

COMMITTEE OF THE WHOLE (PUBLIC HEARING) – SEPTEMBER 15, 2020

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Please note there may be further Communications.

COMMITTEE OF THE WHOLE (PUBLIC HEARING) – SEPTEMBER 15, 2020

COMMUNICATIONS

Item

Distributed September 14, 2020

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Distributed September 15, 2020 (at the meeting)

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Please note there may be further Communications.

**COMMUNICATION – C1
ITEM 2
Committee of the Whole (Public Hearing)
September 15, 2020**

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-----Original Message-----

From: gabriella giangrande [REDACTED]
Sent: Tuesday, August 25, 2020 6:16 PM
To: Clerks@vaughan.ca
Cc: gabriella giangrande [REDACTED] >
Subject: [External] Notice of public hearing sept. 15/2020 files OP.19.015 & Z.19.039

I received the notice of building 2 high rise apartments @ highway 7 & Weston road ABSOLUTELY NOT IM
AGAINST IT, I want to be notified after the meeting. Thank you

**COMMUNICATION – C2
ITEM 2
Committee of the Whole (Public Hearing)
September 15, 2020**

From: Anna Vecchio [REDACTED]
Sent: Wednesday, August 26, 2020 7:39 AM
To: Clerks@vaughan.ca
Subject: [External] Regarding amendment files OP.,19.015- Z.19.039

City of Vaughan representatives,

We have been living in Woodbridge over 30 years. We have been active in the Rate payers association. We have watched our sky line become cluttered with high rises and the congestion on our roads become a nightmare. This making a short trip to the stores nerve wrecking and a time consuming ordeal!

WE OBJECT STRONGLY TO THE APPLICANT: WEDGEWOOD COLUMBUS LTD APPLICATION:
AMENDMENT FILE OP.19.015 ON EVERY COUNT and also their application to amend the zoning by law : file Z.19.039.

Our city has diversified it's density enough!

Frank and Anna Vecchio

**COMMUNICATION – C3
ITEM 2
Committee of the Whole (Public Hearing)
September 15, 2020**

From: Gerd Siewert [REDACTED]
Sent: Sunday, August 30, 2020 6:33 PM
To: Clerks@vaughan.ca
Subject: [External] Notice of Public Hearing Committee of the Whole

Notice of Public Hearing Committee of the Whole, scheduled for Tuesday, September 15, 2020

I would like to register my objection to the date and format of the Hearing that will essentially exclude the majority of my friends and neighbors in the vicinity of the project from participating in any meaningful discussion. The aging demographics and ethnicity practically guarantee that most of them, who are not computer savvy cannot log on, follow or voice their opinion in a live council session. They will not be able to make written submission in English either. There is also a strong resentment against the timing of the Hearing, when the younger parents of school-aged children are busy finding out if and when classes are running or if the home computers are needed for on-line learning. The prevailing sentiment is that under these circumstances during the Covid Pandemic the approval of the application is a forgone conclusion and a meaningful discussion of the ensuing problems will not take place. The community spoke at length before the Towers at Weston and Hwy 7 were approved about their concerns regarding traffic. These were not addressed. We are now facing more of the same nonsense. Consider changing the timeline because it is totally inappropriate.

- Luisa Lupinacci

From: Gerd Siewert [REDACTED] >
Sent: Sunday, August 30, 2020 6:33 PM
To: Clerks@vaughan.ca
Subject: [External] Notice of Public Hearing Committee of the Whole

Notice of Public Hearing Committee of the Whole, scheduled for Tuesday, September 15, 2020

I would like to register my objection to the date and format of the Hearing that will essentially exclude the majority of my friends and neighbors in the vicinity of the project from participating in any meaningful discussion. The aging demographics and ethnicity practically guarantee that most of them, who are not computer savvy cannot log on, follow or voice their opinion in a live council session. They will not be able to make written submission in English either. There is also a strong resentment against the timing of the Hearing, when the younger parents of school-aged children are busy finding out if and when classes are running or if the home computers are needed for on-line learning. The prevailing sentiment is that under these circumstances during the Covid Pandemic the approval of the application is a forgone conclusion and a meaningful discussion of the ensuing problems will not take place. The community spoke at length before the Towers at Weston and Hwy 7 were approved about their concerns regarding traffic. These were not addressed. We are now facing more of the same nonsense. Consider changing the timeline because it is totally inappropriate.

- Luisa Lupinacci

COMMUNICATION – C5
ITEM 2
Committee of the Whole (Public Hearing)
September 15, 2020

Angelo Stellato

■ Tumbleweed court

Vaughan Ont ■

T ■

I am writing in objection to this development by Wedgewood Columbus Ltd. Amendment files
OP .19.015. & Z.19.039.

The impact on our area of Weston rd and hwy 7 . will be of considerable negative consequence . The traffic in the area is already very congested from current flow of traffic in and through the area . By allowing the development of 2003 new residential units and ground floor commercial retail will create even more traffic jams in this area.

Another reason this development should be limited in height is the city has to consider the development immediately to the east on northview blvd . The proposal by Calloway REIT (400 and &7) inc. This build will also have 3962 new units with commercial/retail ground level of 4273 m2.

These two developments will create a concrete jungle and a high density population which has its own problems as proven in other communities.

There is also no guarantee that home depot hardware store will stay there . The possibility of another future development in that space has to be considered.

I also stand in favour of the small entrepreneur who have shelled out considerable amount of money and time to build their businesses in the current strip plaza . the likelihood of them affording a unit in the new development is slim and would outweigh their profit/loss margine.

The possible solution is to keep height restrictions to 15 to 20 stories. With possibilities of more luxury units with larger square footage.

Also the builder should be levied for the possibility of building a park between the two major developments. Also a satellite police community outpost for the purpose of dealing with the high density growth in the area should be considered.

Thanking you for your time .

Angelo Stellato

P.S. Please help us save our community with reasonable /acceptable growth for all concerned.

**COMMUNICATION – C6
ITEM 3
Committee of the Whole (Public Hearing)
September 15, 2020**

Angelo Stellato

█ Tumbleweed court

Vaughan Ont █
█

I am writing in objection to this development by Calloway REIT (400 and 7) inc. Amendment files OP .19.012. & Z.19.036.

The impact on our area of Weston rd and hwy 7 .as far as chrislea Rd. will be of considerable negative consequence . the traffic in the area is already very congested from current flow of traffic in and through the area . By allowing the development of 3962 new residential units and ground floor commercial retail will create even more traffic jams in this area.

Another reason this development should be limited in height is the city has to consider the development immediately to the west on northview blvd . the proposal by Wedgewood columbus Ltd. On 7887 weston rd. This build will also have 2003 new units with commercial/retail ground level .

These two developments will create a concrete jungle and a high density population which has its own problems as proven in other communities.

There is also no guarantee that home depot hardware store will stay there . The possibility of another future development in that space has to be considered with more negative results.

I also stand in favour of the small entrepreneur who have shelled out considerable amount of money and time to build their businesses in the current strip plaza . the likelihood of them affording a unit in the new development is slim and would outweigh there profit/loss margin.

The possible solution is to keep height restrictions to 15 to 20 stories. With possibilities of more luxury units with larger square footage.

Also the builder should be levied for the possibility of building a park between the two major developments. Also a satellite police community outpost for the purpose of dealing with the high density growth in the area should be considered.

Thanking you for your time .

Angelo Stellato

P.S. Please help us save our community with reasonable acceptable growth for all conserved.

:

From: Dora Ciofani [REDACTED]
Sent: Friday, August 28, 2020 9:28 PM
To: Clerks@vaughan.ca
Subject: [External] Official Plan and Zoning By-law Amendment Files OP.012 & Z.19036 / OP.015 & Z.19039

Dear Sir or Madam:

RE: (A) Official Plan Amendment file OP.19.012 and Zoning By-law Amendment File Z.19.036 - by Calloway REIT (400 and 7) Inc.

and

(B) Official Plan Amendment File OP.19015 and Zoning By-Law File Z.19.039 - by Wedgewood Columbus Limited

We wish to oppose the above stated applications to:

(A) amend City of Vaughan Official Plan 2010 ('VOP 2010') to redesignate the Subject lands from "Community Commercial Mixed-Use" and "High-Rise Mixed-Use" to "High-Rise Mixed-Use" with a maximum building height of 45 storeys, etc., and to amend Zoning By-law 1-88 to maintain the "C10 Corporate District Zone" together with site-specific exceptions to facilitate the development, and

(B) amend City of Vaughan Official Plan 2010 ('VOP' 2010') to redesignate the Subject lands from "Mid-Rise Mixed-Use" to "High-Rise Mixed-Use", with a maximum building height of 49-storeys, etc., consisting of 4 mixed-use buildings divided into 2 development blocks with 2 residential towers in the north block (Towers A and B, 40- and 44-storeys) and 2 residential towers in the south block (Towers C and D, 44- and 49-storeys) each on a 5-storey podium and separated by a courtyard, etc., and to amend Zoning By-law 1-88 to rezone the Subject lands from C7 Service Commercial Zone, subject to site-specific Exception 9(754B) by Zoning Bi-law 1-88 to RA3 Apartment Residential Zone with site-specific exceptions to permit the development.

Our reason for opposing these applications are as follows:

1) This will increase the density of population, causing more than normal through traffic at the intersections of Weston Rd. & Northview Blvd. and Weston Rd. and Chrislea Rd., (which is already heavy due to the 2 high-rise towers at 7777 Weston Rd. and the Fieldstone Dr., where vehicles exit the Piazza Del Sole to get to Weston Rd.) Currently the traffic is lighter due to COVID-19, but will be a mess if this permit is approved, impacting local residents and those employed in the area who need access to Hwy 7 and Hwy 400.

2) The number of high-rise buildings are mentioned in **(B)** ie. 4

mixed-use buildings etc., in section C7 - which is a smaller area than section C10 in **(A)** - but in **(A)** there is no mention of how many high-rise buildings are involved, only stating, "consisting of buildings ranging in height from 8 to 45 storeys". Will existing infrastructure be enough to handle the huge increase in residents? There will be a need for more police, fire and transportation services, schools, day cares, social services, snow removal, etc. Property taxes will increase, and of course crime! Pollution as well due to increase number of vehicles. When car accidents increase in an area - so will car insurance - which affects everyone!

3) If Council approves these applications (there are pros - job creation, ie construction, management & maintenance of the buildings, real estate, advertising, other services and a source of property tax income for the City of Vaughan) perhaps they would consider making the maximum number of storeys half as many as stated in **(A)** & **(B)**.

Please send us a **Notice of Council Decision** re both **(A)** and **(B)** applications. It would be greatly appreciated.

Dora & Giacinto Ciofani

From: Kamil M. [REDACTED]
Sent: Wednesday, September 02, 2020 10:17 AM
To: Clerks@vaughan.ca
Subject: [External] Public Hearing Concerns for September 15 Meeting

RE: File Z19036/OP19012 Calloway REIT 400 and 7 Inc

RE: File Z19039/OP19015 Wedgewood Columbus Limited

Hello,

These are the concerns we have that we would appreciate be addressed in the meeting for both applicants (listed above) at the September 15 meeting and be thoroughly considered for the existing residents in the neighbourhood:

1. How are you accommodating for the flow of traffic as congestion is already a problem in this area?
 - People currently park on the road, which is very dangerous for turning out of the garage and parking areas on Northview. Many times pedestrians are almost hit or vehicle accidents are very close.
 - At the lights (going north on Weston Rd.), people quickly drive through them and without caution turn onto Northview - how will you ensure pedestrian safety with more traffic flow? Many times we are walking with a child and vehicles do not stop and almost hit us. There should be no turns on red.

- Widening of the road on Northview should be considered as currently it allocates only one car per side and adds more concern when people park on the road, as well (turning from Northview onto Weston and then Weston onto Highway 7 is already a challenge and now your adding more congestion)
2. How are you going to accommodate the retail stores we have come to rely on (example: Ambrosia for specialty grocery that otherwise is not available in the area)?
 3. How will you accommodate the inconvenience to us as a building (construction time, noise, construction around walking and driving areas)?
 4. What considerations have you made for the shadow effect (towers should not be taller than Centro Square towers, height should be reflective of existing towers)?
 5. What considerations for green spaces will be made in this community or will this be a concrete jungle?

We thank you for taking your time to address the above mentioned concerns. It is greatly appreciated.

COMMUNICATION – C9
ITEM 4
Committee of the Whole (Public Hearing)
September 15, 2020

-----Original Message-----

From: Anna McGuire [REDACTED]
Sent: Friday, August 28, 2020 1:55 PM
To: Clerks@vaughan.ca
Subject: [External] 7553 Islington Ave & 150 Bruce St

I am opposed to the development of 21 storey high rise Bruce St is a residential area with a school and 2 storey detached homes .. recently new low rise condos on this road.
there should only be lowrise condo or single family homes on this land .

What an eyesore a 21 story building would be!

Buildings this height should be left for commercial zoned areas ..

Anna McGuire
[REDACTED] Vittorio DeLuca Dr
Woodbridge Ontario
[REDACTED] 9494
Sent from my iPhone

COMMUNICATION – C10
ITEM 4
Committee of the Whole (Public Hearing)
September 15, 2020

From: Elda Villamagna [REDACTED]
Sent: Monday, August 31, 2020 11:56 AM
To: Clerks@vaughan.ca
Subject: [External] Live Stream Hearing Sept. 15 at 7 pm. re File OP.08.017/ Zoning By-Law Amendment File Z.16.022

Subject Land: 7553 Islington Ave. And Bruce St.

I have submitted my request to make a deputation for this meeting on Sept. 15 by phone today. I would like to point out that this notice was sent to only a handful of residents and that I only learned of it from my neighbour. I do hope that you will follow up and ensure that all residents in the area receive appropriate notification.

In order to prepare my remarks, I would like to request a copy of the minutes from the last meeting held in regard to this with the OMB and MTRCA at Vaughan City Centre, as well as the complete application for this new submission detailing their request.

Please forward by email to villamagna187@gmail.com.

Joseph Villamagna
[REDACTED] Bruce St.
Woodbridge, ON
[REDACTED]

Sent from [Mail](#) for Windows 10

 Virus-free. www.avast.com

**COMMUNICATION – C11
ITEM 2
Committee of the Whole (Public Hearing)
September 15, 2020**

-----Original Message-----

From: Gino Pecora [REDACTED]
Sent: Tuesday, September 01, 2020 8:48 PM
To: Clerks@vaughan.ca
Subject: [External] Condos 7887 weston rd.

I vote no to this idea. There is no space for 2003 resident units with all the traffic to follow no thanks.

Sent from my iPhone

COMMUNICATION – C12
ITEM 2
Committee of the Whole (Public Hearing)
September 15, 2020

-----Original Message-----

From: Lori Pecora [REDACTED]
Sent: Tuesday, September 01, 2020 9:16 PM
To: Clerks@vaughan.ca
Subject: [External] 7887 Weston rd ward 3

No thanks. There's already enough congestion in the area. If this happens we're leaving Woodbridge or should I say condobridge. How much tax revenue do you guys need. Again no thanks.

Sent from my iPhone



Potentia
RENEWABLES

**COMMUNICATION – C13
ITEM 2
Committee of the Whole
(Public Hearing)
September 15, 2020**

200 WELLINGTON STREET WEST - SUITE 1102
TORONTO, ONTARIO, CANADA M5V 3C7

Reply to:
Direct Line:
Email Address:

Ginger Ellison, Senior Legal Counsel
416.703.1911 Ext. 242
gellison@potentiarenewables.com

September 4, 2020

EMAIL (clerks@vaughan.ca)

Committee of the Whole
City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Mayor Bevilacqua and Members of Council

Dear Mayor Bevilacqua and Members of Council,

RE: Zoning By-law Amendment (File Z.19.039) and Official Plan Amendment (File OP.19.015) for 7887 Weston Road

PSI Solar Finance 1 Limited Partnership (“we”, “us”, or “our”, as appropriate) holds a Solar Generation Lease Agreement with Home Depot Holdings Inc., which permits the operation of solar generation equipment on the roof of the building located at 140 Northview Boulevard in the City of Vaughan (the “**Property**”) and the corresponding supply of such solar electricity to the Independent Electricity System Operator pursuant to a feed-in-tariff contract (“**FIT Contract**”) with a term over 20 years (the “**Solar Energy System**”).

The Property is located on the north side of Northview Boulevard, south of Chrislea Road and immediately east of and adjacent to 7887 Weston Road (the “**Development Property**”). Wedgewood Columbus Limited (the “**Owner**”) has submitted applications to permit a high-rise mixed-use development comprised of 4 mixed-use buildings with heights ranging from 40 to 49-storeys on the Development Property (the “**Redevelopment**”).

On May 14, 2020, our solicitors submitted a letter on our behalf (the “**Submission**”) to the City of Vaughan’s Committee of the Whole (the “**Committee**”, “you” or “your”, as appropriate) describing the serious concerns that we have about the proposed Redevelopment and the anticipated negative impacts that it is projected to have on our Solar Energy System. On August 18, 2020, our solicitors hosted a phone call with Margaret Holyday, the City of Vaughan Senior Planner managing the file, and Chrisa Assimopoulos, the City of Vaughan Urban Planner involved in the file (the “**Call**”). We are submitting this letter to provide additional information that may assist Council’s decision and to respond to questions raised by Ms. Holyday and Ms. Assimopoulos on that Call.



1. The Solar Energy System generates power that goes into the public grid.

We confirm that the power generated from the Solar Energy System goes into the electricity distribution system (the “**Grid**”).

2. The FIT Contract is part of a greater program promoting a sustainable and healthy future for residents of Ontario.

Over the past decade, governments around the world have heightened their efforts to transition toward low-carbon economies through the use of renewable energy sources such as solar power. Feed-in tariff programs represent a major initiative in this effort by the Province of Ontario.

As you may know, Canada has the largest footprint in the world for annual home electricity use, and Ontario represents 27% of Canada’s electrical usage. In light of these dire statistics, the Province of Ontario introduced a feed-in-tariff program (the “**Ontario FIT Program**”), which was the first of its kind in North America. It represents a major initiative in the effort to encourage and promote greater use of renewable energy sources for electricity generating projects, to allow for a sustainable and healthy future.

The Ontario FIT Program is a comprehensive guaranteed pricing structure for renewable electricity production, offering stable prices under long-term contracts. Under the Ontario FIT Program, a participant with an approved renewable energy project (such as PSI Solar Finance 1 Limited Partnership) will enter into a contract with the provincial power authority (such as the Independent Electrical System Operator) to supply the electricity generated from the renewable energy project to the Grid.

3. Annually, the Solar Energy System produces ~593,600 kilowatt-hours of energy.

As you may be aware, watts are a measure of power and each kilowatt is equal to 1,000 watts. A kilowatt-hour differs from a kilowatt in that it measures the amount of energy a certain machine needs to run for one hour. For example, a 1,500 watt electric heater requires 1,500 watts (or 1.5 kW) to operate. If you run that electric heater for one hour, you will have used up 1.5 kilowatts of energy, or 1.5 kilowatt-hours.

593,600 kilowatt-hours equate to nearly 63 Ontario average households’ electricity usage for a full year.

Every year, by producing those 593,600 kilowatt-hours through a renewable energy source, as opposed to a greenhouse gas emitting energy source, we save:

- the carbon dioxide emissions from 462,451 pounds of coal burned,
- the carbon dioxide emissions of 41,228 gallons of diesel consumed,
- the carbon dioxide emissions from 57,226 gallons of gasoline consumed, or
- the carbon dioxide emissions from 972 barrels of oil consumed.

For each year that 594,600 kilowatt-hours of energy is produced through a renewable source in lieu of greenhouse-gas emitting sources, the greenhouse gas emissions that we avoid is the equivalent of the greenhouse gas emissions that we save by recycling 143 tons of waste rather than sending it to a landfill.

It also equates to the amount of carbon sequestration that would result from:

- 548 acres of forests in one year, or
- growing 6,940 seedlings for 10 years.



4. There are approximately 14 years (a potential 8,310,000 kilowatt-hours) remaining on the FIT Contract.

Our FIT Contract covering the Solar Energy System has a 20-year term that will expire on July 16, 2034. Thus, there are approximately 14 years remaining on the FIT Contract, during which time the Solar Energy System is expected to generate 8,310,000 kilowatt-hours.

5. If approved, the shadowing that would result from the Redevelopment will severely reduce the amount of renewable energy that may be produced by the Solar Energy System.

If approved as proposed, the Redevelopment will materially impact the generation of renewable electricity by the Solar Energy System. As noted in our Submission, the Sun/Shadow Impact Study prepared by Quadrangle and dated December 20, 2019, shows that all four Towers (being Towers A, B, C and D per Figure 4 of the Planning and Urban Design Rationale report prepared by Bousfields Inc. and dated December 2019, attached hereto as **Schedule "A"**) will block sunlight from the Solar Energy System during key periods. For example, the months of March through to September may represent only 58% of the calendar year, however the sunlight emitted during that time period generates over 70% of the Solar Energy System's production. If built as proposed, the Redevelopment would make it so that the Solar Energy System will be in shadow beginning around 2:00PM in the months of March and September. This will significantly limit the amount of renewable energy that it is able to generate.

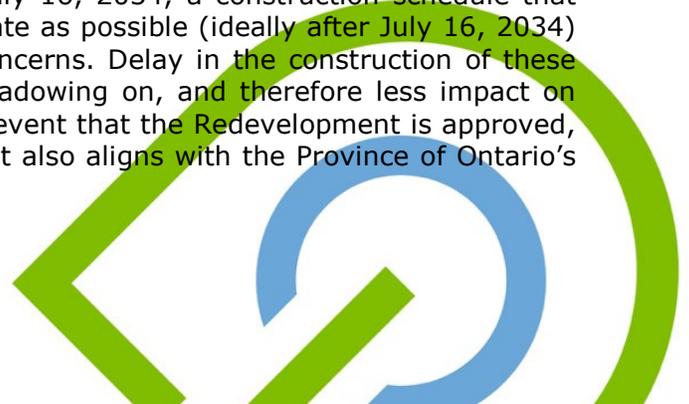
Our engineers estimate that between 276,000 and 289,000 of kilowatt-hours (and accordingly between \$175,000 and \$183,000 in revenues) will be lost annually following construction of Towers A and B. We note that these projections already account for standard degradation of solar panels.

6. Phasing construction such that the towers with more shadow impact are erected in later years would help to mitigate the negative impacts on this renewable energy project.

Together with amendments to the Redevelopment as set out in the Submission, it is respectfully submitted that phasing construction of the Redevelopment such that towers with more shadow impact (i.e., Towers A and B) would be erected later than those with less shadow impact (i.e., Towers C and D) could prove to be hugely beneficial in reducing the negative impacts of the Redevelopment on the Solar Energy System.

In the event that Towers A and B were erected in just five years (meaning by the end of 2025), our total lost production over the remaining life of the FIT Contract is estimated to be approximately 4,105,500 kilowatt-hours. Should Towers A and B be erected in 10 years (meaning by the end of 2030), our total lost production over the remainder of the FIT Contract would be estimated at 1,397,500 kilowatt-hours.

Given that the FIT Contract will terminate on July 16, 2034, a construction schedule that contemplates Towers A and B being erected as late as possible (ideally after July 16, 2034) would go a long way towards addressing our concerns. Delay in the construction of these towers would mean that there would be less shadowing on, and therefore less impact on productivity of, the Solar Energy System. In the event that the Redevelopment is approved, this solution would not only be very effective, but also aligns with the Province of Ontario's



mandate to support a sustainable future through the promotion of renewable energy sources for electricity.

Thank you for giving your time and consideration to this important matter. We would also like to note that Dawit Mehari (Director of Operations) and I will virtually attend the public meeting to be held on September 15, 2020 to address any additional questions you may have. Otherwise, if you have any questions, please do not hesitate to contact me.

Yours truly,

Ginger Ellison

Senior Legal Counsel

Cc: Margaret Holyday

Land Use Planner, Development Planning Department, City of Vaughan



**SCHEDULE "A" –
Figure 4 of the Planning and Urban Design Rationale report
prepared by Bousfields Inc. and dated December 2019**

(Please see attached.)





Figure 4 - Site Plan

**COMMUNICATION – C14
ITEM 2 & 3
Committee of the Whole (Public Hearing)
September 15, 2020**

-----Original Message-----

From: Holyday, Margaret <Margaret.Holyday@vaughan.ca>

Sent: Friday, September 04, 2020 4:26 PM

To: [REDACTED]

Cc: Squadrilla, Dorianne <Dorianne.Squadrilla@vaughan.ca>; Adamo, Frances <Frances.Adamo@vaughan.ca>; Germano, Derek <Derek.Germano@vaughan.ca>; Cortese, Marisa <Marisa.Cortese@vaughan.ca>; Manocchio, Frances <Frances.Manocchio@vaughan.ca>; Clerks@vaughan.ca; 'Natalie Shurigina' <nshurigina@sorbara.com>; 'Matthew Kruger' <MKruger@smartcentres.com>; Marrelli, Carmela <Carmela.Marrelli@vaughan.ca>

Subject: Files OP.19.012 & Z.19.036 and OP.19.015 & Z.19.039 September 15 Public Hearing

Hi Mandy,

Thank you for your email, I am the planner who has carriage of the above noted files. Any correspondence you wish to provide, please provide to Clerks copied on this email and to myself. Should you wish to speak on these applications, please provide your request to Clerks@vaughan.ca no later than Friday, September 11th, 2020.

Please note that the notice that you received is for the September 15, 2020 Public Hearing where no decision will be made. A public hearing is a chance for residents, ratepayers and Council to voice any concerns that they may have. Should you have any questions, please contact me.

Thanks,

Margaret Holyday, MCIP RPP

Senior Planner

905-832-8585 ext. 8216 | margaret.holyday@vaughan.ca

City of Vaughan | Development Planning Department

2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1

-----Original Message-----

From: Manocchio, Frances <Frances.Manocchio@vaughan.ca>

Sent: Tuesday, September 01, 2020 3:41 PM

To: Holyday, Margaret <Margaret.Holyday@vaughan.ca>

Cc: Squadrilla, Dorianne <Dorianne.Squadrilla@vaughan.ca>; Adamo, Frances <Frances.Adamo@vaughan.ca>; Germano, Derek <Derek.Germano@vaughan.ca>; Cortese, Marisa <Marisa.Cortese@vaughan.ca>

Subject: FW: Notice of Council Decision

Hi Margaret,
Please see below.
Thanks!
Frances M

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, September 1, 2020 3:04 PM
To: Manocchio, Frances <Frances.Manocchio@vaughan.ca>
Subject: Re: [External] Notice of Council Decision

Oh so sorry! It is Amendment files :
OP.19.012 & Z.19.036 and
OP.19.015 & Z.19.039

Mandy

> On Sep 1, 2020, at 2:20 PM, Manocchio, Frances <Frances.Manocchio@vaughan.ca> wrote:
>
> Hi Mandy,
> Thank you for your email.
> If you could please provide me with more detail as to the intersection, property, any file numbers on the documents so your email can be forwarded to the appropriate person, it would be greatly appreciated.

> Sincerely,
> Frances M

>
> Frances Manocchio
> Citizen Service Representative
> 905-832-8585 | frances.manocchio@vaughan.ca
>
> City of Vaughan | Development Planning Department
> 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1 vaughan.ca

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> -----Original Message-----
> From: Clerks@vaughan.ca <Clerks@vaughan.ca>
> Sent: Tuesday, September 1, 2020 2:18 PM
> To: DevelopmentPlanning@vaughan.ca
> Cc: Magnifico, Rose <Rose.Magnifico@vaughan.ca>
> Subject: FW: [External] Notice of Council Decision

>
>
>

> -----Original Message-----
> From: Mandy R [REDACTED] >
> Sent: Tuesday, September 1, 2020 10:16 AM
> To: Clerks@vaughan.ca
> Subject: [External] Notice of Council Decision

>
> Good morning,
>

> I have received 2 letters in the mail regarding 2 different public hearings with regards to development plans. I am absolutely opposed to these, our city is congested beyond belief as it is. May I request the be notified of the decision of council and please tell me where and how I can send in my comments as a concerned citizen that lives in this neighbourhood. Thank you!

>

> Mandy

> 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.

**COMMUNICATION – C15
ITEM 2 & 3
Committee of the Whole (Public Hearing)
September 15, 2020**

-----Original Message-----

From: [REDACTED]
Sent: Thursday, September 03, 2020 6:16 PM
To: Clerks@vaughan.ca
Subject: [External] Calloway REIT and Wedgewood Columbus Ltd

Thank you for allowing us to voice our opinions and concerns regarding the upcoming developments in Vaughan.

Based on my review of the proposals, I would like to oppose these projects because the infrastructure in Vaughan was not built to tolerate the increased population. Also, we feel that the projected height of the proposed properties would have a negative impact on surrounding businesses and the residential areas as it could impact sunlight exposure.

Having been a resident in Vaughan for over 27 years, having seen the development of Vaughan and all the changes to our community it seems as though this proposal will diminish the integrity and reputation that has been established in Vaughan.

Thank you for your time and consideration.

Ottaviano and Madalena Rizzello
Sent from my iPad

**COMMUNICATION – C16
ITEM 4
Committee of the Whole (Public Hearing)
September 15, 2020**



From: Rose Di Iorio [REDACTED]
Sent: Tuesday, September 08, 2020 11:33 AM
To: Clerks@vaughan.ca; Caputo, Mary <Mary.Caputo@vaughan.ca>;
DevelopmentPlanning@vaughan.ca
Cc: Rose Di Iorio [REDACTED]
Subject: [External] Official Plan Amendment File OP.08.017 / Zoning By-Law Amendment File Z.16.022

Dear Sir/Madam:

I am writing in regards to the Notice of Public Hearing Committee of the Whole, **Official Plan Amendment File OP.08.017; Zoning By-Law Amendment File Z.16.022.**

Regarding applicant 7553 Islington Holding Inc. subject land 7553 Islington Avenue and 150 Bruce Street, on the east side of Islington Avenue, south of Highway 7.

Date of Public Notice: August 21, 2020

On behalf of my parents, Corrado and Caterina Di Iorio that reside at 31 Pioneer Lane, I, Rose Di Iorio request to be added on to the list of communication going forward. I would like to view the live stream of the meeting scheduled for Tuesday, September 15, 2020 at 7:00pm.

I do not wish to speak or provide oral submission, however, I would like to go on record and have the written comments on behalf of my parents submitted. We are NOT in favour of the applicants request of development as stated in the proposed applications and DO NOT accept this application for development yet again as stated in TRCA's report and York Region reports that provide substantial evidence to reject the applicants proposal.

I would like to obtain additional information on these applications and I wish to be notified of the decision of Council in respect to these applications. Please submit the information to me by email.

Should you require further information, please contact me directly at 

Thank you.

Best regards,
Rose Di Iorio
(on behalf of Corrado and Caterina Di Iorio)

**COMMUNICATION – C17
ITEM 2 & 3
Committee of the Whole (Public Hearing)
September 15, 2020**



From: john Moretto [REDACTED]
Sent: Wednesday, September 09, 2020 10:06 AM
To: Holyday, Margaret <Margaret.Holyday@vaughan.ca>
Cc: [REDACTED] Clerks@vaughan.ca
Subject: [External] Re: Amendment Files OP.19.015& Z.19.039 & OP.19.012&Z.19.036

Noted.

Thx

From: Holyday, Margaret <Margaret.Holyday@vaughan.ca>
Sent: September 9, 2020 9:21 AM
To: 'john Moretto' [REDACTED]
Cc: Diane Moretto <[REDACTED]>; Clerks@vaughan.ca <Clerks@vaughan.ca>
Subject: RE: Amendment Files OP.19.015& Z.19.039 & OP.19.012&Z.19.036

Hi John,

Thank you for your comments. The upcoming Public Hearing is only to receive the applications and to obtain comments from the public and Council. I will keep your comments on the file for the future Committee of the Whole recommendation report.

I have also copied the Clerks Department for their records and for your email to form as a communication for both the Wedgewood and Calloway files.

Thanks,

Margaret Holyday, MCIP RPP

Senior Planner

905-832-8585 ext. 8216 | margaret.holyday@vaughan.ca

City of Vaughan | Development Planning Department

2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1



From: john Moretto [REDACTED]
Sent: Monday, September 07, 2020 11:06 PM
To: Holyday, Margaret <Margaret.Holyday@vaughan.ca>
Cc: Diane Moretto [REDACTED]
Subject: [External] Re: Amendment Files OP.19.015& Z.19.039 & OP.19.012&Z.19.036

Hello Margaret,

Thanks for forwarding this information.

In a nutshell, while I can support redevelopment of these properties by way of change to zoning in the official plan, I object to the number of units planned (+/- 6,000 apartment units) as it will have an adverse impact to traffic patterns in the Hwy 7 and Weston Road intersection which is heavily travelled and congested today due in part to retail, housing to the west and recent occupancy of two condominium towers at the north east corner of Hwy 7 and Weston Road.

This has been confirmed by the Transportation Study (page 88):

® The Weston Road / Highway 7 intersection and the intersection of the northbound off-ramp from Highway 400 to Highway 7 currently operate at Level of Service (LOS) F meaning that they experience excessive delays, queues and volume/capacity (v/c) ratios.

While various upgrades to roads and other transportation solutions are recommended in this area, bottom line is that the proposed level of new apartments with their required parking

spots for vehicles and negative impact to area traffic is just too high and needs to be scaled back. I'm not sure what the optimum level of new units is and hopefully this will be debated by City Council with further input from the community.

I would be interested in your thoughts on the proposed development.

Regards,

John Moretto
[REDACTED] Spring Town Rd
[REDACTED]

From: Holyday, Margaret <Margaret.Holyday@vaughan.ca>
Sent: August 31, 2020 9:48 AM
To: [REDACTED] >
Cc: Squadrilla, Dorianne <Dorianne.Squadrilla@vaughan.ca>; Germano, Derek <Derek.Germano@vaughan.ca>; Manocchio, Frances <Frances.Manocchio@vaughan.ca>; Cortese, Marisa <Marisa.Cortese@vaughan.ca>; Adamo, Frances <Frances.Adamo@vaughan.ca>
Subject: RE: Amendment Files OP.19.015& Z.19.039 & OP.19.012&Z.19.036

Hi John,

I am the planner who has carriage of the above noted files. All the submission materials can be found online at <https://maps.vaughan.ca/planit/> and enter Z.19.036 in the "Address/Reference Number" for information about Calloway REIT (400 & 7) Inc (northwest corner of Highway 400 & Highway 7). You will find the submission materials under documents on the left. Similarly, please enter Z.19.039 in the "Address/Reference Number" for information on Wedgewood Columbus Ltd. (7887 Weston Road).

Should you have any questions, please let me know.

Thanks,

Margaret Holyday, MCIP RPP
Senior Planner
905-832-8585 ext. 8216 | margaret.holyday@vaughan.ca

City of Vaughan | Development Planning Department
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1



From: Adamo, Frances <Frances.Adamo@vaughan.ca>
Sent: Monday, August 31, 2020 8:36 AM
To: Holyday, Margaret <Margaret.Holyday@vaughan.ca>
Cc: Squadrilla, Dorianne <Dorianne.Squadrilla@vaughan.ca>; Germano, Derek <Derek.Germano@vaughan.ca>; Manocchio, Frances <Frances.Manocchio@vaughan.ca>; Cortese, Marisa <Marisa.Cortese@vaughan.ca>
Subject: FW: Amendment Files OP.19.015& Z.19.039 & OP.19.012&Z.19.036

Good morning Margaret,

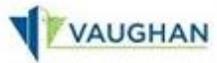
Can you kindly reply to the below inquiry?

Thank you!

Frances

Frances Adamo
Citizen Service Representative
905-832-8585, ext. 8353 | frances.adamo@vaughan.ca

City of Vaughan | Development Planning Department
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
| www.vaughan.ca



From: john Moretto [REDACTED]
Sent: Sunday, August 30, 2020 8:40 AM
To: DevelopmentPlanning@vaughan.ca
Subject: [External] Amendment Files OP.19.015& Z.19.039 & OP.19.012&Z.19.036

Please send additional details in respect to the recent correspondence received from the City of Vaughan in relation to the above noted changes to the Official Plan and Zoning By-law.

I would like to fully understand the full impact of this sizable increase in apartment units (+/- 6,000 units) to the Hwy 7 and Weston Rd intersection and surrounding housing to the west.

As well, if a traffic study has already been completed - please forward that as well.

Look forward to receiving this information.

Thx

John Moretto

■ Spring Town Rd

Woodbridge, Ont



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COMMUNICATION – C18
ITEM 4
Committee of the Whole (Public Hearing)
September 15, 2020

To: Mary Mauti or Elisa Testa

September 8, 2020

Re: ReSubmission of Application for Development at
7553 Islington Ave. and 150 Bruce St.

We, Nello and Carmen Zuech, residing at 45 Pioneer Lane, Woodbridge, Ontario, L4L 2J2, are against the Building and Development of the 21 Storey Residential Building at 7553 Islington Ave. and 150 Bruce St.

We are **against** any development on these sites. This is because it will cause a massive ecological imbalance in the nature surrounding it. It will **cause irreversible damage to the biodiversity of the species of Flora and Fauna.**

There will be a **severe increase in pollution** in this area because of the increase in traffic, therefore **harming what remains of the natural environment and would cause or worsen respiratory issues for the many elderly people living right beside the area.**

The **significant erosion** on the valley walls and on the banks of the Humber River will be **hazardous and irreversible.**

Again we stress, that we **do not now or ever** support any kind of development on these lands.

Thank you

Carmen Zuech
Nello Zuech




Please notify us of the final decision made.
email: laurie.zuech@outlook.com

Thank You.



WESTON
CONSULTING

planning + urban design

CCOMMUNICATION – C19
ITEM 4
Committee of the Whole (Public Hearing)
September 15, 2020

COMMITTEE OF THE WHOLE PUBLIC HEARING

7553 ISLINGTON AVENUE
AND 150 BRUCE STREET

SEPTEMBER 15th, 2020

CITY OF VAUGHAN

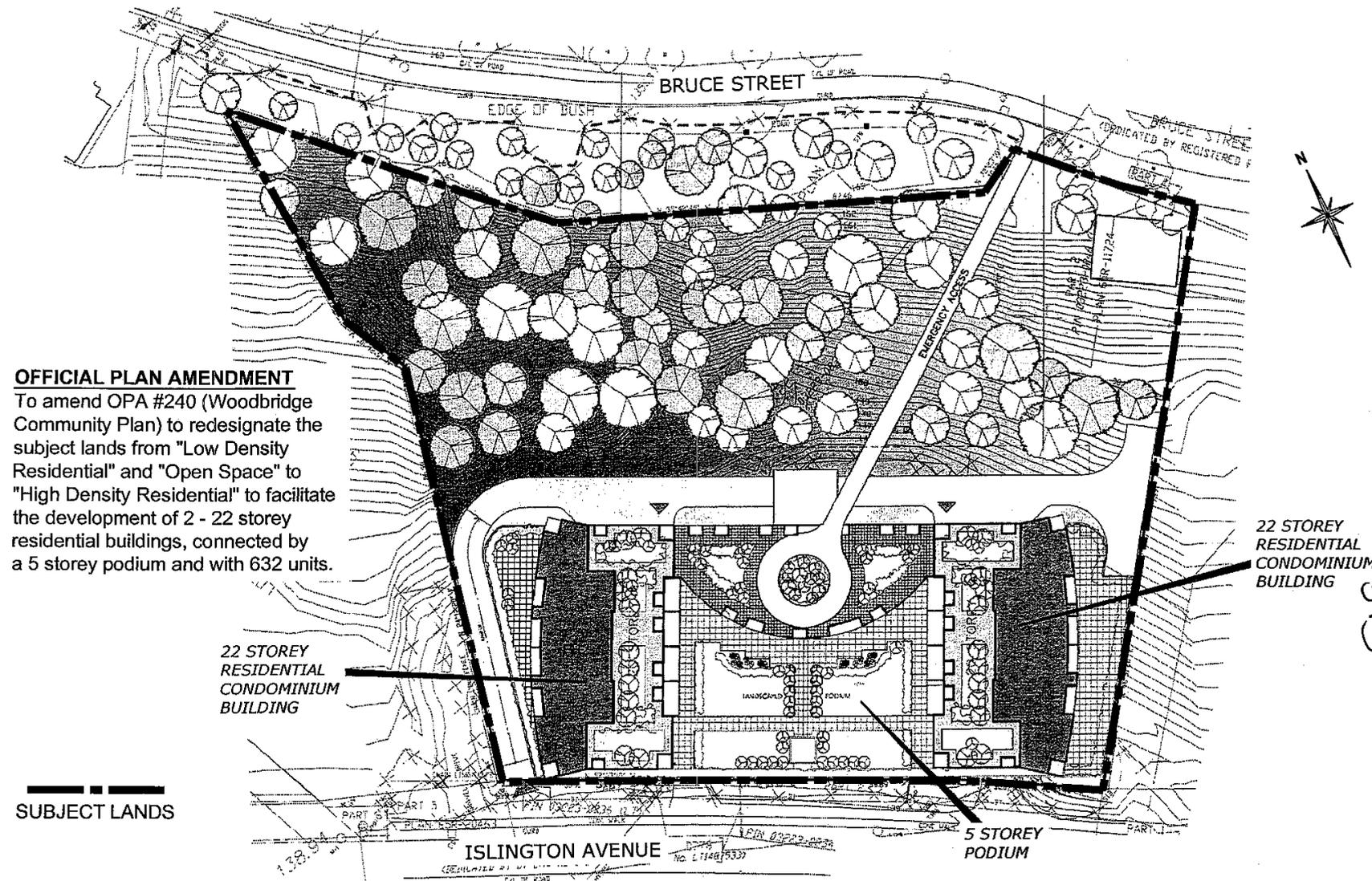
VIRTUAL MEETING
FN: 6715



Subject Property

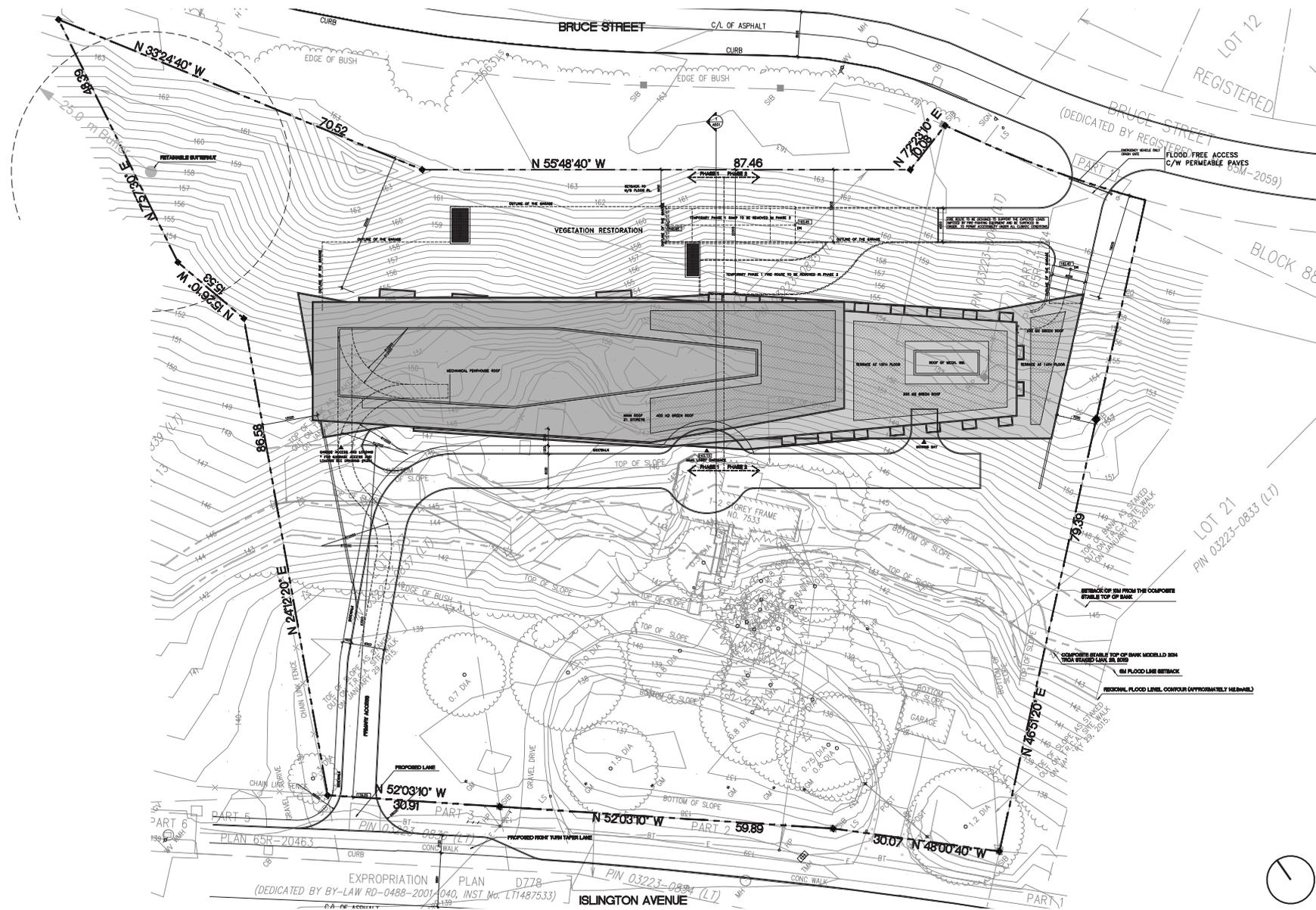


Project Background and History



- 2008 – OPA submitted to amend OPA 240 (Woodbridge Community Plan) to re-designate site from Low Density Residential and Open Space to High Density Residential
- OPA intended to permit development of two 22-storey residential buildings connected by a 5-storey podium with 632 units

Current Site Plan and Statistics



Development Details	
Building Height	21 Storeys along Islington Avenue 14 Storeys along Bruce Street
Residential Units	530
FSI	2.79
GFA	49,500 sq.m
Bicycle Parking	358

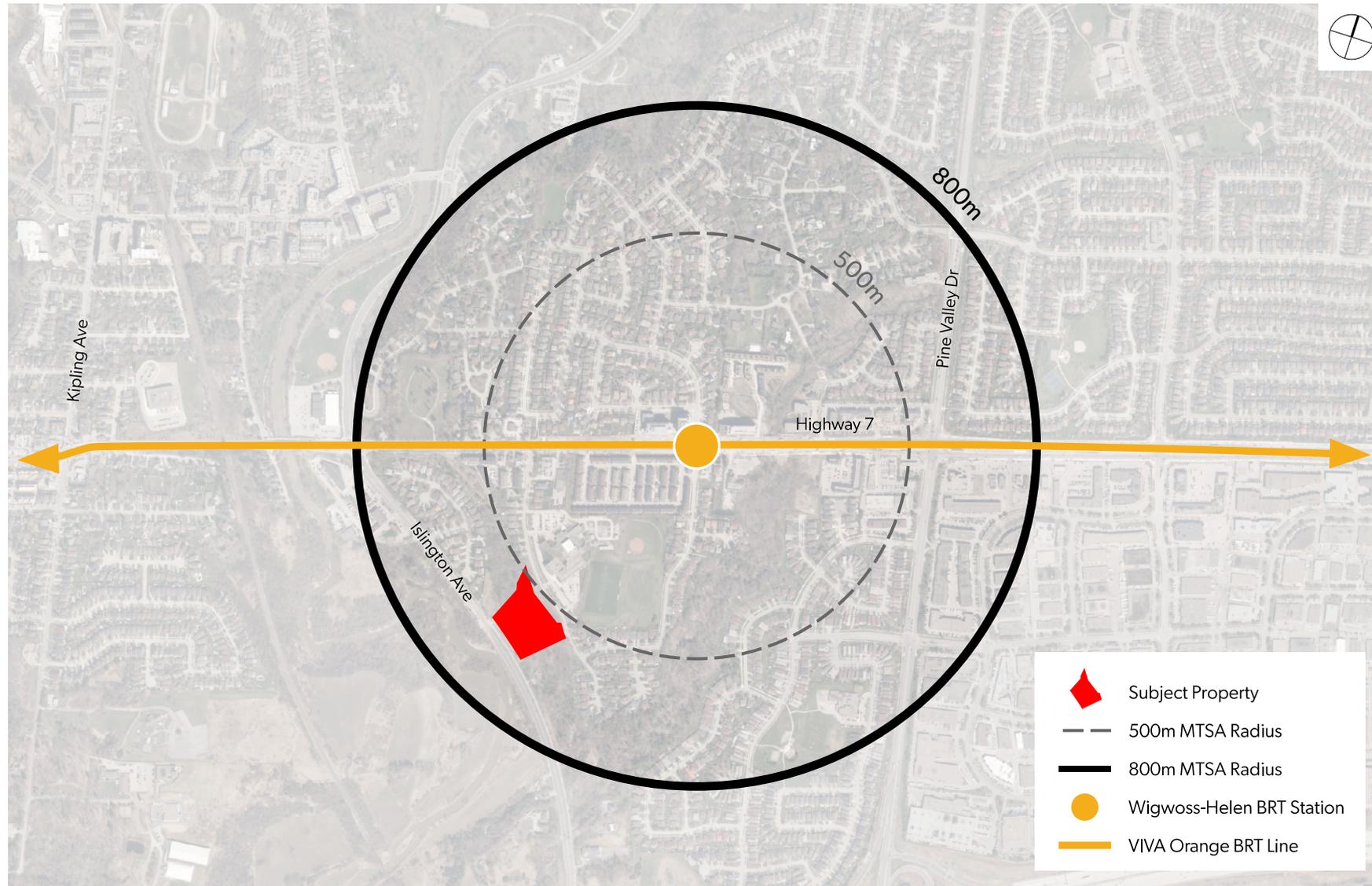
Policy Framework - Official Plan and Zoning Designations

Official Plan Designations	Select Applicable Policies
Natural Areas and Countryside (Schedule 1) (Not In Force)	<ul style="list-style-type: none"> • 2.2.2.1 – Natural Areas to be protected and their ecological functions preserved • 2.2.2.2 – Countryside to be maintained for agricultural and rural uses and open space connections
Natural Areas (Schedule 13) (Not In Force)	<ul style="list-style-type: none"> • 9.2.2.16 – Development generally restricted per policies under Core Features (s. 3.2), permitted subject to restrictions and technical studies

Zoning Designations	Select Applicable Policies
Open Space Conservation Zone (OS1)	<ul style="list-style-type: none"> • 7.2.1 – Residential uses not permitted
R1 Residential Zone (R1)	<ul style="list-style-type: none"> • 4.3 – Single Family Detached Dwelling permitted

*VOP 2010 and site-specific designations are not in full-force and effect, and are under appeal
 Subject property is also subject to Woodbridge Community Plan (OPA 240) and OPA 269

Wigwoss-Helen MTSA



- October 2019: change in definition of MTSA re. spacial limits of area
- Definition of MTSA modified to now include lands within a 500m to 800m radius of the station

Supporting Technical Studies

- Community Services and Facilities Study (May 2016);
- Urban Design and Sustainability Brief (May 2016);
- Archaeological Assessment (April 2016);
- Phase 1 Environmental Site Assessment (February 2014);
- Sun Shadow Study (May 2019);
- Pedestrian Level Wind Study (May 2019);
- Planning Justification Report (June 2019);
- Arborist and Tree Preservation Plan (June 2019);
- Stormwater Management Report (June 2019);
- Traffic Study and Parking Rationale (May 2019);
- Noise Feasibility Report (May 2019);
- Geotechnical Slope Characterization and Stability Assessment Report (May 2019);
- Flood Hazard Analysis Report (May 2019);
- Environmental Impact Study (June 2019);
- Planning Justification Report Addendum (June 2019)

Supporting Technical Studies - Results

Supporting Technical Studies	Results
Community Services and Facilities Studies (2016)	The study concluded that the site is well-serviced by existing community services and amenities and is located in an area that has been identified for further active transportation infrastructure improvements.
Urban Design and Sustainability Brief (2016)	The brief concluded that the proposed built form and massing will be distinctive but harmonized with its natural setting, is compatible with the predominately low-rise area and will provide for an appropriate transition to the area.
Archaeological Assessment (2016)	The Stage 2 component of the assessment concluded that no archaeological resources were encountered and that no further archaeological investigation will be required for the study area.
Phase 1 Environmental Site Assessment (2014)	No significant environmental concerns were identified on-site or on adjacent properties; however, study noted that asbestos-containing materials may be present on-site.
Sun Shadow Study (2019)	The study concluded that there will only be minor impacts to neighbouring lots in certain seasons and specific times of the day; the revised proposal is noted to have reduced the impact of shadowing on adjacent properties.

Supporting Technical Studies - Results

Supporting Technical Studies	Results
Pedestrian Level Wind Study (May 2019);	The report concluded that wind comfort at all grade-level pedestrian sensitive locations are expected to be suitable for the proposed development without mitigation, and that the proposal is not expected to influence pedestrian wind comfort in areas outside of the property.
Arborist and Tree Preservation Plan (June 2019)	530 individual trees for inventoried and assessed for preservation potential. The majority of the trees were recommended for removal. The report recommended compensation plantings and protective actions to preserve a number of existing trees.
Stormwater Management Report (June 2019)	The report concluded that there is sufficient sanitary and water capacity to service the proposed development, and that the Site Plan layout can be graded and serviced to support stormwater drainage and stormwater management requirements.
Traffic Study and Parking Rationale (May 2019)	It was concluded that the proposed parking supply would be sufficient to accommodate the proposed development's parking requirements based on the site's proximity to transit services, the proposed size and type of development, and the implementation of a TDM plan.
Noise Feasibility Report (May 2019)	The report concluded that the primary source of noise is from road traffic on Islington Avenue, and that future traffic noise levels will exceed MECP guidelines at the facades of the proposed buildings for some units. Warning clauses are recommended to inform future owners and tenants of the noise impacts, along with noise mitigation measures

Supporting Technical Studies - Results

Supporting Technical Studies	Results
Geotechnical Slope Characterization and Stability Assessment Report (May 2019)	The report concluded that the proposed condominium building and associated site alterations can be safely constructed and will not be at risk from slope instability.
Flood Hazard Analysis Report (May 2019)	The analysis predicted that the impact of the revised Site Plan will lead to a slight improvement in flood storage and no increase on the previously established regulatory or other flood elevations or velocities
Environmental Impact Study (June 2019)	The study concluded no significant impacts to natural heritage features, species, or terrain are anticipated to result from the proposed development.
Planning Justification Report Addendum (June 2019)	The addendum concluded that the revised proposal supports good planning and urban design principles, and that the proposed development is consistent with and conforms to the applicable Provincial, Regional, and municipal land use documents.

Thank You Comments & Questions?

Contact

Tara Connor, MCIP, RPP

Weston Consulting

416-640-9917 ext. 320

tconnor@westonconsulting.com



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COMMUNICATION – C20
ITEM 2
Committee of the Whole (Public Hearing)

September 15, 2020

7887 Weston Road

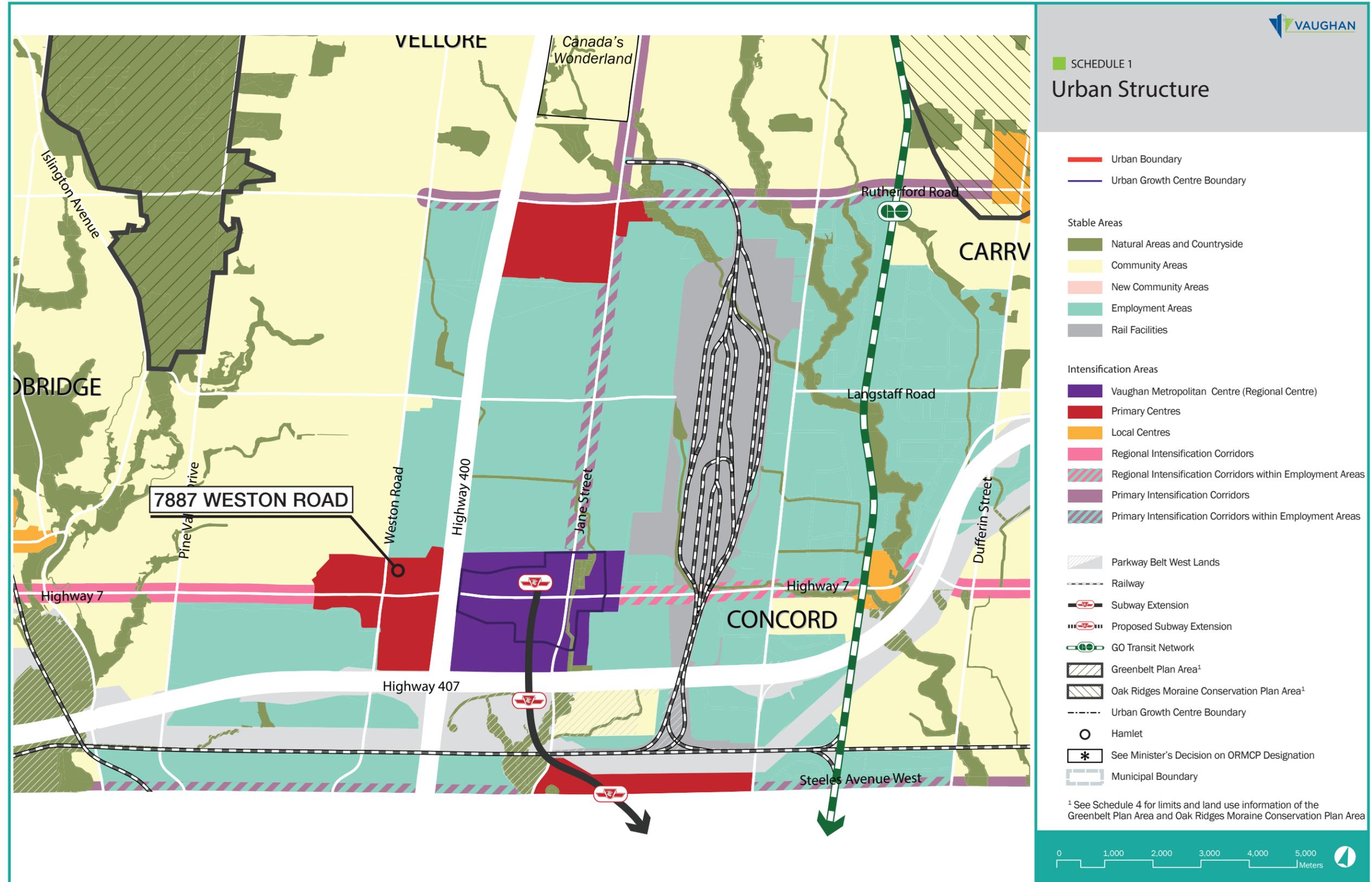
Public Consultation

Vaughan, Ontario

September 15, 2020

SORBARA
— group of companies —

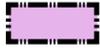
Quadrangle 

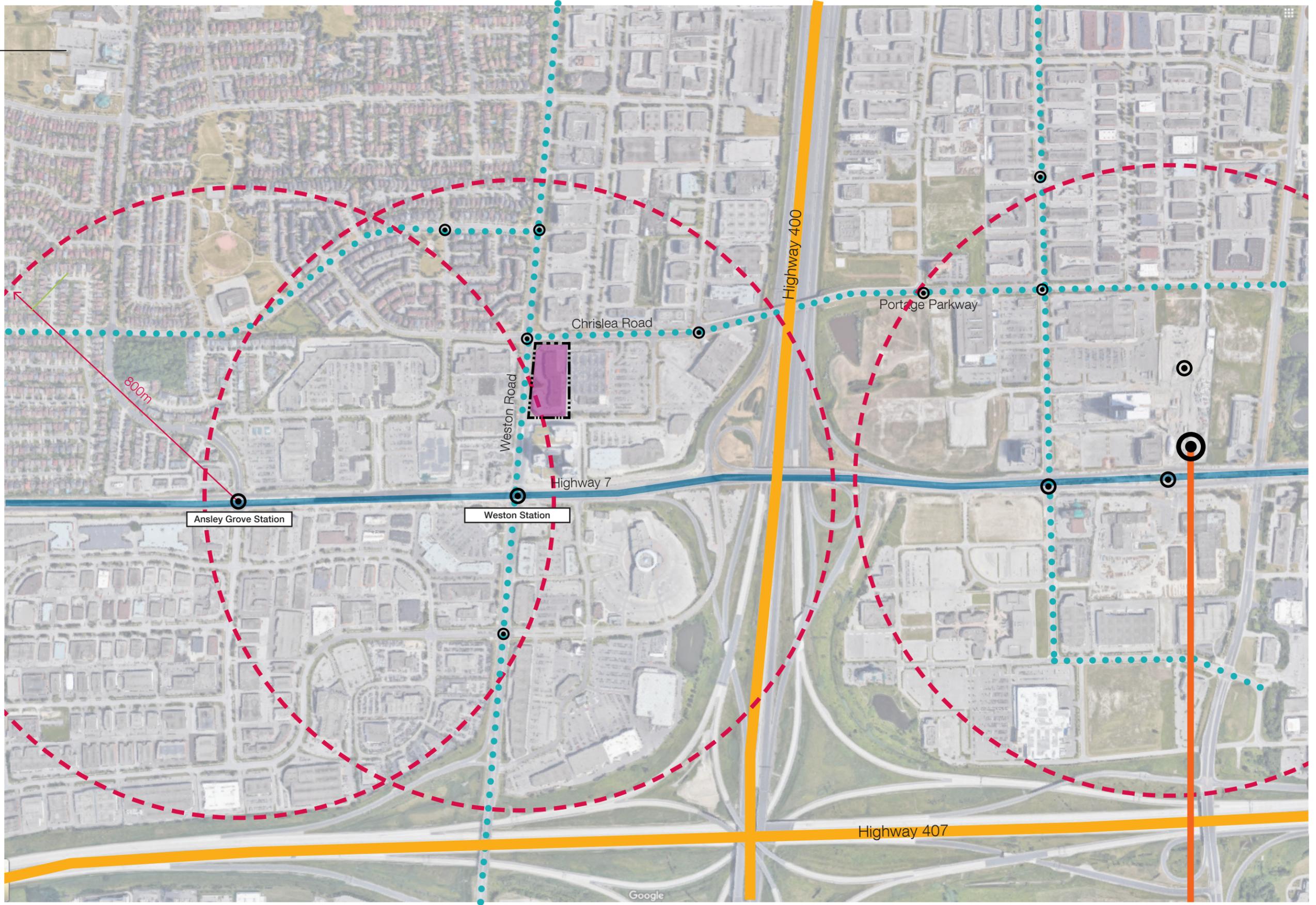


May 2020

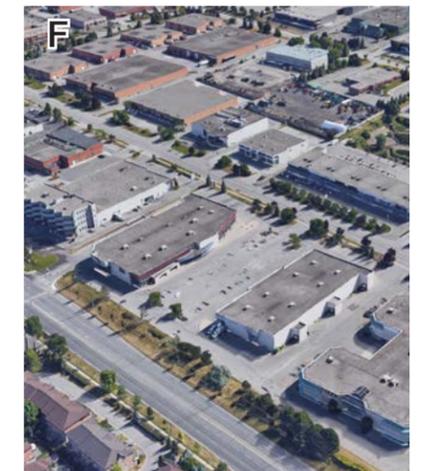
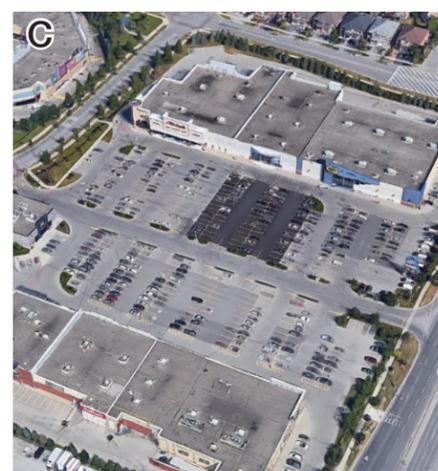
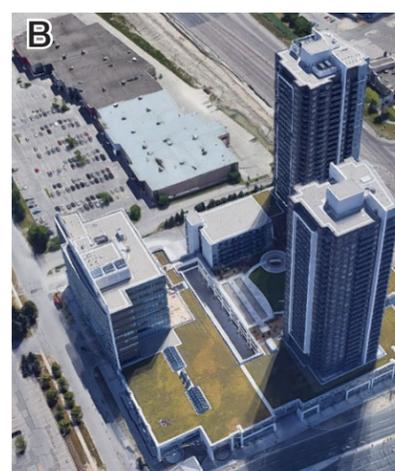
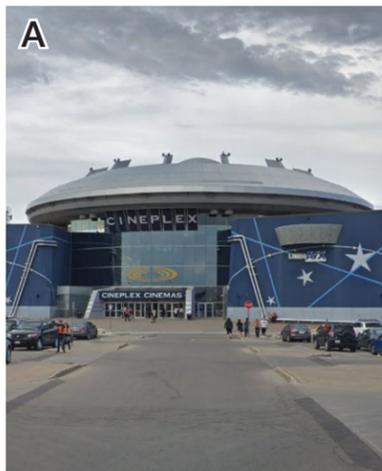
7887 Weston Road - Public Consultation | Transit Connections

Legend

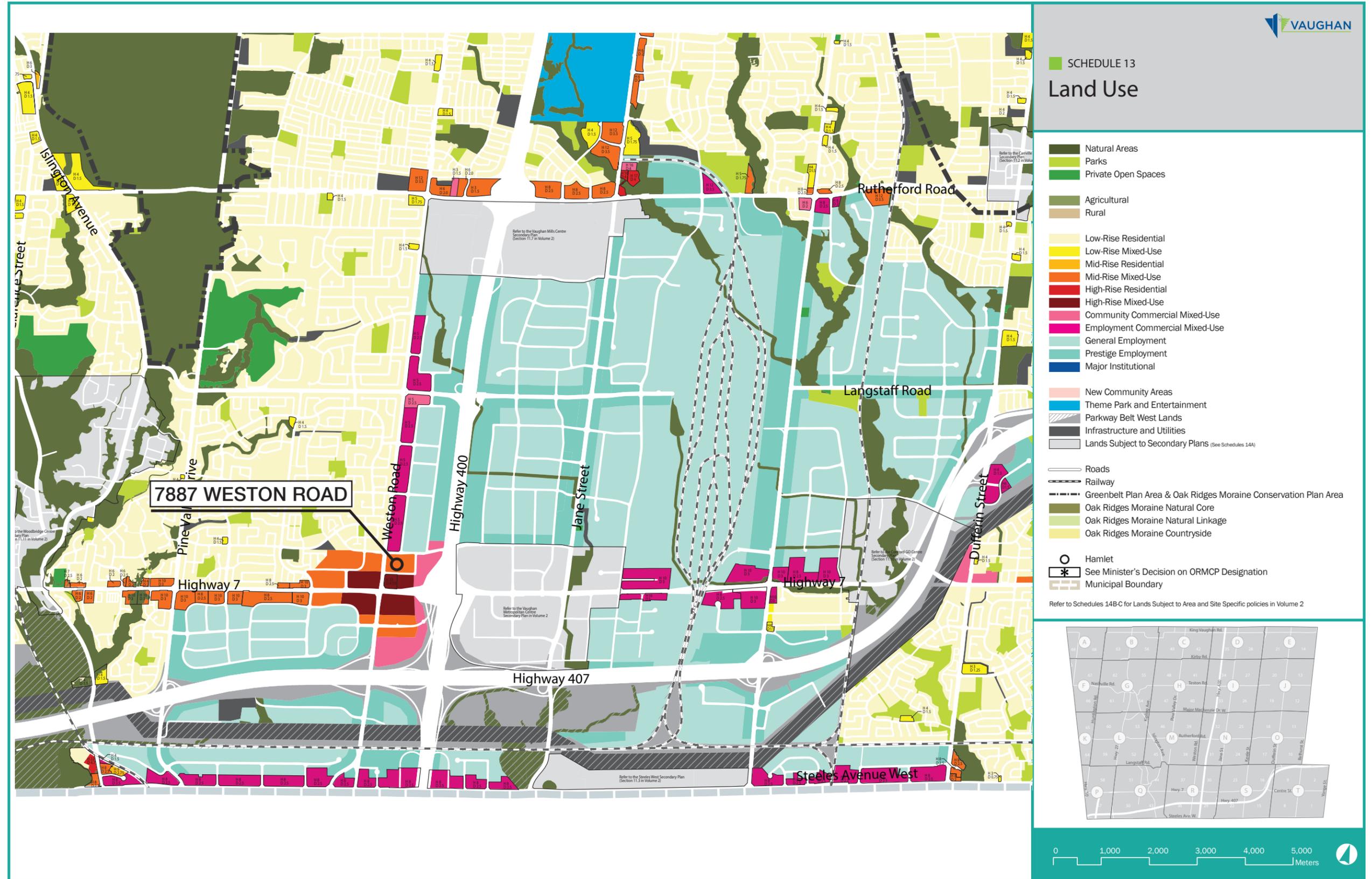
- Subject Site 
- YRT Bus 
- VIVA BRT 
- TTC Subway 
- Major Highway 
- Transit Station 



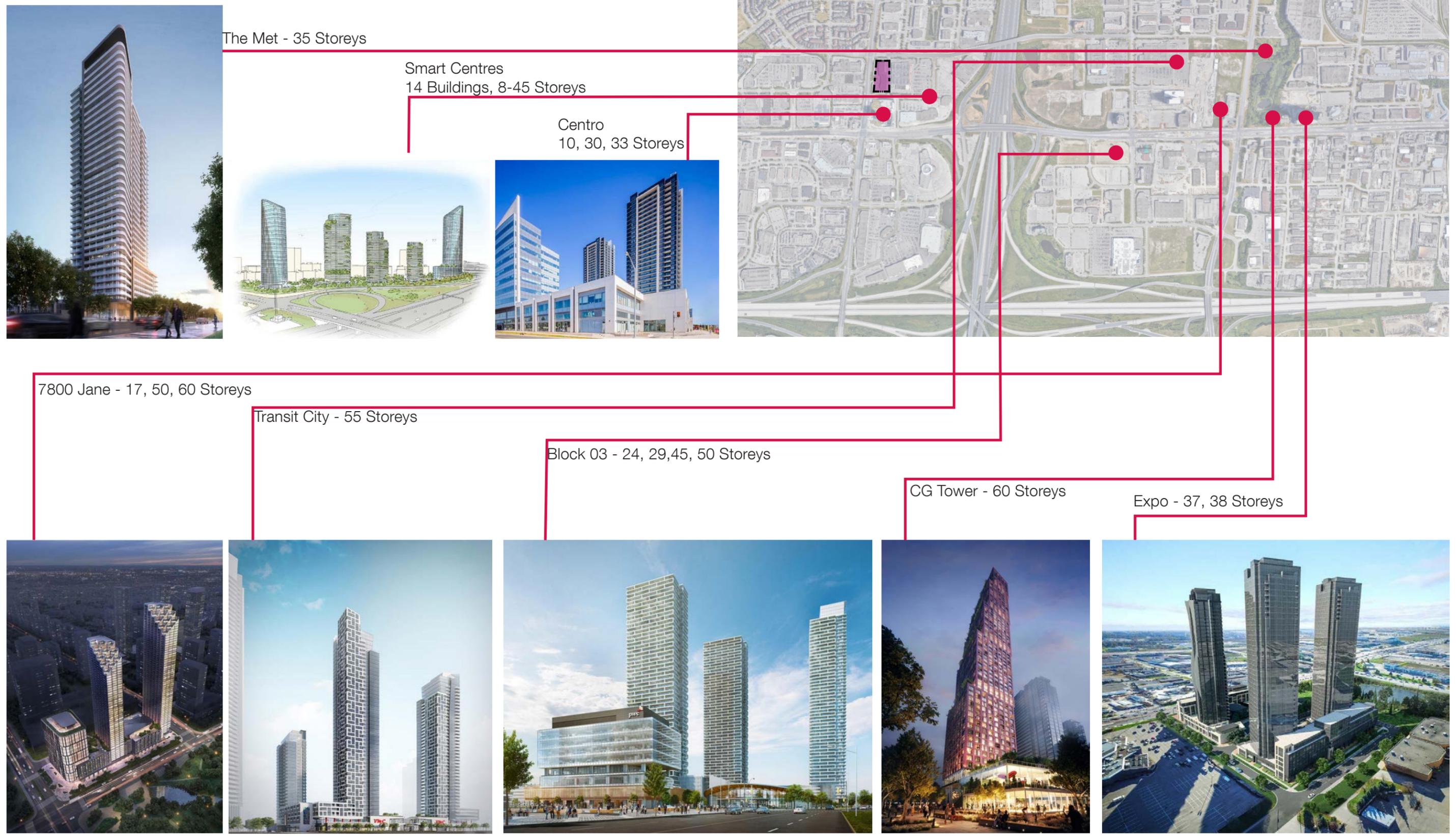
7887 Weston Road - Public Consultation | Existing Land Use Patterns



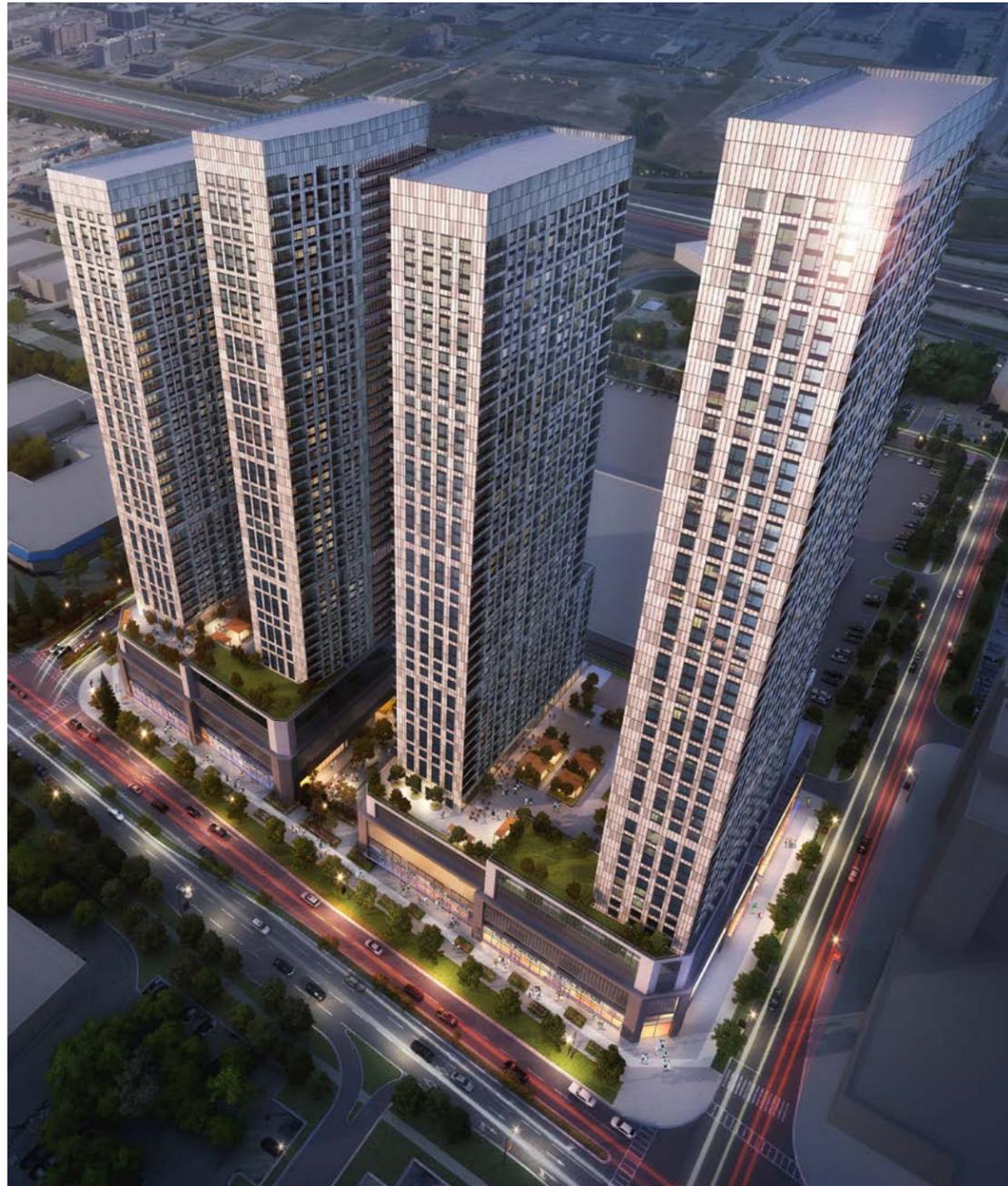
7887 Weston Road - Public Consultation | VOP 2010. Schedule 13 - Land uses



7887 Weston Road - Public Consultation | Building Height Context (completed or under construction)



7887 Weston Road - Public Consultation | Renderings



Aerial View Looking North East



Street view looking South East



Street View Looking North East



Laneway View looking North West

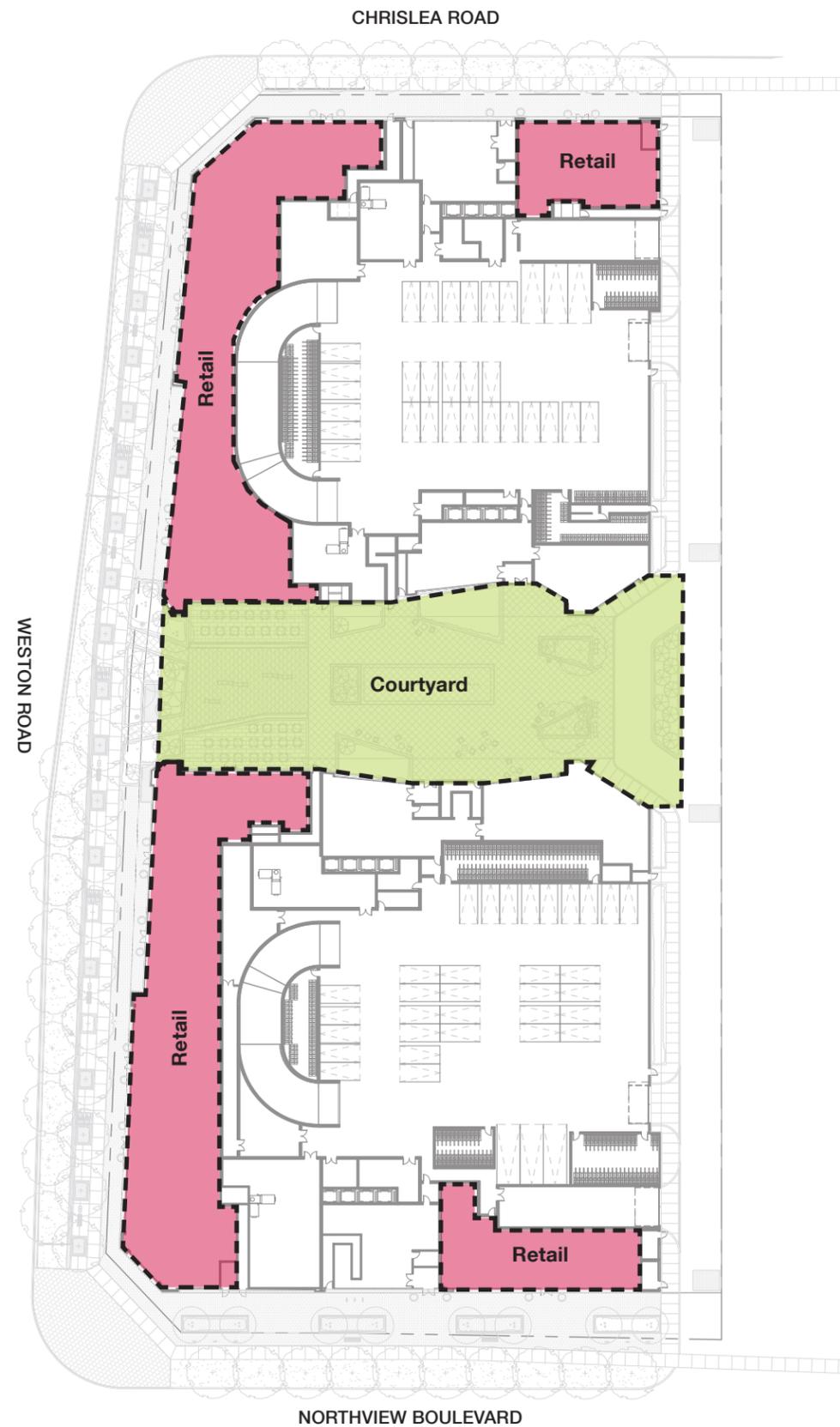
7887 Weston Road - Public Consultation | Site Plan



Legend

- ▼ Loading Entry
- ▶ Parking Garage Entry
- ▼ Residential Lobby Entry

7887 Weston Road - Public Consultation | Open space, Streetscape and Retail

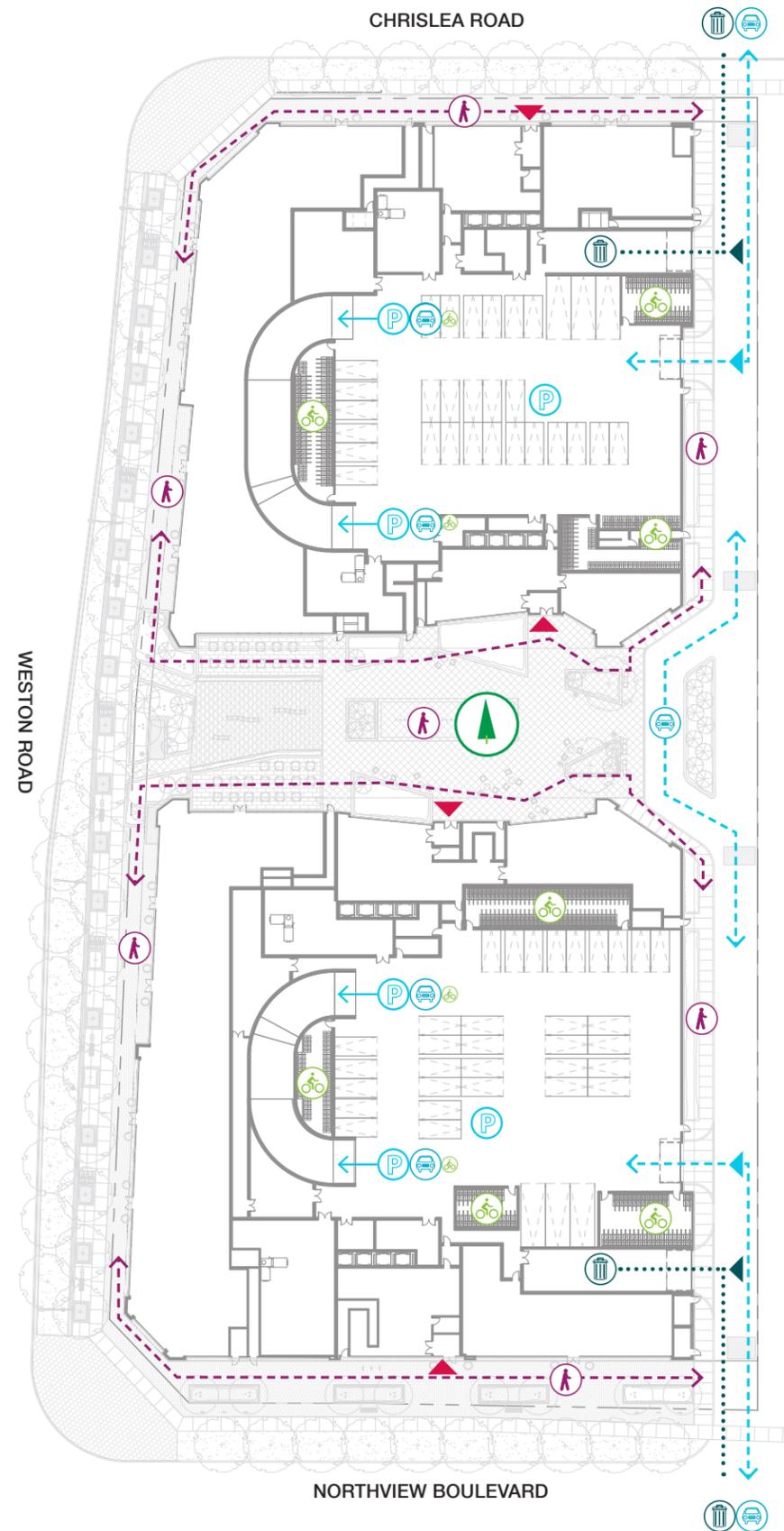


Retail at Weston Road, looking South



Central Courtyard, looking West

7887 Weston Road - Public Consultation | Vehicular, Pedestrian and Bicycle Access



Legend

-  Garbage and Loading
-  - - - - - Vehicle Traffic
-  - - - - - Pedestrian Circulation
-  Loading Entry
-  Parking Garage Entry
-  Residential Lobby Entry

**COMMUNICATION – C21
ITEM 2 & 3
Committee of the Whole (Public Hearing)
September 15, 2020**

Deputation: Items 2 & 3 – September 15, 2020.

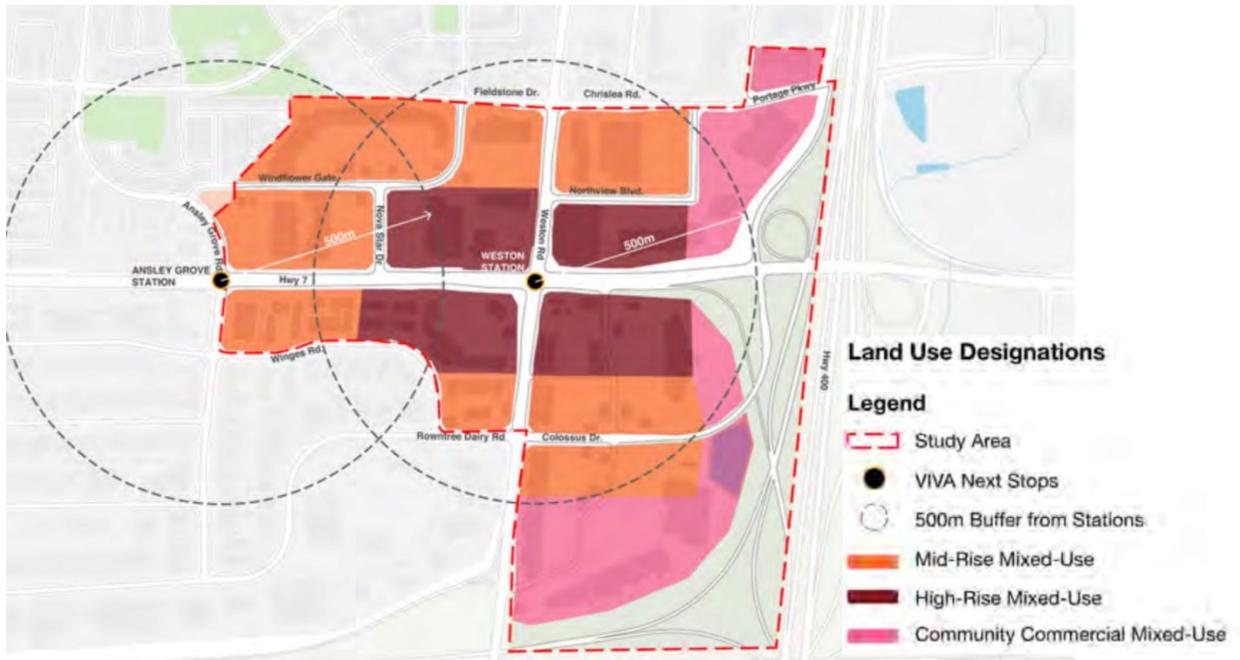
Mayor Bevilacqua, Members of Council, City staff, and residents of Vaughan,

I am here today to say the following. The Weston 7 Secondary Plan has not been enacted at this time. Residents in Vaughan have been consulting with third party consultants and city staff for two years on the secondary plan. Are we meaning to throw that consultation away in order to implement forced ideas and visions from two developers who are looking to exploit these lands for maximum profit and incentives by the government? Item #2's application is requesting four 40+ storey condominiums, but the Weston 7 Secondary Plan has a proposed the applicant's land is to be designated as a mid-rise community in the draft plan. Item 3's application is proposing a massive condominium community with ELEVEN 8-12 storey condominiums and four 40+ storey condominiums when most of the applicant's land is proposed to have community commercial mixed-use according to the City's draft plan. These applications have no urgency to be accepted at this time.

The public process of implementing a secondary plan should be respected and adhered to in order to keep balance in the plan. The plan is not complete and should be considered when making your decision today. Two years of public consultations, spending taxpayer dollars on third party consultants all for what? So these developers can just walk in and force their visions on us?

I make mention to the picture in the final report for phase one. Keeping to this plan would help this area, and I am quoting the Weston 7 Vision Statement, "strive to be a low-carbon, healthy community." Adding higher density than what is appropriate and compatible to the plan will increase the carbon footprint of the area and cause a massive increase in traffic and pollution in the area. If these applications are approved, just the northeast corner will house 9,000-18,000 new residents. These numbers, once the entire area is completed, may match or surpass the VMC density numbers just by allowing these two applications alone. This intensification is not appropriate and compatible for the area, which it is stated in the Weston & 7 Secondary Plan final report.

I am ultimately requesting council either to defer this vote until the Weston 7 Secondary Plan is implemented in its entirety, or not accept items 2 & 3 today. The Weston & 7 Secondary Plan will provide the template of what is to be allowed in this community, not the applicants. Vaughan council should up for the residents and their tax dollars spent on countless consultations in order for our vision to be implemented. but what does this mean for the rest of us in Vaughan? Is the quality of life in Vaughan benefit from these developments? Does the are benefit by adding 9000-18,000 new residents in just the northeast corner of the area, let alone the entire secondary plan? Will they be able to live, play, and WORK in their communities? These are questions we should have asked earlier, but now council makes that decision. I truly believe these applications are not a good example of good land-use planning when speaking to the totality of the entire plan.



porosity and enhanced urban realm to give pedestrians convenient options and alternative routes. Weston 7 streets would follow the new service level standards for urban streetscapes established through Vaughan's City-Wide Streetscape Implementation Manual.

Distinguishing Weston 7 From the Vaughan Metropolitan Centre

The Highway 400 corridor represents a significant barrier between Weston 7 and the VMC, and as such, they must be considered as distinct, but inter-related centres. Along the Highway 7 corridor, the ramps to and from Highway 400 create a separation of existing and future development that can not be reduced. Weston 7 and the VMC are adjacent to one another across this considerable gap created by the Highway 400 corridor.

The VMC is the primary node for intensification and mix of uses in the City of Vaughan's urban structure. The VMC is planned to function as Vaughan's downtown, with the widest mix of uses, including office employment uses, as well as the greatest densities of population and jobs within Vaughan's urban structure.

Weston 7, as a Primary Centre located along a primary transit corridor, will also form an important area of intensification. However, the levels of intensification should not be the same as those of the VMC- this perspective was shared by many stakeholders engaged in Phase 1 of the Weston 7 Secondary Plan process, including Councillors and members of the public.

Weston 7 currently functions as a successful retail and entertainment centre, and this function is very likely to continue into the future. The Weston 7 Secondary plan will need to recognize and support this function as the area continues to intensify and redevelop.

Ongoing intensification and redevelopment will need to maintain an awareness of the relationship between these two centres and balance the approved development. While both Weston 7 and the VMC physically have the space to accommodate a great deal of intensification, market forces and development across the City must be considered when thinking about the future absorption of new residential units, office and commercial space. Balancing growth to allow for all of the City's primary growth areas to succeed in the long term will be an important consideration for future phases of this study.

Parks and Open Spaces

Parks and open space in the Weston 7 SPA today is limited. There are no public parks or natural heritage areas within the SPA. A managed and fenced stormwater management pond is located in the southeast portion of the SPA. Two parks are located to the north of the SPA- Giovanni Caboto Park (6.72 hectares), and Blue Willow Square (0.64 hectares). Within a two kilometre walkshed, there are nine parks, totaling 28.5 hectares; all of which are located in the northwest section of the walkshed, a residential area. The Active Together Master Plan recommends all residential areas be within 500m (walking distance) of a park. The majority of the SPA is not within walking distance of a park.



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ARCHITECTURE

Quadrangle

216-220 DOUGHTON ROAD

COMMUNICATION – C22
ITEM 1

Committee of the Whole (Public
Hearing)

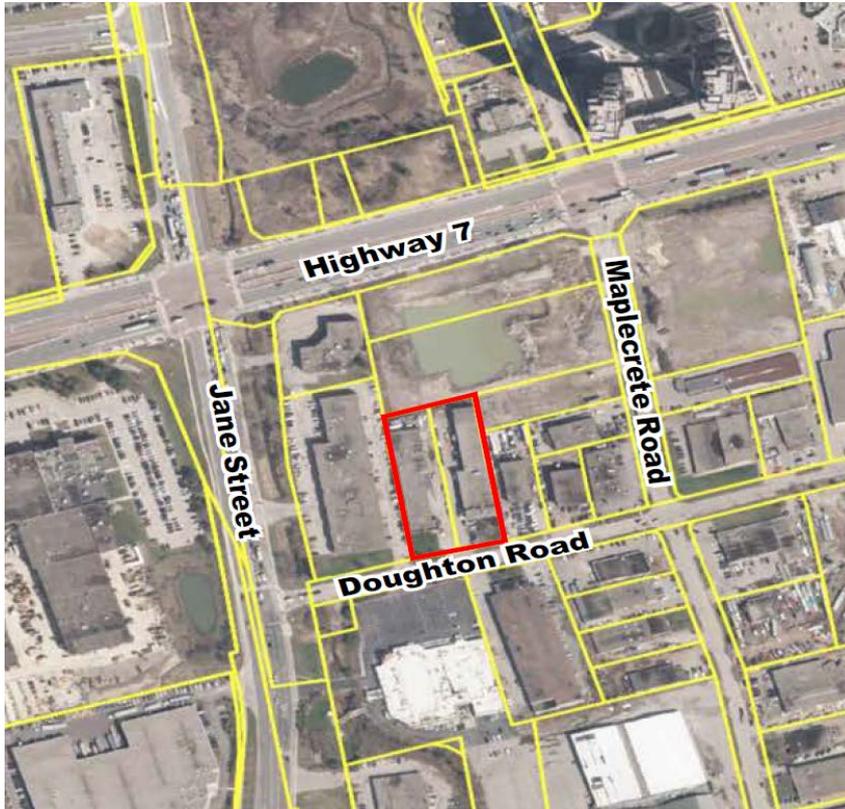
September 15, 2020

Public Meeting:

Official Plan Amendment and Zoning By-law Amendment Applications

September 15th, 2020

CURRENT SITE CONDITION



Site Stats:

- Existing Industrial/Commercial Lands.
- 6,596 sq. m (1.63 ac) in size.
- Approx. 62 m frontage on Doughton Road.

Transit Routes:

- Within 800 m of the VIVA Bus Rapid Transit Station – Creditstone.
 - Connecting riders to all VIVA Rapid Transit Lines.
- Within 500 m of the Vaughan Metropolitan Centre Subway Station.
 - Connecting riders to the TTC Line 1 subway extension.

CURRENT SITE CONDITION



Looking North on Doughton Road towards the Subject Lands: Existing Commercial/Industrial Establishments and surface parking.

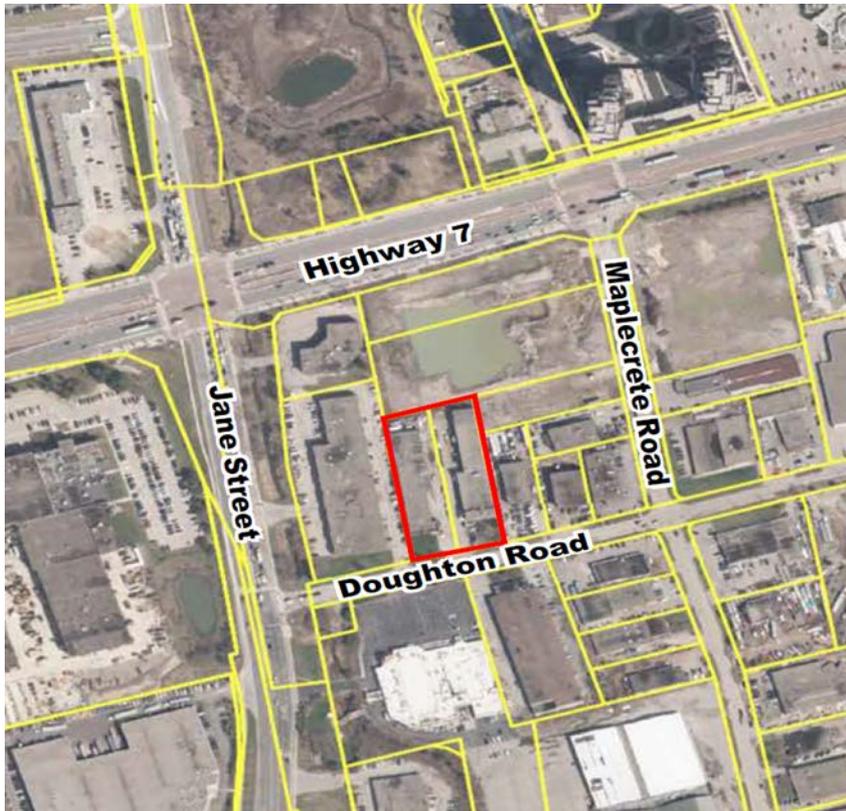


Looking North West on Doughton Road towards the Subject Lands: Existing Triple Touch Moulding Ltd and surface parking.



Looking North East on Doughton Road towards the Subject Lands: Existing City Kitchens Inc and surface parking.

SURROUNDING LAND USES



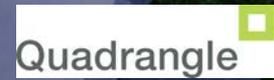
North: Lands immediate north have been re-designated for mixed use development. Further north is Highway 7 and the two (2) recently constructed mixed-use residential tower development.

South: Paradise Banquet and Convention Centre and industrial lands with existing two-storey industrial/office buildings. These lands have been designated for future mixed use development.

East: Industrial operations with existing two-storey industrial/office buildings and an adult entertainment lounge. These lands have been designated for future mixed use development. Further east is Maplecrete Road.

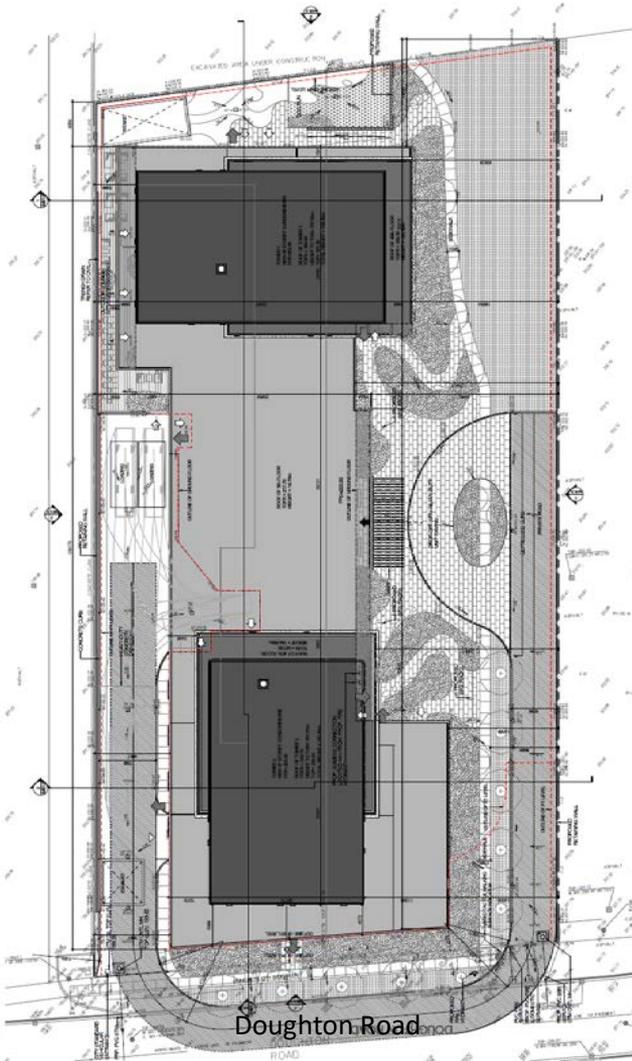
West: Commercial lands with an existing two-storey building and Jane Street. These lands have been designated for future mixed use development as well as for the Black Creek realignment.

PROPOSAL



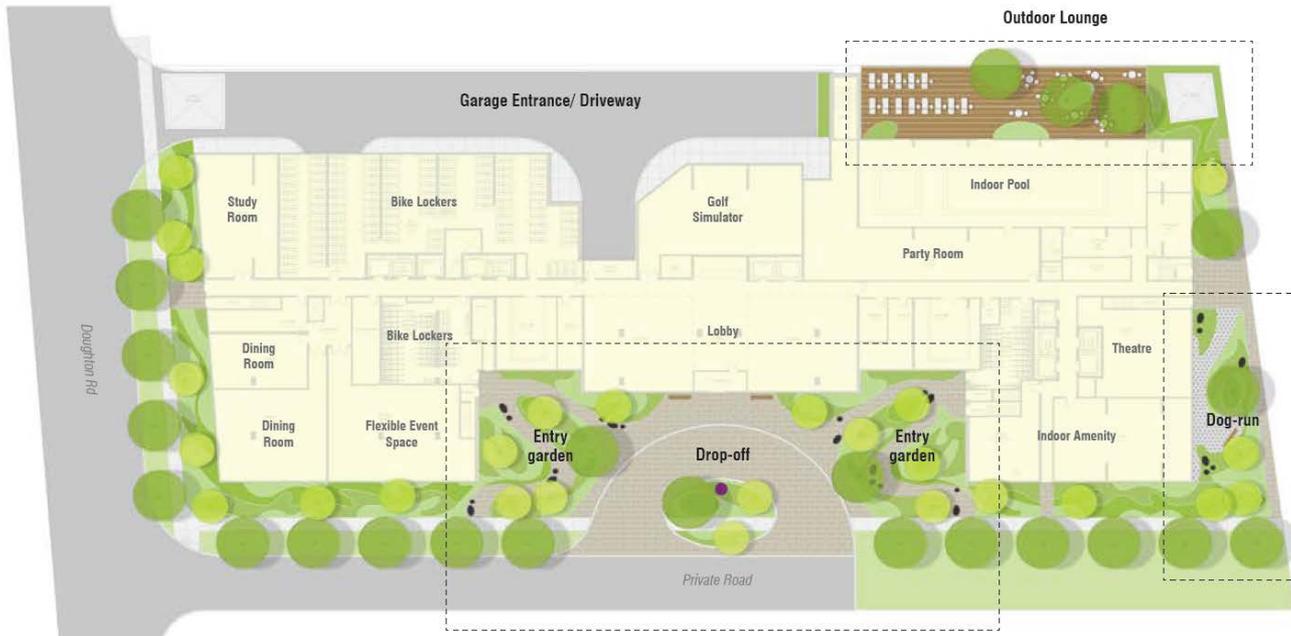
Public Meeting September 15th, 2020

PROPOSED BUILT FORM



- Proposed 47-storey (145 m) and 49-storey (152 m) residential towers with 4-storey podium residential development.
- Total Residential GFA of 76,124 sq. m.
- 1,151 Units:
 - 14 Bachelor units (1%).
 - 202 1-bedroom units (17.5%).
 - 560 1-bedroom + Den units (48.7%)
 - 367 2-bedroom and/or 2-bedroom + Den units (31.9%).
 - 8 3-bedroom units (0.7%).
- 686 Parking spaces:
 - 571 residential parking spaces.
 - 115 visitor parking spaces.
- 691 Bicycle Parking Spaces:
 - 585 Long Term Bicycle Parking Spaces.
 - 115 Short Term Bicycle Parking Spaces.

LANDSCAPE PLAN



- 4,448 sq. m. of Amenity Space:
 - 2,146 sq. m. of Outdoor Amenity Space:
 - Entry Gardens, Dog-Run, Outdoor Lounge and Roof-top Patio.
 - 2,302 sq. m. of Indoor Amenity Space:
 - Study Room, Dinning Rooms, Flexible Event Space, Party Room, Indoor Pool and Golf Simulator.



OUTDOOR AMENITIES

Dog Run



Drop-Off



MAIN ENTRANCE



LOOKING NORTHWEST



Quadrangle

LOOKING NORTHEAST



Quadrangle 

Public Meeting September 15th, 2020



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THANK-YOU
ANY QUESTIONS?

COMMUNICATION – C23
ITEM 4
Committee of the Whole (Public Hearing)
September 15, 2020

To whom it may concern:

Thank you for the opportunity to submit comments to the City of Vaughan (the City) regarding the proposed development at 7553 Islington Avenue and 150 Bruce Street, on the east side of Islington Avenue, south of Highway 7.

We are long-term, local area residents who live adjacent to the proposed development. **We felt compelled to submit our letter in opposition of this proposal.** Some of our immediate concerns are as follows:

- **Rezoning of Subject Lands** – the City of Vaughan continues to rezone valued green space for large developments, including multi-family and multi-unit buildings. It would be environmentally irresponsible and short-sighted to pave green space for new development. We urge you to reconsider the location of this development which would be more suitable for a site that is already zoned for residential instead of converting existing green space.
- **Building Height and Density** –The proposed development at 21-storeys far exceeds what is reasonably acceptable for the composition of this particular community. In addition, we have serious concerns about the environmental effects and impacts of building such a large development consisting of 530 units, seven levels of parking, 549 parking spaces and 318 bicycle parking spaces, on a site adjacent to an embanked area.
- **Construction Impacts to Community** – The engineering and years' long construction requirements to build within the development footprint and on the sloped embankment will largely disrupt the quiet enjoyment for the community. Our previous experiences with the City regarding noise abatement and sound wall construction has been negative. Therefore, our confidence level is low regarding any future promises that construction noise, vibrations, back-up alarms from construction vehicles operating nearly 24/7, mud on local streets, and general nuisance from construction, will be mitigated by the owner/developer and will be enforced by the City itself.
- **Viewscapes** – Many residents selected this location for their homes because it offers viewscapes that are natural and green. The City's consideration of this proposal would eliminate viewscapes that the community has enjoyed for decades detracting from the overall appeal of this neighbourhood. In addition, we anticipate that this will reduce our property values.
- **Traffic Impacts** – As local area residents, our minimum expectation of the City would include providing the community with realistic and actionable plans on how the City would propose to manage the increase in traffic on local and main streets due to the vast increase in density in the above-mentioned area.

Even with the allocation of bicycle parking spaces to encourage commuter cycling, as the City very well knows, bicycle use in this area is primarily recreational and limited to a short weather season. Therefore, bicycle amenities would provide no such noticeable offset to vehicular use by residents in the proposed development.

In addition, we have observed in nearby jurisdictions the impacts that construction trucks and vehicles have on local streets for equivalent large-scale developments. There is a noticeable lack of enforcement to ensure these drivers obey the rules of the roads, that the owner/developer maintains and repairs the roadway because of the increase in use, and that there is any recourse for misappropriation of neighbourhood roadways.

- **Safety** – The current site is lined with mature trees which protects against ground erosion and provides ground stability. We have many concerns about community safety and maintaining slope stability once these trees are removed. We are also concerned about the construction impacts to stabilize the slope if trees are removed, and mitigation measures to ensure properties downslope are not damaged.

We support improvements to the area that would contribute to the vitality of the community and improve the standards of livability for current and future residents. However, we see **no community benefit** should the City approve this proposed development proceed as designed. The only benefit would be to the owner/developer of this proposed project.

We urge you to consider the long-term negative effects a proposed development of this size would have on the community and to consider the community's input in opposition of this proposal. Please accept this letter as our statement of opposition to this proposal.

Thank you for the opportunity to submit.

Kind regards,

Dan and Isa Segreto

■ Pioneer Lane Woodbridge Ont ■



MILLER THOMSON
AVOCATS | LAWYERS

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F 416.595.8695

MILLERTHOMSON.COM

September 11, 2020

David Tang
Direct Line: 416.597.6047
dtang@millerthomson.com

SENT VIA EMAIL (clerks@vaughan.ca)

Mayor Bevilacqua and Members of Council
Committee of the Whole
City of Vaughan
City Clerks Office
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

COMMUNICATION – C24
ITEM 3
Committee of the Whole (Public Hearing)
September 15, 2020

Dear Mayor and Members of Council:

Re: Home Depot of Canada Inc. Submissions:
Application by Calloway REIT (400 and 7) Inc. (“Calloway”)
137 Chrislea Road and 57 & 1010 Northview Boulevard (the “Redevelopment Site”)
Official Plan Amendment and Zoning By-law Amendment
City File No. OP.19.012 and Z.19.036
Committee of Whole Public Meeting Date: Tuesday September 15, 2020 – 7pm

We are the solicitors for Home Depot of Canada Inc. (“**Home Depot**”) and Home Depot Holdings Inc., the owner of the property known municipally as 140 Northview Boulevard (the “**Home Depot Lands**”). The Home Depot Lands are located north and west of the Redevelopment Site, which wraps around it to the south and east. Home Depot operates a large home improvement retail store at this location. Calloway has proposed a change of use to permit a significant number of residential buildings on the Redevelopment Site, including buildings fronting on Northview Boulevard directly across from the Home Depot store’s loading docks and garden centre.

Both the Home Depot Lands and the Redevelopment Site are located within the **Weston Road and Highway 7 Required Secondary Plan Area**. Also located within that Required Secondary Plan Area is the land for which Wedgewood Columbus Limited (“**Wedgewood**”) has brought applications for Official Plan Amendment and Zoning By-law Amendment, 7887 Weston Road (Files OP.19./015 and Z.19.039). Attached is a copy of Schedule 14-A of the City’s Official Plan showing the boundaries of that Required Secondary Plan Area, within which all of the lands discussed in this letter are located.

Deputation at September 15, 2020 Public Meeting

The undersigned wishes to provide oral submissions to the City Councillors at the public meeting scheduled for September 15, 2020.

Please consider this letter and the undersigned’s deputation to be the required written submissions and oral submissions at a public meeting referenced in subsections 17(36) and 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13 as amended.

Home Depot wishes to express its concerns with the applications, which are primarily about the incompatibility of the proposed sensitive residential use with the Home Depot's particularly busy and noise producing activities, inadequate consideration of traffic impacts and whether the development is premature in advance of a Secondary Plan establishing the overall capacity for development and total number of residential units in the ***Weston Road and Highway 7 Required Secondary Plan Area***.

Incompatibility of Sensitive Use - Noise

Home Depot's store is a busy operation generating significant traffic and noise. The construction materials it sells involves the use of heavy equipment, such as forklifts, vehicles and other equipment that generates a significant amount of noise. In addition, the Home Depot store includes a partially open garden centre, the noise from which is not enclosed. The volume and type of products sold also results in deliveries being made in the overnight hours, which further aggravates Home Depot's impact on sensitive land uses, such as those proposed for the Redevelopment Site.

Home Depot is surprised that, while a Transportation Noise Source Study report was filed with the application, no study discussing the impacts of the Home Depot operations and stationary noise sources on the proposed residential development was submitted. The Transportation Noise Study thus fails to properly assess whether the Province of Ontario's Environmental Noise Guideline - **Stationary and** Transportation Sources - Approval and Planning (NPC-300), cited as being applicable to the new residential developments, is complied with.

Home Depot has therefore retained an acoustic consultant to carry out that assessment and the field work has been completed just this week. Early indications are that sound levels, particularly at the proposed residential buildings to be located across Northview Boulevard to the south, will exceed sound levels allowed by the Environmental Noise Guideline, NPC-300 for sensitive land uses. We hope to be able to provide more definitive comments in fairly short order.

This is not the first time this issue has arisen for the Home Depot Lands. The development which abuts the western-most building proposed by Calloway addressed this issue in a resolution before the Ontario Municipal Board. That Centro development located on the south side of Northview Boulevard, across from the Home Depot Lands and the Redevelopment Site (south/east corner of Weston Road and Northview Boulevard) needed to block the noise from the Home Depot Lands to its residential tower by building a non-sensitive commercial building in front.

The City's Official Plan's Policy 9.2.1.12, for example, makes it clear that a change in land use to more sensitive uses, adjacent to existing employment or commercial uses, must protect the existing neighbouring use and alleviate adverse effects of noise and traffic. Policy 1.2.6.2 of the Provincial Policy Statement 2020 similarly requires land use compatibility, emphasizing the need for avoidance and buffering and protecting existing uses vulnerable to encroachment in addition to requiring mitigation of adverse effects.



It is Home Depot's view that the City should not approve the applications without proof that the requirements of NPC-300 have been appropriately assessed and can be fully complied with by the proposed development.

Transportation Concerns

Home Depot is concerned that there has been insufficient analysis of the impacts of traffic on Home Depot's driveways on Northview Boulevard and Chrislea Road, specifically whether there will be queuing on Northview Boulevard or within the Home Depot Lands. Without that analysis no mitigating measures can be taken.

Contributing to Home Depot's concern about the prematurity of approving these applications and the applications brought by Wedgewood, which is also to be considered on September 15, 2020, are the findings in the WSP Transportation Impact Study filed with that application.

That Transportation Impact Study concludes that a number of the key intersections in the ***Weston Road and Highway 7 Required Secondary Plan Area*** will, with the introduction of the proposed development, be well over their capacity and operate at an unacceptable Level of Service, Level F.

Further exacerbating Home Depot's concerns is the fact that neither of the transportation impact studies filed by Wedgewood and by Calloway appear to have considered the additional traffic from the other's proposed redevelopment, as they were filed within days of each other. Both of those studies thus ostensibly underestimate the amount of future traffic and understate the impacts.

Prematurity

The fact that both of the redevelopment applications of concern to Home Depot failed to consider the added impacts of redeveloping the other site emphasizes the need for the ***Weston Road and Highway 7 Required Secondary Plan*** to be completed prior to consideration of these individual applications. The road and transportation networks cannot be properly assessed and thus planned for without knowing how much additional development the other lands in the vicinity will accommodate.

That is not all which is worrisome. Permitting these two applications to proceed in advance of a determination on the total capacity of the Required Secondary Planning Area for development and total number of residential units could result in inappropriate built form decisions and an inequitable and inappropriate allocation of density, heights and uses amongst the remaining lands within the ***Weston Road and Highway 7 Required Secondary Plan Area***.

Summary

For the reasons set out in this letter and other reasons which may be raised as additional information becomes available, we respectfully suggest that further processing of these applications is premature and that in any event, the redevelopment as currently proposed is inconsistent with and does not conform to all applicable policies. Once additional information becomes available on the noise and traffic issues, Home Depot would be



pleased to work with the City staff and Calloway to determine if appropriate revisions to the proposal resolve its concerns.

Yours truly,

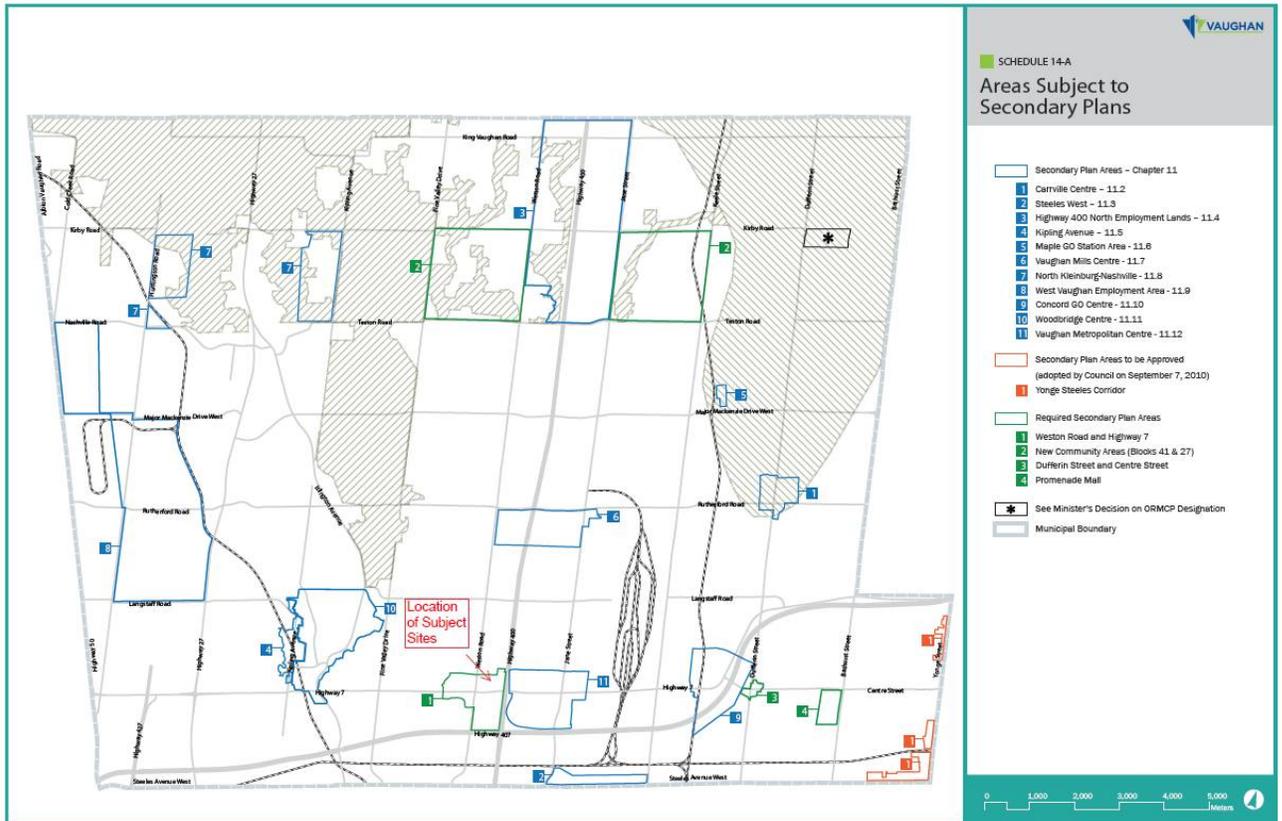
MILLER THOMSON LLP

Per:



David Tang
DT/





From: nineea mckenzie [REDACTED]
Sent: Saturday, September 12, 2020 8:32 PM
To: Clerks@vaughan.ca
Subject: [External] 7553 Islington Holding Inc

Good evening,

I just wanted to take a moment to indicate my feelings, I am a long standing member in the community of Woodbridge. I want to make it known that I am in disagreement with the building of the apartment complex. I have supported many of the changes that have occurred over the years. However, I will not be supporting this. I will definitely be watching the live council meeting on 15/009/2020 for the council's decision.

Thank you,
Crystal McKenzie

COMMUNICATION – C26
ITEM 2
Committee of the Whole (Public Hearing)
September 15, 2020

From: Steve V [REDACTED]
Sent: Sunday, September 13, 2020 4:26 PM
To: Clerks@vaughan.ca
Subject: [External] 7887 Weston Road and 137 Chrislea Road Official Plan and Zoning By Law

Hi in regards to the Public Hearings to be held on Tuesday Sept 15, 20 at 7pm for 7887 Weston Road and 137 Chrislea Road Official Plan and Zoning By Law Amendment Files OP.19.015 & Z.19.039 and OP.19.012 & Z.19.036.

My issue is not with the towers being constructed, but with the traffic situation that already exists on Weston Road travelling south from Chrislea Rd to Hwy 7. There is already too much traffic because the lights going south through Hwy 7 are too short and create a back long of cars to the other side of Chrislea road, not to mention going north on Weston through Hwy 7 is an issue. With the number and height of towers that want to be constructed this will greatly increase the amount of car traffic in the area, which will cause even greater issues. This needs to be addressed with a big solution otherwise I am opposed to the construction of any towers in the area.

Because Weston Road is so busy, a small part of the solution is to make the lights at Northview Blvd and Chrislea Road smart lights (they can stay green longer if cars can travel through) so they will allow a greater flow of traffic both directions of Weston Road. But there still needs to be a bigger solution to address this problem.

Thanks
Steven Vango
Resident of the area.



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COMMUNICATION – C27

ITEM 4

Committee of the Whole (Public Hearing)

September 15, 2020

City of Vaughan Committee of the Whole
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1
Virtual Meeting

September 12, 2020

Attention: Ms. Mary Caputo, Senior Planner

Re: 7553 ISLINGTON HOLDING INC. OFFICIAL PLAN AMENDMENT FILE OP.08.017
ZONING BY-LAW AMENDMENT FILE Z.16.022 7553 ISLINGTON AVENUE & 150
BRUCE STREET VICINITY OF ISLINGTON AVENUE & HIGHWAY 7

Dear Madam,

It was brought to my attention that there is a public hearing before the Committee of the Whole which is scheduled for September 15, 2020 to review the applications for the development at 7553 Islington Avenue and 150 Bruce Street (Application No. OP.08.017 and Z.16.022)

I, Stephen Bromell, Vice President of the Building Union of Canada (BUC), have reviewed and support the applications for this development.

We are excited for the employment opportunities this will create and the positive economic impact for the community.

Thank you,

Stephen Bromell
Vice President, The Building Union of Canada (BUC)
sbromell@thebuc.ca
416-708-2325

To: City of Vaughan

September 14, 2020

Office of the City Clerk

2141 Major Mackenzie Drive

Vaughan, Ontario

L6A 1T1

clerks@vaughan.ca

Attention: Todd Coles

**COMMUNICATION – C28
ITEM 4
Committee of the Whole (Public Hearing)
September 15, 2020**

Re: Comments to Revised Official Plan Amendment File OP.08.016 and Zoning By-Law Amendment

Application Z.16.008 and LPAT Case No. PL170151 to develop lands at 7553 Islington Ave. and
150 Bruce St.

Dear Mr. Coles,

On behalf of the residents of Bruce and Helen Streets, Majesty and Highness Courts, Pioneer Lane and of the Vaughanwood Ratepayers Association, I am writing to you to express our great objection towards the revised plans of the proposed development of the above subject lands. This is the third submission of this application. The applicant first initiated his plan in 2008 to allow for 2 twenty-two storey buildings and underground parking and an emergency bridge access onto Bruce Street. In June of 2012, he appealed to Vaughan's Official Plan 2010 for leniency to accommodate his plans. In 2016 the project had been revised and the application was resubmitted to allow for 2 nineteen storey buildings, a 7 level of underground parking, an access ramp to this parking facility from Bruce Street and an emergency access bridge onto Bruce Street. In 2019, yet again, the applicant has revised his plans and resubmitted his application to allow for 1 twenty-one storey building, a 7 level of underground parking consisting of 549 spaces and 318 bicycle spaces and an access ramp to this parking facility from Bruce Street and an emergency bridge access onto this same street. This recent submission is accompanied by numerous surveys and studies to support and justify his proposal in his attempt to meet the environmental requirements of the TRCA but no matter his attempts to address the requirements, he has simply "repackaged" his proposal and fallen very short of these requirements. The subject property is designated as Open Space and Low Rise Residential according to the City of Vaughan's OPA 240 (Woodbridge Community Plan). The lands are also designated as Natural Heritage areas by the Vaughan Official Plan (VOP 2010). They are also zoned for Open Space Conservation, Agricultural Zone and R1 Residential (single family dwelling) as per Zoning By-Law 1-88 and they are within a Regional Storm Flood Plain, as such, the Toronto and Region Conservation Authority (TRCA) does not allow development on a flood plain nor in areas that are designated as conservation. The proposed uses in this application are not permitted nor do they conform under these designations as they reiterate land uses being re-zoned from "open space/ low density to high density" [1].

The following points will highlight the reasons why these subject lands are not desired lands for such a development:

- In the resubmission of this application, the proposed development is still located in a flood plain (i.e., the primary access onto Islington Ave. and the base of the building and its immediate surrounding area) within a significant river valley of the Humber River Watershed which is not permitted as per the Provincial Policy Statement 2005 (PPS) and the TRCA's Valley and Stream Corridor Management Program (VSCMP). Section 3.1 of the PPS establishes policies related to Natural Hazards so that development is directed away from these hazards. Subsection 3.1.1 states that, "development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding and/or erosion" [1].
- "These are considered hazardous lands and unsafe for development due to naturally occurring processes. As such, development and site alterations should be directed away from these hazardous lands. The current proposal does not respect these guidelines. Furthermore, both proposed access points to the property are within the natural hazards... there is no safe access to the proposed development" [3].
- "The overall objective of the VSCMP policies is to prevent new development from occurring in areas that may introduce risk to life and property associated with flooding during extreme weather conditions, erosion and slope stability... no new development is permitted within valley and stream corridors" [1].
- The applicant is proposing to develop in a heavily wooded area which provides a natural habitat for many species. The removal of trees that will take place to accommodate this kind of development will cause irreversible damage to vegetation and animals and have a significant negative impact on the natural heritage of this area. "The natural heritage system or Greenlands System is recognized and clearly mapped out in the York Region Official Plan (2010) and the TRCA Terrestrial Natural Heritage System Strategy (2007). The natural features and natural hazards on the site meet the policy tests of these plans and of the Provincial Policy Statements (PPS) (2014) for recognition and protection. The site is within a significant valleyland and a significant woodland. Development and site alteration are proposed in those significant natural features, which is contrary to all relevant policy regimes" [2].
- "A common theme within the PPS is that municipalities should accommodate growth, in part, through intensification which is defined as the development of a property, site or area at a higher density through; redevelopment including brownfield sites, development of vacant and/or underutilized lots within previous developed areas, infill development and the expansion or conversion of existing buildings" [4].
- "The provisions of the PPS emphasize the need to plan and promote intensification however, it needs to be done in a manner that takes into consideration the existing building stock or areas and must be based on development standards established by the planning authority. Intensification shall be promoted, but each municipality must develop its own standards to ensure intensification is suitable to the surrounding neighbourhood fabric" [5]. The City of Vaughan clearly identifies where intensification shall occur as per Land Use Schedule 13. Please refer to this Schedule for further information which outlines all designated preservation of green space.

- “The Growth Plan for the Greater Golden Horseshoe 2017/Growth Plan 2019 stipulates planning for growth and development in a way that support economic prosperity, protects the environment and helps communities achieve a high quality of living as per Section 1.2 of this plan” [4].
- “This proposal clearly conflicts with the 2017/2019 Growth Plan for the greater Golden Horseshoe as it does not direct intensification to a strategic growth area, and it destroys natural heritage areas. The City of Vaughan goes to great lengths to direct intensification to areas that are best served with municipal services and transit. This location, far away from identified intensification lands, within a natural heritage area, and subject to flooding, is not keeping with any of the Provincial or Municipal Policy Documents” [4].
- The applicant has now revised his plans and proposes to build into the valley wall in his attempts to reduce the use of the flood plain. This would require significant grade modifications and cutting into the slope which cannot be permitted as it destabilizes the land due to erosion. Furthermore, the construction of this massive building and its underground garage would require extensive excavation and removal of trees. The devastation of this Open Space will have severe impact on the ecological balance and of the biodiversity of the natural heritage system.
- The landowner continually highlights local current developments that are nearby and claims that his proposals for development be considered as well. Many of these projects are far removed from the natural hazards or ecological issues and are located within the Highway 7 corridor where intensification has been allocated by the province.
- This area is not under Special Policy which allows for some redevelopment by the province where historic development in the flood plain has occurred” [3].
- To accommodate this level of development, Transportation Planning at the Region would need to propose that the Bruce Street access be converted to a “permanent full moves intersection” at Bruce Street and Highway 7 [6], which may not be desirable nor feasible considering Bruce Street narrows significantly at the end of it. Bruce and Helen Streets are in a horseshoe form. There are no other exits to this subdivision. “The infrastructure improvements needed to accommodate this development far outweigh the perceived benefits that it may have” [5].

In conclusion, It is abundantly clear that the applicant is completely ignoring guidelines, rules and regulations and suggestions repeatedly made by the TRCA, the City of Vaughan, York Region, the Province, and the Greater Golden Horseshoe Growth Plan. In recent conversations with the Senior Planners of the TRCA and of the City of Vaughan, it has been indicated to me that neither agency will likely accept this proposal nor issue a permit to allow for such a development in an environmentally compromised site. This is not developable land! Our applicant was told after each previous submission that what was allowed was simply a renovation of the existing structures on site and nothing further to that. This sheer defiance of rules and regulations stipulated by the City of Vaughan’s Official Plan, the Provincial Statement, the TRCA’s Valley and Stream Corridor Management Program, York Region’s Plan, and the Greater Golden Horseshoe Growth Plans is nothing short of a total waste of time, resources and tax payers’ monies, not to mention the time that is invested by personnel at all levels of jurisdiction at the municipal and provincial levels and of the residents in the area who are effected. **Applications of proposals for development in significant river valleys such as this proposal should not be allowed!** This applicant is simply pushing the boundaries only for personal capital gain and not to enhance growing communities. We, the

residents, are not against urban development and progress. We encourage progress within appropriate measures while adhering to Municipal, Regional and Provincial Growth Plans. We must preserve our limited green space!

We would like to remind our very interested parties of the recent tragic natural disasters due to global climactic changes that have caused severe flooding and devastation; Toronto 1954 (Hurricane Hazel), New Orleans 2005 (Hurricane Katrina) and again in 2019, Huston, Texas 2017, and closer to home; the Toronto Island 2017 and 2019, the Muskokas 2018 and 2019, the Kawarthas 2018 and 2019, and Fredericton New Brunswick 2019. All these areas have been subject to flooding because these communities have been built on flood plains. Since Global Warming is currently a reality and we have had many severe weather patterns in North America and throughout the world in recent years, we, in our community of Vaughan, are not in any way immune to this environmental risk.

Therefore, we are asking the City of Vaughan to reject this ridiculous application once and for all, as again, this land is not developable! There is absolutely no point in revisiting the landowner's proposals every few years as the results are the same each time unless he scales it down dramatically to a simple renovation of the existing structures on site. We, the residents of this area and the Vaughan Ratepayers Association do not support this project as you can clearly see in our preceding petition of 2020!!

Thank you for your attention to this matter.

Sincerely,

Elisa Testa

██████████ Bruce Street

Woodbridge, Ontario

██████████

██

References

- [1] Letter and comments by Toronto and Region Conservation for the Living City to Mr. Lorenz Schmidt, Balor Development Services Ltd., July 28, 2008
- [2] Letter and comments by Toronto and Region Conservation for the Living City to Mr. Eugene Fera, Planning and Development Department, City of Vaughan, February 2, 2017
- [3] Letter and Comments by TRCA to Ms. Caputo, Planning and Development Department, City Of Vaughan, April 20, 2020
- [4] Provincial Policy Statement (2014)
- [5] York Region Report prepared by Karen Whitney to Mary Caputo Planning and Development Department, City of Vaughan, May 13, 2020

**COMMUNICATION – C29
ITEM 3
Committee of the Whole (Public Hearing)
September 15, 2020**

From: DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>
Sent: August 31, 2020 3:14 PM
To: Coles, Todd <Todd.Coles@vaughan.ca>
Cc: Tamburini, Nancy <Nancy.Tamburini@vaughan.ca>; Ward 3 Support Staff <ssward3@vaughan.ca>; Mary [REDACTED] >
Subject: Fwd: [External] amendment files OP.19.012 & Z.19.036

Hi Todd,

Please add this email from Mr. Arani of 102 Amy Crt in Woodbridge to the communications list for the Public Hearing on September 22, 2020.

Nancy,

Please add Mr. Arani to our working group list for this development.

Thank you,
Rosanna

Sent from my iPad

Begin forwarded message:

From: Mary [REDACTED]
Date: August 26, 2020 at 4:35:21 PM EDT
To: "DeFrancesca, Rosanna" <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] amendment files OP.19.012 & Z.19.036

Hello Rosanna, My name is Maurizio Arani, I have been a resident of the city of Vaughan / Woodbridge for the last 24 years
Of that I been in ward 3 for 14 of those years. Let me start by saying the last few elections I had the pleasure of voting for you to represent this ward
But I have been getting very disappointed and frustrated with the path in which the Mayor and the city councillors are leading this city
I moved up to Woodbridge as many of us did way back for a better life for our families. We all wanted to get away from the congestion of the city of Toronto. Safe communities
And the best way of life for our children. My concern is how much this city has changed. Although I am all in favour of progress, and better our city
But enough is enough especially as it creeps closer to our homes. We currently are experiencing a great influx of cars on our roads, and just face facts. Trying to maneuver around
Woodbridge has its moments. I don't know about you but just trying to get to Costco and do some shopping takes me 15 to 20 minutes at times, An just think about it we are really not that far away.
Getting to No Frills same thing. Face it Woodbridge is not built where we can walk to do shopping. We need our cars!!!

The city has planned over 49 condos in and around the subway (being the new DOWNTOWN VAUGHAN)

WOW!!! 49 condos

Now you are understanding where I am going with my e-mail...Not only my concern but the vast majority of the people here in Vaughan

I feel our way of life is slowly being compromised
It's making it difficult to maneuver in and around Woodbridge
Already a headache with the Centro square complex that went up at the corner of Highway 7 and Weston
Have you seen that intersection??
The bus only lane on Highway 7 is a waste of taxpayer dollars
Really Rosanna, how many residents use it??? COME ON REALLY
My kids all have cars they drive to work and school. (university)
And all their friends as well

But back to these new proposed developments
The one on 137 Chrislea Road, 57 and 101 Northview Boulevard
And 7887 Weston Road

These 2 proposals are way close to home and I would like it on record that I opposed

these developments.

Although I know that the one proposed at 137 Chrislea Road, 57 and 101 Northview Boulevard is more already a go

As this is just a farce. My son just got laid off at the Sale there and they where notified that condos are going up

The property was sold The Brick is also closing to make room for that condo

But the one at 7887 Weston is most my concern

Restaurants that we attend shops etc. are all located there not to mention we are just a few minutes away

How many more shops will close? I look out my backyard and see already that eyesore on the corner of Highway 7 and Weston

Do I need to see another one??

Our favorite places to eat closing all because council is greased with the money of these developers??

Where is our city councillors integrity?

The amount of units that is proposed puts more strain on our infrastructure which cannot at this time support

All these new developments. Have you noticed the amount of crime that has increased, the break ins

When I first moved in I never locked my doors.

Now there will be even more congestion, more pollution, more noise, more crime
MORE HEADACHES

**Bottom line, I don't mind keeping the development on the east side of highway 400
I am supportive of that**

BUT I STRONGLY OPPOSE ANY DEVELOPMENT ALONG WESTON OR WEST OF HIGHWAY
400

**THE DESITION HERE MADE BY COUNCIL AND YOUR INPUT WILL STRONGLY
INFLUENCE WHO WE WILL VOTE FOR IN 2022
AND I ASURE YOU THAT MANY OF MY FRIENDS AND NEIGHBOURS AND FAMILY
HAVE ALL STRESSED THE SAME**

I hope that you will support the residences of ward 3 and push to stop these re zoning of these properties

And stop the development of these condos

Lets create local jobs for kids and bring in small businesses to replace what has been lost instead of condos that cause nothing but congestion

And more headaches for us

Thank You

Maurizio Arani

Sent from [Mail](#) for Windows 10



**WESTON
CONSULTING**

planning + urban design

**COMMUNICATION – C30
ITEM 2 & 3
Committee of the Whole (Public Hearing)
September 15, 2020**

Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

September 14, 2020
File 7829-1

Attn: Mayor Bevilacqua and Members of City Council

**RE: Committee of the Whole Public Meeting (September 15, 2020)
137 Chrislea Road, 57 and 101 Northview Boulevard (OP.19.012 & Z.19.036)
7887 Weston Road (OP.19.015 & Z.19.039)**

Weston Consulting is the planning consultant for an owner in the vicinity of the above noted developments. We are in receipt of the Notices of Public Hearing and request to be notified of Council's decision, as well as any progress related to the applications in the future.

Please contact the undersigned should you have any questions regarding this request. Thank you.

Yours truly,

Weston Consulting

Per:

Tara Connor, MCIP, RPP
Senior Planner

c. Clients
Ryan Guetter, Weston Consulting

COMMUNICATION – C31
ITEM 3
Committee of the Whole (Public Hearing)
September 15, 2020



SMARTCENTRES®

Highway 400 & 7

Public Hearing

September 15th, 2020 at 7:00 p.m.

SITE CONTEXT

AERIAL



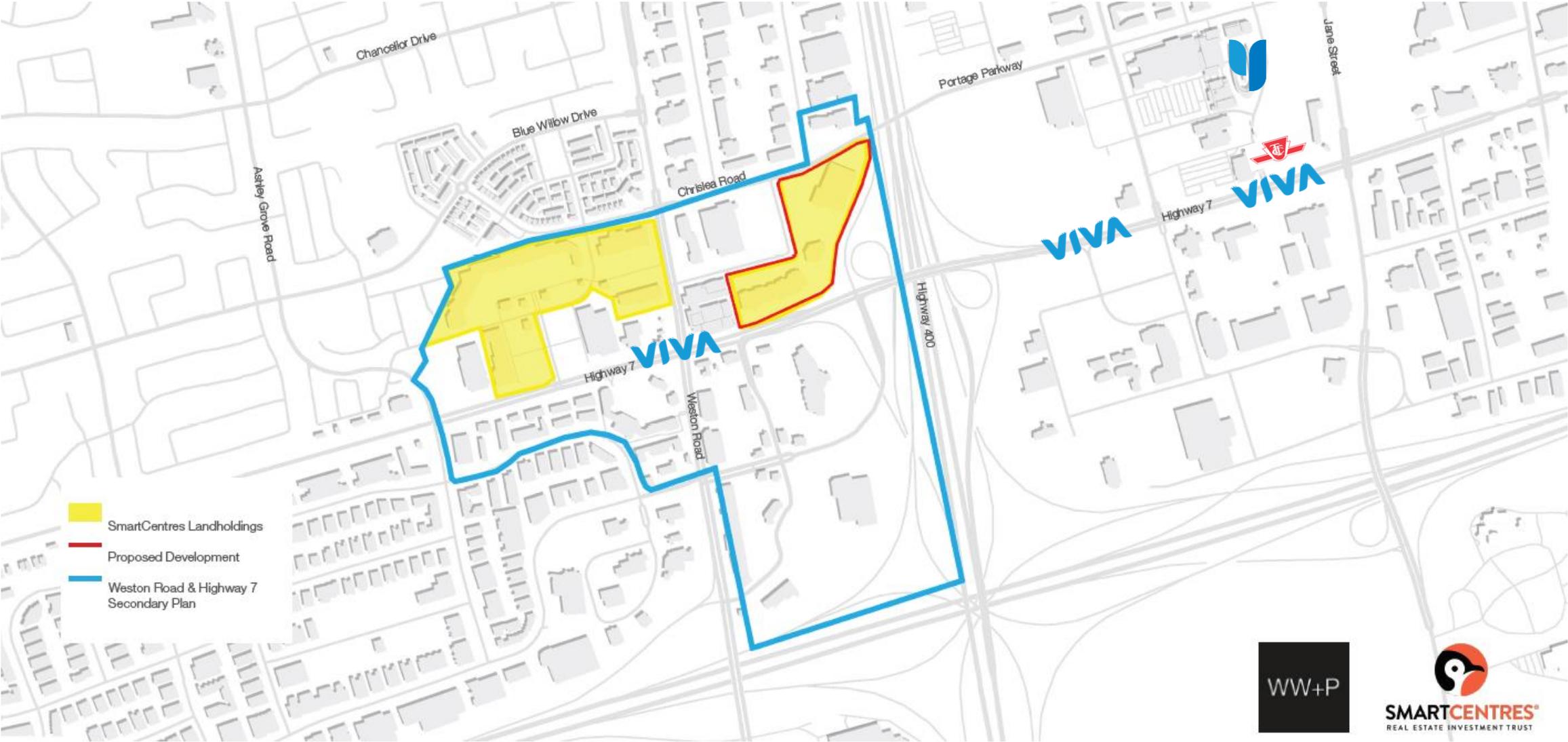
SITE OVERVIEW

AERIAL



WESTON 7 SECONDARY PLAN AREA

SmartCentres Land Ownership



IN THE CONTEXT OF THE VMC

Highway 400 and 7 Masterplan and VMC Masterplan



Highway 400 + 7 Master Plan

Submitted to the City of Vaughan December 20th, 2020



HIGHWAY 400 AND 7 STATS

Submitted to the City of Vaughan December 20th, 2020

Parcel Area: 20.07 acres

Total GFA: 5,138,830 sf

Retail GFA: 45,995 sf

FSI: 5.84 x

Units: 3,962 units

Parking: 3,284 stalls



RENDERINGS





SMARTCENTRES®

THANK YOU



MILLER THOMSON
AVOCATS | LAWYERS

MILLER THOMSON LLP
SCOTIA PLAZA
40 KING STREET WEST, SUITE 5800
P.O. BOX 1011
TORONTO, ON M5H 3S1
CANADA

T 416.595.8500
F 416.595.8695

MILLERTHOMSON.COM

September 11, 2020

David Tang
Direct Line: 416.597.6047
dtang@millerthomson.com

SENT VIA EMAIL (clerks@vaughan.ca)

Mayor Bevilacqua and Members of Council
Committee of the Whole
City of Vaughan
City Clerks Office
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

COMMUNICATION – C32
ITEM 2
Committee of the Whole (Public Hearing)
September 15, 2020

Dear Mayor and Members of Council:

**Re: Home Depot of Canada Inc. Submissions:
Applications by Wedgewood Columbus Limited (“Wedgewood”)
7887 Weston Road (the “Redevelopment Site”)
Official Plan Amendment and Zoning By-law Amendment
City File No. OP.19.015 and Z.19.039
Committee of Whole Public Meeting Date: Tuesday September 15, 2020 – 7pm**

We are the solicitors for Home Depot of Canada Inc. (“**Home Depot**”) and Home Depot Holdings Inc., the owner of the property known municipally as 140 Northview Boulevard, which is located to the east of and abuts the Redevelopment Site (the “**Home Depot Lands**”). Home Depot operates a large home improvement retail store at this location. Wedgewood has proposed a change of use to permit four residential towers on top of a five storey podium on the Redevelopment Site.

Both the Home Depot Lands and the Redevelopment Site are located within the **Weston Road and Highway 7 Required Secondary Plan Area**. Also located within that Required Secondary Plan Area is the land for which Calloway REIT (400 and 7) Inc. has brought applications for Official Plan Amendment and Zoning By-law Amendment, 137 Chrislea Road, 57 and 101 Northview Boulevard (Files OP.19./012 and Z.19.036). Attached is Schedule 14-A of the City’s Official Plan showing the boundaries of that Required Secondary Plan Area, within which all of the lands discussed in this letter are located.

Deputation at September 15, 2020 Public Meeting

The undersigned wishes to provide oral submissions to the City Councillors at the public meeting scheduled for September 15, 2020.

Please consider this letter and the undersigned’s deputation to be the required written submissions and oral submissions at a public meeting referenced in subsections 17(36) and 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13 as amended.

Home Depot wishes to express its concerns with the applications, which are primarily about the incompatibility of the proposed sensitive residential use with the Home Depot’s particularly busy and noise producing activities, inadequate consideration of traffic impacts

and whether the development is premature in advance of a Secondary Plan establishing the overall capacity for development and total number of residential units in the ***Weston Road and Highway 7 Required Secondary Plan Area***.

Incompatibility of Sensitive Use - Noise

Home Depot's store is a busy operation generating significant traffic and noise. The construction materials it sells involves the use of heavy equipment, such as forklifts, vehicles and other equipment that generates a significant amount of noise. In addition, the Home Depot store includes a partially open garden centre, the noise from which is not enclosed. The volume and type of products sold also results in deliveries being made in the overnight hours, which further aggravates Home Depot's impact on sensitive land uses, such as those proposed for the Redevelopment Site.

Home Depot is surprised that, while a Transportation Noise Source Study report (dated December 23, 2019) was filed with the application, no study discussing the impacts of the Home Depot operations and stationary noise sources on the proposed residential development was submitted. The Valcoustics Canada Ltd. report thus fails to properly assess whether the Province of Ontario's Environmental Noise Guideline - **Stationary and Transportation Sources - Approval and Planning (NPC-300)**, cited as being applicable to the new residential developments, is complied with.

Home Depot has therefore retained an acoustic consultant to carry out that assessment and the field work has been completed just this week. Early indications are that sound levels at the proposed residential development's east faces will significantly exceed the sound levels allowed by the Environmental Noise Guideline, NPC-300 for sensitive land uses. We hope to be able to provide more definitive comments in fairly short order.

This is not the first time this issue has arisen for the Home Depot Lands. The Centro development located on the south side of Northview Boulevard at 7777 Weston Road is located across from the Home Depot Lands and the Redevelopment Site (south/east corner of Weston Road and Northview Boulevard). To address noise and compatibility concerns, that development was reconfigured on the Ontario Municipal Board appeal to block the noise from the Home Depot Lands to the residential towers using a non-sensitive commercial building fronting on Northview Boulevard.

The City's Official Plan's Policy 9.2.1.12, for example, makes it clear that a change in land use to more sensitive uses, adjacent to existing employment or commercial uses, must protect the existing neighbouring use and alleviate adverse effects of noise and traffic. Policy 1.2.6.2 of the Provincial Policy Statement 2020 similarly requires land use compatibility, emphasizing the need for avoidance and buffering and protecting existing uses vulnerable to encroachment in addition to requiring mitigation of adverse effects.

It is Home Depot's view that the City should not approve the applications without proof that the requirements of NPC-300 have been appropriately assessed and can be fully complied with by the proposed development.



Transportation Concerns

Home Depot is concerned that there has been insufficient analysis of the impacts of traffic on Home Depot's driveways on Northview Boulevard and Chrislea Road, specifically whether there will be queuing on Northview Boulevard or within the Home Depot Lands. Without that analysis no mitigating measures can be taken.

Contributing to Home Depot's concern about the prematurity of approving these applications and the applications brought by Calloway, which is also to be considered on September 15, 2020, are the findings in the WSP Transportation Impact Study filed with this application.

That Transportation Impact Study concludes that a number of the key intersections in the **Weston Road and Highway 7 Required Secondary Plan Area** will, with the introduction of the proposed development, be well over their capacity and operate at an unacceptable Level of Service, Level F.

Further exacerbating Home Depot's concerns is the fact that neither of the transportation impact studies filed by Wedgewood and Calloway REIT appear to have considered the additional traffic from the other's proposed redevelopment, as they were filed within days of each other. Both of those studies thus ostensibly underestimate the amount of future traffic and understate the impacts.

Prematurity

The fact that both of the redevelopment applications of concern to Home Depot failed to consider the added impacts of redeveloping the other site emphasizes the need for the **Weston Road and Highway 7 Required Secondary Plan** to be completed prior to consideration of these individual applications. The road and transportation networks cannot be properly assessed and thus planned for without knowing how much additional development the other lands in the vicinity will accommodate.

That is not all which is worrisome. Permitting these two applications to proceed in advance of a determination on the total capacity of the Required Secondary Planning Area for development and total number of residential units could result in inappropriate built form decisions and an inequitable and inappropriate allocation of density, heights and uses amongst the remaining lands within the **Weston Road and Highway 7 Required Secondary Plan Area**.

Summary

For the reasons set out in this letter and other reasons which may be raised as additional information becomes available, we respectfully suggest that further processing of these applications is premature and that in any event, the redevelopment as currently proposed is inconsistent with and does not conform to applicable policies. Once additional information becomes available on the noise and traffic issues, Home Depot would be pleased to work with the City staff and Wedgewood to determine if appropriate revisions to the proposal resolve its concerns.



Yours truly,

MILLER THOMSON LLP

Per:



David Tang
DT/



