

**PUBLIC HEARING
COMMUNICATION**

Date: Jan 22/19 ITEM NO. 5

Henry W. Polvi

Bradbeer Crescent
Thornhill, ON

08 January 2019

City of Vaughan

Attention: Nancy Tuckett, Senior Manager, of Development Planning

225

Vaughan, Ontario

L6A 1T1

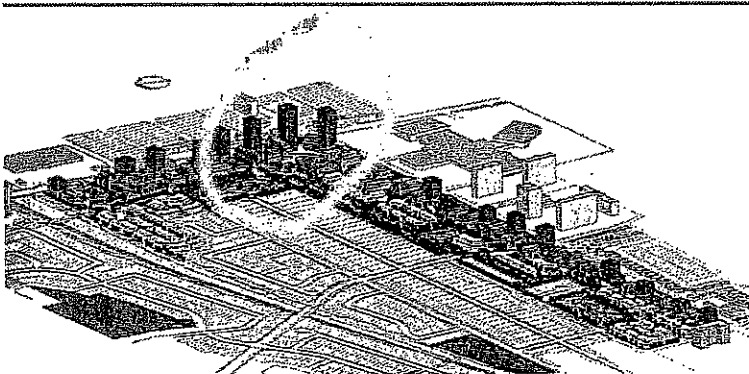
email to: DevelopmentPlanning@vaughan.ca

File Numbers: OP.18.016 and Z.18.028

7028 Yonge St and 2 Steeles Avenue West

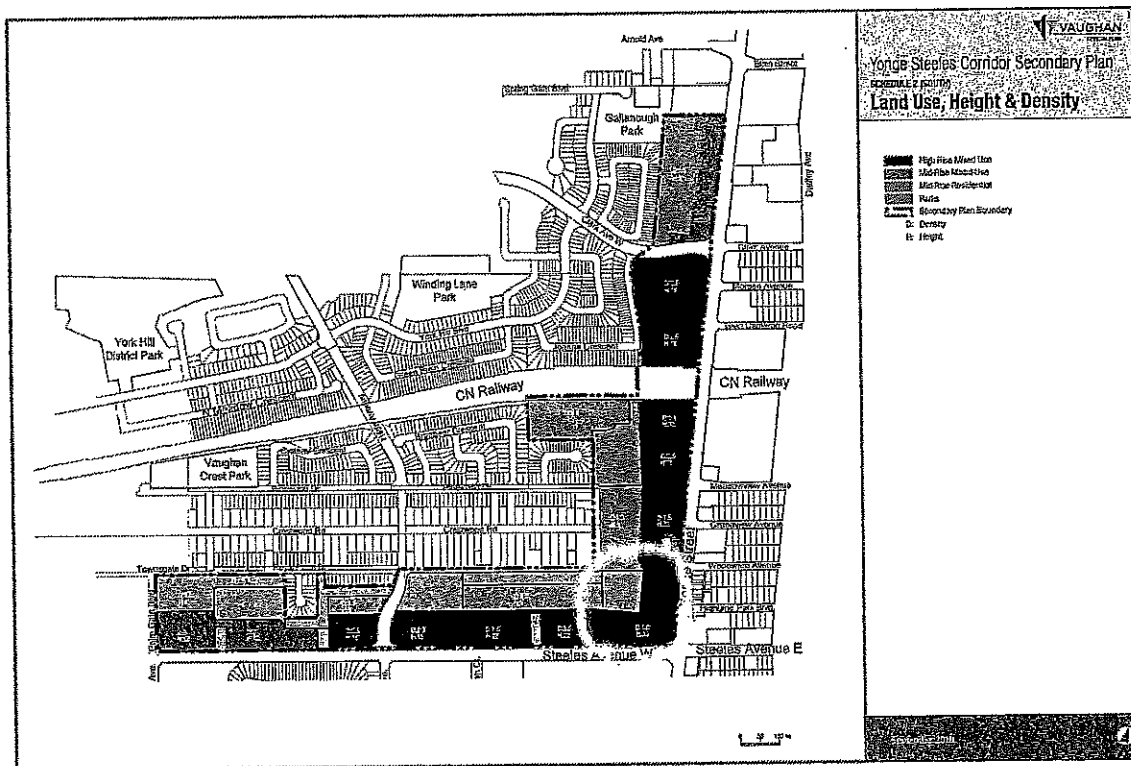
We received your public notice regarding the application for a rezoning of the property on the northwest corner of Yonge & Steeles in Ward 5, Thornhill, Vaughan. This letter is a formal objection to the application.

The reason for objecting is that the proposed development is not in accordance with the Vaughan Official Plan, the Thornhill Community Plan OPA#210 and the Yonge-Steeles Secondary Plan. As Council and Staff are aware a lot of work and thought has gone into the City's Official Plan and amendments, from 2010-2017. While the Yonge-Steeles corner is indeed designated for intensification, this development proposal far exceeds the intents and plans developed by the City, in consultation with numerous experts in municipal planning, stakeholders, and adjacent cities Markham and Toronto.



VAUGHAN
OFFICIAL PLAN
Yonge Steeles Corridor Secondary Plan
Appendix A
Development Concept

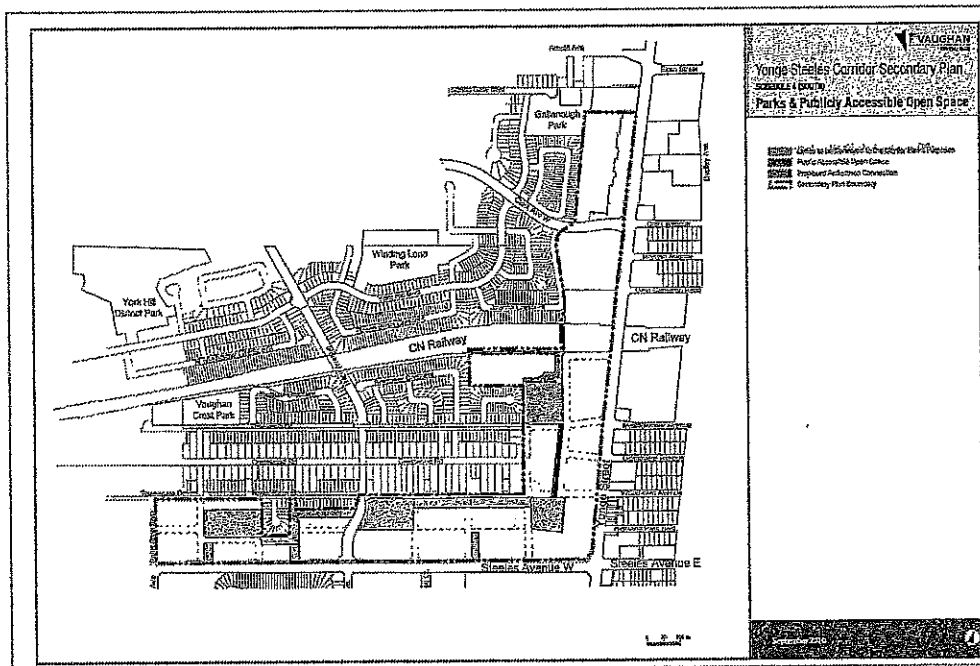
The Yonge-Steeles Secondary Plan calls for lower buildings, up to 30 storeys, at this site and a parkland. The three residential towers are much taller at up to 65 storeys and take away the park. (The landscaped greenery shown in between the three towers cannot be considered a true park). Although the extra property tax revenue from such vertical housing may be attractive to the City, the large additional human-footprint will have considerable impact on the neighborhood.



Every drop of grey and blackwater sewage from the site has to be pumped to Duffin Creek Water Treatment Plant, at high cost to all Vaughan residents and an environmental burden at odds with the Official Plan. Has Vaughan even considered the servicing for this remote corner of the City in this instance? The Development Charges for additional costs well into the future should not be underestimated.

10.1.1.20. That phasing policies are intended to provide for the co-ordination of *development* within any particular Block Plan area to facilitate the *development* of functional and cohesive neighbourhoods throughout the community's growth and *development*. The approval of specific *development* applications shall be controlled by the City in order to facilitate:

- a. orderly, sequential and contiguous *development*;
- b. efficient proximity and availability of water and sewer servicing to facilitate the proposed *development*;
- c. availability of water supply capacity;
- d. availability of sanitary sewer capacity;
- e. adequacy of storm drainage and stormwater management systems;
- f. the availability of Regional infrastructure, within the Block Plan area and outside the Block Plan area, such as Regional roads, transit lines and Regional trunk sewers;
- g. minimization of public costs;



The automotive traffic will be greatly increased with the higher density residential.

The Corner of Yonge-Steeles should actually be better served as a premium commercial site. With the future TTC subway extension to Richmond Hill this corner would be better served, and as currently zoned, with primarily office/retail facing the arterial roads, not a residential condo complex. The retail aspects of the proposal are not described so can therefore be assumed to be extremely limited. We know we'll be losing the Galleria Shopping Centre, fast-food outlets, other restaurants, private schooling and retail that are used by local residents within walking distances.

Bonusing for Increases in Height or Density (Section 37 of the Planning Act)

10.1.2.9. Increased Height and Density Provision:

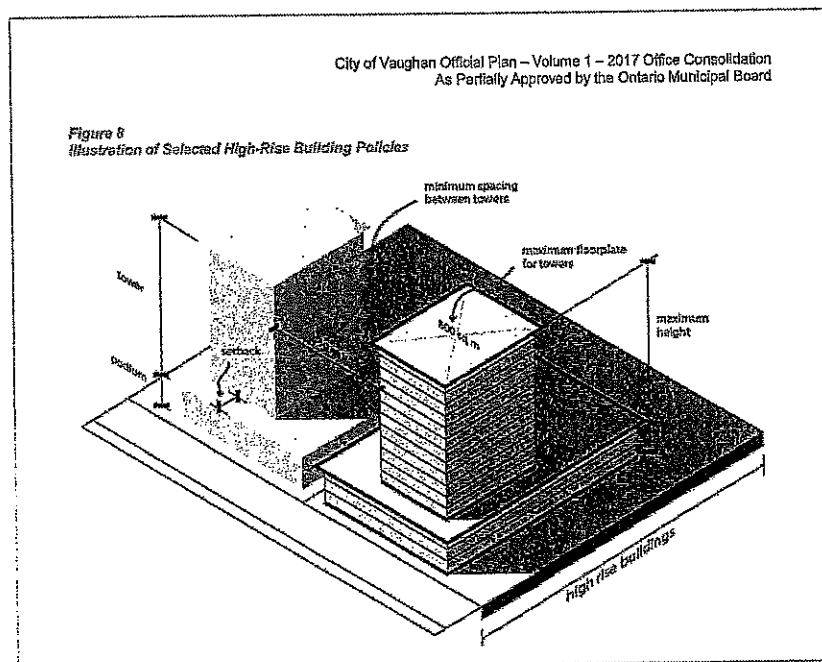
- a. In accordance with Section 37 of the Planning Act, Council may authorize an increase in the building height and/or density of development otherwise permitted in areas of the City, as contained in Volume 1 or Volume 2 of this Plan, or as contained in a site specific zoning by-law, in return for the provision of community benefits in the form of facilities, services or matters provided:
 - i. the community benefits bear a reasonable planning relationship to the increase in building height and/or density of the proposed development;
 - ii. the development represents good planning, is consistent with the other objectives of this Plan and consistent with applicable built form and neighbourhood compatibility objectives; and
 - iii. there is adequate infrastructure to support the increase in building height and/or density.
- b. Pursuant to Section 37 of the Planning Act, a by-law may be enacted by Council to achieve the City's objective of obtaining certain facilities, services or other matters which would not otherwise be secured under the other provisions of the Planning Act or the Development Charges Act, and which may be of particular benefit to a specific area or the City at large. Notwithstanding the generality of the foregoing it is the intent

Yonge Street & Steeles Avenue, Steeles West (between Jane Street and Keele Street):

Both of these **Primary Centres** will evolve as transit-oriented *developments* around planned public transit improvements. Yonge & Steeles and Steeles West have significant opportunity for both residential and office uses. Steeles West also has opportunities for institutional uses, with potential for synergies with York University.

Tower 2 and Tower 3 look to be closer together than the minimum 30m. allowed by Vaughan.

There is no public parkland in this remote south east Corner of Vaughan except for Vaughan Crest park at the west end of Pinewood and Winding Lane north of the Railway Corridor.



The large condo towers in the proposal may preclude and eliminate some key land required for the future TTC station and VIVA bus hub planned for Yonge-Steeles. Once a 65-storey building goes up there's very little else that can be built close by with the deep foundation. And to re-iterate, there are no "community" benefits, only ego-gratification for the builders and added profit.

Yonge Street & Steeles Avenue, Steeles West (between Jane Street and Keele Street):

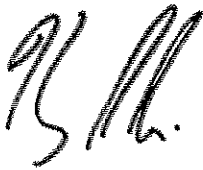
Both of these **Primary Centres** will evolve as transit-oriented *developments* around planned public transit improvements. Yonge & Steeles and Steeles West have significant opportunity for both residential and office uses. Steeles West also has opportunities for institutional uses, with potential for synergies with York University.

9.2.1.12. Where there is a change in land use to a more sensitive use adjacent to existing employment or commercial uses, the existing neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects included but not limited by lighting, noise and truck traffic. Such provisions and regulations shall be applied to the proposed *development* and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or, in all cases where a proposed *development* seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application, especially where public health and welfare are directly affected.

This Application appears to be a clear example of "spot" zoning, a violation of planning principles. The Application should be denied

I will copy our local Councillor, Alan Shefman, with this letter and the concerns presented.

Sincerely,

A handwritten signature in black ink, appearing to be 'J. H.' or similar, written in a cursive style.

email at : 