

COMMITTEE OF THE WHOLE (1) – DECEMBER 3, 2024

COMMUNICATIONS

<u>Distributed November 29, 2024</u>		<u>Item No.</u>
C1.	Denise Presutti, Arran Crescent, Woodbridge, dated November 27, 2024	15
C2.	Louisa Santoro, Kleinburg Resident, dated November 28, 2024.	15
C3.	Marinka Nupoort, Gosling Road, Vaughan, dated November 29, 2024.	15
C4.	Joy Treadwell, resident of Kleinburg Gables, dated November 28, 2024.	8
C5.	Donna and Joe Rotondo, Treelawn Boulevard, Kleinburg, dated November 29, 2024.	8
C6.	Al Cunningham, resident of Weaver Court, dated November 29, 2024.	8
<u>Distributed December 2, 2024</u>		
C7.	Kathryn Angus, dated November 29, 2024.	15
C8.	Marsha Lomis, Kleinburg, dated November 29, 2024.	15
C9.	Marsha Lomis, Kleinburg, dated November 29, 2024.	8
C10.	Memorandum from the Deputy City Manager, Planning, Growth Management and Housing Delivery dated November 29, 2024.	14
C11.	Lauren Capilongo, Principal, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated November 29, 2024.	1 and 2
C12.	Brian Skerrett, Ash Street, Eden Mills, dated December 1, 2024.	15
C13.	Sharon Blom, Ash Street, Eden Mills, dated December 1, 2024.	15
C14.	Marilyn Baxter, Rockwood, dated December 1, 2024.	15
C15.	Tiffany Lee, resident of Toronto, dated December 1, 2024.	15
C16.	Cherilyn Spraakman, Newmarket, dated December 1, 2024.	15
C17.	Melanie Duckett-Wilson, dated December 1, 2024.	15

Disclaimer Respecting External Communications

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Please note there may be further Communications.

COMMITTEE OF THE WHOLE (1) – DECEMBER 3, 2024

COMMUNICATIONS

C18.	Teresa Ganna Porter, Revell Road, Newmarket, dated December 1, 2024.	15
C19.	Ron Corkum, Lewes Way, Mississauga, dated November 30, 2024.	15
C20.	Tony Malfara, dated December 2, 2024.	15
C21.	Roland Gatti, Donbay Drive, Vaughan, dated November 30, 2024.	15
C22.	Angela Grella (Ward 3), dated November 30, 2024.	15
C23.	Enza Pizzola, Vaughan Mills Road, Woodbridge, dated November 30, 2024.	15
C24.	Robert Pizzola, Vaughan Mills Road, Woodbridge, dated November 30, 2024.	15
C25.	Claire Malcolmson, The Alliance for Liveable Ontario, York Region, dated December 2, 2024.	15
C26.	Victoria Creese, Stouffville, dated December 2, 2024.	15
C27.	Bob Moroz, Kilmuir Gate, Woodbridge, dated December 2, 2024.	15
C28.	John Diebolt, Manitoulin Island, Ontario, dated December 2, 2024.	15
C29.	Paul Toffoletti, Burlington, dated December 2, 2024.	15
C30.	Neil Iddon, ASSOCIUM, Concorde Gate, Toronto, dated December 2, 2024.	15
C31.	Sara Bonaguro, resident of Bolton, dated December 2, 2024.	15
C32.	Dan Shire, Radom Street, Pickering, dated December 2, 2024.	15
C33.	Silvana Cantalini, Vice President, rfidcanada, dated December 2, 2024.	15
C34.	Janet Wenckstern, dated December 2, 2024.	15
C35.	Sandra Behlok, Sandra Behlok Ins Agency Ltd., Steeles Avenue W, Woodbridge, dated December 2, 2024.	15

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COMMITTEE OF THE WHOLE (1) – DECEMBER 3, 2024

COMMUNICATIONS

-
- | | | |
|------|---|----|
| C36. | Karen McKillop, Pickering, dated December 2, 2024. | 15 |
| C37. | Rosemarie Humphries, President, Humphries Planning Group Inc.,
Pippin Road, Vaughan, dated December 2, 2024. | 1 |
| C38. | Rosemarie Humphries, President, Humphries Planning Group Inc.,
Pippin Road, Vaughan, dated December 2, 2024. | 2 |

Distributed December 3, 2024

- | | | |
|------|--|---|
| C39. | Memorandum from the Deputy City Manager, Planning, Growth
Management and Housing Delivery dated December 3, 2024. | 1 |
| C40. | Memorandum from the Deputy City Manager, Planning, Growth
Management and Housing Delivery dated December 3, 2024. | 2 |

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Please note there may be further Communications.

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Support of resolution for resolution to buy back 407
Date: Thursday, November 28, 2024 8:22:10 AM

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

From: Denise [REDACTED]
Sent: Wednesday, November 27, 2024 11:44 PM
To: Clerks@vaughan.ca
Subject: [External] Support of resolution for resolution to buy back 407

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.

I would like to support the resolution put forward by Marilyn Iafrate #6-15.

Thank you,
Denise Presutti
[REDACTED] Arran Cres.
Woodbridge

Sent from my iPhone

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] ITEM 6 - 15
Date: Thursday, November 28, 2024 1:11:02 PM

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

From: Louisa Santoro [REDACTED]
Sent: Thursday, November 28, 2024 1:09 PM
To: Clerks@vaughan.ca
Subject: [External] ITEM 6 - 15

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, I recommend that Council please support a provincial Feasibility Study to take back Hwy 407. Hopefully the Province will implement the One Year Pilot Program to subsidize or eliminate tolls for truck lanes on Hwy 407. Spending Billions of dollars on Hwy 413 is ridiculous and shameful when this money can be used especially in Healthcare and education !!

Thank you
Louisa Santoro
Kleinburg Resident
Sent from my iPhone

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] RE: AGENDA ITEM 6 - 15 ENDORSEMENT OF FEASIBILITY STUDY FOR HIGHWAY 407
Date: Friday, November 29, 2024 8:34:56 AM

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

From: Marinka Nupoort [REDACTED]
Sent: Thursday, November 28, 2024 5:41 PM
To: Clerks@vaughan.ca
Subject: [External] RE: AGENDA ITEM 6 - 15 ENDORSEMENT OF FEASIBILITY STUDY FOR HIGHWAY 407

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.

As a very concerned York Region citizen I am in complete support of the idea of a provincial feasibility study to take back Hwy 407 and implement a one year pilot program to subsidize or preferably eliminate tolls for dedicated truck lanes on Hwy 407.

After recently returning from Europe I cannot understand that Canada, and particularly Ontario, has not supported enough public transit for it's population but instead supported the "almighty" car to the detriment of its citizens.

Marinka Nupoort
[REDACTED] Gosling Rd
Vaughan, ON

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External]
Date: Friday, November 29, 2024 10:06:03 AM

From: Joy Treadwell [REDACTED]
Sent: Thursday, November 28, 2024 4:54 PM
To: Clerks@vaughan.ca
Subject: [External]

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.

Islington Ave and Treelawn Blvd needs a four way stop definitely.
Turning left off Treelawn Blvd is difficult to see northbound cars that speed northbound up the hill. Adding in the winter with snowballs its more difficult.
A concerned citizen living in Kleinburg Gables.

Regards

[REDACTED]

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Proposal for 4-Way Stop Sign at Treelawn Blvd/Islington Avenue/Bell Court
Date: Friday, November 29, 2024 10:05:51 AM

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

From: ROTONDO [REDACTED]
Sent: Friday, November 29, 2024 9:39 AM
To: Clerks@vaughan.ca
Subject: [External] Proposal for 4-Way Stop Sign at Treelawn Blvd/Islington Avenue/Bell Court

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 Mr. Mayor and Members of Council:

We would like to add our support for a 4-way stop sign to be implemented at the above-noted intersection in Kleinburg.

As the traffic increases through the village, north to Hwy. 27, we have seen speeding vehicles increase as well, creating a very unsafe intersection. Hopefully a 4-way stop sign will help to slow down the traffic.

Also, it has become dangerous for a pedestrian to cross the street to get over to the bus stop.

This intersection also serves a great number of residents in the Treelawn Blvd. subdivision, along with service vehicles, delivery vehicles, etc. We definitely need more control over this busy section of Islington. As traffic continues to increase in Kleinburg, more controls are needed for increased safety on our roadways.

Thank you for your consideration to our request.

Yours truly,
Donna and Joe Rotondo
[REDACTED] Treelawn Blvd.
Kleinburg, Ontario
L0J 1C0
[REDACTED]

From: Clerks@vaughan.ca
To: John Britto
Subject: FW: [External] 4 Way Stop Islington & Treelawn
Date: Friday, November 29, 2024 11:32:42 AM

From: Marilyn lafrate <Marilyn.lafrate@vaughan.ca>
Sent: Friday, November 29, 2024 11:32 AM
To: Clerks@vaughan.ca
Subject: Fwd: [External] 4 Way Stop Islington & Treelawn

For CW (1) Dec 3.

Marilyn lafrate
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

Begin forwarded message:

From: Al Cunningham [REDACTED]
Date: November 29, 2024 at 11:20:57 AM EST
To: Council@vaughan.ca
Subject: [External] 4 Way Stop Islington & Treelawn

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.

As a resident on Weaver Crt. I support adding a stop sign on Islington Ave & Treelawn making it an all stop in all directions.

I must add that the stop sign at Treelawn and Weaver is always disobeyed. Someone is going to get hurt.

I'm sure the Police have better things to do but if these stop signs are not enforced it's all to no avail.

The Cunningham's

■ Weaver Crt.

From: Clerks@vaughan.ca
To: John Britto
Subject: FW: [External] Fwd: COW (1) meeting, December 3, 2024, 1:00, Agenda Item 6-15
Date: Friday, November 29, 2024 3:33:15 PM

From: Kathryn Angus [REDACTED]
Sent: Friday, November 29, 2024 3:22 PM
To: Clerks@vaughan.ca
Subject: [External] Fwd: COW (1) meeting, December 3, 2024, 1:00, Agenda Item 6-15

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.

Chair and Members of Council:

Re: Agenda Item 6-15, Endorsement of Feasibility Study for Highway 407

I strongly support the Member's Resolution brought forward by Councillor Marilyn Iafrate and Councillor Rosanna DeFrancesca for Council to support a provincial feasibility study to take back Hwy 407, and to implement a one year pilot program that will subsidize or eliminate tolls for dedicated truck lanes on Hwy 407 and evaluate the impact on traffic congestion and efficiency.

Thank you.

Kathryn Angus
[REDACTED]

Note: Please redact my email address from any public posting of this letter.

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] COW (1) meeting, December 3, 2024, 1:00, Agenda Item 6-15
Date: Friday, November 29, 2024 3:37:38 PM

From: Marsha Lomis [REDACTED]
Sent: Friday, November 29, 2024 2:44 PM
To: Clerks@vaughan.ca
Subject: [External] COW (1) meeting, December 3, 2024, 1:00, Agenda Item 6-15

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.

Chair and Members of Council:

Re: Agenda Item 6-15, Endorsement of Feasibility Study for Highway 407

I strongly support the Member's Resolution brought forward by Councillor Marilyn Iafrate and Councillor Rosanna DeFrancesca for Council to support a provincial feasibility study to take back Hwy 407, and to implement a one year pilot program that will subsidize or eliminate tolls for dedicated truck lanes on Hwy 407 and evaluate the impact on traffic congestion and efficiency.

Thank you.

Marsha Lomis
Kleinburg
[REDACTED]

Note: Please redact my email address from any public posting of this letter.

From: Clerks@vaughan.ca
To: John Britto
Subject: FW: [External] COW December 3, 2024, Agenda Item 6-8, All-Way Stop, Islington Ave. and Treelawn Blvd/Bell Court, Kleinburg.
Date: Friday, November 29, 2024 3:33:24 PM

From: Marsha Lomis [REDACTED]
Sent: Friday, November 29, 2024 1:20 PM
To: Clerks@vaughan.ca
Subject: [External] COW December 3, 2024, Agenda Item 6-8, All-Way Stop, Islington Ave. and Treelawn Blvd/Bell Court, Kleinburg.

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.

(Note: Please redact my e-mail address and city from any public posting of this email. Thank you.)

Chair and Members of Council:

I strongly support an all-way stop at Islington Avenue and Treelawn Boulevard in Kleinburg. It will provide a safer intersection by slowing down the traffic that is continuing to be out of control.

Thank you for considering this request.

Very truly yours,

Marsha Lomis
[REDACTED]
Kleinburg, Ontario



DATE: November 29, 2024

TO: Mayor and Members of Council

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

RE: Communication
Committee of the Whole (1), December 3, 2024
REPORT NO.41, ITEM NO.14
VMC PARKS AND WAYFINDING MASTER PLAN – FINAL REPORT
(TRANSMITTAL REPORT)

Recommendation

1. That Attachments 1 and 2 of the VMC Parks & Wayfinding Master Plan, as outlined in the Parks Master Plan (Attachment 1) and Signage and Wayfinding Master Plan (Attachment 2) of the Transmittal Report from the City Clerk, on behalf of VMC Sub-committee, dated December 3, 2024, be replaced with Attachments 1 and 2, attached hereto.

The proposed revisions are of an administrative nature and intended to enhance the accuracy and clarity of the documents. Notably, instances of “Edgeley Park” have been changed to “Cortellucci Square”.

For more information, please contact Cory Gray, Manager, Parks & Strategic Initiatives, VMC, Policy Planning and Special Programs, ext. 8579.

Respectfully submitted by

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

Haiqing Xu, Deputy City Manager,
Planning, Growth Management and
Housing Delivery

Attachments

1. Due to the size of the attachment, please use this link for the [VMC Parks & Wayfinding Master Plan, Parks Master Plan - 2024-11-28](#).
2. Due to the size of the attachment, please use this link for the [VMC Parks & Wayfinding Master Plan, Signage and Wayfinding Master Plan - 2024-11-28](#)

November 29, 2004

MGP File: 11-2003

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

Via Email: clerks@vaughan.ca

C 11
Communication
CW(1) – December 3, 2024
Item No. 1, 2

Dear Mayor Del Duca and Members of Committee:

RE: December 3, 2024, Committee of the Whole
Item No: 6.1- Weston Valley Investments (Block 34W) Inc. File No: OP.22.019 &
Z.22.040
Item No. 6.2- Western Point Builders Inc. File No: OP.22.020 & Z.22.041

Malone Given Parsons Ltd. is the Planning Consultant for the Block 41 Landowners Group (the “**Block 41 LOG**”), who own approximately 297 gross hectares of land located north of Teston Road, south of Kirby Road, west of Weston Road and east of Pine Valley Drive within the City of Vaughan. Block 41 is one of two New Community Areas in the City of Vaughan which is planned to accommodate growth up to the 2031 planning horizon.

The Block 41 LOG submitted the East Purpleville Creek Subwatershed Study (“**Subwatershed Study**”) in March 2018, which satisfied the requirements of Section 9.2.2.14.d.ii of the Vaughan Official Plan and Section 9.1.2.1 of Official Plan Amendment 50, being the Block 41 Secondary Plan.

The Subwatershed Study was prepared not only for lands within the Block 41 Secondary Plan area, but also examined other lands within the East Purpleville Creek Subwatershed which included lands with Block 34W, among others. The attached figure illustrates the lands which benefit from the preparation of the Subwatershed Study.

The Block 41 LOG undertook the Subwatershed Study in consultation with the City of Vaughan and the Toronto and Region Conservation Authority and funded the entire process, which ultimately cost \$1,843,203.00. The Subwatershed Study covers a total area of 1,783.57 gross hectares, of which Block 41 represents 324.56 gross hectares or 18.2% of the total subwatershed study area.

Although Section 9.2.2.14 of the Vaughan Official Plan is intended for lands designated New Community Areas, per Section 2.2.3.6, new communities in general are also expected to undergo a Secondary Plan process as outlined in Section 9.2.2.14. As the Subwatershed Study benefits all landowners within its boundary, it is only fair and appropriate that all landowners within the subwatershed boundary contribute to the downstream assessment portion cost of the study.

The Block 41 LOG therefore requests that the City impose the following condition of draft plan approval and/or site plan approval for all lands within the area shown on the attached figure:

Prior to final approval (registration) the landowner provide confirmation from the Block 41 Landowners Group Trustee that the landowner seeking final approval has paid its proportionate share of the downstream assessment of the East Purpleville Creek Subwatershed Study as determined by the Block 41 Group Engineer. This payment shall be based on Gross Area of the landownership.

Should you have any questions or wish to discuss our comments, please do not hesitate to contact me at 905.513.0170

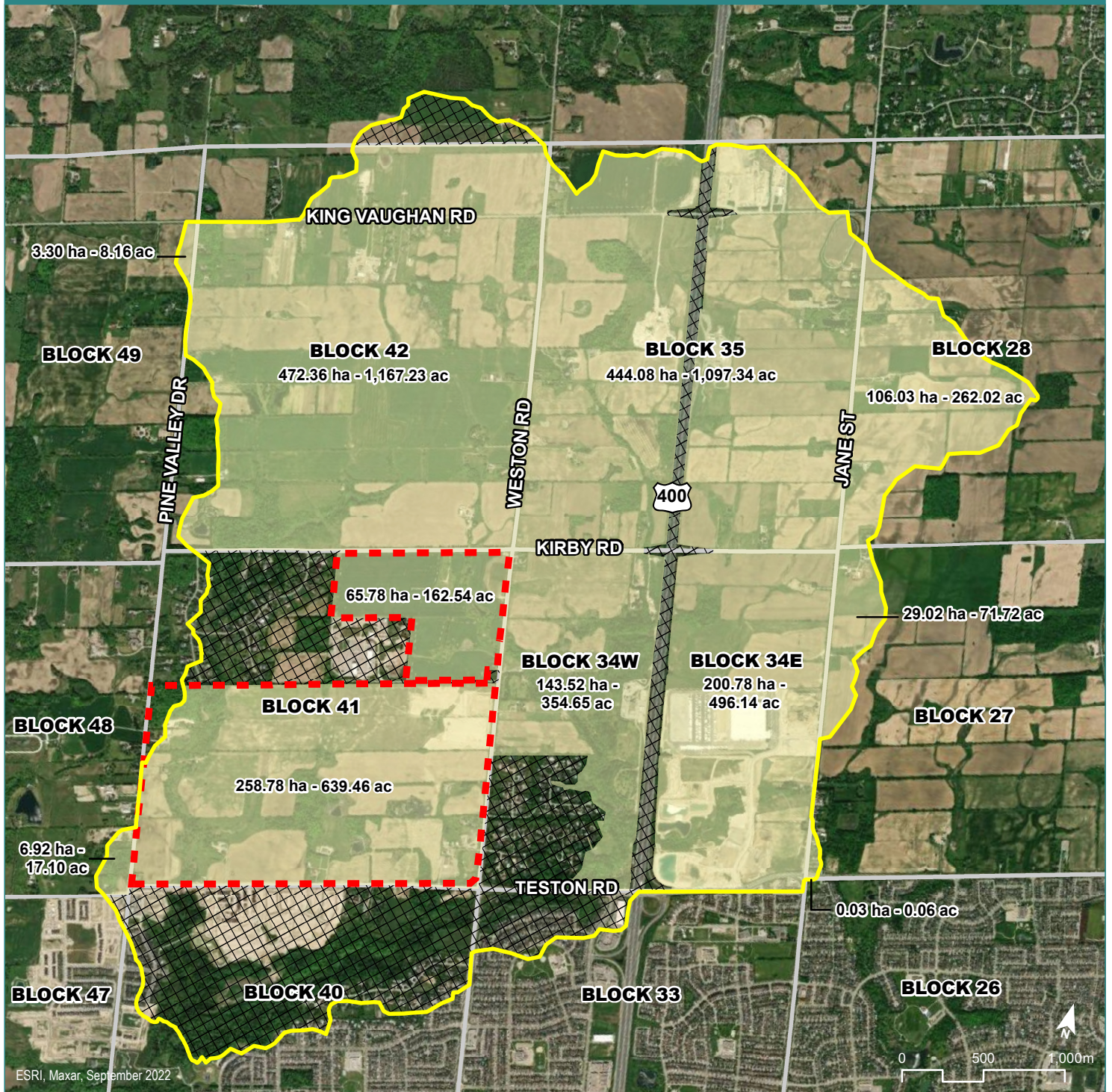
Yours very truly,

Malone Given Parsons Ltd.

A handwritten signature in blue ink, appearing to read 'L. Capilongo', with a stylized flourish at the end.

Lauren Capilongo, MCIP, RPP
Principal

cc *Block 41 Landowners Group*
Haiqing Xu, Deputy City Manager, Planning and Growth Management
Christina Bruce, Director of the Policy Planning and Special Program
Block 34 Landowners Group



BLOCK 41 SUBWATERSHED CALCULATION

- Subject Lands
- Vaughan Block Boundary
- Subwatershed Study Area
- Subwatershed Study Area not included in calculations

Source: Regional Municipality of York's Open Data Licence,
 Contains information licensed under the Open Government Licence – Ontario.

MGP File: 11-2003
 Date: November 25, 2024

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Highway 413
Date: Monday, December 2, 2024 8:13:45 AM

From: Brian Skerrett [REDACTED]
Sent: Sunday, December 01, 2024 6:05 PM
To: Clerks@vaughan.ca
Subject: [External] Highway 413

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Dear Councillor Iafrate,
I believe that diverting truck traffic to the 407 is the fiscally responsible response to congestion on the Toronto and area highways.
Building new highways costs an exorbitant amount of taxpayers dollars, paves over greenland and farmland and valuable water recharge areas, and supports undesirable sprawl.
There is little evidence to show that new highways would relieve a significant amount of congestion.

The farmland argument should be enough to stop this plan since it is so vital to our survival.

I fully support the City of Vaughan's proposal to conduct a Feasibility Study for Hwy 407.

Thank you for your efforts on behalf of Ontario citizens.

Brian Skerrett

■ Ash St.

Eden Mills, Ontario

NOB1P0

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Support for increased use of Highway 407
Date: Monday, December 2, 2024 8:13:46 AM

From: Sharon Blom [REDACTED]
Sent: Sunday, December 01, 2024 4:13 PM
To: Clerks@vaughan.ca
Subject: [External] Support for increased use of Highway 407

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 Councillor Iafrate,

I support your initiative to avoid the need to rip up the Greenbelt for a new Hwy 413 by subsidizing trucks to drive on Hwy 407. I believe it does not make sense to destroy one of the most sensitive natural environments in Ontario to reduce commute times by a small amount. This is especially true if we already have a built highway, 407, available to take much of that traffic.

I fully support the City of Vaughan's proposal to conduct a feasibility study for Highway 407.

Thank you for your attention to this matter,

Sharon Blom

[REDACTED] Ash St., Eden Mills, Ontario, N0B1P0

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Endorsement of the 407 Feasibility Study
Date: Monday, December 2, 2024 8:13:53 AM

From: Marilyn Baxter [REDACTED]
Sent: Sunday, December 01, 2024 2:51 PM
To: Clerks@vaughan.ca; Marilyn Iafrate <Marilyn.Iafrate@vaughan.ca>
Subject: [External] Endorsement of the 407 Feasibility Study

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Dear Councillor Iafrate,
I believe that diverting truck traffic to the 407 is the fiscally responsible response to congestion on the Toronto and area highways. Building new highways costs an exorbitant amount of taxpayers dollars, paves over greenland and farmland and valuable water recharge areas, and supports undesirable sprawl. There is little evidence to show that new highways would relieve a significant amount of congestion.

I fully support the City of Vaughan's proposal to conduct a Feasibility Study for Hwy 407.

Thank you for your attention to this matter,
Marilyn Baxter
Rockwood ON N0B 2K0

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] I support Councillor Iarfrate's and Defranseca's resolution
Date: Monday, December 2, 2024 8:13:59 AM

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

From: Tiffany lee [REDACTED]
Sent: Sunday, December 01, 2024 2:28 PM
To: Clerks@vaughan.ca
Subject: [External] I support Councillor Iarfrate's and Defranseca's resolution

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 Vaughan council,

I support the resolution put forward by Councillor Iarfrate and Defranseca for a feasibility study assessing the financial and logistical implications of buying back the lease for Highway 407 and the implementation of a one year pilot study that will subsidize or eliminate tolls on dedicated truck lanes on Highway 407 evaluating their impact on traffic congestion and transportation efficiency.

Tiffany Lee
resident of Toronto
Address: M2N 2T5

C 16

Communication

CW(1) – December 3, 2024

Item No. 15

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] about Item 6-15 - in support of pilot proposal
Date: Monday, December 2, 2024 8:14:22 AM

From: Cherilyn Spraakman [REDACTED]
Sent: Sunday, December 01, 2024 10:04 AM
To: Clerks@vaughan.ca
Subject: [External] about Item 6-15 - in support of pilot proposal

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 Clerks,

I am writing to support the proposal by Councillor lafrat, to introduce a Pilot Highway 407 subsidy to support trucking lanes.

Thank you for taking my support forward.

Cherilyn Spraakman
Newmarket

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Time Sensitive - Committee of the Whole submission for Dec 3 1 pm meeting
Date: Monday, December 2, 2024 8:14:26 AM
Attachments: [In Support of the Premier's Feasibility Study to buy back the 407 .pdf](#)
[In Support of the Premier's Feasibility Study to buy back the 407 \(4\).docx](#)

From: MELANIE DUCKETT-WILSON [REDACTED]
Sent: Sunday, December 01, 2024 12:15 PM
To: Clerks@vaughan.ca
Subject: [External] Time Sensitive - Committee of the Whole submission for Dec 3 1 pm 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.

Dear Clerk,

As I am unable to attend, kindly please include the attached document as a matter of record submission to be presented at the *Committee of the Whole (1) Meeting on **Tuesday December 3, 2024 at 1:00 p.m.***

*This is in support of Marilyn Iafrate's motion for Vaughan Council to support the Premier's Feasibility Study to buy back Highway 407 **and that asks the province implement a one year pilot program that will subsidize or eliminate tolls dedicated truck lanes on Highway 407 and evaluate the impact on traffic congestion and efficiency.***

Thank you for your time, efforts and service.

Sincerely,

Melanie Duckett-Wilson

In Support of the Premier's Feasibility Study to buy back the 407:

A feasibility study has been proposed for the 401 tunnel, but buying back Highway 407 is a more cost-effective solution to this.

Impact of Privatization:

- Privatization has led to steep toll increases, limiting Highway 407 usage.
- High tolls push traffic onto local roads, disproportionately affecting low- and mid-income commuters.

Truck Traffic Issues:

- Trucking companies avoid the 407 due to high tolls, increasing truck volumes on highways like 401 and 7.
- York Region data shows 100,000 vehicles travel daily between Jane Street and Weston Road, with nearly 10% being trucks.

Transport Action Ontario Study:

- A toll subsidy for trucks could divert 12,000–21,000 trucks daily from Highway 401 to Highway 407.
- Reduced truck traffic would ease congestion on Highway 7, which runs parallel to Highway 407.

Economic Benefits of Subsidizing Truck Lanes:

- Faster delivery times and lower transport costs for businesses, and therefore consumers
- Supports economic growth and reduces congestion on other highways.

Pilot Project Proposal:

- Subsidizing truck lanes on the 407 would provide insights into the economic benefits of diverting truck traffic.
- Allows for a cost-benefit analysis of savings in productivity, vehicle costs, and business efficiency.

Public Ownership Benefits:

- Eliminates profit-driven toll rates, ensuring fair pricing.
- Increases 407 usage, alleviates traffic on other highways, and generates public revenue.

Government Priority: Reducing gridlock remains a key focus for the Premier and Ministry of Transportation.

Sincerely,
Melanie Duckett-Wilson

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Comment on item 6-15
Date: Monday, December 2, 2024 8:14:31 AM

From: Teresa Ganna [REDACTED]
Sent: Saturday, November 30, 2024 11:09 PM
To: Clerks@vaughan.ca
Subject: [External] Comment on item 6-15

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To Vaughan Council Committee of the Whole

A feasibility study has been proposed for the 401 tunnel, but buying back Highway 407 is a more cost-effective solution to this and to the construction of the 413.

I wish to express my support for the resolution proposed by Councilor Marilyn Iafrate, **the Premier's Feasibility Study to buy back the 407** for the following reasons:

Impact of Privatization:

- Privatization has led to steep toll increases, limiting Highway 407 usage.
- High tolls push traffic onto local roads,

disproportionately affecting low- and mid-income commuters.

Truck Traffic Issues:

- Trucking companies avoid the 407 due to high tolls, increasing truck volumes on highways like 401 and 7.
- York Region data shows 100,000 vehicles travel daily between Jane Street and Weston Road, with nearly 10% being trucks.

Transport Action Ontario Study:

- A toll subsidy for trucks could divert 12,000–21,000 trucks daily from Highway 401 to Highway 407.
- Reduced truck traffic would ease congestion on Highway 7, which runs parallel to Highway 407.

Economic Benefits of Subsidizing Truck Lanes:

- Faster delivery times and lower transport costs for businesses, and therefore consumers
- Supports economic growth and reduces congestion on other highways.

Pilot Project Proposal:

- Subsidizing truck lanes on the 407 would provide insights into the economic benefits of diverting truck traffic.
- Allows for a cost-benefit analysis of savings in

productivity, vehicle costs, and business efficiency.

Public Ownership Benefits:

- Eliminates profit-driven toll rates, ensuring fair pricing.
- Increases 407 usage, alleviates traffic on other highways, and generates public revenue.

Government Priority: Reducing gridlock remains a key focus for the Premier and Ministry of Transportation.

Sincerely,

Teresa Ganna Porter

■ Revell Rd.

Newmarket Ontario

L3X 1S7

■

|

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] City of Vaughan - Committee as a Whole meeting December 3, 2024 Line item 6-15
Date: Monday, December 2, 2024 8:14:41 AM

From: Ron Corkum [REDACTED]
Sent: Saturday, November 30, 2024 10:50 PM
To: Clerks@vaughan.ca
Subject: [External] City of Vaughan - Committee as a Whole meeting December 3, 2024 Line item 6-15

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Re Line item 6-15 – Motion by Councillors lafrate and De Francesca for Endorsement of Feasibility Study for Highway 407:

Highway 407 is underutilized due to high toll charges. This contributes significantly to heavy truck traffic on Highway 401 and regional roads which would otherwise make use of Highway 407. I strongly support the motion of Councillors lafrate and De Francesca asking that the province implement a one year pilot program that will subsidize or eliminate tolls dedicated truck lanes on Highway 407 and evaluate the impact on traffic congestion and efficiency. I am asking that Vaughan councillors vote to support this motion.

Thank you,

Ron Corkum
[REDACTED] Lewes Way
Mississauga ON
L4W 3S4

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Committee of the Whole Meeting Tuesday December @ 1pm. Item 6 – 15 ENDORSEMENT OF FEASIBILITY STUDY FOR HIGHWAY 407
Date: Monday, December 2, 2024 8:14:50 AM

From: Tony Malfara [REDACTED]
Sent: Saturday, November 30, 2024 7:16 PM
To: Clerks@vaughan.ca
Subject: [External] Committee of the Whole Meeting Tuesday December @ 1pm. Item 6 – 15 ENDORSEMENT OF FEASIBILITY STUDY FOR HIGHWAY 407

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Dear Councillors and City Clerk, I am writing to you as a resident of the City of Vaughan residing in Kleinburg.

I am asking you to support Councillor lafrate and DeFrancesca's resolution which is asking all Councillors to support the Premier's Feasibility Study to buy back the lease on Hwy 407 which the Premier has publicly acknowledged. More importantly, the resolution is asking the province to implement a one year pilot program that will subsidize or eliminate tolls on Highway 407 and evaluate the impact of the pilot on traffic congestion and efficiency.

This pilot will provide commercial vehicles with **immediate** low/no cost access to the underused Highway 407 and reduce the level commercial vehicles and overall vehicle volume on Hwy 7, Steeles, Langstaff, Rutherford and Major Mackenzie Drive and will allow the Province to assess the impact on congestion resulting from the reduction or elimination of the tolls on commercial vehicles.

In summary, I am asking each of my City Councillors to support resolution 6-15, Endorsement of Feasibility Study for Highway 407 put forward by Councillors lafrate and DeFrancesca.

Thank you for your support.

Tony Malfara

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Endorsement
Date: Monday, December 2, 2024 8:14:58 AM

From: roland gatti [REDACTED]
Sent: Saturday, November 30, 2024 7:15 PM
To: Clerks@vaughan.ca
Subject: [External] Endorsement

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I endorse the feasibility study for hwy 407 to help traffic flow.

Roland Gatti
[REDACTED] Donbay Dr, Vaughan, ON.

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Committee of the Whole #6-15 ENDORSEMENT OF FEASIBILITY STUDY FOR HIGHWAY 407!
Date: Monday, December 2, 2024 8:15:05 AM

From: Angela Grella [REDACTED]
Sent: Saturday, November 30, 2024 3:43 PM
To: Clerks@vaughan.ca
Cc: Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] Committee of the Whole #6-15 ENDORSEMENT OF FEASIBILITY STUDY FOR HIGHWAY 407!

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Dear Vaughan Council,

I strongly support and recommend that Vaughan Council unanimously support "The Feasibility Study for Highway 407." Advocating for the implementation of a One Year Pilot Program that will subsidize or eliminate tolls on dedicated truck lanes on Highway 407 makes common sense. Furthermore, the Ontario Ministry of Transportation must explore the financial and logistical implications of buying back the lease for Highway 407.

Opening up Highway 407 is an immediate solution to addressing GTA traffic congestion and supporting economic development.

Thank you to Councillor lafrate and Councillor DeFrancesca for advocating on behalf of the citizens of Vaughan for an immediate solution to reducing gridlock and "Getting Vaughan Moving Again."

Sincerely,

Angela Grella (Ward 3)

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Endorsement of feasibility study for Highway 407
Date: Monday, December 2, 2024 8:15:15 AM

From: ROBERT PIZZOLA [REDACTED]
Sent: Saturday, November 30, 2024 11:51 AM
To: Clerks@vaughan.ca
Subject: [External] Endorsement of feasibility study for Highway 407

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Please accept this email as a full endorsement for the resolution put forward by Councillors Marilyn lafrate and Rosanna DeFrancesca to conduct a feasibility study to take back Hwy 407. Vaughan residents desperately need solutions to improve traffic flow.

Best,
Enza Pizzola
[REDACTED] Vaughan Mills Rd
Woodbridge
L4H 1B2

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Endorsement of feasibility study for Highway 407
Date: Monday, December 2, 2024 8:15:23 AM

From: ROBERT PIZZOLA [REDACTED]
Sent: Saturday, November 30, 2024 11:49 AM
To: Clerks@vaughan.ca
Subject: [External] Endorsement of feasibility study for Highway 407

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Please accept this email as a full endorsement for the resolution put forward by Councillors Marilyn lafrate and Rosanna DeFrancesca to conduct a feasibility study to take back Hwy 407. Vaughan residents desperately need solutions to improve traffic flow.

Best,
Robert Pizzola
[REDACTED] Vaughan Mills Rd
Woodbridge
L4H 1B2

**YORK
REGION**

The Alliance for Liveable Ontario

Regarding (Item 6 -15, Vaughan Council Agenda for December 3, 2024)

Letter of support for pilot buy back Highway 407 to relieve gridlock

December 2, 2024

We are writing to support of the Premier's Feasibility Study to buy back the 407:

A feasibility study has been proposed for the 401 tunnel, but buying back Highway 407 is a more cost-effective solution to this.

Impact of Privatization:

- Privatization has led to steep toll increases, limiting Highway 407 usage.
- High tolls push traffic onto local roads, disproportionately affecting low- and mid-income commuters.

Truck Traffic Issues:

- Trucking companies avoid the 407 due to high tolls, increasing truck volumes on highways like 401 and 7.
- York Region data shows 100,000 vehicles travel daily between Jane Street and Weston Road, with nearly 10% being trucks.

Transport Action Ontario Study:

- A toll subsidy for trucks could divert 12,000–21,000 trucks daily from Highway 401 to Highway 407.
- Reduced truck traffic would ease congestion on Highway 7, which runs parallel to Highway 407.

Economic Benefits of Subsidizing Truck Lanes:

- Faster delivery times and lower transport costs for businesses, and therefore consumers
- Supports economic growth and reduces congestion on other highways.

Pilot Project Proposal:

- Subsidizing truck lanes on the 407 would provide insights into the economic benefits of diverting truck traffic.
- Allows for a cost-benefit analysis of savings in productivity, vehicle costs, and business efficiency.

Public Ownership Benefits:

- Eliminates profit-driven toll rates, ensuring fair pricing.
- Increases 407 usage, alleviates traffic on other highways, and generates public revenue.

Government Priority: Reducing gridlock remains a key focus for the Premier and Ministry of Transportation.

Sincerely,
Claire Malcolmson

ALO York Region member

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Endorsement of Feasibility Study for Hwy 407
Date: Monday, December 2, 2024 10:23:23 AM

From: Victoria Creese [REDACTED]
Sent: Monday, December 02, 2024 10:22 AM
To: Clerks@vaughan.ca
Subject: [External] Endorsement of Feasibility Study for Hwy 407

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I am resident of York Region. My daughter lives in Waterloo and I frequently visit with her to help out in her business. The most efficient way of getting there is along Hwy 407 but it is costing me lots of money as the tolls are very expensive.

Therefore, I am in support of Councillors Marilyn Iafrate and Rosanna DeFrancesca's resolution to investigate the buy back of Hwy 407 and implement a one-year pilot study on the effect of subsidizing tolls. I believe lower tolls would increase usage of Hwy 407 as more people would use it instead of Hwy 401. A win-win solution for drivers.

Thank you,
Victoria Creese
Stouffville, Ont.

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] ITEM 6-15 FEASIBILITY STUDY FOR HIGHWAY 407
Date: Monday, December 2, 2024 10:37:30 AM

From: Bob Moroz <bobm@rfidcanada.com>
Sent: Monday, December 2, 2024 10:37 AM
To: Clerks@vaughan.ca
Subject: [External] ITEM 6-15 FEASIBILITY STUDY FOR HIGHWAY 407

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To the City of Vaughan,

Please note, re. Item 6-15, that I support the Endorsement of Feasibility Study for Highway 407.

Please feel free to contact me should you require more information.

Thank you.

Best regards,

Bob Moroz

■ Kilmuir Gate
Woodbridge, ON L4L 3L9



From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Stop the 413 now
Date: Monday, December 2, 2024 10:39:21 AM

From: John Diebolt [REDACTED]
Sent: Monday, December 2, 2024 10:38 AM
To: Clerks@vaughan.ca
Subject: [External] Stop the 413 now

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Hi Folks: Just a short message to state that **I support Marilyn lafrate's motion** as noted below.

I live in Northern Ontario, but am a heavy user of the highways in your area for medical and family purposes- especially the 407. I firmly believe that we cannot take up more land with another super highway. (The proposed Highway 413 and it's accompanying urban sprawl) Let's try the 407 solution first with the 1 year pilot study.

Thanks

John Diebolt
Manitoulin Island, Ontario

I will be bringing forward resolution at next week's Committee of the Whole (1) Meeting on **Tuesday December 3, 2024 at 1:00 p.m.** whereby I am supporting the Premier's Feasibility Study to buy back Highway 407 **and asking that the province implement a one year pilot program that will subsidize or eliminate tolls dedicated truck lanes on Highway 407 and evaluate the impact on traffic congestion** and efficiency.

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Item 6 - 15 Committee of the Whole
Date: Monday, December 2, 2024 10:40:39 AM

From: [REDACTED]
Sent: Monday, December 2, 2024 10:40 AM
To: Clerks@vaughan.ca
Subject: [External] Item 6 - 15 Committee of the Whole

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Hello.

I wish to submit my support for the upcoming resolution by Councillor Marilyn Iafate going to Vaughan Council's Committee of the Whole. The resolution she's presenting is for Vaughan Council to vote in support of the Premier's Feasibility Study to buy back the lease on Hwy 407 and asking the province to implement **a one year pilot program that will subsidize or eliminate tolls on Highway 407 and evaluate the impact on traffic congestion and efficiency.**

As a regular user of the 401 and 407, I would agree that this resolution could only improve the movement of all traffic.

Thank you.

Paul Toffoletti
Burlington, Ont.

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] HWY 407 Feasibility Study
Date: Monday, December 2, 2024 10:58:15 AM

From: Neil Iddon <ndi@associum.com>
Sent: Monday, December 02, 2024 10:52 AM
To: Clerks@vaughan.ca
Subject: [External] HWY 407 Feasibility Study

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I endorse the feasibility study of highway 407 put forward by counsellor lafrate.

Neil Iddon

-

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Committee of the Whole Meeting Tuesday December @ 1pm. Item 6 – 15 ENDORSEMENT OF FEASIBILITY STUDY FOR HIGHWAY 407

Dear Councillors and City Clerk,

I reside in Bolton and I am writing to you today because I work and regularly shop in Maple and have to contend with frustrating and time-consuming traffic congestion and gridlock on a daily basis.

I am asking you to support Councillor lafrate and DeFrancesca's resolution which is asking all Councillors to support the Premier's Feasibility Study to buy back the lease on Hwy 407 which the Premier has publicly acknowledged. More importantly, the resolution is asking the province to implement a 1 year pilot program that will subsidize or eliminate tolls on Highway 407 and evaluate the impact of the pilot on traffic congestion and efficiency.

This pilot will provide commercial vehicles with **immediate** low/no cost access to the underused Highway 407 and reduce the level commercial vehicles and overall vehicle volume on Hwy 7, Steeles, Langstaff, Rutherford and Major Mackenzie Drive and will allow the Province to assess the impact on congestion resulting from the reduction or elimination of the tolls on commercial vehicles.

In summary, I am asking each of the City of Vaughan Councillors to support resolution 6-15, Endorsement of Feasibility Study for Highway 407 put forward by Councillors lafrate and DeFrancesca.

Thank you for your support.
Sara Bonaguro



From: Clerks@vaughan.ca
To: John Britto
Subject: FW: [External] Item 6-15 ENDORSEMENT OF FEASIBILITY STUDY FOR HIGHWAY 407 - Vaughan Committee of the Whole meeting on December 3/2024
Date: Monday, December 2, 2024 11:00:58 AM

From: [REDACTED]
Sent: Monday, December 2, 2024 10:59 AM
To: Clerks@vaughan.ca
Cc: Marilyn lafrate <Marilyn.lafrate@vaughan.ca>
Subject: [External] Item 6-15 ENDORSEMENT OF FEASIBILITY STUDY FOR HIGHWAY 407 - Vaughan Committee of the Whole meeting on December 3/2024

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I am a resident of Pickering and wish to comment **in support of Councillor Marilyn lafrate's resolution 6-15, Endorsement of feasibility study for highway 407.**

As a GTA resident, I believe that there are sensible alternatives to the massive cost and the environmental destruction that would result from the proposed 413 highway.

An objective analysis of the merits of the 407 option should look at 3 factors -

1. Costs related to the buyback to divert trucks off the 401 versus the (unknown) billions of dollars to build a new highway (413)
2. The environmental impacts on the lands where the proposed 413 will be built, including species at risk
3. The effects of accelerating urban sprawl onto agricultural lands and greens space that have been snapped up by land and development speculators in anticipation of the 413

I believe the 1-year pilot program to assess subsidizing transport highway tolls on the 407 will provide important data about whether congestion on the 401 can be addressed by moving those trucks to the 407. It will provide facts that can inform the business case calculations for the cost and benefit of the proposed 413.

Thank you for your consideration,
Dan

Dan Shire
[REDACTED]

[REDACTED] Radom St.

Pickering, ON

From: Clerks@vaughan.ca
To: John Britto
Subject: FW: [External] Committee of the Whole - Dec 3 2024 - Agenda Item 6-15 Endorsement
Date: Monday, December 2, 2024 11:01:08 AM
Attachments: [image001.png](#)

From: Silvana Cantalini <silvanac@rfidcanada.com>
Sent: Monday, December 2, 2024 11:01 AM
To: Clerks@vaughan.ca
Subject: [External] Committee of the Whole - Dec 3 2024 - Agenda Item 6-15 Endorsement

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To clerks@vaughan.ca:

Please note, regarding the Committee of the Whole Meeting on Tues Dec 3 2024, pertaining to **Agenda Item 6-15**, a Resolution by Members Marilyn Iafrate and Rosanna De Francesca, **fully support the Endorsement of Feasibility Study for Highway 407.**

Please feel free to contact me should you require more information.

Thank you.

Best Regards,


Silvana Cantalini | Vice President | Tel: +1 905.513.8919 ext.25 
Fax: +1 905.513.7651

www.rfidcanada.com [rfidcanada.com]

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From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] 407 buyback
Date: Monday, December 2, 2024 11:03:28 AM

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

From: Jan Wenckstern [REDACTED]
Sent: Monday, December 02, 2024 11:03 AM
To: Clerks@vaughan.ca
Subject: [External] 407 buyback

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Hello,

I hope this can be given consideration before the destructive decision to build another highway.

Janet Wenckstern.

Sent from my iPhone

From: Clerks@vaughan.ca
To: John Britto
Subject: FW: [External] I SUPPORT RESOLUTION 6-15
Date: Monday, December 2, 2024 11:20:18 AM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

From: Sandra Behlok <sandra.behlok@desjardins.com>
Sent: Monday, December 2, 2024 11:20 AM
To: Clerks@vaughan.ca
Subject: [External] I SUPPORT RESOLUTION 6-15

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To Vaughan City Council,

I support counsellor lafrate's and De Francesca's Resolution to the feasibility of buying back the 407 and subsidizing transport trucks on the highway.

Regards,
Sandra Behlok
Agent
Sandra.behlok@desjardins.com

To learn more about how the **AJUSTO PROGRAM** works, please visit the [Ajusto page on Desjardins.com](#) or review [Frequently Asked Questions](#)

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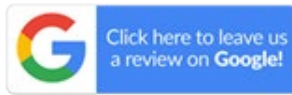
Sandra Behlok
Agent
Providing Insurance and Financial Services

sandra.behlok@desjardins.com
sandrabelok.ca

Sandra Behlok Ins Agency Ltd
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Woodbridge, ON L4L 4Y4

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From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] Vaughn - Dec. 3 2024 Committee of the Whole - public comment in favour of item #6-15 - feasibility study for 407 highway
Date: Monday, December 2, 2024 11:36:38 AM

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

From: [REDACTED]
Sent: Monday, December 2, 2024 11:36 AM
To: Clerks@vaughan.ca
Subject: [External] Vaughn - Dec. 3 2024 Committee of the Whole - public comment in favour of item #6-15 - feasibility study for 407 highway

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I support Councillor Iafrate's item 6-15 on the Committee of Adjustment calendar for December 3rd, 2024

I'm a Durham Region resident who drives the 407 highway rather than the 401 when I need to cross the city to the west end or to go to the airport. The 407 is wide open all the time, while the 401 is constantly congested from Oshawa all the way past Pearson airport.

A lot of this congestion comes from commercial traffic (transport trucks) that are delivering goods to our stores, warehouses and manufacturing sites. These goods are often time-sensitive and being stuck in traffic on the 401 costs the truckers and the customers a lot of money.

I am also a person who is concerned about urban sprawl and loss of farmland and greenspace to land speculators, a problem we know a lot about in Durham Region.

I don't think that pouring billions of dollars (and the government hasn't said how many \$billions) into constructing highway 413 will provide any relief in the short or long term. A new highway 413 will just spread land speculation and urban sprawl into areas that are green today – for nature or for agriculture.

I understand that Councillor Marilyn Iafrate has sponsored a motion at tomorrow's committee of the whole meeting, a proposal to perform a "Premier's Feasibility Study" to look at buying back the 407 from private owners. She's also proposing a one year pilot program to subsidize or offset the tolls of transport trucks, so that we can know the real numbers associated with moving trucks off the 401 onto an under-utilized highway 407, and likely eliminating the need to even build the 413.

We need creative and immediate solutions to traffic congestion in the GTA, something more than pouring unknown billions of dollars into construction of a new highway (the 413) when a practical solution such as offsetting transport highway tolls on an under-utilized road (the 407) are available today. And we can do an honest evaluation of the costs and benefits versus a new highway if the province looks at buying back the 407, a sale that never should have happened.

I am in favour of:

- * A one-year pilot program to subsidize/offset the 407 tolls for transport trucks.
- * An analysis of the financial business case into a buyback of the 407 highway
- * Release to the public of the complete study so the taxpayers can see the real numbers, not filtered by the Ford government. This study needs to include the effect on the environment.
- * A pause on 413 planning and construction until the result of the study is released – publicly released in full.

Sincerely,

Karen McKillop

Pickering ON

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

December 2, 2024
HPGI File: 22838

Development Planning Department

Development Planning Department
City of Vaughan
2141 Major Mackenzie Dr W
Maple, Ontario
L6A 1T1

Attn: Clerks Department

Re: December 3rd, 2024 Committee of the Whole Meeting – Item 1
Western Point Builders Inc.
11421 & 11455 Weston Road
Block 34 West
City Files: OP.22.020, Z.22.041, 19T-22V015

Humphries Planning Group Inc. represents the Block 34W landowners group and the applicant for the above noted matter. We are supportive of the overall recommendations to approve the applications. However, as related to the specific proposed conditions of approval, we have sought clarification on many items which have not been resolved prior to the communications deadline of December 2nd at 12 noon. Below is a summary of the draft plan conditions which are of potential concern and the reasons for such. We hope that these items will be resolved with City staff in an expeditious fashion prior to Council making a Decision on the subdivision conditions. The following conditions of draft plan approval remain unresolved:

Environmental Planning**Condition 27:**

Prior to final approval of the Plan, the Owner shall pay to the City a one-time financial contribution for the long-term maintenance of the Natural Heritage Network identified as Block 4 on the Plan. The contribution amount is required for the long-term maintenance of the block including, but not limited to, turf maintenance, litter and illegal dumping clean up, general trail maintenance and restoration, The one-time financial contribution of based on a per hectare rate of \$5,000.00/hectare.

We don't believe this is an appropriate requirement when the city is trying to reduce development charges and make the delivery of housing more affordable.

Development Engineering

Condition 49:

Prior to the initiation of grading, and prior to the registration of this draft plan of subdivision or any phase thereof, the owner shall submit to the City for review and approval the following:

A detailed engineering report that describes the storm drainage system for the proposed development within this draft plan, which report shall include:

- a) plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
- b) the location and description of all outlets and other facilities;
- c) storm water management techniques which may be required to control minor and major flows; and
- d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

Confirmation is required that topsoil stripping and bulk earthworks can be completed though a site alteration permit prior to submission of detailed design of SWM Pond.

Condition 56:

The Owner shall front-end finance, construct and/or contribute its proportionate share of the cost(s) associated with implementing the recommended ultimate wastewater servicing infrastructure improvements identified in the City's final Integrated Urban Water Master Plan Class Environmental Assessment including decommissioning any implemented interim servicing measures or recommend an alternate wastewater system servicing strategy for review and approval, to the satisfaction of the City.

A meeting occurred between the applicants engineering consultant and the City on May 16, this condition was to be reworded to remove the requirement to "front-end finance and implement". The applicant had agreed to contribute to the improvements through their share of DCs.

Condition 57:

The Owner shall front-end finance, construct and/or contribute its proportionate share of the cost(s) associated with implementing the recommended ultimate water distribution system infrastructure improvements identified in the City's final Integrated Urban Water Master Plan Class Environmental Assessment, to the satisfaction of the City.

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Condition 61:

The Owner, at its own expense, shall complete a CCTV inspection of the local downstream sanitary system, on a yearly basis, to confirm the condition of the pipe and existing conveyance capacity to the satisfaction of the City.

Why is CCTV inspection requested on an annual basis? Can this be completed once to confirm pipe condition, rather than annual. Capacity to be verified through flow monitoring rather than CCTV inspection.

Condition 62:

The Owner, at its own expense, shall front-end finance and construct or contribute to the construction of flow attenuation. Flow attenuation will be in effect until the development is redirected to the ultimate servicing outlet and decommissioned to the satisfaction of the City.

A meeting between representatives of the applicant occurred with the City wherein the City was provided a preliminary design for Risk Management Measures (i.e. inline attenuation). Block 34W will not implement these measures unless it triggers them. Risk Management Measures will be implemented by the development/Blocks that trigger them. It is further noted that the works potentially required do not involve replacing sewers.

Condition 63:

The Owner, at its own expense, shall front-end finance and construct or contribute to downstream pipe replacement if it is determined the above noted Risk Management Measures do not eliminate the risks of surcharging, to the satisfaction of the City.

There have been no discussions to date on replacement of the downstream pipes. Risk mitigation will be in the form of inline attenuation, if required.

Condition 64:

Prior to final approval of the Plan, if applicable, the Owner shall provide the City with a Letter of Credit in the amount of \$1,174,662 ($7.34\text{ha} \times \$145,482/\text{ha} = \$1,067,838 + 10\% \text{ Engineering Fee of } \$106,784 = \$1,174,662$) as security for its contribution towards the costs of future construction works (including decommissioning of interim works) for the Ultimate Sanitary Sewer connection to the Region's Northeast Vaughan Sanitary Trunk Sewer along Jane Street which is anticipated to be commissioned by Q4-2028.

Please confirm that the LC amount is for the estimated sanitary ASDC costs and clarify how this LC will be returned or applied to the future ASDC.

Condition 81:

Prior to final approval of the Plan, the City and the Region shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the proposed development.

Western Point Builders Inc.
December 2, 2024

Page 4 of 4

The application is for an employment use, not residential. Please confirm that the City does not assign allocation to non-residential projects.

We trust that these matters will be resolved quickly and look forward to continue to work with staff so as not to delay final approval by Council at its meeting scheduled for December 17, 2024.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

A handwritten signature in cursive script that reads "R Humphries".

Rosemarie Humphries BA, MCIP, RPP
President

cc.
Western Point Builders Inc.

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

December 2, 2024
HPGI File: 17507

Development Planning Department
Development Planning Department
City of Vaughan
2141 Major Mackenzie Dr W
Maple, Ontario
L6A 1T1

Attn: Clerks Department

**Re: December 3rd, 2024 Committee of the Whole Meeting – Item 2
Weston Valley Investments (Block 34) Inc.
Part of Lot 29, Concession 5
Block 34 West
City Files: OP.22.019, Z.22.040, 19T-22V014**

Humphries Planning Group Inc. represents the Block 34W landowners group and the applicant for the above noted matter. We are supportive of the overall recommendations to approve the applications. However, as related to the specific proposed conditions of approval, we have sought clarification on many items which have not been resolved prior to the communications deadline of December 2nd at 12 noon. Below is a summary of the draft plan conditions which are of potential concern and the reasons for such. We hope that these items will be resolved with City staff in an expeditious fashion prior to Council making a Decision on the subdivision conditions. The following conditions of draft plan approval remain unresolved:

Environmental Planning Condition 25:

Prior to final approval of the Plan, the Owner shall pay to the City a one-time financial contribution for the long-term maintenance of the Natural Heritage Network identified as Block 2 (Open Space including associated Vegetation Protection Zone) Block 3 (Open Space including associated Vegetation Protection Zone) and Block 4 (Trans-Canada Pipeline) on the Plan. The contribution amount is required for the long-term maintenance of these blocks including, but not limited to, turf maintenance, litter and illegal dumping clean up, general trail maintenance band restoration, The one time financial contribution of based on a per hectare rate of \$5,000.00/hectare.

We don't believe this is an appropriate requirement when the city is trying to reduce development charges and make the delivery of housing more affordable.

Development Engineering

190 Pippin Road
Suite A
Vaughan ON
L4K 4X9

T: 905-264-7678
F: 905-264-8073

www.humphriesplanning.com

~ Do Something Good Everyday! ~ STAY SAFE ~

Condition 47:

Prior to the initiation of grading, and prior to the registration of this draft plan of subdivision or any phase thereof, the owner shall submit to the City for review and approval the following:

A detailed engineering report that describes the storm drainage system for the proposed development within this draft plan, which report shall include:

- a) plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;*
- b) the location and description of all outlets and other facilities;*
- c) storm water management techniques which may be required to control minor and major flows; and*
- d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.*

Confirmation is required that topsoil stripping and bulk earthworks can be completed though a site alteration permit prior to submission of detailed design of SWM Pond.

Condition 54:

The Owner shall front-end finance, construct and/or contribute its proportionate share of the cost(s) associated with implementing the recommended ultimate wastewater servicing infrastructure improvements identified in the City's final Integrated Urban Water Master Plan Class Environmental Assessment including decommissioning any implemented interim servicing measures or recommend an alternate wastewater system servicing strategy for review and approval, to the satisfaction of the City.

A meeting occurred between the applicants engineering consultant and the City on May 16, this condition was to be reworded to remove the requirement to "front-end finance and implement". The applicant had agreed to contribute to the improvements through their share of DCs.

Condition 55:

The Owner shall front-end finance, construct and/or contribute its proportionate share of the cost(s) associated with implementing the recommended ultimate water distribution system infrastructure improvements identified in the City's final Integrated Urban Water Master Plan Class Environmental Assessment, to the satisfaction of the City.

A meeting occurred between the applicants engineering consultant and the City on May 16, this condition was to be reworded to remove the requirement to "front-end finance and implement". The applicant had agreed to contribute to the improvements through their share of DCs.

Condition 59:

The Owner, at its own expense, shall complete a CCTV inspection of the local downstream sanitary

system, on a yearly basis, to confirm the condition of the pipe and existing conveyance capacity to the satisfaction of the City.

Why is CCTV inspection requested on an annual basis? Can this be completed once to confirm pipe condition, rather than annual. Capacity to be verified through flow monitoring rather than CCTV inspection.

Condition 60:

The Owner, at its own expense, shall front-end finance and construct or contribute to the construction of flow attenuation. Flow attenuation will be in effect until the development is redirected to the ultimate servicing outlet and decommissioned to the satisfaction of the City.

A meeting between representatives of the applicant occurred with the City wherein the City was provided a preliminary design for Risk Management Measures (i.e. inline attenuation). Block 34W will not implement these measures unless it triggers them. Risk Management Measures will be implemented by the development/Blocks that trigger them. It is further noted that the works potentially required do not involve replacing sewers.

Condition 61:

The Owner, at its own expense, shall front-end finance and construct or contribute to downstream pipe replacement if it is determined the above noted Risk Management Measures do not eliminate the risks of surcharging, to the satisfaction of the City.

There have been no discussions to date on replacement of the downstream pipes. Risk mitigation will be in the form of inline attenuation, if required.

Condition 62:

Prior to final approval of the Plan, if applicable, the Owner shall provide the City with a Letter of Credit in the amount of \$1,174,662 (7.34ha x \$145,482/ha = \$1,067,838 + 10% Engineering Fee of \$106,784 = \$1,174,662) as security for its contribution towards the costs of future construction works (including decommissioning of interim works) for the Ultimate Sanitary Sewer connection to the Region's Northeast Vaughan Sanitary Trunk Sewer along Jane Street which is anticipated to be commissioned by Q4-2028.

Please confirm that the LC amount is for the estimated sanitary ASDC costs and clarify how this LC will be returned or applied to the future ASDC.

Condition 79:

Prior to final approval of the Plan, the City and the Region shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the proposed development.

The application is for an employment use, not residential. Please confirm that the City does not assign allocation to non-residential projects.

Weston Valley Investments (Block 34) Inc.
December 2, 2024

Page 4 of 4

We trust that these matters will be resolved quickly and look forward to continue to work with staff so as not to delay final approval by Council at its meeting scheduled for December 17, 2024.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

A handwritten signature in cursive script that reads "R. Humphries".

Rosemarie Humphries BA, MCIP, RPP
President

cc.
Weston Valley Investments (Block 34) Inc.

DATE: December 3, 2024

TO: Mayor and Members of Council

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

RE: COMMUNICATION – Committee Of The Whole (1), December 3, 2024

Item 1, Report 41
WESTERN POINT BUILDERS INC.
OFFICIAL PLAN AMENDMENT FILE OP.22.020
ZONING BY-LAW AMENDMENT FILE Z.22.041
DRAFT PLAN OF SUBDIVISION FILE 19T-22V015
11421 AND 11455 WESTON ROAD
VICINITY OF WESTON ROAD AND KIRBY ROAD

Recommendations

1. THAT the Proposed Exceptions to EMU Zone Requirement column pertaining to item a of Table 1, Attachment 4, be deleted and replaced with 5 m.
2. THAT the Proposed Exceptions to EMU Zone Requirement column pertaining to item b of Table 1, Attachment 4, be deleted and replaced with 3 m.
3. THAT the Proposed Exceptions to the EM1 Zone Requirement pertaining to item I of Table 1, Attachment 4, be deleted and replaced with:

“To permit the following uses:

- Banquet Hall in a single unit building
- Commercial Storage
- Contractor’s Establishment excluding Outdoor Storage
- Health and Fitness Centre
- Motor Vehicle Body Repair
- Motor Vehicle Rental excluding outdoor display or storage
- Motor Vehicle Repair
- Motor Vehicle Sales excluding the outdoor display or storage of motor vehicles, mechanical repairs and/or autobody repair
- Place of Assembly
- Place of Entertainment excluding theatre or concert hall
- One (1) take-out restaurant having a maximum floor area of 185 m2
- Service or Repair Shop”

4. THAT Condition 27 of the Conditions of Approval of the City of Vaughan contained within Attachment 5a) of Committee of the Whole Report dated December 3, 2024, be amended by deleting it and replacing it with the following text:

“27. Prior to final approval of the Plan, the Owner shall provide confirmation from the Block 41 Landowners Group Trustee that the Owner seeking final approval has paid its proportionate share of the downstream assessment of the East Purpleville Creek Subwatershed Study as determined by the Block 41 Group Engineer. This payment shall be based on the Gross Area of the landownership.”

5. THAT Condition 57 of the Conditions of Approval of the City of Vaughan contained within Attachment 5a) of Committee of the Whole Report dated December 3, 2024, be amended by deleting it and replacing it with the following text:

“57. The Owner shall front-end finance, construct and/or contribute its proportionate share of the cost(s) associated with implementing the recommended ultimate Pressure District 7 water distribution system infrastructure improvements identified in the City’s final Integrated Urban Water Master Plan Class Environmental Assessment (project no. W005-2023), to the satisfaction of the City.”

6. THAT Condition 61 of the Conditions of Approval of the City of Vaughan contained within Attachment 5a) of Committee of the Whole Report dated December 3, 2024, be amended by deleting it and replacing it with the following text:

“61. The Owner, at its own expense, shall complete a CCTV inspection of the local downstream sanitary system, on a yearly basis as reasonably required, to confirm the condition of the pipe and existing conveyance capacity to the satisfaction of the City.”

7. THAT Condition 62 of the Conditions of Approval of the City of Vaughan contained within Attachment 5a) of Committee of the Whole Report dated December 3, 2024, be amended by deleting it and replacing it with the following text:

“62. If based on flow monitoring the sanitary flows from this development exceed the theoretical flows determined through the Final Approved Block 34W MESP then the Owner, at its own expense, shall front-end finance and construct or contribute to the construction of flow attenuation. Flow attenuation will be in effect until the development is redirected to the ultimate servicing outlet and decommissioned to the satisfaction of the City as may be required.”

8. THAT Condition 63 of the Conditions of Approval of the City of Vaughan contained within Attachment 5a) of Committee of the Whole Report dated

December 3, 2024, be amended by deleting it and replacing it with the following text:

“63. If based on flow monitoring the sanitary flows from this development exceed the theoretical flows determined through the Final Approved Block 34W MESP then the Owner, at its own expense, shall front-end finance and construct or contribute to downstream pipe replacement if it is determined the above noted Risk Management Measures do not eliminate the risks of surcharging, to the satisfaction of the City if required.”

9. THAT Condition 81 of the Conditions of Approval of the City of Vaughan contained within Attachment 5a) of Committee of the Whole Report dated December 3, 2024, be deleted and conditions thereafter be subsequently renumbered accordingly.

Background

The Block 41 Landowners Group ('LOG') own approximately 297 gross hectares of land located north of Teston Road, south of Kirby Road, west of Weston Road and east of Pine Valley Drive within the City of Vaughan. Block 41 is one of two New Community Areas in the City of Vaughan which is planned to accommodate growth up to the 2031 planning horizon.

The Block 41 LOG submitted the East Purpleville Creek Subwatershed Study ('Subwatershed Study') in March 2018, which satisfied the requirements of Section 9.2.2.14.d.ii of the Vaughan Official Plan 2010 ('V' and Section 9.1.2.1 of Official Plan Amendment 50, being the Block 41 Secondary Plan.

The Subwatershed Study was prepared not only for lands within the Block 41 Secondary Plan area, but also examined other lands within the East Purpleville Creek Subwatershed which included lands with Block 34W, among others. The attached figure illustrates the lands which benefit from the preparation of the Subwatershed Study.

The Block 41 LOG undertook the Subwatershed Study in consultation with the City of Vaughan and the Toronto and Region Conservation Authority and funded the entire process, which ultimately cost \$1,843,203.00. The Subwatershed Study covers a total area of 1,783.57 gross hectares, of which Block 41 represents 324.56 gross hectares or 18.2% of the total subwatershed study area.

Although Section 9.2.2.14 of the Vaughan Official Plan is intended for lands designated New Community Areas, per Section 2.2.3.6, new communities in general are also expected to undergo a Secondary Plan process as outlined in Section 9.2.2.14. As the Subwatershed Study benefits all landowners within its boundary, it is only fair and appropriate that all landowners within the subwatershed boundary contribute to the downstream assessment portion cost of the study.

On this basis, the Development and Parks Planning Department is agreeable to amending draft plan of subdivision Condition 27. The Development Engineering Department has requested the other draft plan of subdivision condition amendments as a result of further discussion with the owner's planning consultant to further refine the

conditions. The requested modifications to Table 1, Attachment 4 are administrative corrections.

Conclusion

The Development and Parks Planning Department and Development Engineering Department has no objection to the above amendments.

Respectfully submitted by,

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

Haiqing Xu, \Deputy City Manager,
Planning, Growth Management and Housing Delivery

DATE: December 3, 2024

TO: Mayor and Members of Council

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

RE: COMMUNICATION – Committee of the Whole, December 3, 2024

Item 2, Report 41

WESTON VALLEY INVESTMENTS (BLOCK 34) INC.
OFFICIAL PLAN AMENDMENT FILE OP.22.019
ZONING BY-LAW AMNDMENT FILE Z.22.040
DRAFT PLAN OF SUBDIVISION FILE 19T-22V014
PART OF LOT 29, CONCESSION 5
VICINITY OF WESTON ROAD AND KIRBY ROAD

Recommendations

1. THAT the Proposed Exceptions to EMU Zone Requirement column pertaining to item a of Table 1, Attachment 3, be deleted and replaced with 5 m.
2. THAT the Proposed Exceptions to EMU Zone Requirement column pertaining to item b of Table 1, Attachment 3, be deleted and replaced with 3 m.
3. THAT Condition 25 of the Conditions of Approval of the City of Vaughan contained within Attachment 4a) of Committee of the Whole Report dated December 3, 2024, be amended by deleting it and replacing it with the following text:
 - “25. Prior to final approval of the Plan, the Owner shall provide confirmation from the Block 41 Landowners Group Trustee that the Owner seeking final approval has paid its proportionate share of the downstream assessment of the East Purpleville Creek Subwatershed Study as determined by the Block 41 Group Engineer. This payment shall be based on the Gross Area of the landownership.”
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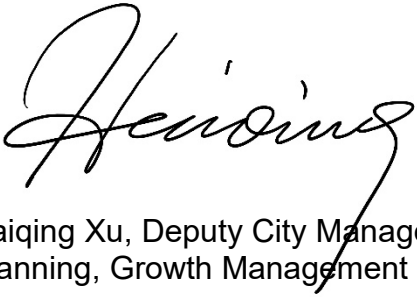
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Respectfully submitted,

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Haiqing Xu, Deputy City Manager,
Planning, Growth Management and Housing Delivery