

From: Clerks@vaughan.ca
To: [Britto, John](#)
Subject: FW: [External] THE SALZ CORPORATION OFFICIAL PLAN AMENDMENT FILE OP.20.001 ZONING BY-LAW AMENDMENT FILE Z.20.004 DRAFT PLAN OF SUBDIVISION FILE 19T-20V001 - 100 STEELES AVENUE WEST VICINITY OF YONGE STREET AND STEELES AVENUE WEST
Date: Friday, July 10, 2020 8:38:48 AM

From: Bruce Weinert [REDACTED] COMMUNICATGION - C97
Sent: Thursday, July 9, 2020 5:44 PM CW (PH) - July 13, 2020
To: Clerks@vaughan.ca ITEM # 4
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>
Subject: [External] THE SALZ CORPORATION OFFICIAL PLAN AMENDMENT FILE OP.20.001 ZONING BY-LAW AMENDMENT FILE Z.20.004 DRAFT PLAN OF SUBDIVISION FILE 19T-20V001 - 100 STEELES AVENUE WEST VICINITY OF YONGE STREET AND STEELES AVENUE WEST

Dear Mr. Coles, City Clerk

I wish to begin my letter by indicating my displeasure with the City of Vaughan's decision to rapidly change the planned public hearings on two proposed developments (180 Steeles Ave. West and 100 Steeles Ave. West) from September to July 13, 2020. During a national state of emergency dealing with the COVID19 pandemic, there is no rational reason why Council has to urgently discuss these proposals other than one's desire to move forward with limited community involvement, a notion that goes against the lofty mission statements of the city. I would think that Council no doubts has more important issues to discuss in July than this subject.

That being said, kindly register my objection to the proposed development plan within the Yonge & Steeles neighbourhood at 100 Steeles Ave. West. While I firmly support development of the corridor, having taken part in numerous meetings during the lengthy process in developing the Yonge Steeles Corridor Secondary Plan, I believe in what was often echoed at these meetings; that the voice of the community should be heard and accommodated when required. The approved Yonge Steeles Corridor Secondary Plan does provide for higher density along Steeles that is significantly greater than the current single-family dwellings however it is not in line with the high density of a downtown Bay Street development, nor should it be. This is what the community voiced and this is what was approved by Council with the Yonge Steeles

Corridor Secondary Plan.

The proposed Salz Corporation 100 Steeles Avenue West would see construction of 4 towers with one at 54 stories and a second at 49 stories. Both these towers far exceed the Maximum Building Height of 14 storeys or 44m. Towers doubled the maximum or 28 stories while higher than planned would be better suited and would support the community atmosphere that is Thornhill. Monster towers, which are far from the norm in the area (these towers would be 20 stories higher than the World at Yonge complex) do not belong in a residential community. Granted similar towers look fine and are approved in the new Vaughan Corporate Downtown, but that area is abandoned industrial lands not single-family residential area. The City of Markham in the same Steeles corridor is proposing only 28 to 30 stories. While I appreciate statements from the local councillor Mr. Shefman that he is seeking a showcase entrance to Thornhill, his eagerness to erect edifices of double and triple the height approved in the Secondary Plan not only is insulting to residents in the community but also gives support to the theory that one can break any of the numerous official plans and ByLaws of the city to ones advantage, for example basement apartments and Airbnbs.

While understanding the desire for high-density within in proximity (will be 2 blocks once new streets are built) to the proposed new Yonge Steeles subway station, still 10 years at minimum to completion, there is no plan provided for the increase volume of traffic on Steeles due to these 54 and 49 towers, two of many being proposed along a short span of Steeles. To ignore the vehicle traffic is naive as Thornhill along with the rest of the City of Vaughan is dependent on cars, no matter how intense the city wants to be with transit. In addition, has the city looked at the traffic issue when later this year the City of Toronto removes the curb lane on both the westbound and eastbound Steeles from Yonge Street to Jane Street for bus only usage? This will raise significant issues of congestion along Steeles in addition to those caused due to the lack of construction of the extension of Royal Palm and other new secondary feeder routes.

I could list addition concerns but will leave it at these two main concerns. Thank you for providing me the opportunity to voice my concerns. Please keep me informed of

any actions Council may take on these proposals.

Bruce James Weinert

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