

From: Clerks@vaughan.ca
To: [John Britto](#)
Subject: FW: [External] OPA File OP.17.012 / Zoning By-Law Amendment File Z.17.033 - 10489 Islington Avenue (Comments re June 4th Committee of the Whole meeting)
Date: Monday, June 2, 2025 8:42:08 AM

From: Paul Fallone <Paul.Fallone@cmls.ca>
Sent: Sunday, June 1, 2025 12:28 AM
To: Clerks@vaughan.ca; Judy Jeffers <Judy.Jeffers@vaughan.ca>
Cc: Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; [REDACTED]
Subject: [External] OPA File OP.17.012 / Zoning By-Law Amendment File Z.17.033 - 10489 Islington Avenue (Comments re June 4th Committee of the Whole meeting)

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To: City of Vaughan, Office of the City Clerk

My wife (Cinzia Recine) and I (Paul Fallone) own the three (3) small properties within the immediate vicinity of the subject lands, situated on the northeast corner of Kellam Street & Islington ([REDACTED] Islington) and along the north side of Kellam Street ([REDACTED]). The subject application therefore has a direct impact on the operation of our buildings.

Due to the limited parking availability in the Village, parking remains an important concern for all business owners and their patrons. Limited parking supply for commercial uses has been shown to have detrimental and adverse effects on local businesses, deterring customers, and driving up vacancy rates. As such due to its parking deficiencies, the Subject Application does not conform with the Provincial Planning Statement 2024 to “building strong, healthy communities with an emphasis on efficient development and land use patterns, wise use and management of resources, protecting public health and safety”.

- Notwithstanding By-law 64-2019, two lay-by parking spots are currently located on Kellam Street, and the City’s intention was to incorporate them in the 2024 KBVI Project. Now one of the two lay-by parking stalls on Kellam Street is being removed. The new street parking as part of the KBVI does not mitigate the removal of the lay-by stall as the number of street parking stalls within the immediate vicinity of the project will actually decrease after the KBVI is completed.
- Based on the current by-laws, the Application should include 15 spots. The submitted Parking Justification (Cadevcon, Nov. 13, 2020) identified a need for 14 spots, yet the Subject Application proposes 10 full-time spots (excluding 2 spaces in the recycling/garbage removal area). City staff acknowledges the 2 spots cannot be counted in the parking calculations in

accordance with Zoning By-Law 001-2021 (Policy 6.1.3). **Notably, the site plan does not appear to identify a waste storage enclosure and the Report does not mention adherence or commentary about compliance with waste and recycling by-laws.**

- In summary, 1 street stall is being eliminated and the project has a deficiency of 4 spots, equating to a **net deficit of 5 stalls** (and arguably 6).

The Subject Application also contravenes the Vaughan Official Plan, 2010, Policy 12.4.7.b ii “have a maximum Floor Space Index within the range of 0.20 to 1.0 depending on the lot frontage, depth, proposed use, site constraints, and standards established by the Zoning By-law”. In fact, the Subject Application proposes a Floor Space Index of **1.09, beyond the upper limit of 1.0 times and well beyond the median range of 0.60 times.** The City staff Report cites previous municipal approvals related to 10422 & 10432 Islington Ave. (the former gas station, Files OP 16.002) with a Floor Space Index of 1.27 times as the primary justification. This example does not seem comparable / relevant for the following reasons:

- The redevelopment at 10422 & 10432 Islington Ave. did not ultimately proceed
- The development was planned to contain a residential component on all 3 floors, implying a higher proportion of residential use and hence lower relative parking demand
- The development incorporated larger setbacks from the main street

In summary, the staff Report did not provide relevant or actual examples of projects in the Kleinburg main street area that exceed 1.0 times.

Due to both the parking deficiencies and proposed exceedance of the Floor Index, the Subject Application also contravenes the goals and policies of the Vaughan Official Plan, 2010, Section 12.4.1.1 Kleinburg Core “(to) ensure that land use and built form are compatible with the **scale and character**” and “(to) encourage mixed use in the core at a **modest** scale”.

Conclusion:

This is an egregious project. No modifications have been made subsequent to the Public Meeting on December 3, 2024 and multiple concerns raised by the community at that time. It is extremely alarming that the City continues to entertain the Subject Application in its current form, resulting in a de facto **Public subsidy** for the development in the form of material encroachments, removal of street parking, and waiver of the required Cash-in-lieu for deficient parking.

Could the City not protect other local businesses by enforcing a more balanced development? Various exceptions can be supported, but the current Application is too one-sided at the expense of Vaughan tax payers and local businesses. If the following recommendations are adhered to, the Application would still be economically viable for the proponents and local stakeholders wouldn't feel so short-changed.

Our Recommendations:

- Cash in Lieu should be paid for 5 spots (vs. 2). The Report does not adequately support or justify waiving the Cash-in-Lieu payment on the other 3 spots.
- Reduction in the Floor Space Index to the maximum of 1.0x (vs. 1.09), as 1.0 is the upper end that is permitted under the Vaughan Official Plan and no relevant exceptions within the Kleinburg Core have been referenced in the staff Report.

Cinzia Recine will be attending the Public Meeting to offer her deputation in person, unfortunately I cannot attend in person.

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