEMENT AS
IN INST. No. VA40264,
RENEWED BY
INST. NO. R610943

PART 2

N70°23'20"W
74.7

PIN 03344-0044(LT)

N70°03'00"E
119.07

N70°04'00"E
119.07

N67°54'00"E
85.42

N70°24'00"E
3.55

IP 56 SETT
9.14

IB (852)

IP 56 SETT
9.16

IB (OU)

FENCE 0.30 E

IB (III)

IB (III)

N79°48'50"E (MEAS)
N80°50'35"E (P3)
7.77

R=761.89
A=676.02
C=86.79
N7°18'03"W (P3)
N6°16'13"W (P3)

R=711.09
A=86.84
C=86.79
N6°39'33"W (P3)
N5°37'43"W (P3)

PART 3

PIN 03344-0042(LT)

IB (WIT)
IB (OU)

FENCE 0.08 E

IB (WIT)
IB (OU)

IB (WIT)
IB (OU)

R=769.48
A=83.71
C=83.67
N79°48'50"E (MEAS)
N80°50'35"E (P3)
7.77

R=734.18
A=79.01
C=78.97
N3°14'21"W (MEAS)
N2°12'37"W (P3)

N79°48'50"E (MEAS)
N80°50'35"E (P3)
22.59

CONCESSION 4

PIN 03344-0045(LT)

150.00
224.92 (P68 MEAS)

IB (457)

FENCE 0.30 N

N72°11'45"E
149.29

N73°15'50"E (P6)

POST AND WIRE FENCE

SSIB

249.29 (P68 MEAS)

IB
FENCE 0.10 S

N8°55'30"E
N5°00'00"E
87.79
87.84 (P45)

SUBJECT TO EASEMENT AS
IN INST. No. R746941

PIN 03344-0084(LT)
PART 2, PLAN 65R-26494

PART 20

PART 21

PART 22

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Fwd: Possibility of cemetery ground. South east corner of lot 29 con 4.
Date: Wednesday, May 1, 2024 10:45:06 AM

From: Ali Momeni [REDACTED]
Sent: Wednesday, May 1, 2024 12:56 AM
To: Clerks@vaughan.ca
Subject: [External] Fwd: Possibility of cemetery ground. South east corner of lot 29 con 4.

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

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

From: Ali Momeni [REDACTED]
Date: Sun, Apr 28, 2024, 4:57 p.m.
Subject: Re: Possibility of cemetery ground. South east corner of lot 29 con 4.
To: Paul Grove <Paul.Grove@vaughan.ca>

Plan 8266.

On Sun, Apr 28, 2024, 4:33 p.m. Ali Momeni [REDACTED] wrote:

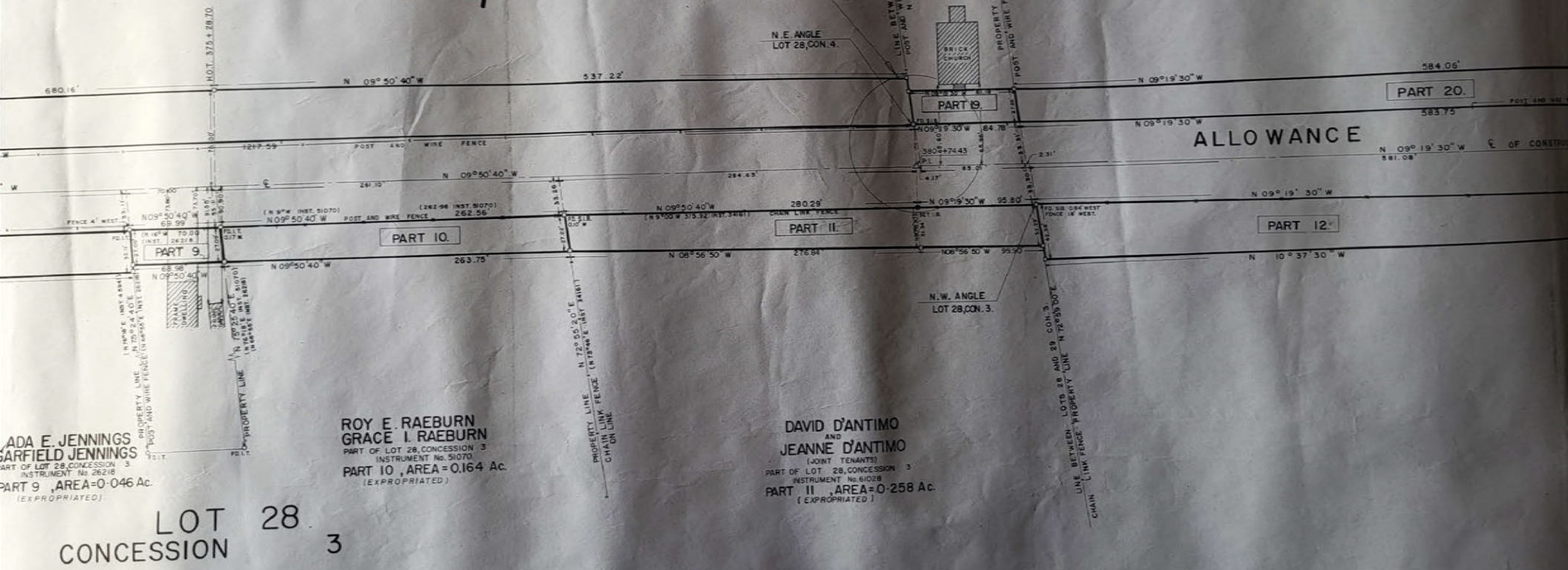
CONCESSION 4
LOT 28

OLE ROSKAR
PART OF LOT 28, CONCESSION 4
INSTRUMENT No. 34432
PART 18, AREA=1.041 Acs
(EXPROPRIATED)



THE TRUSTEES OF THE
PRIMITIVE METHODIST
CHURCH IN CANADA
PART OF LOT 29, CONCESSION 4
INSTRUMENT No. 607
PART 19, AREA=0.052 Ac.
(EXPROPRIATED)

HENRY E. THOMAS
JEAN E. THOMAS
PART OF LOT 29, CONCESSION 4
INSTRUMENT No. 51825
PART 20, AREA=0.366 Acs
(EXPROPRIATED)



ADA E. JENNINGS
GARFIELD JENNINGS
PART OF LOT 28, CONCESSION 3
INSTRUMENT No. 28218
PART 9, AREA=0.046 Acs
(EXPROPRIATED)

ROY E. RAEBURN
GRACE I. RAEBURN
PART OF LOT 28, CONCESSION 3
INSTRUMENT No. 31070
PART 10, AREA=0.164 Acs
(EXPROPRIATED)

DAVID D'ANTIMO
AND
JEANNE D'ANTIMO
(JOINT TENANTS)
PART OF LOT 28, CONCESSION 3
INSTRUMENT No. 61028
PART 11, AREA=0.258 Acs
(EXPROPRIATED)

LOT 28
CONCESSION 3



NOT TO SCALE

THE TRUSTEES OF THE
PRIMITIVE METHODIST
CHURCH IN CANADA
PART OF LOT 29, CONCESSION 4
INSTRUMENT No. 607
PART 19, AREA=0.052 Ac.
(EXPROPRIATED)

HENRY E. THOMAS
JEAN E. THOMAS
PART OF LOT 29, CONCESSION 4
INSTRUMENT No. 568
PART 20, AREA=0.568 Ac.
(EXPROPRIATED)

N.E. ANGLE
LOT 28, CON. 4.

BRICK CHURCH

PART 19.

ALLOWANCE

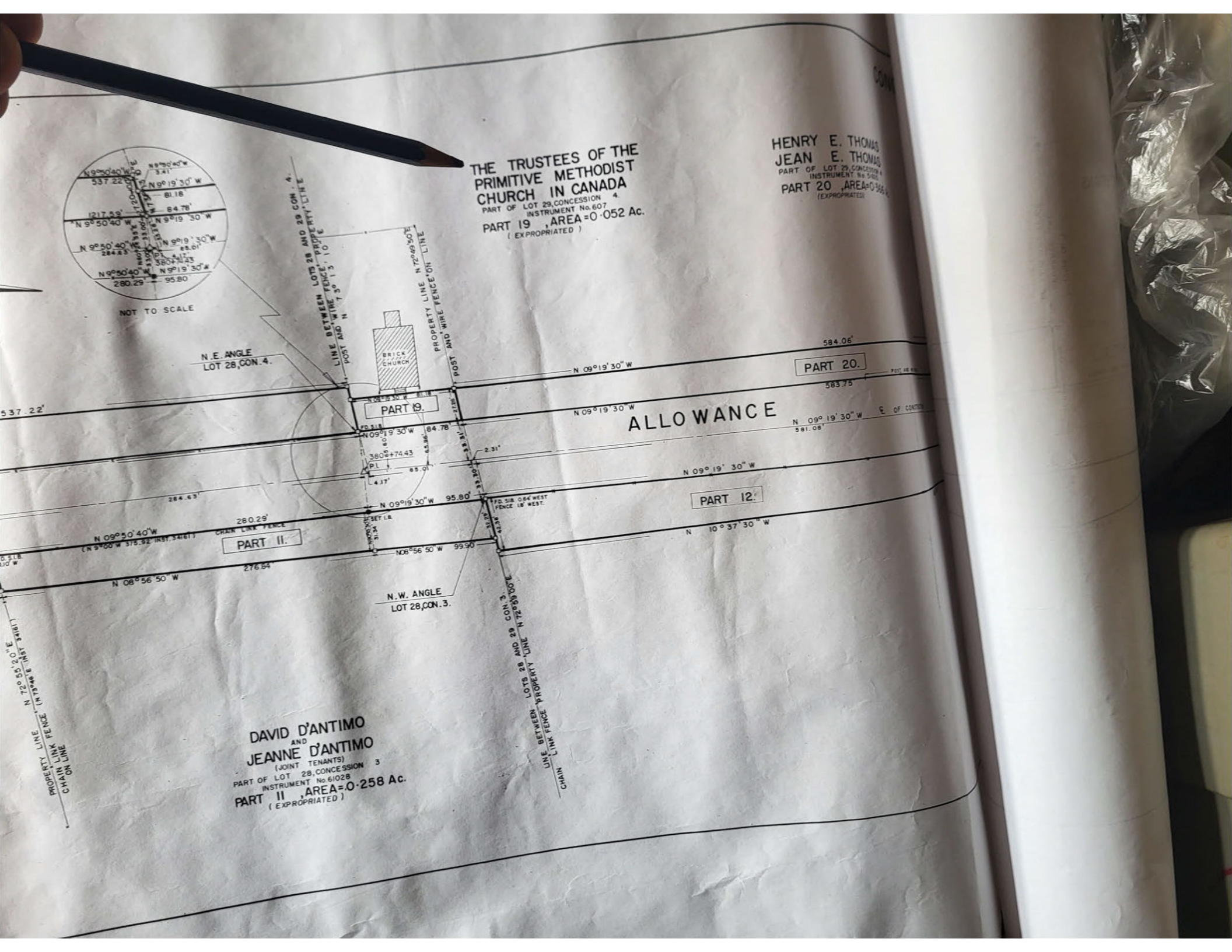
PART 20.

PART 12.

PART II.

N.W. ANGLE
LOT 28, CON. 3.

DAVID D'ANTIMO
AND
JEANNE D'ANTIMO
(JOINT TENANTS)
PART OF LOT 28, CONCESSION 3
INSTRUMENT No. 61028
PART II, AREA=0.258 Ac.
(EXPROPRIATED)

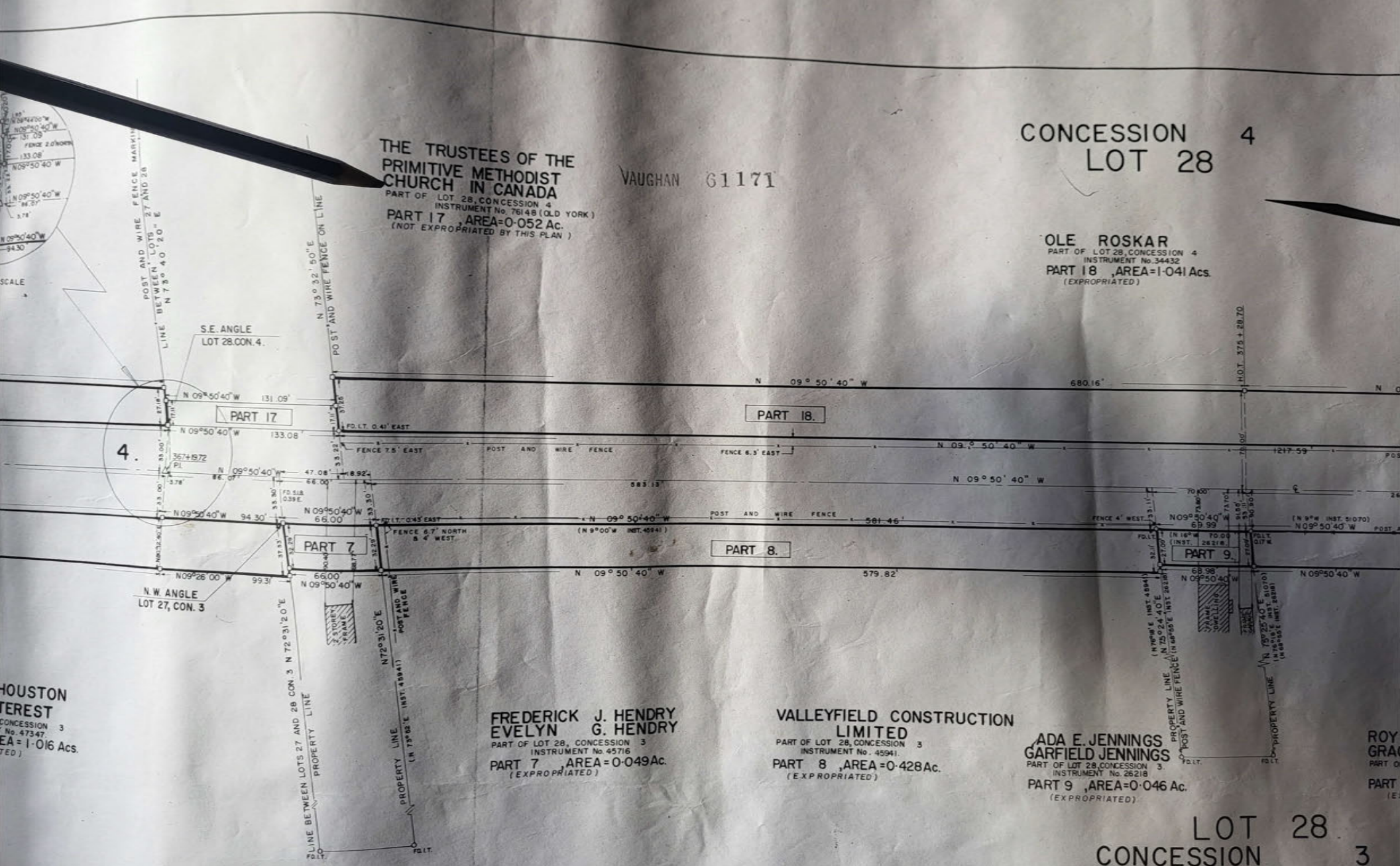


CONCESSION 4
LOT 28

THE TRUSTEES OF THE
PRIMITIVE METHODIST
CHURCH IN CANADA
PART OF LOT 28, CONCESSION 4
INSTRUMENT No. 76148 (OLD YORK)
PART 17, AREA=0.052 Ac.
(NOT EXPROPRIATED BY THIS PLAN)

VAUGHAN 61171

OLE ROSKAR
PART OF LOT 28, CONCESSION 4
INSTRUMENT No. 34432
PART 18, AREA=1.041 Acs.
(EXPROPRIATED)



HOUSTON
INTEREST
CONCESSION 3
No. 47347
AREA=1.016 Acs.
(EXPROPRIATED)

FREDERICK J. HENDRY
EVELYN G. HENDRY
PART OF LOT 28, CONCESSION 3
INSTRUMENT No. 45716
PART 7, AREA=0.049 Ac.
(EXPROPRIATED)

VALLEYFIELD CONSTRUCTION
LIMITED
PART OF LOT 28, CONCESSION 3
INSTRUMENT No. 45941
PART 8, AREA=0.428 Ac.
(EXPROPRIATED)

ADA E. JENNINGS
GARFIELD JENNINGS
PART OF LOT 28, CONCESSION 3
INSTRUMENT No. 26218
PART 9, AREA=0.046 Ac.
(EXPROPRIATED)

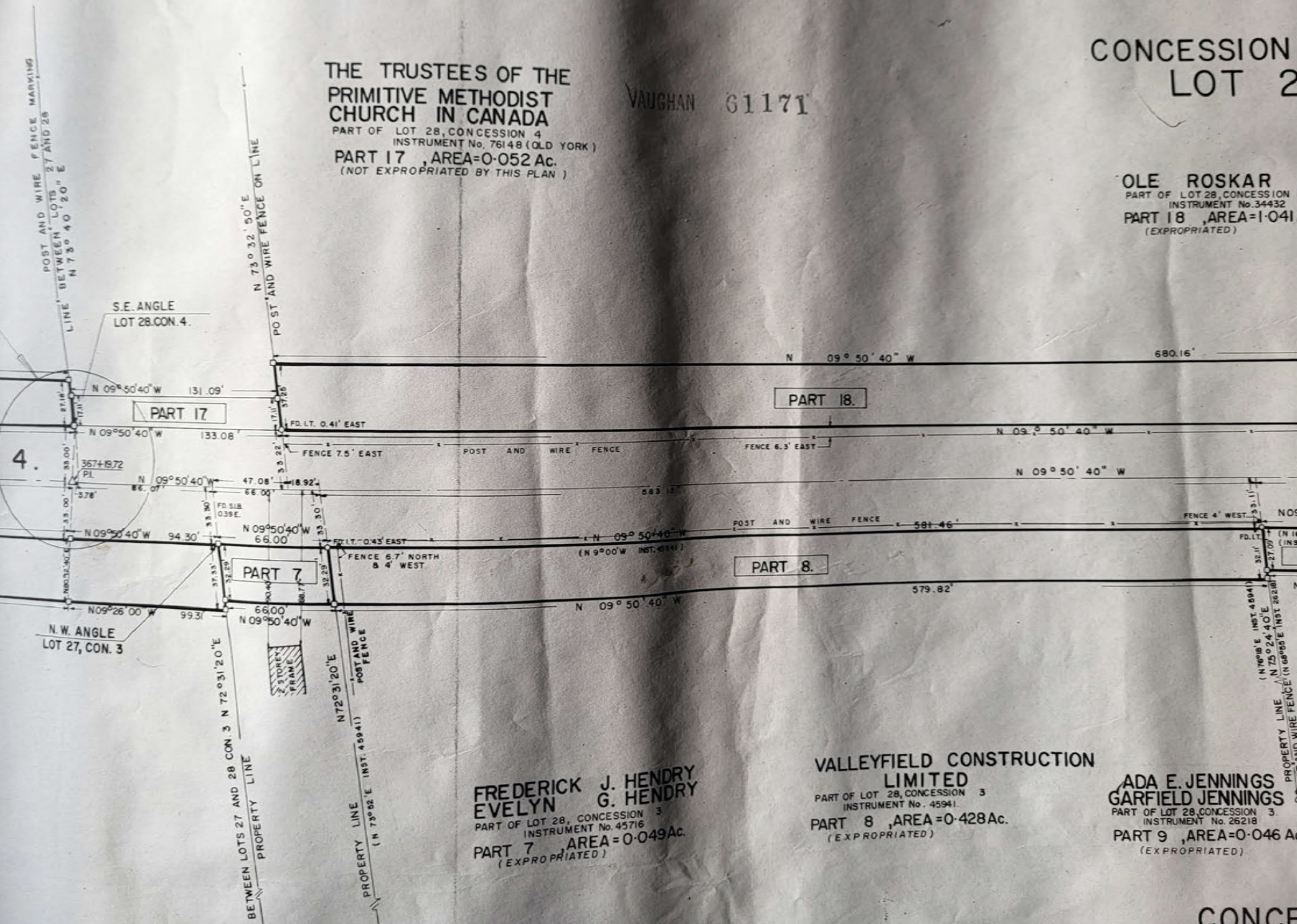
LOT 28
CONCESSION 3

CONCESSION
LOT 2

THE TRUSTEES OF THE
PRIMITIVE METHODIST
CHURCH IN CANADA
PART OF LOT 28, CONCESSION 4
INSTRUMENT No. 76148 (OLD YORK)
PART 17, AREA=0.052 Ac.
(NOT EXPROPRIATED BY THIS PLAN)

VAUGHAN G1171

OLE ROSKAR
PART OF LOT 28, CONCESSION
INSTRUMENT No. 34432
PART 18, AREA=1.041
(EXPROPRIATED)



HOUSTON
INTEREST
PART OF LOT 27, CONCESSION 3
INSTRUMENT No. 47347
AREA=1.016 Ac.
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ADA E. JENNINGS
GARFIELD JENNINGS
PART OF LOT 28, CONCESSION 3
INSTRUMENT No. 26218
PART 9, AREA=0.046 Ac.
(EXPROPRIATED)

CONCE

J. Gamer, J.H. Stonehouse, Wm. Nixon, T. Reynolds, J. Lund, Wm. Lund, D. Archibald, T. Burgess, I. Welbourne, Wm. Denton, W. Western, Wm. Kirby, H. Diceman, J. Johnson, I. Ireland, S. Sherbourn, H. Harris, G.J. Reeves, J. Grimshaw, J. Coombs, E. Gardener, G. Hopkins, G. Baker, W. Reed, J. Bentley, M.D., I. Jordison, C.S. Wallis, W. Rodwell, A. Boynton, J. Thompson, W. McDonald, W. Reynolds, and R. Fleck.

A new church was built in 1870 and located on the southeast corner of East Lot 29, Concession 4. The log church was torn down and the burial ground was not used after 1891, when the new cemetery at Maple came into use. In 1963 the old gravestones were removed and the township erected a cross to preserve the names of persons buried there.

The church was very prosperous, with annual oyster suppers and fowl suppers. In 1883 the Primitive Episcopal and Wesleyan Churches united, and Hope became a member of the Maple Circuit along with Edgeley, Concord, and Carrville. The superintending minister lived in Maple, and was given a student assistant minister. The pioneer families in the new church were Nixons, Craddocks, Lunds, Knights, Thomas, Cooks, Kirbys, and Crooks.

Hope Church was closed in 1966.

Humber Summit Congregational Community Church

This church is situated at the southwest corner of Vaughan Township on Islington Avenue, north of Steeles Avenue. It originated in Thistletown, then known as St. Andrew's. From the original minute book we learn that in the autumn of 1849, a 'station' in connection with the Congregational church at Pine Grove was opened at St. Andrew's in Etobicoke by Rev. T.J. Hodgskin, who preached occasionally in the ballroom of Mr. Tibb's Tavern until 1852, when he moved to another field. Some friends of the cause, resolving to sustain the means of grace in the village, were successful in securing the services of the Congregational Theology Institute in Toronto.

A public meeting was called on Sept. 6, 1852 and by July 24, 1853, a commodious chapel was opened for worship. The first services were in the evenings. The church was officially organized on Oct. 28, 1859. People organized into the church were: Joseph T.W. Wallis, Mrs. Joseph T.W. Wallis, George Scott, Mrs. George Scott. Some of the early trustees were: Andrew Grubb, George Garbutt, William Ellerby, John Watt, and Alex. Card, 1852-8; William Ellerby, John Watt, Alex. Card, Wm. Austin Wallis, and Joseph T.W. Wallis, 1862; Joseph T.W. Wallis, John Benjamin Riley, and Alfred Samson, Sr., 1880. Twentieth century trustees have included Chas. Plunkett, Robert Topper, James Churchill, and Eber McKay in 1926, and Stewart Chapman, Briton Plunkett, and William Hamilton in 1970.

A toll gate was in operation at Islington and Steeles, and congregation members refused to pay a toll to go a few hundred feet to church. They therefore rented a log house near the junction of Steeles and Plunkett Road, which they used for about eighteen months. When

Charge/Mortgage of Land

Form 2 — Land Registration Reform Act, 1984

DYE & DUNHAM CO. LIMITED

B

66828

OF REGISTRATION

P 3:09

[Signature]
Land Registrar

Additional:
See
Schedule

Additional:
See
Schedule

(1) Registry Land Title (2) Page 1 of 1 pages

(3) Property Identifier(s) Block Property Additional See Schedule

(4) Principal Amount
EIGHTY THOUSAND----- Dollars \$ 80,000.00

(5) Description
South-east quarter of Lot Number 29 in the 4th Concession containing by admeasurement 50 acres, be the same more or less, excepting thereout that portion occupied by the Grand Trunk Railway Company, also a certain portion sold to the Trustees of the Primitive Methodist Church containing in all about one-half acres situated at the south-east corner of the East half of said Lot 29 Town of Vaughan, Regional Municipality of York being more particularly described in Instrument Number 408538.

(b) Schedule for:
Description Additional Parties Other

(7) Interest/Estate Charged
Fee Simple

The parties agree to be bound by the provisions in Standard Charge Terms filed as number 851 and the charge(s) receipt of a copy of these terms.

(b) Interest Rate 10.00 % per annum (c) Calculation Period semi-annually not in advance

(e) Payment Date and Period second day of each month (f) First Payment Date 1988 06 02

(h) Amount of Each Payment Seven hundred and fifteen -----59/100 Dollars \$ 715.59

(j) Insurance full replacement value Dollars \$

The mortgagor, when not in default, shall have the privilege of prepayment of the whole or any additional amount on account of the principal sum at any time or times without notice or bonus.

Continued on Schedule

The mortgagor hereby charges the land to the chargee and certifies that the chargee is at least eighteen years old and that the chargee is a natural person.

Receipt of a true copy of this charge.

Signature(s) *[Signature]* Date of Signature Y M D 1988 04 30

at 3.03% interest.

LAND PLAN

OF PART OF

LOTS 26, 27, 28, 29 AND 30 CONCESSION 3

AND PART OF

LOTS 26, 27, 28, 29 AND 30 CONCESSION 4

TOWNSHIP OF VAUGHAN

COUNTY OF YORK

SCALE: 1" = 50'

1967.

PLAN OF LAND SHOWING LANDS EXPROPRIATED FOR THE PUBLIC PURPOSES OF THE COUNTY OF YORK UNDER BY-LAW NUMBER 3367 BOUNDED BY HEAVY BLACK LINE AND DIVIDED INTO PARTS AND OTHER LANDS NOT EXPROPRIATED

SURVEYOR'S CERTIFICATE

8266

I HEREBY CERTIFY THAT:

1. This survey and plan are correct and in accordance with The Surveys Act and The Registry Act and the regulations made thereunder.
2. I was present at and did personally supervise the survey represented by this plan.
3. This plan contains a true copy of the field notes of survey.
4. The survey was completed on the 28th day of September 1967.

Oct. 6, 1967

Abbeywood
Ontario Land Surveyor

The lands shown bounded by heavy black lines, divided into parts and numbered according to ownership are the lands expropriated by By-Law Number 3367 of the County of York.

Ontario Land Surveyor

REGISTRATION CERTIFICATE

I hereby certify that this plan was duly registered in the Registry Office for the Registry Division of the East and West Ridings of the County of York on the 20 day of Nov 1967 at 11:30 o'clock A.M. as Number 8266

H. G. Bock
Registrar

The Corporation of the County of York approves of this plan which shows lands expropriated pursuant to By-Law Number 3367 of the County of York and requires that it be registered in accordance with the provisions of The Expropriation Procedures Act S.O. 1962-63, Chapter 43, as amended.

Floyd R. Perkins
Warden of the County of York

Braunstein
Clerk of the County of York

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] Fwd: Block 27 - Keele Street and Kirby Road, Vaughan
Date: Wednesday, May 1, 2024 10:45:13 AM
Attachments: [image001.png](#)
[image001.png](#)

From: Ali Momeni [REDACTED]
Sent: Wednesday, May 1, 2024 1:33 AM
To: Clerks@vaughan.ca
Subject: [External] Fwd: Block 27 - Keele Street and Kirby Road, Vaughan

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

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

From: Ali Momeni [REDACTED]
Date: Fri, Apr 26, 2024, 4:41 p.m.
Subject: Fwd: Block 27 - Keele Street and Kirby Road, Vaughan
To: Paul Grove <Paul.Grove@vaughan.ca>

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

From: Ali Momeni [REDACTED]
Date: Fri, Apr 26, 2024, 3:46 p.m.
Subject: Re: Block 27 - Keele Street and Kirby Road, Vaughan
To: Joshua Lacaria <Joshua.Lacaria@trca.ca>

Hello I am going to tell you about another waterway. Which is located 250 feet East of railway along Eastman or transcanada gas line, North to South. Some off.This water is starting from West of railway, which is land much Higher. Water. from West to East railway. Around 200 feet East.of railway. Water estate there look like paon. And after move to South, I will Send you some picture. show water from North to South and South to North, water located Eastman transcanada. And more North running South. My question is how water move from West of railway to East of rail If any road come along, there or development. If. You have any question? Please, call me.

On Tue, Apr 23, 2024, 12:10 p.m. Joshua Lacaria <Joshua.Lacaria@trca.ca> wrote:

Hi Ali,

Thank you for your emails. I can confirm that TRCA is involved in the review of the development applications associated with Block 27, including technical reviews, site visits, and providing review comments directly to the City of Vaughan. We have an interest in the Block 27 Block Plan/MESP and have been providing comments related to our natural hazard management role in accordance with the Conservation Authorities Act, ensuring decisions under the Planning Act are consistent with natural hazard policies of the Provincial Policy Statement (PPS), and in accordance with the applicable tests of Ontario Regulation 41/24.

If you have any concerns/comments regarding the proposed development as a neighbour in the surrounding area, I recommend signing up for the Committee of the Whole scheduled May 7, 2024, or providing written comments to the City. You can find the relevant information via the pdf file you provided me.

Regards,

Joshua Lacaria, MES (PI)

Planner

Development Planning and Permits | Development and Engineering Services
Toronto and Region Conservation Authority (TRCA)

T: [\(437\) 880 2347](tel:4378802347)

E: joshua.lacaria@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)

From: Ali Momeni [REDACTED]
Sent: Monday, April 22, 2024 3:32 PM
To: Joshua Lacaria <Joshua.Lacaria@trca.ca>
Subject: Re: Block 27 - Keele Street and Kirby Road, Vaughan

EXTERNAL SENDER

On Mon, Apr 22, 2024, 3:30 p.m. Ali Momeni [REDACTED] wrote:

On Mon, Apr 22, 2024, 3:10 p.m. Joshua Lacaria <Joshua.Lacaria@trca.ca> wrote:

Hi Ali,

Please forward me the information you have for my review.

Regards,

Joshua Lacaria, MES (PI)

Planner

Development Planning and Permits | Development and Engineering Services

[Toronto and Region Conservation Authority \(TRCA\)](#)

T: [\(437\) 880 2347](tel:(437)8802347)

E: joshua.lacaria@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca](#)

-
-
-







From: [REDACTED]
To: [Assunta Ferrante](#)
Subject: [External] Re: Block 27 Communications
Date: Friday, May 3, 2024 7:31:23 PM

C9.
Communication
CW(PM) – May 7, 2024
Item No. 2

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Hello, thank you for your advice , to me for to do all-in-one email.

It is not that easy to do ,
all-in-one email.

Because. A lot of issue existed.

Except 2 waterway or water stream. And possibility of existen cemetery or lost cemetery Southeast corner lot, 29 conception, 4. Block 27. And heritage house which is not there anymore.

And I did sent you Some picture or plan. Or map. For each one.

Accept this 4 issues.

Every Other issues It is survey issue. And most of this issue created with plan number. 65R - 28797.

And also I remind some issues with the survey. It was their even before plan. Number 65R28797.

Only different it's, other plan. In the past, never was deposit in registration office As. absolute title. Or plan. Or survey We can say.

This plan registered as absolute title.

In 2006 February 13. And drop off to registration office or plan completed at January 30th 2006.

As we know. Any plan going to be registered as absolute? Must be notify everybody involved any kind with that plan? Minimum twice and each time they have to wait 30 days.

I never knew about that plan at the time. Or my wife, my lawyer, my bank. And few old neighbor.

Or anybody involved with this plan? I ask no one knew anything.

And never I had a chance to say anything about issues with plan.

In 2008, when I was going to city for Change zoning.my place. And speaking with Mr. Stephen lue PLANNER

Between 2 and 3 weeks when I was going to city back-and-forth for more question , I notice with Mr. Stephen. My boundary line change. In city map. I did ask him why this happened in 2 weeks time when I am coming here. He told me Whatever registration office sent to city What we show and what we do and also he advise me to go registration office to see reason.

After some time I notice plant number R65 - 28797 registered in registration office without my knowledge. I did not have any chance to say anything. Or to say anything about all issues.

But I did let everybody know about issues.

1- City staff in different places.
And having meeting with Mr. Leo at the time.

2- Contact and have meeting at location with region provide them 2 different plan belong to York region.
First Plan. 1929. And second one is plan number 8266. What is different between these 2 region survey or plan?
Plan belong to 1929 beginning point is North. But plan number 8266 beginning point is South.
This makes up to 97 feet Space.. or space between South and North. Plus another 3 feet from plan number 65R -, 28797 total 100 feet.

3- contact with registration office
And having meeting with Mr. Ken. And his stuff. And talk about the plan registered without my knowledge and all issues because of this.

4- Contact and having meeting and filing complain to Ontario Land survey association.

5- Contact with transcanada gasline about issues. Instrument 40264 plan #6061 Original transcanada gasline plan. It is not in right location in plan. Number 65R - 28797.
Sometime ago transcanada gasline did own homework and they know about issues. Or I can say gasline is off in plan. For more information, you can call Mr. Nelson at (2269268010)

6- Contact with enbridge gasline and let them know about issues they have. And I will Send different email. Information issue for enbridge gas line.

My question is, where is Northeast corner lot 29 construction 4? or I can't say where is Northeast corner lot 30 construction 4?

My place always description for the place. Beginning point it is North at all the time. Not South.

I will send some plan or survey. Or description with this email.

I can say my place shifted from West to East. Also from North to South. And also take away some Land from My place.

Also I am ready to pay whole cost for locating 2 Points (SIB)Northeast corner lot 29 and 30. Concession 4 block 27. Where is originally. And also it is possible to locate this 2. (SIB) With city staff. I believe this is helping city to understand about issues, if they don't know already about them.

My question is what should be done. I hear different things. There are too many issues and mistakes. They say there is not much we can do, better leave everything the same because it is a big job. I believe this is not correct answer. Why I have to get punished for other people's mistake.

My place is shown in city's plan and property tax as 1.28 acres.

I will send some plan survey picture.

Attach with this email. And also I mention again. Description or deed for my place at all the time. Beginning point It's North. And my place always locate At Northeast corner lot 29 con 4.

And also I am wonder when plan 65R - 28797. In process to doing. Why they never look at my deed Or description. It say everything Clear. My deed and my title totally ignored.

If you have any question, please call me at any time. Thank you.

On Wed, May 1, 2024, 12:19 p.m. Assunta Ferrante <Assunta.Ferrante@vaughan.ca> wrote:

Good Afternoon,

I have been forwarded several emails, which seem to be supporting documentation to a phone conversation with City Staff regarding [Item 2 on the May 7th Public Meeting agenda](#): FILE BL.27.2020 BLOCK 27 LANDOWNERS GROUP INC. BLOCK PLAN EAST OF JANE STREET, WEST OF KEELE STREET, SOUTH OF KIRBY ROAD AND NORTH OF TESTON ROAD.

Please advise if you would like the emails to be processed as a Communication to the Committee as-is, or if you would like to formulate **one email**, outlining all concerns, so that the Committee can better understand the issues that have been outlined.

Thank You,

Assunta Ferrante, M.Ed., TESL, Hon B.Sc.

Council/Committee Administrator

905-832-8585, ext. 8030 | assunta.ferrante@vaughan.ca

City of Vaughan | Office of the City Clerk

2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1

vaughan.ca



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

IV

SEE DETAIL No. 1

OLD WIRE FENCE
N71°47'E

x 123

6B

27

718'14

129

130

131

1179'24

FD SIB

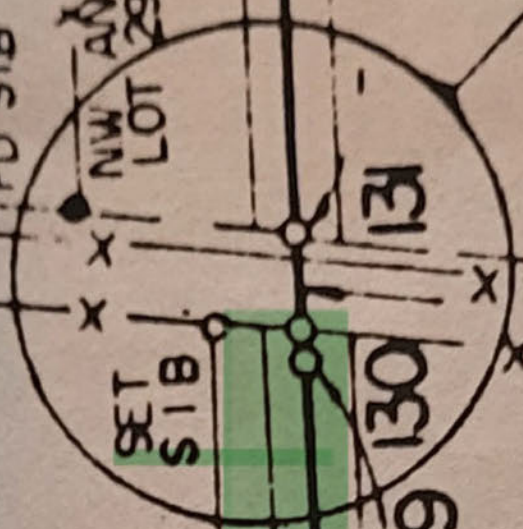
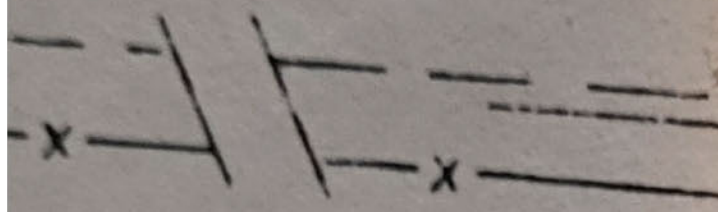
SET SIB

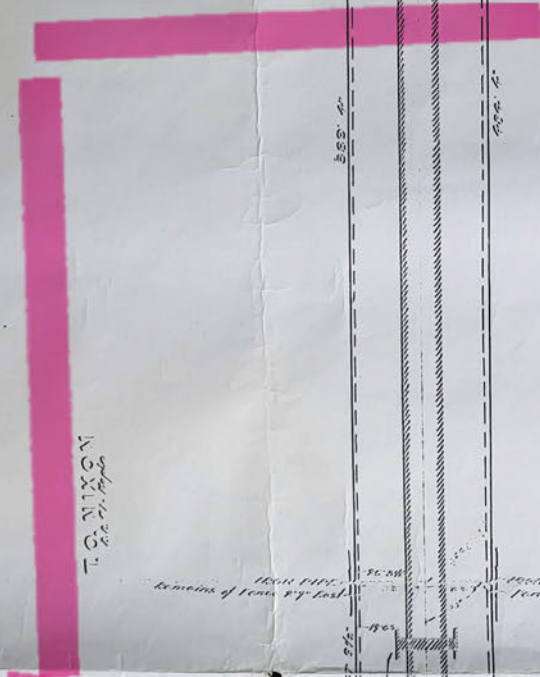
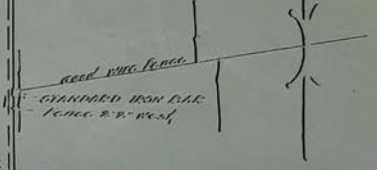
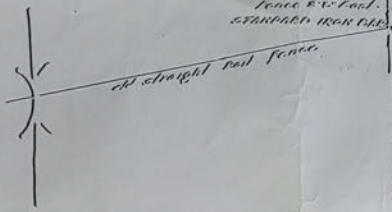
NW ANGLE LOT 29,000 III

N72°07'30"

712'84

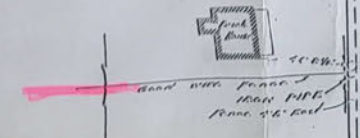
SEE DETAIL





WASEY BARNARD
8 1/2\"/>

29



old wire fence
FARM LANE

in fence

WILLIAM COOK
8 1/2\"/>

29

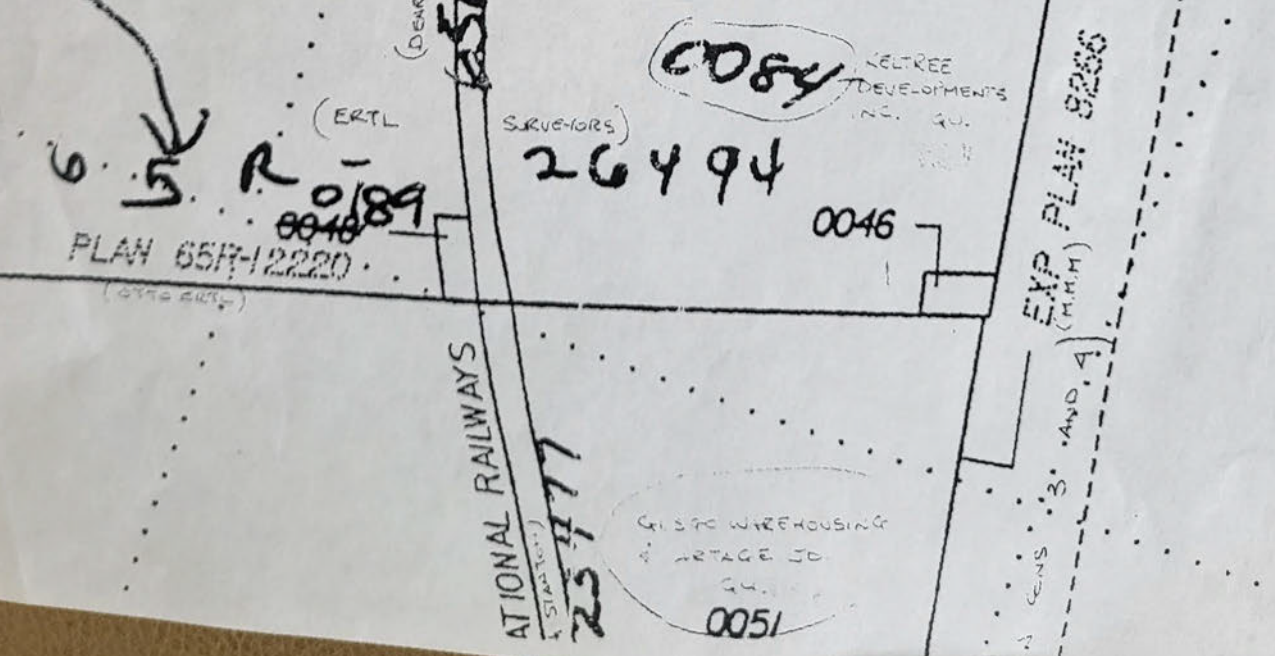
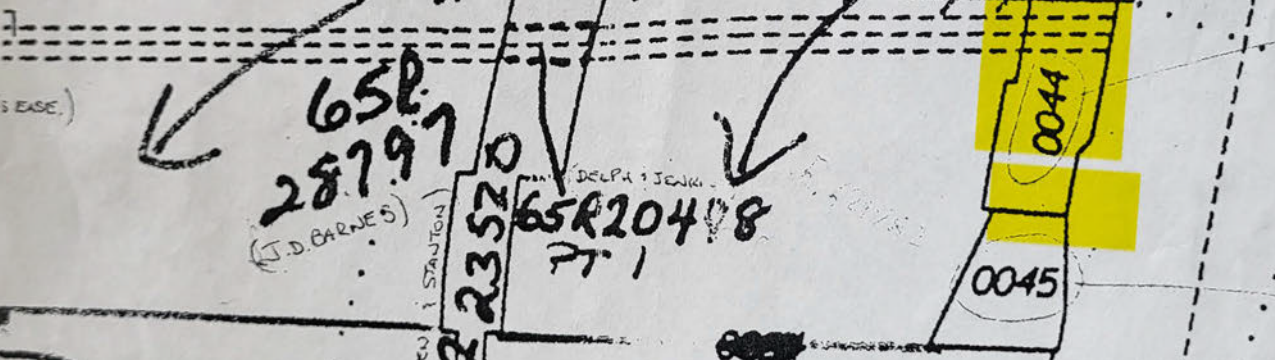
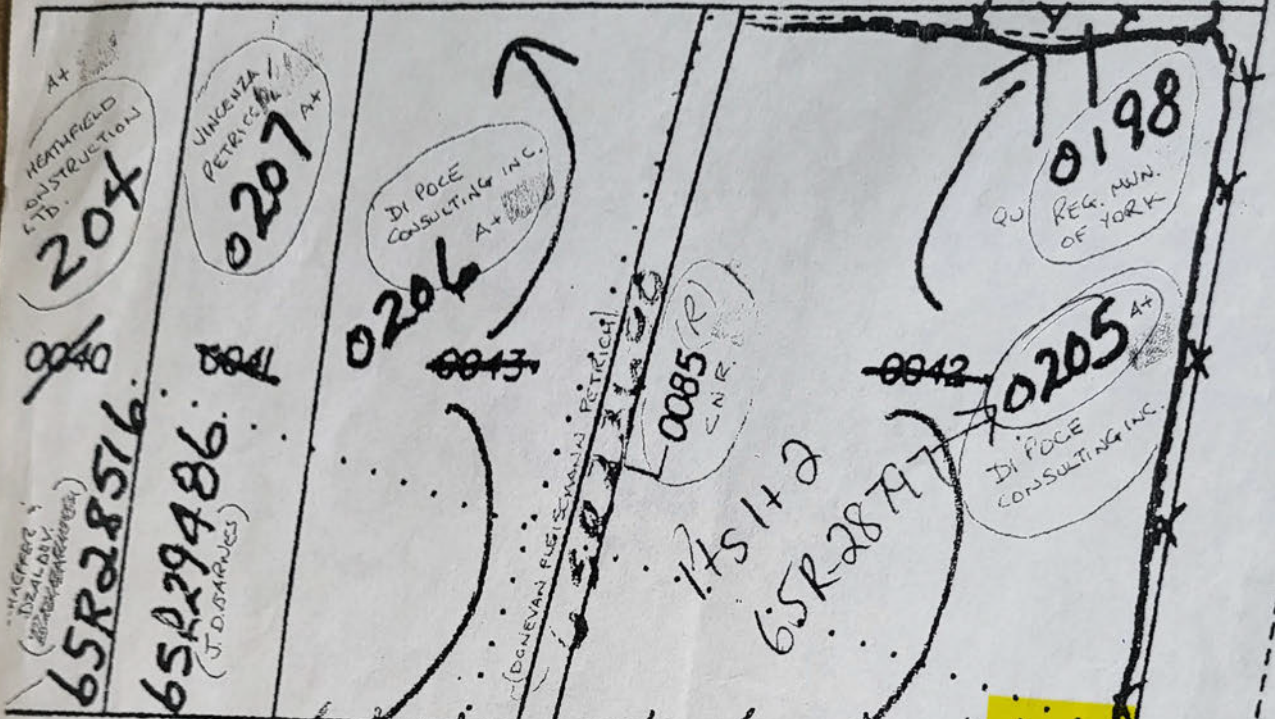
7

0

7

BETWEEN LOTS 30 AND 31, CON. 4

(EDWARDS & GUNN)



NATIONAL RAILWAYS (STANTON)

EXP. PLAN 8286 (M.H.M.)

3 AND 4



old straight rail fence.

Fence 4 1/2' high. STANDARD IRON PIPE

wood wire fence. STANDARD IRON PIPE Fence 4 1/2' high.

T. O. NIXON
2 1/2' x 1 1/2'

Remains of fence 4 1/2' high

wood wire fence. 4 1/2' high

62

MARY BARNBY
2 1/2' x 1 1/2'



wood wire fence. IRON PIPE Fence 4 1/2' high

old wire fence FARM LANE

10' fence

WILLIAM COOK
2 1/2' x 1 1/2'

wood wire fence. IRON PIPE Fence 4 1/2' high

62

7

0

Additional Property Identifier(s) and/or Other Information

COMMENCING at a point in the easterly limit of said Lot 29, distant 11 feet 6 inches measured southerly along said limit from the north-east angle of the said Lot;

FENCE South along the said easterly limit of 250 feet 2 inches to an iron post planted in an old post and wire fence;

FENCE South 77 degrees 27 minutes West along an old post and wire fence 195 feet 3 inches to an iron post planted;

FENCE North 9 degrees 55 minutes West along a post and wire fence 244 feet 6 inches to an iron post planted;

FENCE Easterly along a post and wire fence 162 feet 1 1/2 inches to the point of commencement.

SECONDLY

ALL AND SINGULAR that certain parcel or tract of land and premises situate, being and being in the Town of Vaughan, in the Regional Municipality of York, and being composed of part of the North-east quarter of Lot 29, in the Fourth Concession of the Town of Vaughan, more particularly described as follows:

COMMENCING at the North-easterly corner of said Lot;

FENCE South along the easterly limit of said Lot, 161 feet 5 inches to an iron post planted in a post and wire fence;

FENCE Westerly along the said post and wire fence, 162 feet 1 1/2 inches to an iron post planted in a post and wire fence running northerly;

FENCE North 9 degrees 55 minutes West along the last mentioned wire fence, 196 feet 5 1/2 inches to an old post and wire fence for the north limit of said Lot 29;

FENCE North 73 degrees 45 minutes east along the said north limit of Lot 29, 192 feet 4 inches to the point of commencement.

SAVE AND EXCEPT that parcel of land taken by the Toronto York Roads Commission for road widening and registered as Plan Number 8266, Part 22 as described in Instrument registered as Number 61171.

SUBJECT to an easement in favour of Trans-Canada Pipe Lines Limited over the above conveyed land registered as instrument number 40264.

The lands being more particularly described in registered instrument number 84305 Vaughan.

CONCESSION 4
LOT 29

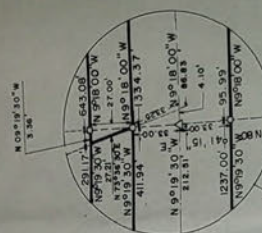
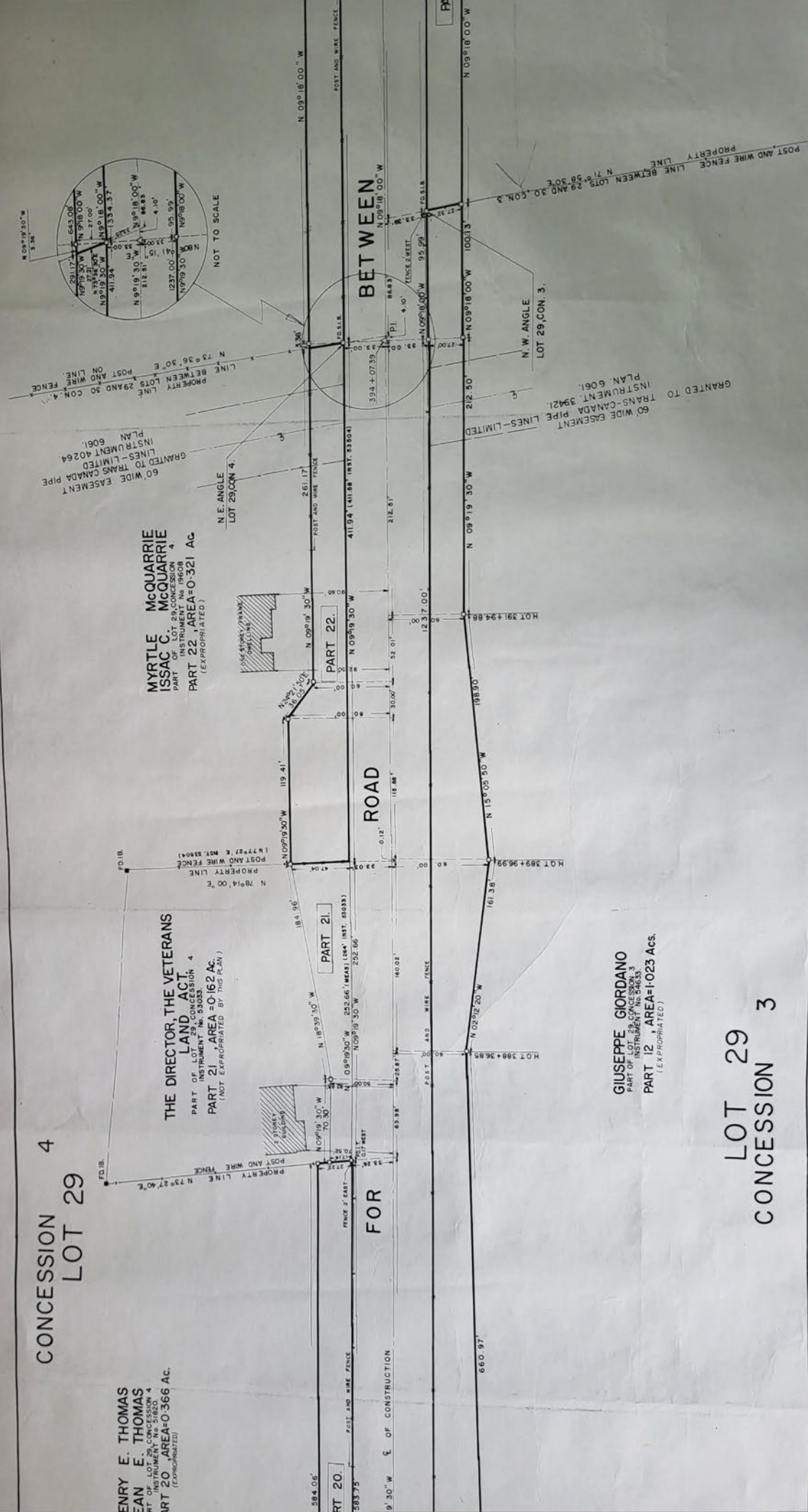
HENRY E. THOMAS
LEAN E. THOMAS
PART OF LOT 29, CONCESSION 4
INSTRUMENT NO. 50353
PART 20, AREA=0.366 AC.
(EXPROPRIATED)

THE DIRECTOR, THE VETERANS
LAND ACT
PART OF CONCESSION 4
INSTRUMENT NO. 50353
PART 21, AREA=0.162 AC.
(NOT EXPROPRIATED BY THIS PLAN)

MYRTLE McQUARRIE
ISSAC C. McQUARRIE
PART OF LOT 29, CONCESSION 4
INSTRUMENT NO. 50353
PART 22, AREA=0.321 AC.
(EXPROPRIATED)

GIUSEPPE GIORDANO
PART OF LOT 29, CONCESSION 3
INSTRUMENT NO. 39421
PART 12, AREA=1.023 Acs.
(EXPROPRIATED)

LOT 29
CONCESSION 3



BETWEEN

GRANTED TO TRANS-CANADA PIPE LINES-LIMITED
INSTRUMENT 39421
PLAN. 6061.
60' WIDE EASEMENT
LINE BETWEEN LOTS 29 AND 30, CON. 3.
POST AND WIRE FENCE
PROPERTY LINE
N 71° 58' 30\"/>

60' WIDE EASEMENT
LINES-LIMITED
INSTRUMENT 40264
PLAN. 6061.
PROPERTY LINE BETWEEN LOTS 29 AND 30, CON. 4.
POST AND WIRE FENCE
N 73° 36' 30\"/>

LOT 29, CON. 3.
N. W. ANGLE

ROAD

FOR

CONSTRUCTION

660.97'

N 02°12'20\"/>

HOT 389+96.99

N 15°05'50\"/>

N 09°19'30\"/>

N 09°18'00\"/>

N 09°18'00\"/>

N 09°18'00\"/>

N 09°18'00\"/>

N 09°18'00\"/>

N 09°18'00\"/>

N 09°16'00\"/>

POST AND WIRE FENCE

POST AND WIRE FENCE

POST AND WIRE FENCE

POST AND WIRE FENCE

POST AND WIRE FENCE

POST AND WIRE FENCE

POST AND WIRE FENCE

POST AND WIRE FENCE

POST AND WIRE FENCE

POST AND WIRE FENCE

POST AND WIRE FENCE

PART 6

SEE DETAIL B

INST. No. R746941

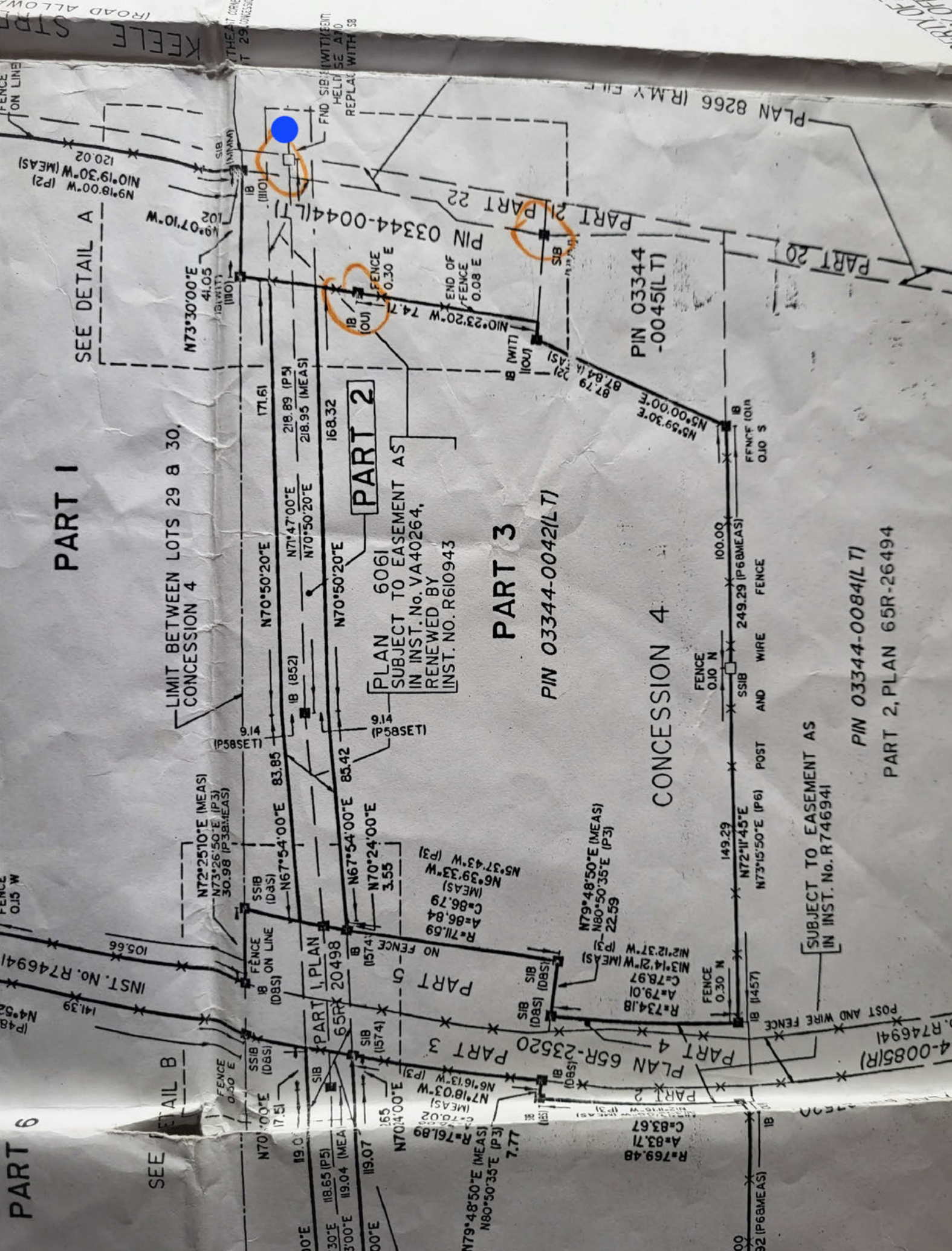
0.15 W

SEE DETAIL A

KEELE STRIP ROAD ALLOW

PART I

LIMIT BETWEEN LOTS 29 & 30, CONCESSION 4



PART 2

PLAN 6061
SUBJECT TO EASEMENT AS
IN INST. No. VA40264,
RENEWED BY
INST. No. R610943

PART 3

PIN 03344-0042(LT)

CONCESSION 4

SUBJECT TO EASEMENT AS
IN INST. No. R746941

PIN 03344-0084(LT)

PART 2, PLAN 65R-26494

PIN 03344
-0045(LT)

PART 20

PART 21 PART 22

PLAN 8266 (R.M.Y. FILE)

SEE DETAIL A

CONCESSION 4

CONCESSION 5

CONCESSION 6

CONCESSION 7

CONCESSION 8

CONCESSION 9

CONCESSION 10

CONCESSION 11

CONCESSION 12

CONCESSION 13

CONCESSION 14

CONCESSION 15



The City Above Toronto

Development Planning Department
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1

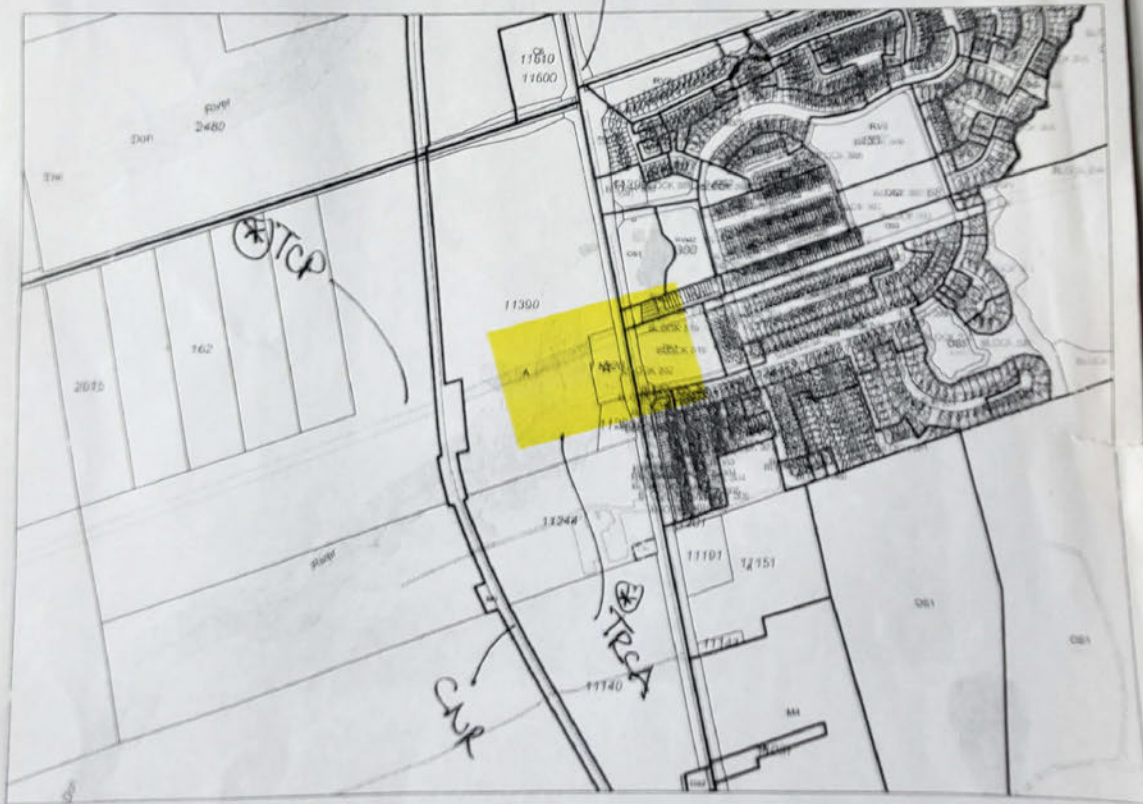
Tel [905] 832-8585, Ext. 8210
Fax [905] 832-6080
stephen.lue@vaughan.ca
www.vaughan.ca

Stephen Lue, MES, MCIP, RPP
Planner

ZONING BY-LAW

SENIOR PLANNER
LUIS RO PEREZINI # 8407

*York REGION



Registry Office
905 7137798

Pin # 033440044

Jack McAllister

(MAY)

LOT 31 - CO
VAUGHAN

LOT 2

SIDEROAD

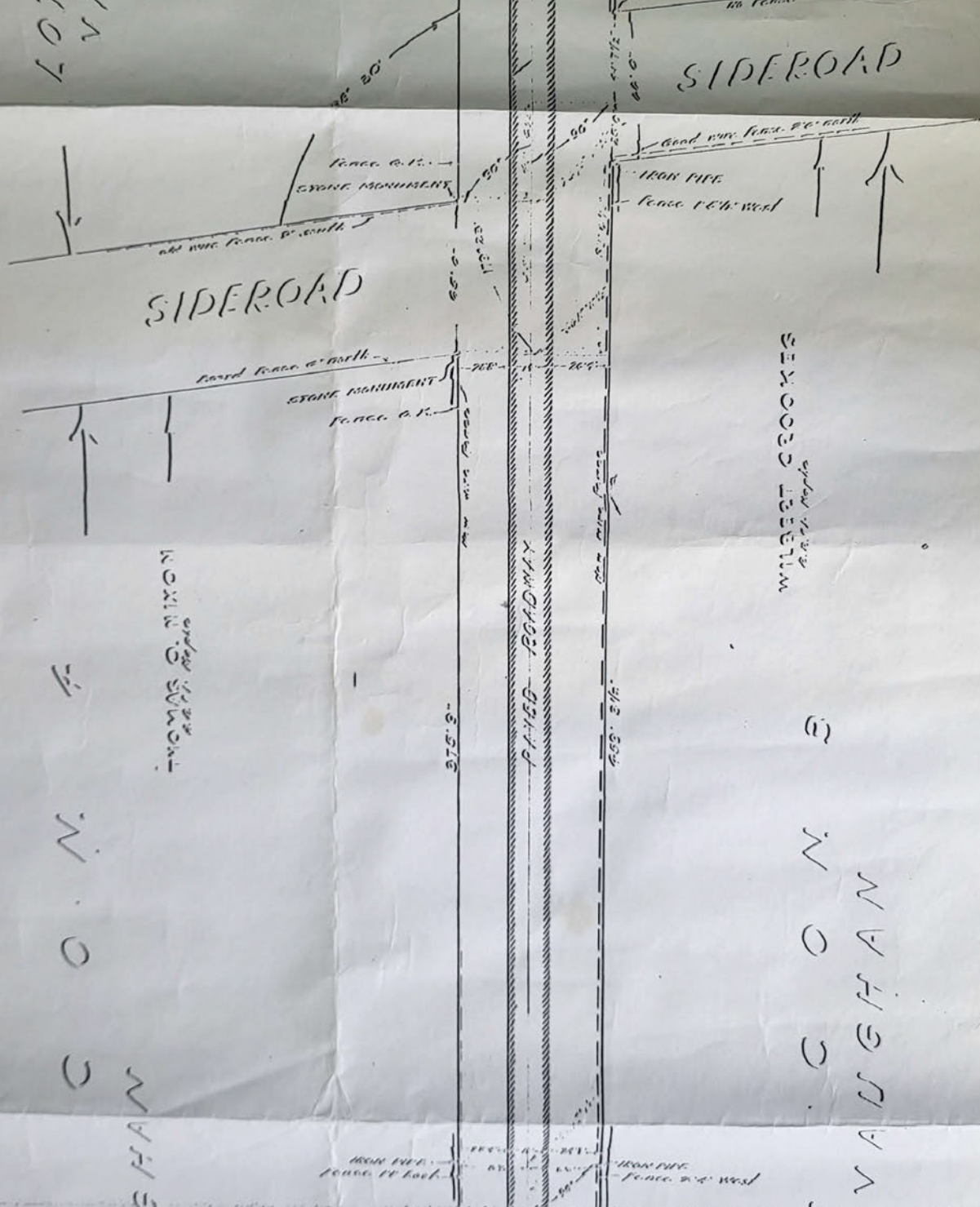
SIDEROAD

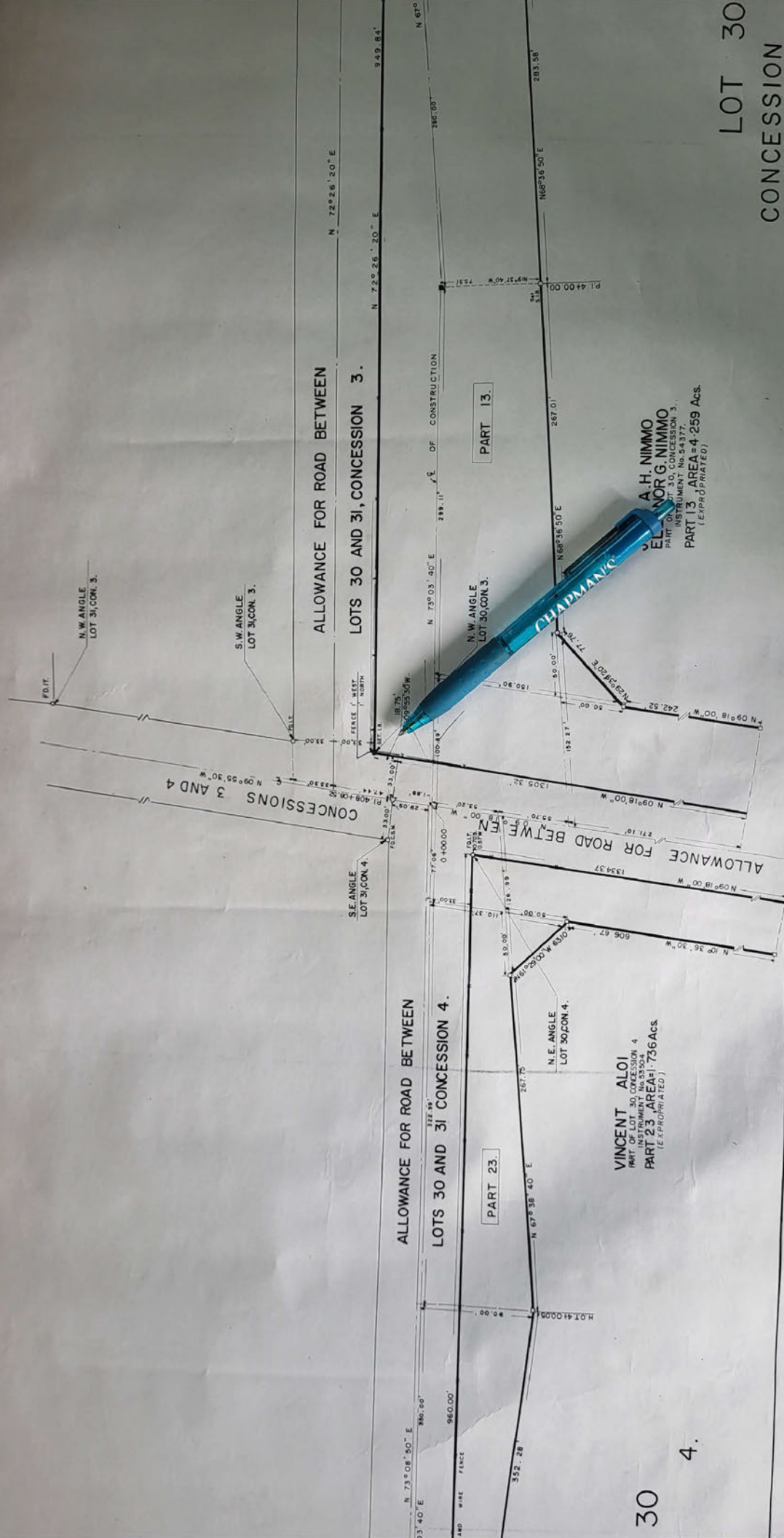
SIX OODS
LIEBETIM

CO. N.

VAUGHAN

CO. N.
VAUGHAN





ALLOWANCE FOR ROAD BETWEEN
LOTS 30 AND 31, CONCESSION 3.

ALLOWANCE FOR ROAD BETWEEN
LOTS 30 AND 31 CONCESSION 4.

PART 13.

PART 23.

A. H. NIMMO
EL NOR G. NIMMO
PART 13, LOT 30, CONCESSION 3.
INSTRUMENT No. 54377.
PART 13 AREA = 4.259 Acs.
(EXPROPRIATED)

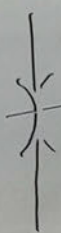
VINCENT ALOI
PART 23, CONCESSION 4
INSTRUMENT No. 53500
PART 23 AREA = 1.736 Acs.
(EXPROPRIATED)

LOT 30
CONCESSION

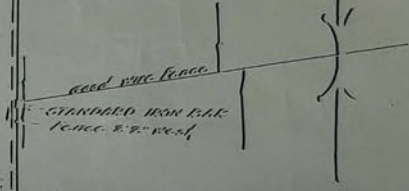
30
4.

277





Fence E.W. Post.
STANDARD IRON PIPE
old straight rail fence.



old wire fence.
STANDARD IRON PIPE
Fence E.W. Post.

T. G. NIXON
E.W. Post

Remains of fence E.W. Post

Fence E.W. Post

29

MARY SAENABY
E.W. Post

no fence

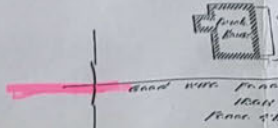
Corner Survey

27' 8 1/2"

old wire fence
FARM LINE

no fence

WILLIAM COOK
E.W. Post



old wire fence
IRON PIPE
Fence E.W. Post

IRON PIPE
Fence E.W. Post



C10.
Communication
CW(PM) – May 7, 2024
Item No. 2

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Issue with enbridge gasline In plan number 65R - 28797.
Date: Monday, May 6, 2024 8:33:22 AM

From: Ali Momeni [REDACTED]
Sent: Saturday, May 4, 2024 2:19 AM
To: Clerks@vaughan.ca
Subject: [External] Issue with enbridge gasline In plan number 65R - 28797.

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

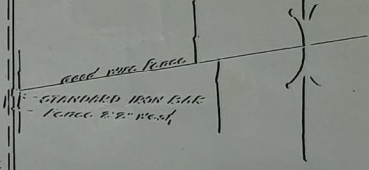
Enbridge Gas line. Run North to South. Between road and property Line. Supposed to be, But Physically existed. Or running West Side of property line. And plan for enridge gas line. It is showing where is Northeast corner lot 29 con 4 Original located . And SIB exist at the present time. And also bell Canada use same point or using Same point as Northeast corner lot 29 con 4. Also bell Canada plan Using same corner or SIB Also I mention This SIB Find (Northeast corner lot 29) locate with Plan number 6061 (Measurement from South to North) Around 84 feet shifted or justment to sound. End plan 8266 York region plan. Find or locate corner lot. Another 13 feet more South. SIB Exist today. Which is one of SIB Planted Part 22 plan 8266. And plan # 65R28797 Shift or locate Corner lot. Another 3 feet more South. In total 100 feet South of original corner. Or I can say plan number 6061 And plan 8266.

They are not using same corner lot (13 feet Different North to South)

I will send some plan and picture

With this email.

If you have any question, please call me.



1000 8 1/2" East
STANDARD IRON PIPE

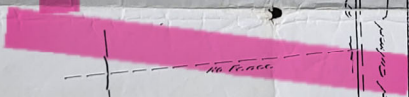
old straight post fence



T. O. NIXON
S. & W. 1/4 Sec. 20

1000 8 1/2" East
remains of fence 8 1/2" East

1000 8 1/2" East
fence 8 1/2" West



MARY BARNBY
S. & W. 1/4 Sec. 20

29



good wire fence
IRON PIPE
fence 8 1/2" East

old wire fence
FARM LANE

1/4" fence

WILLIAM COOK
S. & W. 1/4 Sec. 20

IRON PIPE
fence 12" West

29

7

0

7

LOT 30

CONCESSION

JOHN A. H. NIMMO
ELEANOR G. NIMMO
 PART OF LOT 30, CONCESSION 3.
 INSTRUMENT NO. 54,377.
PART 13, AREA=4.259 Acs.
 (EXPROPRIATED)

VINCENT ALOI
 PART OF LOT 30, CONCESSION 4.
 INSTRUMENT NO. 53,908.
PART 23, AREA=1.736 Acs.
 (EXPROPRIATED)

ALLOWANCE FOR ROAD BETWEEN
 LOTS 30 AND 31, CONCESSION 3.

ALLOWANCE FOR ROAD BETWEEN
 LOTS 30 AND 31, CONCESSION 4.

PART 13.

PART 23.

N.W. ANGLE
 LOT 31, CON. 3.

S.W. ANGLE
 LOT 31, CON. 3.

N.W. ANGLE
 LOT 30, CON. 3.

N.E. ANGLE
 LOT 30, CON. 4.

SE ANGLE
 LOT 31, CON. 4.

P.O.I.T.

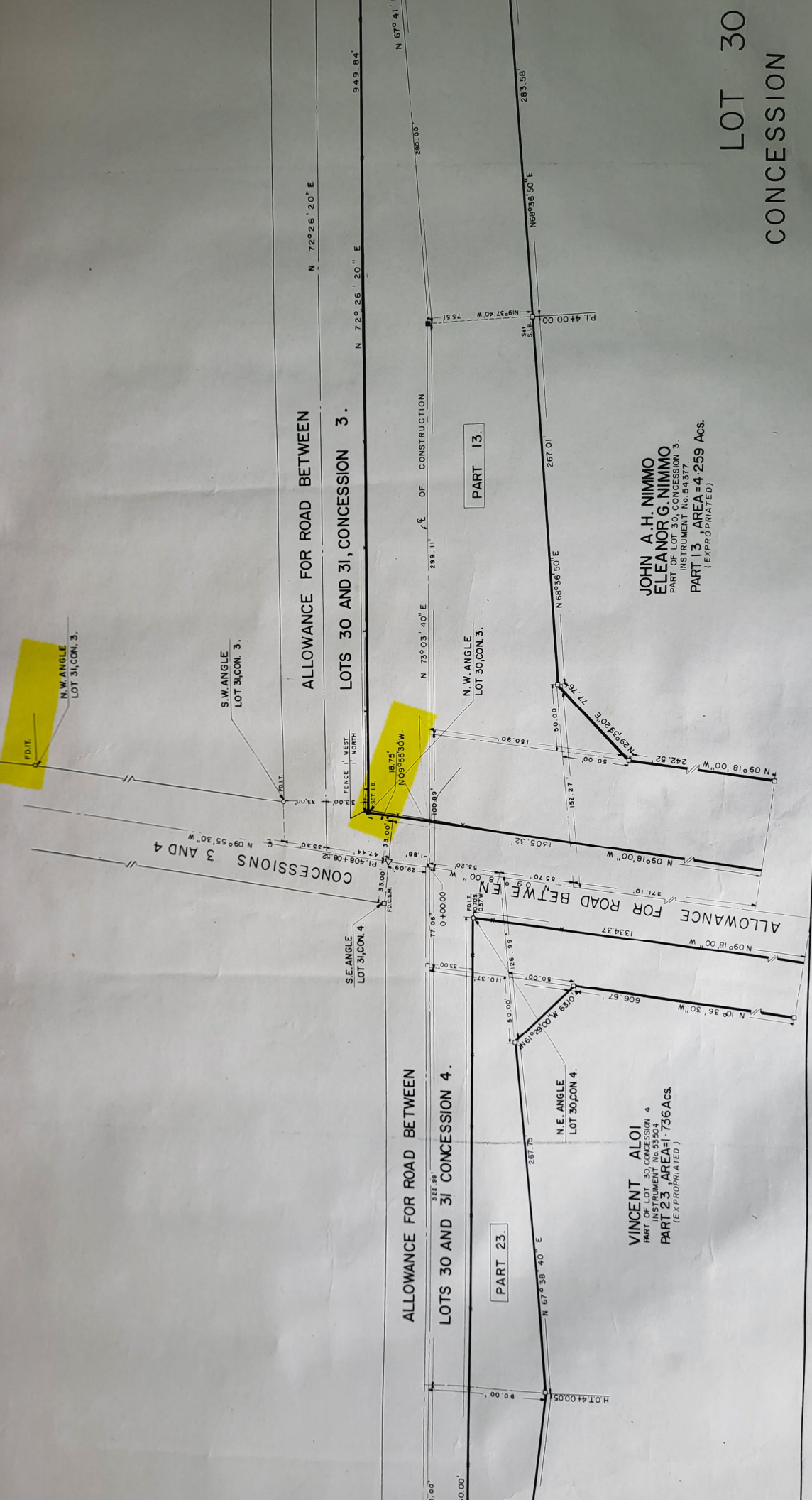
P.O.I.T.

P.O.I.T.

P.O.I.T.

CONCESSIONS 3 AND 4

ALLOWANCE FOR ROAD BETWEEN



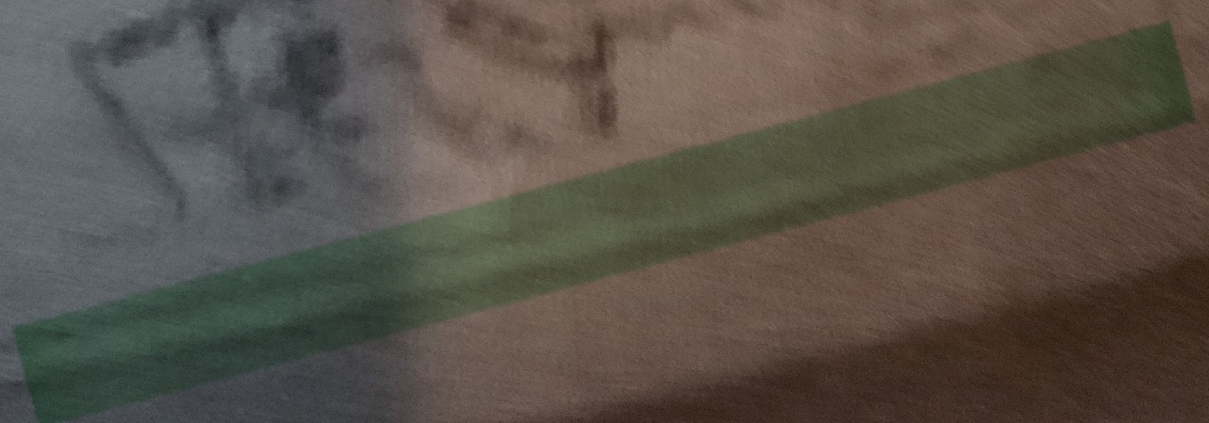
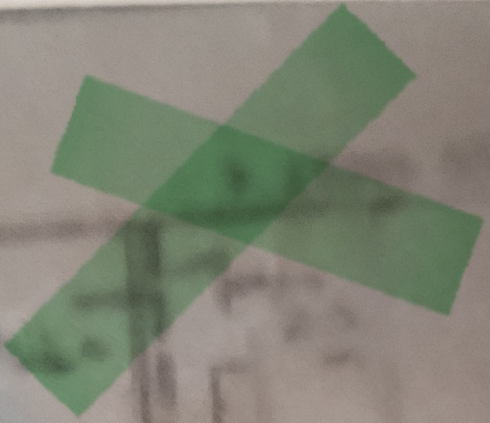
5

Handwritten notes in Hindi, possibly describing a process or calculation.

Handwritten notes in Hindi, possibly describing a process or calculation.

Handwritten notes in Hindi, possibly describing a process or calculation.

2



5

1. 1000 ft. (1000 ft.)
2. 1000 ft. (1000 ft.)
3. 1000 ft. (1000 ft.)

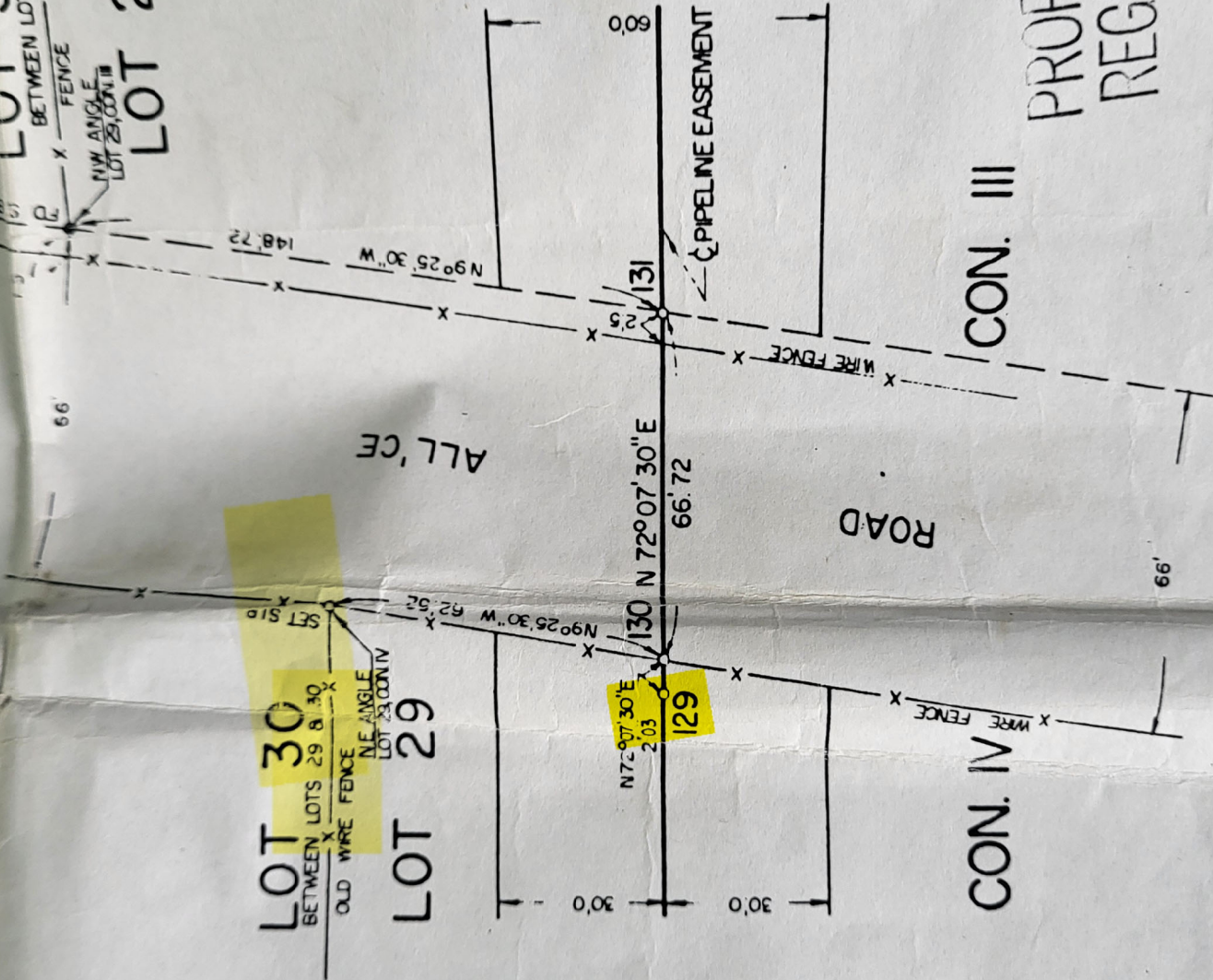
1. 1000 ft. (1000 ft.)
2. 1000 ft. (1000 ft.)
3. 1000 ft. (1000 ft.)

1. 1000 ft. (1000 ft.)
2. 1000 ft. (1000 ft.)
3. 1000 ft. (1000 ft.)

1. 1000 ft. (1000 ft.)
2. 1000 ft. (1000 ft.)
3. 1000 ft. (1000 ft.)

LOT 30
BETWEEN LOTS 29 & 30
FENCE
NW ANGLE
LOT 29, CON. III
LOT 29

LOT 30
BETWEEN LOTS 29 & 30
OLD WIRE FENCE
NE ANGLE
LOT 29, CON. IV
LOT 29



PROPERTY OF THE
REGISTRY OFFICE

CON. III

CON. IV

DETAIL No. 2
NOT TO SCALE

TABLE
TRAVEL
TABLE

60.0
MENT

EAST 1/4 OF LOT 30,
CONCESSION 4

PART 1

FENCE
ON LINE E/W
0.30S
0.15 E

IB (WIT)
(III)

FENCE
0.25 S
0.15 E

POST AND WIRE FENCE

N9°19'30"W (P2)
N9°07'10"W (MEAS)
N9°18'00"W (P2)
N10°19'30"W (MEAS)
120.02
SIB (MMM)
POST AND WIRE FENCE
PART 3, PLAN 64R-5477

NORTHEAST CORNER OF
LOT 29, CONCESSION 4

N73°30'00"E (MEAS)
N73°45'00"E (DI)
41.05 (MEAS)
41.19 (DI, P28CALC)

N73°36'30"E
8.29 (P28SET)

N70°50'20"E 171.51

E OF EASEMENT

N71°47'00"E
N70°50'20"E

PART 2

N70°50'20"E 168.32

218.89 (P5)
218.95 (MEAS)

SIB (WIT) (BENT) (852)
HELD BASE AND
REPLACED WITH SIB

6061
EASEMENT AS
No. VA40264,
ED BY INST. NO. 610943

PIN 03344-0044(LT)

PART 22, PLAN 8266

KEELE STREET
ROAD ALLOWANCE BETWEEN CONCESSIONS 3 AND 4

PART 3

LOT 29,
CONCESSION 4

N9°55'00"W (DI)
N10°23'20"W (MEAS)
74.55 (DI)
74.71 (MEAS)

POST
END OF
FENCE
0.08 E

N77°11'30"E
7.32

IB (WIT)
(OU)

N77°27'00"E (DI)
34.67 (MEAS)
45.17 (DI, P18CALC)

41.99 (MEAS), 42.06 (D2)
N77°11'30"E (MEAS)
N78°14'00"E (D2)

SIB
(MMM)

DETAIL A
(NOT TO SCALE)

OF THE

ENOB +1 - 3.8m



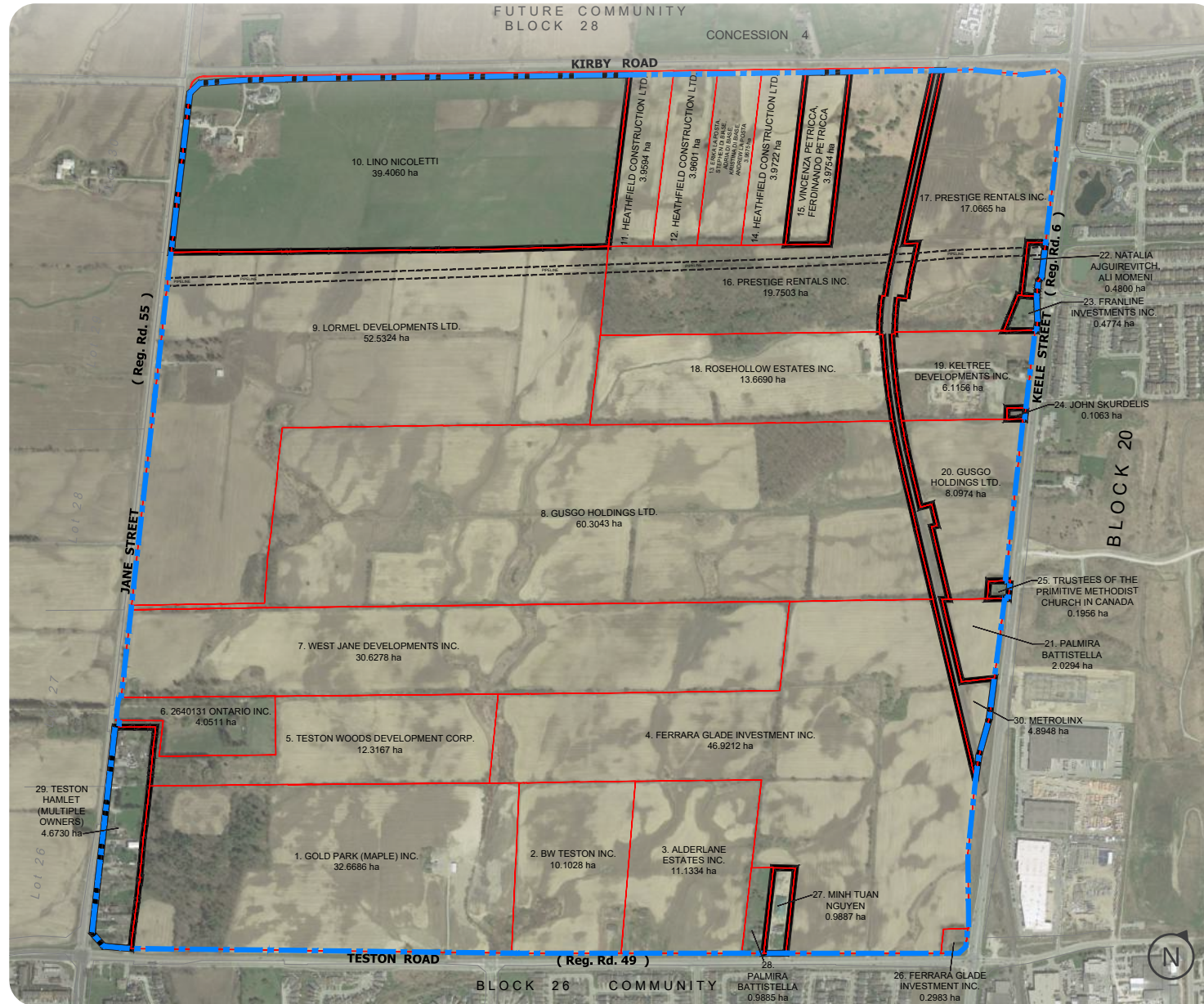
C11.
Communication
CW(PM) – May 7, 2024
Item No. 2



Public Meeting Block 27

Committee of the Whole
May 7, 2024, 7:00PM
Item #4.2 - File BL.27.2020

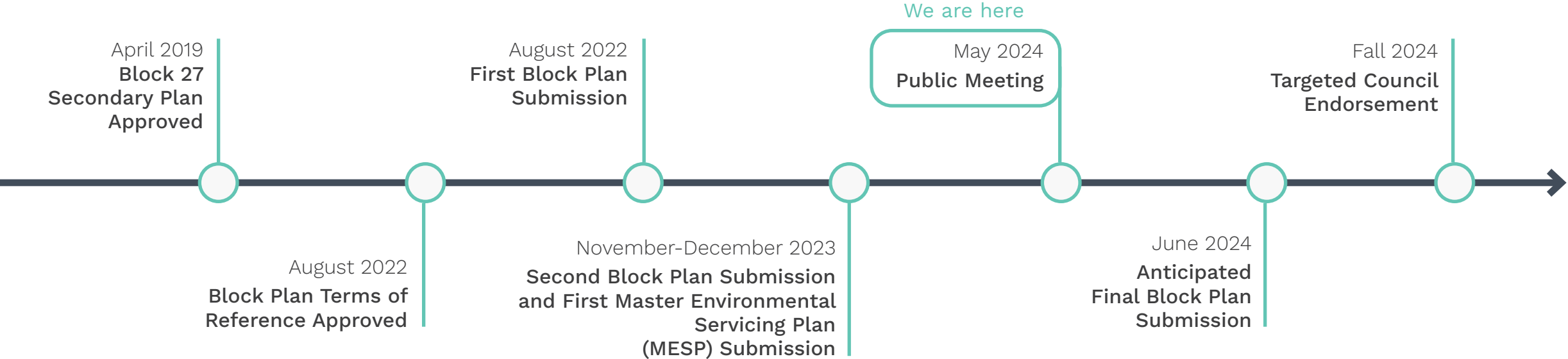
Block 27 Landowners Group



LEGEND

- - - BLOCK 27 BOUNDARY
- PROPERTY BOUNDARIES
- - - NON-PARTICIPATING OWNERS

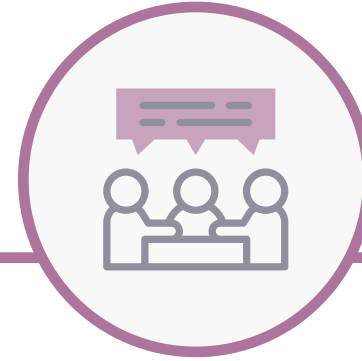
Project Timeline



Public Meeting Purpose

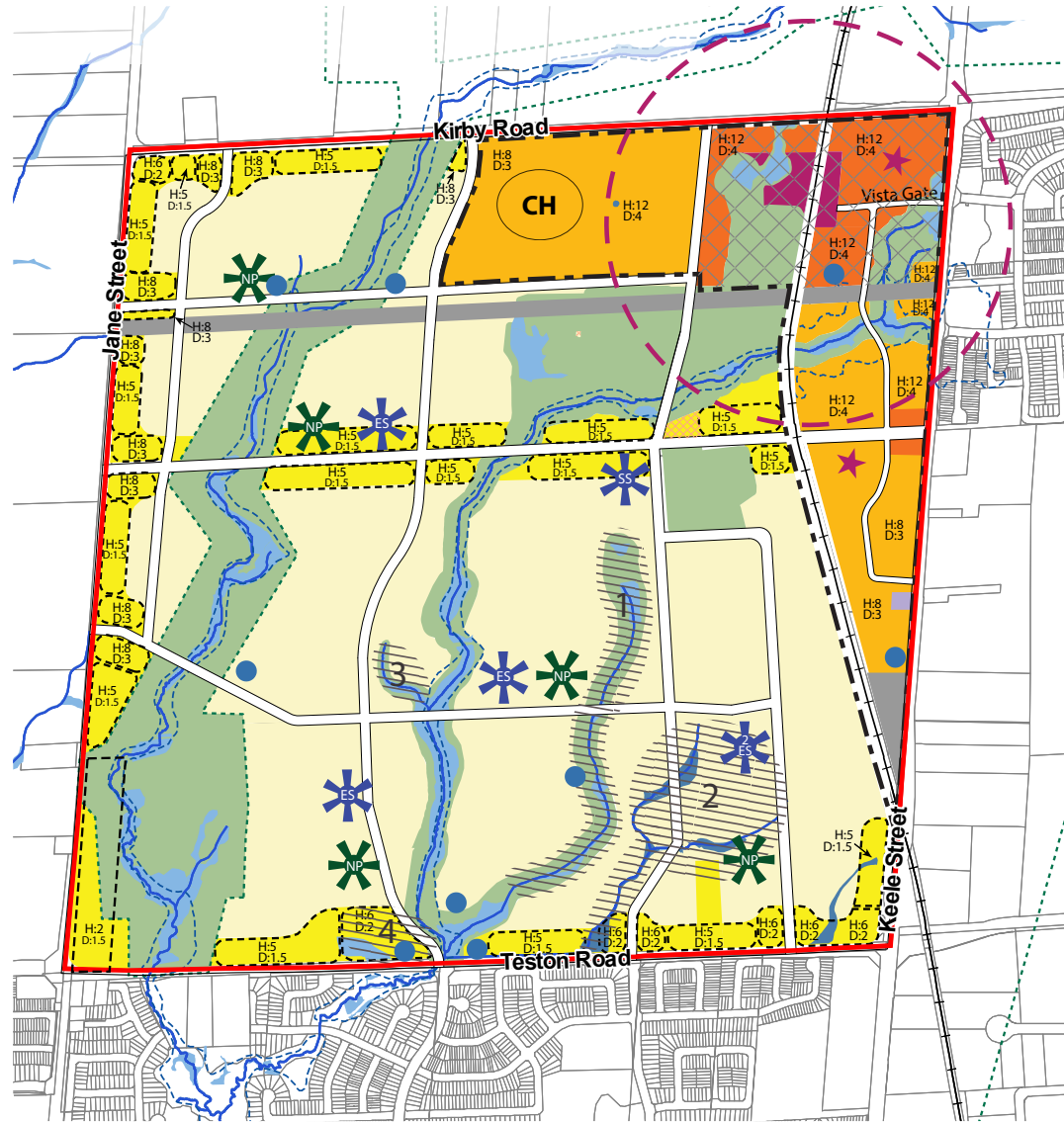


To provide a summary of the proposed Block Plan Application



To receive public input and feedback on the proposed Block Plan to help guide the next steps and development of Block 27

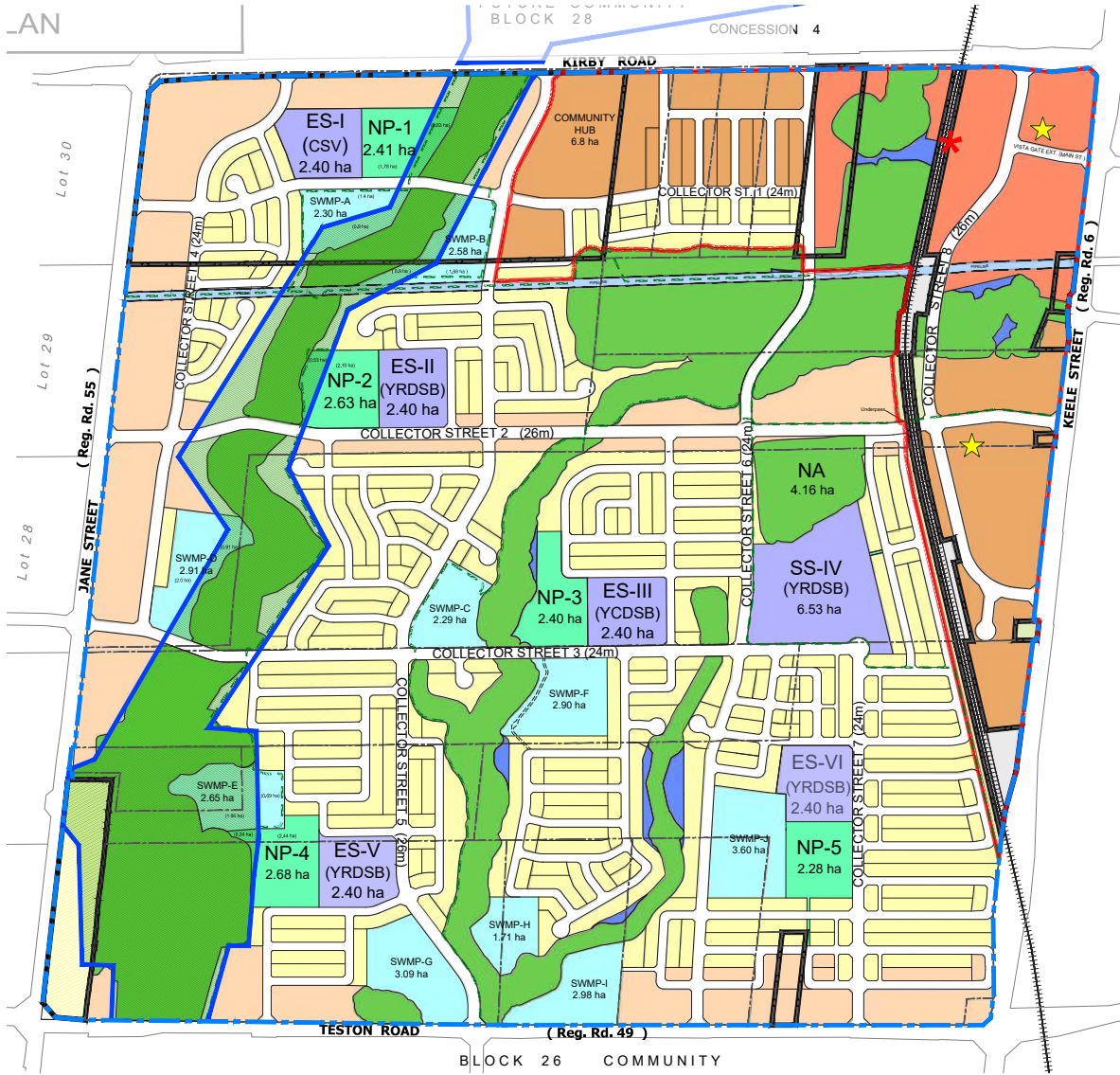
Secondary Plan



Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- 500m Radius
- Transit Hub Special Study Area
- Potential Enhancement Areas
- Hamlet of Teston
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- CH Community Hub
- Transit Hub
- ✳ Neighbourhood Park
- ★ Public Square
- ✳ Elementary School
- ✳ Secondary School
- Private Open Space
- Infrastructure and Utilities
- Potential SWM Facility
- Natural Areas
- Natural Areas - Provincially Significant Wetlands
- Natural Areas - Evaluated Wetlands
- Greenbelt Plan Area
- Railway Line
- Stream
- Engineered Floodline
- Natural Areas Special Study Areas
- H Maximum Height
- D Maximum Density

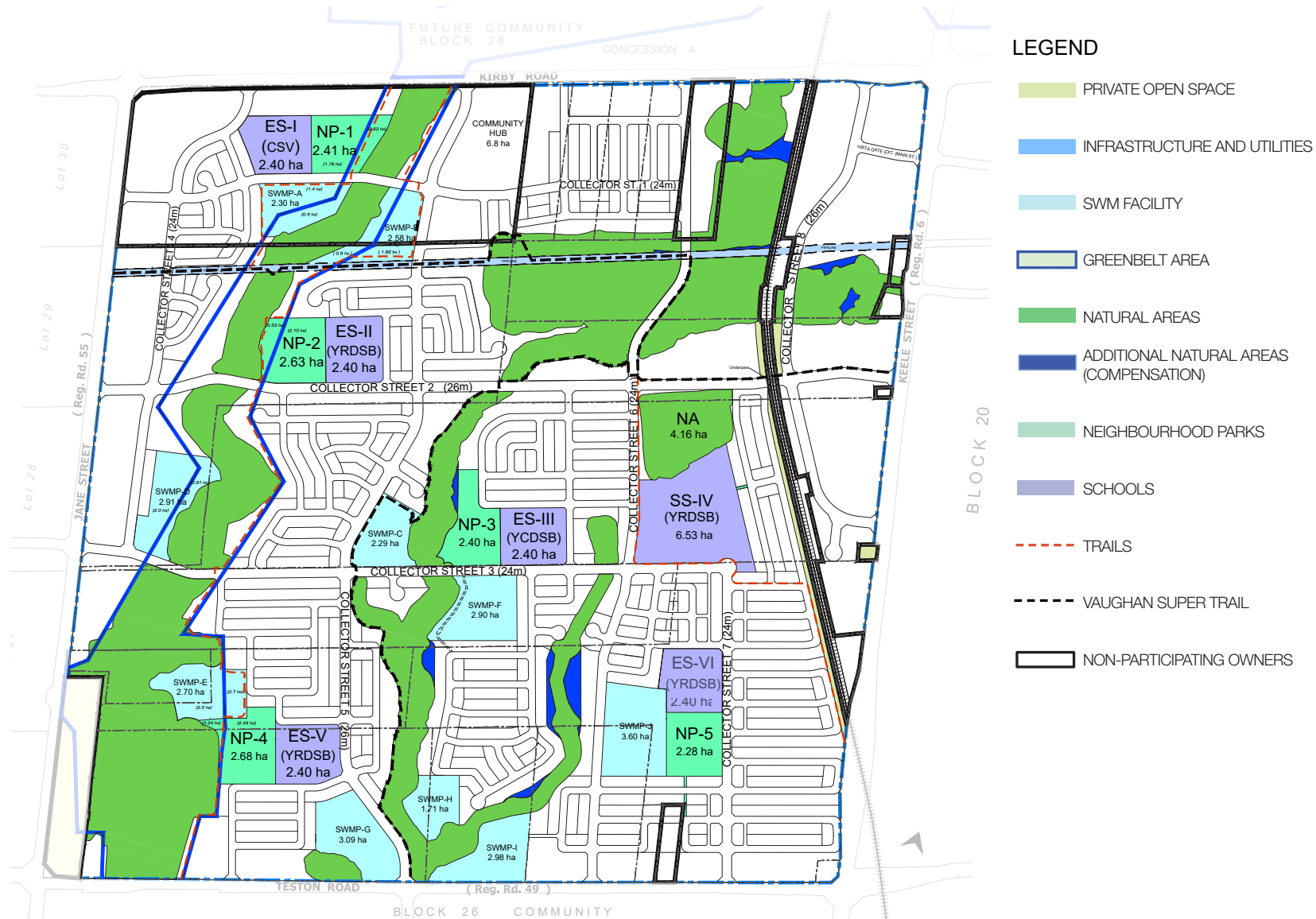
Block Plan



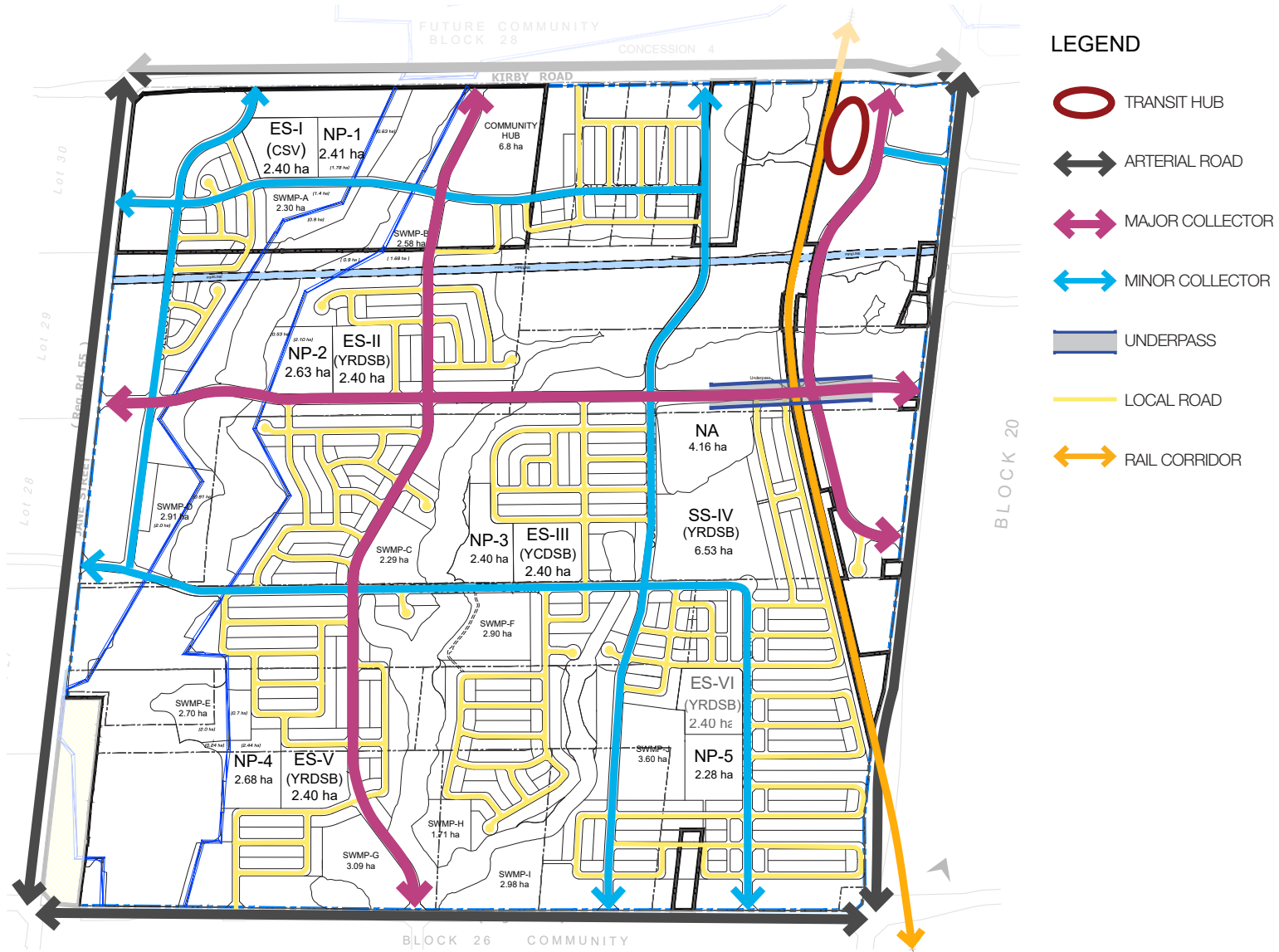
LEGEND

- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- Private Open Space
- Natural Areas (Including Buffers)
- Infrastructure and Utilities
- Additional Natural Areas (Compensation)
- SWM Facility
- Greenbelt Area
- Neighbourhood Parks
- Schools
- Hamlet of Teston
- Block Plan Boundary
- Property Lines
- Trails
- Non-Participating Owners
- Kirby GO - Transit Hub Centre
- * Transit Hub
- ★ Public Squares

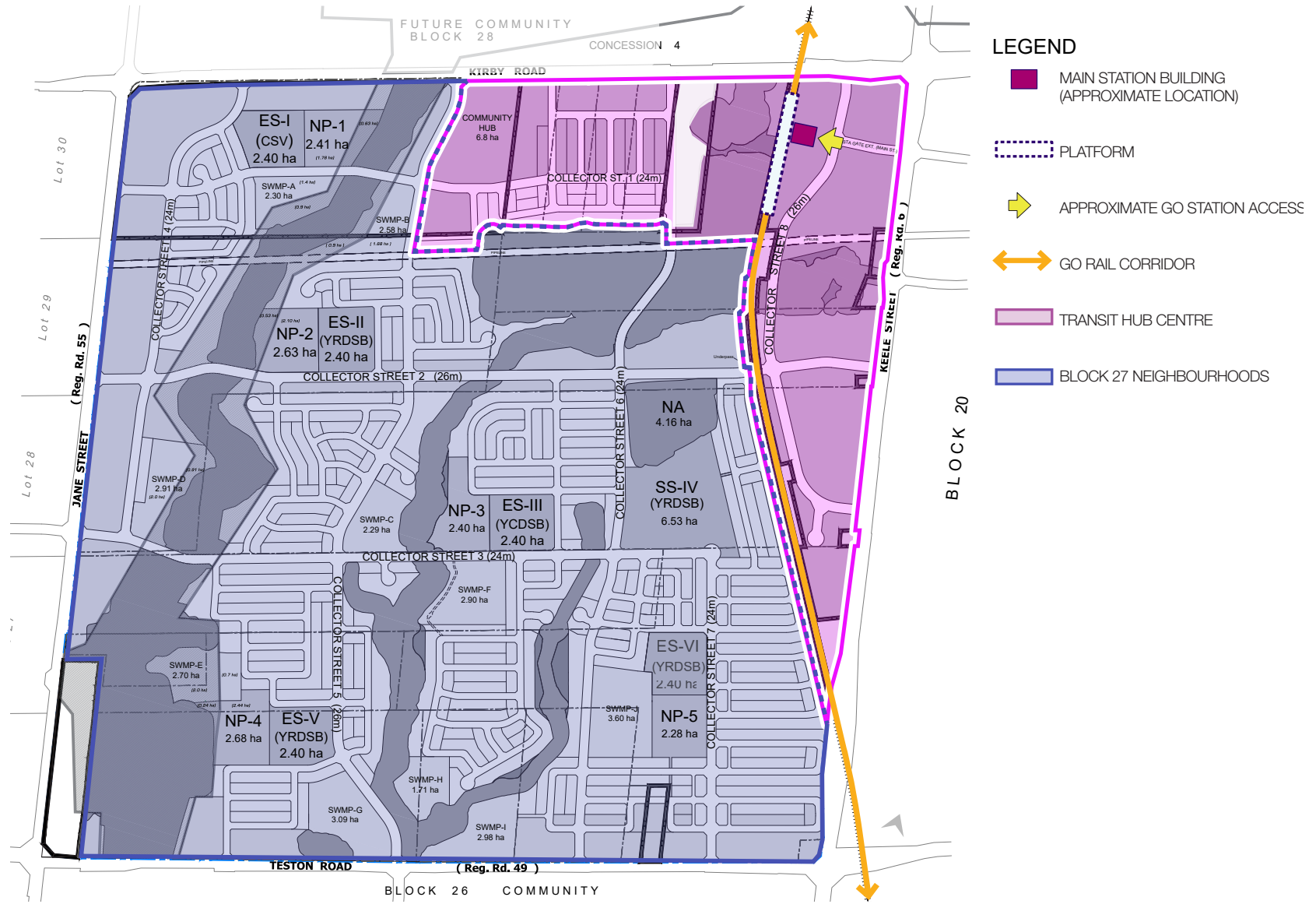
Open Space Network, Parks and Schools



Street Network



Character Areas





Questions?

Thank you

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Stop 3030 Rutherford Rd
Date: Monday, May 6, 2024 8:27:42 AM

C12.
Communication
CW(PM) – May 7, 2024
Item No. 6

From: Marilyn lafrate <Marilyn.lafrate@vaughan.ca>
Sent: Sunday, May 5, 2024 7:51 PM
To: ALFREDO GARCIA [REDACTED]; Clerks@vaughan.ca
Cc: Gina Ciampa <Gina.Ciampa@vaughan.ca>; Marisa Provenzano <Marisa.Provenzano@vaughan.ca>
Subject: Re: [External] Stop 3030 Rutherford Rd

Alfredo thank you for your email.

I am forwarding your email to the Clerks office so that your concerns become part of the public record and circulated to all members of Council.

I am one vote out of ten.

Please note that there will be no decision this Tuesday as this is a meeting for the public to speak up.

With thanks
Marilyn lafrate
Councillor, Ward 1
Maple & Kleinburg

On May 5, 2024, at 7:40 PM, ALFREDO GARCIA [REDACTED] wrote:

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Ms. lafrate!

It is a great pleasure to know that writing to you the voice of my community is heard.

As you know there is a Project to be built at 3030 Rutherford Rd. and it is a very big one, very ambitious and very problematic as well.

The neighbors of the community made of about 600 houses are totally opposed to the development of that idea. It is going to be a real disaster to our community, our children and our mental health. There are several more topics that we all agreed are very dangerous to us. They will be

exposed in the meeting that is going to take place at the Vaughan City Hall on Tuesday May 7, 2024 at 7:00pm.

We do need you to be there for us. To be part of this meeting will help you to understand our position and give you even more tool to defend our rights and to avoid this crazy idea. We as a community have already had several meetings among us and we all know the different aspects to be addressed there. But your support is fundamental and very decisive in this fight. Now is your time and opportunity to fulfil your campaign promises. I do hope you are there and support us on Tuesday and after that. We do hope you will help us.

You have in your hands a very unique and extraordinary opportunity to establish yourself as the politician that the people need.

We have also written to CP24 requesting that they broadcast the meeting to let everyone around the City find out the massive construction the Developers are trying to get By-Laws amended to accomplish their greed.

We can NOT let that happen!!!!!!

We count on you to win this and above all make Justice.

Thank you very much for your time and attention.

Very sincerely,

Alfredo Garcia.

From: Clerks@vaughan.ca
To: [Assunta Ferrante](#)
Subject: FW: [External] OP.23.001 and Z.23.002: Written Comment + Request to Speak + Visual Aid
Date: Monday, May 6, 2024 8:24:03 AM
Attachments: [Thy D - Request to Speak \(Printed\).pdf](#)
[Thy D - Visual Aid PDF.pdf](#)
[Thy D - Visual Aid Powerpoint.pptx](#)

From: Thy D [REDACTED]
Sent: Monday, May 6, 2024 1:02 AM
To: Clerks@vaughan.ca
Subject: [External] OP.23.001 and Z.23.002: Written Comment + Request to Speak + Visual Aid

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Hello,

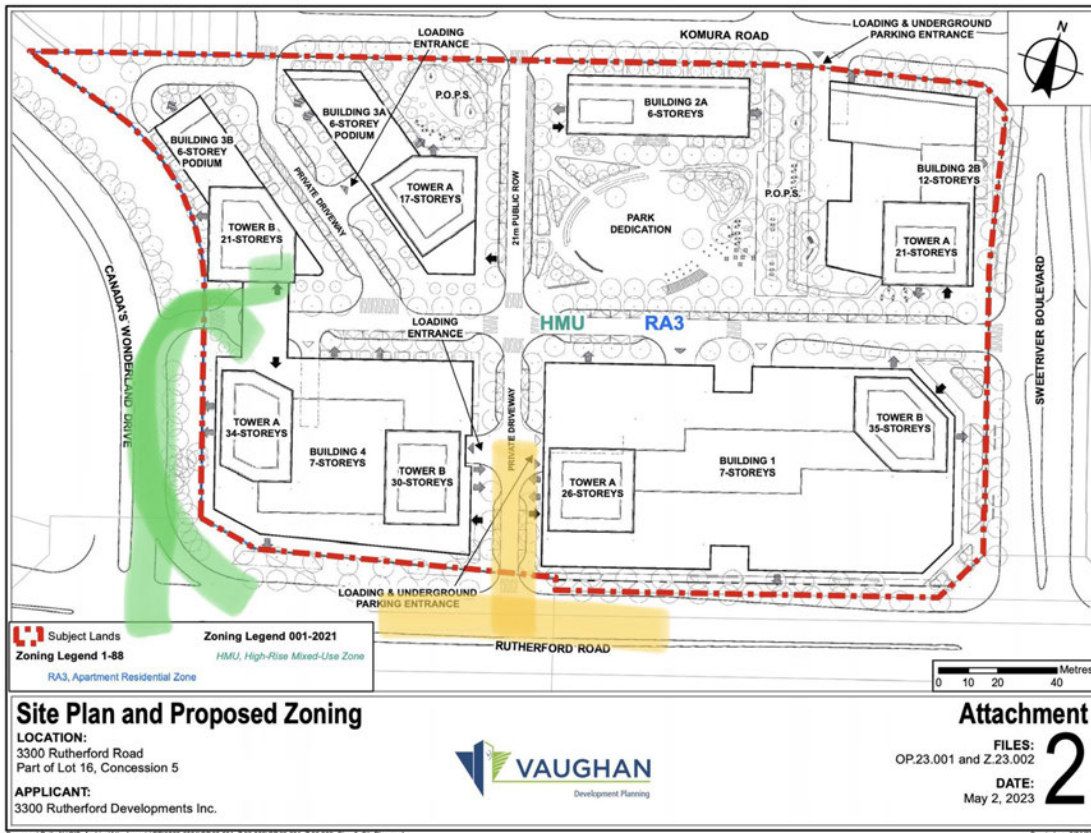
The colors of the highlighted areas in the site plans correspond to what is being discussed in the text. The amended site plans only exacerbate traffic concerns of existing community members.

I sincerely hope that the committee will take this written comment into consideration.

I have requested to speak in person at the public meeting and attached a print out of the online response form. I have also attached a visual aid I wish to use while speaking to this email. I have attached it in both PDF and Powerpoint format for your convenience.

Traffic Congestion Concerns

May 2023 Proposal:



Connection to Rutherford Road

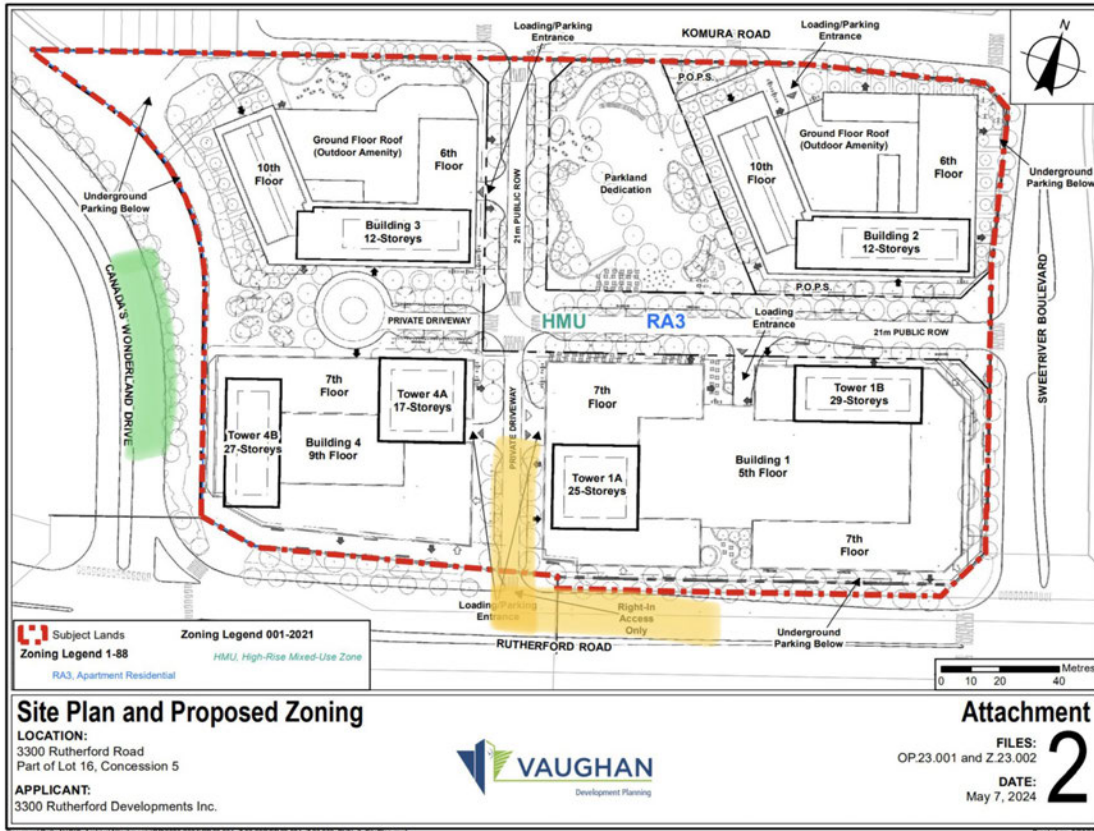
- Original Problem:** The site plan shows the plaza's planned road connection with Rutherford Road to be **Right-In and Right-Out**; the plaza's current connection is right-in only. It is my understanding that due to the connection's proximity with Rutherford Road's highway ramps that this project needs the approval of the MTO to change this connection to allow for right-out. After being pressed at the May 2nd, 2023 meeting it was revealed that they *had not* received permission despite their depiction in the site plan and were still discussing the matter with the MTO.

Connection to Canada's Wonderland Drive

- Original Problem:** To quote Peter Switzer of Canada's Wonderland from last year's Communication : C5 Committee of the Whole (PM) May 2, 2023 Item #2 ,

 "3300 Rutherford Road shows a road connection to Canada's Wonderland Drive. Canada's Wonderland Drive is a private road and no agreement has been made for connection to this private road. Canada's Wonderland objects to the site plan, specifically related to the connection to Canada's Wonderland Drive."

May 2024 Proposal:



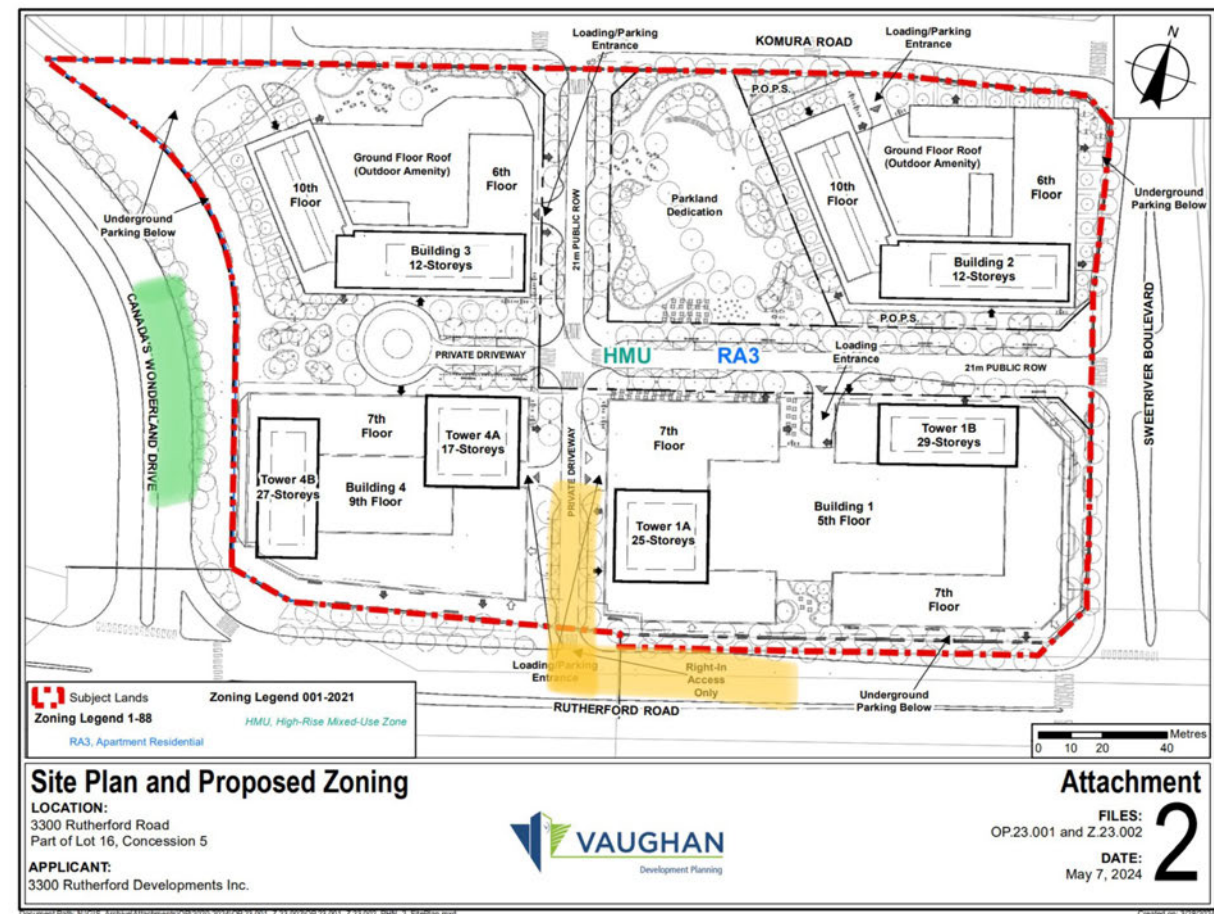
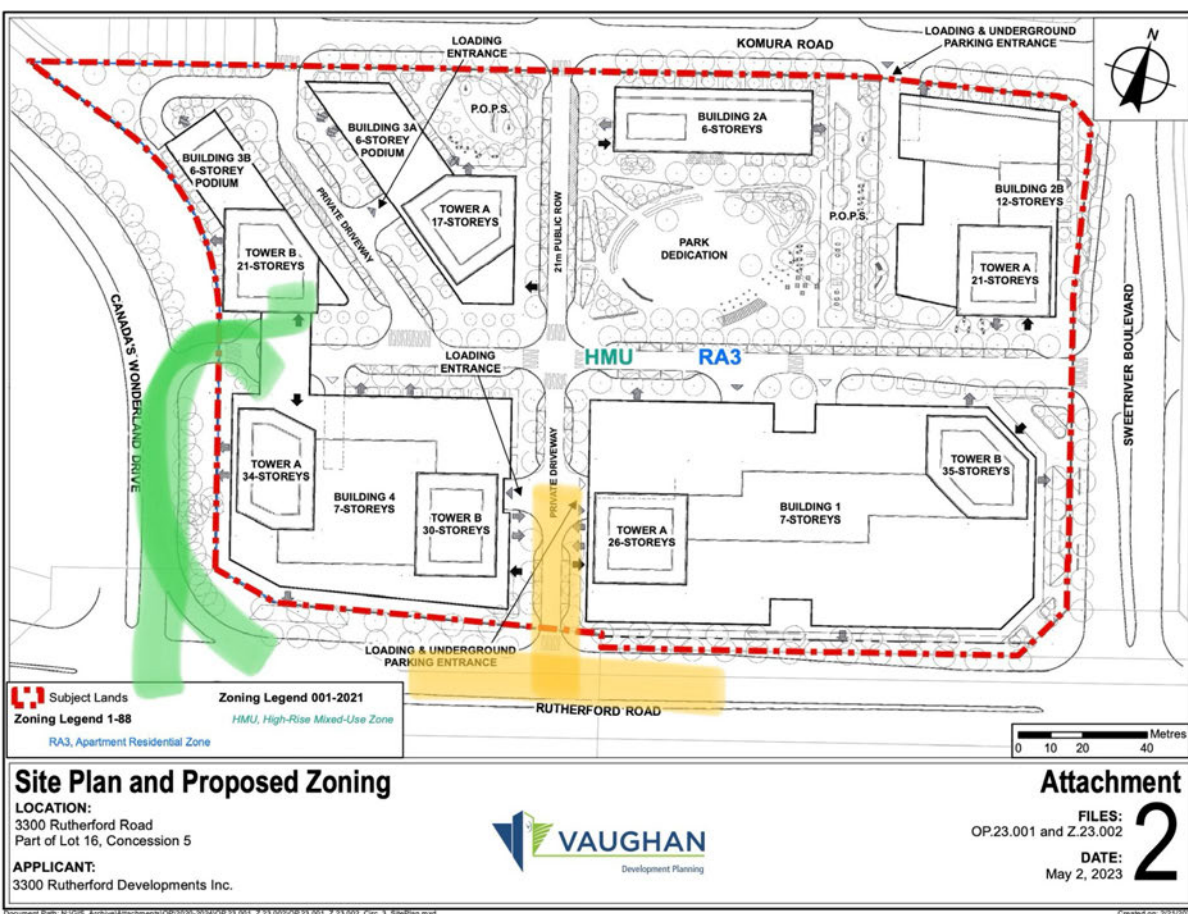
Connection to Rutherford Road

- **Amended Proposal:** The right-out connection with Rutherford Road has been removed.
- **Concern:** With the amendment, the plaza has no direct exit onto Rutherford Road. The closest exit onto Rutherford Road is Sweetriver Boulevard. There is already heavy congestion of Sweetriver Boulevard's right turn lane to access Rutherford Road. This was a concern expressed by many community members and only exacerbated by this amendment.

Connection to Canada's Wonderland Drive

- **Amended Proposal:** The road connection to Canada's Wonderland Drive has been removed.
- **Concern:** With the amendment, the access into the plaza from Rutherford Road remains the same as it is now, despite the increase in thousands of people this project brings. It is already a traffic congestion nightmare to try to enter the existing neighbourhood during peak hours from Rutherford road.

Warm Regards,
Thy D.
Resident of National Pine Drive



2023

2024

Connection with Rutherford Road

Connection with Canada's Wonderland Drive

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: Files OP.23.001 & Z.23.002 development plan at 3300 Rutherford Road
Date: Monday, May 6, 2024 8:23:43 AM

From: Margaret Holyday <Margaret.Holyday@vaughan.ca>
Sent: Sunday, May 5, 2024 9:03 PM
To: Tim Jason [REDACTED]
Cc: Clerks@vaughan.ca; Development Planning CSR Mailbox <DevelopmentPlanning.CSR@vaughan.ca>
Subject: Files OP.23.001 & Z.23.002 development plan at 3300 Rutherford Road

Hi Tim and Margie,

Thank you for your email. The applications have been scheduled for the May 7, 2024 public meeting starting at 7pm in the Council Chamber or via electronic participation, the link provides the staff report and attachments <https://pub-vaughan.escribemeetings.com/Meeting.aspx?Id=d6082217-c62f-4a0b-a4dd-f579ca6e3230&Agenda=Agenda&lang=English&Item=6&Tab=attachments>. I encourage you to attend the meeting. Should you wish to speak at the meeting, please contact the Clerks Department copied on this email.

Thank you,

Margaret Holyday, MCIP RPP
Senior Planner
905-832-8585 ext. 8216 | margaret.holyday@vaughan.ca

City of Vaughan | Development Planning Department
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1



From: Tim Jason [REDACTED]
Sent: Sunday, May 05, 2024 7:26 PM
To: Margaret Holyday <Margaret.Holyday@vaughan.ca>
Subject: [External] development plan at 3300 Rutherford Road

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Ms. Holyday,

We write to you in response to the mixed use development plan at 3300 Rutherford Road. We respectfully oppose this development plan as it will negatively impact our livelihood. We live at [REDACTED] Deepsprings Crescent.

This development will greatly affect our livelihoods in terms of noise and air (not to mention of course people) pollution from the construction and overpopulation of our small parcel of a neighbourhood. My wife currently commutes to the University of Toronto in Mississauga everyday for work. It's not an easy commute and she often arrives home exhausted. There is limited access to the highway from Sweet River Boulevard but hey it could be worse, right? Well, it's going to become much worse with this development (ie. massive congestion!). We believe that the development will make it near impossible for her to arrive on time let alone arrive at all. She may need to seek other employment, which is very stressful. This mixed use development brings a massive influx of people to the area. This neighbourhood simply cannot absorb this number of people. There will not be enough space for people to engage in their daily activities (recreation, commuting, schooling etc). The consequences could include daily motor vehicle accidents, incidents of road rage, and risks to pedestrians including most notable children as there is a school in the neighbourhood. The traffic, noise, and air pollution will greatly affect our physical and mental health, as well as ability to access amenities, which I believe is a fundamental right.

I understand that these types of notes are probably not fun to read but as community members we must express ourselves if we believe that our livelihood is being adversely impacted. Thank you for taking the time to read this note. We appreciate it. If you would like to contact us to discuss this matter our phone number is [REDACTED]

kind regards,

Tim Jason and Margie Casallas
[REDACTED] Deepsprings Crescent

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] development plan at 3300 Rutherford Road
Date: Monday, May 6, 2024 8:28:28 AM

C15.
Communication
CW(PM) – May 7, 2024
Item No. 6

From: Tim Jason [REDACTED]
Sent: Sunday, May 5, 2024 7:28 PM
To: Clerks@vaughan.ca
Subject: [External] development plan at 3300 Rutherford Road

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Council,

We live at [REDACTED] Deepsprings Crescent and are constituents of Ward 1. We write to you in response to the mixed use development plan at 3300 Rutherford Road. We respectfully oppose this development plan as it will negatively impact our livelihood. Below is our story:

We recently moved to this very community oriented neighbourhood (at Jane and Rutherford) after struggling and scraping by in job after job and apartment after apartment. We all know how it can be. It's not easy. But, we managed and got by despite oftentimes difficult conditions that did affect our mental and physical health. Anyway, here we are today with secure and stable employment and a healthy lifestyle. We even finally managed to save up to purchase our beautiful house. We are in the process of making it our home. Needless to say, we were very excited (overjoyed) to be able to officially call ourselves home owners. When we learned of the development plans at 3300 Rutherford Road, our first thought was "oh no. Not again" - another obstacle to wellness, progress, and life goals. This development will greatly affect our livelihoods in terms of noise and air (not to mention of course people) pollution from the construction and overpopulation of our small parcel of a neighbourhood. My wife currently commutes to the University of Toronto in Mississauga everyday for work. It's not an easy commute and she often arrives home exhausted. There is limited access to the highway from Sweet River Boulevard but hey it could be worse, right? Well, it's going to become much worse with this development (ie. massive congestion!). We believe that the development will make it near impossible for her to arrive on time let alone arrive at all. She may need to seek other employment, which is very stressful. This mixed use development brings a massive influx of people to the area. This neighbourhood simply cannot absorb this number of people. There will not be enough space for people to engage in their daily activities (recreation, commuting, schooling etc). The consequences could include daily motor vehicle accidents, incidents of road rage, and risks to pedestrians including most notable children as there is a school in the neighbourhood. The traffic, noise, and air pollution will greatly affect our physical and mental health, as well as ability to access amenities, which I believe is a fundamental right.

I understand that these types of notes are probably not fun to read but as community members we

must express ourselves if we believe that our livelihood is being adversely impacted. Thank you for taking the time to read this note. We appreciate it. If you would like to contact us to discuss this matter our phone number is [REDACTED]

kind regards,

Tim Jason and Margie Casallas

[REDACTED] Deepsprings Crescent

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] 3300 Rutherford Road Condo Development (OP.23.001 Z.23.002)
Date: Monday, May 6, 2024 10:01:22 AM

From: Margie Casallas [REDACTED]
Sent: Monday, May 6, 2024 9:59 AM
To: Clerks@vaughan.ca
Subject: [External] 3300 Rutherford Road Condo Development (OP.23.001 Z.23.002)

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Sir/Madam,

I want to express my opposition to the mixed-use condo development at 3300 Rutherford Road. I recently moved from Toronto to Vaughan believing that I was making a sound decision only to discover that this small neighborhood is about to be converted into an overcrowded, noise-polluted, and near uninhabitable living space. It is not a secret how difficult it is to save some money for a down payment on a house in the GTA. People make sacrifices to afford steep mortgage payments in the hope that their equity grows. I have serious concerns how this development will jeopardize my investment and that of my neighbours. We already have exposure to noise from Hwy 400 and Rutherford Road. The possibility of even more cars on our narrow streets is unthinkable and stressful. The influx of cars and people from this development will result in daily bottlenecks entering and exiting Rutherford Road from Sweet River Blvd, as well as pedestrian and car accidents. I am greatly concerned (even losing sleep) about how this overcrowded space will affect my and my neighbours' daily commute to and from places of employment. It will be challenging to access basic amenities.

In our small neighborhood, we have two green spaces: Komura Park and Julliard Park. On weekends, both spaces can only support current residents of the neighbourhood. We don't even have proper sidewalks. The plan presented by the developer shows small rooftop and terrace green spaces, as well as inadequate parking spaces. These planned spaces are insufficient for supporting the mass influx of expected residents. Where will these residents park their vehicles? Where will they engage in recreation? Where will their children go to school? The reality is that they will pour into our neighbourhood spaces, which will put a great strain on our limited resources. We will not be able to support both current and future residents.

I chose to live in Vaughan because I felt attracted by a city known as "a great place to live, work and play". This is a city in which "smart ways to grow" is prioritized, and where any change "meets the needs and values of current and future residents..." I ask you this – is the development of approximately 2,009 residential units on land bordering a small neighbourhood with limited resources and already limited access to Rutherford smart? I argue that it is not smart and it certainly does not meet the needs and values of our community. In fact, quite the opposite.

I understand that growth happens and can benefit a community, but the proposed development is unsuitable, and contrary to urban planning ideals such as easing transportation throughout the city, creating more community spaces, and improving citizens' quality of life. Thank you kindly for your attention.

Sincerely,

Margie Casallas Artunduaga
Deepsprings Crescent
[REDACTED]

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] OP.23.001 & Z.23.002 - Resident Feedback
Date: Monday, May 6, 2024 9:18:04 AM

From: Irene Vuong [REDACTED]
Sent: Monday, May 6, 2024 12:43 AM
To: Clerks@vaughan.ca
Cc: Margaret Holyday <Margaret.Holyday@vaughan.ca>
Subject: [External] OP.23.001 & Z.23.002 - Resident Feedback

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Regarding:

- Official Plan Amendment File OP.23.001
- Zoning By-law Amendment File Z.23.002
- Subject: 3300 Rutherford Road

Dear Mr. Mayor and Members of Council,

My name is Irene Vuong, a resident of [REDACTED] Camino Drive in Maple, ON. I am a concerned resident of my small community due to the recent application(s) by 3300 Rutherford Developments Inc. I would like to share my reflection as someone who has lived in the same home with my parents since the day we moved in. This is a long email – I appreciate your patience in reading through.

(Please note I have submitted a request to speak form – it will be a shortened version of this points from this email.)

Some Personal History/Back Story

I am the eldest of 3 children born to my parents. My siblings and I are 1st generation born Canadians. My parents left civil war in their home country of Cambodia in the 80s and have worked in factory jobs doing manual labour for their entire working lives to support the family and give their children the best chance at a good life.

When Maple was being developed in the early 2000's, they looked at different model homes/sales centres with homes for sale as the area was booming with growth. I remember coming to the HR sales centre at Jane and Rutherford when I was a young teenager with my family. I remember I helped ask/translate between my parents and the HR sales associate what else would be developed in the area as it was all new to us (we lived in North York). I remember the Canadian Tire that was already here and the new school that was being proposed and a large mall that would soon be developed. My parents pick a semi based on the model and price; there was a few homes we could pick from and together we pick the home we live in now, [REDACTED] Right" to HR and officially [REDACTED] Camino

Drive” when we moved in. To my parents, this was their dream – to own a home with a bedroom for everyone, a backyard, a driveway, a garage, a place for family gatherings. We have lived here ever since our home was completed in Jan 2004 – 20 years. It’s funny the things we remember when we pause to think about it.

Change/Developments

Over the years, our family and our community has seen a lot of change and growth to this area. We have seen more condos being built in familiar neighbourhoods along Hwy 7 from Jane Street to Weston Road. We have seen condos go up all around Jane and Rutherford and even adjacent to the mall. We saw Maple Auto Mall be built, we saw the relocation of Walmart from Hwy 7 to Applewood Crescent to make room for the extension of the subway into Vaughan. Simply put, we have seen a lot of change and a lot of development in our City in the last 20 years.

Volume of cars increased on the road, more time during peak hours in traffic, more pot holes on the road, more road expansion, more repairs, etc. etc. There was growing pains but seeing the city grow is a great thing – the subway expansion is wonderful, the dedicated lanes for buses on Hwy 7 made sense for the growth and placement of the condos. My sister and brother-in-law decided to buy a home on Jarret Court (within our neighbourhood) because it was close to family, it’s a great community, the subway was near (they commuted downtown daily pre-COVID), and majority of stores/needs were close by.

As I said, there was growing pains for us and for many who lives and or worked where development was occurring but I also see how these changes have benefited us and the growth to our city.

Our Small Neighbourhood

There are many neighbours who are the original owner(s) of their home just like my parents are. Many of us have known each other for 20+ years. When I ask neighbours if they will come speak at the public meeting or send an email, many respond with “What’s the point? They’ll do what they want.”, “We considering moving.” “There’s condos everywhere now; we are wasting our time to fight it.” Honestly, I felt the same way, too. But I saw how hard my parents worked for this home, how we have connected with this community, how we value where we live so that is why I have written this email. It’s for me, it’s for my family, it’s for my neighbours.

Sweetriver Blvd/Julliard Drive

If you look at our neighbourhood on Google maps with the satellite view, you will see we live within a “square”; the lines of the square consist of Canada’s Wonderland Drive, Rutherford Road and Jane Street. Before Maple Auto Mall was built, it was easy and safe to drive in and out of our area. Of course, with growth and a new road that connected to Jane Street, we have seen a lot more traffic over the years as Sweetriver Blvd. became a “short cut” for many during peak travel times as it was an alternative route to get to highway 400 and/or Jane Street (the volume of traffic making a left turn from Rutherford Road onto Sweetriver is significantly busy during peak time).

Sadly, many of these commuters treat Sweetriver as a race track and we have all seen increase of speeding cars trying to make it to the 400 exits or trying to make it to Jane Street. During peak hours, I have seen multiple times the line up of cars that take up the entire length of Sweetriver Blvd

(I have been part of the line many times). The volume of traffic makes it hard for all of us as Sweetriver is the road that majority of us use as it leads us to Jane (via Auto-Vaughan) and to Rutherford towards the highway. Julliard does not have the same volume compared to Sweetriver.

Sweetriver and Julliard are also two roads also connect direct to Vaughan Mills Mall. Sweetriver toward Vaughan Mills is especially busy as the current traffic light gives more time for people leaving Vaughan Mills making a turn towards highway 400 exits. There is only one sidewalk for pedestrians to allow for more time for partons that are mall patrons. As Vaughan Mills is open later on weekends and open during majority of holidays as a “tourist” destination, the residents only “catch a break” with traffic if we travel outside of peak times. It’s become the norm to add 5-10 minutes to the drive during peak time just to *leave* our small area.

3300 Rutherford Road Development

When our family (us on Camino and my sister on Jarret) received in the mail last year the proposed development plans, all we could think was “Really? Condos in *that small* corner?” When we looked at the proposed development, it was truly upsetting to see the number of condos and the height of the condos being proposed.

It was upsetting because as a resident, all the points I mentioned above all of a sudden became a greater worry. All of a sudden, how we were “managing” the volume of commuters on Sweetriver appeared not to make sense. The original proposal in May 2023 was to *added* 7 condos with 3,000+ units to our “square” and up to 35 stories (not including the commercial space). The revised proposal has 2,000+ units with a mix of taller condos and shorter condos (as no one was pleased with the original proposal) – the development company is trying very hard to change the by-laws regarding the high of buildings in our small area. I am equally concerned for the high rises and the revised “low rises” as all the additional units add to the density in our area but no additional roads connecting to Rutherford or Jane are being proposed.

Lost of trust with 3300 Rutherford Developments Inc.

When City Council “strongly suggested” the development company hold a community meeting for input, they did follow through in June 2023. However, it failed miserably. They chose to hold the meeting “Six Park Athletic Centre” – I would assume it’s because it was within the community so points to them there. But it’s an *Athletic* centre – the echoing of the venue made is difficult for us to hear them present and there was other patrons of the venue using the space as we would hear noise (as if someone was playing basketball) nearby. When the two presenters tried to speak, their mic was simply not clear or loud enough (the speaker for the mic was attached to their belt/pants so if you were not right in front of them, you really could not hear). The community was becoming frustrated as it was hard to hear with their choice of mics/speakers and the noise from the venue; there was comments from the crowd that we could not hear. Unfortunately, a gentleman from the development company (on the sidelines) next to me very abruptly got up and loudly yelled at us “Shut the hell up!” (some may recall he swore, but this was my recollection). To say it was “Game Over” is an understatement. I lost trust in them – I lost trust that they wanted to work on their development plan with us as it became clear they wanted as many units as possible while our community was trying to preserve what we had.

Seeing their revised plan for May 2024 with their revisions does not actually address the concerns us or City Council had from our last Town Hall meeting last year. To me, it appears the “massaged” a few things but the concerns are not addressed.

Look at our community – does the development make sense?

We are a small “square” - if you take a bird’s eye view of our neighbourhood you will see this proposal does not make sense for the development at 3300 Rutherford Road.

We are a community of townhomes and semi-detached homes.

We are a community that can see a decision to add high-rises/condos would irrevocably change everything about this neighbourhood.

What the developers have shown in their plan is a “view looking southeast” (attachment 3). It shows an unsuspecting person that these proposed condos ought to “fit” in the plan because you can see all the other condos facing “southeast” around Vaughan Mills. They are showing you density makes sense as it’s all around this plan. **Density in our neighbourhood does not make sense.**

I implore City Council to look at more than just what these Developers *choose* to show you. If I was the developer, I would do what they are doing, too because my goal would be to show you how this can “benefit” you and the community. I would gloss over any *true* concerns as they do not impact me as I do not live there. Ultimately, I would want you to approve changing by-laws so I can make as much in profit as possible with multiple units and move on to my next project. But I am not the developer, I am a resident and I hope City Council can put yourself not only in my shoes but in our community.

What the developers do not show you/do not consider:

- The “short term” impact of construction especially to those right by the site
- The “short term” impact to the property values
 - If the condos get approved many will want to move – the value will drop and/or it will be hard to sell when there is so much construction
- The actual long term impact of adding 2,000+ units
 - The footprint of these condos in this small space
 - The overcast on the streets by Komura Road
 - It’s not a very wise street – this would be considerably too close to existing residential
 - Drive by Vaughan Mills and see how close the new condos are to the mall – it’s too close, it will be a negative impact to our community
- The impact their plans has cause our community for the last year
 - Some sold their homes because they don’t think they will be able to change anything
 - Many like myself have been upset and anxious that our area will loose it’s identity due to greed from developers
 - Many of us do not feel like we’ll be heard because we do not have the purse strings like the developers do
 - It is depressing to feel bullied and defeated already (especially after the outburst from the developer last June)

- The fact that the Vaughan Mills bus hub is at *opposite* end of 3300 Rutherford Road
- It is not a short walk
 - It is not a direct connection to the subway like it is for the condos in “Downtown Vaughan” on Millway/Bent Tree Drive
 - The number of people, families, cars that come with 2,000+ units (if we simply assume 2 people per unit that is adding 4,000 residents)
 - Condos that have been developments in Vaughan have been near major streets or existing commercial
 - Those developments are close to the subway or highway 7 buses
 - Those condos are *not* adjacent to existing homes like ours
 - The impact of maintaining and adding more commercial/mix-used space “short term” and long term
 - The wear and tear to the roads
 - The pollution during construction and after construction with increase traffic
 - Some of the streets in our community that do not have sidewalks; we can walk on the streets now but with increase people it will become very busy
 - The number of units that will be used as rentals/AirBnBs
 - It would be conveniently by Vaughan Mills and Wonderland
 - It could easily become rentals for tourists
 - The existing hotels are south of Vaughan Mills; these condos would be much closer to both attractions (I can see the ad now “walking distance to the mall and Wonderland”)
 - The added volume of traffic to the main exist/entry points of Sweetriver, Julliard, and Auto Vaughan Road
 - The volume will eventually impact smaller streets like Carrillo and Komura
 - If the new development does not have new roads to exit onto Jane or Rutherford or Wonderland the line ups will be longer within the community
 - It will be worse than checking out at Costco in the middle of the afternoon
 - The lack of parking for the units and commercial space
 - There is not sufficient parking for 1 space per unit in their current plans but most households have at least 1 if not 2 cars
 - How many of these condo residents will park on our streets?
 - Will children have to play in between more cars?
 - If condo residents park on our streets, how will this impact the winter with clearing the snow if they park on existing streets?
 - Will they charge visitors of the condo residents visitor parking fees?
 - This occurs at the new condos on Millway Ave/Bent Tree
 - My friend lives there and only the first 15 minutes are free to me
 - If the charge visitors, those visitors will park on streets in the neighborhood to save money

Please visit our community during peak hours, non-peak hours, different days of the week, and on holidays too.

Please consider the influx of people from these condos/units being added to this small area with already congested streets.

Please encourage development that makes sense to our existing community and foot print

(additional townhomes, semis, detached).

Please do not make our “square” feel like we are being boxed in from the top.

As I mentioned I can see how development of our city has benefit us over the last few years; but that development has to make sense. Please do not allow this level of density in this small community. The impacts would be far-reaching and some that we possibly cannot see now but will not be beneficial regardless. If the developers came back with “low-rise” condos only, I still implore City Council to consider the volume of new residents when there are so many units per square feet. Develop the area so it makes sense with our community.

I thank you for your time in reading my email.

Warm regards,

Irene Vuong

■ Camino Drive Resident

C18.
Communication
CW(PM) – May 7, 2024
Item No. 6

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Fw: 3300 Rutherford Road
Date: Monday, May 6, 2024 8:29:37 AM

From: Marilyn lafrate <Marilyn.lafrate@vaughan.ca>
Sent: Sunday, May 5, 2024 7:23 PM
To: flavius anton [REDACTED] Clerks@vaughan.ca
Cc: Gina Ciampa <Gina.Ciampa@vaughan.ca>
Subject: Re: [External] Fw: 3300 Rutherford Road

Your email has now been forwarded to clerks.

Thank you.
Marilyn lafrate
Councillor, Ward 1
Maple & Kleinburg

On May 5, 2024, at 6:52 PM, flavius anton [REDACTED] wrote:

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

To Mrs lafrate,
This is my message to the City Clerk. For some reason the address was not accepted. I expect you mrs lafrate to be the conveyor of my message to the city councilor meeting and to fight for our right to leave peaceful and undisturbed in our community.
Thank you very much,

Flavius Anton

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

From: flavius anton [REDACTED]
To: clerk@vaughan.ca <clerk@vaughan.ca>; Dev Services <devservices@vaughan.ca>
Sent: Sunday, May 5, 2024 at 06:37:27 p.m. EDT
Subject: 3300 Rutherford Road

To City Mayor and City Councilors,
Regarding 3300 Rutherford Road development and Vicinity of Rutherford and Highway 400,

I want to express my totally opposition regarding this development for a number of reasons:
1. No where in Vaughan was a high rise development initiated to actually obliterate an existent house community. You can look along the Jane street there are a lot of high rise developments but they are independent with their own access to the main street in and out.

2. Our community has a single access to the main street Rutherford Road through Sweet River Blvd. Our community of around 2000 people will have to deal with a new community of more than 4000 people to go through same access point to get out to work everyday.

3. This new development has over 2000 apartments with a parking lot of 0.7. That means more than 600 apartments will have NO parking lot. But this area has no access to public transportation because it doesn't exist. What we have so far it is developed for a small number of people not for thousands. This is not downtown Toronto with buses and trams.

4. When we bought our houses more than 20 years ago we were told the plaza is meant for business activities and nothing will change because of close proximity to highway 400. How come now you as a city hall even take into consideration such a request. You know very well it is against the development plans you have made long ago. Please don't mention density of population. Already you have high density in the neighborhood. We can see it with our naked eyes.

5. The developer knows according to the plan he has only one access point through Sweet River Blvd. He tells us will create a lot of business spaces without one parking lot. If you approve this development you will be accountable for all the problems which will appear because of fight over parking spots on the streets around.

I hope the wisdom and not greed will prevail,

Flavius Anton

■ Deepsprings Crescent,

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] 3300 Rutherford development for may 7 meeting
Date: Monday, May 6, 2024 8:22:08 AM

C19.
Communication
CW(PM) – May 7, 2024
Item No. 6

From: O H [REDACTED]
Sent: Sunday, May 5, 2024 10:07 PM
To: Clerks@vaughan.ca
Subject: [External] 3300 Rutherford development for may 7 meeting

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Good afternoon, we, the residents of Komura Rd, object to the proposed construction of 3300 Rutherford Condos. Our reasons for the objection are as follows:

--The picture that they are putting forward as their proposal is not accurate because there are many condos that are being built around that area and therefore the proposed picture should include ALL the plans of future condos around the area to show the massive condo construction that is already happening. Finish what is already started and see if the area can actually function with all the additional traffic/people before proposing more projects

--The construction of 3300 rutherford project will break apart our neighbourhood integrity--right now we are a quiet, family oriented community and we would like to keep it as a safe, peaceful place -- when we bought our houses we wanted to be away from the busy downtown and all the high rises and now those are being pushed onto the community without any consideration of the opinion of people. We do not want somebody watching us in our back yards from the towers-- we want to keep our privacy and established community and the landscape the way it is currently. Please find new places to build instead of ruining existing communities.

— All the condos in the area are already negatively affecting our mental health,it makes us feel claustrophobic and enclosed

--As a community we are already suffering from the traffic and the construction on the Rutherford road that has been going on for the longest time now with no end in sight; please do not add any additional

construction projects where it will take forever with all the noise, dirt, dust, entering our houses and possibly blocking our only tiny road connecting us to Rutherford. This area is developed enough so leave it alone.

--The roads surrounding the proposed site are ABSOLUTELY not able to handle the incoming traffic to the area--the roads and the highway are already very congested with Vaughan Mills traffic and Wonderland traffic--we cannot even exit from our community at rush hour and this is without the new condos being fully occupied with some still under construction; TTC in the area will NOT work because some of us work outside of Vaughan plus all work different places and the only way to get to work in am /pm or on the weekends especially is by car only. Also, the speed limit on Rutherford is only 50 km/hr meaning that this is a residential area all around and not a major road like is being advertised in proposed construction plans. Was the traffic assessment study re-done to reflect the new realities of this neighbourhood?

---also what about the environment? the green space is disappearing with all the condos, many of us in houses have gardens which are not possible in condos; the towers are taking away our skyline, they bring darkness/shadowing plus the extra sewage/waste will have a negative impact, why not invest in green space instead?

--with so many condos that are already being built we are not seeing any additional schools or grocery stores in the plan or the hospitals--the new one is already overwhelmed

--This construction of condos will not solve the "housing crisis" because the prices are so expensive that you need a high income to ever buy one, and also the rent is very high, so for whom are you trying to build? is it really for the people or for corporations?

--Leave the plaza the way it is, we have our medical offices here, pharmacy, dentist, restaurant, dollar store, it is our little island within walking distance where we are able to walk to and stay within community

Thank you very much for your time, as you can see we are very strongly opposed to this proposed construction.

Residents on Komura Rd

--

Item 4 - 6

3300 RUTHERFORD DEVELOPMENTS INC. OFFICIAL PLAN
AMENDMENT FILE OP.23.001 ZONING BY-LAW AMENDMENT FILE
Z.23.002 3300 RUTHERFORD ROAD VICINITY OF RUTHERFORD
ROAD AND HIGHWAY 400

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] stop 3300 Rutherford
Date: Monday, May 6, 2024 11:09:01 AM

C20.
Communication
CW(PM) – May 7, 2024
Item No. 6

From: Marisa Provenzano <Marisa.Provenzano@vaughan.ca> **On Behalf Of** Marilyn lafrate
Sent: Monday, May 6, 2024 11:08 AM
To: hamideh hadi [REDACTED] Clerks@vaughan.ca
Cc: Todd Coles <Todd.Coles@vaughan.ca>; Isabel Leung <Isabel.Leung@vaughan.ca>; John Britto <John.Britto@vaughan.ca>; Gina Ciampa <Gina.Ciampa@vaughan.ca>; Marilyn lafrate <Marilyn.lafrate@vaughan.ca>
Subject: RE: [External] stop 3300 Rutherford

Good morning,

On behalf of Councillor lafrate, I am acknowledging receipt of your email.

Our office will forward your email to the Clerks department so that your concerns become part of the public record and circulated to all Members of Council.

Kind regards,

Marisa

Marisa Provenzano
Council Assistant to Councillor Marilyn lafrate
905-832-2281 ext. 8413 marisa.provenzano@vaughan.ca

City of Vaughan | Office of Councillor, Ward 1- Maple/Kleinburg
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca

Subscribe to Councillor lafrate's [eNewsletter](#).



From: hamideh hadi [REDACTED]
Sent: Monday, May 6, 2024 10:47 AM
To: Marilyn lafrate <Marilyn.lafrate@vaughan.ca>
Subject: [External] stop 3300 Rutherford

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any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Hamideh Habibi

██████████ Casabel Dr.

Maple Ont

██████████
May 6, 2024

Dear Marilyn

I am writing to express my deep concerns regarding the proposed development project at 3300 Rutherford Rd. As a resident of the community, I believe it is crucial to address several issues that contradict the fundamental principles of urban planning and endanger the well-being of our neighborhood.

Firstly, the proposed development fails to align with essential urban planning goals and ideals, such as easing transportation, enhancing community spaces, and improving the overall quality of life for citizens. While development can be beneficial when executed intelligently, the location at 3300 Rutherford Rd proves unsuitable due to its detrimental impact on traffic flow and the strain it would place on our already limited public resources, including green spaces, schools, avenues, and community facilities.

Secondly, it is imperative to consider the broader implications beyond traffic congestion. The proposed project threatens the quality of life in our neighborhood, exacerbating issues such as inadequate infrastructure, insufficient community amenities, and potential negative impacts on mental health, including the increased electromagnetic frequencies from additional WiFi connections from this project.

Furthermore, the lack of sidewalks in our neighborhood poses a significant safety hazard, forcing pedestrians, including children, to walk on the streets, further exacerbating traffic concerns and endangering lives.

Additionally, insufficient parking allocation for the proposed buildings, resulting in a parking deficit of less than one space per household. This shortfall would inevitably lead to increased on-street parking, exacerbating congestion and safety concerns for residents and visitors alike.

In light of these pressing issues, I urge you to reconsider the approval of the proposed development at 3300 Rutherford Rd. Instead, I encourage the exploration of alternative locations that are better suited to accommodate such projects without compromising the well-being and safety of our community.

Thank you for your attention to these matters. I look forward to your thoughtful consideration and action on this important issue.

Sincerely,

Hamideh Habibi and family



Kagan | Shastri
DeMelo | Winer | Park
LAWYERS | LLP

IRA T. KAGAN
General: 416.368.2100 Ext. 226
Direct: 437.781.9549
ikagan@ksllp.ca

File No. 18066

C21.
Communication
CW(PM) – May 7, 2024
Item No. 1

May 6, 2024

By email

Mayor and Members of Council sitting as the Committee of the Whole
City of Vaughan
Vaughan City Hall, Level 100
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Attn: Mr. Todd Coles, City Clerk

Dear Mayor and Members of Council:

Re: Item 4(1), Committee of the Whole Report (Tuesday May 7, 2024)
Woodbridge Go Station Land Use Study
City File No. BU-9571-20
Vicinity – Kipling Avenue and Meeting House Road
Our client: Canuck Properties Ltd.

We are counsel to Canuck Properties Ltd (“Canuck”), the registered owner of the lands municipally known as 8214 Kipling Avenue. Canuck’s property is located on the west side of Kipling Avenue, north of Woodbridge Avenue. Our client’s property contains Woodbridge Foam, its long-time tenant and large multinational manufacturing facility that employs a significant number of employees. Despite being multinational, Woodbridge Foam as its name suggests, started right here.

The Woodbridge Foam site is identified as site 1 on the image below (taken from the city’s study).

Yorkville Office:
188 Avenue Road,
Toronto, ON., M5R 2J1
P. 416.368.2100 | F. 416.368.8206 | ksllp.ca

Downtown Office:
250 Yonge Street, Ste 2302
P.O. Box 65,
Toronto, ON., M5B 2L7
P. 416.368.2100 | F. 416.368.8206 | ksllp.ca

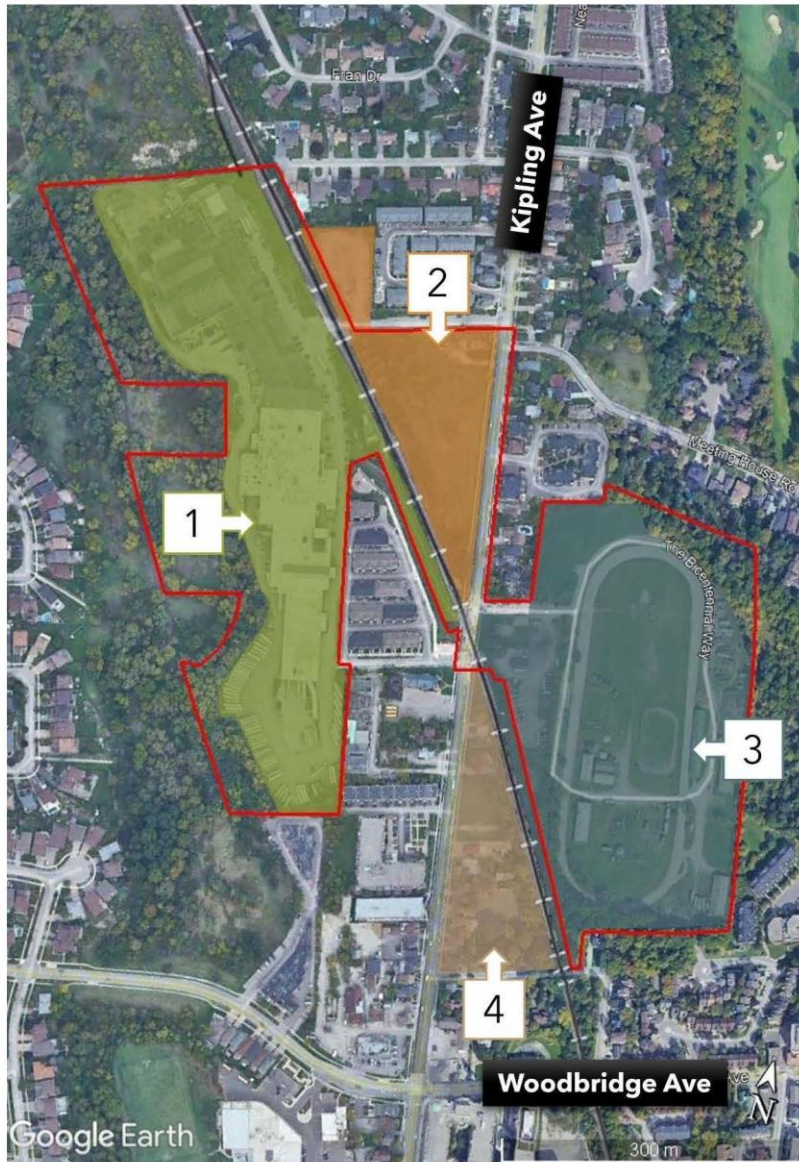


Figure 12: The four potential station locations centred around the Kipling Avenue railway crossing with the ICBL boundaries in red

While Canuck appreciates the importance of expanded public transit in the GTA and for the city to plan for same, its property has been proposed as the preferred site for the GO Station and, accordingly, Canuck has concerns. Its first concern is for the more immediate future and the impact that the city's decision could have on the continued operation of this industrial site. Its second concern is for the longer term and the impact that the city's decision could have on the redevelopment of the site, in accordance with provincial policy and municipal official plan policy.

Canuck and its consulting team have met with city staff and its consulting team to discuss the staff report and the consultant's report. We thank the city for these meetings and believe that they have been productive. We believe that city staff and your consultants understand and appreciate Canuck's concerns and that we collectively are optimistic that a solution is possible which would meet the city's public interest objectives while respecting Canuck's reasonable concerns. This solution will require modifications to the proposed Official Plan Amendment ("OPA") and Canuck is committed to working with the city on this.

NEAR TERM CONCERN - EXISTING INDUSTRIAL OPERATION

Our client's tenant, Woodbridge Foam, plays a very important role in the city's economy. The Woodbridge Foam facility represents a substantial investment in the city and its operation provides important employment for city residents. As drafted the OPA could be interpreted as requiring Woodbridge Foam (or Canuck or any future industrial tenant) to demonstrate that an expansion of the existing industrial operation or even a new industrial operation would "accommodate or not impede" a future Go Station. This is not a reasonable requirement for any industrial operation let alone a tenant looking to commit (or re-commit) to a long-term lease. Things would be different if the Canuck property was proposed to be redeveloped for residential or mixed-use, in accordance with the City's Official Plan, and we deal with that scenario later in this letter. We do not expect that it was staff or the consultant's intent for the proposed OPA to have any application whatsoever in the case of industrial use of the property. While those with skill in reading official plan policy might be able to discern this for themselves, we should not require industrial tenants to possess this skill and thus it would be far better for the OPA to make this perfectly clear. **Accordingly, Canuck recommends and requests that the OPA be modified to state clearly that it does not apply to industrial uses (either existing, expanded or new) and is only intended to apply in the case of redevelopment for non-industrial uses.** Canuck would be pleased to work with city staff and the city's consultant on such modification.

LONG TERM CONCERN – FUTURE REDEVELOPMENT

While Canuck has no immediate plans to redevelop the property for residential or mixed-use purposes, those plans might change if Woodbridge Foam relocates and a replacement industrial tenant cannot be found. The city's Official Plan intends residential uses as the long-term land use for the property. We do not believe that staff or its consultants intended for the OPA to be a barrier to such redevelopment but unfortunately, as drafted, it might well have that unintended consequence. Only Metrolinx will decide if and when a GO Station will be built on the site. Our understanding is that Metrolinx has no current plans for such a GO Station and that a decision on this might be decades away. The redevelopment of the Canuck site for residential or mixed-use should not have to await that long. Moreover, neither Canuck nor the city can or would design a future GO Station. There are many possible design options and each has their own unique land needs both in terms of area and configuration. This is very well illustrated in Figures 14 & 15 from the study (reproduced below). These design options represent only two of possible many and, as is readily apparent, they result in very different parcels that remain available for residential development. Canuck's concern, therefore, is that the OPA as drafted would be very difficult if not impossible for Canuck to comply with since Canuck could not be expected to design a GO Station for the site. Even if it were to do so, the city would presumably share that design with Metrolinx and seek its reaction. Metrolinx might not even respond since it might have no short-term plans for a GO Station on the site or it might prefer that the entire site be reserved for a GO Station (not just the portions proposed in the study options below). Regardless, either scenario has the potential to stifle redevelopment of the site. **Accordingly, Canuck requests that the OPA be modified to address these concerns.** Canuck would be pleased to work with city staff and the city's consultant on such modification.

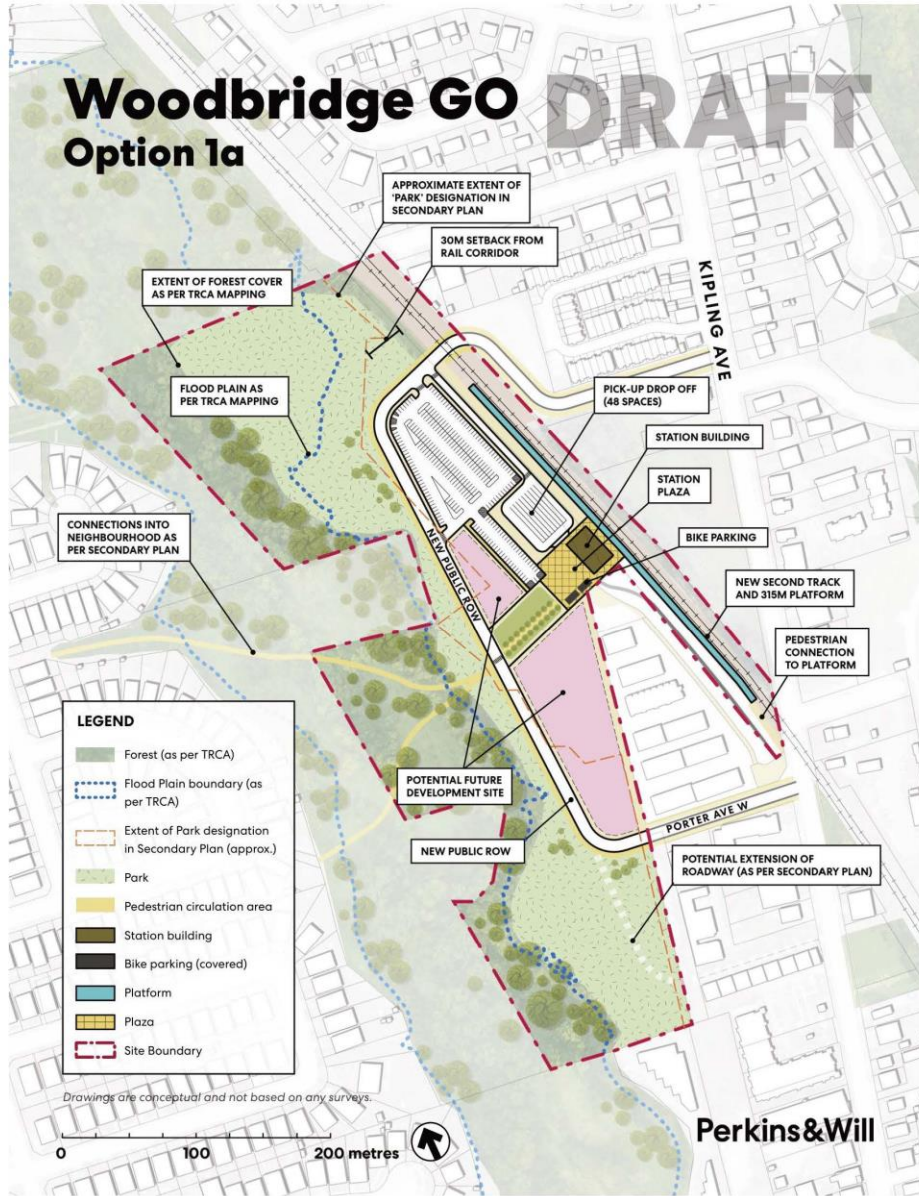


Figure 14: Option 1a conceptual plan for Site 1 and Woodbridge GO Station

Draft for public review – 2024-04-17

Hertel Planning

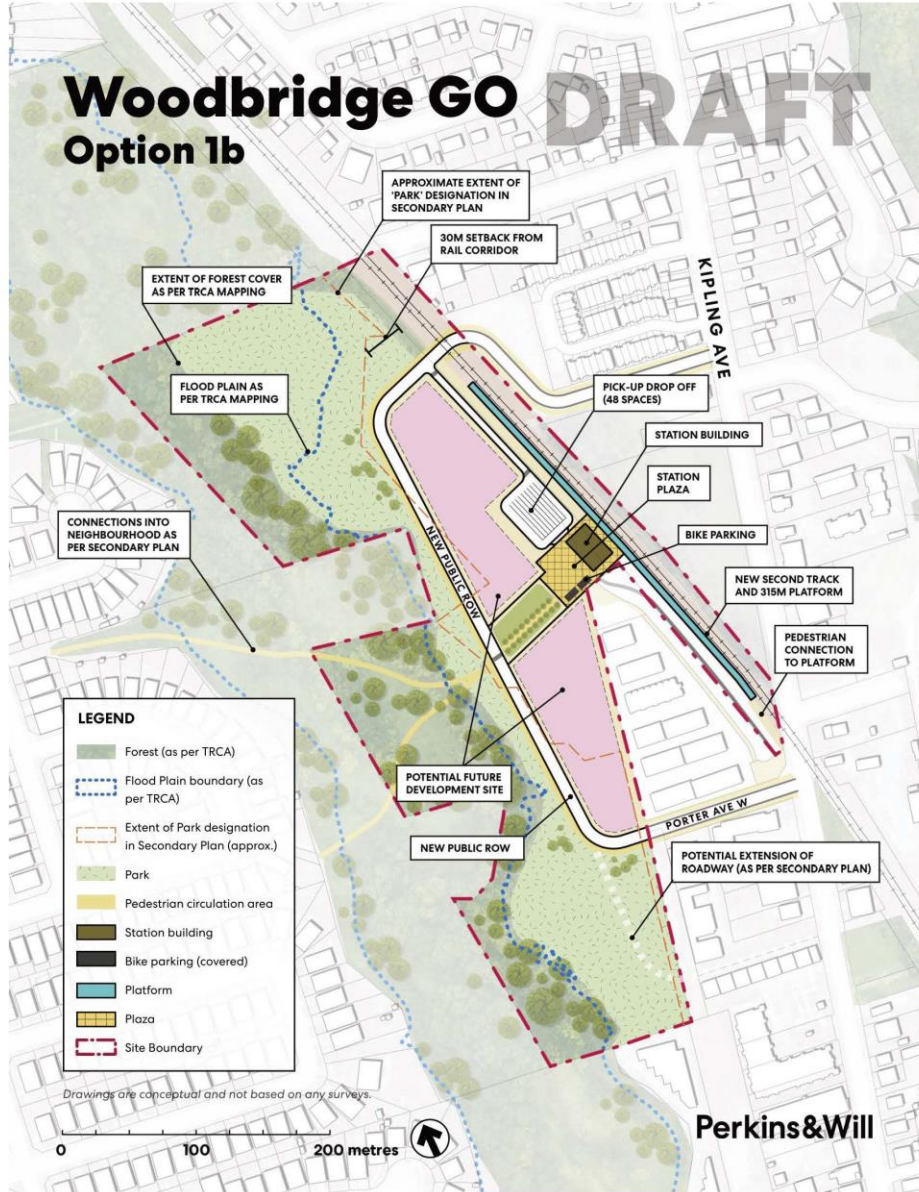


Figure 15: Option 1b conceptual plan for Site 1 and Woodbridge GO Station

Draft for public review – 2024-04-17

Hertel Planning

Thank you for your kind consideration of Canuck's concerns.

KAGAN SHASTRI DeMELO WINER PARK LLP

A handwritten signature in cursive script that reads "Ira Kagan". The signature is written in black ink and is positioned below the company name.

Ira T. Kagan

cc: Client

Humphries Planning Group

Please reply to the: Yorkville Office

C22.
Communication
CW(PM) – May 7, 2024
Item No. 1

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Woodbridge Go Station - Fictional Vaughan-Caledon Go Line
Date: Monday, May 6, 2024 12:30:02 PM

From: IRENE FORD [REDACTED]
Sent: Monday, May 6, 2024 12:22 PM
To: Clerks@vaughan.ca; oprmanager@vaughan.ca
Cc: Minister Of Transportation <tc.ministeroftransport-ministredestransports.tc@tc.gc.ca>; Minister <minister.mah@ontario.ca>; Annette Groves <annette.groves@caledon.ca>; Debbe Crandall [REDACTED] YorkRegion@metrolinx.com; Comments <comments@auditor.on.ca>
Subject: [External] Woodbridge Go Station - Fictional Vaughan-Caledon Go Line

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Hello,

[WOODBRIDGE GO STATION LAND USE STUDY FILE NO. BU-9571-20 VICINITY – KIPLING AVENUE AND MEETING HOUSE ROAD - Committee of the Whole \(Public Meeting\) - May 07, 2024](#)

WOODBRIDGE GO STATION LAND USE STUDY FILE
NO. BU-9571-20 VICINITY – KIPL...

Any local municipal discussion of development on the basis of Go Stations on a line that isn't approved for passenger rail is insanely premature as is clear since Metrolinx isn't even in a position to comment.

Somehow we've had a MZO approved in [Caledon](#) on the idea of a Ghost Go Station and tremendous amounts of municipal money spent, staff time wasted that we don't on something that's clearly not on the provincial radar and appears to be pushed and advocated by landowners.

Finding a Woodbridge Go Station on the agenda is concerning to me since it is premature and is likely pushed for by landowners. perhaps even Council members on behalf of landowners. I seriously question when our political figureheads also mislead the media and the public about future infrastructure decisions instead of focusing on finishing the ones before them, that are feasible & are consistent and exist Transportation Plans at all levels of government.

[Caledon-Vaughan GO Rail Line 'officially' part of Ontario's 30-year transportation plan](#)

I have no issue with setting aside land for a Go Station. I take huge issue with reviewing and approving development at densities based on the idea of transit at some unknown date in the future. I would ask that this be taken into consideration as we update our Official Plan. **NO DEVELOPMENT DENSITIES SHOULD BE CONSIDERED OR APPROVED BASED ON A GHOST GO LINE & STATIONS**

For ease of Council reference here is the Metrolinx letter that validates this.

I appreciate your planning and passive protection of a potential new GO train station in Vaughan. Because the location is not served by Metrolinx/GO Transit and because we have no ownership of the corridor, we do not have the distinct jurisdiction or mandate to comment or formally support the study.


Metrolinx is currently working with MTO on an update to the 2041 RTP over the course of this year, which will expand the plan to 2051 and bring it into conformity with the Ministry of Transportation's [Greater Golden Horseshoe \(GGH\) Transportation Plan](#). Through the Fall and Winter of 2023 and early 2024, we have been working with municipalities to confirm land use growth scenarios and network inputs. The proposed Caledon-Vaughan GO Line, which has also been known as Bolton GO Rail, is currently being analyzed through RTP Update network sensitivity analysis to assess its performance against the latest 2051 land use scenarios. The line was identified as a "Beyond 2041" project in the 2041 RTP and it was not included in the 2051 network of MTO's GGH Transportation Plan. The GGH Plan does note the following action with respect to the Bolton GO Rail service: *"Work with Metrolinx and the Town of Caledon to monitor transit demand and advance the business case for passenger rail service, and continue to protect for future rail service opportunities."*

<https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=168374>

I have also included the Mayor of Caledon in the event she's using some of her strong mayor powers to advance development prematurely. It is rumoured that the MZO in Caledon was intended only to preserve land for the Go Station but came out of Minister Clark's office with a massive amount of non-shovel ready sprawling residential development.

[Caledon's mayor tried to fast-track a massive development. Then the province stepped in](#)

Regards,
Irene Ford



C23.
Communication
CW(PM) – May 7, 2024
Item No. 6

3300 Rutherford Road

Community Public Meeting #2
May 2024

A significantly sized site capable of accommodating a compact mixed-use, complete community, that is respectful of the context



Location: Intensification Corridor

Current/Permitted Use: Commercial

Context: Low-rise residential; high-rise mixed use residential; commercial & retail uses

Connectivity

- Highway 400
- Multiple YRT Bus Routes

Area of planned intensification
(Primary Intensification Corridor
& Intensification Centre)

Vaughan is growing rapidly and urbanizing with **several proposed & approved developments** within the surrounding context, which 3300 Rutherford is consistent with



We have revised the 2023 submission to respond to what we heard from the community & City Staff



Render of 2023 Proposal

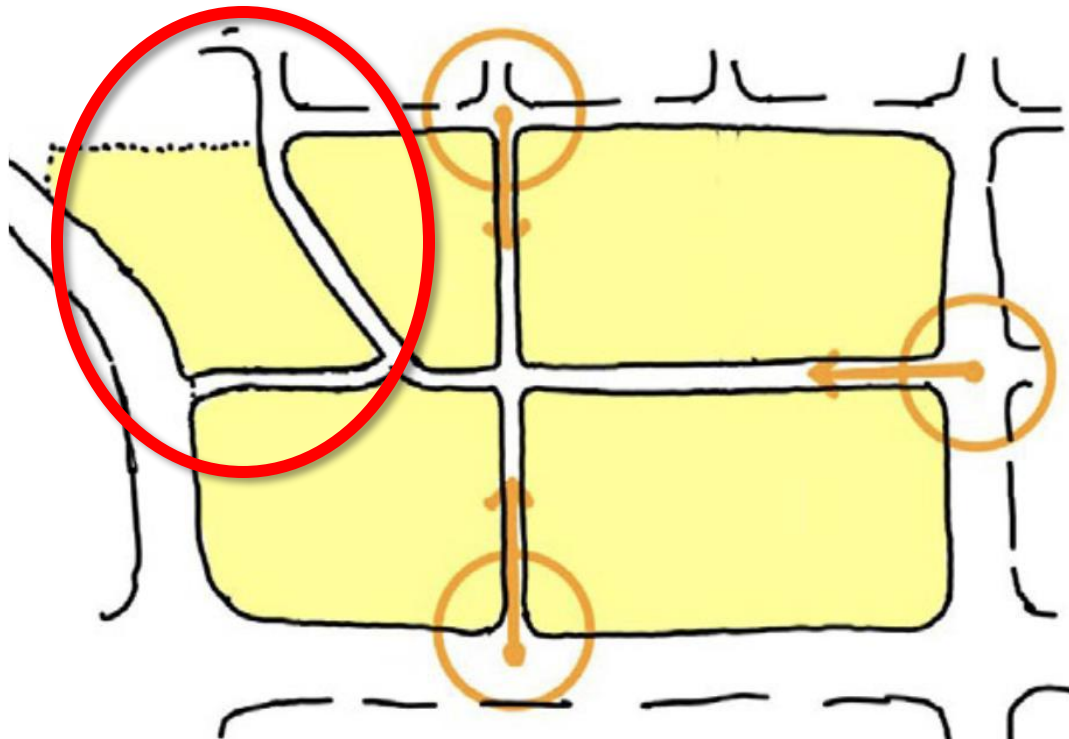
What We Heard

- Density is too high for the location
- Concerns over traffic and circulation
- Reduce tower heights
- Expand the central public park
- Improve the neighborhood interface
- Revisit locations for retail and community use

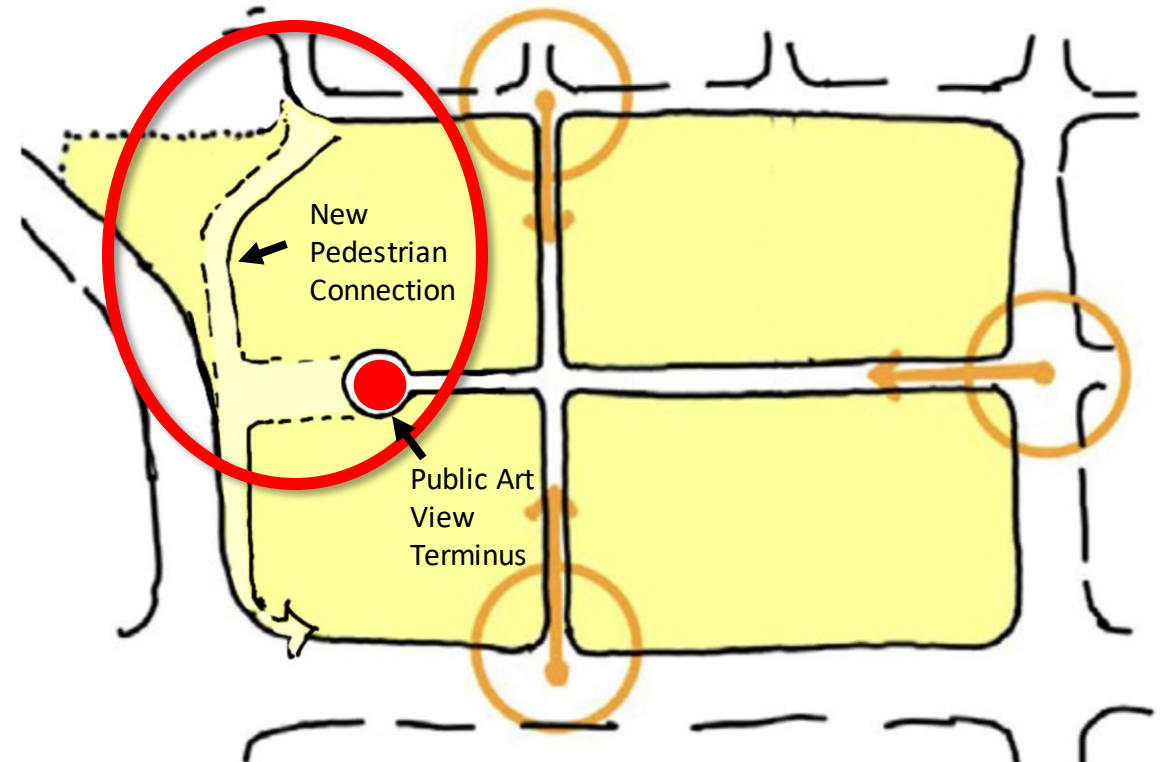
Key Revision: Reduce vehicular connections to the neighbourhood to the north

Key Changes

- Removed vehicular connection to Komura Rd
- Addition of new pedestrian pathway along the western edge of the Site



2023 Initial Proposal

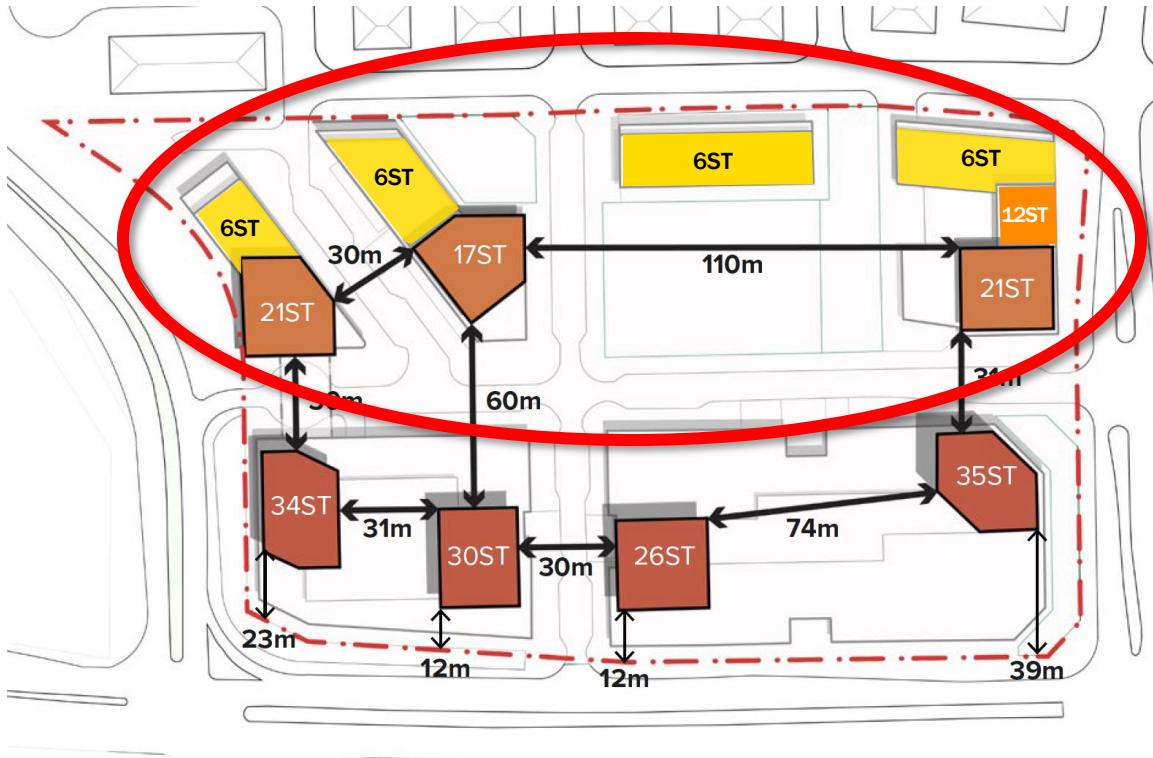


2024 Revised Proposal

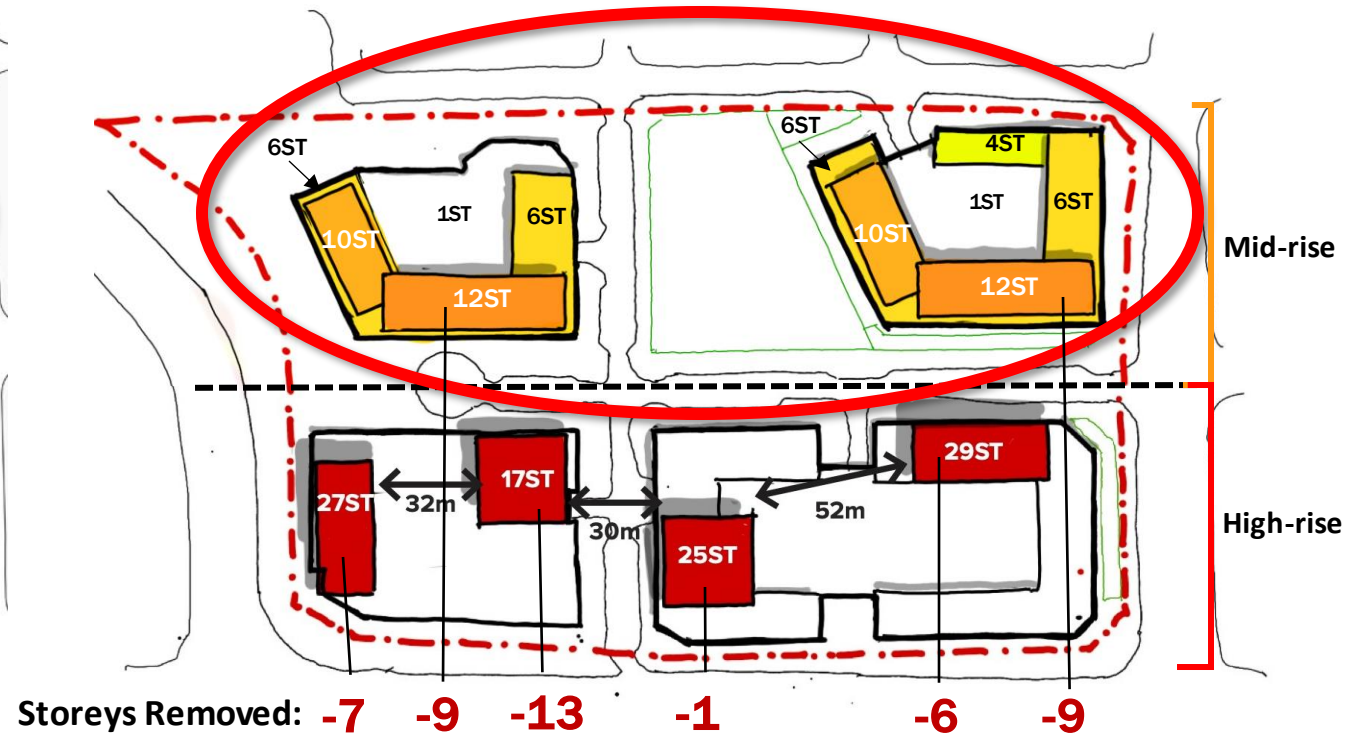
Key Revision: Reduce and refine tower heights and locations

Key Changes

- Height peak reduced from 35 storeys to 29 storeys
- Removal of three towers and introduction of midrise on northern half of the Site
- Greater porosity and pulled back mid-rise



2023 Initial Proposal

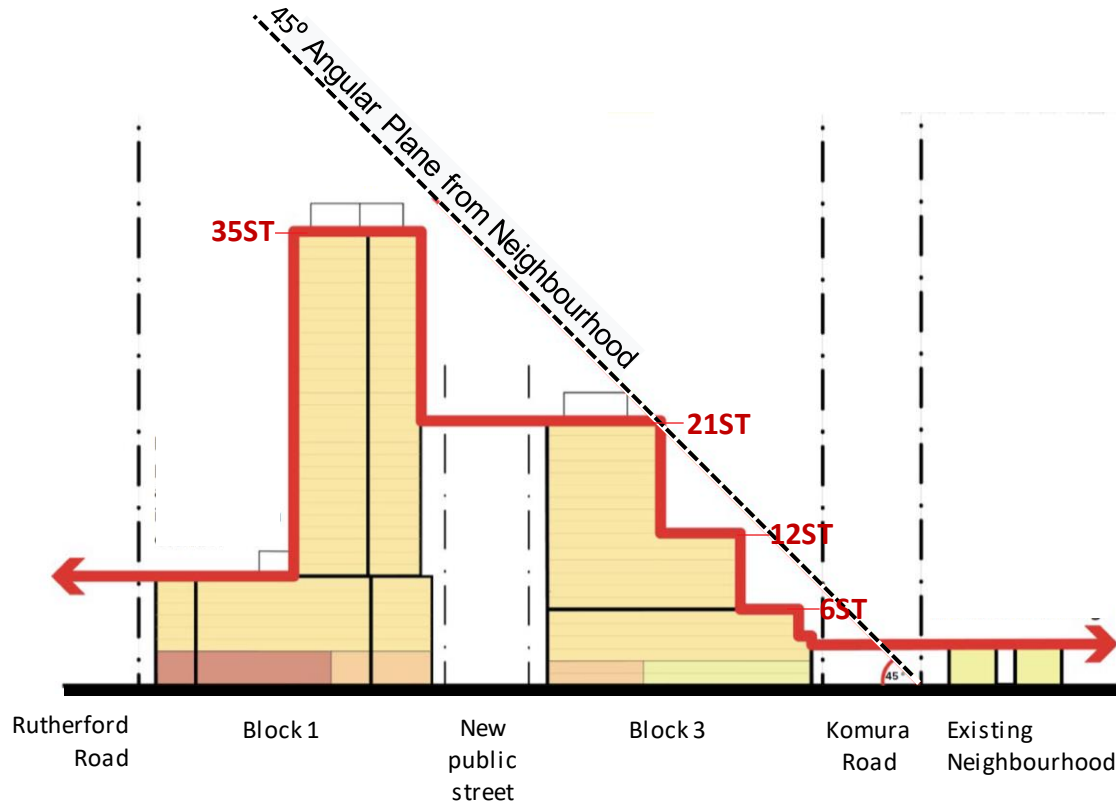


2024 Revised Proposal

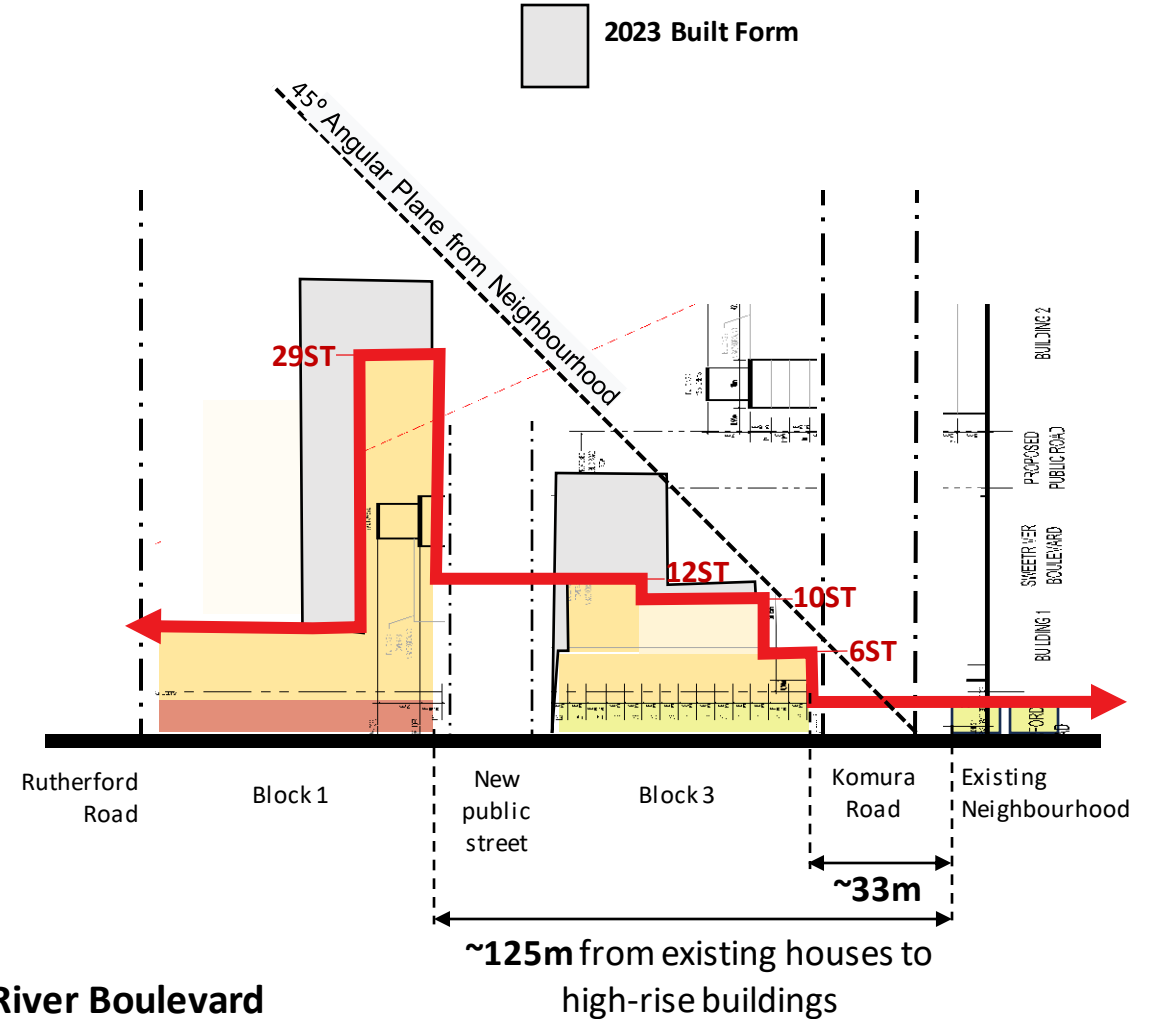
Key Revision: Providing increased built form transition

Key Changes

- Reduction in tower & building heights
- Stepping down of midrise buildings from 12 storeys to 6 & 4 storeys
- Maintaining general compliance with angular plane



2023 Initial Proposal

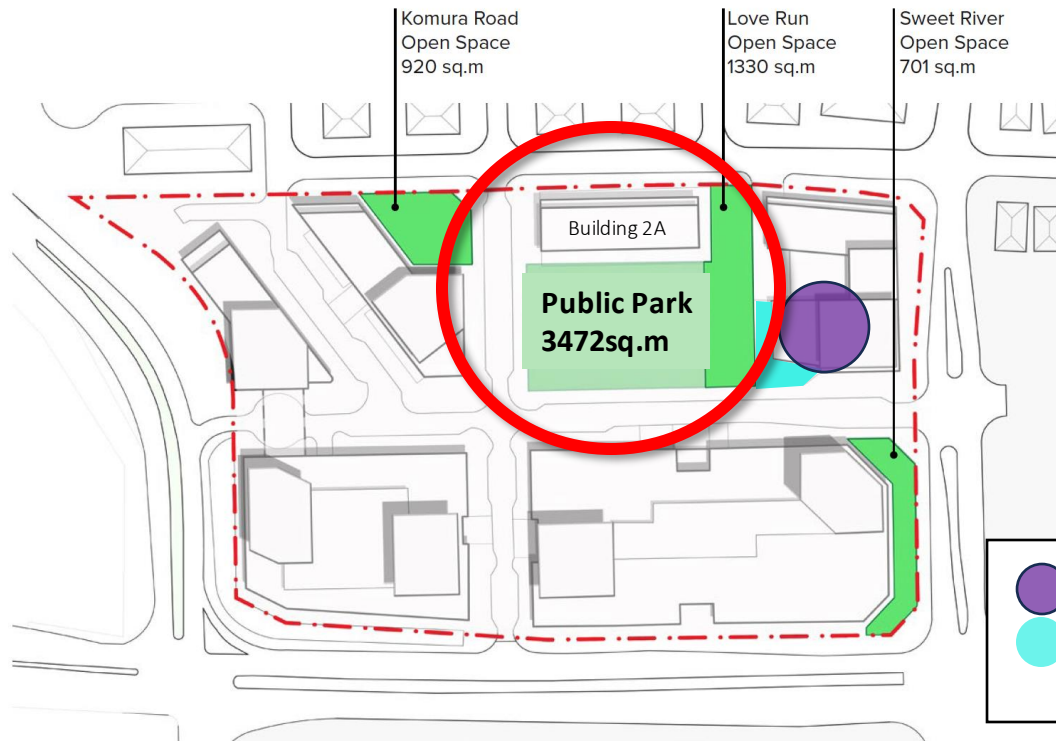


View from Sweet River Boulevard

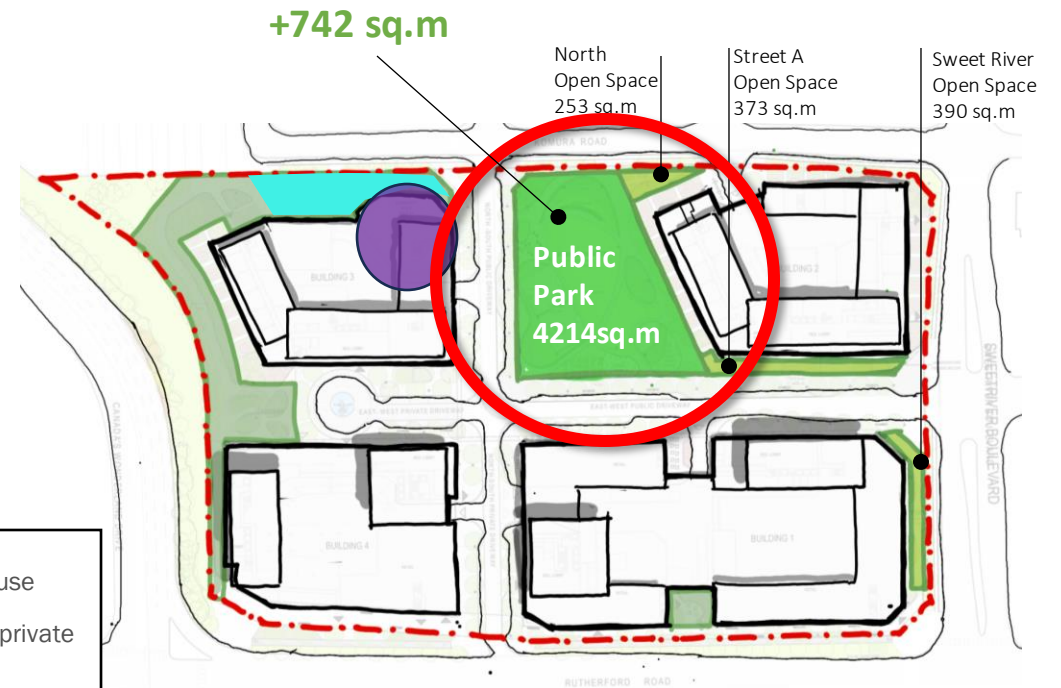
Key Revision: Expand the central Public Park

Key Changes

- Replacement of 6 storey building along Komura Rd with Public Park
- Park interfaces directly with the Neighbourhood
- Public Park size increased by 742 sq.m



2023 Initial Proposal

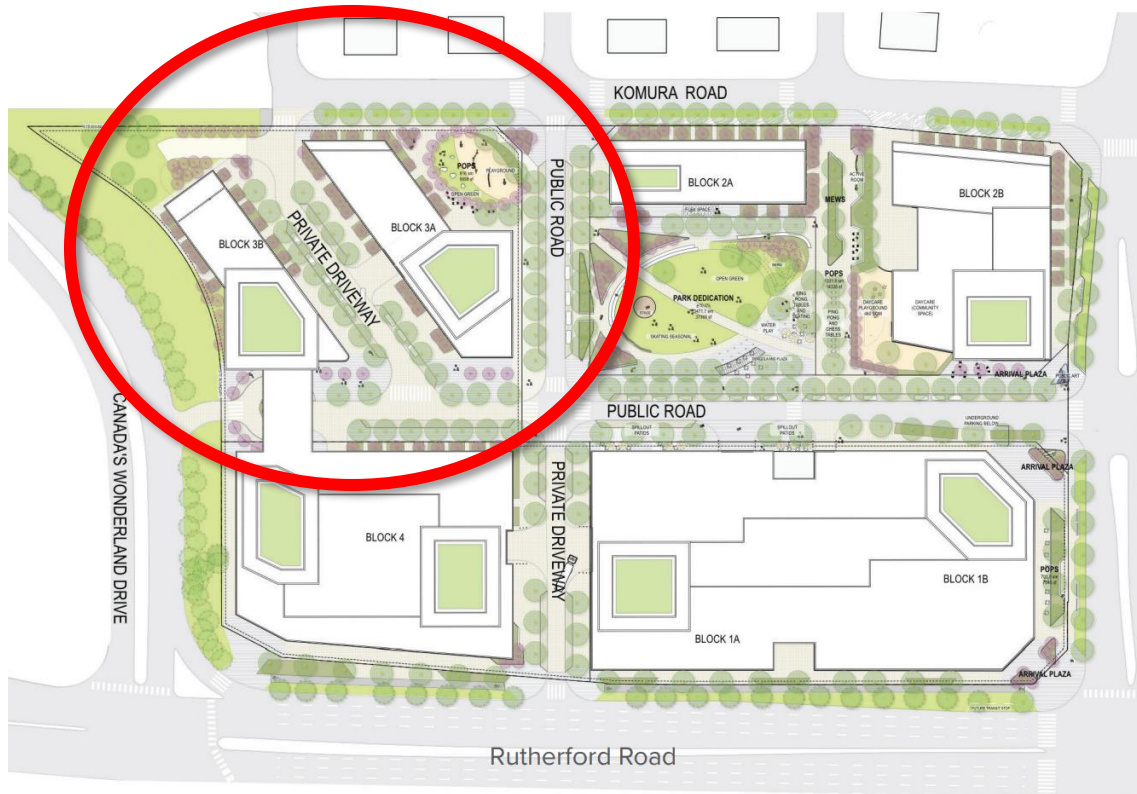


2024 Revised Proposal

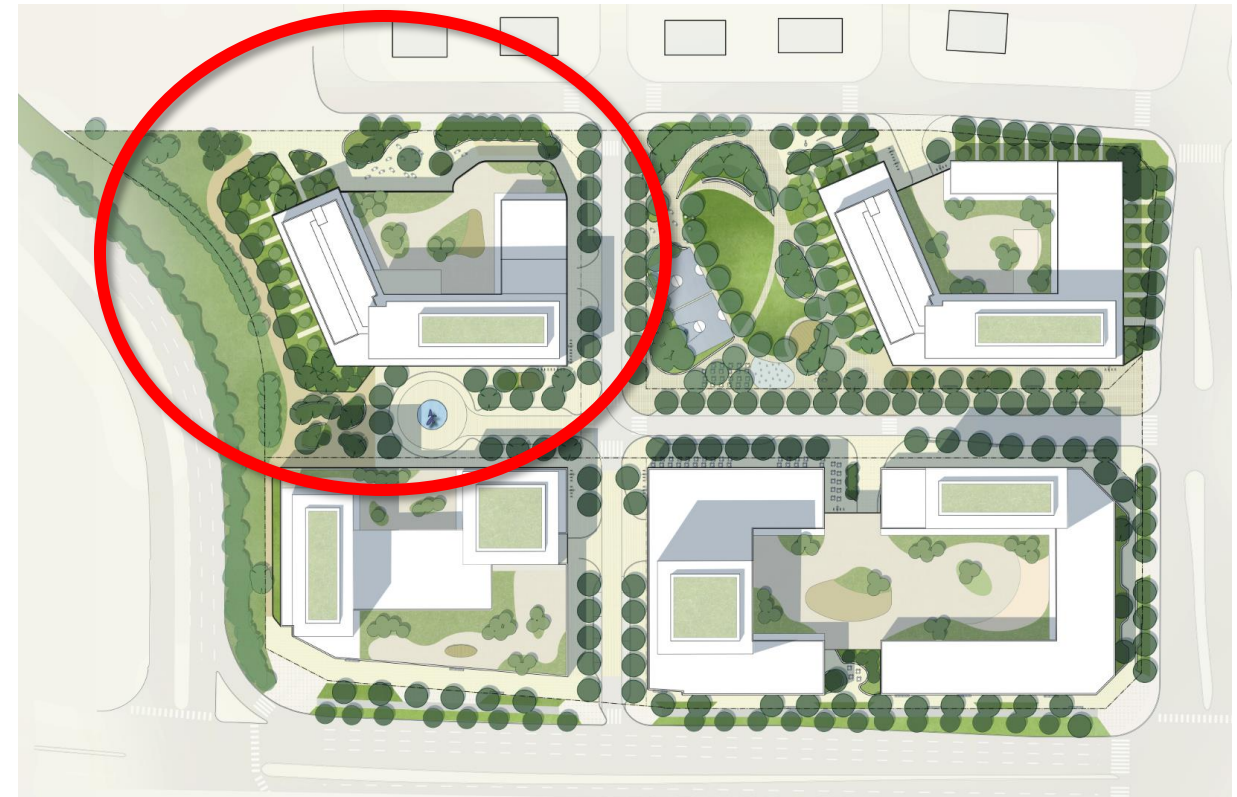
Key Revision: Improve the north-west built form and landscape configuration

Key Changes

- Greater landscape depth along western property line
- Introduction of new pedestrian pathway with generous landscaping and public art



2023 Initial Proposal

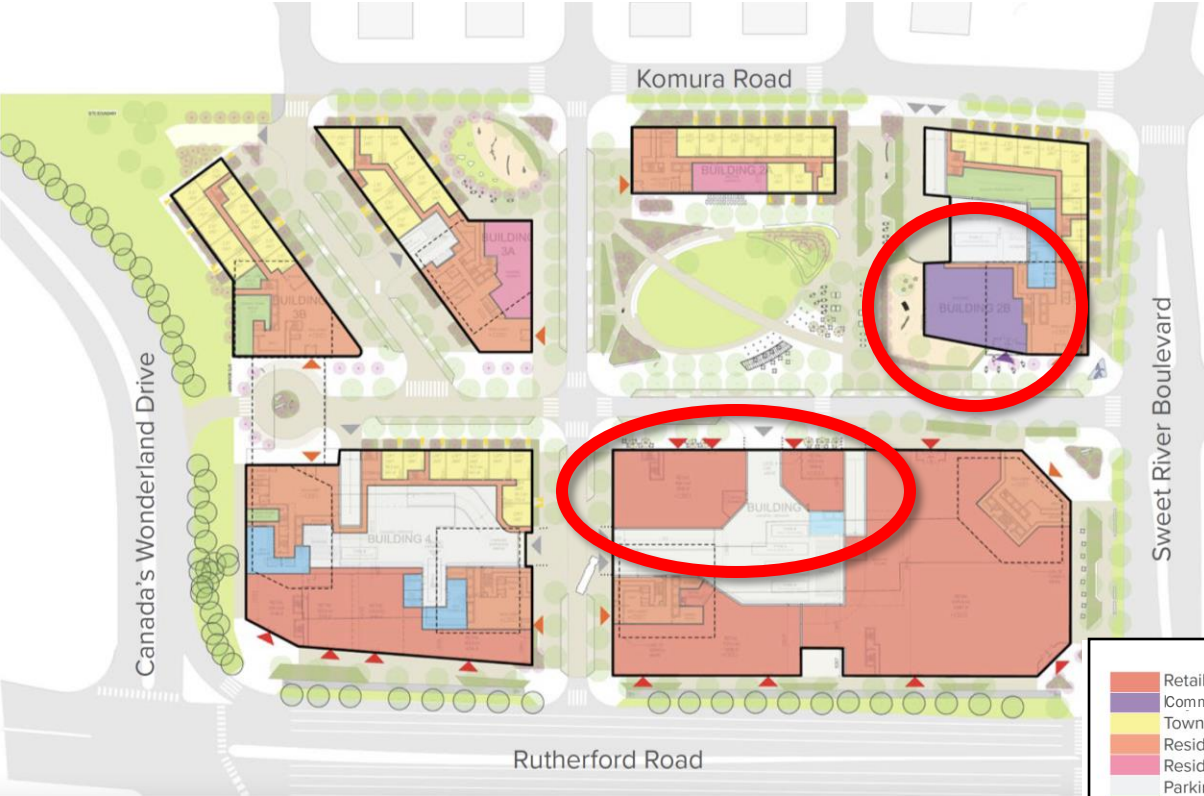


2024 Revised Proposal

Key Revision: Reconfigured community use & ground floor retail

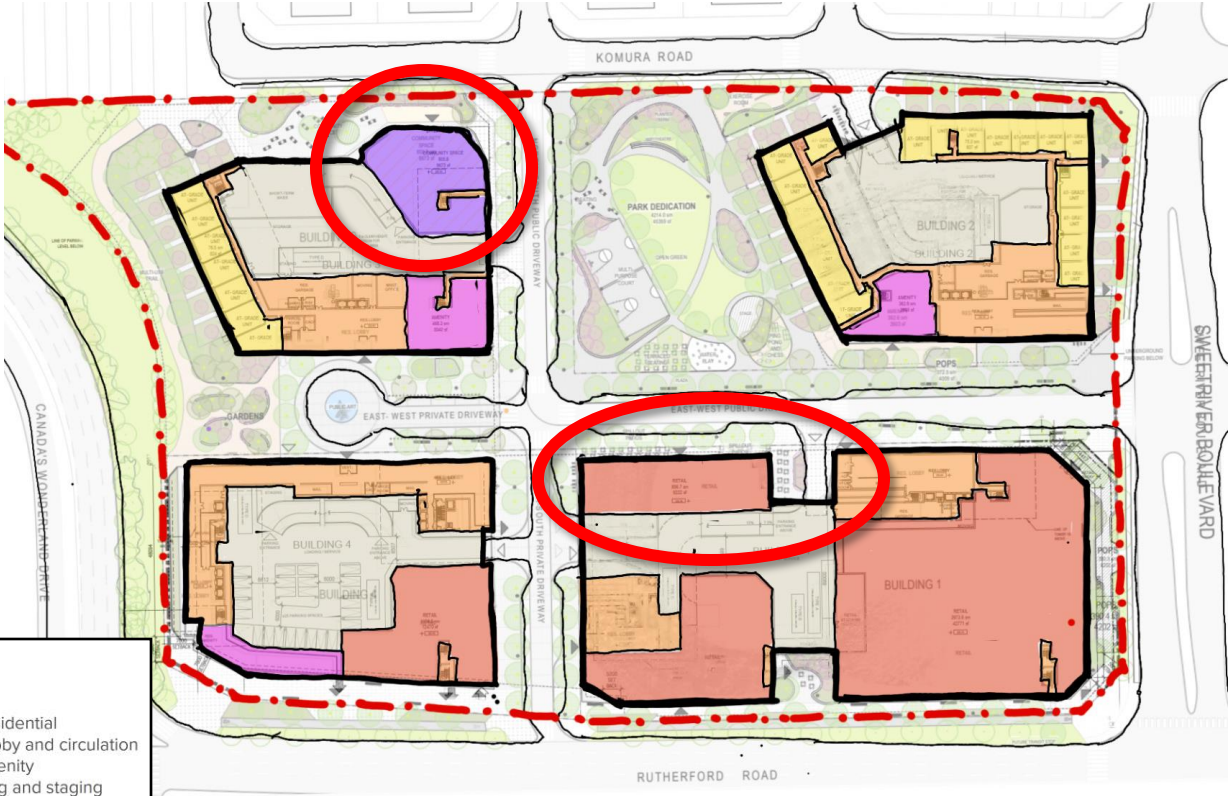
Key Changes

- Relocated community use to improve proximity to Neighbourhood
- Loading and servicing entrances reconfigured to improve ground floor retail



2023 Initial Proposal

Red	Retail
Purple	Community
Yellow	Townhouse residential
Orange	Residential Lobby and circulation
Pink	Residential amenity
Green	Parking, loading and staging



2024 Revised Proposal

2024 Resubmission

The 2024 resubmission maintains the core principles of the original submission to transform an auto-oriented single-use district into a mixed-use complete community centered on a Central Public Park, while responding to key comments from City staff and **reducing dwelling units within the proposal by 35%.**



Render of 2024 Proposal

2024 Submission Statistics

- **Residential Units:** 2,009 (Previously 3,047)
- **Public Park:** 4,214 sq.m / 0.42ha (Previously 0.35ha)
- **Tallest Building:** 29 Storeys (Previously 35 Storeys)
- **Total GFA:** 172,000 sq.m (Previously 218,000 sq.m)
 - Residential GFA: 164,000 sq.m
 - Retail GFA: 7,150 sq.m
 - Community Space GFA: 800sq.m

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Official Plan Amendment File OP.23.001 / zoning By-law Amendment File z.23.002
Date: Monday, May 6, 2024 11:50:59 AM

From: Adrian Nanu [REDACTED]
Sent: Monday, May 6, 2024 11:50 AM
To: Clerks@vaughan.ca
Subject: [External] Official Plan Amendment File OP.23.001 / zoning By-law Amendment File z.23.002

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The building of the proposed high-rise high density housing units at 3300 Rutherford Rd. will greatly affect negatively our neighborhood which was planned and built as residential only.

I am firmly opposed to this development for the following reasons:

1. High density housing will greatly decrease my property value. It will increase already congested traffic, overwhelm existing schools, medical clinics, pharmacies and various stores.
2. The planning allows for 0.7 parking space per unit, for 2000 units (and includes provision for parking on side streets). This will result in parking of cars on the adjacent streets. Our streets do not have sidewalks. Children on their way home after the school bus drop off, elderly people and residents walk on the small, narrow streets. The parked cars and increased vehicular traffic will create dangerous situations, affecting the safety of people.
3. The units will inevitably attract Airbnb, which will inevitably create noise, crime and drug use.
4. The high rise buildings will block the sun to my backyard, the construction will create noise and dirt, diminishing the quality of my life.

Sincerely yours,
Adrian Nanu

C25.
Communication
CW(PM) – May 7, 2024
Item No. 6

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] 3300 Rutherford Rd:OP.23.001 / Z.23.002
Date: Monday, May 6, 2024 12:01:59 PM

From: Leon Lau [REDACTED]
Sent: Monday, May 6, 2024 12:01 PM
To: Clerks@vaughan.ca
Subject: [External] 3300 Rutherford Rd:OP.23.001 / Z.23.002

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Reasons I don't agree:

- 1: The buildings are going to block most of the sunlight of those houses near by, especially in winter, they will need to spend more to warm up the house.
- 2 : Komura Rd is a small street, it is not possible to share with an other condense community.
- 3: Here is the major exit for 400 N for Vaughn Mill, and all of us.

From Leung Fai Lau
[REDACTED] Pikaka Court

C26.
Communication
CW(PM) – May 7, 2024
Item No. 2

May 6, 2024

Office of the City Clerk
Vaughan, ON

Dear City Clerk:

Re: Applicant's (Block 27 Landowners Group Inc.) Proposed Block Plan Committee of the Whole (Public Meeting) – May 7th, 2024 at 7:00 pm

My name is John Skurdelis and I am one of the non-participating owners and own a lot within the boundaries of the proposed Block Plan of the Block 27 Landowners Group Inc. My property is municipally known as [REDACTED] Keele Street, Part of Lot 29, Concession #4 which is located in the south west corner of the intersection of Keele Street and Collector Street #2. I have the following concerns, in brief:

1. My corner lot has the zoning of mid-rise mixed use residential with the highest density/height zoning in the Secondary Plan (“**SP**”) and has been incorrectly shown in the Block Plan (“**BP**”) as mid-rise residential with lower density/height zoning. The BP has also incorrectly labeled the corner lot on the northwest corner of the intersection of Keele St. and Collector Street #2. This reduces the overall amount of mixed-use space in the BP.
2. The Collector Street #2 has been relocated as it approaches Keele Street from the interior of Block 27. This is problematic for many reasons.
 - (a) The relocation of Collector Street #2 has not been justified. The Environmental Report which may justify the relocation has not been completed nor has it been made available for public review. Accepting the relocation of Collector Street#2 is premature without supporting studies.
 - (b) Notwithstanding no. 2 (a) above, the relocated Collector Street#2 does not appear to approach Keele Street at 90 degrees, it removes frontage from my corner lot and makes it into an interior lot without justification or planning rationale, it provides an undevelopable wedge of land frontage on Collector Street#2.

As already noted by the City of Vaughan in their list of concerns, the Applicant has not provided enough information and details to date regarding the proposed roadways. This new relocation of Collector Street#2 and it's negative effects on my corner lot just seems to exacerbate the current incompleteness of the proposed Block Plan with regard to the roadways. Collector Street #2 is significant in that it is the only east to west through street from Keele Street to Jane Street in the entire BP and given its proximity to the Kirby GO Station Hub.

Respectfully,

John Skurdelis

C27.

Communication

CW(PM) – May 7, 2024

Item No. 6



**NO TO
3300 RUTHERFORD
DEVELOPMENT**

MAY 7, 2024

A stylized, monochromatic map of a city grid. The map features a network of streets and roads in light gray against a darker gray background. A specific neighborhood in the center is highlighted with a lighter gray overlay. A thin white line originates from the text below and points to a small white dot within this highlighted area. The overall aesthetic is clean and modern.

**THIS IS OUR
COMMUNITY**



**THIS IS THE PROPOSED
SITE LOCATION**

A dark teal map background with a red square highlighting a specific location. The map shows a network of roads and some green spaces. The red square is located in the lower-middle part of the image, centered under the text.

**WE ARE SURROUNDED BY HIGH
VOLUME AREAS THAT ALREADY
IMPACT TRAFFIC**

A stylized map of a portion of Vaughan, Ontario, Canada. The map features a grid of roads in light gray. A prominent vertical green band, representing Highway 400, runs through the center-left. Several areas are highlighted in bright green: 'CANADA'S WONDERLAND' at the top, 'AUTO MALL' to the right, and 'VAUGHAN MILLS & PLAZAS' at the bottom. A red rectangular area is highlighted in the center, situated between the green zones and Highway 400. The text labels are in white, bold, sans-serif font.

**CANADA'S
WONDERLAND**

**AUTO
MALL**

**HWY
400**

**VAUGHAN MILLS
& PLAZAS**

The background is a dark teal map with light grey street outlines. Several thick red lines are overlaid on the map, indicating areas of heavy traffic congestion. These lines run vertically and diagonally across the frame. A small, rectangular yellow area is highlighted on the map, located in the lower-middle section, possibly representing a specific point of interest or a major intersection.

ROADS OF TRAFFIC WITH HEAVY CONGESTION



Sweet River Blvd.

Jane St.

Highway 400

Julliard Dr.

Rutherford Rd.

Fishermans Rd.



SECTION 1

ByLaws & Policies

GMU

GENERAL MIXED-USED ZONE

WHAT WE ARE CURRENTLY UNDER

- ① ● Mix Commercial
- Offices
- Institution Uses

* EXISTING COMMERCIAL AREA*

HMU

HIGH-RISE MIXED-USED ZONE

WHAT THEY WANT TO CHANGE TO

- ① Mixing with Residential
- NOT ALLOWED -

GMU

GENERAL MIXED-USED ZONE

- ② Per VOP (Vaughan Official Plan)
 - Mid-rised mixed-use
 - 8 Storeys
 - FSI (Floor Space Index)
2.5 Times. Also known as
FAR (Floor Area)

HMU

HIGH-RISE MIXED-USED ZONE

- ② 12 Storeys

- NOT ALLOWED -

GMU

GENERAL MIXED-USED ZONE

- ③ Per (Vaughan Metropolitan Centre Secondary Plan)
 - Policy 2.2.5 – Intensification Area. Mix centre + corridors
 - Vaughan Metropolitan Center must have tallest buildings and greatest densities in the city @ Subject Lands

HOWEVER: Rutherford Road

- Primary Intensification Corridor
- Is the subject land Boundary
- South of Rutherford – Subject Land
- North of Rutherford
- Community Commercial Mix-Use
- Maximum 6 Storeys high
- FSI 1.5 Times

HMU

HIGH-RISE MIXED-USED ZONE

- ③ Developers are at the wrong side of the Subject Land Boundary
 - Lowest Building
 - 12 Storeys
 - FSI – 4.56 Times

– NOT ALLOWED –

GMU

GENERAL MIXED-USED ZONE

- ④ Per VOP 4.2.1.14
 - Due to noise, environmental and truck concerns, areas directly next to Provincial highways should be protected for Non-Residential Purposes

HMU

HIGH-RISE MIXED-USED ZONE

- ④ Residential: 2,009 Units
 - **NOT ALLOWED** -



SECTION 2

Health Impacts

Health Impacts

- As per Tim Jason (PhD in Population Health Specializing in Health Geography)
 - Drastic Life changes can impact one's health
 - Development Massive changes in our neighbourhood will and already is affecting our lives
- Studies show traffic congestion lead to greater emotional health effects:
 - **Stress: 80.4%**
 - **Nervousness: 74.2%**
 - **Aggressiveness: 52.2%**
- Long driving hours – Sitting in traffic for long periods daily will lead to:
 - **Back pain: 66.8%**
 - **Pain in legs: 56.7%**
 - **Headaches: 43.4%**
 - **Dizziness: 28.8%**

Health Impacts (*Continued*)

- Mental Health will deteriorate in the neighbourhood
- Population in the neighbourhood has a high concentration of Seniors, Children and Retirees. A population that planned to live in a **QUIET**, **PEACEFUL** and **SAFE** neighbourhood environment
- Increase risk during any future:
 - Contagions
 - Infections
 - Pandemics
- **PRESENTLY:** We are already dealing with **STRESS** and **ANXIETY** in our families due to the Developers plan to make such a **MASSIVE** development in our neighbourhood.



SECTION 3

Parking

Parking Concerns

- Developers have 2,009 residential Units and Parking Spots. In total 2,506
 - Assuming 1 car per residential unit (**NOT REALISTIC**)
 - 2,506 also includes parking for the commercial units? If so, parking is short counted
- Most of the neighbourhood residents own multiple vehicle, parked in their driveways
- We have a by-law that does not allow us to park on the streets
- Most of the neighbourhood have **NO SIDEWALKS**
- Safety is already an issue, pedestrians have to walk on roads
- Allowing parking on the streets will be **UNSAFE** for Pedestrians
- Due to **HIGH VOLUME** of traffic in the neighbourhood – **PARKING ON THE STREETS** will cause a problem for traffic to flow
- If the By-Laws to park on the street are changed, the neighbourhood will also move into the streets



SECTION 4

Traffic



TRAFFIC

Per VOP (Vaughan Official Plan) 4.2.1

- Concentrates on street types
- Streets have specific profiles and characteristics
- Traffic Volume Range
- Right-of-way width
- Capacity for Transit

TRAFFIC IMPACTS

MAIN STREETS TO MAKE SURE VOP 4.2.1 is followed are:

- ***Komura Rd.***
 - No sidewalks
 - Narrow street
 - Not fit for big volume of traffic
- ***Sweet River Blvd.***
 - Narrow street
 - Presently used as a main road to avoid Jane traffic
 - Traffic is already **VERY CONGESTED**
 - Daily 3PM - 5PM – Traffic is bumper to bumper between the Auto Mall on Sweet River Blvd going towards Rutherford
 - Due to stress drivers become aggressive and don't make full stops at the Stop sign

TRAFFIC IMPACTS (Continued)

- ***Sweet River Blvd. (Continued)***
 - In a good day it takes 15-20 minutes for traffic to clear per vehicle
 - Pedestrians are always in danger crossing the street to get to their homes
- ***Rutherford Rd.***
 - Very congested
 - Cars are bumper to bumper from 7AM - 9AM and 3PM - 6PM
 - Due to stress, drivers get aggressive and they speed through red lights
 - There has been multiple accidents in the intersection where pedestrian have been hit as well

PHOTOS

May 3rd,
2024



PHOTOS

May 3rd,
2024



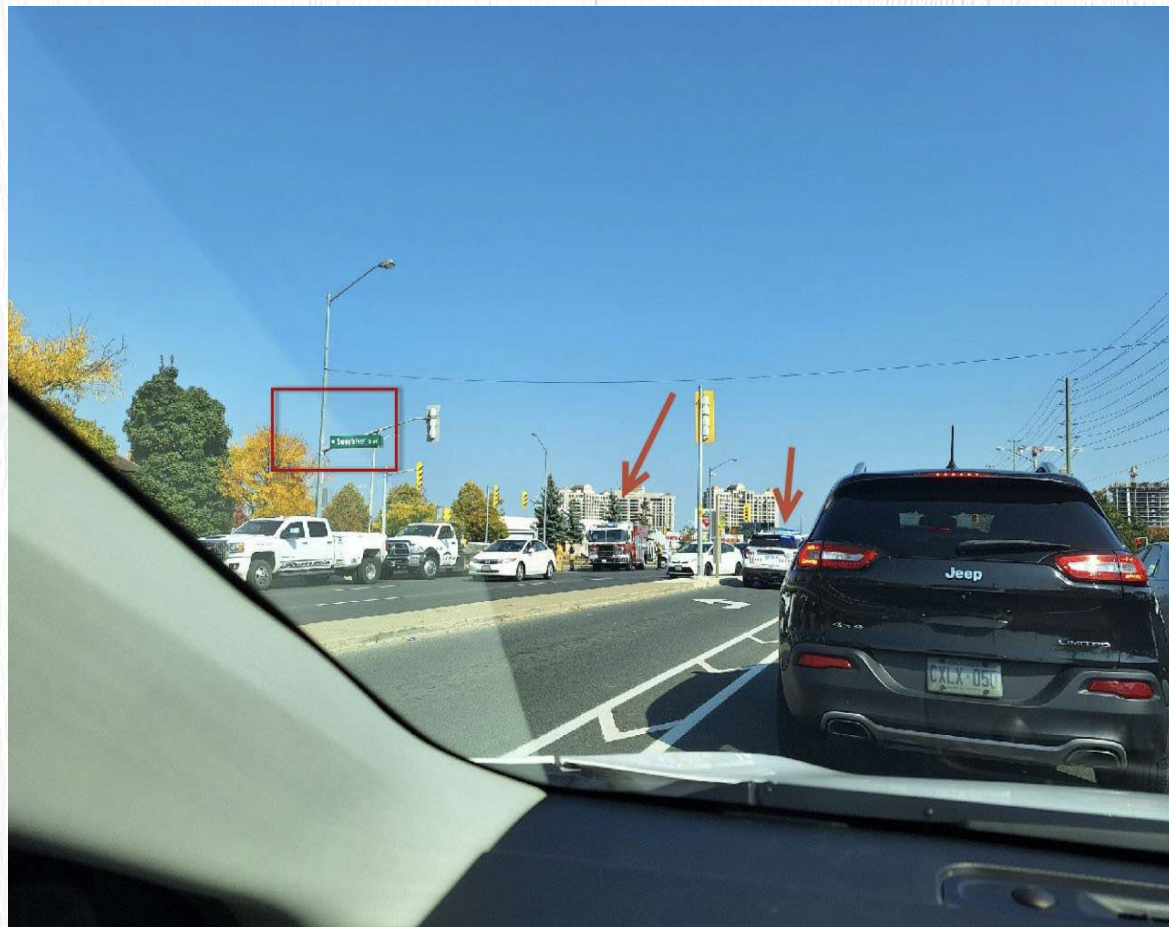
PHOTOS

May 6th,
2023



PHOTOS

Oct 2nd,
2023





CLOSING REMARKS

- **NO AMENDMENTS to our existing By-Laws and City plans**
 - **Zoning By-Law 001-2021**
 - **VOP – Vaughan Official Plan**
 - **VMCSP – Vaughan Metropolitan Centre Secondary Plan**

- **LACK OF AMENITIES, the development will put a HUGE strain in:**
 - **Schools**
 - **Roads**
 - **Hospitals**
 - **Environment & Park Lands**
 - **Parking**
 - **Traffic**

- **Crime: Crime will increase – Proof of evidence (Buildings at Hwy 7 & Jane)**

FINALLY: Developments are supposed to Benefit the neighbourhood/community

- **We get 0 benefits**
- **100% gain on HEALTH DETERIORATION**
- **100% of MENTAL HEALTH ISSUES**
- **100% STRESS AND ANXIETY**

- **Developers/Owners GAIN MILLIONS OF DOLLARS**

An aerial photograph of a city, likely Rutherford, New Jersey, showing various buildings, streets, and green spaces. A large, semi-transparent red prohibition sign (a circle with a diagonal slash) is centered over the image. The word "THANK YOU" is written in large, white, sans-serif capital letters across the center of the red sign.

THANK YOU

OUR COMMUNITY SAYS NO TO
3300 RUTHERFORD DEVELOPMENT

C28.

Communication

CW(PM) – May 7, 2024

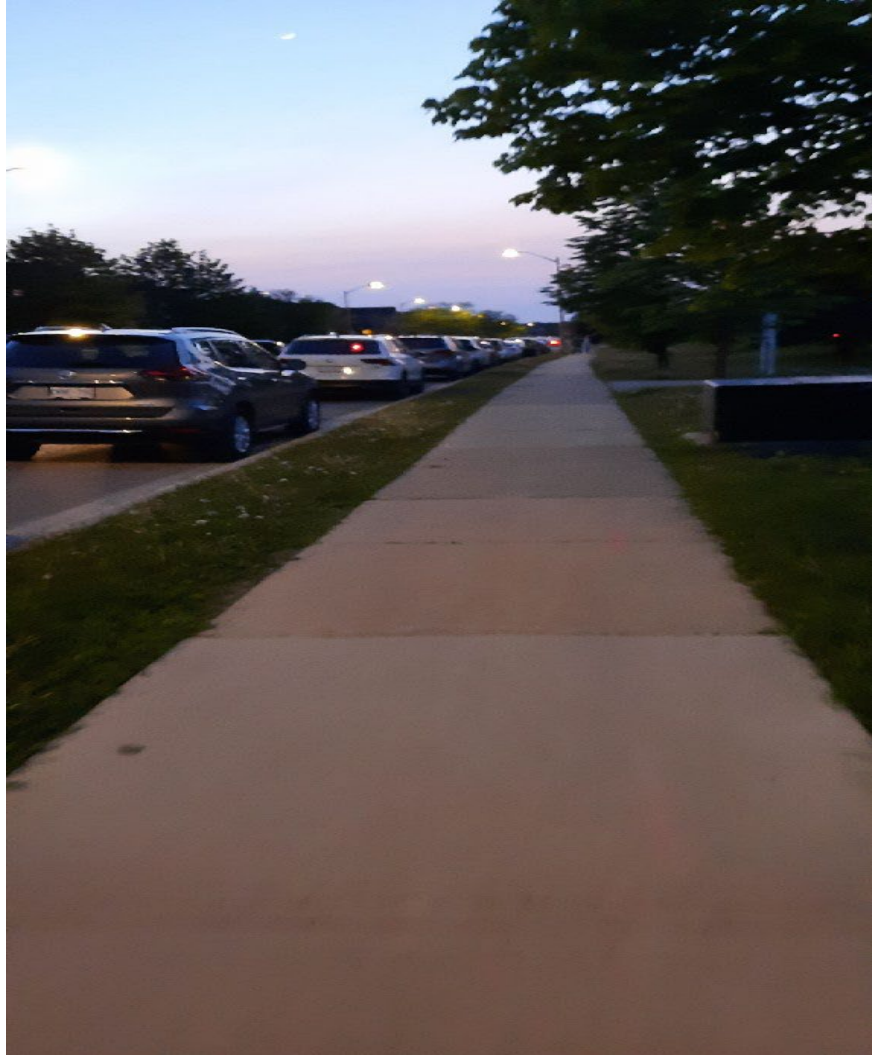
Item No. 6

Traffic in the Jane and Rutherford Area

May 6, 2023



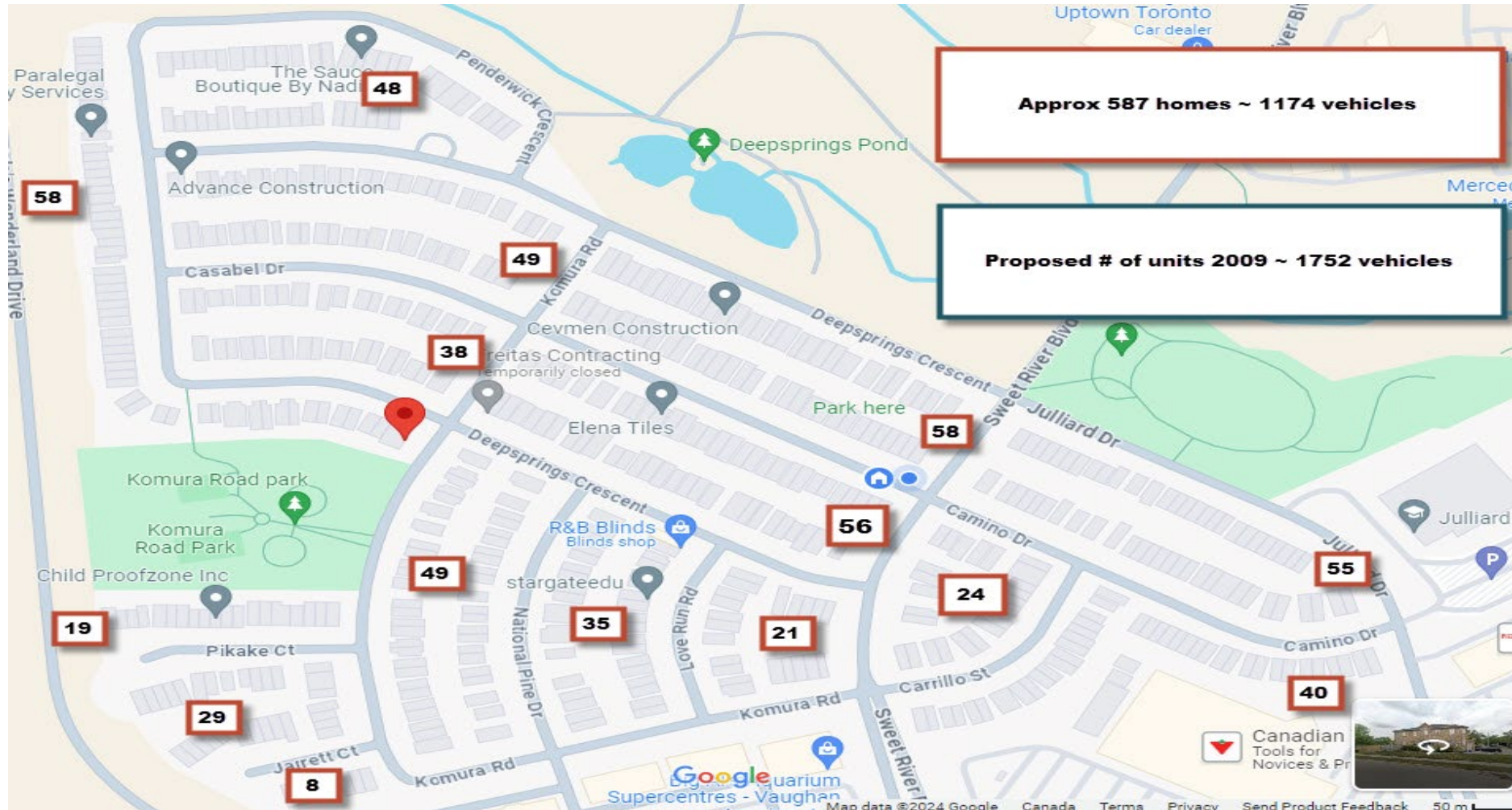
May 21, 2023



Oct 2, 2023

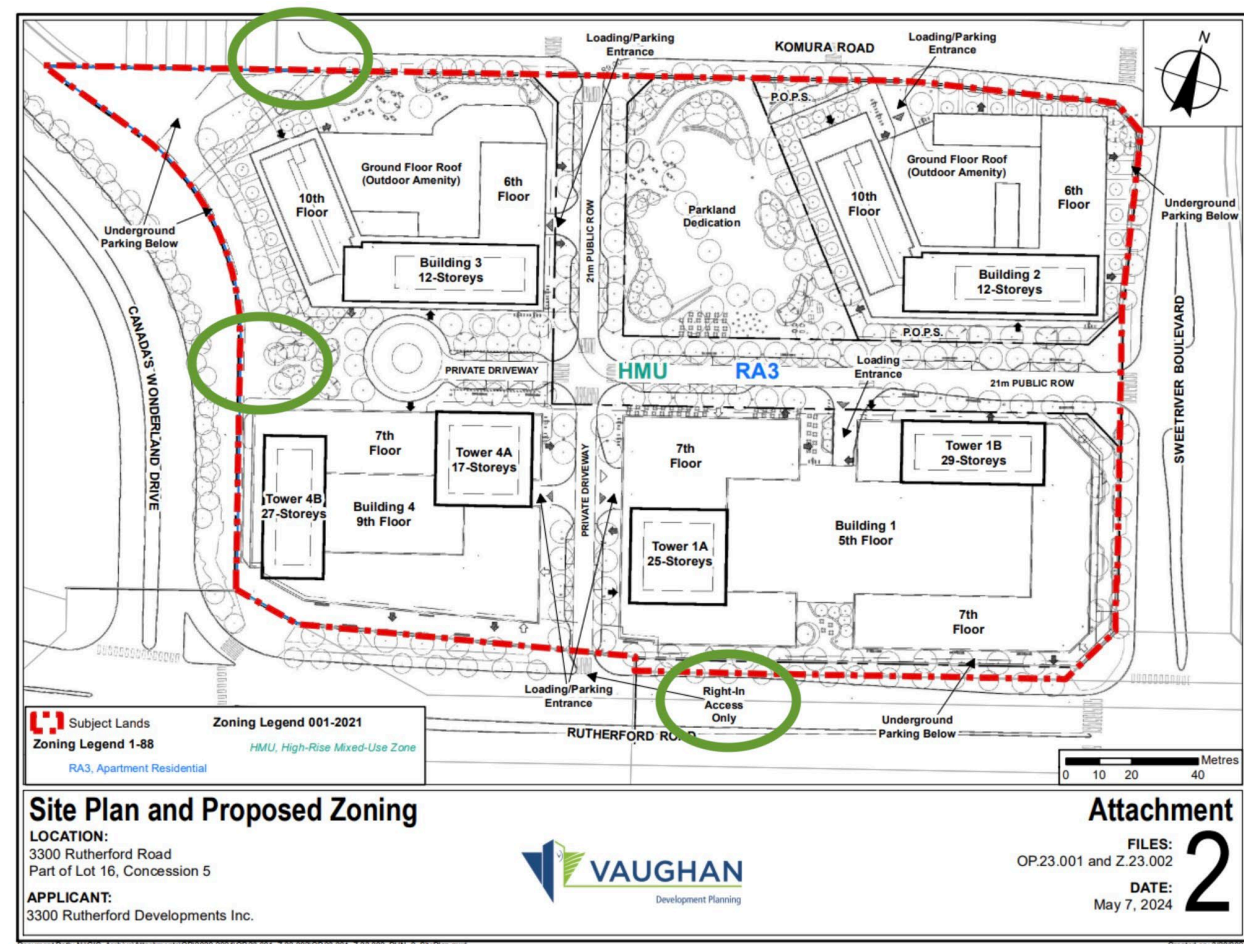
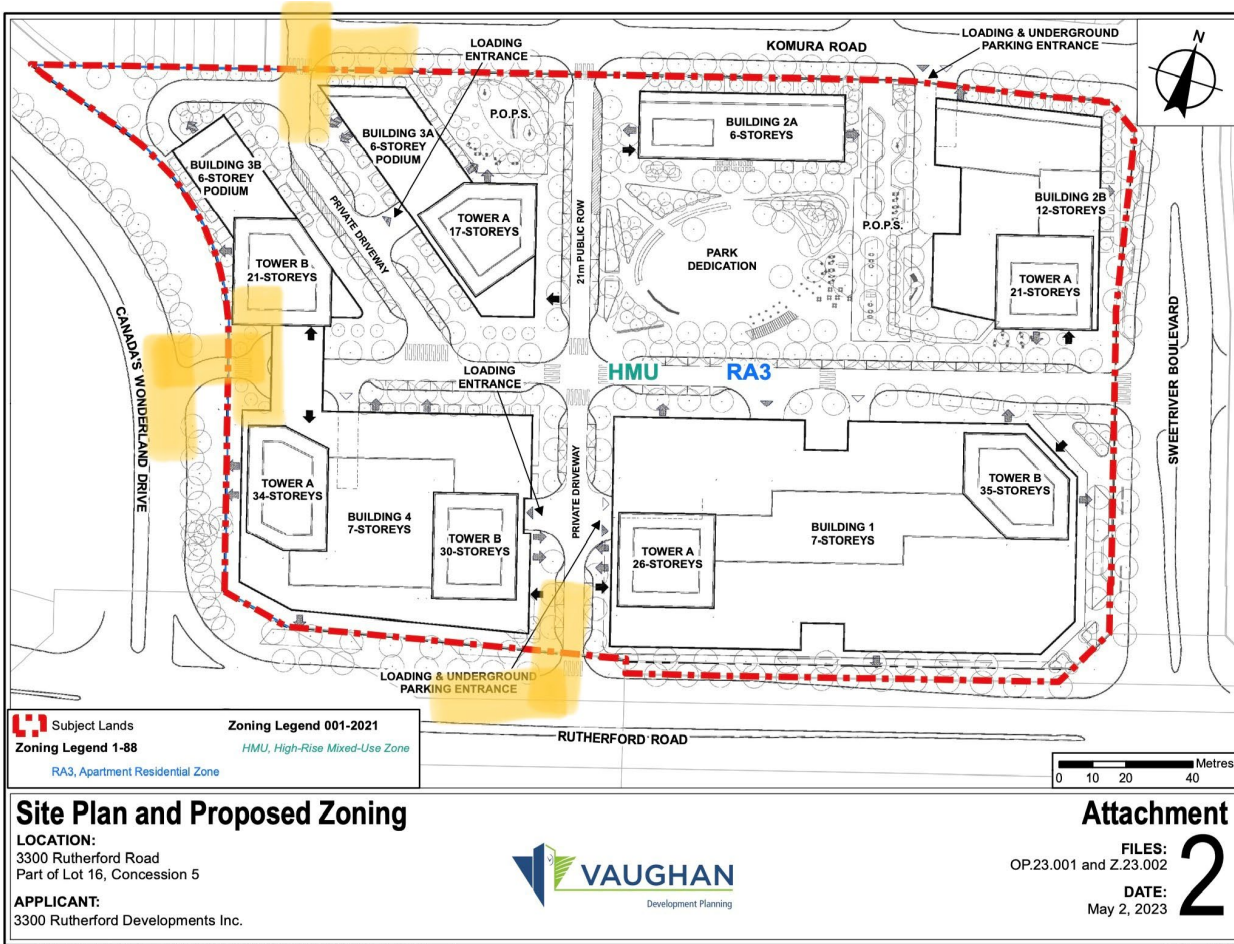


Current homes to vehicle ratio



C29.
 Communication
 CW(PM) – May 7, 2024
 Item No. 6

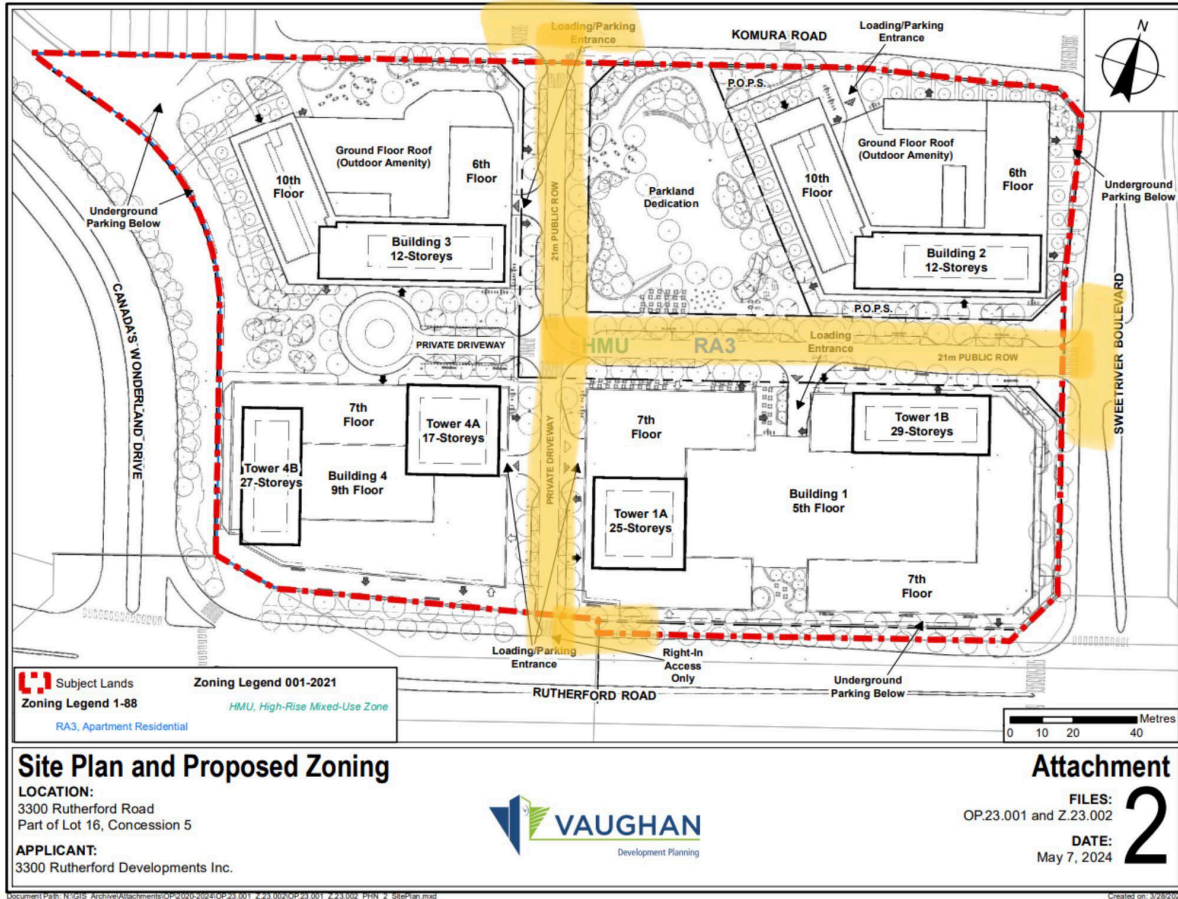
New Connections Removed



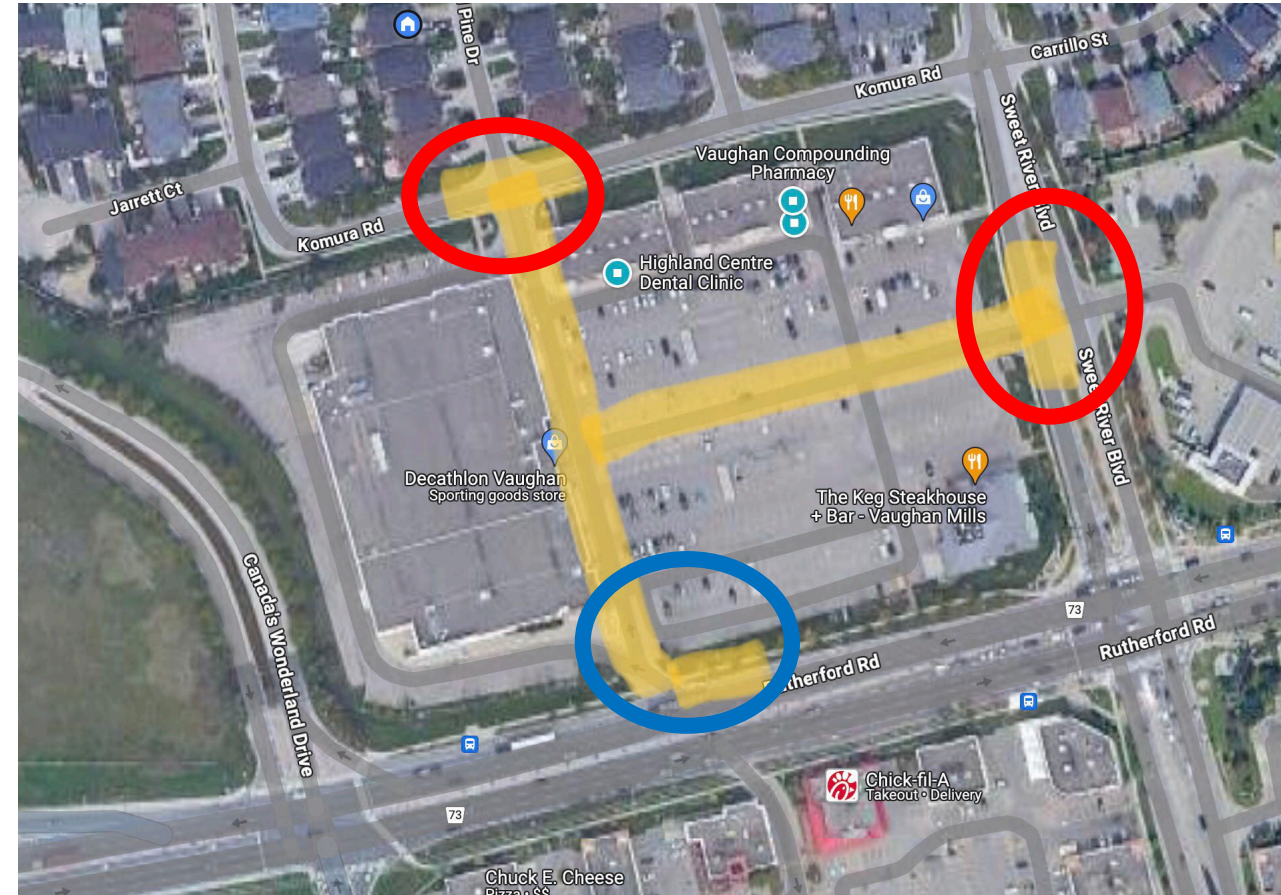
2023

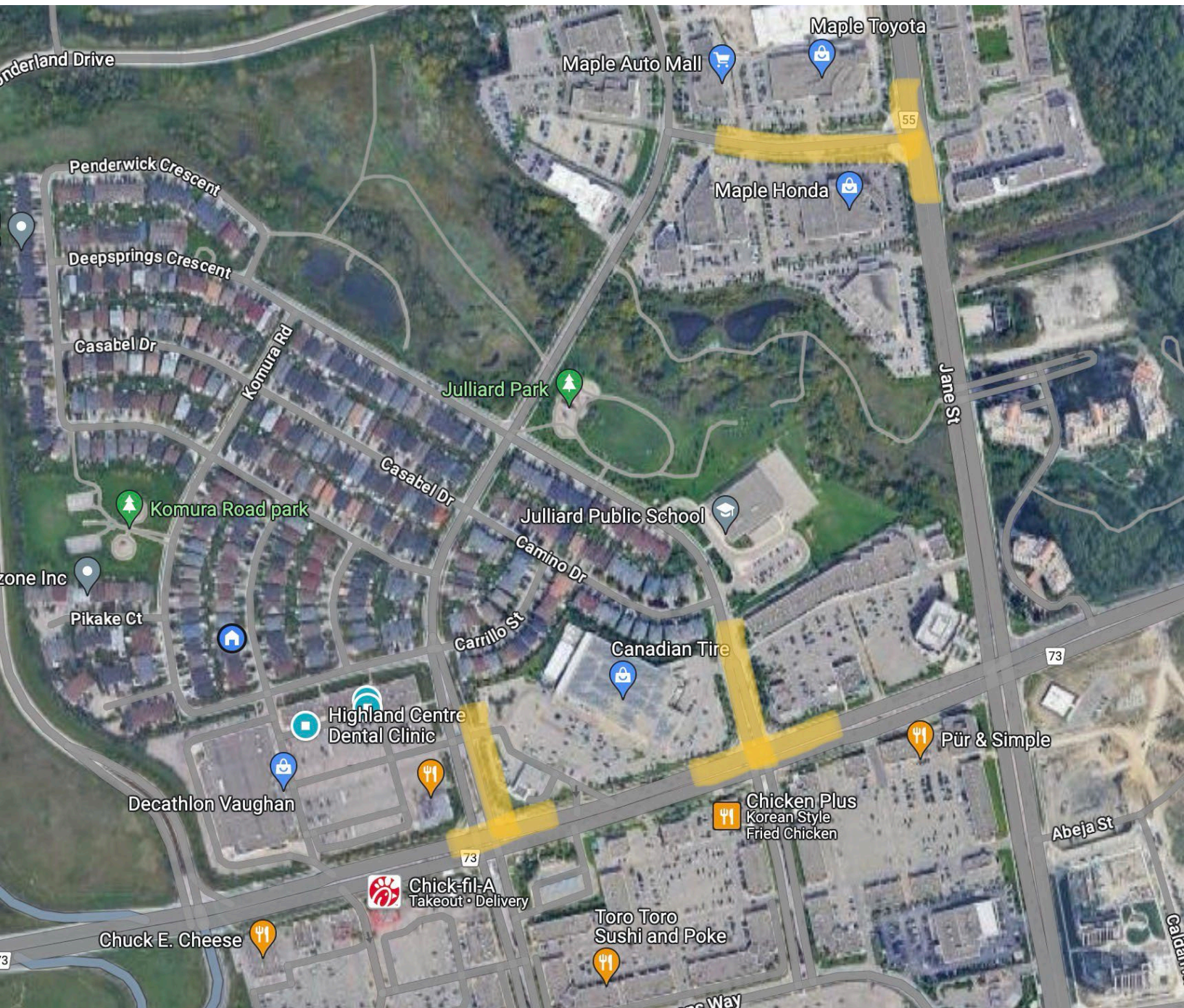
2024

Road Connectivity = Identical to Present Day



2024





Neighbourhood Entrances/Exits

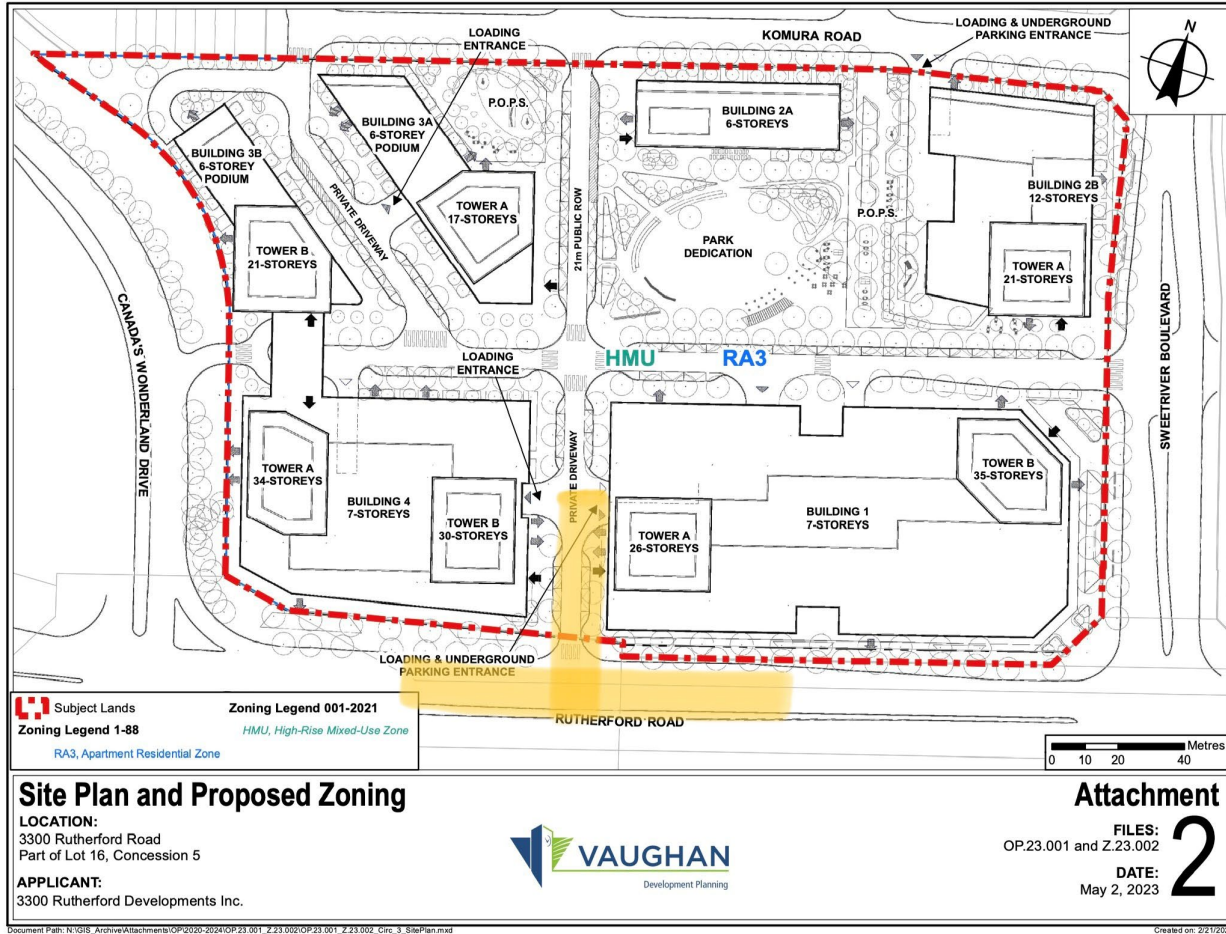
Jane St

- Auto Vaughan Dr

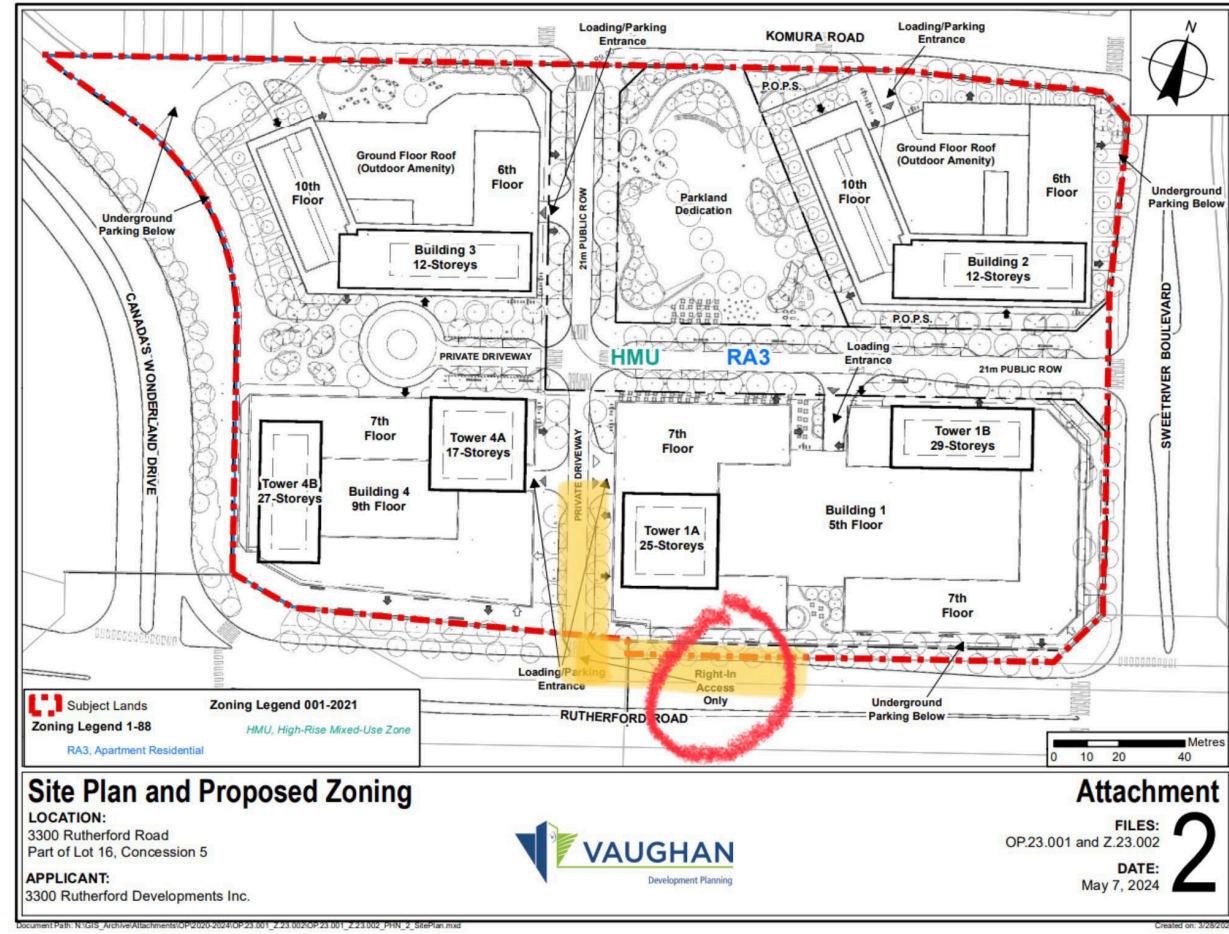
Rutherford Rd

- Sweet River Blvd
- Julliard Dr

Rutherford Road (Right-Out)

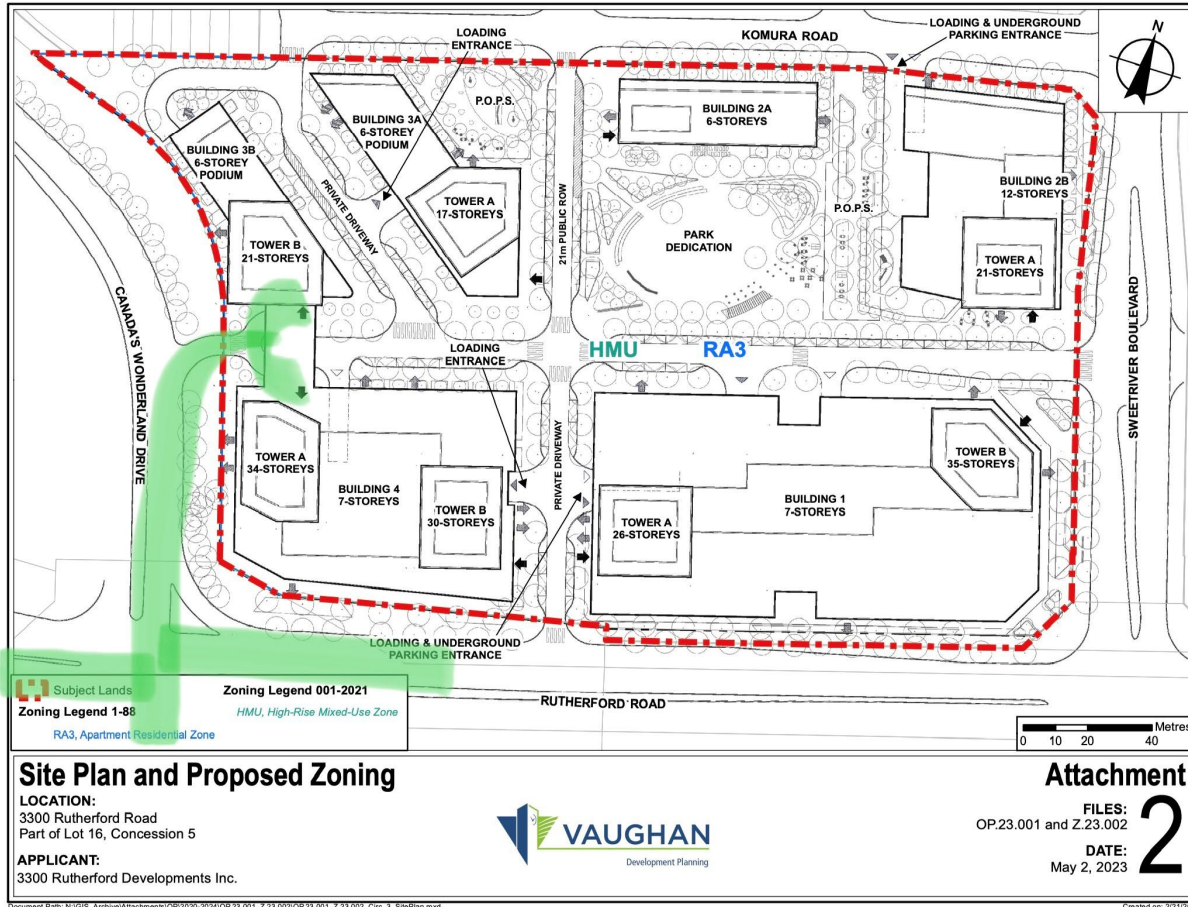


2023



2024

Canada's Wonderland Drive



shows a road connection to Canada's Wonderland Drive. Canada's Wonderland Drive is a private road and no agreement has been made for connection to this private road. Canada's Wonderland objects to the site plan, specifically related to the connection to Canada's Wonderland Drive. Please enter this objection into the public record regarding the Official Plan Amendment file OP.23.001.

Thank you.

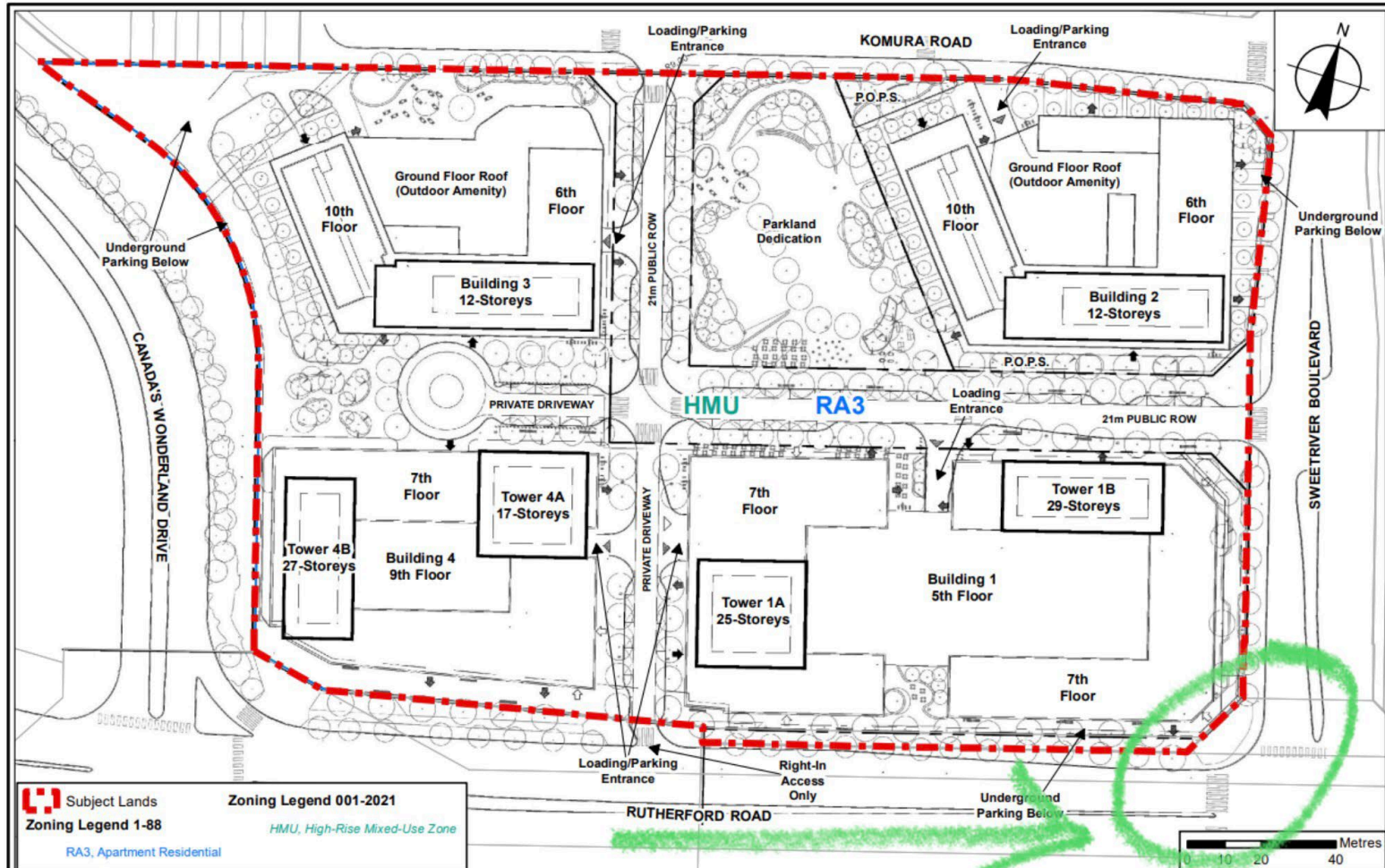
Peter Switzer
Director, Maintenance & Construction
Canada's Wonderland
905-832-7422

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – MAY 2, 2023
COMMUNICATIONS
Item No. 2

C5. Peter Switzer, Director, Maintenance & Construction,
Canada's Wonderland, Canada's Wonderland Drive, Vaughan,
dated April 18, 2023

2023

Canada's Wonderland Drive



2024

Subject Lands
Zoning Legend 1-88
RA3, Apartment Residential

Zoning Legend 001-2021
HMU, High-Rise Mixed-Use Zone

Site Plan and Proposed Zoning

LOCATION:
3300 Rutherford Road
Part of Lot 16, Concession 5

APPLICANT:
3300 Rutherford Developments Inc.



Attachment

FILES:
OP.23.001 and Z.23.002

DATE:
May 7, 2024

2



2000+ units
1700+ parking spots



Current

Bridging the gap on transportation

Jason Frittaion

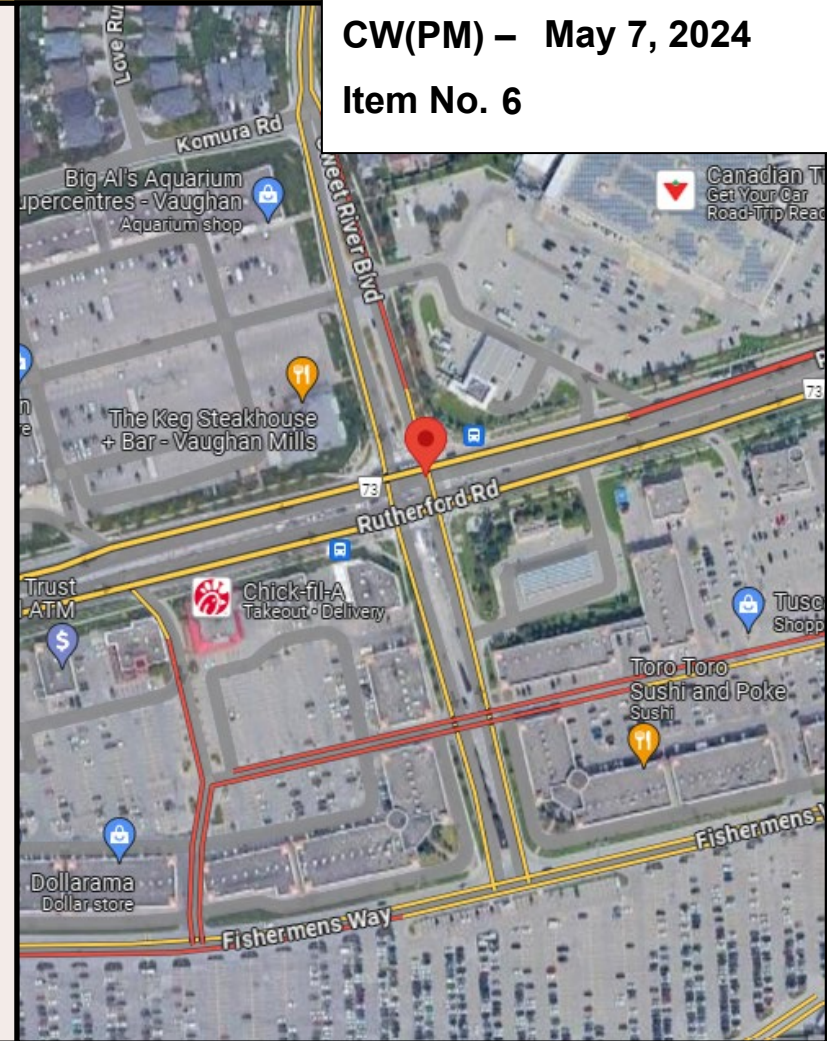
May 7, 2024

C30.

Communication

CW(PM) – May 7, 2024

Item No. 6



“

One of the most sincere forms of respect is actually listening to what another has to say.

Bryant McGill

”

The Study

Prepared for the use of
3300 Rutherford Developments Inc.
by LEA Consulting Ltd



3300 Rutherford Developments Inc.

TRANSPORTATION IMPACT STUDY

Proposed Mixed-Use Development

3300 Rutherford Road
City of Vaughan

Updated TIS Report
March 2024
23084

Agenda



Existing
Context



Traffic
Data



Future Site
Mobility



Rapid Transit
& TDM



In Closing

Existing Context

According to
the study

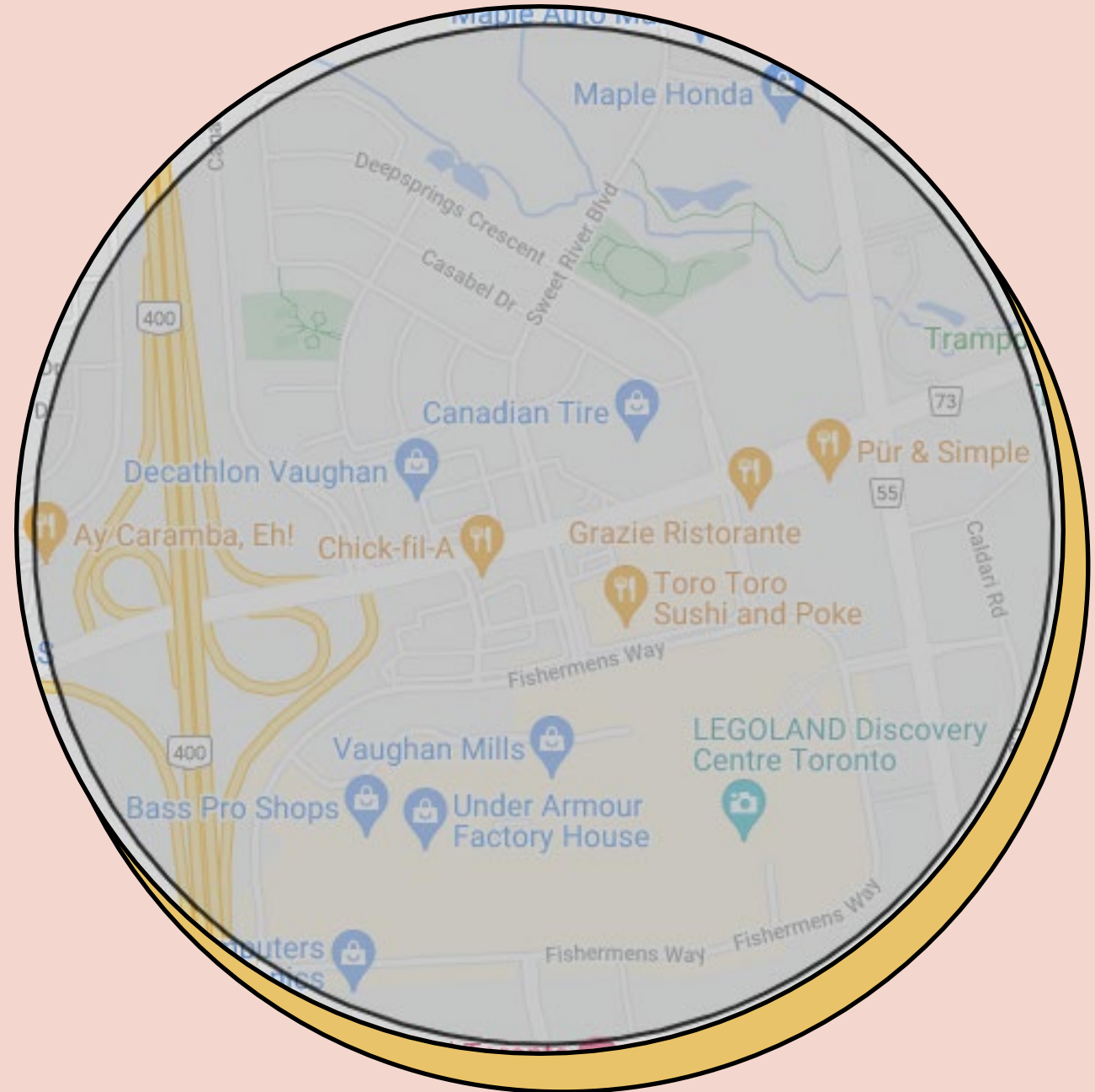
Existing Transportation Context: The existing transportation network provides access to several YRT surface transit routes, a limited cycling network, and a range of amenities available within walking distance. The study area provides good access to nearby retail and services to serve the needs of future residents, alleviating the need to leave the immediate area to accomplish most daily errands as a wide range of potential destinations can be reached within a 10-15 minute walk.

According to
real life experience

- Maple is filled with families – running errands by walking is an option that is just **not possible for many families**
- This is particularly true for those who live on roads **without a sidewalk** as it poses an unnecessary safety risk
- There is **no major grocery chain** in a 15-minute walk radius

Just walk?

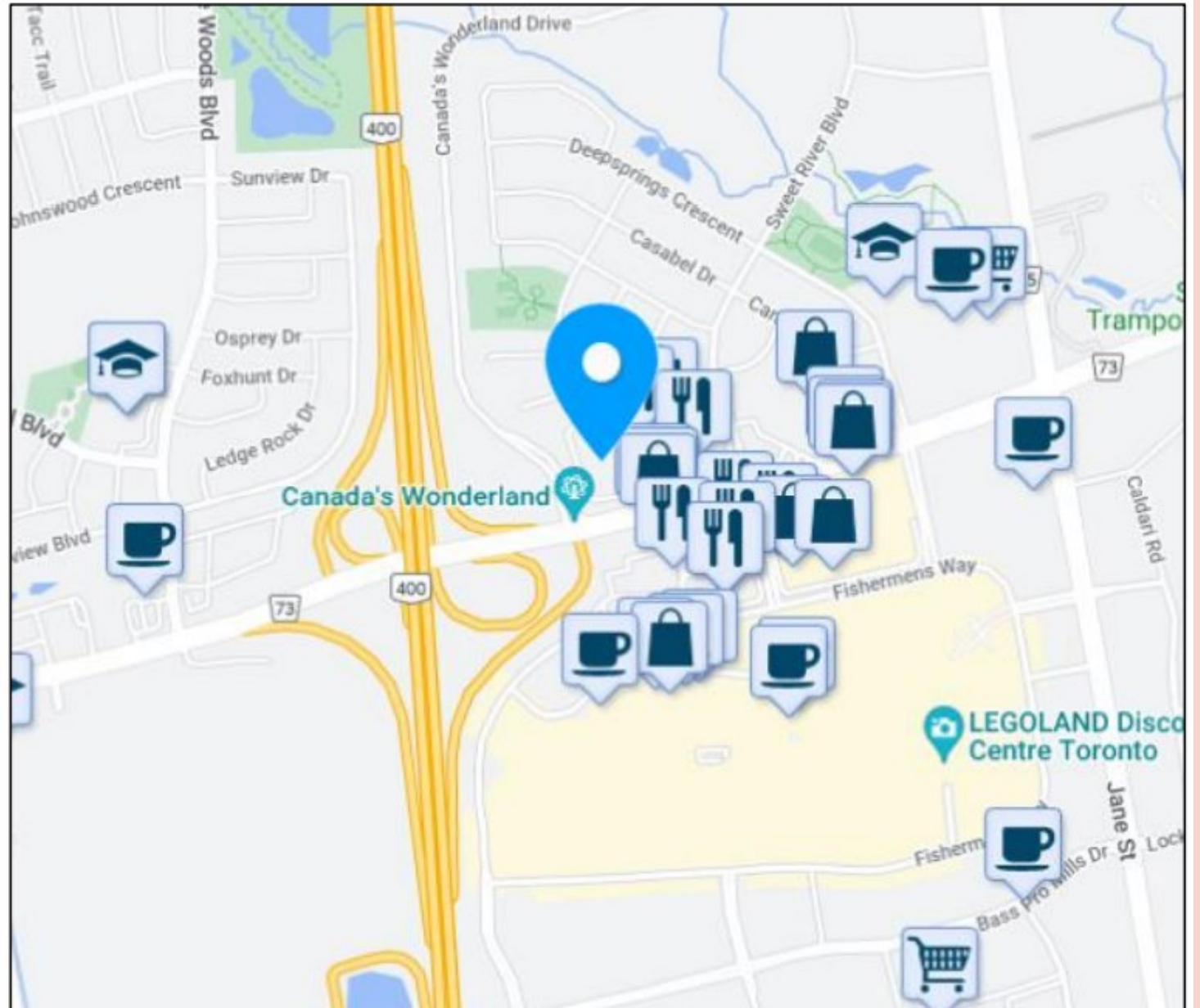
This diagram shows a rough 10-15
minute walk radius *from* 3300
Rutherford.



Their view

Figure 3-4 from the Transportation Impact Study which shows a plethora of non-descript options for errands.

Figure 3-4: Destinations Within Walking Distance



Source: [walkscore.com](https://www.walkscore.com), accessed February 2024

Traffic Data

According to
the study

clear the intersection. The eastbound left turn queue will typically fully occupy the existing storage lane but all vehicles can generally clear during the advanced left turn phase. No queueing calibration adjustments were applied to the existing conditions analysis given the volume adjustment that was applied based on 2019 TMC data.

According to
real life experience

- Previous in the report, it states York Region requested the change to counts based on 2019 TMC data – why? Construction? Construction will be happening forever.
- We should not be using 2019 data, which is prior to so many current developments
- I don't know of a single neighbour who would agree with this assessment from our real life experience – often waits can be 2-3 full lights

Future Site Mobility

According to
the study

The site TDM strategy will underpin the target mode split of 55% auto, an assumption which was reflected in the site trip generation and future total analysis contained in this TIS report. This target was selected because it represents an achievable goal for future site mobility that will be supported by the TDM plan and reinforced through the site parking strategy, which will ensure that a limited parking supply of 0.60 residential spaces per unit is provided in all development phases.

According to
real life experience

- Making the assumption that 45% of the entire neighbourhood will not use cars because they will be willing to take a new bus they set up is absurd
- Have they taken a poll of the community to see who would take this option? How do we know that 40-45% of new residents would be fine with this?
- According to StatsCan, roughly 74% of Toronto CMA workers commute by car¹

¹ GTA: Getting there by automobile
Government of Canada
<https://www.statcan.gc.ca/o1/en/plus/2697-gta-getting-there-automobile>

Rapid Transit & TDM

According to
the study

The long-term implementation of these projects will help the Vaughan Mills Centre area (and adjacent lands such as the subject site) evolve into a transit-oriented community with reduced reliance on the use of private vehicles for both commuting and discretionary trips. The challenge facing new development in the area is the lack of existing transit connectivity and uncertain timelines related to future transit projects, as none have been identified for short- or medium-term implementation.

According to
real life experience

- The study acknowledges that this will all be built on the long-term premise of a transit-oriented community that hasn't even been fully planned yet
- The TDM (Transportation Demand Strategy) of some shuttle buses, \$156 one-time Presto card, bike parking/repair, and limited parking for new units is not enough
- Why are we putting the cart before the horse here? Finish the Rapid Transit initiatives before significantly impacting peoples' lives in an irreversible way

In Closing.

Arguments covered

- The analysis of existing **context is misleading**
- The traffic data has **poor assumptions** at its base
- Future assumptions are even worse
- They're looking to make **irreversible development** based on a very uncertain future

In summary

- There's clear disagreement on how this will impact transportation
- The **study does not coincide with community members experience**
- Until there are more certain plans and better data, **it would be irresponsible to move forward**

Arguments missed

- Nobody signed up for this
- This would be a detriment to the community members
- This would be a detriment to the businesses in the area
- This isn't a time to say "well, why don't you just move" – look at this economy

“

One of the most sincere forms of respect is actually listening to what another has to say.

Bryant McGill

”