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Communication
COUNCIL: <u>January 29, 2019</u>
<u>PH</u> Rpt. No. <u>5</u> Item <u>5</u>

Subject: FW: My comments re Yonge & Steeles Developments Inc. C/O The Gupta Group

From: Panaro, Doris
Sent: Wednesday, January 23, 2019 11:08 AM
To: 'd s' [REDACTED]; DevelopmentPlanning@vaughan.ca
Cc: Tuckett, Nancy <Nancy.Tuckett@vaughan.ca>; Clerks@vaughan.ca
Subject: RE: My comments re Yonge & Steeles Developments Inc. C/O The Gupta Group

Sudha, following up on your objections for the Promenade Ltd. Partnership file noted above. I have copied the Manager of Development Planning, Nancy Tuckett.
I have also forward your comments to the Clerks Department to be included as a communication to the Committee of the Whole (Public Hearing) Agenda.

Regards,

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City of Vaughan | Development Planning Department
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From: d s [REDACTED]
Sent: January-22-19 6:06 PM
To: DevelopmentPlanning@vaughan.ca
Subject: My comments re Yonge & Steeles Developments Inc. C/O The Gupta Group

Location: 7028 Yonge Street and 2 Steeles Avenue West

Application: Yonge and Steeles Developments Inc. C/O The Gupta Group

Your Reference: OP.18.016 and Z.18.028

I was surprised at the drastic zoning changes commercial to largely residential and significant height and density of proposed 1892 units requested by the Gupta Group on the small land area corner of Yonge and Steeles. The density is triple the approved FSI.

I am in favour of a well planned development which balances and enhances the need of existing and new residents (employment opportunities, schools ,recreation needs (parkland, community centre,library, hospitals and transit enhancements., grocery store (Basic, Freshco, etc),energy efficiency (e.g solar panels on the rooftops of the proposed development, electric charging stations, underground path to CentrePoint Mall under Steeles Ave.)

The key planning question is that this proposed zoning change from commercial to mixed use minor commercial and predominantly residential will change the area to residential from commercial. The new residents will use this area as a "bedroom" community as most of the jobs are in downtown Toronto or York Region (north of Hwy 7, west Vaughan, Markham). Very few jobs will be permanently created. This area zoning should be left largely commercial 60 to 70% with rest residential and recreational so that new and existing residents can live and work in the same area instead of increased transit and infrastructure needs. I believe this was the rationale for the existing commercial zoning.

This proposed development does not address the adequacy of the above existing infrastructure to cope with such a massive growth in population. I am concerned that the recreational facilities eg parkland, community centre facilities are inadequate for such a large development. Currently there are only 2 hospitals North York General 9Km away and Mackenzie hospital 12 km away which may not have enough beds to cope with this population growth.

My major concern is the increased traffic and pollution from this population increase before the Yonge Line 1 subway extension is built. Also excessive overcrowding on the subway will increase during rush hours before the Downtown Relief line is built. I travel downtown everyday and find severe overcrowding on the return commute. In the morning I am able to vary my travel time.

I live on Athabaska Avenue close to Yonge Street and have seen a significant increase in traffic during the rush hour which will increase when new developments being considered. The City of Toronto was forced to restrict oncoming traffic onto Willowdale Ave from the area north of Steeles during the rush hours as it was being used to bypass heavy Yonge Street traffic and stop lights have been introduced. Many of these new residents from the proposed development will drive or use the TTC transit to travel to Finch subway station or continue on to access the 401 significantly increasing traffic congestion.

Also why is the developer proposing to build so many residential units before the subway has been extended to Steeles and Hwy 7. The City of Vaughan appears to have approved such developments at Jane and Hwy #7 only when the subway construction was approved to be able to handle the additional traffic from new residents and businesses.

The very large number of new residents populating 1892 proposed residential units is going to significantly add to the gridlock and pollution from vehicles which existing residents experience on a daily basis. If traffic lights are installed on both Yonge and Steeles Ave, significant traffic delays will be caused especially on the north west side of Yonge Street which is close to the 4 way Yonge and Steeles intersection. These new residents will avoid Yonge street and use the adjoining streets such as Willowdale to commute especially to Hwy. 401. Willowdale is an alternative fast route to the 401.

In conclusion

1. I feel the zoning change from commercial to mixed use residential should be restricted with commercial zoning 60-70% use being predominant so that employment opportunities such as office space is created rather than adding to mostly residential condo development with subsequent traffic and pollution problems.
2. This proposed development height and density of residential units should be reduced in line with other North York developments.
3. Applicant (Gupta Group) detail if not already done so of whether they have considered impact on existing infrastructure (employment opportunities, schools, recreation needs (parkland, community centre, library, hospitals and transit enhancements, low price grocery store (Basic, Freshco, etc), energy efficiency (e.g solar panels on the rooftops of the proposed development, electric charging stations, underground path to Centre Point Mall under Steeles Ave.)

The closure of the Basic food store at Yonge and Cummer creates a need for another low price grocery store at reduced rent from the landlord (applicant). Many seniors and apartment dwellers on low income used to shop at the Basic foodstore. This has been closed as new condos are being built on this site. The developer jacks up the rent of the new store in the development. Existing residents are forced to pay higher food prices. The existing No Frills store in Centre Point mall will not be able to handle the new residents from this proposed development. There is less need for more expensive prices such as "organic" food stores.

4. Applicant contribute funds held in escrow for a future Steeles subway station.
5. The start of this project if approved with above restrictions should only be allowed once construction of the Line 1 subway extension from Finch to Steeles commences.

6. If the development with amendments is approved before the Yonge line 1 is built then applicant should provide/ fund a dedicated shuttle bus from Steeles to Finch for the new residents until the Yonge Line 1 is extended to Steeles.