

**COUNCIL MEETING – JANUARY 28, 2025  
COMMUNICATIONS**

		<u>Rpt. No.</u>	<u>Item(s) No.</u>	<u>Committee</u>
<b><u>Distributed January 24, 2025</u></b>				
C1.	Irene Ford, dated January 20, 2025	1	20 & 21	Committee of the Whole
C2.	Hao Liu, Keatley Drive, Maple, dated January 20, 2025.	1	5	Committee of the Whole
C3.	Sadovnichiy Family, Croley Street, Maple, dated January 20, 2025.	1	5	Committee of the Whole
C4.	Eduardo Nunez, Keatley Drive, Maple, dated January 20, 2025.	1	5	Committee of the Whole
C5.	Ben Liao and Phuong Quang, Fitzmaurice Drive, dated January 20, 2025.	1	5	Committee of the Whole
C6.	Hass, Preserve Upper Thornhill Estates, dated January 20, 2025.	1	5	Committee of the Whole
C7.	Vince Paolucci, dated January 21, 2025.	3	2	Committee of the Whole (Public Meeting)
C8.	Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated January 17, 2025.	1	11	Committee of the Whole
C9.	Amanda Corbett, dated January 22, 2025.	3	2	Committee of the Whole (Public Meeting)
C10.	Memorandum from the Interim Deputy City Manager, Planning, Growth Management and Housing Delivery, dated January 24, 2025.	1	9	Committee of the Whole
C11.	Vince Paolucci, dated January 24, 2025.	3	2	Committee of the Whole (Public Meeting)
<b><u>Distributed January 27, 2025</u></b>				
C12.	Confidential memorandum from the Interim Deputy City Manager, Planning, Growth Management, and Housing Delivery, dated January 27, 2025.	2	1	Committee of the Whole (Closed Session)

**Disclaimer Respecting External Communications**

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

**Please note there may be further Communications.**

**COUNCIL MEETING – JANUARY 28, 2025  
COMMUNICATIONS**

---

	<b><u>Rpt. No.</u></b>	<b><u>Item(s) No.</u></b>	<b><u>Committee</u></b>
C13. Memorandum from the Deputy City Manager, Infrastructure Development and the Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer, dated January 28, 2025.	1	20 & 21	Committee of the Whole

**Distributed January 28, 2025**

C14. Confidential memorandum from the City Manager, dated January 28, 2025.	2	3	Committee of the Whole (Closed Session)
---	---	---	--

**Disclaimer Respecting External Communications**

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

Please note there may be further Communications.

C1

Communication

Council – January 28, 2025

CW(1) – Report No. 1 Item No. 20 & 21

**From:** [IRENE FORD](#)  
**To:** [Council@vaughan.ca](mailto:Council@vaughan.ca); [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** [Joseph Quigley](#); [Mike Schreiner](#); [Mike Crawley](#); [Paul Calandra](#); [Paul Webster](#); [Premier of Ontario | Premier ministre de l'Ontario](#); [Francesco Sorbara](#); [Laura Smith](#); [Stephen Lecce](#); [Peter Bethlenfalvy](#); [Jeff Gray](#); [Mike Adler](#); [Veracia Ankrah](#); [Noor Javed](#); [Emma McIntosh](#); [Erin Mahoney](#); [Robert Benzie](#); [Isaac Callan](#); [Integrity Commissioner](#); [Principle's Integrity](#); [Comments](#); [Ontario Lobbyist Registry](#); [Oico On Info](#); [Lobbyist Registry](#); [Haiqing Xu](#); [Vince Musacchio](#); [Zoran Postic](#); [Martha Greenberg](#); [ltchomes.licensing@ontario.ca](mailto:ltchomes.licensing@ontario.ca); [kinga.surma@pc.ola.org](mailto:kinga.surma@pc.ola.org); [ltcminister@ontario.ca](mailto:ltcminister@ontario.ca); [Marit Stiles-OP](#); [bonnie@ontarioliberal.ca](mailto:bonnie@ontarioliberal.ca); [Joel Wittnebel](#); [Michael Tiboloco](#); [Minister](#); [Ombudsman On Info](#); [Jack Hauen](#); [John Taylor](#); [Frank Scarpitti](#); [David West](#); [Tom Mrakas](#); [Virginia Hackson](#); [Iain Lovatt](#); [Margaret Quirk](#); [Steve Pellegrini](#)  
**Subject:** [External] Mayor Del Duca Making Significant Policy Changes W/O Consulting/Informing the Public & Acts Like York Region/Vaughan are Sitting on a Pot of Gold  
**Date:** January-20-25 3:12:09 PM

**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.

Vaughan Council,

Please do not blindly support the Mayor's motions in the absence of further policy discussion and analysis.

Vaughan Clerks,

Please add this as a communication with regard to the Member's Motions presented by Mayor Del Duca tomorrow. I realize it is late, attachment to Council is understood.

Mayor Del Duca appears to be resorting to making huge policy shifts as well as financial decisions through the use of Member's Motions that are not informed by staff professional opinion or recommendations. There are 2 such motions on tomorrow's agenda that have no staff reports to understand if there is VFM, risks, benefits etc., nor a request for any such thing.

Member motions are at times necessary but they are becoming a staple in order to shape the decision making process. Motions are not objective nor are they unbiased. Motions are crafted to obtain the outcome that is desired by the author. They are inherently unfair as motions come forward based on who asks and has the member's ear.

At this point I am very concerned about who Mayor Del Duca is listening to and I don't think it is ratepayer groups, any public interest, not-profits or charity groups. [Support from BILD](#) is not support from residents and the Mayor should take note. BILD and the members they represent have been behind some of the most [destructive decisions to expand urban boundaries](#) and they hosted the dinner in which Ryan Amato was given the majority of information relating to the now reversed Greenbelt removals. All of this was done without any regard for the significant and severe limitations surrounding the delivery, budget and construction of infrastructure required to service the proposed growth. In the absence of infrastructure land use decisions are nothing more than an artificial means to inflate land value.

## **Motion 1: Taking Charge of Our Roads**

### **TAKING CHARGE OF OUR ROADS TO FIGHT GRIDLOCK - Committee of the Whole (1) - January 21, 2025**

This motion seeks to downgrade portions of regional roads to local roads so that massive infrastructure projects can be delivered.

- The Langstaff Bridge over the CN rail yard and one over federal land. CN to date has not been supportive of a giant bridge.
- The expansion of Teston, from Keele to Dufferin will be on top of an old landfill.
- Highway 7 from Pine Valley to Martin Grove Rd will have to cross the Humber and widen the existing CP rail line underpass.

Why the Mayor believes this is a good idea is beyond my comprehension, in fact I find it reckless and irresponsible given the magnitude of the projects both in scope, constructability and budget. Some general comments on the Where Clauses in the Motion.

- I asked for the analysis from Ernest & Yonge referenced in the third Whereas Clause on pg. 2. The Clerk informed me that it was presented in confidential session, therefore not available for public consumption. This report was used to inform Vaughan's submission to the Ontario government on regional governance, mostly supportive of downloading regional governance. If it's so good for Vaughan why can't we get a copy?
- There is no logical reason to think that Vaughan would deliver these projects with improved VFM, transparency or faster. In fact I wonder if the opposite could be true. For eg. the management of the Kirby Rd extension thus far has: [overpayment of funds surrounding the EA](#), procurement was [awarded to the parent company](#) associated with the Vaughan City Hall saga (KAPP Infrastructure Inc. is an entity of [HBNG Holburn Group of Companies](#) as is Maystar who was the constructor for Vaughan City Hall and linked to the [2015 Integrity Commissioner Report](#) that led to [charges under the municipal act against former Mayor Di Biase](#)) and now the landowner is fighting expropriation costs at the [OLT](#) for an exorbitant amount. The landowners argue that the [\\$14.6M paid by Vaughan for expropriation should be \\$99M](#) more to add on to the Rizmi land saga.
- The fourth Whereas Clause references provincial legislation that is not yet in effect and is only at first reading! Legislation that if passed applies only to Peel Region NOT York Region. [Peel Transition Implementation Act, 2024](#). Is the Mayor aware of future changes to the Peel Implementation Act, 2024 that would expand the proposed act to apply to York Region, or is he the advocate for other actors who are trying to trigger such provincial legislative changes?

## **Motion 2: VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-FOR-PROFIT LONG-TERM CARE FACILITY**

[VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-FOR-PROFIT LONG-TERM CARE FACILITY - Committee of the Whole \(1\) - January 21, 2025](#)

The information provided in this motion is not consistent and conflicts with public information available. The Mayor seeks to remove \$4.3M in development fees and suggest that the LTCH will be run "by Mariann Home, a non-profit founded in the 1970s in Richmond Hill by The Missionary Sisters of the Precious Blood". The 256 bed LTCH was approved by MZO in 2020 on provincial land that I thought was sold to a for-profit LTC provider (Arch Corporation) and the bed license was awarded to another entity affiliated with the for-profit company who is part of a partnership (Arch Venture Holdings Ltd.).

Toronto Star Article: [https://www.thestar.com/news/investigations/an-attractive-investment-as-private-equity-scoops-up-ontario-nursing-homes-there-are-concerns-about/article\\_c9dcfab-bf1b-5e7e-8b16-a992450fdaf8.html#tncms-source=login](https://www.thestar.com/news/investigations/an-attractive-investment-as-private-equity-scoops-up-ontario-nursing-homes-there-are-concerns-about/article_c9dcfab-bf1b-5e7e-8b16-a992450fdaf8.html#tncms-source=login)

Bed License Award: [Ontario's long-term care licensing public consultation registry](#)

Infrastructure Ontario Bid Document: [Publish Online](#)

Many things are unclear to me about where the Mayor is getting his information from as well as why he is proceeding to ask for the development charges to be deferred (indefinitely?) given that Infrastructure Ontario (IO) has been leading this project. If IO wanted the development fees waived then they should have formally submitted a communication to that effect and as far as I can tell they have not. If the Province or the Minister of Finance wanted the development fees waived so it could be included in the 2025 Ontario Budget as suggested in the Whereas Clauses then again there should be a formal communication from the Minister of LTC and/or Finance requesting this - NOT A MEMBER'S MOTION suggesting such. **Perhaps the Minister of Finance, LTC or IO would like to comment as they have been cc'd?**

This is not about the delivery of LTC it is about land banking. The requirement for LTC is 30 years, what do you think the land will be worth in 30 years and what will the development potential actually be? Further there is also suggestion of ancillary facilities - would we be waiving development fees for structures that are not the LTCH?

When did this project become named the Mariann Home and how did [Mariann Home](#) get involved, who is affiliated with [Universal Care](#) (at the center of controversy surrounding the 'fake teacher ads', preferential treatment from the Ford government as well as lawsuits related to standards of care during COVID)?

If there is no development application (none on PlanIt or otherwise that I am aware of) how could the Mayor estimate the development fees as being \$4.3M? Where did this number come from? Why would we grant an indefinite deferral of development fees, do we have any sense of the infrastructure that is or will be required at this point in time?

The Mayor must explain why he has suggested that the home will be a non-profit to justify the waving of development fees when all other indicators suggest that a for-profit entity is behind the scenes ([Arch Corporation](#))?

Did [IO contract with](#) another entity, did the Vaughan land transaction fail apart?

## **York Region Council - Ambush by Mayor Del Duca to Lower Development Fees - Where is the Pot of Gold?**

### [York Region council clashes over reducing charges for developers](#)

This is relevant because there is a staff report requesting to authorization a staff report to enter into a development agreement to finance and build a portion of Shipwell St ahead of the normal planning process. Refer to the Block 34E reference below. If developers have so much money that they can prepay and absorb costs above development fees then why are they complaining about development fees?

At York Region Council last week the Mayor brought forward a motion that was successfully voted upon seeking a staff report to return at the end of the first quarter to reduce development charges in efforts to make housing more affordable. I view this as an ambush on the new Chair of York Region. My concern from the beginning with the Chair was not nepotism, or that he had a law enforcement background. It was the significant growth planned and delivery/funding of infrastructure projects that need to be paid over the next decades and how they will be funded in light of Bill 23, changes by the provincial government to find a Lake Ontario based solution to pump drinking water and treat sanitary at distances greater than 50km, plus the fast tracking of municipal infrastructure by 10 years in order to satisfy the government housing pledges. The Chair is on a steep learning curve with regards to municipal infrastructure and associated capital/operating budget. Del Duca's actions to bring such a motion/action forward at his first meeting was opportunistic and/or inconsiderate.

Del Duca's action demonstrates disrespect for smaller York Region municipalities as well as the intent and purpose of regional government; to pool resources in order to provide more efficient services and larger infrastructure projects in ways that do not penalize smaller municipalities who have access to less financial and staff resources. This form of government should help to relieve pressure to develop sensitive landscapes (Greenbelt/ORM/farmland) in smaller rural municipalities. Vaughan is blessed with an abundance of employment land which is what has enabled us to keep our property taxes rate as one of the lowest in Ontario. Del Duca blindly failed to recognize the inequality that exists across the Region and how regional governance serves to offset that to some extent. While not perfect, I recognize.

If the Mayor of Vaughan truly cared about affordable housing, emergency housing then he would be supporting York Region's efforts to delivery on it's Housing Strategy not providing gifts to the development community in the form of blind reductions of development charges that assume housing will become more affordable in the absence of any formal agreement or conditions. It is like the Mayor is unaware that

developers have so much money they are willing to pay above and beyond development fees to prioritize and advance infrastructure. Some examples.

*Block 34E Prepaying to Build Shipwell Rd, Case Study No. 5 of the [Auditor General's Report on MZO](#)*

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=191306>

- The Owner of the Subject Lands where the extension of Shipwill Street is proposed has committed to fund the full cost of and construct the requisite infrastructure. A development agreement will secure for the land and works.

*Block 27 Prepaid Development Charges Agreement*

<https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=18245>

Block 34E, Block 41 are both benefiting blocks and subject to MZO's. Basically the developer prepaid \$156.4M, knowing that \$4M would not be recoverable through development fees.

If the exceptions to the policy, based on the principles set out below, are approved by Council, the Block 27 Developer Group would advance only the cost of Phase 1 of the project, plus the cost of certain transportation preconstruction works. Phase 2 of the project would proceed as a Regional project, as contemplated in the Region's capital plan, and may be adjusted during the annual budget process. The total amount the Developer Group would be required to advance is currently estimated at \$156.4 million with \$152.4 million or 97% recoverable, subject to the Regional debt service coverage provisions in the Prepaid Development Charge Credit policy.

Markham Flato MZO's

<https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=44831>

Flato agreed to pay \$3.9M to fund an EA to service an approved MZO's that were not in York Region's W/W Master Plans. This may not be recoverable.

However, as the four-kilometre extension of the McCowan Sewer is not included in the Region's Capital Plan and Development Charges Bylaw, the Landowners are not eligible to recover their costs through development charges credits. At a later point, when/if the project is included in the Region's Development Charge Bylaw, it may be eligible for development charges credits. The Landowners have been made aware of this and have agreed to proceed with funding EA at their risk.

The Mayor should explain where he thinks the pot of gold is sitting that will be used to fund and pay for infrastructure in the City of Vaughan as well as York Region? Especially before removing existing funding sources.

Regards,  
Irene Ford,  
Ward 3, Vaughan, York Region

**From:** [Hank Liu](#)  
**To:** [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca); [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [Chris Ainsworth](#); [Cindy Furfaro](#); [Steven Del Duca](#); [Linda Jackson](#); [Mario Ferri](#); [Gino Rosati](#); [Mario G. Racco](#); [Marilyn Iafrate](#); [Adriano Volpentesta](#); [Rosanna DeFrancesca](#); [Gila Martow](#); [Haiging Xu](#); [Preserve Upper Thornhill Estates](#)  
**Subject:** [External] Proposed Development: Z.22.043 Location: Block 279, 65M-4491, 87 Keatley Drive  
**Date:** January-20-25 8:19:15 PM

**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 & City Planning Department.

I am writing to formally express my objection to both the original (again) and amended rezoning and development applications for the property located at **87 Keatley Drive**.

Thank you for your dedication to listening to the community and taking steps to address our concerns by preventing the construction of the proposed condominium. Your dedication to support the community reflects your commitment to preserving the character of our neighbourhood and ensuring that local voices are heard. However, we urge you to not overlook the key risks that still exist in this community. Increased traffic congestion and inadequate green spaces remain critical concerns that demand immediate attention. As well, this community NEEDS more commercial spaces. The area is not accessible and frankly, there is no where to work, walk to or enjoy. We need to build robust communities not just homes on top of homes.

While we are grateful for your efforts, we encourage a more comprehensive approach to addressing these underlying challenges for the long-term well-being of Vaughan.

The developer ONLY paid \$4 million dollars for this land. They are purposing 104 stacked townhomes to be sold at \$1 million EACH.

We urge the city to act and negotiate with the developer to move the exit / entrance on to Queen Filomena or Bathurst Street. Please do not take NO for an answer. This is YOUR city to protect. We have been told that the developer cannot afford to make such an amendment.

The developer CAN afford to lose units. The community CANNOT afford to put their safety at risk. Keatley Drive is only 8 meters wide and only has one sidewalk.

We MUST be proactive with safety and traffic. Putting a no parking sign is not an effective solution.

### **Key Issues with the Proposals**

#### **Traffic Congestion**

The proposed development (s) will exacerbate existing traffic issues in the area. This community's roadways are already strained during peak hours, the added volume from this project has not been adequately addressed in either the original or revised plans.



Furthermore, the amended proposal still includes an entrance on Keatley Dr., which would significantly worsen traffic flow during peak hours. This entrance would create bottlenecks, increase congestion, and compromise safety for residents, pedestrians, and cyclists.

### **Parking Needs**

The amended proposal continues to fall short in addressing parking requirements. With the projected increase in density, there is a glaring lack of provision for adequate parking spaces for residents, visitors, and service vehicles. This will inevitably lead to overflow parking on nearby streets, further disrupting traffic flow and creating additional challenges for the community.

### **Impact on Local Schools**

The development fails to account for the strain it will place on our local schools. Many schools in the area are already operating at or near capacity, and neither proposal includes a comprehensive plan to address the need for additional school facilities or resources to accommodate the projected population increase.

### **Negative Environmental Impact**

The development raises serious environmental concerns for the community. Increased density, traffic, and construction will contribute to higher levels of air and noise pollution. Additionally, the lack of green space and proper environmental considerations in the plans does not align with Vaughan's sustainability goals. A project of this scale should incorporate strategies to minimize its environmental footprint, such as improved stormwater management, tree preservation, and energy-efficient designs, none of which have been adequately addressed in the current proposals.

### **Responsible Development Criteria**

Both the original and amended applications fall short of meeting the community's standards for responsible and sustainable development. They lack meaningful consideration for the long-term impact on Vaughan's infrastructure, environment, and overall quality of life for current residents. Responsible development should prioritize balanced growth that enhances the community—not strain it further.

### **Recommendation**

**IF** the City of Vaughan sees a path forward to re-zone 87 Keatley Dr. from the current commercial zoning to a residential zoning, I strongly recommend that the rezoning be limited to **low-density residential zoning** that has been well planned. This approach would be consistent with the current character and fabric of the community while addressing concerns about infrastructure capacity, traffic, parking e. Low-density residential development is far better aligned with the needs of the neighbourhood and ensures that any new development integrates seamlessly into the community.

### **Request for Action:**

I urge the Council and Mayor's office to:

Reevaluate the zoning applications with a stronger focus on addressing traffic congestion, including removing any entrance on Keatley Avenue.

Address parking, school capacity, environmental concerns, and other critical community infrastructure needs.

Require the developers to propose a plan that aligns with Vaughan's vision for responsible and sustainable growth and respects the low-density character of the surrounding area.

Continue to facilitate a transparent dialogue with all parties to ensure that the community's concerns are genuinely considered and addressed as the amended proposal does not offer enough time for thorough input.

When you vote YES on January 21st, please continue to fight for the residents of Vaughan and ask the developer to respect the character of the community and move the entrance.

Our community deserves thoughtful development that prioritizes the well-being of current and future residents. I trust that the Council will take these concerns into account and act in the best interest of OUR community.

Regards,

**Hao Liu**

■ **Keatley Drive, Maple ON** ■

**From:** [S&L](#)  
**To:** [Marilyn Iafrate](#); [DevelopmentPlanning@vaughan.ca](#); [Clerks@vaughan.ca](#); [Chris Ainsworth](#); [Steven Del Duca](#); [Linda Jackson](#); [Mario Ferri](#); [Gino Rosati](#); [Mario G. Racco](#); [Marilyn Iafrate](#); [Adriano Volpentesta](#); [Rosanna DeFrancesca](#); [Gila Martow](#); [preserve.ute@gmail.com](#)  
**Subject:** [External] Proposed Development: Z.22.043 Location: Block 279, 65M-4491, 87 Keatley Drive  
**Date:** January-20-25 8:22:40 PM

---

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.

Request for Action:

I urge the Council and Mayor's office to:

Reevaluate the zoning applications with a stronger focus on addressing traffic congestion, including removing any entrance on Keatley Drive.

Address parking, school capacity, environmental concerns, and other critical community infrastructure needs.

Require the developers to propose a plan that aligns with Vaughan's vision for responsible and sustainable growth and respects the low-density character of the surrounding area.

Continue to facilitate a transparent dialogue with all parties to ensure that the community's concerns are genuinely considered and addressed as the amended proposal does not offer enough time for thorough input.

If you vote YES on January 21st, please continue to fight for the residents of Vaughan and ask the developer to respect the character of the community and relocate the entrance.

Our community deserves thoughtful development that prioritizes the well-being of current and future residents. I trust that the Council will take these concerns into account and act in the best interest of OUR community.

Regards,  
Sadovnichiy family  
■ Croley, st  
Maple

**From:** [Eduardo Nunez](mailto:Eduardo.Nunez@vaughan.ca)  
**To:** [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca); [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [Chris Ainsworth](mailto:Chris.Ainsworth@vaughan.ca); [Cindy Furfaro](mailto:Cindy.Furfaro@vaughan.ca); [Steven Del Duca](mailto:Steven.DelDuca@vaughan.ca); [Linda Jackson](mailto:Linda.Jackson@vaughan.ca); [Mario Ferri](mailto:Mario.Ferri@vaughan.ca); [Gino Rosati](mailto:Gino.Rosati@vaughan.ca); [Mario G. Racco](mailto:Mario.G.Racco@vaughan.ca); [Marilyn Iafrate](mailto:Marilyn.Iafrate@vaughan.ca); [Adriano Volpentesta](mailto:Adriano.Volpentesta@vaughan.ca); [Rosanna DeFrancesca](mailto:Rosanna.DeFrancesca@vaughan.ca); [Gila Martow](mailto:Gila.Martow@vaughan.ca); [Haiping Xu](mailto:Haiping.Xu@vaughan.ca); [preserve.ute@gmail.com](mailto:preserve.ute@gmail.com)  
**Subject:** [External] Proposed Development: Z.22.043 Location: Block 279, 65M-4491, 87 Keatley Drive  
**Date:** January-20-25 10:04:32 PM  
**Importance:** High

**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 & City Planning Department.

I want to thank you for continuously demonstrating your deep interest in what is best for our community and actively listening to our concerns. As you know, we as a community object to both, the original and amended re-zoning and development applications for the property located on **87 Keatley Drive**.

We urge you to not overlook the key risks that remain with the amended plan, including but not limited to increased traffic congestion, safety concerns, as well as inadequate green spaces for the area. In addition, the original plan included accessible commercial spaces which is what this community really needs, as current ones are not accessible unless we drive to them.

While we are grateful for your efforts, we encourage a more comprehensive approach to addressing these underlying challenges for the long-term well-being of Vaughan.

**We urge the city to act and negotiate with the developer to move the exit / entrance on to Queen Filomena or Bathurst Street.** Please do not take NO for an answer. This is YOUR city to protect. We have been advised that developer's position, is that by doing so, this project would not be profitable enough, which we find hard to believe given that they ONLY paid \$4 million dollars for this land. Losing a few units out of the 104 stacked townhomes which they plan to sell at \$1 million EACH should not impact too much the return of their investment. In fact, having the entrance on such a narrow street as it is Keatly, may discourage potential buyers and may be commercially wiser to have the entrance on a wider street.

We strongly believe that the developer CAN afford to lose units, but the community CANNOT afford to put the safety of their family members at risk. Keatley Drive is only 8 meters wide and only has one sidewalk; it is already congested enough and increasing traffic could mean First responders not being able to get through on emergency situations. We MUST be proactive with safety and traffic. Putting a no parking sign is not an effective solution.

## Key Issues with the Proposals

### 1. Traffic Congestion

The proposed development (s) will exacerbate existing traffic issues in the area. The community's roadways are already strained during peak hours, the added volume from this project has not been adequately addressed in either the original or revised plans. Furthermore, the amended proposal still includes an entrance on Keatley Dr., which would significantly worsen traffic flow during peak hours. This

entrance would create bottlenecks, increase congestion, and compromise safety for residents, pedestrians, and cyclists.

## 2. **Parking Needs**

The amended proposal continues to fall short in addressing parking requirements. With the projected increase in density, there is a glaring lack of provision for adequate parking spaces for residents, visitors, and service vehicles. This will inevitably lead to overflow parking on nearby streets, further disrupting traffic flow and creating additional challenges for the community.

## 3. **Impact on Local Schools**

The development fails to account for the strain it will place on our local schools. Many schools in the area are already operating at or near capacity, and neither proposal includes a comprehensive plan to address the need for additional school facilities or resources to accommodate the projected population increase.

## 4. **Negative Environmental Impact**

The development raises serious environmental concerns for the community. Increased density, traffic, and construction will contribute to higher levels of air and noise pollution. Additionally, the lack of green space and proper environmental considerations in the plans does not align with Vaughan's sustainability goals. A project of this scale should incorporate strategies to minimize its environmental footprint, such as improved stormwater management, tree preservation, and energy-efficient designs, none of which have been adequately addressed in the current proposals.

## 5. **Responsible Development Criteria**

Both the original and amended applications fall short of meeting the community's standards for responsible and sustainable development. They lack meaningful consideration for the long-term impact on Vaughan's infrastructure, environment, and overall quality of life for current residents. Responsible development should prioritize balanced growth that enhances the community—not strain it further.

## **Recommendation**

**IF** the City of Vaughan sees a path forward to re-zone 87 Keatley Dr. from the current commercial zoning to a residential zoning, I strongly recommend that the rezoning be limited to **low-density residential zoning** that has been well planned. This approach would be consistent with the current character and fabric of the community while addressing concerns about infrastructure capacity, traffic, parking e. Low-density residential development is far better aligned with the needs of the neighbourhood and ensures that any new development integrates seamlessly into the community.

## **Request for Action:**

I urge the Council and Mayor's office to:

- Reevaluate the zoning applications with a stronger focus on addressing traffic congestion, including removing any entrance on Keatley Avenue.

Address parking, school capacity, environmental concerns, and other critical community infrastructure needs.

- Require the developers to propose a plan that aligns with Vaughan's vision for responsible and sustainable growth and respects the low-density character of the surrounding area.
- Continue to facilitate a transparent dialogue with all parties to ensure that the community's concerns are genuinely considered and addressed as the amended proposal does not offer enough time for thorough input.
- Even if you vote YES to the developer's amended proposal on January 21<sup>st</sup>, please continue to fight for the residents of Vaughan and ask the developer to respect the character of the community and move the entrance.

Our community deserves thoughtful development that prioritizes the well-being of current and future residents. I trust that the Council will take these concerns into account and act in the best interest of OUR community.

Regards,

**Eduardo Nunez**

■ Keatley Drive

Maple ON ■

**From:** [Mirjana Krsmanovic](#)  
**To:** [DevelopmentPlanning@vaughan.ca](#); [Clerks@vaughan.ca](#); [Chris Ainsworth](#); [Cindy.Furfaro@vaughan.ca](#); [Steven Del Duca](#); [Linda Jackson](#); [Mario Ferri](#); [Gino Rosati](#); [Mario G. Racco](#); [Marilyn Iafrate](#); [Adriano Volpentesta](#); [Rosanna DeFrancesca](#); [Gila Martow](#); [Haiqing Xu](#); [Preserve Upper Thornhill Estates](#)  
**Subject:** [External] Fw: Vaughan Letter  
**Date:** January-21-25 8:06:17 AM  
**Attachments:** [Vaughan City Email Draft.docx](#)

**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 day To everyone, please find another letter from the communit for your review and consideration.

Sincerely  
For Phuong and Ben Quang

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

**From:** Phuong Q. [REDACTED]  
**To:** [REDACTED]  
**Sent:** Monday, January 20, 2025 at 11:25:09 p.m. EST  
**Subject:** Vaughan Letter

Hi Mirjana,

The signed letter is attached to this email.  
I'm not sure who to send it to, so I'm sending it back to you. Please forward this along.

Thanks so much!  
Phuong and Ben.

DevelopmentPlanning@vaughan.ca

Clerks@vaughan.ca

Chris.Ainsworth@vaughan.ca

Cindy.Furfaro@vaughan.ca

steven.delduca@vaughan.ca

linda.jackson@vaughan.ca

mario.ferri@vaughan.ca

gino.rosati@vaughan.ca

MarioG.racco@vaughan.ca

marilyn.iafrate@vaughan.ca

adriano.volpentesta@vaughan.ca

rosanna.defrancesca@vaughan.ca

[gila.martow@vaughan.ca](mailto:gila.martow@vaughan.ca)

Haiqing.Xu@vaughan.ca

preserve.ute@gmail.com

**Subject:**

Proposed Development: Z.22.043 Location: Block 279, 65M-4491, 87 Keatley Drive

Dear Vaughan City Council & City Planning Department.

I am writing to formally express my objection to both the original (again) and amended rezoning and development applications for the property located at **87 Keatley Drive**.

Thank you for your dedication to listening to the community and taking steps to address our concerns by preventing the construction of the proposed condominium. Your dedication to support the community reflects your commitment to preserving the character of our neighbourhood and ensuring that local voices are heard. However, we urge you to not overlook the key risks that still exist in this community. Increased traffic



congestion and inadequate green spaces remain critical concerns that demand immediate attention. As well, this community NEEDS more commercial spaces. The area is not accessible and frankly, there is no where to work, walk to or enjoy. We need to build robust communities not just homes on top of homes.

While we are grateful for your efforts, we encourage a more comprehensive approach to addressing these underlying challenges for the long-term well-being of Vaughan.

The developer ONLY paid \$4 million dollars for this land. They are purposing 104 stacked townhomes to be sold at \$1 million EACH.

We urge the city to act and negotiate with the developer to move the exit / entrance on to Queen Filomena or Bathurst Street. Please do not take NO for an answer. This is YOUR city to protect. We have been told that the developer cannot afford to make such an amendment.

The developer CAN afford to lose units. The community CANNOT afford to put their safety at risk. Keatley Drive is only 8 meters wide and only has one sidewalk.

We MUST be proactive with safety and traffic. Putting a no parking sign is not an effective solution.

### **Key Issues with the Proposals**

#### **1. Traffic Congestion**

The proposed development (s) will exacerbate existing traffic issues in the area. This community's roadways are already strained during peak hours, the added volume from this project has not been adequately addressed in either the original or revised plans. Furthermore, the amended proposal still includes an entrance on Keatley Dr., which would significantly worsen traffic flow during peak hours. This entrance would create bottlenecks, increase congestion, and compromise safety for residents, pedestrians, and cyclists.

#### **2. Parking Needs**

The amended proposal continues to fall short in addressing parking requirements. With the projected increase in density, there is a glaring lack of provision for adequate parking spaces for residents, visitors, and service vehicles. This will inevitably lead to overflow parking on nearby streets, further disrupting traffic flow and creating additional challenges for the community.

#### **3. Impact on Local Schools**

The development fails to account for the strain it will place on our local schools. Many schools in the area are already operating at or near capacity, and neither

proposal includes a comprehensive plan to address the need for additional school facilities or resources to accommodate the projected population increase.

#### 4. **Negative Environmental Impact**

The development raises serious environmental concerns for the community. Increased density, traffic, and construction will contribute to higher levels of air and noise pollution. Additionally, the lack of green space and proper environmental considerations in the plans does not align with Vaughan's sustainability goals. A project of this scale should incorporate strategies to minimize its environmental footprint, such as improved stormwater management, tree preservation, and energy-efficient designs, none of which have been adequately addressed in the current proposals.

#### 5. **Responsible Development Criteria**

Both the original and amended applications fall short of meeting the community's standards for responsible and sustainable development. They lack meaningful consideration for the long-term impact on Vaughan's infrastructure, environment, and overall quality of life for current residents. Responsible development should prioritize balanced growth that enhances the community—not strain it further.

### **Recommendation**

**IF** the City of Vaughan sees a path forward to re-zone 87 Keatley Dr. from the current commercial zoning to a residential zoning, I strongly recommend that the rezoning be limited to **low-density residential zoning** that has been well planned. This approach would be consistent with the current character and fabric of the community while addressing concerns about infrastructure capacity, traffic, parking e. Low-density residential development is far better aligned with the needs of the neighbourhood and ensures that any new development integrates seamlessly into the community.

### **Request for Action:**

I urge the Council and Mayor's office to:

- Reevaluate the zoning applications with a stronger focus on addressing traffic congestion, including removing any entrance on Keatley Avenue.

- Address parking, school capacity, environmental concerns, and other critical community infrastructure needs.
- Require the developers to propose a plan that aligns with Vaughan’s vision for responsible and sustainable growth and respects the low-density character of the surrounding area.
- Continue to facilitate a transparent dialogue with all parties to ensure that the community's concerns are genuinely considered and addressed as the amended proposal does not offer enough time for thorough input.
- When you vote YES on January 21<sup>st</sup>, please continue to fight for the residents of Vaughan and ask the developer to respect the character of the community and move the entrance.

Our community deserves thoughtful development that prioritizes the well-being of current and future residents. I trust that the Council will take these concerns into account and act in the best interest of OUR community.

Regards,

**YOUR FULL NAME**

**Ben Liao, Phuong Quang**

**YOUR ADDRESS**

**█ Fitzmaurice Drive**

**From:** [Preserve Upper Thornhill Estates](#)  
**To:** [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca); [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [mayor@vaughan.ca](mailto:mayor@vaughan.ca); [Chris Ainsworth](#); [Anna Commisso](#); [Steven Del Duca](#); [Linda Jackson](#); [Mario Ferri](#); [Gino Rosati](#); [Mario G. Racco](#); [Marilyn Jafrate](#); [Adriano Volpentesta](#); [Rosanna DeFrancesca](#); [Gila Martow](#); [Preserve Upper Thornhill Estates](#)  
**Subject:** [External] Proposed Development: Z.22.043 Location: Block 279, 65M-4491, 87 Keatley Drive  
**Date:** January-21-25 10:53:17 AM

**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 Mayor, Deputy Mayor, and Councillors,

At the Public Hearing in April 2023, the Deputy Mayor stated that the application for the 15-storey condo does not represent good planning and one of the reasons stated was that Keatley Drive is too narrow.

The Deputy Mayor was correct, and the Planning Department’s report recommended that the initial proposal be refused and the city council unanimously voted in favour of the Planning Report on September 17, 2024.

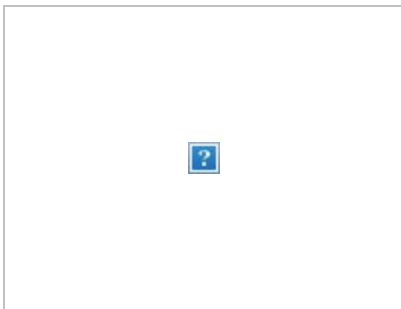
The new 104 back-to-back townhome proposal by the developer is not ideal, however, it is an improvement on the initial proposal of a 15-storey condo.

The new proposal still has an entrance to the townhome complex on Keatley Drive, and for this reason **I would urge the council that any approval for the new application be conditional on moving the entrance of the townhome complex away from Keatley Drive.**

## Hass

Resident

Preserve Upper Thornhill Estates



[DONATE TODAY](#)

---

 [preserve.ute@gmail.com](mailto:preserve.ute@gmail.com)

 [www.preserveupperthornhillestates.com](http://www.preserveupperthornhillestates.com)

**From:** [Vince P](#)  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [mayor@vaughan.ca](mailto:mayor@vaughan.ca); [Marilyn Iafrate](mailto:Marilyn.Iafrate); [Kaveen Fernando](mailto:Kaveen.Fernando); [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca); [paulina.awwadeh@ontario.ca](mailto:paulina.awwadeh@ontario.ca); [Luca.Campagna@ontario.ca](mailto:Luca.Campagna@ontario.ca); [harry.godfrey@ontario.ca](mailto:harry.godfrey@ontario.ca); [cindy.lee3@ontario.ca](mailto:cindy.lee3@ontario.ca); [Inder.Singh2@ontario.ca](mailto:Inder.Singh2@ontario.ca); [Hardeep.Grewal@pc.ola.org](mailto:Hardeep.Grewal@pc.ola.org); [sylvia.jones@pc.ola.org](mailto:sylvia.jones@pc.ola.org); [Stephen.Lecce@pc.ola.org](mailto:Stephen.Lecce@pc.ola.org); [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)  
**Subject:** [External] Major Mackenzie and Hwy 50 Intersection  
**Date:** January-21-25 12:43:40 PM  
**Attachments:** [Video.mov](#)

---

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.

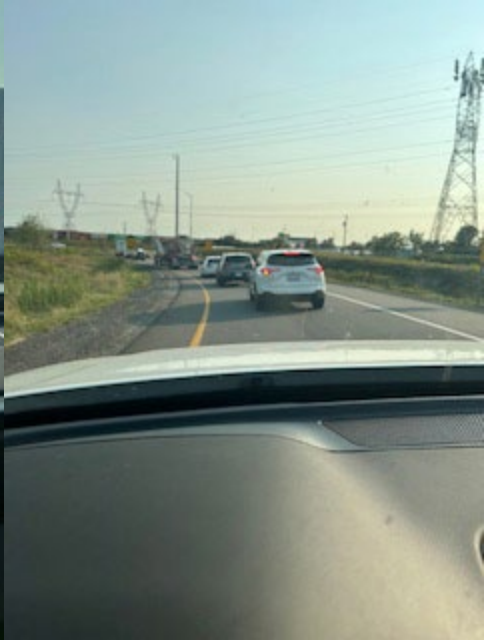
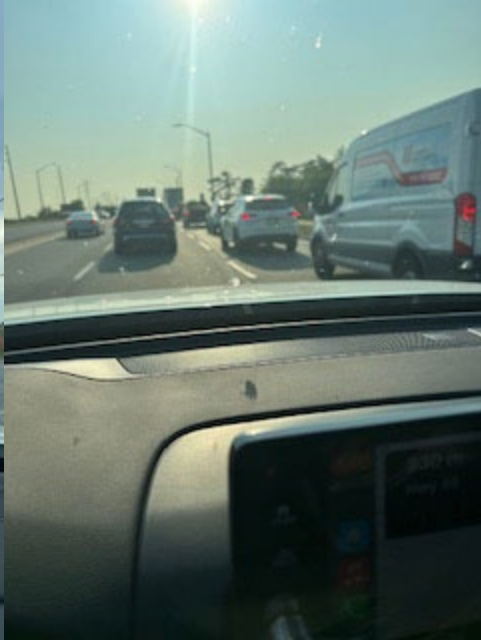
Hi, I'm not sure who's in charge of patrolling Lorraine Road south of Mayfield to Highway 50. This is a two Lane road that does not allow heavy trucks yet. There are several factories and parking lots that house tractor trailers well over 5 tons. This road is becoming damaged because of the large trucks, and the driving conditions are dangerous with vehicles passing these trucks that are not allowed on this road. This route is also used by large trucks to avoid the large back up of traffic on Highway 50 and major McKenzie.

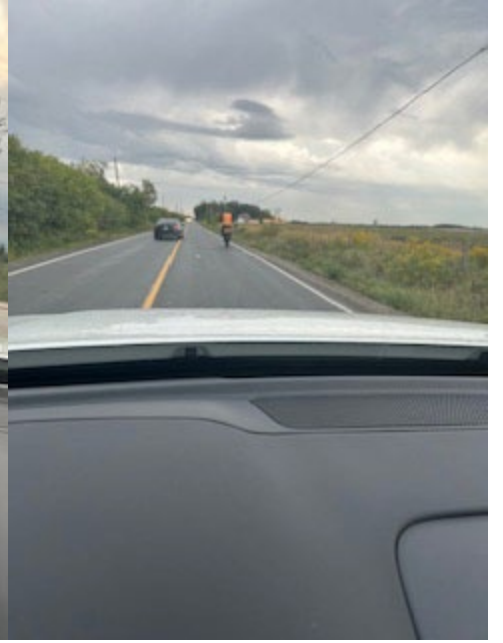
I'm not really sure who designed this stretch of road but their employment should seriously be reviewed. Coleraine road north of Mayfield is four lanes Major Mackenzie that joins Coleraine at Highway 50 is four lanes yet this little stretch is only two not to mention the fact that a portion of this road Was repaved last year and not widened at that time. That is a colossal waste of taxpayer money.

If this road is not turned into the truck bypass route that Coleraine is north of Mayfield one day there will be a fatal accident on this road. There is also a good chance of a road rage incident. I have attached pictures and a video to this email. The picture shows a large semi trailer in front of me and one behind me. This is a daily occurrence. The video shows one truck upset at another truck for cutting the line. This also happens all the time because in the westbound lane of major Mackenzie, the only option is to go north on Highway 50. Trucks and cars are using the middle lane. That should continue through on Coleraine as a right turn lane on Highway 50. I could easily send you pictures and videos daily of this exact thing happening.

Now I understand that the north east portion of this corner has applied to become another truck storage yard even though it has been operating illegally for years. Why are we rewarding criminals? This will cause more backup and frustration. Someone needs to take a serious look at this disaster of an intersection.

Vince Paolucci









## HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

January 17, 2025  
HPGI File: 0449

### **Clerks Department**

City of Vaughan  
2141 Major Mackenzie Dr W  
Maple, ON L6A 1T1

**Attn: Clerks Department**

**Re: January 21<sup>st</sup>, 2025 Committee of the Whole Meeting – Item 11  
Vaughan 400 North Landowners Group (Block 35)**

---

Humphries Planning Group Inc. represents the Highway 400 North Landowners Group which spans a geographical area between the King Vaughan Municipal boundary in the north to Kirby Road in the south, Weston Road to the west and Jane Street to the east.

We have provided correspondence to the City in the past regarding collector road alignments, sanitary sewer pipe sizing and stormwater management.

We confirm that City Staff have advised in writing indicating that the items have been addressed:

### **Mid Block Collector Road Alignment issues:**

The construction of Shipwill Street to Kirby Road in Block 34 East as proposed will result in a staggered/ offset intersection between Block 34E south of Kirby Road and Block 35E north of Kirby Road that has been found to be acceptable to the City of Vaughan. It is further anticipated that both these intersections will be signalized. The acknowledgement of the above by the City addresses the landowners group concerns as related to collector road alignment between the two blocks.

### **Stormwater Management issues:**

That matters raised by Block 35 have been addressed adequately through design submissions.

### **Sanitary Sewer Design:**

That pipe sizing has increased from 450mm to 600mm to specifically accommodate the flows from Block 35E per anticipated population of 28,000.

*Vaughan 400 North Landowners Group (Block 35)*  
*January 17, 2025*

Page 2 of 2

Yours truly,  
**HUMPHRIES PLANNING GROUP INC.**

*R Humphries*

Rosemarie Humphries BA, MCIP, RPP  
President

cc. *Vaughan 400 North Landowners Group (Block 35)*

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Adelina Bellisario](mailto:Adelina.Bellisario)  
**Subject:** FW: [External] City of Vaughan Public Meeting on Jan 21 2025 - Further Comments Regarding 7300 Major Mackenzie Drive West  
**Date:** January-23-25 8:18:00 AM  
**Attachments:** [7300 Major Mackenzie Comments Response Matrix from OP\\_19\\_008.png](#)

---

**From:** Amanda Corbett [REDACTED]  
**Sent:** Wednesday, January 22, 2025 5:22 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** Kaveen Fernando <[Kaveen.Fernando@vaughan.ca](mailto:Kaveen.Fernando@vaughan.ca)>; Marilyn lafrate <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>; gino.rosati@vaughan.ca; carmela.p@ccrsagroup.com; franca.p@ccrsagroup.com; Caledon Community Road Safety Advocacy Group <[ccrsa.group@gmail.com](mailto:ccrsa.group@gmail.com)>  
**Subject:** [External] City of Vaughan Public Meeting on Jan 21 2025 - Further Comments Regarding 7300 Major Mackenzie Drive West

**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 wanted to respond to several of the questions and comments that came up during the discussion at the Public Meeting regarding 7300 Major Mackenzie Drive West on Jan 21, 2025.

Please see the information below and add it to the communication regarding the Public Meeting for 7300 Major Mack.

We greatly appreciate that the Committee took the time to hear our deputations and also asked some very thoughtful and important questions about the request for a renewed temporary zoning on this property that is currently using the land illegally.

A question arose from Cllr lafrate regarding when the applicant applied for the new temporary zoning. According to the Development Application that is online for Z.24.034, it was signed by the applicant on Oct 4, 2024. This is well after the prior temporary zoning expired in Jun 2024. Further evidence that this property owner has little concern with operating their property in a legal manner. I'm not sure when by-law went to inspect the property to give them their notice to cease & desist in October - but my guess is that their application coincided with when they were informed that by-law would be

attending the property, or when they started receiving questions from the City.

A question was asked in relation to 6990 Nashville Road - which is another property in Vaughan which is owned by this same landowner. The staff for the City indicated they were not aware of this property. I have sent an email to Vaughan by-law to remind them of their awareness of this property and asked if Vaughan will require the property owners to bring 6990 Nashville Road back into compliance with its agricultural zoning. For your awareness, I've included the Comments Response Matrix from OP.19.008 that explains City of Vaughan's awareness of this property.

Regarding the great suggestion from Cllr lafrate about an in-depth traffic study for the traffic in the Major Mack & Highway 50 area - we are fully in support of this! Traffic has deteriorated badly in this area & continues to do so on a daily basis. We would be very interested in seeing the latest traffic studies that have been done in this area & suggest that if they haven't been done in the last year or so - a new one should be done. And, especially considering 7300 Major Mack - there needs to be an evaluation of how traffic from the driveway there will impact the intersection (at a minimum).

Cllr Rosati had several questions & comments and we thank him for his interest & concern regarding the application.

His comments were focused on the small amount of traffic that would be generated by this site & that approving it, or not, would have no impact on improving the traffic situation in the area. I think he misunderstands our concern regarding this property in a couple of ways.

1. Our major concern with 7300 Major Mack is that the owners of this property are not following the law, city by-laws, or any process to bring it into compliance in over 15 years. There has never been, and there still is no approved site plan for this property - yet they continue to operate. The City of Vaughan should not be rewarding this type of behaviour with temporary zoning because this just encourages further illegal land use in the area.

2. We don't 'hate trucks'. We do understand that trucks are needed to move goods, and especially in this particular area which is very close to an intermodal rail yard and major highway. However, there are major road safety concerns in this particular area & they need to be properly addressed before truck-heavy development is approved here.

Approving a temporary zoning by-law to legalize an existing illegal land use which already adds to the traffic chaos at this dangerous intersection is irresponsible and completely disregards the safety of commuters using the roads in that area. A proper look at how this property will impact this intersection is required, at a minimum. We suggest that once the area is properly designed with roads that are meant for the vast amount of

truck traffic intended - only then, consider zoning applications from law-abiding landowners so that any trucks added here can be done safely & with regard to input from the community that has to live with them.

Our major concern with Cllr Rosati's comments relate to his opinion that with or without this property, you'd still have a huge problem in the area. He may be partially correct in his opinion, as this is a fairly small property, however - if this is the attitude that City of Vaughan is using to plan their city, then this is a very sad state of affairs. If the general approach is that this area is already too far gone & approving one more temporary zoning to zone illegal land use into compliance won't really impact anything one way or the other - then I really don't know what to say. This is blatantly telling land owners they can do whatever they want with their land and Vaughan won't do anything about it. This is not ok!!! How will problems in this area ever get better if this is the approach that Vaughan takes?!?

When temporary zoning requests come up - this provides the **PERFECT** opportunity for Vaughan to do something about the issues that are going on in that area!! As a responsible Council, you should be properly evaluating the ask for temporary zoning in the **CURRENT CONTEXT** of the situation! The traffic situation here continues to deteriorate on a daily basis - it's vastly different than 3 years ago and much more dangerous. Why would you add more problems to the chaos - and reward someone who's using the land illegally?!? It just doesn't make sense.

As I've mentioned above, we don't 'hate trucks'. We have to live with them on the roads and in **PROPERLY PLANNED AREAS** in our community. The 'properly planned areas' is what is missing in this situation & the attitude of just approve it as the area is too far gone is simply not acceptable.

I would love to have a meeting with Councillors Iafrate & Rosati and any other members of City of Vaughan council or staff that would like to meet with us. Perhaps it would help to clarify our position regarding properties that are using land illegally and we could work together to help make improvements on this significant issue for our communities.

Thank you & looking forward to hearing from you,  
Amanda Corbett  
with CCRSA





## City of Vaughan By-law & Compliance, Licensing & Permit Services

Nicolino Brusco, Supervisor of Property Standards  
(905) 832 8505, ext. 8282  
[nicolino.brusco@vaughan.ca](mailto:nicolino.brusco@vaughan.ca)  
October 21, 2019

Comment	Consultant	Response
Please be advised that By-law and Compliance have recently had this subject property in Court; following several years of attempting to get the owners to bring this property into compliance. The issue of concern: open storage.	APRA Truckline	Noted.
The result of the October 1, 2019 court results: settlement between parties, guilty plea with \$3,000 fine towards Apra Truck Lines. Withdrawn against 7 other defendants. Our file is currently closed. However, Apra was advised by the Prosecutor that Vaughan would give them until December 1, 2019 to come into compliance. We will reinspect shortly thereafter and, if the property remains in non-compliance, we will proceed accordingly.	APRA Truckline	Noted.
As a side note: Apra also has another site, where they are illegally storing vehicles and trailers and, we have recently obtained a third conviction. The address is 6990 Nashville Road.	APRA Truckline	Noted.



C10

Communication

Council – January 28, 2025

CW(1) – Report No. 1      Item No. 9

**DATE:** January 24, 2025

**TO:** Mayor and Members of Council

**FROM:** Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

**RE:** **COMMUNICATION – Council Meeting, January 28, 2025  
Report #1, Item #9**

**RP B3N HOLDINGS INC.  
DRAFT PLAN OF CONDOMINIUM (STANDARD) FILE 19CDM-24V013  
225 COMMERCE STREET (VICINITY OF HIGHWAY 7 AND  
COMMERCE STREET)**

---

### **Recommendation**

1. That Attachment #1a of the above noted technical report be replaced with Attachment 1 to this Communication.

### **Background**

An amendment has been made to the City of Vaughan (Policy Planning and Special Programs Department (VMC Program) Draft Plan of Condominium conditions identified in Attachment #1a.

The following condition was removed as it has been determined through further review by the VMC Program that it is not required for this phase of the Development.

13. Prior to the execution of the Condominium Agreement, the Owner shall enter into a Pedestrian Tunnel Encroachment Agreement with the City for a below-grade pedestrian tunnel connecting lands subject to DA.18.075 to the lands subject to DA.21.031.

For more information, contact Matthew Peverini, Senior Planner – VMC Program, ext. 3636, or Nicholas Trajkovski, Planner – VMC Program, ext. 8530.

### **Attachments**

1. Attachment 1 – Revised City of Vaughan Conditions of Draft Approval

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "V. Musacchio".

Vince Musacchio, Interim Deputy City Manager,  
Planning, Growth Management and Housing Delivery

## **Attachment 1 – Revised Conditions of Draft Approval**

### **ATTACHMENT NO. 1a)**

#### **CITY OF VAUGHAN CONDITIONS:**

##### **Policy Planning and Special Programs Department (VMC Program):**

1. The final Plan shall relate to a Draft Plan of Condominium (Standard), prepared by R-Avis Surveying Inc., Drawing Nos. 3331-0DP1, 3331-0DP2, 3331-0DP3, 3331-0DP4, 3331-0DP5, 3331-0DP7, 3331-0DP8 and 3331-0DP9-TOWER A-0, and relating to City File No. 19CDM-24V013.
2. If the Plan is not registered within 3 years after the date upon which approval of Draft Plan of Condominium File No. 19CDM-24V013 was given, then the draft plan approval shall lapse unless the Owner applies to the City for an extension and approval is granted for said extension prior to the lapsing date
3. Prior to the execution of the Condominium Agreement, the Owner shall submit a pre-registered Plan of Condominium to the Policy Planning and Special Programs Department (VMC Program).
4. The Owner shall enter into a Condominium Agreement with the City and shall agree to satisfy any conditions with respect to such matters as landscaping and site development, and any other matters that the City may consider necessary, and that may be outstanding from related Site Development File DA.18.075.
5. The Condominium Agreement shall be registered on title against the lands to which it applies, at the cost of the Owner.
6. Prior to registration of the Plan, the Owner and their Solicitor and Land Surveyor shall confirm that all required easements and rights-of-way for utilities, drainage and construction purposes have been granted to the appropriate authorities.
7. The following provisions shall be included in the Condominium Agreement:
  - a) The Owner/Condominium Corporation shall be responsible to regularly clean and maintain all driveway catch basins.
  - b) The Owner/Condominium Corporation shall be responsible for private snow clearing and removal.
  - c) Should archaeological resources be found on the Lands during construction activities, the Owner must immediately cease all construction activities and notify the Ontario Ministry of Tourism, Culture and Sport and the Vaughan Development Planning Department, Urban Design and Cultural Heritage Division. If human remains are encountered during construction activities,



the Owner must immediately cease all construction activities and shall contact the York Region Police Department, the Regional Coroner and the Registrar of the Cemeteries at the Bereavement Authority of Ontario (BAO) of the Ministry of Public and Business Service Delivery for the purposes of determining whether any future investigation is warranted and complete any such investigation prior to the resumption of construction activities.

- d) The Owner shall satisfy all requirements of the Environmental Services Department, Solid Waste Management Division and the Owner is advised that upon a successfully completed application, site inspection and executed agreement as determined by the Environmental Services Department, Solid Waste Management Division, the future condominium corporation may be eligible for municipal waste collection services. Should the future condominium corporation be deemed ineligible by the City or choose not to enter into an agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the future condominium corporation.
8. Prior to final approval and registration of the Plan, the Owner shall provide a certificate from a noise consultant confirming that the noise attenuation measures identified in the approved noise and vibrations study prepared by HGC Engineering on October 21, 2019 (the "Approved Noise and Vibrations Study") have been included in the building plans. The Owner's noise consultant shall certify that the noise attenuation measures identified in the Approved Noise and Vibrations Study have been incorporated into the building, to the satisfaction of Vaughan's VMC Program and Development Engineering Department.
9. The Owner and/or Condominium Corporation shall include the following warning clauses in the Condominium Declaration and all Agreements of Purchase and Sale and confirm same to the City. Where such clauses have not been included in all Agreements of Purchase and Sale, the solicitor for the Declarant shall confirm that all purchasers have been advised of these clauses:
- a) "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the individual building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels may exceed the sound level limits of the City and the Ministry of the Environment, Conservation, and Parks."
  - b) "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environment, Conservation, and Parks."

- c) "Purchasers/tenants are advised that due to the proximity of nearby commercial/office/retail facilities, sound from those facilities may at times be audible."
- 10. Prior to execution of the Condominium Agreement(s), the Owner shall submit to Vaughan satisfactory evidence that the appropriate warning clauses have been included in the offer of purchase and sale, lease/rental agreements and condominium declarations.
- 11. Prior to final approval of the plan of condominium, the Owner shall enter into a Reciprocal Maintenance and Operating Agreement with the owner of the commercial component located under the condominium (the "REOA"). The REOA shall amongst other things: (i) include the necessary easements for access and support over existing structural members, footings and foundations for the purpose of supporting the buildings and structures; and (ii) set out the repair and maintenance and obligations between the parties to ensure the safe operation of the buildings and structures. The REOA shall be provided to the City upon request. The REOA shall be provided to the City upon request.
- 12. Prior to execution of the Condominium Agreement the Owner shall provide a public access easement over the pedestrian mews, to be registered on title. The Owner shall indemnify and save harmless the City and its employees from all actions, causes of actions, suits, claims and demands whatsoever which may arise directly or indirectly in respect of the pedestrian mews provided under said agreement.

#### Building Standards Department

- 13. Prior to registration of the Plan, the Owner shall submit an "as-built" survey to the satisfaction of the Building Standards Department. The Owner shall submit all final plans, including fully dimensioned plans and site-statistics, confirming compliance with all By-law 1-88 requirements, as required, to the satisfaction of the Development Planning Department and the Zoning Division, Building Standards Department. Should any relief from Zoning By-law 1-88 be required, the Owner shall apply for and obtain the necessary approvals to address any zoning deficiencies, and satisfy any conditions of approval, if required.

#### Financial Planning and Development Finance Department

- 14. Prior to registration of the Plan, the Owner shall confirm that they have paid all outstanding taxes, development charges and levies, as may be required by the Financial Planning and Development Finance Department.

#### Environmental Services Department

- 15. Prior to the final approval and registration of the Plan of Condominium, the Owner shall ensure that Discharge Approval No. 2023-106400 (the "Discharge Approval") is in full force and effect and that the discharge and related works are operating, in

good standing and that the terms and conditions of the Discharge Approval have been complied with, all to Vaughan's satisfaction.

16. Prior to the final approval and registration of the Plan of Condominium, the Owner shall provide confirmation that arrangements, satisfactory to Vaughan, have been made to ensure that the Owner/Condominium Corporation applies to renew the Discharge Approval within thirty (30) days of registration of the last Condominium Corporation for the Project in accordance with the terms of the Discharge Approval. When applying for a complete transfer of the Discharge Approval (i.e. a complete removal of the Owner from the Discharge Approval), the Owner shall provide a report prepared and sealed by a professional geoscientist licensed in the province of Ontario, attesting that all private water discharge complies with the requirements of the Discharge Approval, to the satisfaction of Vaughan.
17. A clause shall be added to the Condominium Agreement which states that the Owner agrees that post-development flow rates discharged to the City of Vaughan's storm sewer system from the Lands, including Private Water Discharge, shall not exceed the allowable flow rates discharged to the Vaughan's storm sewer system as approved by Development Engineering pursuant to the Discharge Approval. The Owner may be required to add or modify the Discharge and Related Works to the City of Vaughan's satisfaction, all at the Owner's sole cost and expense.
18. Prior to execution of the Condominium Agreement(s), the Owner shall submit to Vaughan satisfactory evidence that the appropriate warning clauses have been included in the offer of purchase and sale, lease/rental agreements and condominium declarations.

**C11**  
**Communication**  
**Council – January 28, 2025**  
**CW(PM) – Report No. 3    Item No. 2**

**From:** [Adelina Bellisario](#)  
**To:** [Adelina Bellisario](#)  
**Subject:** FW: [External] Major Mackenzie and Hwy 50 Intersection  
**Date:** January-24-25 2:10:20 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)  
[image010.png](#)

---

**From:** [REDACTED]  
**Sent:** Friday, January 24, 2025 1:55 PM  
**To:** Adelina Bellisario <Adelina.Bellisario@vaughan.ca>  
**Subject:** Re: [External] Major Mackenzie and Hwy 50 Intersection

**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.

Hi Adelina,  
Unfortunately I can personally make the meeting but I would like my concerns addressed at the meeting.

Vince Paolucci

---

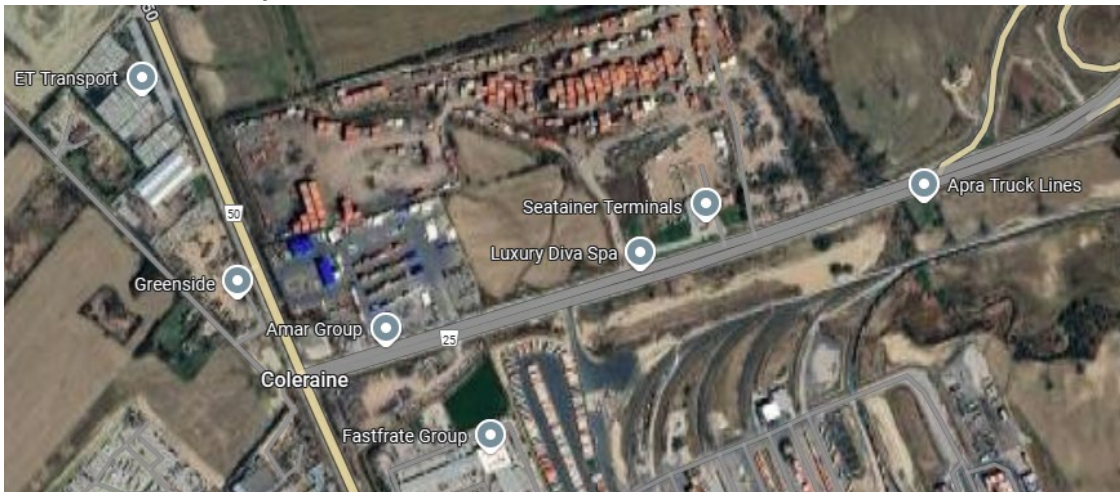
**From:** [REDACTED]  
**Sent:** Friday, January 24, 2025 12:54 PM  
**To:** Transportation <[transportation@york.ca](mailto:transportation@york.ca)>; [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [mayor@vaughan.ca](mailto:mayor@vaughan.ca); Marilyn lafrate <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>; Kaveen Fernando <[Kaveen.Fernando@vaughan.ca](mailto:Kaveen.Fernando@vaughan.ca)>; [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca); [paulina.awwadeh@ontario.ca](mailto:paulina.awwadeh@ontario.ca); [Luca.Campagna@ontario.ca](mailto:Luca.Campagna@ontario.ca); [harry.godfrey@ontario.ca](mailto:harry.godfrey@ontario.ca); [cindy.lee3@ontario.ca](mailto:cindy.lee3@ontario.ca); [Inder.Singh2@ontario.ca](mailto:Inder.Singh2@ontario.ca); [Hardeep.Grewal@pc.ola.org](mailto:Hardeep.Grewal@pc.ola.org); [sylvia.jones@pc.ola.org](mailto:sylvia.jones@pc.ola.org); [Stephen.Lecce@pc.ola.org](mailto:Stephen.Lecce@pc.ola.org); [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)  
**Subject:** Re: [External] Major Mackenzie and Hwy 50 Intersection

**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.

Hi Arthur,  
I appreciate the response from you since you are the only one that actually responded to my

email so far. While the issue I have brought up highlighted Coleraine Rd. this isn't the only issue. I had to alter my work hours to avoid the traffic backup that this bottleneck has caused but York approving another truck storage yard on Major Mackenzie will increase the issues in the future. Currently the traffic at 5 pm stretches from Hwy 50 all the way east to the exit of hwy 427. Even when I pass by at 6:30 the traffic is still 1/2 way from hwy 50 to hwy 427. The video I sent occurred on the York portion of Major Mackenzie and the daily frustration of drivers is very apparent. I understand the roads is the purview of the Provincial government and Peel Region on the West side, yet another storage yard right at the corner of Hwy 50 and Major Mackenzie would cause a major backup.

As you can see in the map below the subject land is at the north east corner and the only entrance and exit for that property is currently on Major Mackenzie. Any trucks exiting on to Major Mackenzie will require two lanes to make that turn and god forbid they have to go east towards the 427 they will block 4 lanes.



There is also the matter of the road conditions of the right lane of hwy 50 northbound the trucks have ruined that road so bad that it feels like you are driving on a dirt road in cottage country rather than a smooth paved road.

This matter because of the 3 justitictions that it covers should be addressed by York Region, Peel Region and the Provincial government before something serious happens.

Vince Paolucci

On Fri, Jan 24, 2025 at 12:17 PM Transportation <[transportation@york.ca](mailto:transportation@york.ca)> wrote:

Good afternoon Vince,

Thank you for your email regarding the two-lane road on Coleraine Drive south of Mayfield Road, in the City of Brampton. We regret to hear that you've felt unsafe while travelling on this road.

This intersection falls under the jurisdiction of Peel Region, as such by copy of this email, we kindly ask Regional of Peel staff to review and respond as appropriate.

Should you have any further questions or concerns, please feel free to contact us again.

Sincerely,

**Arthur C.** | Customer Relations Coordinator

Strategic Initiatives and Programs, Public Works Department | York Region

---

The Regional Municipality of York | O: 1-877-464-9675 |

[transportation@york.ca](mailto:transportation@york.ca) | [york.ca](http://york.ca)

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



Please consider the environment before printing this email.

**Confidentiality:** The information contained in this communication is confidential and is intended only for the use of the individual or entity to whom/ which it is addressed. The contents of this communication may also be subject to legal privilege, and all rights of that privilege are expressly claimed and not waived. Any distribution, use or copying of this communication, or the information it contains, by anyone other than the intended recipient, is unauthorized. If you have received this communication in error, please notify us immediately and destroy the communication without making a copy. Thank you.

---

**From:** [mayor@vaughan.ca](mailto:mayor@vaughan.ca) <[mayor@vaughan.ca](mailto:mayor@vaughan.ca)>

**Sent:** Tuesday, January 21, 2025 1:36 PM

**To:** Vince P [REDACTED]

**Cc:** Transportation <[transportation@york.ca](mailto:transportation@york.ca)>

**Subject:** RE: [External] Major Mackenzie and Hwy 50 Intersection

Good afternoon Vince,

Thank you for including Mayor Del Duca in your correspondence. By way of my reply, I have shared your concerns with York Region Transportation Services for a response.

Kind regards,

**Anna Venturo**

**Executive Assistant to Mayor Del Duca**

Tel: 905-832-8585, Ext. 8834 | [anna.venturo@vaughan.ca](mailto:anna.venturo@vaughan.ca)

**City of Vaughan | Office of the Mayor**

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

[Subscribe to Mayor Del Duca's eNewsletter](#)

[vaughan.ca](http://vaughan.ca)   



---

**From:** Vince P [REDACTED]

**Sent:** Tuesday, January 21, 2025 12:43 PM

**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); [mayor@vaughan.ca](mailto:mayor@vaughan.ca); Marilyn lafrate <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>;

Kaveen Fernando <[Kaveen.Fernando@vaughan.ca](mailto:Kaveen.Fernando@vaughan.ca)>; [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca);

[paulina.awwadeh@ontario.ca](mailto:paulina.awwadeh@ontario.ca); [Luca.Campagna@ontario.ca](mailto:Luca.Campagna@ontario.ca); [harry.godfrey@ontario.ca](mailto:harry.godfrey@ontario.ca);

[cindy.lee3@ontario.ca](mailto:cindy.lee3@ontario.ca); [Inder.Singh2@ontario.ca](mailto:Inder.Singh2@ontario.ca); [Hardeep.Grewal@pc.ola.org](mailto:Hardeep.Grewal@pc.ola.org);

[sylvia.jones@pc.ola.org](mailto:sylvia.jones@pc.ola.org); [Stephen.Lecce@pc.ola.org](mailto:Stephen.Lecce@pc.ola.org); [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)

**Subject:** [External] Major Mackenzie and Hwy 50 Intersection

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.

Hi, I'm not sure who's in charge of patrolling Lorraine Road south of Mayfield to Highway 50.

This is a two Lane road that does not allow heavy trucks yet. There are several factories and parking lots that house tractor trailers well over 5 tons. This road is becoming damaged because of the large trucks, and the driving conditions are dangerous with vehicles passing these trucks that are not allowed on this road. This route is also used by large trucks to avoid the large back up of traffic on Highway 50 and major McKenzie.

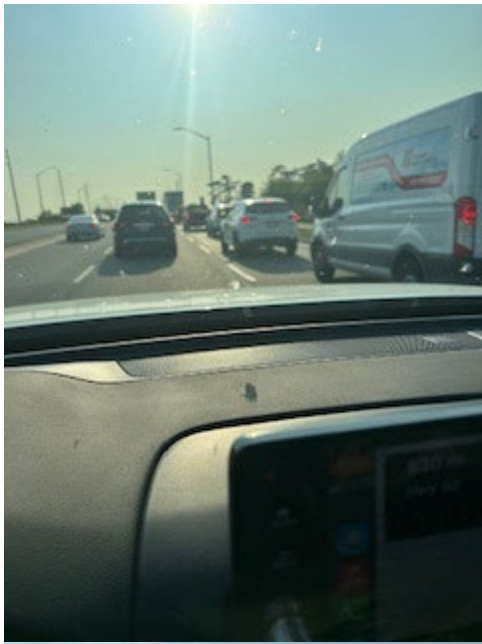
I'm not really sure who designed this stretch of road but their employment should seriously be reviewed. Coleraine road north of Mayfield is four lanes Major Mackenzie that joins Coleraine at Highway 50 is four lanes yet this little stretch is only two not to mention the fact that a portion of this road Was repaved last year and not widened at that time. That is a colossal waste of taxpayer money.

If this road is not turned into the truck bypass route that Coleraine is north of Mayfield one day there will be a fatal accident on this road. There is also a good chance of a road rage incident. I have attached pictures and a video to this email. The picture shows a large semi trailer in front of me and one behind me. This is a daily occurrence. The video shows one truck upset at another truck for cutting the line. This also happens all the time because in the westbound lane of major Mackenzie, the only option is to go north on Highway 50. Trucks and cars are using the middle lane. That should continue through on Coleraine as a right turn lane on Highway 50. I could easily send you pictures and videos daily of this exact thing happening.

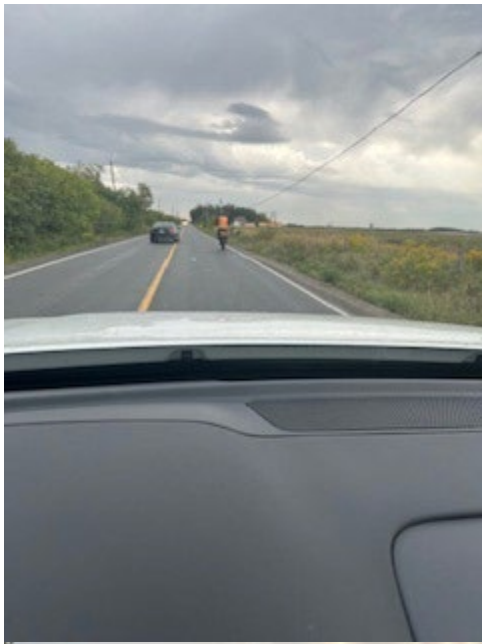
Now I understand that the north east portion of this corner has applied to become another truck storage yard even though it has been operating illegally for years. Why are we rewarding criminals? This will cause more backup and frustration. Someone needs to take a serious look at this disaster of an intersection.

Vince Paolucci











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.



C13

Communication

Council – January 28, 2025

CW(1) – Report No. 1     Item No. 20 & 21

**DATE:**            January 28, 2025

**TO:**                Mayor and Members of Council

**FROM:**            Vince Musacchio, Deputy City Manager, Infrastructure Development  
Michael Coroneos, Deputy City Manager, Corporate Services, City  
Treasurer and Chief Financial Officer

**RE:**                **COMMUNICATION – Council – January 28, 2025**

**Item #20, Report #1**

**TAKING CHARGE OF OUR ROADS TO FIGHT GRIDLOCK**

**Item #21, Report #1**

**VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-  
FOR-PROFIT LONG-TERM CARE FACILITY**

---

## **Purpose**

To provide additional information about the following Member's Resolutions introduced and passed during the January 21, 2025, Committee of the Whole (1) meeting:

- **TAKING CHARGE OF OUR ROADS TO FIGHT GRIDLOCK**
- **VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-FOR-PROFIT LONG-TERM CARE FACILITY**

**Item #20, Report #1**

**TAKING CHARGE OF OUR ROADS TO FIGHT GRIDLOCK**

## **Background**

***Member's Resolution: TAKING CHARGE OF OUR ROADS TO FIGHT GRIDLOCK***

In April 2023, the Vaughan Council endorsed Mayor Del Duca's Member's Resolution to Fight Traffic Gridlock. This comprehensive initiative encompasses a series of pivotal infrastructure projects aimed at mitigating traffic congestion across all wards.

The resolution includes the following key projects:

1. Widening Highway 7 to six general-purpose lanes of traffic between Wigwoss Drive and Kipling Avenue;
2. Connecting Langstaff Road over the CN MacMillan Yard and upgrading the interchange at Langstaff Road and Highway 400;
3. Connecting Kirby Road between Dufferin and Bathurst Streets;
4. Connecting Teston Road between Keele and Dufferin Streets;
5. Building two additional east-west bridges over Highway 400, one linking Colossus Drive to the southern Vaughan Metropolitan Centre south of Highway 7 and the other linking Canada Drive and America Avenue north of Major Mackenzie Drive;
6. Building the extension of Bass Pro Mills Drive to Weston Road to help improve general traffic flow without negatively impacting existing residential neighbourhoods;
7. Continuing Council's strong support for the Yonge North Subway Extension;
8. Continuing Council advocacy for GO Train service for Woodbridge and Kleinburg-Nashville, and for new GO stations on the Barrie GO corridor at Concord and Kirby; and
9. Continuing support for York Region Rapid Transit's plan to deliver Bus Rapid Transit on Jane Street, Major Mackenzie Drive and Steeles Avenue.

On January 21, 2025, a Member's Resolution was put forward recommending that the City take charge of Projects 1, 2 and 4 through the download of the following Regional Roads:

- Teston Road from Keele Street to Dufferin Street
- Langstaff Road from approximately 240 metres east of Creditstone Road to Keele Street
- Highway 7 from Pine Valley Drive to Martin Grove Road

## **Available Capital Project and Costing Information**

### **Teston Road from Keele Street to Dufferin Street**

In late 2024, York Region finalized the Teston Road Individual Environment Assessment (IEA) to identify transportation improvements in the Teston Road area. The study area covers Highway 400 to Bathurst Street and Major Mackenzie Drive to Kirby Road. The draft IEA was available for review and comments from November 8, 2024, to December 22, 2024. The IEA will be submitted to the Ministry of the Environment, Conservation and Parks for review and approval.

Available capital costing information for Teston Road from Keele Street to Dufferin Street includes:

<b>York Region Development Charges 2022</b>	<b>Teston Road Individual Environmental Assessment</b>
\$156,060,000 (2022-2041) – cost details were not included in the background study.	\$79,900,000*
The funding source is 99.2 per cent debt.	

*\*Includes costs for design, construction, environmental mitigation measures and contingencies. Includes property acquisition.*

### **Langstaff Road from 240 m east of Creditstone Road to Keele Street**

In 2022, York Region completed a Schedule ‘C’ Municipal Class Environmental Assessment Study for the proposed improvements to Langstaff Road from Weston Road to Highway 7. The study recommended improvements, including widening Langstaff Road to six lanes between Weston Road and Dufferin Street, providing sidewalks and cycle tracks and a proposed future connection across the CN MacMillan Rail Yard and a proposed separation of the road and rails at the Metrolinx GO Barrie Line. Improvements associated with the Highway 400/Langstaff Road interchange are subject to a future highway corridor study.

Available capital costing information for Langstaff Road from Jane Street to Keele Street includes:

<b>York Region Development Charges 2022</b>	<b>Langstaff Environmental Assessment Study</b>
\$783,000 (2022-2031) – cost details were not included in the background study.	\$271,600,000*
\$836,448,600 (post period)– added in Contingency List No. 4.	

*\*Includes costs for design, construction, environmental mitigation measures and contingencies in 2018 dollars. Does not include property acquisition.*

The Langstaff Road Missing Link cost in the 2022 York Region Development Charges Background Study (Contingency List No. 4) is based on Langstaff Road Extension Cost Benefit Analysis completed by York Region in March 2015 for a six-lane multi-span bridge. The cost of \$588 million (2014 dollars) was adjusted for inflation for the 2022 Development Charges Background Study to \$836 million.

The cost estimate shown in the environmental assessment (EA) is not comparable since it does not include property costs and potential business impact costs.

**Highway 7 from Pine Valley Drive to Martin Grove Road**

In 2023, Metrolinx initiated the Queen Street-Highway 7 Bus Rapid Transit (BRT) project, a proposed rapid transit line designed to serve the cities of Brampton and Vaughan. This ambitious project encompasses a 24-kilometre corridor along Queen Street and Highway 7, aiming to establish a vital east-to-west transit spine that will seamlessly connect the regions of the Greater Toronto and Hamilton Area (GTHA).

The segment of Highway 7 between Kipling Avenue and Wigwoss Drive represents the last remaining four-lane section of this highway in Vaughan, creating a significant bottleneck that hampers the efficient movement of goods and people within the city and, more broadly, across York Region. In April 2023, Vaughan Council requested York Region take the necessary steps and collaborate with Metrolinx to initiate a technical feasibility study for widening this constrained section of Highway 7 from four to six traffic lanes, including two dedicated BRT lanes, as part of the Queen Street-Highway 7 BRT project. Subsequently, in May 2023, Regional Council approved entering into an agreement with Metrolinx to conduct the feasibility study, focusing on the segment of Highway 7 from Kipling Avenue to east of Islington Avenue. The study concluded that widening Highway 7 from four to six traffic lanes, along with the addition of two BRT lanes, is feasible, and it is recommended to proceed with an EA to finalize the alignment and costing.

In August 2024, Metrolinx announced that it would halt the Queen Street-Highway 7 BRT project at the preliminary planning stage until funding for the BRT corridor becomes available.

Currently, the City is in the process of finalizing the Request for Proposal (RFP) for an Environmental Assessment Study to widen Highway 7 from Kipling Avenue to Wigwoss Drive. This study is anticipated to commence in Q2 2025.

Available costing information for Highway 7 from Pine Valley Drive to Martin Grove Road includes:

<b>York Region Development Charges</b>	<b>Metrolinx Queen Street-Highway 7 Bus Rapid Transit (BRT) project</b>	<b>City-led Highway Environmental Assessment Study</b>
\$5,541,000 (2022-2031) – only for segment west of Kipling Avenue. BRT widening of Highway 7 from Pine Valley Drive to Martin Grove Road is not in the current Development Charges.	Not available.	Will be developed.

## **Available Operating and Amortization Capital Costing Information**

York Region provided publicly reported data for Total Cost for Roads – All Functions per Lane Kilometres with a cost of **\$37,451/lane km**, as published in the annual Municipal Benchmarking Network of Canada document (2022). This measurement represents the total cost of all functions related to road maintenance. This includes operating costs and amortization associated with capital costs for paved and unpaved roads, bridges, culverts, traffic operations, roadside maintenance, and winter maintenance of roadways, sidewalks and parking lots.

- **Teston Road from Keele Street to dead end west of Dufferin Street:** \$59,920 for 1.6 lane km per year.
- **Highway 7 from Pine Valley Drive to Martin Grove Road:** \$1,138,510 for 30.4 lane km per year.

For more information, contact Selma Hubjer, Director, Infrastructure Planning and Corporate Asset Management, ext. 8674.

Respectfully submitted by



Vince Musacchio, P.Eng.  
Deputy City Manager, Infrastructure Development

## **Item #21, Report #1**

### **VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-FOR-PROFIT LONG-TERM CARE FACILITY**

#### **Background**

During the January 21, 2025, Committee of the Whole (1) meeting, Vaughan Council endorsed a Members' Resolution by Mayor Steven Del Duca and Ward 2 Councillor Adriano Volpentesta entitled: *VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-FOR-PROFIT LONG-TERM CARE FACILITY.*

#### **Additional Context**

Of note, the first recommendation of this Members' Resolution reads:

- THAT the City of Vaughan grants an indefinite deferral of the City's portion of development charges on the site of 7231 Martin Grove Rd. in January 2025 as part of the Ontario government's plans to build a new 256-bed long-term care state-of-the-art facility to be managed by Mariann Home; and

City of Vaughan staff are writing to confirm that this indefinite deferral will be in place if the facility continues to be managed by or operated on a non-profit basis. As the Members' Resolution reads, Mariann Home, a not-for-profit organization, will run the proposed future long-term care facility, as noted on Mariann Home's [website](#), "*Mariann Home is operated by the Missionary Sisters of the Precious Blood as a non-profit registered charity.*"

Furthermore, as indicated in the Members' Resolution, the land located at 7231 Martin Grove Rd. is owned by the Ontario government. The City's portion of development charges (until change of land use) on the site of 7231 Martin Grove Rd. will be waived for the Ontario government.

**Should the proposed long-term care facility property no longer be managed by or operated on a non-profit basis, and the property undertakes a change of land use that runs contrary to the recommendations in the Members' Resolution as endorsed by Vaughan Council, this change of use of the property would result in the City of Vaughan to begin collection of the City's portion of development charges on the site of 7231 Martin Grove Rd.**

Respectfully submitted by



Michael Coroneos, CPA, CMA