

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – MARCH 2, 2021

COMMUNICATIONS

<u>Distributed February 26, 2021</u>		<u>Item</u>
C1	Rosemarie Humphries, Humphries Planning Group, Pippin Road, Vaughan, dated February 11, 2021	1
C2	Sunny Brown, dated February 15, 2021	5
C3	Dolly Shetty, Hydro One, dated February 16, 2021	5
C4	Dolly Shetty, Hydro One, dated February 16, 2021	3
C5	Aaron M. Gillard, Larkin Plus Land Use Planners, dated February 16, 2021	1
C6	Sharon Kohl, dated February 16, 2021	5
C7	Michael Graf, dated February 17, 2021	5
C8	Beverley Golden, dated February 18, 2021	5
C9	A. Milliken Heisey, Papazian Heisey Myers Barristers and Solicitors, King Street, Toronto, dated February 9, 2021	5
C10	A. Milliken Heisey, Papazian Heisey Myers Barristers and Solicitors, King Street, Toronto, dated February 9, 2021	5
C11	Kathryn Angus, Kleinburg & Area Ratepayers' Association, dated January 13, 2021	4
C12	Shirley Porjes & Atul Gupta, Elizabeth Street, Thornhill, dated February 21, 2021	5
C13	Yoo Jin Cha, Crestwood Road, Thornhill, dated February 23, 2021	5
C14	William Friedman, Friedman Law Professional Corporation, Ferrand Drive, Toronto, dated February 24, 2021	5
C15	Valentina Perrelli, dated February 25, 2021	4
C16	Mark Inglis, dated February 25, 2021	4
C17	Giulio Cescato, Community Planning, North York Civic Centre, Yonge Street, Toronto, dated February 25, 2021	5

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Please note there may be further Communications.

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – MARCH 2, 2021

COMMUNICATIONS

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Distributed March 1, 2021

C22	Caterina and Frank Principe, Fifefield Drive, Vaughan, dated February 26, 2021	3
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C24	Kim Kruse, dated March 1, 2021	5
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C26	Nick Pileggi, Macaulay Shiomi Howson, Industrial Parkway South, Aurora, presentation material	5
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C31	Aaron M. Gillard and Daniel Ceron, LARKIN+ land use planners inc., Kingdale Road, Newmarket, presentation material	1

Distributed March 2, 2021

C32	Murray Evans, Evans Planning Group, Keele Street, Vaughan, presentation material	3
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Please note there may be further Communications.

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

February 11, 2021
HPGI File: 17515

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

Attn: Rebecca Roach, Planner, Development Planning Department

Re: Letter of Concern
2232394 Ontario Inc. - Notice of Meeting
OP.20.010 & Z.20.31

Humphries Planning Group Inc (HPGI) represents Canuck Properties Ltd (the "Canuck"), owners of the lands municipally known as 8214 Kipling Avenue, located on the West side of Kipling Avenue, and North of Woodbridge Avenue. Canuck's property is designated as "Local Centres" per Schedule 1 Urban Structure and is subject to the Kipling Avenue Corridor Secondary Plan (Secondary Plan). Under the Secondary Plan Canuck's property is designated a combination of "Mid-Rise Residential", "Low-Rise Residential C", "Neighbourhood Parks" and "Natural Areas". There are currently no active development applications related to Canuck's property. However, land use permission would provide opportunity to redevelop the lands in the future in accordance with the Official Plan and Secondary Plan vision.

Canuck has received notice of complete application and public meeting for the property legally described as Part of Lots 7 & 8, Concession 8 in the City of Vaughan and owned by 2232394 Ontario Inc. (the "2232 property"). The 2232 property is located immediately adjacent to and shares a property line at the south east corner of Canuck's property. Based on our review of the available application materials, it is our understanding that an Official Plan Amendment was submitted to facilitate the development of 30 stacked townhouses, 9 street townhouse units, 2 semi-detached units and a 4 storey mixed use building with at grade retail and 14 residential units above on the 2232 property. In general, our client has no concerns related

to the proposed development but does have concerns with the lack of connectivity being provided with the Canuck property and no consideration of providing a future access between Canuck's property and the 2232 property.

It is our opinion that the 2232 property should incorporate a future access/easement at the north-west corner of the 2232 property to ensure the potential to achieve a connecting access with the Canuck property should the Canuck property redevelop. Such consideration would ensure that future redevelopment of Canuck's property would be a continuation of the proposed and existing development immediately adjacent, ensuring an integrated neighbourhood and more efficient flow/movement of traffic. Figure 1 below, illustrates Canuck's property (red) immediately adjacent to the 2232 property (blue) with potential right-of-way/easement configuration (yellow) and access connection point highlighted (green arrows). The protection of this access for the potential future redevelopment of Canuck's property would result in only minor adjustments to the proposed development on the 2232 property and not result in a loss of units. Specifically, the minor adjustment of the right-of-way layout from a curve to a t-shaped intersection only results in the reduction of the driveway dimensions of the semi-detached units.

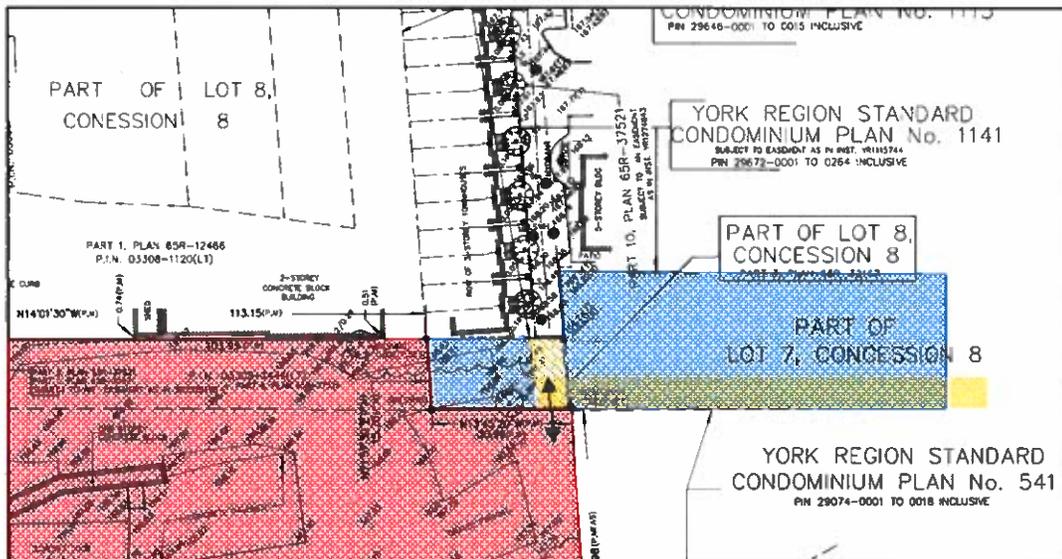


Figure 1 – also refer to attachment 1

In support of the above request, the protection of a potential access/easement between the properties is also supported by the policies implemented through the Secondary Plan. The Secondary Plan promotes

the development of an attractive pedestrian-oriented street with safe and well-connected boulevards and pathways resulting in a walkable environment. Policy 11.5.2.6 (a) states:

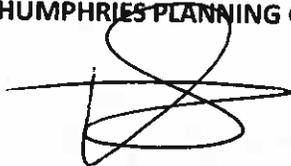
“the lands must be developed comprehensively, considering the best future development scenario for the... westerly industrial properties along the river corridor, providing opportunities for increased north/south and east/west pedestrian circulation and connections to Kipling Ave, Woodbridge Ave and the river valley.”

The request for the provision of access supports the policies applicable to the area and represents good planning as it encourages future development in the Secondary Plan area to establish an east/west connection and encourage a well-connected network.

For the above reasons, HPGI requests that this matter of connectivity and provision of future access be considered in the evaluation of the application by staff and City Council. Our offices are available to discuss such access/easement opportunities with the property owner and City staff, should such be necessary. We further request that HPGI be provided with notification of any future meetings, actions or procedures relating to the development applications listed above, given the subject lands proximity and potential impact to our client's land.

Should you have any questions, feel free to contact the undersigned at extension 244.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

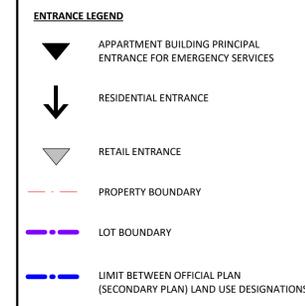
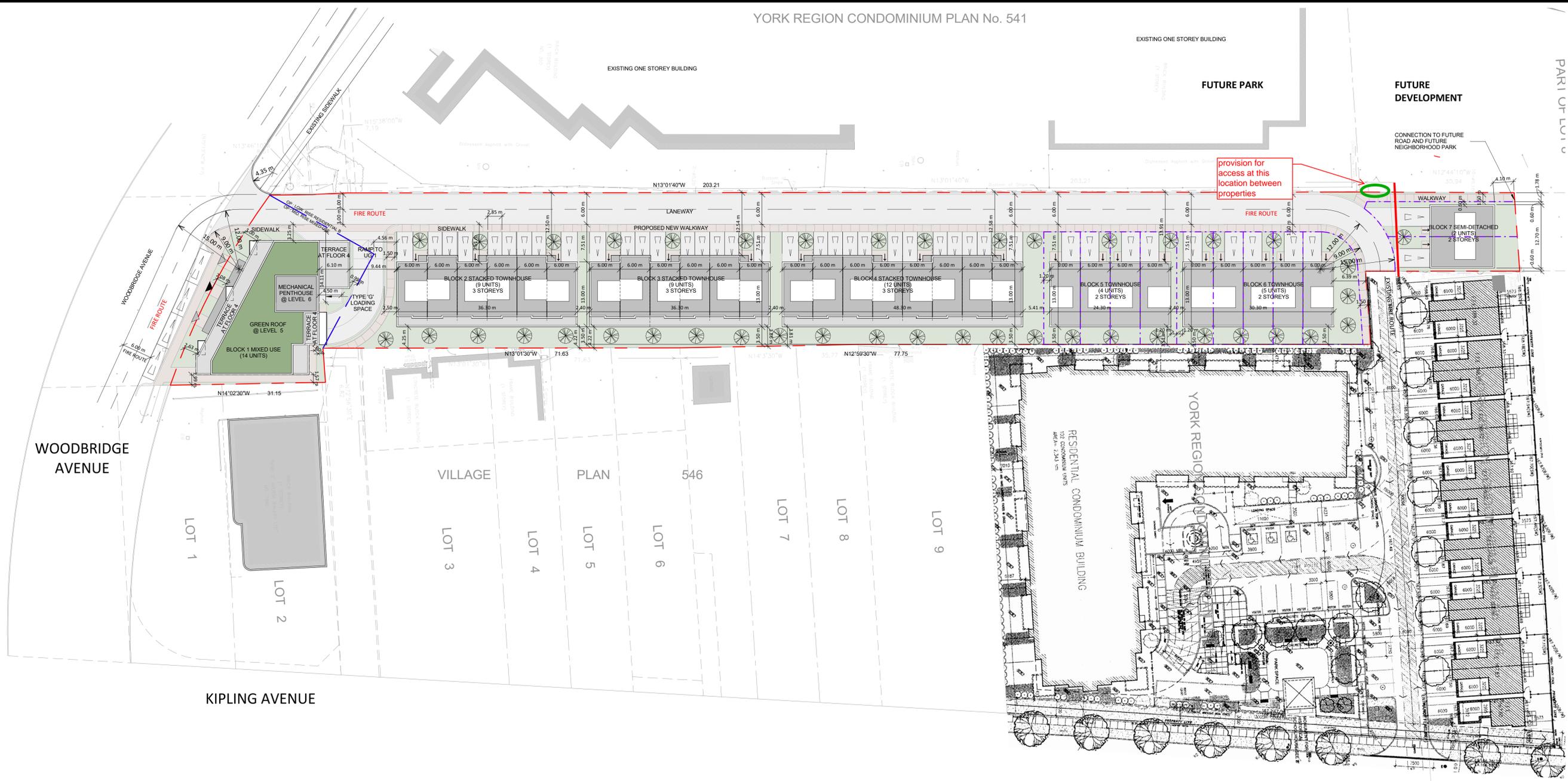


Rosemarie L. Humphries BA, MCIP, RPP
President

Enc. Attachment 1

cc. Canuck Properties Limited
Vaughan Clerk

This drawing, as an instrument of service, is provided by and is the property of Turner Fleischer Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Turner Fleischer Architects Inc. of any variations from the supplied information. This drawing is not to be used. The architect is not responsible for the accuracy of survey, structural, mechanical, electrical, etc. information shown on this drawing. Refer to the appropriate consultant's drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of authorized having jurisdiction. The contractor working from drawings not specifically marked "For Construction" must assume full responsibility and bear costs for any adjustments or changes resulting from its work.



WOODBRIDGE AVENUE

KIPLING AVENUE

VILLAGE PLAN 546

LOT 1

LOT 2

LOT 3

LOT 4

LOT 5

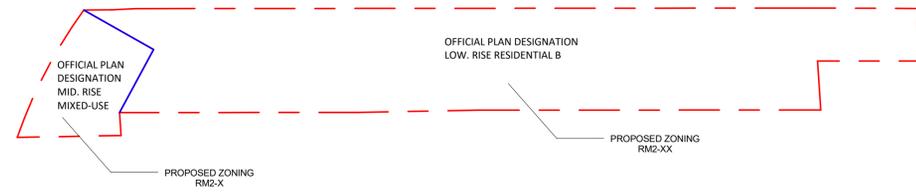
LOT 6

LOT 7

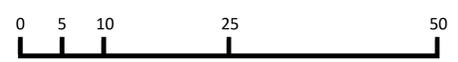
LOT 8

LOT 9

OFFICIAL PLAN & ZONING APPLICATIONS
 2232394 ONTARIO INC.
 PART OF LOT 7 CONCESSION 8, VAUGHAN
 DESIGNATED AS PARTS 3, 4, 5, AND 6 OF
 REGISTERED PLAN 65R-32167



2 SCHEDULE OF LAND
 1 : 1000



#	DATE	DESCRIPTION	BY
2	2020-09-14	RE-ISSUED FOR REZONING	HLO
1	2020-02-13	ISSUED FOR REZONING/SPA	HLO

PROJECT
APARTMENT & TOWNHOUSES AT WOODBRIDGE / KIPLING
 Vaughan, ON

DRAWING
CONCEPTUAL SITE PLAN

PROJECT NO. 07.043	Attachment 1
PROJECT DATE JAN 30, 2017	
DRAWN BY DK	
CHECKED BY RM	
SCALE 1:400	

DRAWING NO.
SPA-1.02

**COMMUNICATION – C2
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021**

:

From: Sunny Brown [REDACTED] >
Sent: Monday, February 15, 2021 10:21 PM
To: Caputo, Mary <Mary.Caputo@vaughan.ca>; Clerks@vaughan.ca
Subject: [External] Comments: File # OP.20.014, Z.20.038, & 19T-20V007

To whom it may concern:

I strongly oppose to the above proposals.

Yonge and Steeles is already a traffic black spot and adding more high density residential apartments and thus increased traffic, will most definitely worsen the situation. It will also cause even more traffic congestions.

And if the proposal is approved, none of the buildings should be higher than 20 stories high, to minimize the population density and the impact on the already congested Yonge and Steeles area.

Thanks.
S

**COMMUNICATION – C3
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021**

From: Dolly.Shetty@HydroOne.com <Dolly.Shetty@HydroOne.com> **On Behalf Of** LandUsePlanning@HydroOne.com
Sent: Tuesday, February 16, 2021 10:35 AM
To: Clerks@vaughan.ca
Subject: [External] Vaughan - 72 Steeles Ave W and 7040 and 7054 Yonge Street - 19T-20V007

Hello,

We are in receipt of Draft Plan of Subdivision Application 19T-20V007 dated March 2, 2021. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:
<http://www.hydroone.com/StormCenter3/>

Please select "Search" and locate address in question by entering the address or by zooming in and out of the map

If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

Thank you,

Best Wishes,

Dolly Shetty
Real Estate Assistant | Land Use Planning

Hydro One Networks Inc.
185 Clegg Road (R32)
Markham, ON | L6G 1B7
Email: Dolly.Shetty@HydroOne.com



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**COMMUNICATION – C4
ITEM 3
Committee of the Whole (Public Meeting)
March 2, 2021**

From: Clerks@vaughan.ca
To: Development_Planning_CSR_Mailbox
Cc: Buchanan, Andrea; Magnifico, Rose
Subject: FW: [External] Vaughan - Pt lot 18, Concession 3, Keele St and Barrhill Road - 19T-20V003
Date: Tuesday, February 16, 2021 1:48:08 PM
Attachments: imaoe006.png

From: Dolly.Shetty@HydroOne.com <Dolly.Shetty@HydroOne.com> **On Behalf Of** LandUsePlanning@HydroOne.com
Sent: Tuesday, February 16, 2021 11:13 AM
To: Clerks@vaughan.ca
Subject: [External] Vaughan - Pt lot 18, Concession 3, Keele St and Barrhill Road - 19T-20V003

Hello,

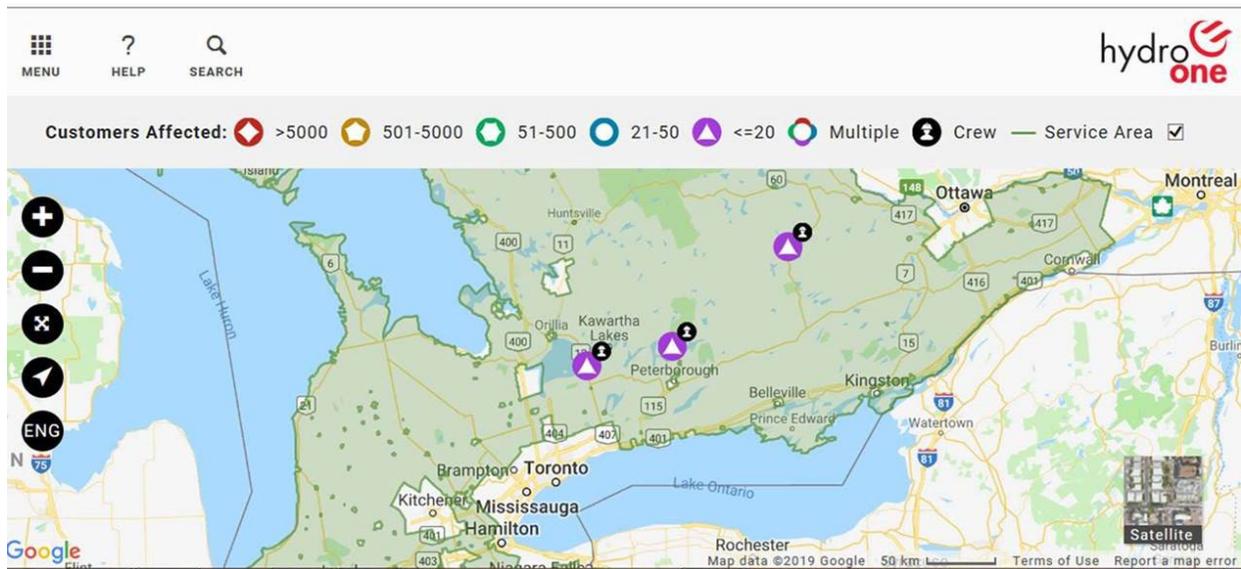
Please send all future requests **electronically only to landuseplanning@hydroone.com** as physical mail is not being monitored regularly due to COVID restrictions.

We are in receipt of Draft Plan of Subdivision Application 19T-20V003 dated March 2, 2021. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:
<http://www.hydroone.com/StormCenter3/>

Please select "Search" and locate address in question by entering the address or by zooming in and out of the map.



If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

Thank you,

Best Wishes,

Dolly Shetty
Real Estate Assistant | Land Use Planning

Hydro One Networks Inc.
185 Clegg Road (R32)
Markham, ON | L6G 1B7
1-888-231-6657 ext. 6258
Email: Dolly.Shetty@HydroOne.com



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**COMMUNICATION – C5
ITEM 1
Committee of the Whole (Public
Meeting)
March 2, 2021**

From: Aaron M. GILLARD <amg@larkinplus.com>
Sent: Tuesday, February 16, 2021 4:02 PM
To: Roach, Rebecca <Rebecca.Roach@vaughan.ca>; Daniel A. CERON <dac@larkinplus.com>
Cc: Clerks@vaughan.ca
Subject: [External] RE: Public Hearing Staff Report (2232394 Ontario Inc.) Woodbridge Ave - OP.20.010 & Z.20.031

Good Afternoon Rebecca,

Thank you for the information and communications. We are aware of the request / situation and have spoken with Rosemarie on a preliminary basis thus far regarding the request for access. We anticipate that post SPM we are going to engage the City and Rosemarie in further discussions regarding their request for access and come to a solution that would appease all parties.

We just wanted to let you know that we (the parties) did speak and will engage further after the public meeting including the City in the discussion as well.

Aaron

LARKIN+ LUPi¹
Aaron M. **GILLARD** MCIP, RPP
P: 905.895.0554 x.102 M: 289.716.1504
larkinplus.com

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From: Roach, Rebecca <Rebecca.Roach@vaughan.ca>
Sent: February 16, 2021 3:05 PM
To: Daniel A. CERON <dac@larkinplus.com>
Cc: Aaron M. GILLARD <amg@larkinplus.com>; Clerks@vaughan.ca
Subject: RE: Public Hearing Staff Report (2232394 Ontario Inc.) Woodbridge Ave - OP.20.010 & Z.20.031

Hi Daniel,

The report is usually available online a week prior to the Public Meeting, so please check back in then.

I believe presentations are due to Clerks by noon the day before the Public Meeting, but Clerks (cc'd here) can confirm. Please provide your presentation to the Clerks email as noted here and cc me.

Please be advised that we have also received the attached letter as correspondence as a result Public Meeting Notice.

Should you have any further questions or concerns, please let me know.

Thanks,

Rebecca Roach, Hon. B.A., MSc. Pl.
Planner

905-832-8565, ext. 8626
rebecca.roach@vaughan.ca

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



From: Daniel A. CERON <dac@larkinplus.com>
Sent: Tuesday, February 16, 2021 2:09 PM
To: Roach, Rebecca <Rebecca.Roach@vaughan.ca>
Cc: Aaron M. GILLARD <amg@larkinplus.com>
Subject: [External] Public Hearing Staff Report (2232394 Ontario Inc.) Woodbridge Ave.

Hi Rebecca,

I hope you had a nice long weekend.

I saw at the City of Vaughan website that our Public Hearing is scheduled on March 2nd.

Could you please send us copy of the Staff Report?
Also, when do we need to provide you with our presentation?

Thank you,

Regards,
Daniel

LARKIN+ LUPi¹
Daniel CERON MCIP, RPP
P: 905.895.0554 x.106

larkinplus.com

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From: Sharon Kohl [REDACTED] >
Sent: Tuesday, February 16, 2021 9:58 PM
To: Clerks@vaughan.ca
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>
Subject: [External] March 2 council committee meeting - 72 Steeles Ave. West and 7040 Yonge Street,

Hello, I wanted to document some of the concerns I have around the proposed development of 72 Steeles Ave. West and 7040 Yonge Street.

At the very least, transportation and green space/ environmental issues need to be

addressed before council provides a green light to move ahead with this project.

I would like to document my concerns as follows:

- Two of the four towers (38 and 44 storeys high) take up 3/4 of the central green space designated as a public park in the Yonge-Steeles Corridor Secondary Plan, to be used instead as a privately-owned publicly accessible space. **No buildings should be built on that designated park space. Humboldt has essentially appropriated public park space for its private use.**
- Due to the excessive height and number of buildings, in addition to the 3 adjacent Gupta buildings to the south (from 50 to 65 storeys), the remaining one-quarter internal green space will be shadowed for most of the day, throughout the year, as well as the surrounding residential neighbourhoods to the north and east.
- The developer only proposes to build interim private roads that are half of the required right of way for the extensions of Powell Road to the north and Royal Palm Drive to the west. Since the 7080 Yonge proposal would build the full 23m width Royal Palm from Yonge Street along the northern edge of Humboldt's property, Humboldt must pay for its share of the Royal Palm extension to the western end of its property, at the full width,

not a private interim road.

- The proposed population density for the four buildings would result in this development, at 1,995 persons per hectare, being the new, third densest population per hectare anywhere in the GTA. Council's approval should only be given along with Local Planning Appeal Tribunal resolution of the Secondary Plan and the recommendations of the Vaughan-Yonge Centre Working Group to create an integrated neighbourhood in this area.
- There is no provision for office space in any of the towers facing Yonge Street or Steeles Avenue to justify the density allowed beyond 4.5 Floor Space Index in the Secondary Plan. This only perpetuates Vaughan as a "bedroom community", without adding any economic value or employment opportunities for its residents.
- There is very little integration or connection with adjacent proposals (2 Steeles/7028 Yonge and 7040 Yonge). This proposal must be considered together with the other area proposals to take into account the combined impact on population, traffic, community and social services and facilities, and other factors. As the Secondary Plan for the area, which Council approved in 2010, is currently under appeal with the Local Planning Appeals Tribunal (LPAT), this proposal (and all others in the area) must not be approved until the Secondary Plan appeal is resolved.

Thank you,

Sharon Kohl, concerned resident in Spring Farm community

From: Michael Graf [REDACTED] >
Sent: Wednesday, February 17, 2021 3:26 PM
To: Clerks@vaughan.ca
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; springfarmra@gmail.com
Subject: [External] My Objection to 4 high rise building at 72 Steeles Ave West and 7040 Yonge street.

Dear Sir,

I am here to file my objection to the above project for the following reasons:

1. **Planning** : It will be counterproductive to construct such a mega project before the Yonge metro line is completed to serve this area. In other words: First finish the Subway and only then add residences in a moderate style that will fit the needs of the area and its limitations.

2. **Congestion** : This area is already very busy during day and night with vehicles and pedestrians. adding thousands of apartments will significantly increase the congestion , thereby hurting the quality of life of all people who live in the area.

3. **Others**

- Two of the four towers (38 and 44 storeys high) take up 3/4 of the central green space designated as a public park in the Yonge-Steeles Corridor Secondary Plan, to be used instead as a privately-owned publicly accessible space. **No buildings should be built on that designated park space. Humbold has essentially appropriated public park space for its private use.**
- Due to the excessive height and number of buildings, in addition to the 3 adjacent Gupta buildings to the south (from 50 to 65 storeys), the remaining one-quarter internal green space will be shadowed for most of the day, throughout the year, as well as the surrounding residential neighbourhoods to the north and east.
- The developer only proposes to build interim private roads that are half of the required right of way for the extensions of Powell Road to the north and Royal Palm Drive to the west. Since the 7080 Yonge proposal would build the full 23m width Royal Palm from Yonge Street along the northern edge of Humbold's property, Humbold must pay for its share of the Royal Palm extension to the western end of its property, at the full width, not a private interim road.
- The proposed population density for the four buildings would result in this development, at 1,995 persons per hectare, being the new, third densest population per hectare anywhere in the GTA. Council's approval should only be given along with Local Planning Appeal Tribunal resolution of the Secondary Plan and the recommendations of the Vaughan-Yonge Centre Working Group to create an **integrated neighborhood in this area.**
- There is no provision for office space in any of the towers facing Yonge Street or Steeles Avenue to justify the density allowed beyond 4.5 Floor Space Index in the Secondary Plan. This only perpetuates Vaughan as a "bedroom community", without adding any economic value or employment opportunities for its residents.
- **There is very little integration or connection with adjacent proposals (2 Steeles/7028 Yonge and 7040 Yonge).** This proposal must be considered **together with the other area proposals** to take into account the combined impact on population, traffic, community and social services and facilities, and other factors. As the

Secondary Plan for the area, which Council approved in 2010, is currently under appeal with the Local Planning Appeals Tribunal (LPAT), this proposal (and all others in the area) must not be approved until the Secondary Plan appeal is resolved.

Kindly confirm receipt of this objection.

Michael Graf, CPA, CGA, Thornhill
Member of the SFRA association.

**COMMUNICATION – C8
ITEM 5
Committee of the Whole (Public
Meeting)
March 2, 2021**

From: Beverley Golden [REDACTED] >
Sent: Thursday, February 18, 2021 1:17 PM
To: Clerks@vaughan.ca
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>
Subject: [External] Concerns - Yonge-Steeles Development Proposal

Dear Todd Coles;

As a long-time resident of Thornhill, please register the following concerns I have about the proposed development in the Yonge-Steeles area.

1. I understand that 2 of the 4 towers (38 and 44 storeys high) will take up 3/4 of the central green space currently designated as a public park in the Yonge-Steeles corridor secondary plan. Instead, it will be used as a privately-owned publicly accessible space. **No buildings should be allowed to be built on that designated park space. Humboldt has essentially appropriated public park space for its private use.**
2. Due to the excessive height and the number of buildings, adding to the 3 adjacent Gupta buildings to the south (from 50 to 65 storeys), the one-quarter remaining internal green space will be shadowed for most to the day throughout the year. This shadowing will also eclipse surrounding residential neighbourhoods to the north and east.
3. The developer is only proposing to build interim private roads that are half of the required right of way for the extensions of Powell Road to the north and Royal Palm Drive to the west. Since the 7080 Yonge proposal would build the full 23m width Royal Palm from Yonge Street along the northern edge of Humboldt's property, Humboldt must pay for its share of the Royal Palm extension to the western end of its property, at the full width, not a private interim road.

4. The **proposed population density for the four buildings would result in this development, at 1,995 persons per hectare, being the new, third densest population per hectare anywhere in the GTA.** I have to wonder what the region is thinking to even consider this!

Council's approval should only be given along with Local Planning Appeal Tribunal resolution of the Secondary Plan and the recommendations of the Vaughan-Yonge Centre Working Group to create an integrated neighbourhood in this area.

5. There is no provision for office space in any of the towers facing Yonge Street or Steeles Avenue to justify the density allowed beyond 4.5 Floor Space Index in the Secondary Plan. This only perpetuates Vaughan as a "bedroom community", without adding any economic value or employment opportunities for its residents.

6. There appears to be very little integration or connection with adjacent proposals (2 Steeles/7028 Yonge and 7040 Yonge). **This proposal must be considered together with the other area proposals to take into account the combined impact on population, traffic, community and social services and facilities, and other factors.** As the Secondary Plan for the area, which Council approved in 2010, is currently under appeal with the Local Planning Appeals Tribunal (LPAT), this proposal (and all others in the area) must not be approved until the Secondary Plan appeal is resolved.

7. Regardless of the number and heights of the buildings, they should not be constructed until after the Yonge Steeles Subway station.

Having lived in the area since 1983, I am becoming increasingly concerned with the the direction things are heading in regards to density. It seems the green light is being given to fill in every empty space there is, without regard for the neighbourhoods and the people whose lives are being disrupted.

The existing facilities/infrastructure currently cannot support the large increase in population proposed for the Yonge-Steeles corridor. I know traffic will overflow into our already disrupted neighbourhoods. I live on the short stretch of York Hill between Clark and Chabad Gate where we have non-stop traffic taking a shortcut from Clark Street south to Chabad Gate to Bathurst, or from Bathurst along Chabad Gate then up York Hill north to Clark, to avoid the new traffic signals at Bathurst and Clark which are supposed to slow down traffic. These 'no right turn on a red', have created a nightmare of speeding cars and trucks for myself and fellow residents, so I can only imagine how disruptive this new development at Yonge and Steeles will be for neighbourhoods in the vicinity. For this reason alone, I trust you will consider the current neighbourhood residents and not green light it without careful consideration of how this will impact the area.

This proposed development is sure to create traffic congestion and gridlock on both major thoroughfares and on side streets in the area. Increased traffic like this is a major contributing factor to air pollution. I thought the city was sincerely committed to greening our area, not to creating more pollution which impacts the health of human beings and the environment.

Please advise me of any actions Council may take on these proposals. Thank you for considering the residents and for committing to keeping the integrity of the area.

Peace Always,

Leverley



[huffington post](#) | [metroland media](#)



February 9, 2021

VIA EMAIL - clerks@vaughan.ca

**COMMUNICATION – C9
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021**

**Chair of the Committee of the Whole
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario**

Chair and Members of the Committee:

Re: 72 Steeles Avenue West and 7040 and 7054 Yonge Street

**Re: City of Vaughan Applications OP.20.014, Z.20.038 and Draft Plan of Subdivision
File 19T-20V007**

Re: Public Meeting Committee of the Whole March 2, 2021

Please be advised we are the solicitors for 1972380 Ontario Limited and 1219414 Ontario Limited (hereinafter collectively referred to as "Awin West") the owners of 434 and 480 Steeles Avenue West in the City of Vaughan all of which properties are located in the Yonge Steeles Corridor Secondary Plan (YSCSP) Amendment Area.

Awin West has owned and operated car dealerships on 434-480 Steeles for many years, including presently Jaguar Land Rover Thornhill at 434 Steeles and BMW Autohaus at 480 Steeles.

Awin West has retained a consultancy team to prepare applications for 434-480 Steeles Avenue West to advance a redevelopment of its properties and has provided comments on the YSCSP and other development applications located within the Amendment Area.

Our client has the following preliminary observations and comments concerning these applications:

1. The densities proposed in the development applications are in excess of those advanced in the YSCSP. As a result it is Awin West's view that it is of the utmost importance that the ultimate road network established for the YSCSP can accommodate the densities and growth proposed in the YSCSP.
2. Awin West supports the road network developed by City Staff in the YSCSP.
3. Awin West is of the opinion that the applicant should be required to provide a minimum 5% of its site as public parkland and/or equivalent public park facilities required by the ultimate development of the YSCSP as a condition of subdivision approval and as a requirement of any official plan amendment approving development. The proposal to substantially increase densities fails to provide sufficient public parkland on the site which has the potential to impose an unfair burden on other landowners in the YSCSP to make up for a parkland shortfall.

Standard Life Centre, Suite 510, 121 King St. W., P.O. Box 105, Toronto, ON M5H 3T9

T: 416 601 1800
F: 416 601 1818

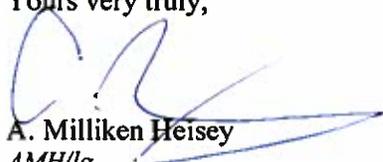
4. Awin West is of the view it is premature to approve a development in the Yonge-Steeles Corridor area in advance of final approval of the Yonge-Steeles Corridor Secondary Plan.
5. If capacity for matters related to transportation and municipal servicing becomes a determinant of distribution of development density in the Yonge-Steeles Corridor Secondary Plan and if the distribution of capacity has not been determined, it is premature to approve a development in the Yonge-Steeles Corridor Secondary Plan area.
6. The applications are premature until such time as the distribution of public parkland and associated recreational facilities in the Yonge-Steeles Corridor Secondary Plan area has been established by a finally approved Yonge-Steeles Corridor Secondary Plan with policies in the Plan for cost sharing of parkland and associated recreational facilities between all landowners in the Yonge-Steeles Corridor Secondary Plan area.

Awin West reserves the right to comment further on these development applications.

Please provide the author with notice of any future meetings concerning these applications and provide notice of adoption of any official plan amendment, notice of passing of any zoning bylaw and/or notice of draft plan of subdivision approval passed by Council.

Please acknowledge receipt of this submission in writing.

Yours very truly,



A. Milliken Heisey
AMH/lg

- cc. *Councillor Alan Shefman Ward 5*
- cc. *Awin West*
- cc. *John Northcote – Traffic Consultant
JD Engineering*
- cc. *Michael Rietta – Architect
Giannone Petricone*
- cc. *regionalclerk@york.ca*
Clerk of York Region

February 9, 2021

**COMMUNICATION – C10
ITEM 5**

**Committee of the Whole (Public Meeting)
March 2, 2021**

VIA EMAIL - clerks@vaughan.ca

**Chair of the Committee of the Whole
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario**

Chair and Members of the Committee:

Re: 72 Steeles Avenue West and 7040 and 7054 Yonge Street

**Re: City of Vaughan Applications OP.20.014, Z.20.038 and Draft Plan of Subdivision
File 19T-20V007**

Re: Public Meeting Committee of the Whole March 2, 2021

Please be advised we are the solicitors for 1163919 Ontario Limited, 1888836 Ontario Limited and 1211612 Ontario Limited (hereinafter collectively referred to as "Awin") the owners of 212, 220 and 222 Steeles Avenue West in the City of Vaughan all of which properties are located in the Yonge Steeles Corridor Secondary Plan (YSCSP) Amendment Area.

212-222 Steeles Avenue West is located to the west of the above referenced properties east of Hilda Avenue.

Awin has owned and operated car dealerships on 212-222 Steeles for almost 25 years, including presently VW Villa at 212 Steeles, Volvo Villa at 220 Steeles and Willowdale Subaru at 222 Steeles.

Awin has retained a consultancy team to prepare applications for 212-222 Steeles Avenue West to advance a mixed use development for its property while maintaining their car dealerships on the Steeles Avenue West frontage. They have also provided comments on the YSCSP and development applications located within the Amendment Area.

Our client has the following preliminary observations and comments concerning these applications:

1. The densities proposed in the development applications are in excess of those advanced in the YSCSP. As a result it is Awin's view that it is of the utmost importance that the ultimate road network established for the YSCSP can accommodate the densities and growth proposed in the YSCSP.
2. Awin supports the road network developed by City Staff in the YSCSP.

Standard Life Centre, Suite 510, 121 King St. W., P.O. Box 105, Toronto, ON M5H 3T9

T: 416 601 1800
F: 416 601 1818

3. Awin is of the opinion that the applicant should be required to provide a minimum 5% of its site as public parkland and/or equivalent public park facilities required by the ultimate development of the YSCSP as a requirement of any official plan and zoning bylaw amendment approving development for these properties. The proposal to substantially increase densities fails to provide sufficient public parkland on the site which has the potential to impose an unfair burden on other landowners in the YSCSP to make up for a parkland shortfall.
4. Awin is of the view it is premature to approve a development in the Yonge-Steeles Corridor area in advance of final approval of the Yonge-Steeles Corridor Secondary Plan.
5. If capacity for matters related to transportation and municipal servicing becomes a determinant of distribution of development density in the Yonge-Steeles Corridor Secondary Plan and if the distribution of capacity has not been determined, it is premature to approve a development in the Yonge-Steeles Corridor Secondary Plan area.
6. The applications are premature until such time as the distribution of public parkland and associated recreational facilities in the Yonge-Steeles Corridor Secondary Plan area has been established by a finally approved Yonge-Steeles Corridor Secondary Plan with policies in the Plan for cost sharing of parkland and associated recreational facilities between all landowners in the Yonge-Steeles Corridor Secondary Plan area.

Awin reserves the right to comment further on these development applications.

Please provide the author with notice of any future meetings concerning these applications and provide notice of adoption of any official plan amendment and notice of passing of any zoning bylaw and/or notice of draft plan approval of subdivision passed by Council.

Please acknowledge receipt of this submission in writing.

Yours very truly,



A. Milliken Heisey
AMH/lg

- cc. *Councillor Alan Shefman Ward 5*
- cc. *Awin*
- cc. *John Northcote – Traffic Consultant
JD Engineering*
- cc. *Michael Rietta – Architect
Giannone Petricone*
- cc. *regionalclerk@york.ca*
Clerk of York Region

**COMMUNICATION – C11
ITEM 4
Committee of the Whole (Public Meeting)
March 2, 2021**

From: Clerks@vaughan.ca
To: [Magnifico, Rose](#)
Subject: FW: March 2, 20201 Public Meeting - Files OP.16.002 + Z.15.038 - 10433 + 10432 Islington Avenue
Date: Monday, February 22, 2021 8:44:58 AM
Attachments: [image002.png](#)

From: Jeffers, Judy <Judy.Jeffers@vaughan.ca>
Sent: Friday, February 19, 2021 3:39 PM
To: Clerks@vaughan.ca
Subject: March 2, 20201 Public Meeting - Files OP.16.002 + Z.15.038 - 10433 + 10432 Islington Avenue

Please see the below comments.

Thank-you,

**Judy Jeffers, MCIP RPP
Planner**
905.832.8585, ext. 8645 | Judy.Jeffers@vaughan.ca

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

From: Kathryn Angus <Kathryn.Angus@hhangus.com>
Sent: Wednesday, January 13, 2021 11:14 AM
To: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] 10433 + 10432 Islington Avenue (Former Petrol Station)

Good morning Mayor Bevilacqua, Regional Councilors, and Councilors: As this item is once again coming before Council the Kleinburg & Area Ratepayers' Association wanted to ensure that our concerns were being heard hence we are re-sending our previous letter (incorporated in this email) to ensure it is on record.

With thanks

Kathryn Angus, President
KARA

I am writing to advise you of areas of concern the Kleinburg & Area Ratepayers have regarding this proposal. We are concerned regarding the proposed amendment to the height restriction (9.5 metres) , if 12 metres is allowed here, then 12 metres will be the new standard for the Kleinburg Village and the envelope will continue to be pushed beyond 12 metres. The three main concerns are: FSI, 1.15 vs 0.6; rear set back of 15.00M vs 9.79M; and height 9.71M vs 9.5M. If the rear set back if indeed allowed as there is no adjacent neighbour then this should be stated as such and that it is an isolated exception otherwise this will set a negative precedent when developers back to a resident.

The site is technically still a gas station and the previous operators of this gas station did not practice disposal practices the current gas station / mechanics are legally required to practice today. We believe that hazardous material was usually dumped in the back of the land or in illegal dumping grounds. As such, redevelopment of this property to more sensitive uses such as residential / commercial / office use will require an approved RSC (Record of Site Condition) by the M.O.E.. Our understanding is that this is a proponent driven process and when we last checked there does not appear to be any site submissions for an RSC for this site. An RSC must be contracted to a "Qualified Person", the property owner cannot act as the "qualified person" to provide an environmental report. Given that the land borders on TRCA land / Humber River, seepage from the gas station into drinking water must be addressed and remediated before any new construction is approved / undertaken. There have in the past been other parties that were interested in this property but ultimately decided against because of the remediation costs associated with the site.

With underground storage fuel tanks the TSSA should be involved / contacted. The TSSA (Technical Standards & Safety Authority) regulate the transportation, storage, handling and use of fuels in Ontario. During the last year the front part of the property was paved however at that time KARA did not see if the fuel tanks had been removed. The TSSA would be the lead agency responsible and we would suggest that they be contacted (by the City) to inquire about the possibility of there still being fuel tanks underground.

There are ministry files related to this property including an Environmental Site Assessment and a Hydrogeological Study conducted in 2001. The city may have copies of these reports but if not they would have to be accessed through a Freedom of Information (FOI) request which can be submitted via this link <https://www.ontario.ca/government/how-make-freedom-information-request>

As much as KARA would like to see this eyesore removed, we do not think it would be appropriate to allow future residents to live over a site that is likely contaminated. Now would be the time to address any seepage into the Humber River. Given some of my experience with other contaminated sites in Vaughan, we should not assume or trust that all of this (RSC / TSSA / Environmental Assessment) will just happen. All parties need to ensure that the processes outlined above do happen.

Sincerely

Kathryn Angus, President
Kleinburg & Area Ratepayers' Association

COMMUNICATION – C12
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021

February 21, 2020

Attention: Todd Coles , City Clerk

Cc Mayor Maurizio Bevilacqua
Ward 5 Councillor Alan Shefman

Dear Mr Coles,

Re: 72 STEELES AVE WEST & 7040 YONGE STREET Objection

We understand that there are two significant developments planned in the Yonge and Steeles area. We have been residents of Thornhill for 23 years and have witnessed the changing nature of the area. We would like to express our objection to the building of the towers at 72 Steeles and 7040 Yonge St. The densification of the area, leading to many issues called out by the Springfarm Raterpayers association and noted below are all very concerning. For us personally, the traffic that has already been introduced onto the Yonge / Steeles area by other developments and commuters has at least doubled our travel time through the area since we moved here. Allowing this development ahead of addressing this issue (via the new Subway system or other) is a very serious concern for us. In addition, we agree with the issues raised by the ratepayers association and listed below:

- Two of the four towers (38 and 44 storeys high) take up 3/4 of the central green space designated as a public park in the Yonge-Steeles Corridor Secondary Plan, to be used instead as a privately-owned accessible space. **No buildings should be built on that designated park space. Humboldt has essentially appropriated public park space for its private use.**
- Due to the excessive height and number of buildings, in addition to the 3 adjacent Gupta buildings to the south (from 50 to 65 storeys), the remaining one-quarter internal green space will be shadowed for most of the day, throughout the year, as well as the surrounding residential neighbourhoods to the north and east.
- The developer only proposes to build interim private roads that are half of the required right of way for the extensions of Powell Road to the north and Royal Palm Drive to the west. Since the 7080 Yonge proposal would build the full 23m width Royal Palm from Yonge Street along the northern edge of Humboldt's property, Humboldt must pay for its share of the Royal Palm extension to the western end of its property, at the full width, not a private interim road.
- The proposed population density for the four buildings would result in this development, at 1,995 persons per hectare, being the new, third densest population per hectare anywhere in the GTA. Council's approval should only be given along with Local Planning Appeal Tribunal resolution of the Secondary Plan and the recommendations of the Vaughan-Yonge Centre Working Group to create an integrated neighbourhood in this area.
- There is no provision for office space in any of the towers facing Yonge Street or Steeles Avenue to justify the density allowed beyond 4.5 Floor Space Index in the Secondary Plan.

This only perpetuates Vaughan as a "bedroom community", without adding any economic value or employment opportunities for its residents.

- There is very little integration or connection with adjacent proposals (2 Steeles/7028 Yonge and 7040 Yonge). This proposal must be considered together with the other area proposals to take into account the combined impact on population, traffic, community and social services and facilities, and other factors. As the Secondary Plan for the area, which Council approved in 2010, is currently under appeal with the Local Planning Appeals Tribunal (LPAT), this proposal (and all others in the area) must not be approved until the Secondary Plan appeal is resolved.

We appreciate your consideration of this matter and keeping us informed of any decisions.

Regards,

Shirley Porjes & Atul Gupta

Shirley Porjes & Atul Gupta

██████████ Elizabeth St

Thornhill, ON

██████████

██

██████████

**COMMUNICATION – C13
ITEM 5
Committee of the Whole (Public
Meeting)
March 2, 2021**

From: YJ Cha [REDACTED]
Sent: Tuesday, February 23, 2021 9:44 PM
To: Clerks@vaughan.ca
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>
Subject: [External] Proposed Development for 72 STEELES AVE WEST & 7040 YONGE STREET

Dear Mr. Coles,

Please register my objection to the subject proposed development plan because:

- Two of the four towers (38 and 44 storeys high) take up 3/4 of the central green space designated as a public park in the Yonge-Steeles Corridor Secondary Plan, to be used instead as a privately-owned publicly accessible space. **No buildings should be built on that designated park space. Humboldt has essentially appropriated public park space for its private use.**
- Due to the excessive height and number of buildings, in addition to the 3 adjacent Gupta buildings to the south (from 50 to 65 storeys), the remaining one-quarter internal green space will be **shadowed for most of the day, throughout the year, as well as the surrounding residential neighbourhoods to the north and east.**
- The developer only proposes to build interim private roads that are half of the required right of way for the extensions of Powell Road to the north and Royal Palm Drive to the west. Since the 7080 Yonge proposal would build the full 23m width Royal Palm from Yonge Street along the northern edge of

Humbold's property, Humbold must pay for its share of the Royal Palm extension to the western end of its property, at the full width, not a private interim road.

- The proposed population density for the four buildings would result in this development, at 1,995 persons per hectare, being the new, third densest population per hectare anywhere in the GTA. Council's approval should only be given along with Local Planning Appeal Tribunal resolution of the Secondary Plan and the recommendations of the Vaughan-Yonge Centre Working Group to create an integrated neighbourhood in this area.
- There is no provision for office space in any of the towers facing Yonge Street or Steeles Avenue to justify the density allowed beyond 4.5 Floor Space Index in the Secondary Plan. This only perpetuates Vaughan as a "bedroom community", without adding any economic value or employment opportunities for its residents.
- There is very little integration or connection with adjacent proposals (2 Steeles/7028 Yonge and 7040 Yonge). This proposal must be considered together with the other area proposals to take into account the combined impact on population, traffic, community and social services and facilities, and other factors. As the Secondary Plan for the area, which Council approved in 2010, is currently under appeal with the Local Planning Appeals Tribunal (LPAT), this proposal (and all others in the area) must not be approved until the Secondary Plan appeal is resolved.
- Regardless of the number and heights of the buildings, they should not be constructed until after the Yonge Steeles Subway station.

Please keep me informed of any actions Council may take on these proposals.

Thank you

Yoo Jin Cha

█ Crestwood Rd

█

February 24th, 2021

By Email <clerks@vaughan.ca>

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

COMMUNICATION – C14
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021

Dear Chair and Members of Committee:

RE: Public Meeting scheduled for March 2, 2021 concerning files OP.20.014, Z.20.038, and 19T-20V007 (collectively, the “**Applications**”)

We act on behalf of 7080 Yonge Limited (previously Tan-Mark Holdings Limited and Telast Enterprises Inc.), the owner of the property located at 7080 Yonge Street (the “**7080 Property**”). The 7080 Property abuts the property owned by 72 Steeles Holdings Limited and 7040 Yonge Holdings Limited (collectively, the “**Applicant**”). Specifically, the 7054 Yonge Street property which is subject to the Applications abuts the south-east border of the 7080 Property.

By virtue of their direct physical relationship, our clients have a clear interest in the Applications. We note that our clients are also an appellant of the City of Vaughan Official Plan as it relates to the proposed Yonge-Steeles Corridor Secondary Plan.

On October 15, 2020, our clients filed applications with the City of Vaughan to amend the official plan (OP.20.011) and zoning by-law (Z.20.026) on the Property with regards their proposed a high density, mixed use development.

Our clients are currently engaged in ongoing discussions with the Applicant regarding matters of mutual interests that will ensure that our sites are planned comprehensively.

Among the issues that will need to be addressed to ensure comprehensive planning are:

1. for the co-ordination and cost-sharing with abutting lands, including but not limited to co-ordination of infrastructure and community facilities;
2. for adequate separation of towers; and
3. sufficient land for the extension of Royal Palm Drive.

Our client will continue to monitor the progress of the Applications, and asks that staff and Council take these matters into consideration in the ongoing review of the Applications.

Yours truly,

Friedman Law Professional Corporation

Per: _____


William Friedman

COMMUNICATION – C15
ITEM 4
Committee of the Whole (Public Meeting)
March 2, 2021

From: [REDACTED]
Sent: Thursday, February 25, 2021 1:13 PM
To: Clerks@vaughan.ca
Subject: [External] KLEINBURG MILLS INC. OFFICIAL PLAN AMENDMENT FILE OP.16.002 ZONING BY-LAW AMENDMENT FILE Z.15.038 10422 AND 10432 ISLINGTON AVENUE VICINITY OF ISLINGTON AVENUE AND NASHVILLE

Hello I have some comments in regards to 4.

KLEINBURG MILLS INC. OFFICIAL PLAN AMENDMENT FILE OP.16.002
ZONING BY-LAW AMENDMENT FILE Z.15.038 10422 AND 10432
ISLINGTON AVENUE VICINITY OF ISLINGTON AVENUE AND
NASHVILLE

- 1) the scale of the project is enormous for the lot size.
- 2) this project does not have enough parking.
- 3) how is the garbage truck going to be able to turn around on the owners property when the parking is underground. And I don't think the height clearance will be high enough. And the truck is not allowed to back up.
- 4) the height of the building is over the 9.5m.
- 5) not sure if a full 3 storey commercial building looks right in this area especially as it is a historical village.

I support development in the area and understand that the developer wants to maximum the lot size but in this area large size projects take away the charm. The developer needs to scale back on this project to make it work for the area. Thank you

Regards,
Valentina Perrelli

**COMMUNICATION – C16
ITEM 4
Committee of the Whole (Public Meeting)
March 2, 2021**

From: mark inglis [REDACTED]
Sent: Thursday, February 25, 2021 2:01 PM
To: Clerks@vaughan.ca
Cc: Kathryn Angus <[REDACTED]>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>;
Jeffers, Judy <Judy.Jeffers@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>
Subject: [External] KLEINBURG MILLS INC. OFFICIAL PLAN AMENDMENT FILE OP.16.002 ZONING BY-
LAW AMENDMENT FILE Z.15.038 10422 AND 10432 ISLINGTON AVENUE VICINITY OF ISLINGTON
AVENUE AND NASHVILLE ROAD

Dear Clerk

If not already noted, please review the impact on the adjacent public walkway easement on the north side of the site. There should be consideration of complementing the public access and, indeed, adding to the width of that public access, for safety (sightlines) and ease of access through the space, especially as it pertains to handicap access. This request addresses the Pedestrian and Cycling Task Force requests.

--

Mark Inglis
[REDACTED]
[REDACTED]
[REDACTED]

Date: February 25, 2021

By E-mail Only to clerks@vaughan.ca

Chair & Members of the Committee of the Whole
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Attn: Todd Coles, City Clerk

**Re: Committee of the Whole Meeting of March 2, 2021
Item 3.5
72 Steeles Avenue West & 7040 - 7054 Yonge Street (File Nos. OP.20.014,
Z.20.038 & 19T-20V007)**

**COMMUNICATION – C17
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021**

Dear Chair and Members of the Committee of the Whole,

This letter is in regards to the Official Plan and Zoning By-law amendment applications submitted to the City of Vaughan for the property at 72 Steeles Avenue West and 7040 -7054 Yonge Street. The applications propose to amend the Official Plan land use designation to *Mixed Commercial/Residential Area*, amend the in-effect policies of the Thornhill Community Plan (OPA 210) and to amend the City of Vaughan Official Plan 2010, Volume 2, Yonge Steeles Corridor Secondary Plan (the "YSCSP"). The application also proposes to change the zoning to RA3 – Apartment Residential with site-specific standards. The purpose of these amendments is to permit a mixed-use development of four buildings with heights of 56, 38, 44 and 60 storeys and 2620 residential units with retail on the ground floor. Overall the proposed development would have a floor space index ("FSI") of 12.82.

On September 7, 2010, Vaughan City Council adopted the YSCSP. The Secondary Plan was subsequently forwarded to York Region in accordance with the provisions of the *Planning Act* for approval. The matter is now under consideration by the Local Planning Appeal Tribunal (the "LPAT"). The City of Toronto was a participant to Phase 1 of the LPAT hearing and is a party to Phase 2 of the hearing in order to support the YSCSP in its current form.

The City of Vaughan Council adopted YSCSP contains several different designations for portions of the site. For the lands known as 72 Steeles Avenue West and 7040 Yonge Street the front portion is designated *High-Rise Mixed use* with a *Mandatory Retail Frontage* overlay on the front portion of the site and the rear portion is designated *Park*. The site known as 7054 Yonge Street is designated as *Park*. The *High-Rise Mixed-Use* designation permits residential, retail, community and office uses, with a maximum building height of 30 storeys and a FSI of 6.0 times the area of

the lot. The Office Priority Area overlay requires that any development in excess of a FSI of 4.5, to a maximum FSI of 6.0, shall be used exclusively for non-residential uses and a minimum of 50 percent of the gross floor area devoted to non-residential uses shall be located in a high-rise or mid-rise building, devoted exclusively to office uses.

The development applications were circulated to the City of Toronto and City of Toronto Planning staff, amongst other divisions, have provided comments (see Attachment 1). On a preliminary basis, several concerns were raised including the proposed density and height which are significantly greater than those in the YSCSP.

City of Toronto Planning staff have reviewed the report from the Deputy City Manager, Infrastructure Development to the March 2, 2021 meeting of the Committee of the Whole. City of Toronto Planning staff support the concerns raised by City of Vaughan Development Planning staff about the proposal, namely those issues identified in the report as "matters to be reviewed in greater detail". In particular, these is concern with regards to the proposed density and height which are considerably in excess of those permitted in the Council adopted YSCSP. We recommend that the proposed development be modified to achieve the policies and objectives of the Council adopted YSCSP.

We would appreciate receiving a copy of any Committee of the Whole or City Council decision regarding this matter.

Yours truly,



Giulio Cescato, MCIP, RPP
Acting Director
Community Planning, North York District

Cc: Todd Coles, City Clerk (Todd.Coles@vaughan.ca)
Development Planning, City of Vaughan (developmentplanning@vaughan.ca)
Nick Spensieri, City of Vaughan, Acting Deputy City Manager, Planning and Growth Management (Nick.Spensieri@vaughan.ca)
Nancy Tuckett, Senior Manager, Development Planning (Nancy.Tuckett@vaughan.ca)
Mary Caputo, Senior Planner, Development Planning (Mary.Caputo@vaughan.ca)
Ray Kallio, Solicitor, City of Toronto (Ray.Kallio@toronto.ca)

Attachment: City of Toronto Comments on the Original Application

Attachment 1: City of Toronto Comments on the Original Application



Thu 02/25/2021 11:35 AM

Guy Matthew

72 Steeles W & 7040-7054

To 'Caputo, Mary'

Good morning,

Thank you for circulating this application to the City of Toronto for comments. The subject site is located within the Yonge Steeles Corridor Secondary Plan (the "YSCSP") and abuts Steeles Avenue West which is owned by the City of Toronto. Toronto is a Party to the appeals of the Secondary Plan at the Local Planning Appeal Tribunal.

The applications propose four buildings with heights of 56, 38, 44 and 60 storeys and 2620 residential units with retail on the ground floor. Overall the proposed development would have a floor space index ("FSI") of 12.82. In order maintain the integrity of the YSCSP and an appropriate hierarchy of heights and densities in the Plan, the City of Toronto recommends that the height and density be reduced to be in keeping with the policies of the YSCSP and the mix of land uses be reconsidered in light of the YSCSP's requirements for the site.

Further comments from other City divisions have been provided under separate communication.

Regards,
Guy

Guy Matthew MCIP, RPP
Senior Planner
City Planning
[City of Toronto](#)

T: (416) 395-7102



**COMMUNICATION – C18
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021**

February 25, 2021

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Office of the City Clerk – TODD COLES

RE: 72 Steeles Avenue West and 7040 & 7054 Yonge Street

Review of Planning Applications

Files: OP.20.014, Z.20.38 & 19T-20V007

Public Meeting - Committee Of The Whole Hearing, Tuesday March 2, 2021

ONLY SOME OF THE ISSUES

1. The project deals with four extremely high residential condominium buildings (38 to 60 stories) with minimal office and commercial space, inadequate above and underground parking, insufficient transportation options and limited amenities, in addition to the three adjacent even more massive Gupta buildings (50 to 65 stories) at the Northwest corner of Yonge and Steeles. The remaining ¼ Internal Green Space will be left **DARK AND SHADOWED** with little sunlight exposure during the day, also affecting the neighboring residential area.
2. Two of these buildings (38 & 44 stories) would encroach on ¾ of the CENTRAL GREEN SPACE which is currently DESIGNATED as a PUBLIC PARK within the Yonge-Steeles Corridor Secondary Plan, intended to be used as a privately-owned Publicly Accessible space.
**Humboldt has basically Appropriated Public Park Space for its private use.
No buildings should be built on this DESIGNATED park space.**
3. Construction of these 4 buildings as projected at approximately 2,000 people per hectare would result in the 3rd MOST DENSE Population site Per Hectare in Toronto & GTA. In order to create an integrated neighborhood, the Council's approval should only be given together with the LPAT resolution of the Secondary Plan and the Recommendations of the Neighborhood Working Group.
4. I am very concerned about expected Major Increase In Vehicular Traffic on Crestwood Road going West from Yonge Street and from projected extensions of Powell Road and Royal Palm Drive. The developer is only planning to build Interim Private Roads which are ½ of the required right of way for the extensions of Powell Road to the North and Royal Palm Drive to the west. Since the 7080 Yonge proposal would build the FULL 23m

width Royal Palm Drive west from Yonge Street along the northern edge of Humbold's property, Humbold should pay for its share of the Royal Palm extension to the western end of its property, at the full width, not as a ½ width private road.

5. There is no INTEGRATION with all adjacent properties, or coordination with the other developers for the extension of Royal Palm Drive as a "Primary Road" from Hilda Avenue to Yonge Street, which is being DELAYED until ALL construction is basically completed years into the future. This will have Major Negative effect on southside Crestwood Road which would back on to the extended Royal Palm Drive, where linear green buffer space has been minimized.

Also minimal integration exists with adjacent proposed developments i.e. 2 Steeles West, 7028 Yonge Street and 7080 Yonge Street. This proposal should be considered together with all the other proposed developments in the area to account for the combined impact on traffic, population and community facilities.

Since the Secondary Plan for the area, approved in 2010 by Council is currently being appealed with LPAT, this proposal and none of the other neighboring proposals should be approved Until the Secondary Plan Appeal is Resolved.

Communication and Patience will Produce Great Results!

Shep Trubkin

█ Crestwood Road

Thornhill, ON █

Cc : Maurizio Bevilacqua, Mayor

Mary Caputo, Senior Planner

Jordan Max, President of Spring Farm Ratepayers Association

Alan Shefman, Councillor

Sandra Yeung Racco, Councillor

Regional Councillors : Gino Rosati

Linda D. Jackson

Mario Ferri, Deputy Mayor

**COMMUNICATION – C19
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021**

From: Li Hong Poon [REDACTED]
Sent: Thursday, February 25, 2021 10:05 PM
To: Clerks@vaughan.ca
Subject: [External] Comment re; File: OP.20.014, Z.20.038 & 19T-20V007

Please do not approve this rezoning.

The proposed buildings are too tall and lack any aesthetic sense whatsoever. If erected at or near Yonge and Steeles, they will destroy the open skyline at the junction and would become a monumental eyesore for the Cities of Vaughan and North York.

It makes no sense to create a high density residential pocket near Yonge/ Steeles as the infrastructure is stressed already in this area. The Yonge/Steeles intersection is the top spot for traffic accidents among major intersections Toronto. We have at least 2 power outage every year around this area.

Li Poon
Resident @Yonge/Steeles area for over 20 years.

**COMMUNICATION – C20
ITEM 4
Committee of the Whole (Public Meeting)
March 2, 2021**

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

From: Jeffers, Judy <Judy.Jeffers@vaughan.ca>
Sent: Friday, February 26, 2021 9:12 AM
To: Clerks@vaughan.ca
Subject: March 2, 2021 Public Meeting - File Numbers OP.16.002 + Z.15.038 - Kleinburg Mills Inc. (10432 + 10422 Islington Avenue)

Please see the below e-mail respecting File Numbers OP.16.002 and Z.15.038 - Kleinburg Mills Inc. (10432 + 10422 Islington Avenue) scheduled for the March 2, 2021 Public Meeting.

Regards,

Judy Jeffers, MCIP RPP
Planner
905.832.8585, ext. 8645 | Judy.Jeffers@vaughan.ca City of Vaughan | Development Planning Department 2141
Major Mackenzie Drive, Vaughan, ON L6A 1T1
vaughan.ca

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

From: Phil Greco [REDACTED]
Sent: February-25-21 11:22 PM
To: Buchanan, Andrea <Andrea.Buchanan@vaughan.ca>
Cc: Jeffers, Judy <Judy.Jeffers@vaughan.ca>; Nalli, Augusto <Augusto.Nalli@vaughan.ca>
Subject: [External] File Numbers OP.16.002, Z.15.038, DA.15.091 – Kleionburg Mills Inc. (10432 & 10422 Islington Avenue)

Hi Judy, please be advised that 802282 Ontario Ltd located at 10462 and 10472 Islington Ave has the following concerns; 1. No road widening allowance transfer to city of Vaughan shown 2. Close proximity of proposed building and underground on north property line is a concern to the foundation stability of 10462 Islington Ave. If you have any questions, please call me.

Thank you
Phil Greco

Sent from my iPhone

Kleinburg Mills Inc.

COMMUNICATION – C21

ITEM 4

Committee of the Whole (Public Meeting)

March 2, 2021

10422 & 10432 Islington Avenue

March 2, 2021

10422 & 10432 Islington Avenue



Street View



Application Status

Original Submission

- Applications for OPA/ZBA & SPA submitted in December 2015 for:
 - 3-storey mixed use building including a dance studio
 - 13 residential units
 - Separate accessory amenity building
- Comments received from City Departments and Commenting Agencies
- Resubmissions made in January 2016 and August 2018
- Additional comments received from City Departments and Commenting Agencies

Application Status cont'd

Current Submission

- Property was sold September 2019
- Applications revised for OPA/ZBA & SPA to:
 - Remove dance studio use and replace with traditional commercial uses fronting Islington
 - Provide 22 residential units; amenity area integrated into main building
 - Provide secondary commercial office building
 - Revise Front Building Elevation
- Resubmission made in May 2020, included addressing outstanding items from earlier submissions

Application Status cont'd

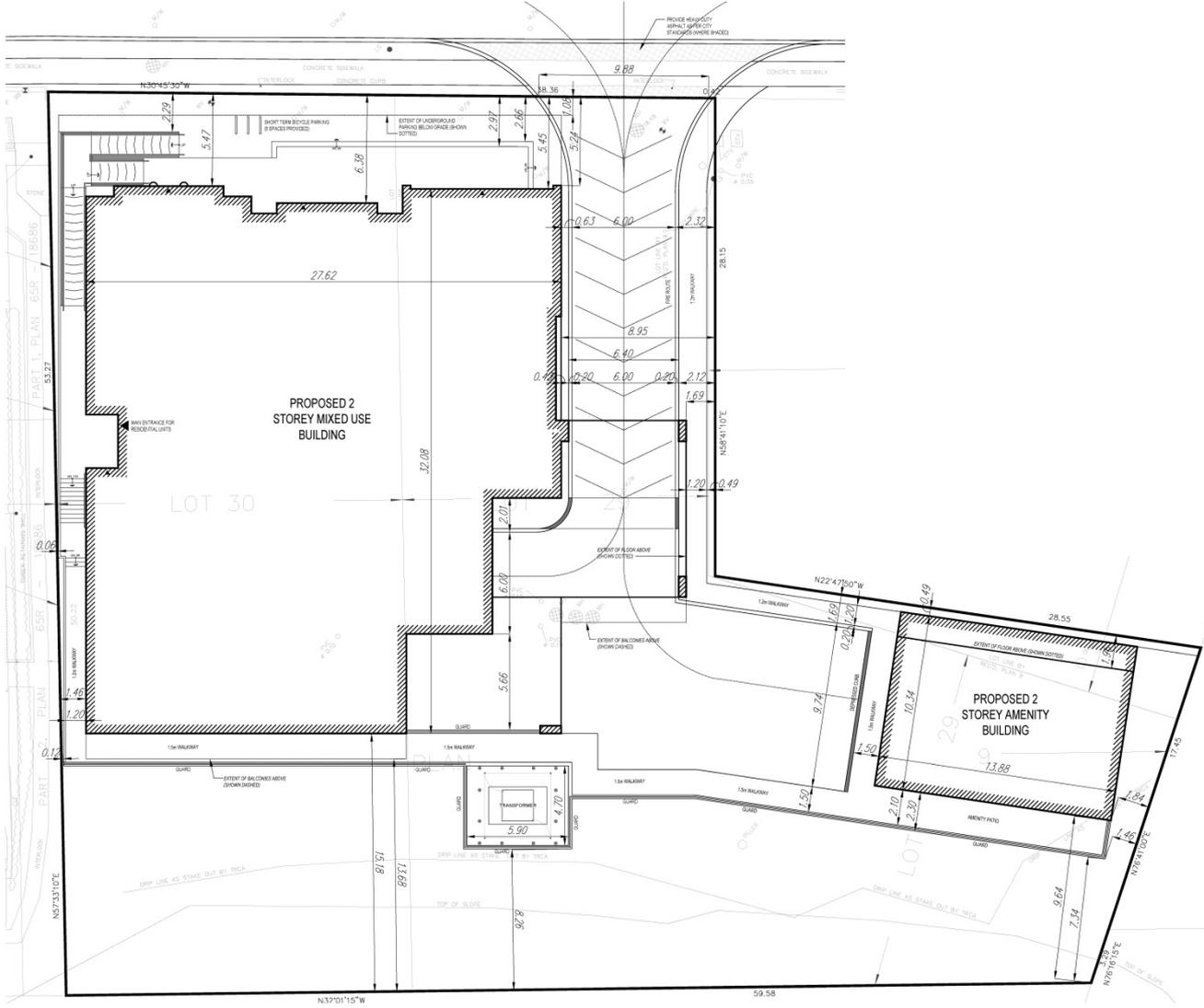
Current Submission

- Request to reconsider Building Elevation design
- Revised design proposed; and, TRCA comments addressed;
- Full resubmission for circulation submitted October 2020
- Revised Building Design presented to Heritage Committee February 17, 2021, favourable response
- Recent comments from last Circulation and from Public Meeting will be addressed immediately

Key Elements

- Building Scale/Massing/Siting
 - Virtually identical to original submission; details were refined through the earlier review process
- Higher commercial component; more traditional, provides improved street animation, more in keeping with surrounding commercial uses
- Heritage/Character
 - Front elevation further revised to be more in keeping with historical character of the area; Presented to Heritage Committee last week
- Major outstanding item pertained to valley lands to west has now been resolved; detailed reports submitted to TRCA & development limits confirmed

Previous Site Plan - 2018



Current Landscape Plan - 2020



Previous Building Elevation



Current Building Elevation



Site Statistics Summary

Specifications	Aug-18		October 2020 Submission	
	Dance Studio Option Submission		Current Proposal	
	Units/Spaces	Area (m ²)	Units/Spaces	Area (m ²)
No. of Residential Units	11	1,113.81	22	1,903.65
No. of Commercial Units/GFA	1	987.05	5	594.86
	Required	Proposed	Required	Proposed
Total Vehicular Parking				
Residential	21	21	39	39
Commercial: School	60	48	-	-
Retail	-	-	20	20
Office	-	-	10	10
Total	81	69	69	69
Front Yard Setback	5.24m		5.45m	
Interior Side Yard (north)	1.45m		1.46m	
Interior Side Yard (south)	1.83m		1.74m	
Rear Yard	15.06m		15.18m*	
Lot Coverage	38.70%		41.69%	
Height:				
Building A	Front (East)	9.60m (Pitched)	9.71m (Pitched)	
	Rear (West)	9.68m (Flat)	12.6m (Flat)	
Building B	East	7.87 m	8.73 m	
	West	?	10.64 m	

Zoning Provisions

- Minor changes in Coverage, Height and FSI; resulted from improvement in design and refinement of drawings to address comments received
- Setbacks
 - Side yard setbacks virtually unchanged;
 - Front yard setback incorrect in report; 5.24 m proposed
 - Rear yard setback to property line is 15.18 m for Building A; and, 9.79 m for Building B; this is reduced assuming valley lands are to be conveyed to the City or TRCA
- The current plan represents the final version of the proposed development; no significant revisions are proposed or anticipated

Circulation Comments

Comments Received:

- Building Department (Zoning & Building Code)
 - No issues; Zoning comments to be dealt with through site specific ZBL
- Development Engineering
 - No significant issues; remaining items to be dealt with through detailed design & report addendums
 - provided Conditions of Approval for SPA
- Development Transportation
 - Minor comments to be addressed through Transportation Impact Study Addendum
- TRCA
 - No objection to OPA & ZBA; no objection to SPA subject to Conditions

Conclusion

- ❖ The current Site Plan reflects all significant revisions as a result of a comprehensive and thorough review process
- ❖ Comments received to date will be addressed through report addendums or detailed design
- ❖ This public meeting was held as a result of the time that had passed since this matter was last before Council, change of ownership; and, modifications to the proposed use; not a “preliminary” review as stated in the report; applications have gone through an extensive review and this plan represents the near completion of that process
- ❖ Respectfully request that the applications be brought back to Committee of the Whole; and, that we proceed with Site Plan Approval process as soon as possible

THANK YOU

COMMUNICATION – C22
ITEM 3
Committee of the Whole (Public Meeting)
March 2, 2021

From: Caterina [REDACTED]
Sent: Friday, February 26, 2021 1:46 PM
To: Clerks@vaughan.ca
Cc: Ciampa, Gina <Gina.Ciampa@vaughan.ca>
Subject: [External] Public Meeting Committee of the Whole-March 2/21 - 7pm

To The Office of the City Clerk,

RE: Part of Lot 18, Concession 3 - 9675,9687 & 9697 (Vicinity of Keele St. & Barrhill Rd)
Zoning By-law Amendment File Z.20.025, Draft Plan of Subdivision File 19T-20V003

We have received notice of a public meeting for March 2, 2021 at 7pm and we would like to submit some questions regarding this development.

1. The development will be backing onto houses on Fifefield Drive. From the drawings we were provided, it appears there will be separate garages for the semi-units backing on to the backyards of the existing homes on Fifefield Dr. What will the setback be from the garages to the existing fences, and will the same distance be maintained for all the garages? From the most recent drawings it appears the garage for 9697 Keele (heritage house) will sit closer to the existing fence backing onto 121 and 127 Fifefield Drive.
2. Will the existing fences be replaced for the length of the development? What is the fence height requirement?

3. Will the areas behind the garages be cement, or gravel or dirt?
4. Can you advise on the direction of the drainage water from the down spouts?
5. Currently, there are several existing trees between the property line of 9697 Keele (heritage house) and 9687 Keele. What is the developers plan to ensure that this greenspace is being replaced and/or replanted?
6. Can you please advise if there will be a garbage receptacles for the units and where they will be located? The concern for the garbage dumpsters would be smell and rodents.
7. On the drawings provided, it indicates "Future Road Widening" with an arrow. What is this referring to? Can you please provide more information?
8. Will there be a road or lane way between Unit 1 and the house at 9697 Keele Street or will this be closed off by a fence or wall?
9. Will construction work take place on Saturday and Sundays?

We appreciate your time in answering our questions.

Regards,
Caterina and Frank Principe
[REDACTED] Fifefield Drive.

Caterina Principe



Please note, I am not in the office on Fridays.

Yonge/Steeles Redevelopment –Roads

Submitted by Teresa Bacinello [REDACTED] Crestwood RD and

Ara Mov [REDACTED] Crestwood Rd.

1) A holistic approach is needed.

The Crestwood neighbourhood is a quite residential community with many of the residents having lived there for over 40 years. With the coming construction along Yonge/Steeles this community will experience an upheaval in terms of the impact on the daily lives and enjoyment of their community.

To date there are 19 different large buildings already looking for approval and likely more to come as well as the potential for the subway expansion north to Yonge/Steeles. With this amount of activity, the Crestwood community will have to put up with what will likely be:

- 1) At least 10 years of ongoing construction.
- 2) Increased congestion along Yonge/Steeles from an already very congested area.
- 3) Increased local traffic through the neighbourhood.
- 4) Increased noise, wind, and overhead shadow effects from the new buildings
- 5) Change in the culture and makeup of our neighbourhood.
- 6) Overcrowding, as multiples of people move into our quiet neighbourhood.
- 7) Etc.

This will be an excessively big infringement on the community that has called this neighbourhood their home for the last 30-40 years. To minimize some of the impact, the City must ensure that we go forward with a holistic approach to this development, from a logistics point of view looking at the timing of construction, the flow of traffic, the need for roads, the elimination of noise, congestion and disruption to peoples lives.

2) Need for holistic approach to roads!

The redevelopment of Yonge/Steeles when completed will bring thousands of new people to this area and traffic and crowding will become a big concern for the neighbourhood. But even before that, during the construction period, the traffic situation will be of paramount importance.

During the construction period machinery and equipment, workers and their trucks, barriers, detours, and closed sidewalks will all have a massive effect on the community.

While there are currently 19 new buildings being proposed, there are **NO NEW ROADS** on the drawing board. Each proposed site has its own version of how they will deal with their need to move around the construction site and get their buildings up and running. But no one has an overall plan which looks at the impact on the neighbourhood as a whole and on the residents living within this environment.

Individual proposals include building temporary cul de sacs, private roads with only half the required width and partial road extensions to facilitate their own needs. This does not consider the needs of the neighbourhood. The Secondary plan calls for 2 roads to be added to this area to alleviate some of the congestion and improve the flow of traffic. The extension of Powell Rd. south from Crestwood to Steeles and the extension of Royal Palm east from Hilda to Yonge St.

It is imperative that these roads be constructed at the beginning of this redevelopment project to better facilitate movement of traffic and people through the neighborhood as the Yonge/Steeles roads and sidewalks get disrupted by the construction.

SAFETY OF EVERYONE:

It is also important from a safety standpoint, so as not to force people on to the road as sidewalks are closed and traffic is diverted. Of primary concern in this respect should be access for fire safety and ambulances to these new buildings both during construction and after. The need for swift unimpeded access to these buildings and to the neighbourhood by emergency services including fire trucks, police and ambulatory services, requires that the building of these roads be expedited. The roads must be a priority and must be built before all other construction begins.

SOME BACKGROUND INFORMATION:

When the currently existing buildings and strip malls along Steeles were proposed the Crestwood residents petitioned to have the Royal Palm Rd. built at the same time. The City at that point, had the landowners on the North side of Steeles convey a road allotment to the city to facilitate the road, however the City DID NOT require these landowners to build the road nor were they required to make any payments towards the construction of such a road. The result was that the road was never built.

The landowners on the north side of Steeles were allowed to develop their properties and economically benefit from their investments for the past 30 years while the residents of the south side of Crestwood become "landlocked" waiting for a road to go through. Many of our long-term residents have counted on the Royal Palm extension to unlock the value of their property. Many have counted on this property for their retirement and some have died waiting for this to happen.

This **contrasts** with what happened on the west side of Hilda where the Crestwood residents, with the backing of Counselor Garnet A Williams, were able to negotiate with the developers to get Royal Palm Built from Hilda west to Jacob Fisher. The Developer on the north side of Steeles agreed to

- 1) build the road.

- 2) pay for the entire construction cost
- 3) providing water and hydro service to the lot line for the Crestwood properties
- 4) build a row of single-family homes on the south side of Royal Palm, to provide for an easier transition from Crestwood to the buildings on Steeles.

3) New opportunity to get it right.

Council now has a new opportunity to have a positive impact on this neighbourhood by making sure that Royal Palm and Powel Rd become a priority for the redevelopment of this area.

Now that the Developers on the north side of Steeles are looking to redevelop their properties and gain significant economic value, it is time to also ensure that the residents of Crestwood Rd have the opportunity to develop their properties and not be landlocked once again.

Council must ensure that:

- 1) The proper land allotment is conveyed from each of the developers for both roads to be fully and properly built.
- 2) The Developers allow the proper setbacks in their proposals to not impinge on the potential roads, regardless of when the roads get built.
- 3) Building setbacks should be required as if the road is currently in existence.
- 4) The proper costing should be allocated to the developers to ensure that the money is there for the completion of permanent road as specified in the Secondary plan.
- 5) Construction of the roads must come at the beginning of the process.
- 6) The Developers must be tasked with building the road before the construction of their buildings begins.

4) Failure to build these roads.

Without a co-ordinated, holistic approach to these developments and the construction of these roads will result in a hodge podge of private roads, mismatching section of roads, cul de sacs, and no access for the community.

Moreover, it will result in arguments and disagreements as to where the road allowances should go and who must give up what to get it done, and beyond that the City will have failed to secure the funding needed to pay for the construction.

Failure to build these roads at the onset of the redevelopment will once again leave the residents of Crestwood Rd. to suffer all the inconvenience, the noise, the traffic, the crowding, the wind and shadow effects, i.e., all the downside while all the benefit once again goes to the big developers.

5) Beneficial to all

Building these roads at the beginning of the redevelopment benefits all concerned.

It will provide for better traffic flow; a safer environment and it will also allow the Crestwood residents to finally be able to develop their properties after all these years.

**COMMUNICATION – C24
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021**

From: K K [REDACTED]
Sent: Monday, March 01, 2021 6:01 AM
To: Clerks@vaughan.ca
Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>
Subject: [External] PROPOSED DEVELOPMENT FOR 72 STEELES AVE WEST & 7040 YONGE STREET

Hello,

As a resident of Thornhill, I am very concerned about the proposed development for 72 Steeles Ave West & 7040 Yonge Street.

This proposal will have a very negative effect on the community. It will cause additional negative impacts on population, traffic congestion, community and social services, schools and other facilities, as well as shadowing issues on adjacent properties. It will also put additional strain on services such as water supply, sewage, hydro and other infrastructure. I have listed more concerns below.

- Currently there are too many development proposals for this area. Any decision needs to include and factor in these other proposals.
- Regardless of the number and heights of the buildings, nothing should be constructed until after the Yonge Steeles Subway station is built and operational.
- The proposed population density for the four buildings would result in this development, at 1,995 persons per hectare, being the new, third densest population per hectare anywhere in the GTA.
- Due to the current situation with Covid-19, it is very difficult to get the community involved by not having proper community in-person meetings to scope out the concerns of area residents. Therefore Council cannot accurately gauge the community's concerns.
- This type of development belongs in downtown Toronto not Thornhill. Thornhill is a suburban community. It is the wrong scale and density for this area. It only benefits the developers and does nothing for existing community members. In fact they are using land that is designated for park

space under the Yonge-Steeles Corridor Secondary Plan.

- No development proposals in this area should be approved until the Secondary Plan, which Council approved in 2010, and is currently under appeal with the Local Planning Appeals Tribunal (LPAT), is resolved.
- The developers in these types of situations walk away making large profits and leave all the problems this development will cause for the community to deal with. There are no positive impacts for the community with this proposal.

The developer needs to consult with community members, the Spring Farm Ratepayers Association and other concerned groups to listen to their views, concerns, and suggestions for improvement before any decision can be rendered.

Thanks
Kim Kruse

DEPUTATION – City of Vaughan – 72 Steeles Avenue West and 7040 and 7054 Yonge Street Applications

March 2nd, 2021 Public Meeting Committee of the Whole

Firstly, I would like to thank members of the Committee for this opportunity to write to you on this important issue.

My name is Hyunjoo Chae and I am the President of the Korean Canadian Business Association of North Toronto. We are a non-profit organization comprised of over 400 businesses, and approximately a quarter of them exist in North York. I am also a small business owner myself, as the proud owner of two restaurants in North York.

The proposed developments we are discussing today will directly impact over twenty of our members who are all hard-working small business owners. As well, the Galleria Shopping Mall is a hub for the large Korean population living in North York, Markham and Vaughan around the Yonge/Steeles Corridor. Therefore, as business leaders for the Korean community, we feel the need to express our concerns for these projects.

It is a very unfortunate situation to explain these proposals to our members who have invested their life savings into building their establishment. Due to COVID-19, businesses such as restaurants in the Galleria Supermarket have been pushed further into debt trying to survive and will need years to recover. It is disheartening to know that the City of Vaughan would consider sacrificing small business during such a difficult time.

As we understand, from meetings with stakeholders in Vaughan, Markham and the City of Toronto we are faced with overdevelopment, there will be major construction approved in North York over the next five years which includes the 401 ramp reconstruction, Reimagining Yonge lane reduction, and several more condo/housing projects all on top of the looming TTC Subway expansion. Yonge and Steeles is a major artery for the 905 to commute downtown for work, and the extensive construction from Steeles to Sheppard will cause years of obscene congestion and be inhabitable for business. We ask you to take this general point into consideration as you review any proposals in the corridor.

Specifically for this project, our first concern is a lack of commercial space to make a viable business such as a restaurant. We heard commercial space will be included in the design but there has been no promise to give priority offers to already established businesses in the area. As well there is a risk of micro-units being established as seen at World on Yonge, which pushes out the type of businesses that require a minimum of 1,200 square-feet. Our second concern is a lack of public parking available for customers. Despite popular musings by developers, a business and especially a restaurant cannot survive on the client coming from adjacent buildings alone. You need to be able to attract a large clientele, and for many that attraction lies in available public parking spaces.

Following above, we ask the Vaughan committee to consider the following:

- Delay the acceptance of proposals in the Yonge-Steeles corridor until there is a **coordinated effort** between all three municipalities.
- Delay construction until the TTC **Subway extension** is completed.
- Require proposals to include lease options for similar square footage for **established businesses** on the property for fair rates.
- Require proposals to include **public parking** for business tenant customers.
- Revive the green park space behind of the Yonge/Steeles Ave corner as in the Yonge-Steeles Corridor Secondary Plan.

Thank you for your time and consideration of this matter, we will be following closely the outcome of this meeting and offer our support to engage the Korean business community in North York.

Sincerely,

HyunJoo Chae
President of KCBA

COMMUNICATION – C26
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021



72 STEELES AVE W & 7040/7054 YONGE ST

MIXED-USE DEVELOPMENT
THORNHILL, VAUGHAN

1.0

EXISTING
CONTEXT ANALYSIS

2.0

MASTERPLAN
PROPOSED SITE OVERVIEW

3.0

SITE CIRCULATION
PUBLIC REALM

4.0

LANDSCAPE
GREEN SPACES

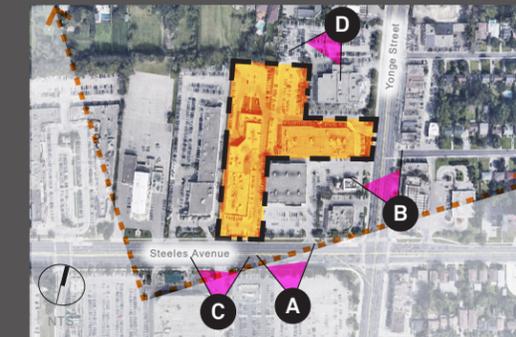
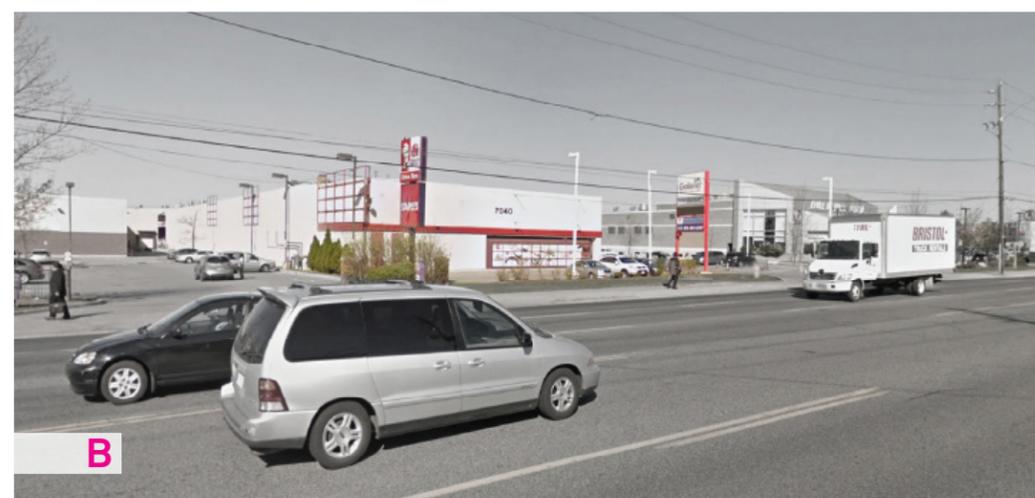
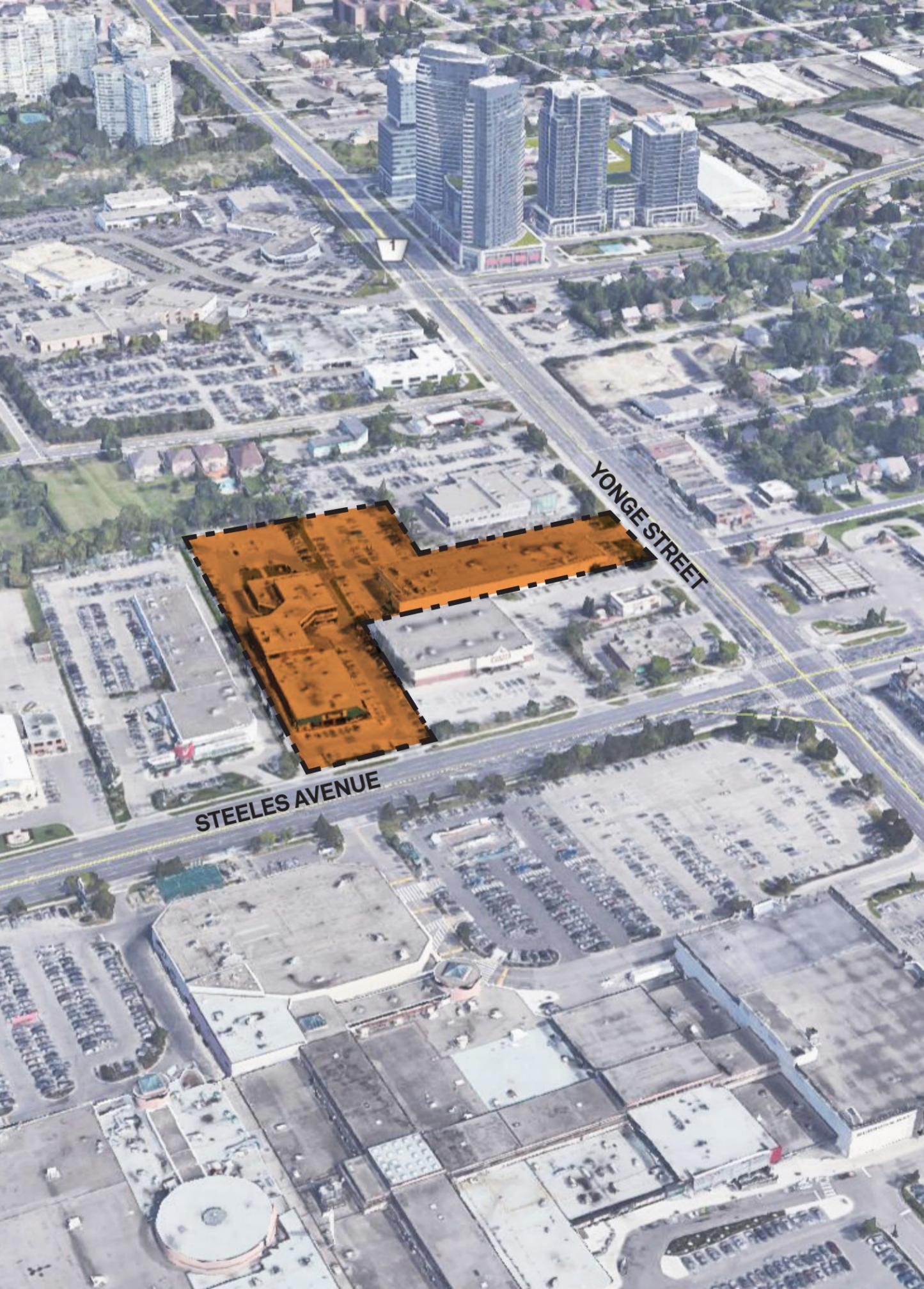
5.0

DESIGN
PUBLIC SPACES

6.0

Q&A

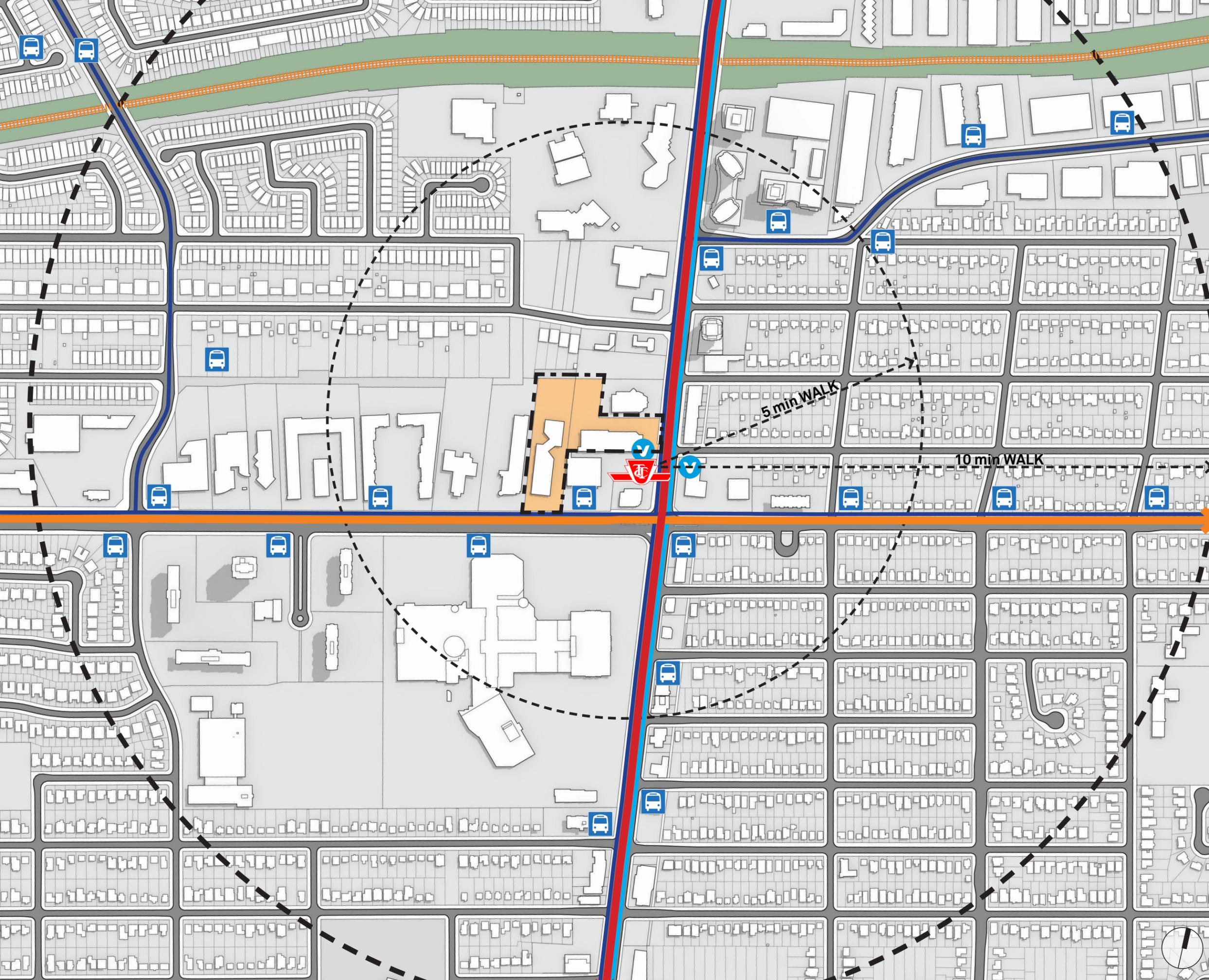




1.0

CONTEXT ANALYSIS ACCESSIBILITY & CONNECTIVITY

-  FUTURE TTC SUBWAY
-  VIVA BUS STOP
-  YRT BUS STOP
-  VIVA BUS ROUTE
-  YRT BUS ROUTE
-  RAILWAY
-  5 MINUTE WALK
-  10 MINUTE WALK
-  YONGE ST
-  STEELES AVE W
-  SITE



2.0

MASTER PLAN
PROPOSED SITE OVERVIEW

- 1 BREEZEWAY
- 2 PUBLIC GREEN SPACE
- 3 PEDESTRIAN CORRIDOR
- PROPERTY
- PROPOSED BUILDINGS
- PROPOSED OPEN SPACE
- INTERIM ROAD CIRCULATION
- MID-BLOCK MEWS
- FUTURE MINOR CONNECTORS R.O.W
- FUTURE TTC SUBWAY



WOODWARD AVENUE

YONGE STREET

HIGHLAND PARK BOULEVARD

FUTURE POWELL ROAD R.O.W

INTERIM PRIVATE ROAD

FUTURE ROYAL PALM DRIVE R.O.W

INTERIM PRIVATE ROAD

BREEZEWAY AT GROUND FLOOR

BUILDING "B"
NORTH TOWER
38 STOREYS

BUILDING "B"
SOUTH TOWER
44 STOREYS

PHASE 2

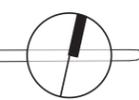
PHASE 3
BUILDING "C"
60 STOREYS

MEWS

PHASE 1
BUILDING "A"
56 STOREYS

PROPOSED
NEIGHBOURING
DEVELOPMENT

STEELES AVENUE WEST

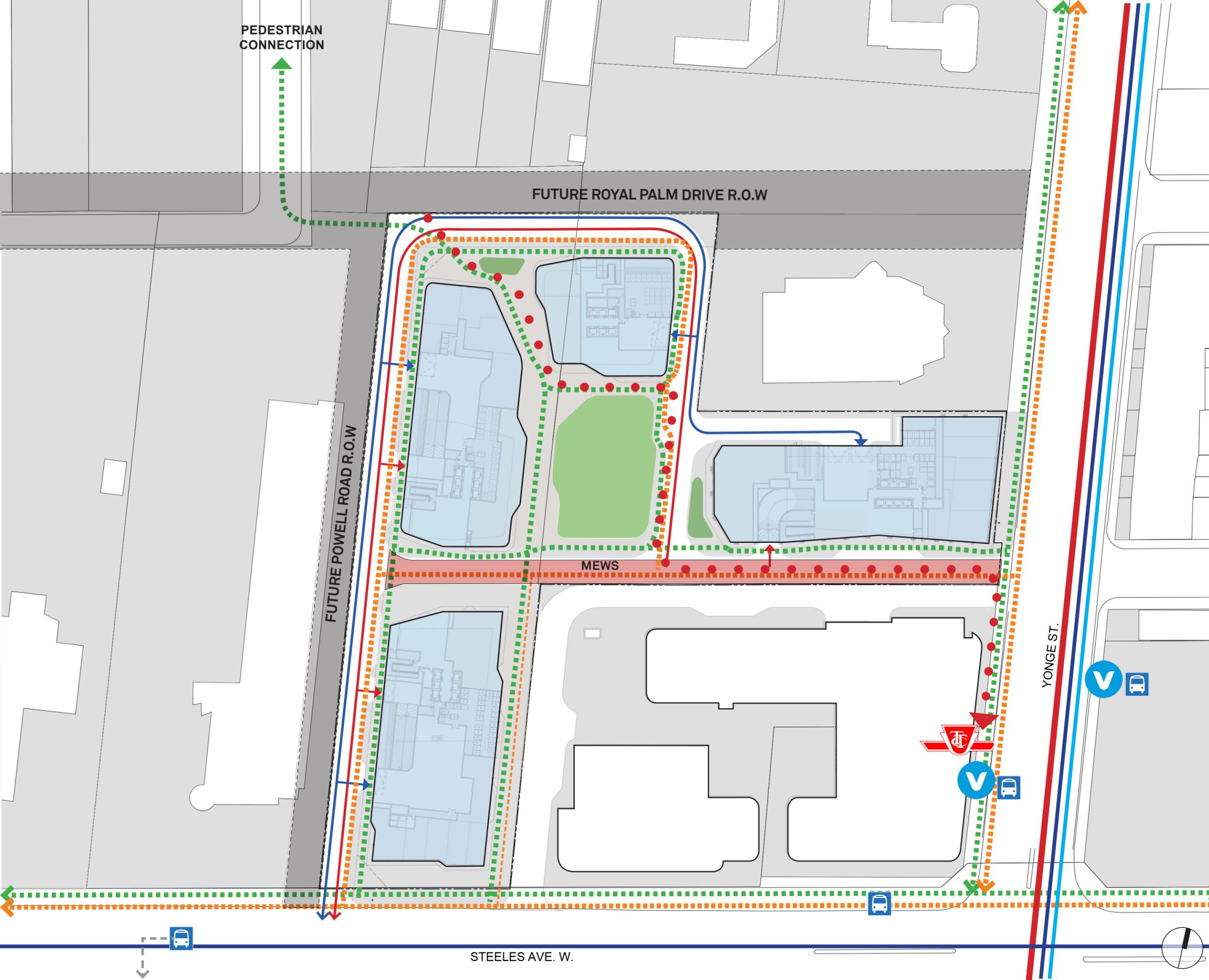


3.0

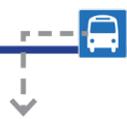
SITE CIRCULATION
GROUND LEVEL

In order to help reduce the City's dependence on driving and in large to create a sustainable and accessible site, pedestrian and cyclist traffic is a key concern.

The mid-block mews and pedestrian corridor provides relief from the busy main arterial roads and contributes to a comfortable and attractive public realm.

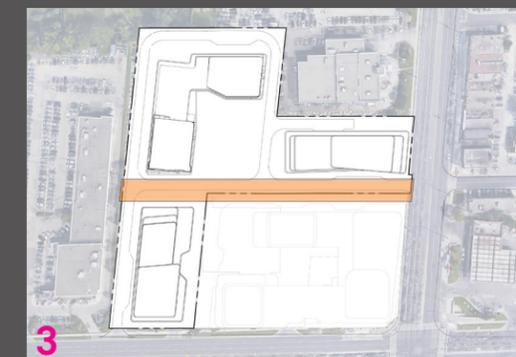
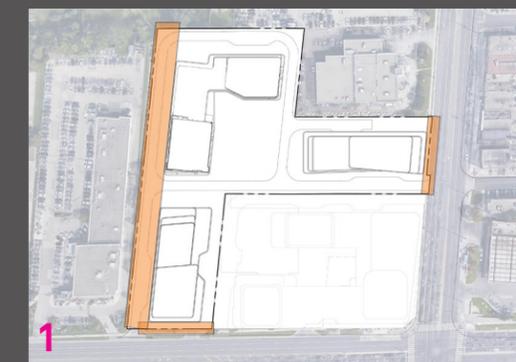


-  MID-BLOCK MEW
-  FUTURE TTC SUBWAY STOP
-  YRT BUS STOP
-  VIVA BUS STOP
-  FUTURE TTC SUBWAY EXTENSION
-  YRT BUS ROUTE
-  VIVA BUS ROUTE
-  PEDESTRIAN CIRCULATION
-  BICYCLE CIRCULATION
-  CONNECTION TO FUTURE TTC STATION



3.0

PRECEDENT IMAGES
PUBLIC SPACE

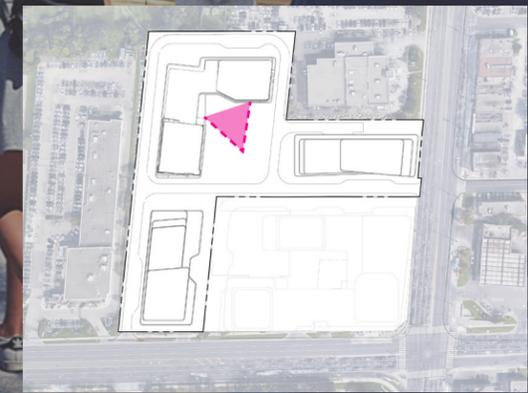




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YONGE ST.



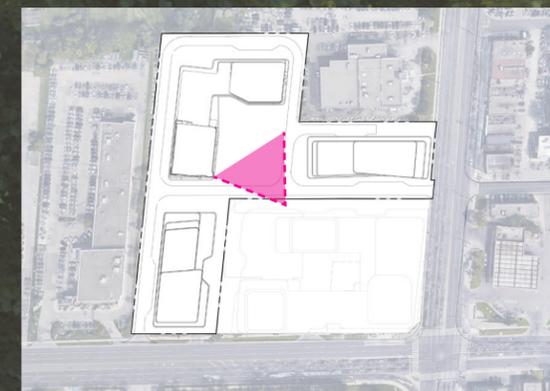




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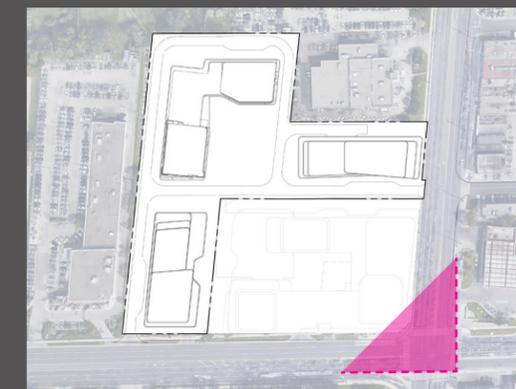
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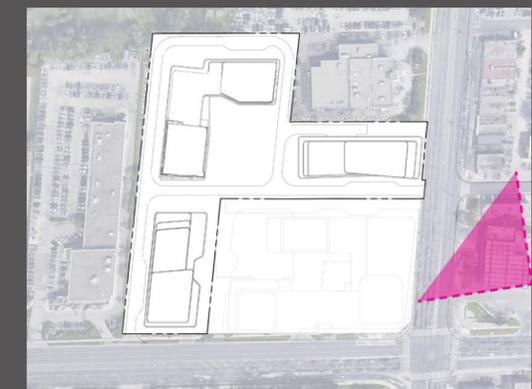
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DESIGN
STEELES AVE. W RENDER



5.0

DESIGN
YONGE ST. RENDER



THANK YOU!

Visit www.humboldyongeeandsteeles.com to provide more input, or to sign-up for updates

Submission to: City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive Vaughan, ON
L6A 1T1

Appeal: Applicant 72 Steeles Holdings Limited and 7040 Yonge Holdings Limited

My name is Victor Manoharan, I live at 21 Crestwood Road. I have been a resident of our Thornhill community for 30 years.

The planned Humboldt development is to take place on the south side of my property line. We have serious issues concerning this development. We ask you to consider them and the impact on my family before you make your decision.

- (1) The 38 and 44 Condo Towers with a 12 storey Townhouse Complex overlooking our back porch and yard will completely destroy our privacy and security.
- (2) There is already a proposal to build a 29 storey Condo Tower only 12 feet from our east fence by 7080 Yonge Developers. We feel we are being slowly boxed in by the proposed condo buildings.
- (3) This development includes a network of internal roads for their residents and visitors. The static noise from heating and air conditioning units, garbage collection, social gathering, traffic, along with air pollution will make it extremely difficult to live next door.
- (4) All this Prime Commercial Land is wasted to build Residential Condos rather than 50/50 (Com/Res) mixed development. This will create jobs, bring desperately needed goods and services, along with offices, medical clinics, stores, restaurants, day care, banks, recreation centres, etc. This will help families to live, work and raise their families.

As previously stated, I am not against progress but also not in favour of developers leaving The City and Area Residents to solve the burden of creating jobs, building new community facilities and services for new and existing residents.

Victor Manoharan
March 1, 2021

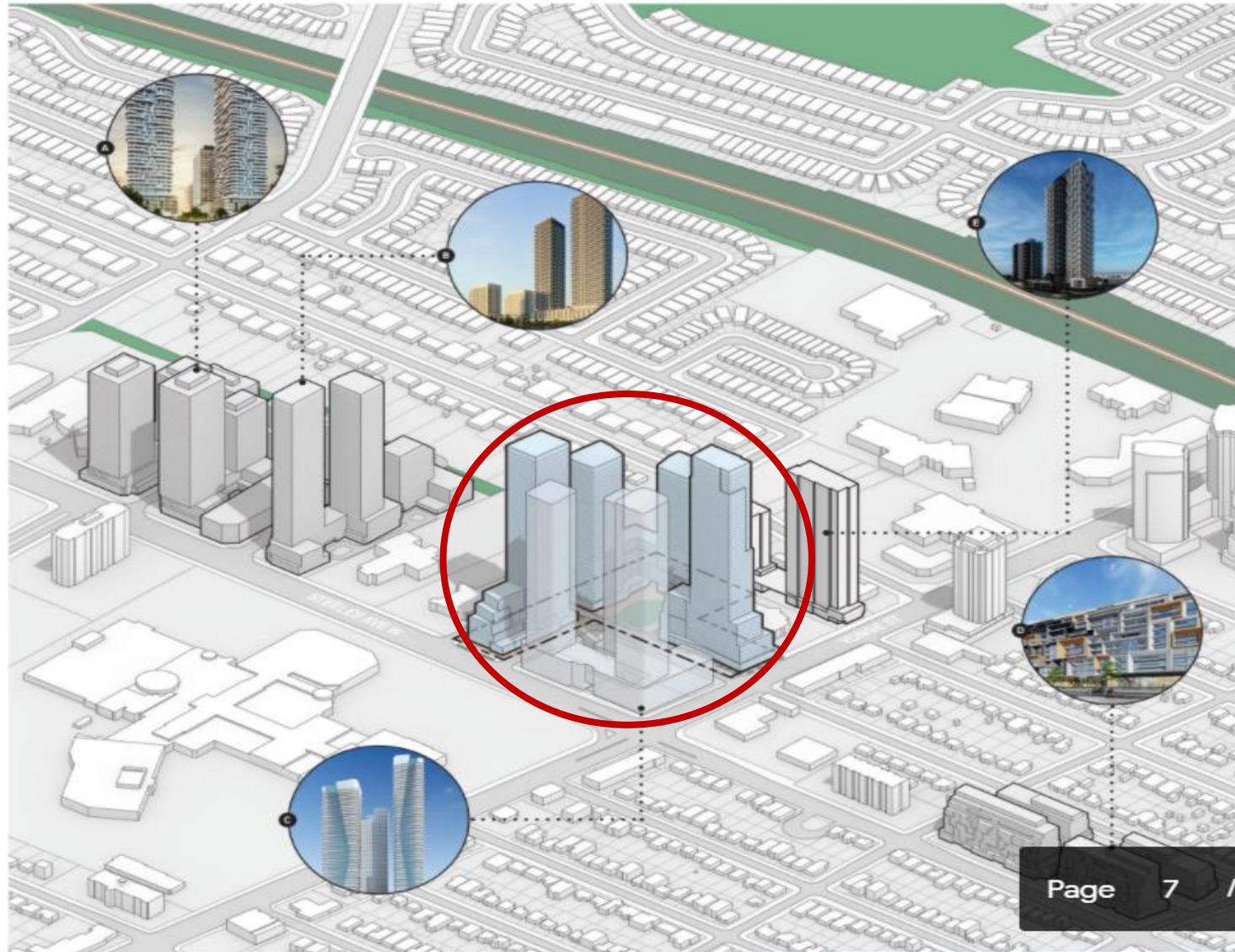


COMMUNICATION – C28
ITEM 5
Committee of the Whole (Public Meeting)
March 2, 2021

72 Steeles Ave W/7040 Yonge SFRA Deputation

Vaughan Council Committee of the Whole (Public Meeting), item 5
March 2, 2021

Jordan Max, SFRA President

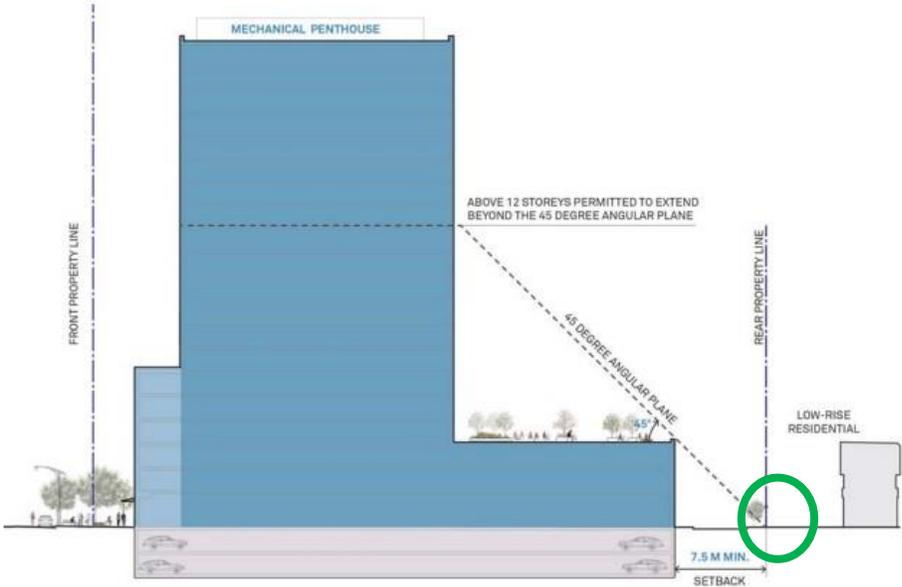


Appropriation of Public Park Space



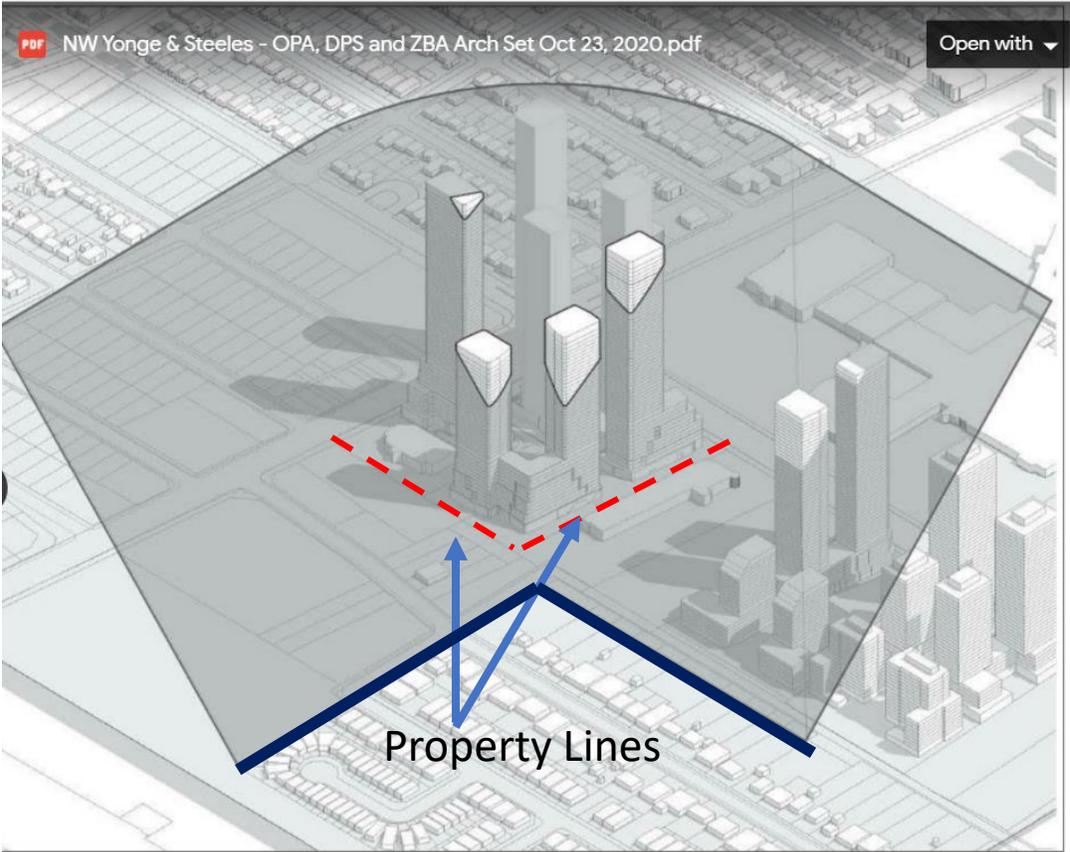
Mislocation of 45-degree Angular Plane

VUDG Standard 5.3.6

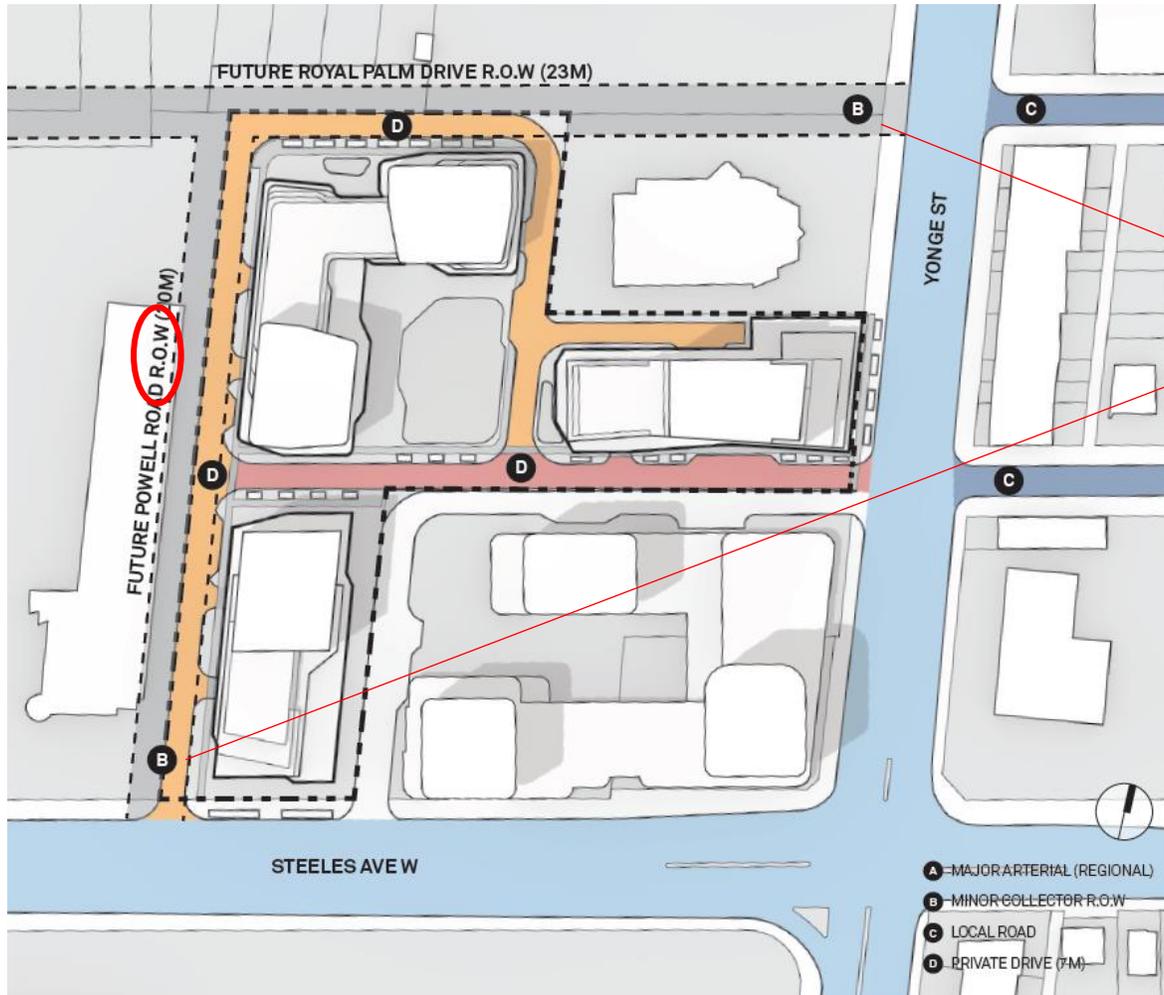


High-Rise building rear yard transition.

Humboldt Rendering



Road Plan

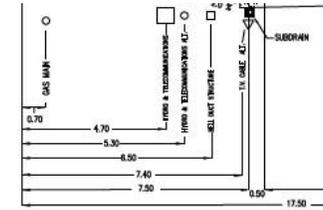


ERIAL MINOR COLLECTOR R.O.W. LOCAL ROADS INTERIM CIRCULATION MID-BLOCK MEW

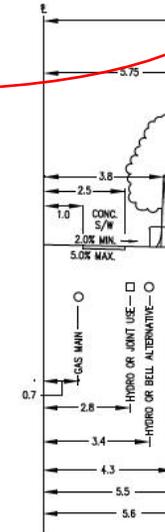
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Lot Sizes and Variety
Performance Standard No. 4.3.2

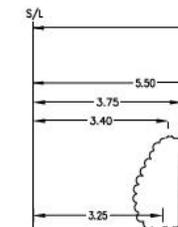
Streets and Blocks & Lot Sizes and Variety
Design Response No. 4.3.1 & 4.3.2



B MINOR COLLECTOR 23M R.O.W.



C LOCAL ROAD 17.5M R.O.W.



Inadequate Road allowances

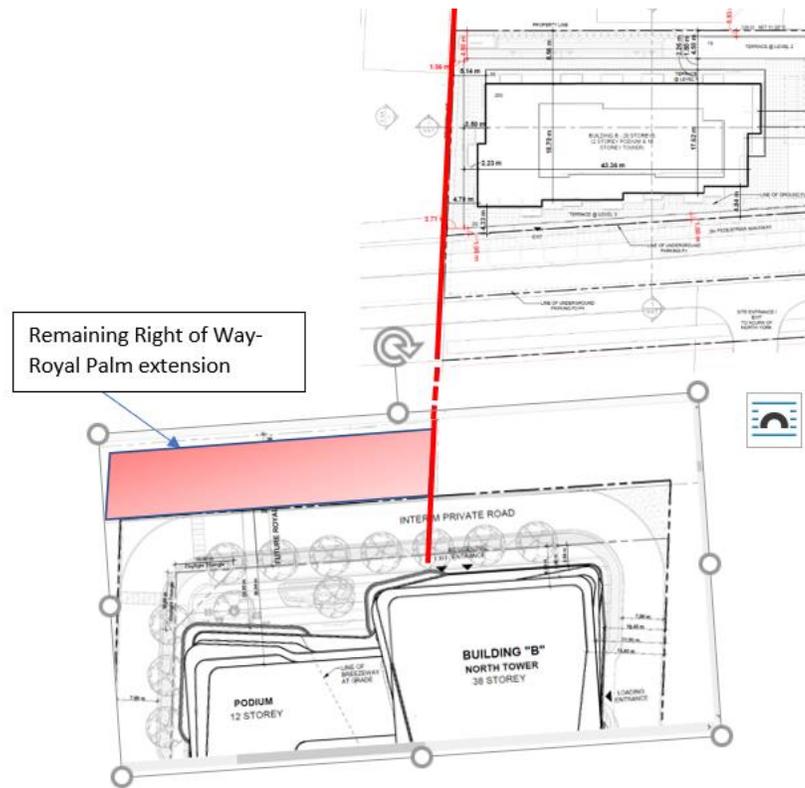


Figure 16: Composite illustration of overlap between 7080 Yonge and 72 Steeles Ave W sites

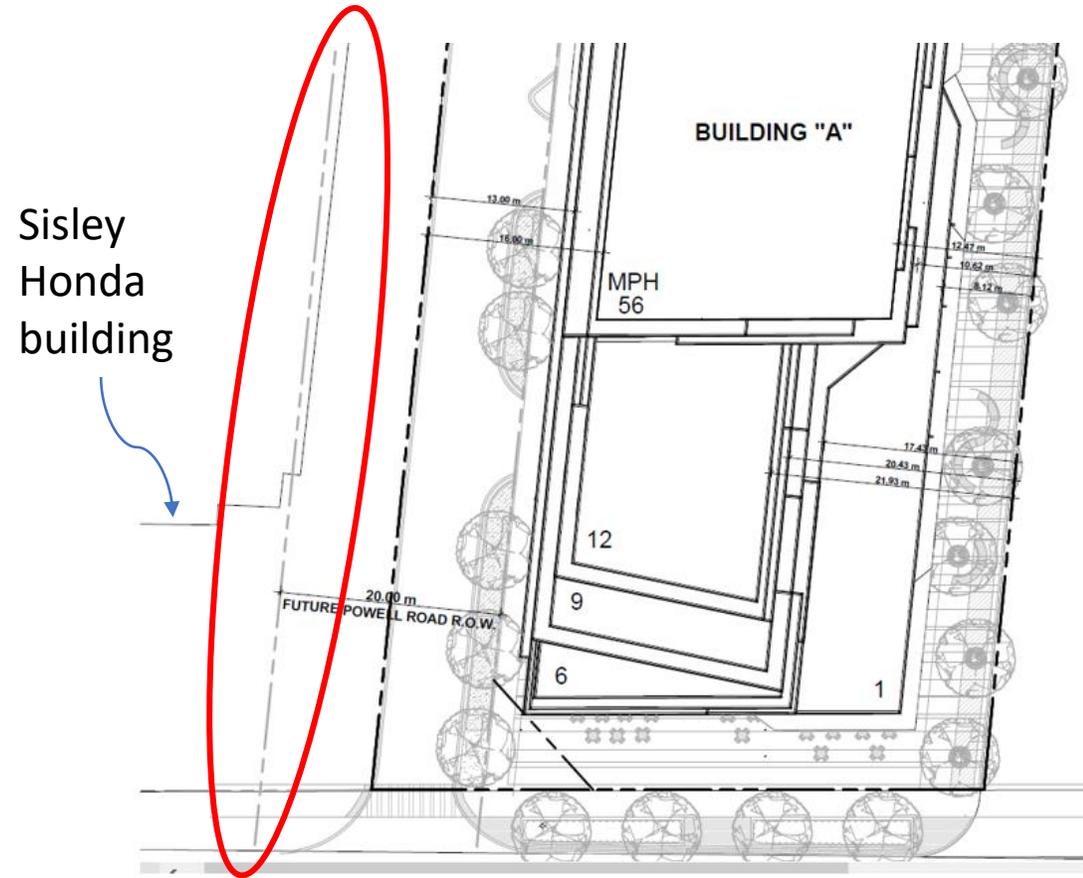


Figure 15: Western boundary setbacks (source: Architectural drawings, p. 29)

In Conclusion...

- Major issues with public green space appropriation, inadequate road allowance, density, lot coverage, height, “mixed use”
- Come back with a proposal that respects and works within the current Yonge-Steeles Corridor Secondary Plan
- Council approval must await:
 - resolution of the LPAT Secondary Plan appeal;
 - integration with the existing neighbourhood and other adjacent projects through the Vaughan-Yonge Centre Working Group; and
 - Steeles Subway station construction

Written Submission to Committee of the Whole (Public Meeting), March 2, 2021, Item 5 – 72 Steeles Ave West & 7040 Yonge Street

Respectfully submitted by Jordan Max, President of the Springfarm Ratepayers Association

1. Introduction

The Springfarm Ratepayers Association (SFRA), has been formally registered with the City since 2016. Our boundaries in Ward 5 are from Yonge to Bathurst, and Steeles to Centre, and includes the proposed redevelopment site. The SFRA is not against redevelopment *per se*. We accept redevelopments that are within the established planning parameters set by the City, and that respect their local context.

We gave a deputation at Committee of the Whole in January in response to Chestnut Hill's proposal for 7080 Yonge Street, and last July about both the 100 and 180 Steeles Avenue West proposals. However, there are many similarities between this proposal and the previous ones, which we feel compelled to recount for the public record.

2. Positive Aspects

We want to emphasize that our task is not only to point out problems. So for starters, we praise the fact that the agent (Weston Consulting, along with Kirkor Architects) met with us in early March 2020 (prior to a community Open House event) to discuss their concept plan, and again late November 2020 and to answer questions before they formally submitted their proposal to the City. We appreciate that they engaged with us and the community at the Concept stage, rather than only at the Application stage. However, we also note that they promised to take that feedback into consideration, but in the end made no significant changes based on those questions and feedback.

We take note of the intended permeability of the site to north and northwest of site through a breezeway, north south pedestrian corridor and a shared automobile-pedestrian mews on the eastern edge, and significant inclusion of POPs along the north-south access road. There are pathways that connect to the existing community through the breezeway and rather than just have the buildings with a solid wall at their rear.

We also appreciate that the provided renderings incorporate other adjacent developments (7080 Yonge, Gupta, Mizrahi, Salz), including the shadow effects of adjacent buildings. This helps to illustrate the need for careful integration of buildings and open space in this area, to help us to identify where improvements can be made.

What follows is our constructive criticism of the parts of the proposal that are common to its neighbouring proposals, and those problems that are unique to it.

3. Common Concerns

The nature of development planning is more often than not episodic and unique, and each proposal is to be judged on its merits and demerits. Of course, no development is an island unto itself. The broader context must always be considered in any application.

This consideration is even more critical in the situation which we are facing today for Yonge and Steeles. Within the past thirty months, no less than five proposals for redevelopment in this area have been submitted to the City Planning Development Department and brought to Council's Committee of the Whole, all of them predicated on the construction of the future Yonge Subway North Extension's subway station at the corner of Yonge & Steeles.

The challenge for the City and its residents is to examine each proposal not only on its own merits and demerits, but alongside the adjacent proposals to look at their *adjacent and collective* impact on the area, and the timing of the subway extension, especially when the proposals are at similar stages of development. There is much to be integrated, consolidated, and rationalized between the five proposals as well as their transition to the established low-rise residential neighbourhood to the north and west of the development sites.

Figure 1 below, extracted from Humboldt Properties' Urban Design Brief, illustrates the combined development proposals submitted to the City. There is now a total of 20 towers proposed for the west side of Yonge Street and north side of Steeles Avenue West. The schematic inside the highlighted circle is 72 Steeles Ave West and 7040 Yonge Street. Table 1 illustrates the scale of the combined project proposals, and shows that this project will have the largest number of residential units and population of the five.

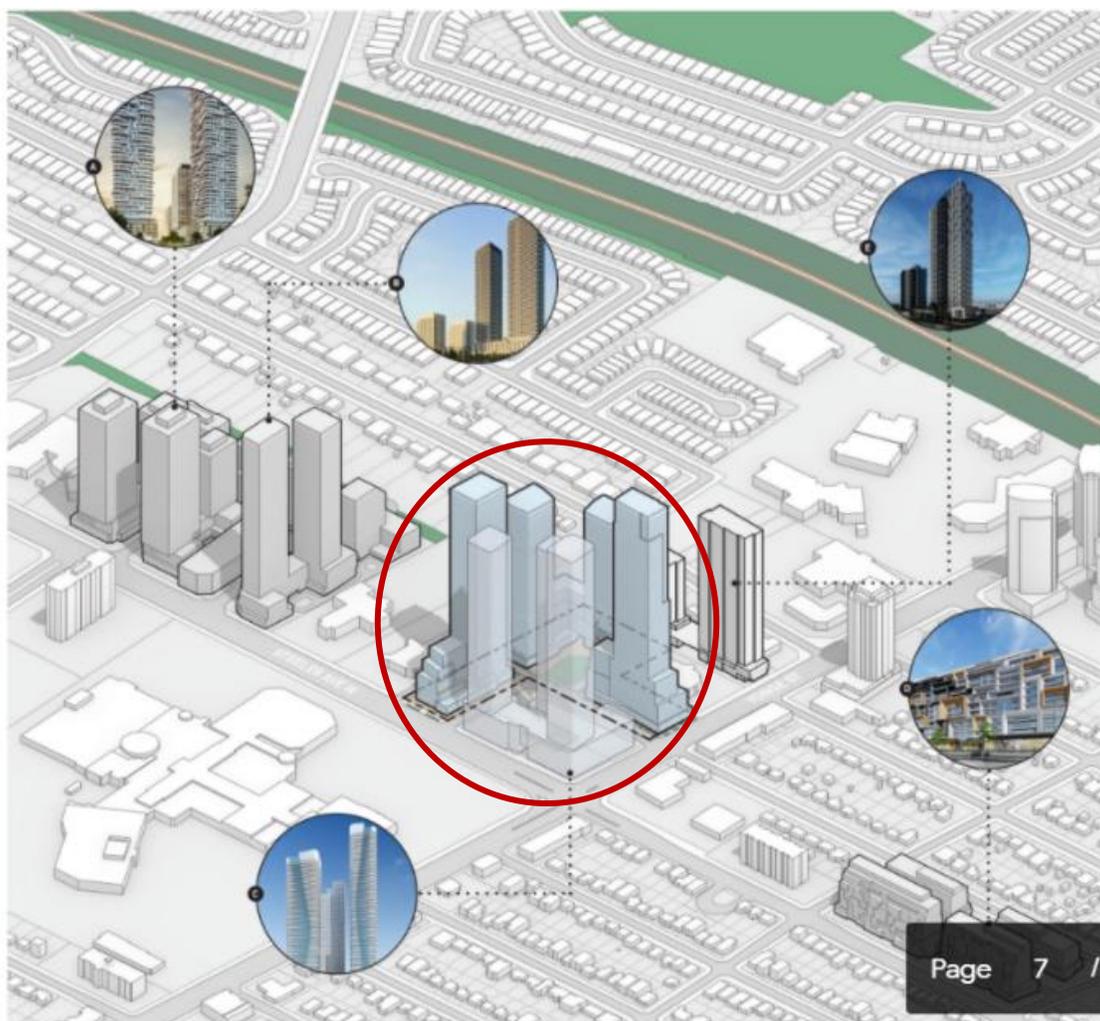


Figure 1- Architect's rendering of proposed redevelopments at Yonge & Steeles (source: Urban Design Brief, p. 7)

Table 1 – Yonge & Steeles area Redevelopment Proposals Summary

Location	2 Steeles/ 7028 Yonge	100 Steeles	180 Steeles	7080 Yonge	72 Steeles/ 7040 Yonge	Total
Owner	Gupta Group	Salz Corporation (100 SAW)	Mizrahi Constantine (180 SAW)	Chestnut Hill Developments	Humboldt Properties	
# towers	3	5	6	2	4	20
Date submitted	24-Sep-18	19-Feb-20	5-Mar-20	14-Oct-20	1-Dec-20	
Public Hearing Date	22-Jan-19	13-Jul-20	13-Jul-20	19-Jan-21	02-Mar-21	
Lot size (ha.)	1.14	2.065	2.09	0.5	1.97	7.765
YSCSP Allowable Height limits (storeys)	30	5/22	5/22	30	30/0 (park)	

Location	2 Steeles/ 7028 Yonge	100 Steeles	180 Steeles	7080 Yonge	72 Steeles/ 7040 Yonge	Total
Proposed Building heights (storeys)	50, 56, 65	4, 18, 18, 49, 54	16, 16, 25, 29, 39, 45	20, 40	38, 44, 56, 60	
YSCSP Allowable Density (FSI)	6.0	5.0/1.5	5.0/1.5	6.0	6.0/0.0 (park)	
Proposed Overall Density (FSI)	14.3	8.4	6.46	9.84	12.82	
# residential units	1,890	1,765	2,080	652	2,620	9,007
Projected # of residents*	3,137	2,648	3,120	978	3,930	13,813
Total Parking spaces	1,272	1,289	1,876	351	1,635	6,423
Projected population density/hectare	2,752	1,282	1,493	1,956	1,995	9,478

* assuming average of 1.5 persons per unit

In January 2021, we raised serious concerns about the 7080 Yonge Street proposal, similar to the ones we did last July about the 100 and 180 Steeles Ave West proposals:

- too many buildings;
- unsubstantiated precedents from the Vaughan Metropolitan Centre;
- too much land coverage;
- double the allowable height and density;
- flawed and inaccurate transportation and community services and facilities studies;
- no provision for public green space;
- too much shadowing from excessive buildings, height and massing;
- virtually non-existent commercial space;
- reduced underground parking;
- lack of affordable housing;
- building heights exceeding the 45-degree angular plane intersect;
- no provision for on-site community services and facilities to address both existing and new residents;
- delaying the Royal Palm extension until the end of construction; and
- no integration with adjacent sites or the existing residential neighbourhood to the north.

As this proposal is the last of the five most recently submitted to Council for this immediate area, we would have expected that Humboldt would have paid attention to our stated concerns with the previous proposals at 2 Steeles Ave West/7028 Yonge Street, 100 Steeles Ave. West, 180 Steeles Avenue West, and 7080 Yonge Street, and would have addressed them substantively in terms of the number of buildings, heights, density, and siting.

Unfortunately, this proposal contains most of these same flaws, and adds a few more of its own, which we will elaborate on below. We find it disconcerting that the rendering in Figure 2 below gives a false impression of the extent of open green space, as the foreground omits the three Gupta towers of 50, 56 and 65 storeys respectively. Despite the sunny picture portrayed, the more accurate reality is that most of these buildings will be in permanent shadowed darkness for most of the day, year-round, from the southern, eastern, and western faces.



Figure 2: Architectural Rendering (City of Vaughan VYCWG Renderings, p. 3)

4. Unique Major Concerns

In addition to the aforementioned common concerns, we have three major additional concerns with this proposal that stem from non-compliance with the Secondary Plan:

- Appropriation of Designated Public Park area
- 45-degree angle not illustrated at grade level (cross section)
- Powell & Royal Palm extensions only partially built as interim private roads

a) Non-compliance with the Secondary Plan

The Yonge-Steeles Corridor Secondary Plan was approved by Council in September 2010 and by York Region in January 2016. The Plan recognized Yonge and Steeles for reasonable intensification but respected the existing residential community to the north. It factored in a future TTC subway station at Yonge & Steeles. It features a linear park as a green space buffer, east-west internal roads north of Steeles, and Royal Palm Drive extended from Hilda to Yonge. It meets all Provincial, Regional and Municipal policies.

The Springfarm Ratepayers Association agrees with the Secondary Plan as a reasonable plan that carefully balanced transportation-related intensification with the existing neighbourhood, and the overall 3.5 FSI for the development block immediately adjacent to the Steeles Subway Station.

“Minimum densities for key development areas are to be established within Secondary Plans, consistent with a 3.5 Floor Space Index (FSI) per development block at, and adjacent to, the Steeles Station on the Yonge Subway Extension...” (Yonge Steeles Corridor Secondary Plan, 2010, p.8)

Figure 3 (and a close up in Figure 4) shows the Secondary Plan’s maximum height of 30 storeys for high-rise mixed residential use at the northwest corner of Yonge and Steeles (shaded red), and Density of 6.0, and to the north, a large square green space for public parkland. It also designated the northwestern corner of Yonge & Steeles as an “Office Priority Area”.

Since the Secondary Plan is under appeal to LPAT, it is not in effect, and therefore we understand that the prior Plan, Official Plan Amendment 210 (Thornhill Vaughan Community Plan)(“OPA 210”) prevails. In OPA 210, the Subject Lands are designated C1, “General Commercial Area”, which permits the existing commercial uses to continue.

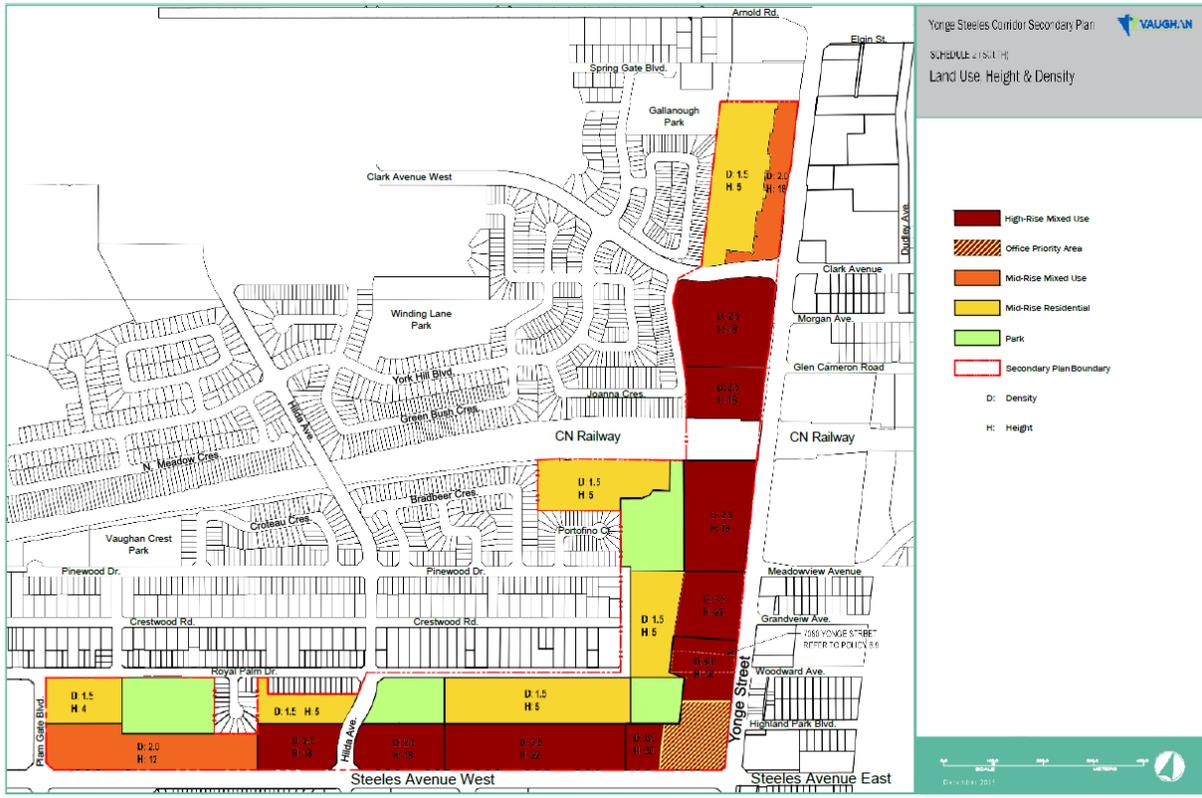


Figure 3: Land Use, Height and Density (Schedule 2) of Secondary Plan

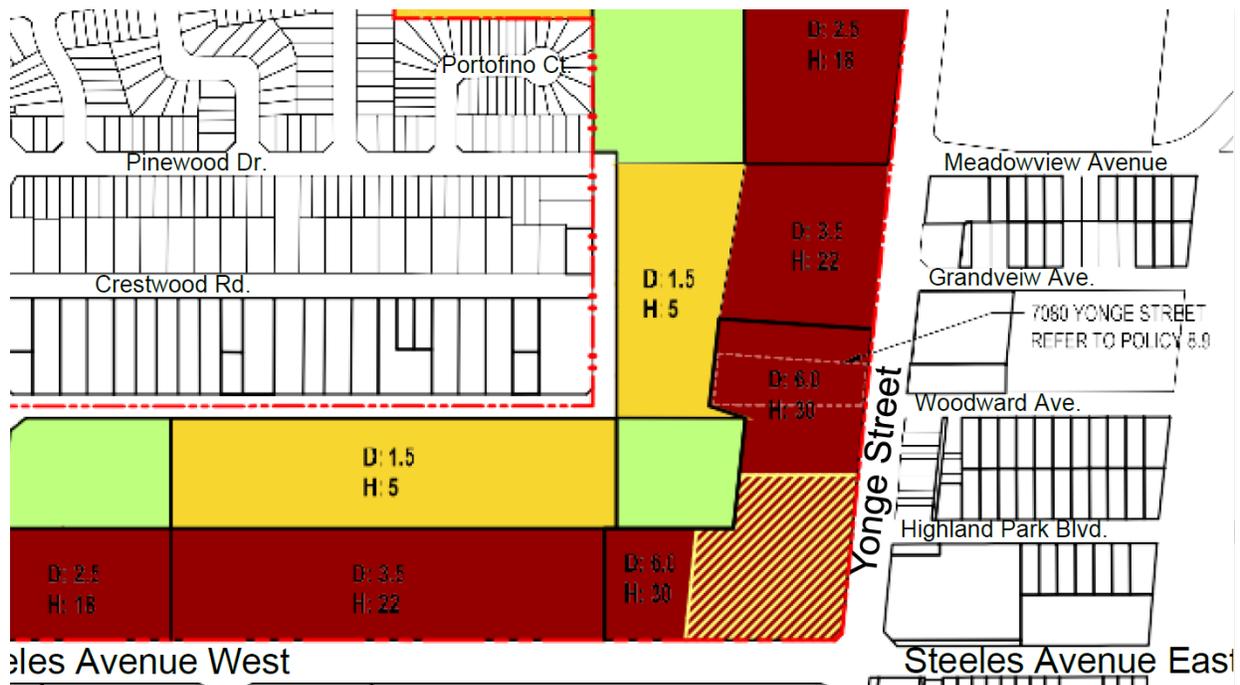


Figure 4- close up of Figure 3

Humbold Properties' proposal for 72 Steeles Ave. West and 7040 Yonge Street, for four towers ranging from 38 to 60 stories draws its inspiration from the Yonge Steeles Corridor Secondary Plan, but at the same time notes that the Secondary Plan is not yet in effect due to an outstanding LPAT appeal by most of the landowners in the area (including Humbold Properties). Humbold is therefore seeking to amend the Zoning By-Law from C1 to RA3 Apartment, which itself only allows for a maximum of 44 metres of height (~12 storeys) and hence it is asking for up to 5.42 times the height allowance, 65 storeys or 238m, that is, 542% above even the RA3 height allowance.

Appropriation of Publicly Accessible Open Space

In the Urban Design Brief, P.3, the following statement is made

“While the site is not immediately adjacent to any Natural Heritage Features, the Yonge Steeles Corridor Secondary Plan proposes a local open space/park system that will thread through the lands along Yonge Street and Steeles Avenue. The proposed development provides a central open green space that will tie into the local future park system and surrounding context via east-west and north-south mid-block connections. This central space will offer ecological resources through open air, soil and vegetation.”

So it would appear that the developer generally supports the Yonge Steeles Corridor Secondary Plan. However, most significantly, as Figures 5, 6 and 7 illustrate, the developer has actually proposed to build two buildings on three-quarters of the largest designated green space in the entire Secondary Plan. **This is an unconscionable appropriation of critically necessary, designated “land to be conveyed to the City for Park Purposes” (ie. Park)** as a “Private-owned Publicly accessible Space” (POPS), which will only be built during Phase 2 (Building B, with the 38 and 44 storey tower on top of a 12-storey podium. So there will be zero provided green space at grade for the occupants of the first buildings. And no public park. This is appropriation of public space for private use, which must be vigorously challenged.

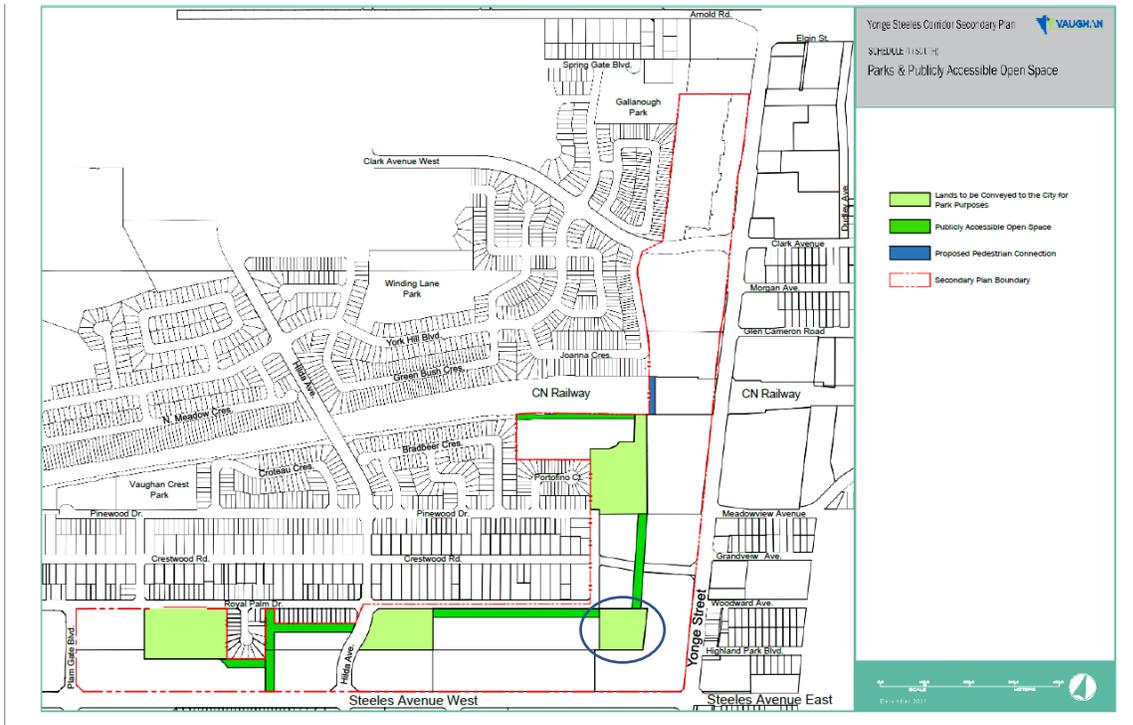


Figure 5 – Yonge Steeles Corridor Secondary Plan Schedule 4 (Parks and Publicly Accessible Open Space)



Figure 6 – Overlay of site (black dashed line) on Secondary Plan Schedule 2 (Park land use in light green) (source: Urban Design Brief, p.14)

Open with ▾

Figure 4 – Concept Plan



Figure 7: Concept Plan (Architectural Drawings, p. 12) superimposed on Schedule 2 of Secondary Plan green space location

b) Location, Lot Coverage, and Setbacks

The current site contains two commercial buildings; a 2-storey commercial space (primarily a private school) and retail menswear store at 72 Steeles Ave W., and an ethnic supermarket (the Galleria) at 7040 Yonge St.

As illustrated by Figures 8, 9, 10, and 11, the site appears to have a 7m setback for the private interim road, and small setbacks between the road and the building perimeter. (The Zoning by-law requires a 7.5m setback for an RA3 apartment zone, and half of the height where a building exceeds 11m in height).

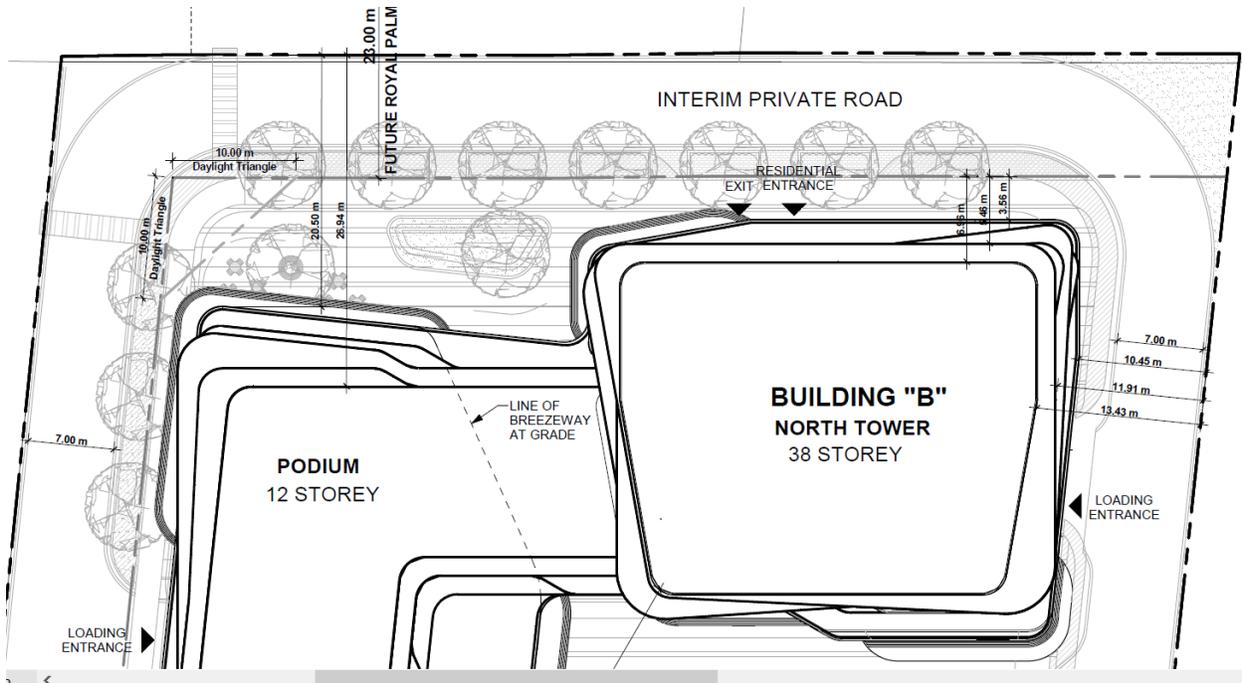


Figure 8: Site Setbacks – Building B North Tower (Source: Architectural Drawings, p. 7)

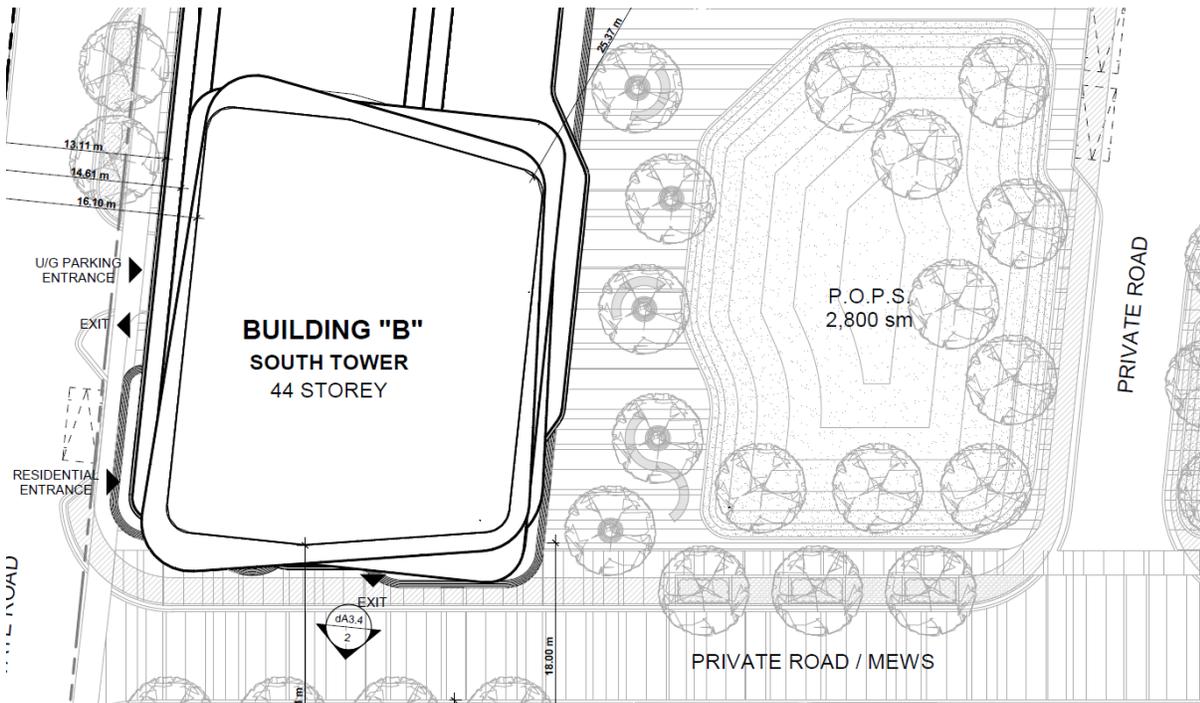


Figure 9: Site Setbacks - Building B South Tower (Source: Architectural Drawings, p. 7)

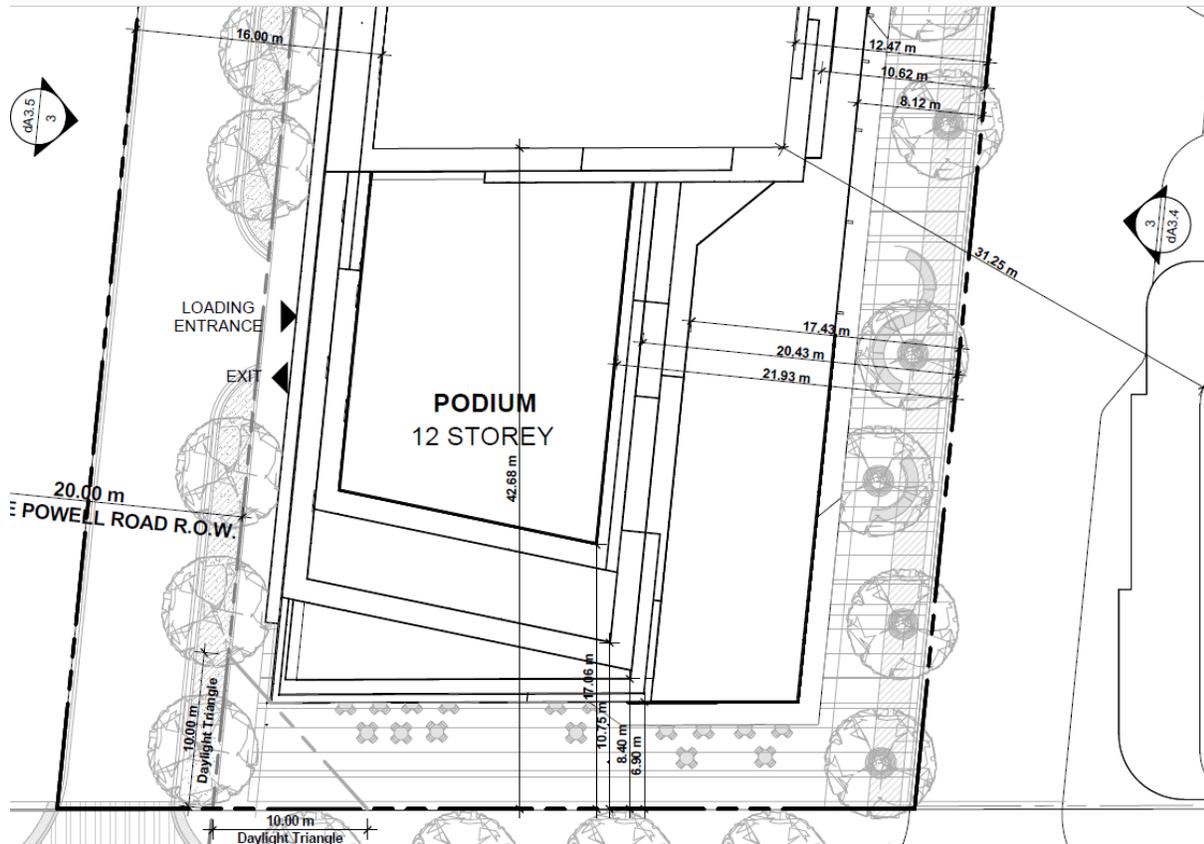


Figure 10: Site Setbacks - Building A (Source: Architectural Drawings, p. 7)

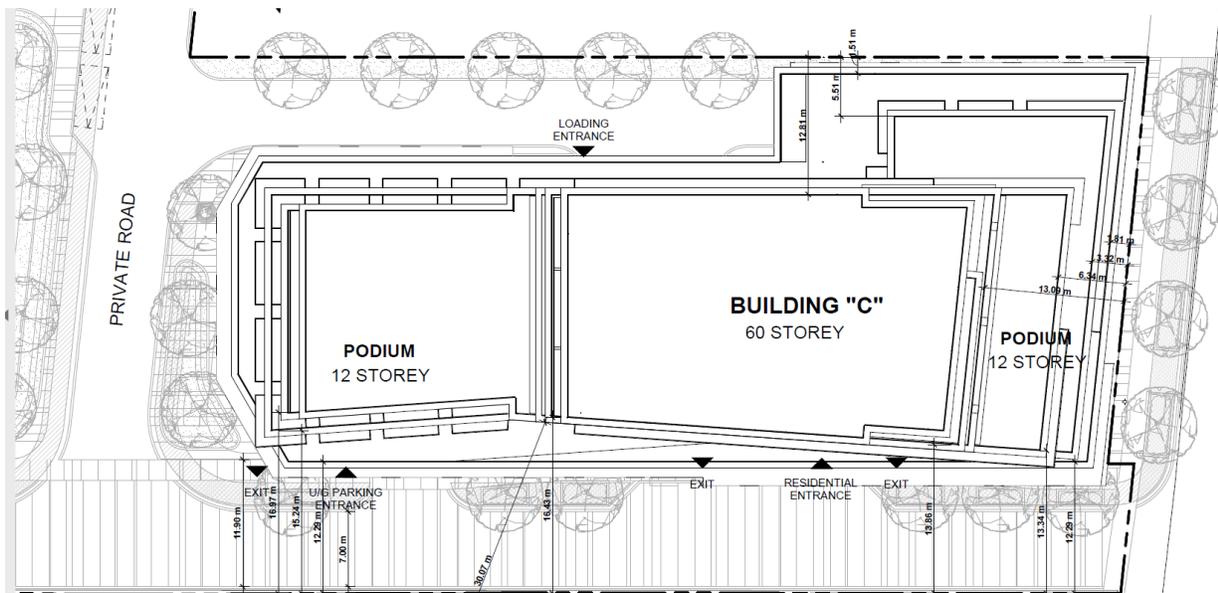


Figure 11: Site Setbacks – Building C (Source: Architectural Drawings, p. 7)

The narrowest setbacks from Figures 8 through 11 are illustrated in Table 2, as follows:

Table 2: Perimeter setbacks from Humboldt property line (source: Architectural drawings, p. 7)

Side	RA3 Required Setback for interior side yard (where more than 11m height, half)	Proposed Setback from property line	Setback from inner edge of road (road is 7m wide)
North (Royal Palm extension)	62.2m	12.56m	3.5 m
West (Powell Road extension)	62.2m	13.0m	6.0 m
South (Steeles Ave)	71.0m	6.9m	6.9 m
East (Building A)	89.5m	8.12m	8.12 m
East (Building C)	89.5m	1.81m	1.81 m

We also note that Humboldt has chosen to build only interim private roads around the northern and western perimeter of the site. Thus, the outside edge of the private road is considered to be the property line. Whereas were Humboldt to build the permanent Right of Way for Powell and Royal Palm, the inner edge of the road would become the property line, and therefore the setback to the building perimeter would start there. So, in reality, the setbacks, even though less than the minimum requirement of the Zoning By-Law for an RA3 Apartment zone, the building perimeter should actually start at least 10 m further inside the property, which would constrain the building footprint.

The fact that the developer chose to build on a small, narrow parcel of land on the western side does not mean that they can skirt around the City’s required setback requirements by delaying the construction of the Powell and Royal Palm extensions until the adjacent property owners agree.

For more implications of the roads, see section d).

c) Excessive Lot Coverage

According to the data on page 2 of the Architectural drawings, as tabulated in Table 3 below, the buildings (9,133 m² GFA of residential, indoor amenity and retail spaces) use up approximately 46% of the 1.97 hectares (19,700 m²) site at grade. Total outdoor amenity GFA (excluding roads) is 2,983m² or 15%. Private interim roads (Powell and Royal Palm extensions), are 2,036m² or 10% of the lot. This leaves 5,942m² or 18% of the ground level GFA unaccounted for.

Table 3 – Gross Floor Area at Ground Level (m²) as supplied in the Architectural Drawings, p. 2

Building	Residential GFA – Ground level (m ²)	Indoor Amenity – Ground level (m ²)	Retail GFA – Ground level (m ²)	Total (m ²)
A	987	454	541	1982
B (2 towers +podium)	2861	727	615	4203
C	1737	686	525	2948
Total GFA	5585	1867	1681	9133

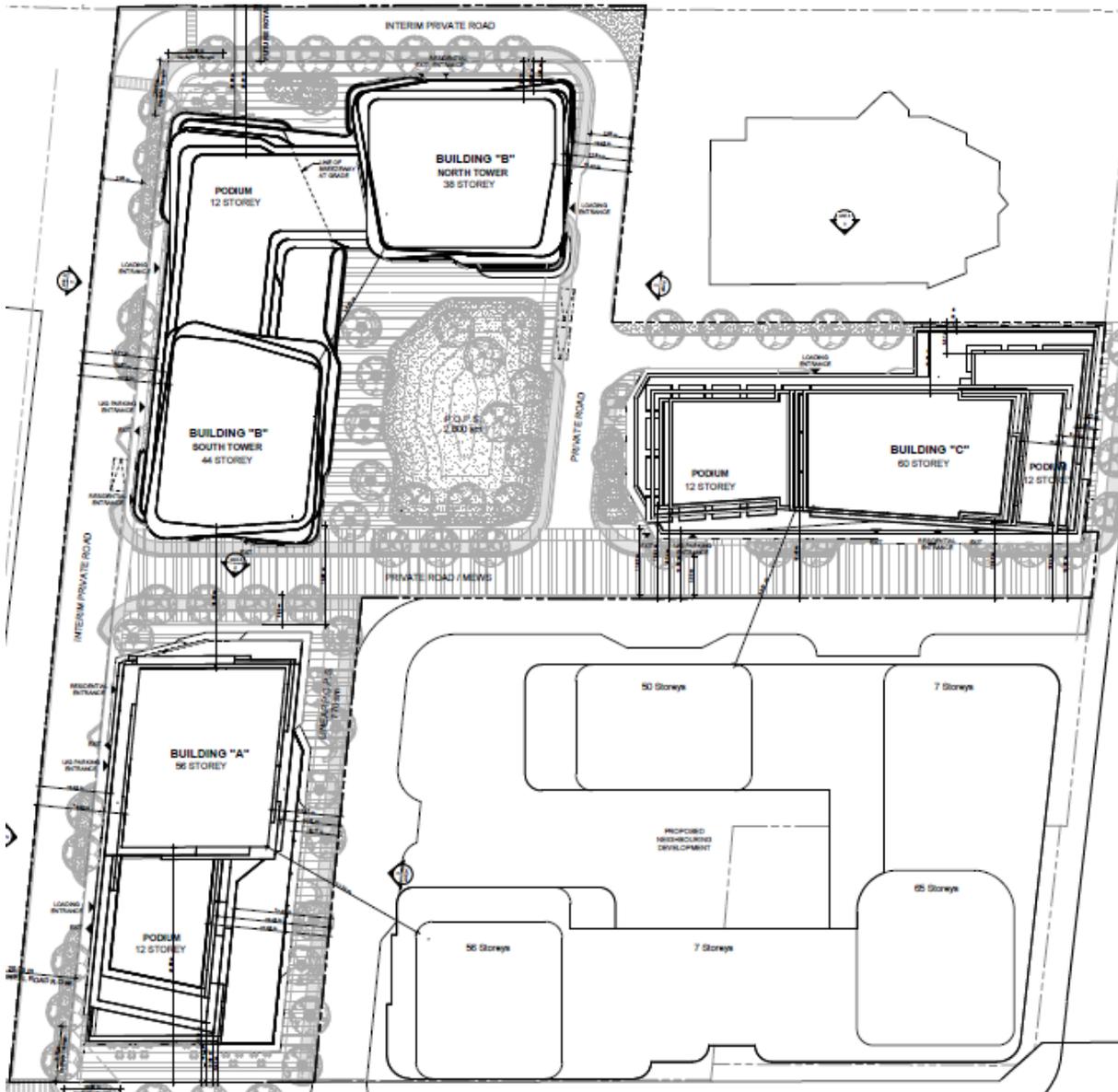


Figure 12 Privately-owned publicly accessible spaces (source: Architectural Drawings set, p.7)

Figure 12 illustrates that there is 3,570m² private accessible open space (POPs), however 78% of that is taken up by the central private green space. Setbacks from roads are all less than the 7.5m required by the Zoning By-Law for an RA3 High Rise Apartment Zone.

d) Inadequate Allowance for Roads, Transportation and Parking

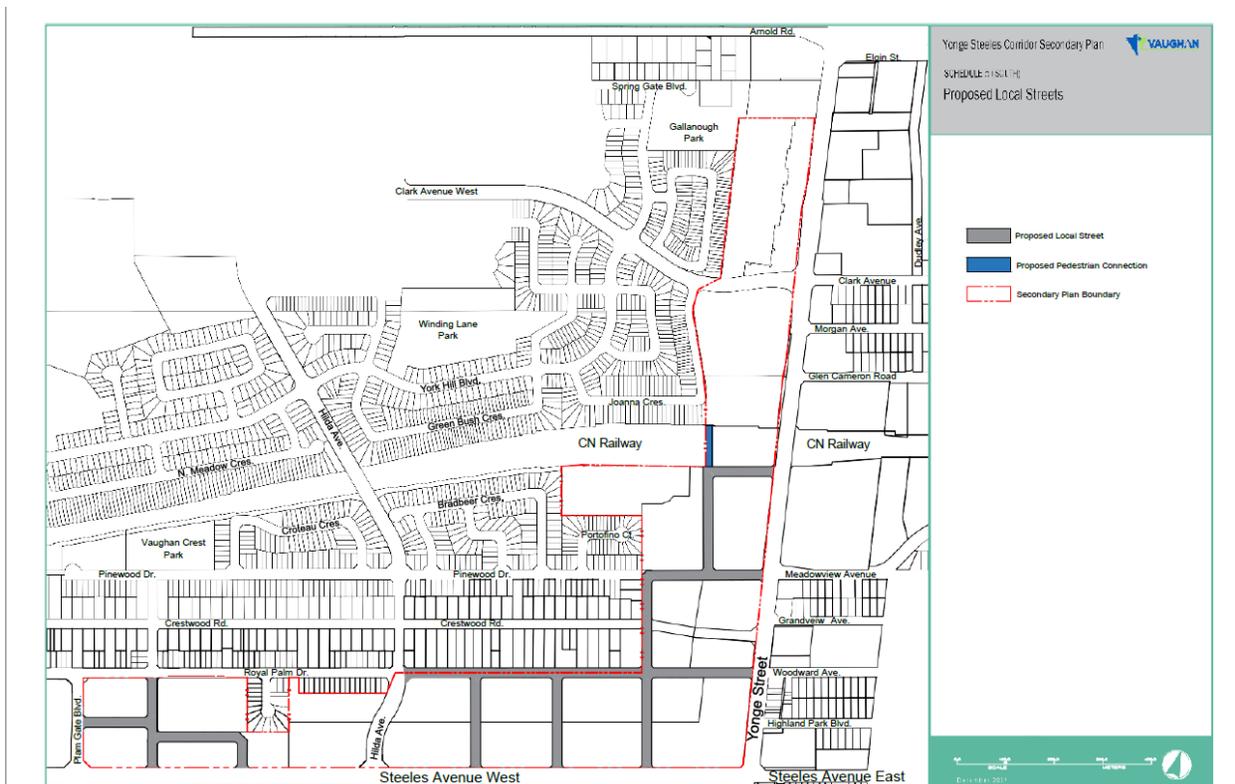


Figure 13: Proposed Local Roads (source: Yonge Steeles Corridor Secondary Plan, Schedule 5(South))

As illustrated in Figure 13, Section 2.0 (Vision) of the Yonge Steeles Corridor Secondary Plan included the following principles:

“In the South Area, a new road network will divide the blocks fronting along Yonge Street and Steeles Avenue West into new blocks that **provide regular opportunities to access Yonge Street and Steeles Avenue West from the lands to the rear of the Yonge Street and Steeles Avenue West frontages by foot, bicycle or motorized vehicle, while at the same time providing opportunities to disperse traffic onto Yonge Street and Steeles Avenue West. A key component of this street system is the extension of Royal Palm Drive from Hilda Avenue to Yonge Street. In addition to providing a critical basis for organizing streets and blocks, this street extension will also provide the opportunity to sever deep lots fronting onto Crestwood Road and redevelop these lands with houses or townhouses along the new Royal Palm Drive frontages.**

Generally, block frontages along Yonge Street and Steeles Avenue West are approximately 200 metres in length. **The road system has been designed to minimize**

traffic penetration into existing residential neighbourhoods to the north and west (see Schedule 5). Servicing access to buildings fronting onto Yonge Street and Steeles Avenue West will take place from the adjacent streets or service lanes, and not from the arterial streets.”

....

Redevelopment of the lands within the Secondary Plan Area will occur incrementally over many years. Over time, individual development proposals will be assessed in the context of existing and anticipated development on adjacent properties to determine how they fit into the planned context and meet the objectives of this Secondary Plan. Assessment of development will include considerations such as:

- a phasing strategy for large development areas which provides for the **equitable sharing of the costs of public infrastructure among benefitting landowners;**
- achieving parcel sizes that can support the high and mid-rise buildings anticipated along the Yonge Street and Steeles Avenue West frontages;
- **provision of parkland and open space in accordance with the system described in this Plan;**
- **conveyance of lands to create the internal road network as described in this Plan;**
- urban design objectives; and
- environmentally sustainable site and building design practices.

(Secondary Plan, pp. 15-16) (our emphasis in bold)

So the plan anticipated the conveyance of lands to the City to create the internal road network. Since in our current situation, there have been five redevelopment proposals submitted for this area within the past two and a half years, none of which have been approved by Council and subject to resolution of the LPAT appeal of the Secondary Plan, it is both reasonable and necessary that the internal streets common to and servicing them be built at the same time as these projects are eventually constructed. The Landowners Group, which represents the local owners and includes the five developers, must produce a working formula to share the costs of conveying their portions of land and constructing the complete Royal Palm extension from Hilda to Yonge Street, at the beginning of project construction, not afterwards. Otherwise, if Council allows piecemeal approval and construction of individual projects, there are no guarantees that Royal Palm will be conveyed or built.

There is a precedent for this when Royal Palm Drive was originally constructed west of Hilda to Jacob Fisher Avenue. In that instance, the developer on the north side of Steeles agreed to:

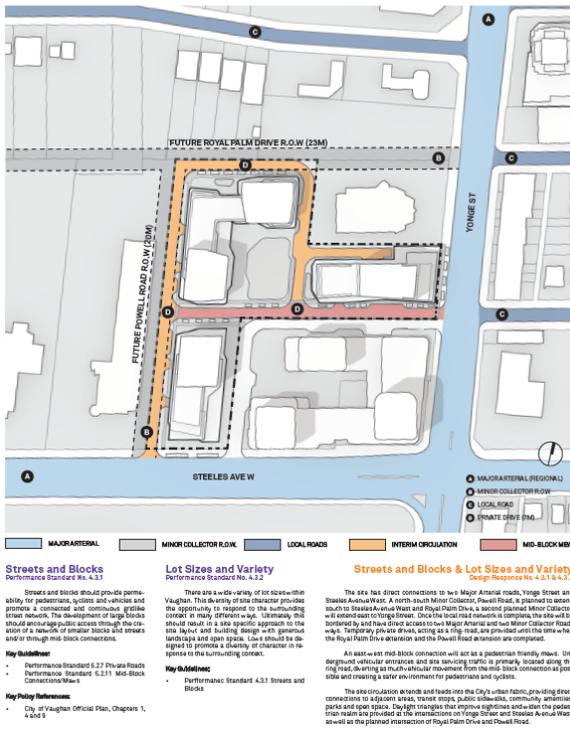
- 1) build the road
- 2) pay for the entire construction cost
- 3) providing water and hydro service to the lot line for the Crestwood properties, and
- 4) build a row of single-family homes on the south side of Royal Palm, to provide for an easier transition from Crestwood to the buildings on Steeles.

Were Council to allow the Humboldt proposal, as well as the Gupta and Chestnut Hill proposals to proceed without conveying and building the full 23m Right of Way for Powell Road, (Chestnut Hill has proposed to convey and construct the portion of Royal Palm from Yonge Street to its western boundary), there is considerable risk that the neighbourhood may never see the extensions of Powell and the rest of Royal Palm built.

Now, let us turn our attention to what Humboldt has proposed.

The drawings on page 7 (Master Plan Proposed Site overview in the Urban Design Brief) indicates a final 20m right of way for Powell Road southern extension and a 23m Right of Way for the Royal Palm extension as part of the Secondary Plan. The City's Engineering Design Standard¹ (2018) width road allowance for a Minor Collector Road is 24m Right of Way. The proposal (in Figure 14) indicates that both the future Royal Palm extension and Powell Road extensions are Minor Collector roads (a 23m Right of Way), however, Powell Road is only given a 20m Right of Way, three meters short of the required. Furthermore, the detailed architectural drawings show both Royal Palm and Powell as interim private roads with only 7m width of pavement.

¹ Found at <https://www.vaughan.ca/services/DesignCriteria/files/Standard%20Drawings.pdf>, p.4



05 | URBAN DESIGN FRAMEWORK
 CITY-WIDE URBAN DESIGN GUIDELINES

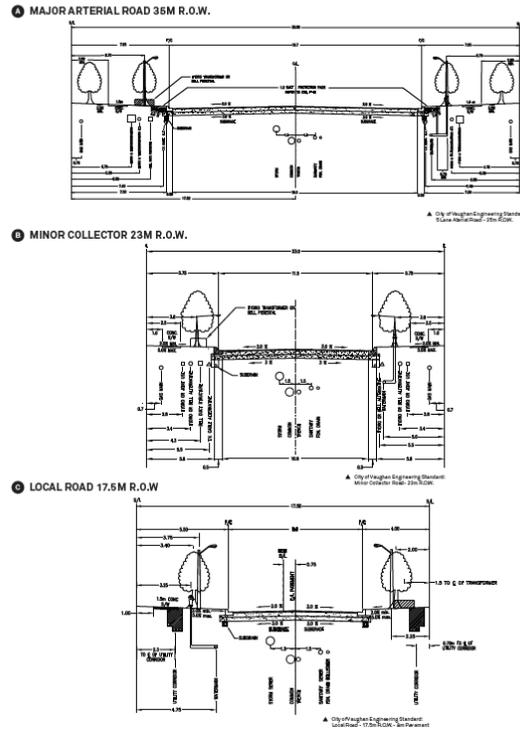


Figure 14: Streets and Blocks plan (Source: Urban Design Brief, page 10)

The Planning Justification Report provides the following information regarding internal roads: (Macaulay, Shiomi Howson, PJR, p. 11):

“The west portion of the proposed development includes the southerly extension of Powell Road to Steeles Avenue, half of the future right of way (ROW) is provided by Humboldt and the remaining ROW would be provided by the property to the west. The intention is to provide an interim access condition, until such time as the full road can be built.

Along the north end of the property are lands proposed as part of the future Royal Palm Drive extension to Yonge Street. Again, a portion of the road is provided along with an interim condition until surrounding lands come forward for development.

Connections and portions of future public roads are proposed as part of the development, along with private roads and driveways that will facilitate access around and through the site. An east-west meek is provided through the site which provides for right-in, right-out vehicular access to Yonge Street, along with additional pedestrian

connection.”

The proposal indicates “interim private roads” for the Royal Palm and Powell Road extensions, each less than half the width of each of the future roads. Half of the Powell Road ROW will require agreement by the adjacent property owner, Sisley Honda, but Humboldt has not provided any indication on Sisley Honda’s agreement as such.

Even though these roads are intended in final width to be built upon completion of the project, the proposal only builds 10m (half of the intended width) as an interim road. Adequate servicing demands the full width ROW to be constructed at the same time as the projects’ Phase 1 and 2 are built, otherwise the interim roads will be crowded as the only servicing road.

Powell Road Extension

As we noted above, Schedule 5 (South) of the Secondary Plan (Figure 13) shows Powell Road being extended directly south to Steeles. However, the Humboldt Plan shows that the extension of Powell Road starts at least 15m further east of where Powell Road is shown on the Secondary Plan, as that portion is within the Sisley Honda property. This variation must be addressed.

We note, as shown in Figure 15 that the 20m ROW demarcation for Powell (which should be 23m) actually intrudes onto the Sisley Honda property, and since Sisley is not included in this proposal, they cannot be expected to demolish the eastern wall of their building for the ROW. So it is only appropriate that the ROW be entirely within the Humboldt property, which would push the ROW eastward by at least 3 metres for the required ROW, plus another 1 or 2 metres to allow for sidewalk and setbacks to the building edge.

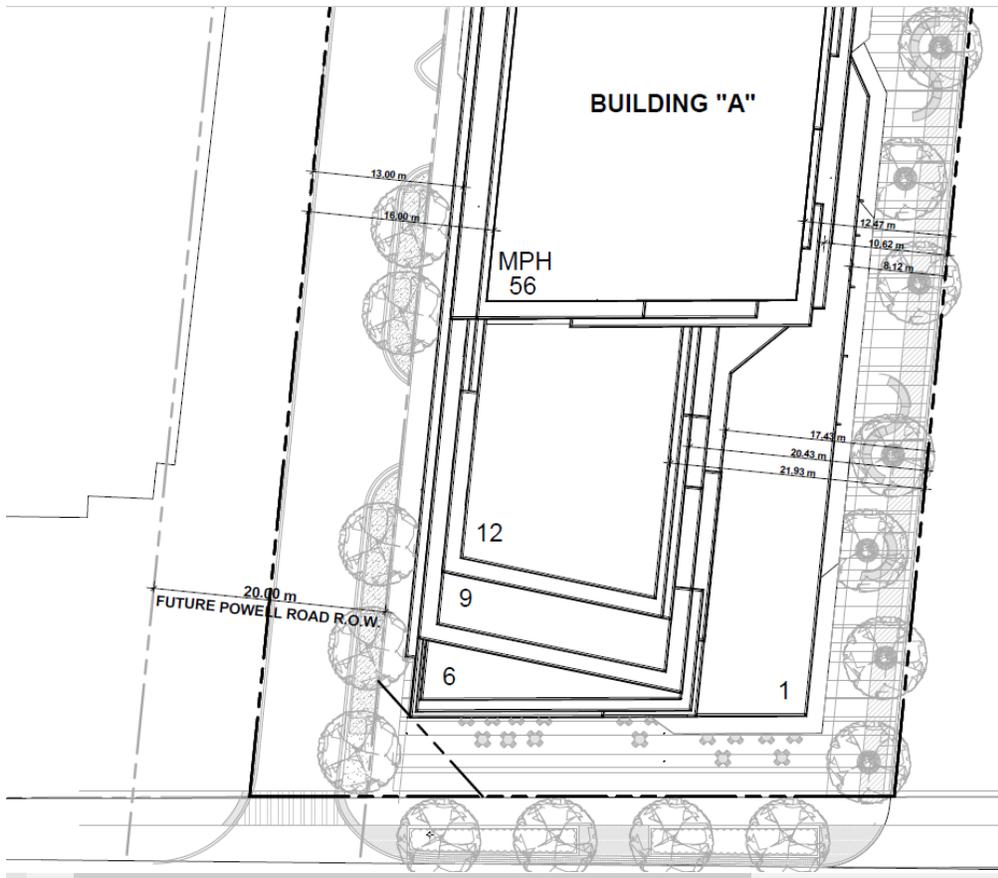


Figure 15: Western boundary setbacks (source: Architectural drawings, p. 29)

Royal Palm Extension

With respect to the Royal Palm extension, as shown in Figure 16, there is a discrepancy between this proposal and the one from 7080 Yonge Street, which is northeast of this site. For 7080 Yonge Street, the developer, Chestnut Hill, has proposed to both convey and construct the portion of Royal Palm, in its full width Right of Way (23m wide) from Yonge Street to the western edge of its property. As illustrated in Figure 16, the western end of 7080 Yonge Street meets the mid-block of the Humboldt site (shown by the red line). Yet, Humboldt does not intend to construct the full width Right of Way from that point to the western end of its property, but to only build a private, interim road of 10m width. Thus, the Royal Palm extension would be 23m wide from Yonge Street to the western end of 7080 Yonge, and then abruptly shrink to only 10m width from that point westward, where it would join up with the private interim Powell road. This is a clear example of the lack of integration and co-ordination of the Humboldt project with adjacent projects. Simply put, we believe that Humboldt must at least convey the full 23m width Right of Way for Royal Palm from the western boundary of the 7080 Yonge Street site to the western end of the Humboldt site. The remaining section is shown in a red shaded box in Figure 16.

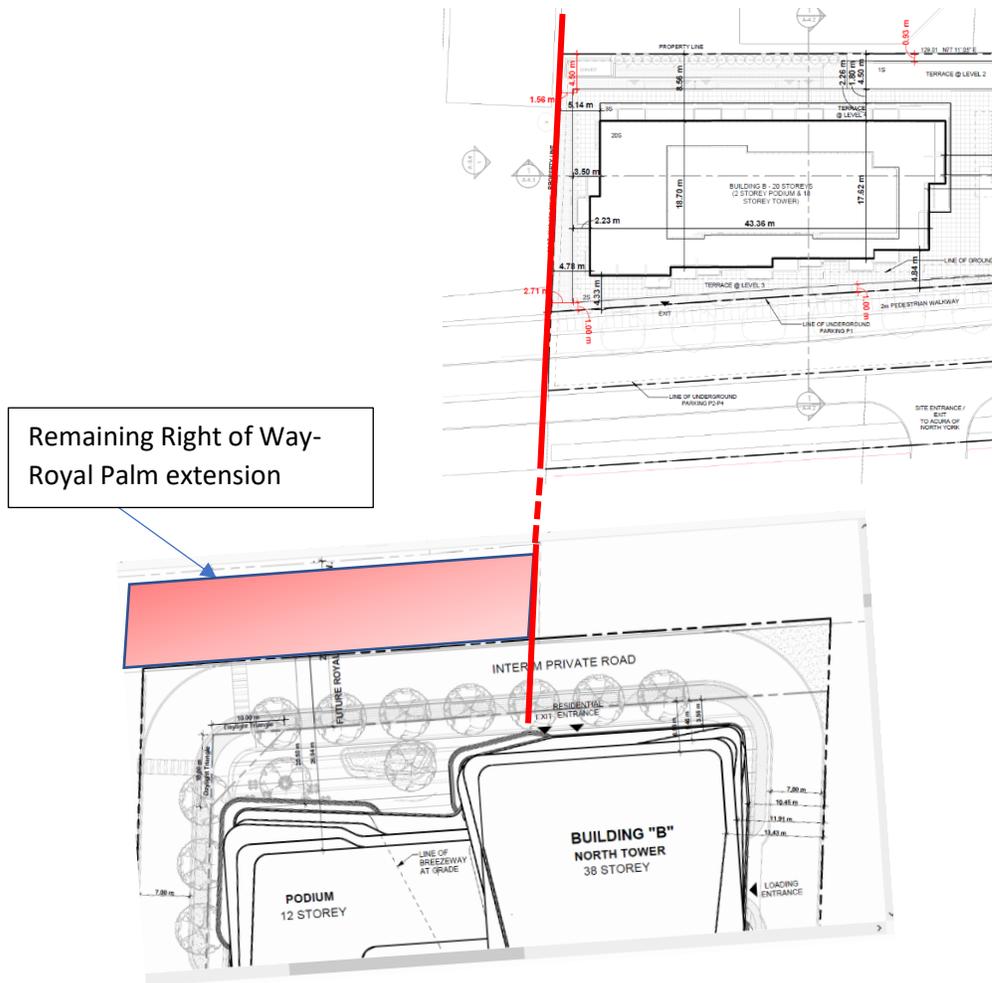


Figure 16: Composite illustration of overlap between 7080 Yonge and 72 Steeles Ave W sites

Transportation Impact

Section 8.6 of the Secondary Plan, dealing with Phasing of implementation, stated:

“vi. In processing and implementing development applications the City will:

- Provide for the development of any infrastructure that is within its jurisdiction, through the development approval process, including the protection and implementation of the fine grain street network as identified in the Secondary Plan;
- In cooperation with York Region, secure as a condition of development approval, TDM measures for implementation on a development-by- development basis for the purposes of mitigating the transportation impacts of new development;
- Ensure any recommendations contained in the approved transportation study for transportation infrastructure, program improvements and/or monitoring for a development are secured as conditions or requirements for development approval; and

- **Ensure each development or phase of development will not proceed until the transportation impact mitigation measures or improvements have been instituted by the developer or others and such mitigation measures have been evaluated to the satisfaction of York Region and the City of Vaughan.** “ (Yonge Steeles Corridor Secondary Plan, p. 35)

Humboldt Properties used Nextrans to do its Transportation Impact Study. Our analysis of this report, provided by our member Martin Rosen (in italics) is as follows:

The subject property is located at 7040/7054 Yonge Street and 72 Steeles Avenue West in the City of Vaughan. The proposed development consists of three phases.

Phase 1 consists of a 56-storey mix-used building with a total of 735 dwelling units and 541m² GFA of retail on the related ground floor, a total of 448 vehicle parking spaces and 457 bicycle parking spaces will be provided; as part of the proposed development, a Right-In Right-Out (RIRO) via Steeles Avenue West will be provided.

Phase 2 consists of a 38 & 44-storey mix-used building with a total of 1097 dwelling units and 615m² GFA of retail on the related ground floor, a total of 758 vehicle parking spaces and 661 bicycle parking spaces will be provided; as part of the proposed development one additional full movement access via Royal Palm to Crestwood Road will be provided.

Phase 3 consists of a 60-storey mix-used building with a total of 788 dwelling units and 686m² retail GFA of on the related ground floor, a total of 479 vehicle parking spaces and 476 bicycle parking spaces will be provided; as part of the proposed development one additional Right-In Right-Out (RIRO) access via Yonge Street will be provided

The proposed development is expected to generate:

- 848 total new two-way trips (232 inbound and 616 outbound) during the weekday morning and 1100 total new two-way trips (647 inbound and 453 outbound) during the afternoon peak hours, respectively;
- 415 total new two-way **transit** trips (114 inbound and 302 outbound) during the weekday morning and 539 total new two-way transit trips (317 inbound and 222 outbound) during the afternoon peak hours, respectively;
- 314 total new two-way **auto** trips (86 inbound and 228 outbound) during the weekday morning and 407 total new two-way auto trips (239 inbound and 168 outbound) during the afternoon peak hours, respectively;
- 59 total new two-way **active** trips (16 inbound and 43 outbound) during the weekday morning and 77 total new two-way auto trips (45 inbound and 32 outbound) during the afternoon peak hours, respectively

It is important to be noted that the existing access count data were estimated by the Institute of Transportation Engineers (ITE) Trip Generation and Transportation Tomorrow Study (TTS) data.

But in final analysis, the TTS data for the area was rejected and was replaced with data from other locations that were more favorable.

2.2. Existing Active Transportation Network

Bicycle Facility

Currently, there are no bicycle facilities in the vicinity of proposed development. It is Nexttrans' opinion that cycling facilities could be improved in the area, as part of the future City of Vaughan and York Region Master Plan. These types of projects are beyond the scope of the proposed development.

In other words, there are absolutely no bike lanes or safe places to cycle in the immediate vicinity of the development. Despite this, cycling is a key part of the transportation plan, with a huge number of bike parking spaces (instead of car parking).

Transit Mode Assessment

With the future transit condition such as Yonge Subway extension, Yonge BRT and Steeles BRT, it is our opinion that the proposed transit trips will be accommodated.

3.0 TRANSPORTATION PLANNING CONTEXT IN THE AREA

3.1. Yonge Steeles Corridor Secondary Plan

The proposed development is located at the south area, cities of Markham, Vaughan and Toronto have been conducting individual land use and transportation studies to help direct and manage new developments in this area. The studies indicate that the Yonge Subway Extension is the most critical transportation infrastructure improvement for this Area, it plays an important role in accommodating existing and future transportation and transit demand along this corridor. It will support new development at higher densities and in more compact built forms that are integrated with other modes of transportation, such as walking, cycling for short or long-distance trips.

The report justifies all its transportation recommendations on the guidelines in the YS Corridor Secondary Plan. But the entire development is in such extreme misalignment with that Plan that it is being contested at LPAT. So on the one hand, they completely reject the guidance of the SP, but at the same time they use it for the entire justification of their plan!

Based on Nextrans' comprehensive review of the study area, it is evident that there is a wide range of different types of land uses currently exist in this area within 2 to 10 minutes walking distance.

The report lists places like a school, medical centre and financial institution. But nowhere are there specific names of these supposed institutions.

Other than high-rise condos, it would seem that most of the existing other uses will be removed by this and the other developments... resulting in even less of a true mixed use area than currently..

As indicated, the proposed development is located about 100 m to TTC Bus Route 60 Steeles West, 53 Steeles East, 320 Yonge Blue Night Bus and 353 Steeles Blue Night Bus; YRT Bus Routes 2 Milliken, 5 Clark, 77 Highway 7, 98/99 Yonge, Viva Blue, 23 Thornhill Wood, 88 Bathurst. From this perspective, it is Nextrans' opinion that the proposed development represents good transportation and land use planning since it promotes the future residents to walk, cycle and take transit instead of driving, as the area is well served by the YRT/VIVA system.

Most of the routes, especially the YRT routes run every half hour at peak times. To describe this as "good transportation" is a stretch by any standard. While it will certainly force future residents to not drive too much,... but not because of any decent alternatives. .. more because they mostly will not have a car because of no place to park it.

Future Background Corridor Growth

A comparison of the historical traffic volumes between 2006-2012 for Yonge Street and Steeles Avenue West indicates the growth rate of 0.5% per annum for both Yonge Street and Steeles Ave W. As such, the growth rate of 0.5% per annum was used to prorate the turning movement count data for two signalized intersections as well as future background corridor growth.

Using the historic growth rate of 0.5% is disingenuous given the massive scale of development between this project and the many other proposals all along Yonge and Steeles. Even if there is a massive restriction on parking, it is certain that these thousands of new residents will cause indirect generation of increased vehicular traffic due to deliveries (UPS, Amazon), ride hailing (Uber, Lyft), service calls (plumber, repair), etc.

Also, to accommodate all the new transit riders, the number of buses on these routes will have to increase considerably. Especially with a new bus terminal at Yonge and Steeles.

It is suggested that the City of Vaughan and York Region monitor these movements in the future and make appropriate adjustments to signal timing plans, as required, when the proposed development and other developments in the area are fully occupied.

This intersection is under the City of Toronto.

5.0 SITE TRAFFIC

The 2016 Transportation Tomorrow Survey (TTS) and the Trip Generation Manual, 10th Edition published by the Institute of Transportation Engineers (ITE) information was reviewed to estimate the modal split, trip distribution and trip generation for the proposed development

As such, the **29% (i.e. 2016 TTS Data) of transit trip will be applied for Phase 1,**

- 40% (i.e. reduced from BA Group’s 46% for conservative analysis) of transit trip will be applied for Phase 2 and
- 49% (i.e. Yonge and Finch TTS) of transit trip will be applied to Phase 3

BA Group’s aspirational goal is for full build out of RT on Steeles and completion of the Subway extension.

Table 11 – Trip Distribution for Residential Component

Mode	Toronto South	Toronto East	Toronto West	York Region	Peel Region	Total
Auto	24%	10%	15%	44%	7%	100%
Transit	69%	2%	29%	0%	0%	

This table shows that currently no one is using transit to commute from the area to anywhere in York Region, yet it represents the largest share of driver trips. How will these trips be handled if a significant share of new residents work in York region? The Yonge north subway won’t help as the largest share are heading west, and less than 10% are going north.

Signalized Yonge Street/Steeles are expected to have some turning movements with higher delay due to heavy turning movements. It should be noted that the proposed

development contributes negligible delay or queues to the existing intersections and transportation work in the area.

Even if we were to accept the various assumptions made that there will only be minimal additional delays contributed by new developments, and that traffic will be pretty much at capacity, but some adjusting of timing of the lights will help keep it manageable..

One fatal flaw here. All of the transit share is based on Metrolinx putting in bus rapid transit along Steeles. That will mean the reduction in lanes for cars, and separate traffic signal timings at intersections. None of this has been included in any of the traffic projections.

8.0 PARKING ASSESSMENT

Table 19 – City of Vaughan Zoning By-law No. 1-88 Vehicle Parking Requirements

Phase	Type	No. of Unit	Parking Rates	Parking Requirement	Parking Provide	Diff.
Building A	Residential - Multiple Retail	735 units and 541 m ²	1.5 spaces/unit for residential	1319 spaces	448 spaces	-871
Building B		1097 units and 615 m ²	0.25 spaces/unit for visitor	1957 spaces	758 spaces	-1199
Building C		788 units 686 m ²	6.0 spaces/100m ² of GFA for retail	1418 spaces	479 spaces	-939
Total				4694 spaces	1685 spaces	-3009

Based on the City's Zoning By-Law 1-88, a total of 4694 parking spaces are required for the proposed development. It is our understanding that the proposed development provides a total of 1685 vehicle parking spaces including spaces for residential, visitor and retail, this presenting a technical shortfall of 3009 parking spaces (64% reduction).

It is Nextrans' opinion that there will be more viable and convenient modes of transportation to and from the proposed development instead of driving vehicles. It is our opinion that these recommended parking rates are suggested to support transportation demand management measures and to encourage more active modes of transportation such as walking and cycling, as well as public transit to and from the proposed development.

Agreed, if only a fraction of residents have a parking space, then it will definitely manage their use of cars. But this is more a discouragement to drive than encouraging other modes. As pointed out in the study, there is no cycling network in the area. Walking isn't much of an option with very little office spaces within reasonable distance. Which is why this bold statement is absurd.

Given that the proposed development is well-served by existing active transportation network, based on the following justifications:

1. Proposed development context; *what does this mean?*
2. Existing mode share; *parking rates are way below existing (see TTS)*
3. ITE Parking Generation Manual 5th Edition; *even below this*
4. Household demographic in the area; *area demographic is currently auto-centric*
5. Existing TTC and YRT Transit Service; *service levels on YRT or minimal and TTC is at capacity*
6. Available On-Street Parking and Carshare Locations in the Area *where???? Map in Fig 19 only shows a few car **rental** locations.. And does not show on-street parking.*
7. Neighbourhood Context; and *current context is suburban.. Not downtown*
8. Transportation Demand Management *this is circular*

8.1.10. Neighbourhood Context

Based on Nextrans' comprehensive review of the study area, it is evident that there is a wide range of different types of land uses currently exist in this area

The aerial map of nearby amenities provided in Fig. 20 does not show a school as promised. It mostly shows stores at Centerpoint mall which has an uncertain future, and a car dealership.

This proposal's density justification ultimately relies on support for the unbuilt Yonge North Subway Extension, which includes five subway stations in York Region, most significantly the one at Steeles relevant to this proposal. It needs to be recognized that the subway extension to Steeles was already fully justified and approved based on the existing proposed density levels in the Secondary Plan. In fact, even under current densities (pre-Covid) thousands of riders were coming in by bus from Steeles and further north to Finch Station during AM Peak. Rather than providing further unneeded justification for the extension, substantial increases to the currently approved densities would aggravate loading and crowding issues especially if it is overwhelmingly residential and therefore all heading in the same direction during peak hours.

The provincial government has promised that the Yonge North Subway Extension will be built by 2030, however given the Province's financial state to address COVID-19, this is an unlikely timing scenario. It would NOT be good planning to allow this residential development or any of the others in the area, whose additional density are predicated on the subway station, to be built before the subway station is. For one, the land use and designs for all lands on both sides of Yonge and Steeles will be determined first and foremost by the needs of the subway station and its underground bus depot. Secondly, we would prefer to reduce the total construction disruptions that will ensue for all of these developments and the subway station. We do not

want to see a repeat of the disruption to local businesses and traffic experienced by Eglinton Avenue in Toronto during the lengthy construction of the Crosstown LRT.

We therefore submit that this development not be approved until construction of the Steeles subway station is near completion. The residents of this area should not be subjected to a tremendous increase in development, population, and traffic congestion without the subway station and underground bus terminal in place or nearing completion to provide the promised public transit improvements which are the fundamental basis of these proposed developments.

e) 45-Degree Angular Plane – where art thou?

Section 5.3.6 of the Design Review Guidelines reads as follows

c. Where a rear yard transition to a Low-Rise property exists, High-Rise, Mid-Rise and Low Rise buildings should provide the following transitions:

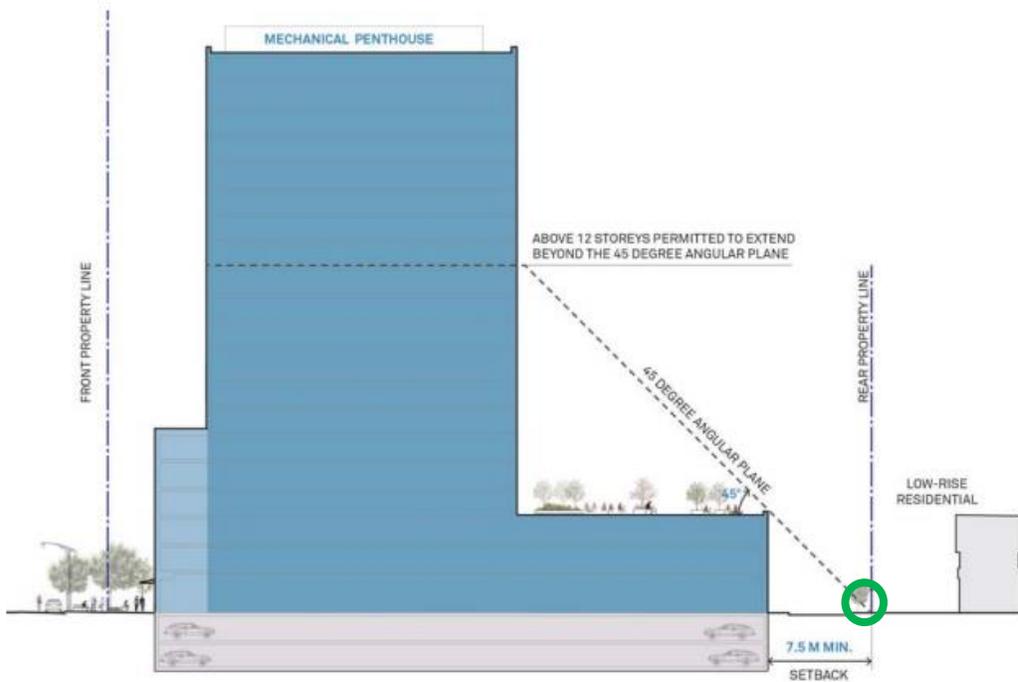
- High-Rise buildings should be set back a minimum of 7.5 metres from the rear property should be contained within a 45 degree angular plane from the rear property line. Above the twelfth storey, an angular plane is not required.
- Mid-Rise and Low-Rise buildings should be set back a minimum of 7.5 metres from the rear property line and should be contained within a 45 degree angular plane from the rear property line.

d. Where a rear yard transition to a Low-Rise residential neighbourhood exists, new High-Rise or Mid-Rise building sites are encouraged to create a transition that incorporates townhouse units between the new building and the existing neighbourhood.

Since the Guidelines' Glossary, page 211 defines "mid-rise" as

"...buildings between six and twelve storeys in height. These buildings help provide access to sunlight for pedestrians and trees at the street level, and the density of Mid-Rise neighbourhoods help support small retail, active transportation and active public spaces"

and the smallest tower is 38 storeys, all four towers are therefore high-rise.



High-Rise building rear yard transition.

Figure 17 – Vaughan Urban Design Guide – Standard 5.3.6 (page 134)

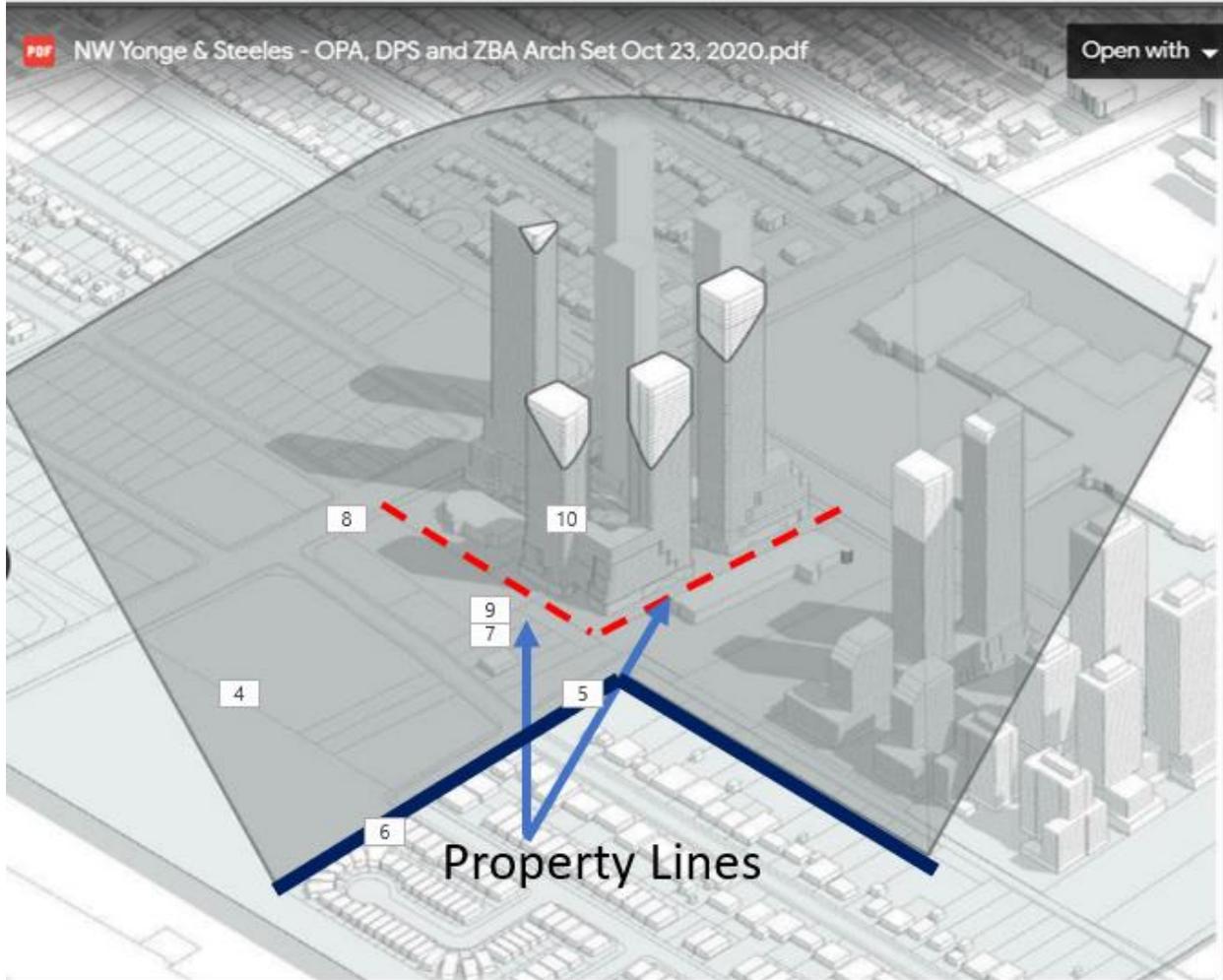


Figure 18: Angular plane renderings from the northwest, source: Architectural Drawings, p. 35)

The architect has supplied a 3D schematic shown on page 35, (Figure 18) but the only point of origin appears to be the northwest corner of the site (shown in heavy dark blue lines), taken from the opposite side of the Powell Road extension, and not on the rear property line (the eastern edge of Powell Road) (marked in dashed red lines). The architectural drawings do not illustrate the 45-degree angular plane originating from the rear property line required in the City's Design Review Guidelines (see Figure 17) to transition to the residential neighbourhood to the west. We also note that the architect has chosen to exclude the 7080 Yonge Street rendering on the northeastern side of the property.

We submit that the 45-degree angular plane must be illustrated along every property line on the western and northern site boundaries, which are adjacent to low-rise residential areas. Given that the setback on the northern boundary is a maximum of 10m, a 45-degree angular plane would undoubtedly intersect at 10 metres, (e.g. a 3-storey podium), and thus if continued upward, it would require a substantially greater setback from the podium to the tower. However, since the architectural drawings do not show the 45-degree angular plane from the

northern and western rear property lines, it is not possible to see what the appropriate maximum height of those towers would be. We believe that they would be significantly less height than the 38 and 44 storey towers proposed. Of course, if the proposal would have respected the designated parkland and not built anything on it, those towers would simply not exist.

If the architect does not wish to supply the 45-degree angular drawings, we request that an independent third party be commissioned (at the owner's expense) to do so.

f) Disproportionate Height and Density, no Mixed Land Use

Density

With respect to density, sections 3.3 and 3.6.11 of the 2010 Secondary Plan included the following:

"3.3 Density

Notwithstanding Section 9.2.1.5 of the Official Plan, the maximum density limits in the Secondary Plan Area shall not exceed the FSI indicated by the number following the letter D, as shown on Schedule 2.

In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related and office uses as prescribed in Policy 3.6.11 "Office Priority Area." (our emphasis)

In the area where the FSI is shown as 3.5, any development in excess of a FSI of 3.0 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related."

....

"3.6.11 Office Priority Area

Within the are shown as "Office Priority Area" on Schedule 2 (South) Land Use, Height & Density, the following policies shall apply:

- i. The lands within the Office Priority Area, shown on Schedule 2 (South) shall be the subject of a comprehensive Development Plan, as set out in Policy 8.5;
- ii. The maximum Floor Space Index and Building Height shall be 6.0 and 30 storeys respectively, as shown on Schedule 2 (South);
- iii. **In accordance with Policy 3.3 the maximum FSI shall be 6.0 and any development in excess of 4.5 FSI shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related;**
- iv. **A minimum of 50 percent of the gross floor area devoted to Non-Residential Uses shall be located in a high-rise or mid-rise building, devoted exclusively to office uses;**

- v. Such office building shall be located and designed in accordance with the following criteria:
 - a. It will provide a high-profile massing and architectural presence at the intersection of Yonge Street and Steeles Avenue as the primary non-residential focus of a mixed-use development;
 - b. The design of the building will provide for a direct connection to the planned Steeles Avenue Subway/Bus Station;
 - c. The nature of the integration of the office building component into the mixed use development will be confirmed through the Development Plan and implementing development review process. Such consideration will include the accommodation of required parking, the potential for a “PATH” system, the integration of retail uses and the provision of secondary accesses to the residential and non-residential (podium) uses.
- vi. Should the office building, including its portion of any podium structure, provide the gross floor area equivalent of 1.0 FSI, based on the approved Development Plan and implementing development application, then the maximum building height within the area of such Development Plan, may be increased from 30 stories to 35 stories. Such increase will be reflected in the implementing zoning by-law; and agreement under Section 37 of the Planning Act as may be required by the City.”

However, as noted earlier, the general Secondary Plan, which allows for a site-specific height of 30 storeys and density of 6.0 FSI, is not yet in effect. Which means that the prior Plan, Official Plan Amendment 210 (Thornhill Vaughan Community Plan)(“OPA 210”) prevails. In OPA 210, the Subject Lands are designated C1, “General Commercial Area”, which permits the existing commercial uses to continue. The proposed development for 38 to 60-storeys mixed-use apartment buildings with a density of 10.95 FSI does not conform to the “General Commercial Area” policies of the OPA 210. However, the developer still claims the Secondary Plan’s validity for certain purposes (pocketing the allowable height and density and asking for more).

The current area Population density shown below in Figure 19 (in orange) is 43 persons/hectare. The proposed population density (persons per hectare) for 72 Steeles Ave West and 7040 Yonge Street is $2,620 \text{ units} \times 1.5 \text{ ppu} = 3,930 \text{ persons}$, when divided by the lot size of 1.97 hectares is 1,995 persons per hectare, which is 4,639 percent greater than the current density level. If approved as is, this site would become the **third most dense** population site in the entire GTA (the highest, at 2,752 pph is the Gupta proposal at 2 Steeles Ave West & 7028 Yonge St, and the second at 2,215 pph, is Metropolis Suites at Peter and Adelaide Street in downtown Toronto, as seen in Figure 20). So, one gets a sense of just how out of proportion this development is for a site of this size and contextual location.

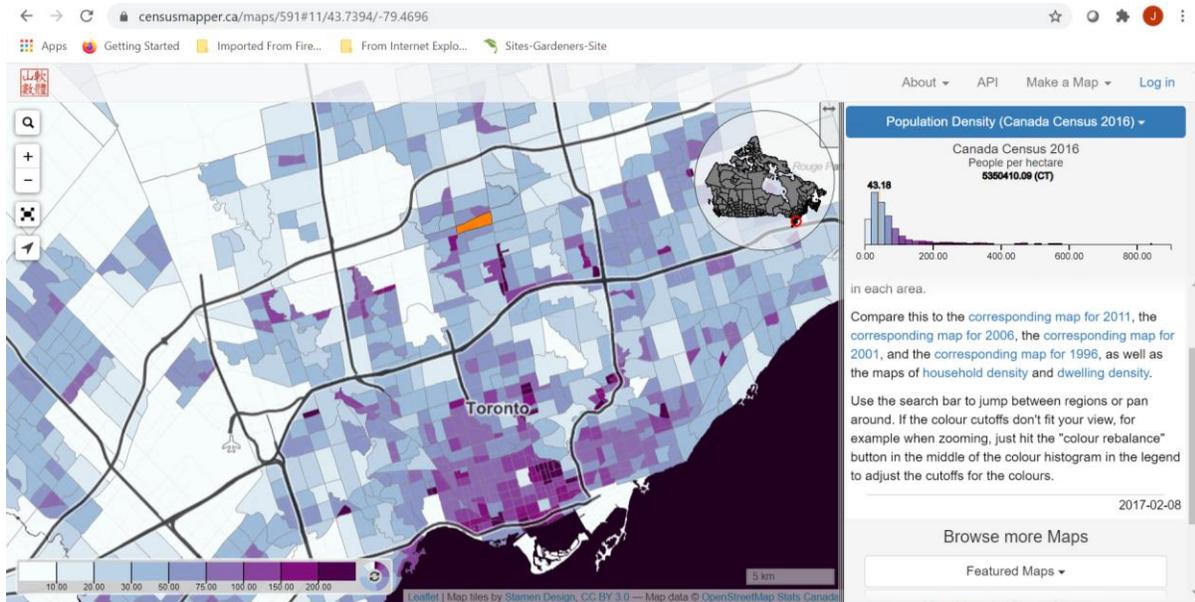


Figure 19 – Population Density for Yonge-Steeles area, 2016 (Source: www.censumapper.ca)

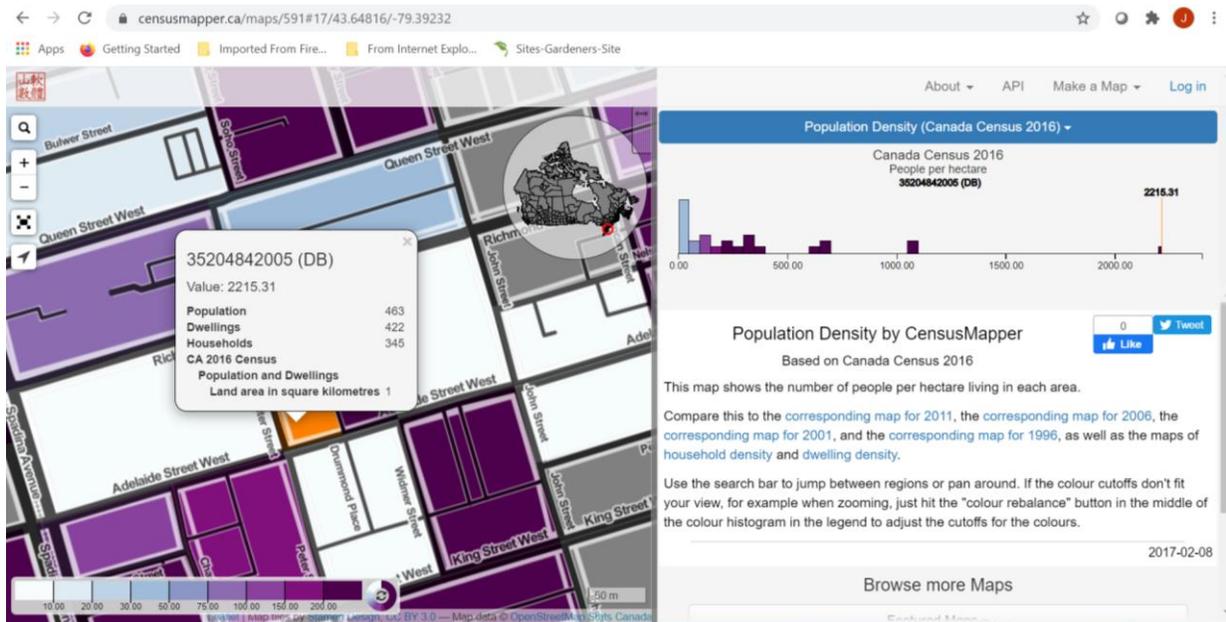


Figure 20 – Population Density – Adelaide Street and Peter Street, Toronto (Source: *ibid*)

Land Use

We noted previously that section 3.3 of the Secondary Plan states thusly:

“In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related and office uses as prescribed in Policy 3.6.11 “Office Priority Area.”

Therefore, we would expect to see that *any density above 4.5 FSI* would be devoted to non-residential uses. The proposal as submitted shows that the residential portion has an FSI of 9.51, and the non-residential portions have 0.49 FSI. Thus, there is an excess of 6.45 FSI (10.95 minus 4.5) that is residential but is supposed to be non-residential.

In fact, only 1,842 out of 215,462m² or 0.8% of total gross floor area is indicated as commercial (at grade retail). (Architectural Drawings, p. 2). In our opinion, less than one percent hardly qualifies as “mixed use”. There is actually a higher percent (15%) of at-grade privately-owned public amenity space of 3,570 m² (2,800+ 770 for POPS, out of 19,700 m² at grade space) than commercial space on this site.

Height

The present zoning of this parcel reveals this site is zoned as C1 Restricted Commercial which permits only commercial, institutional and recreational development, and that the owner wants to change the zoning to “RA3 Residential Apartment Zone”, which has a maximum height of 44 metres (~12 storeys), to 130m (38 storeys), 148m (44 storeys), 185m (56 storeys), and 198m (60 storeys) buildings respectively. Compared to 44m, these buildings are, respectively, 295, 336, 420 and 450 percent greater than the allowable heights. **These variances are not an amendment of a zoning by-law; they are an obliteration of it.**

So even the RA3 zoning is insufficient for the owner’s needs. In contrast, the Secondary Plan designates this site as High-Rise Mixed Use Designation with a maximum height of 30 storeys (~97.5m). The proposed heights are respectively 134, 152, 190 and 204 percent greater.

However, despite recognizing the Plan, the developer’s reports have not provided any quantitative proof that 30 storeys and 6.0 density cannot where so designated meet local and regional planning objectives.

As the Secondary Plan has been under appeal since 2010, and is currently in multi-party mediation, it is critical that this proposal not be approved until the Secondary Plan’s appeal is resolved and clear indications of use, height, and density are given for the entire area to ensure consistency of application and good neighbourhood-wide planning.

We should not only examine this project in isolation, but rather we would submit that heights (and densities) must be coherent in the larger region.

The 60-storey building would be the second tallest building in all of Vaughan, (see Figure 21) second only to Transit City 6 (175 Millway Avenue), the tallest building in the new Vaughan Metropolitan Centre, Vaughan’s “downtown” which is identified in the Vaughan Official Plan 2010 as to have the tallest buildings in the City.

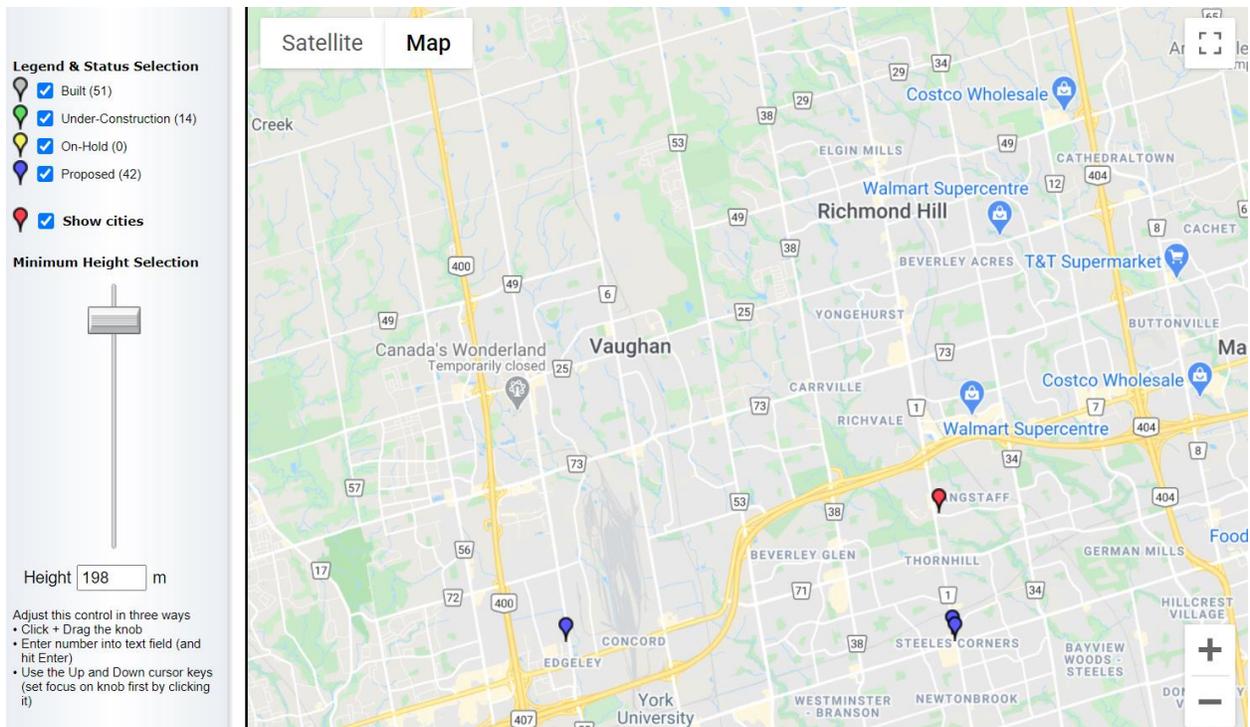


Figure 21: 7040 Yonge Street (blue pin) height in relation to other sites in Vaughan (source: www.skyscraperpage.com)

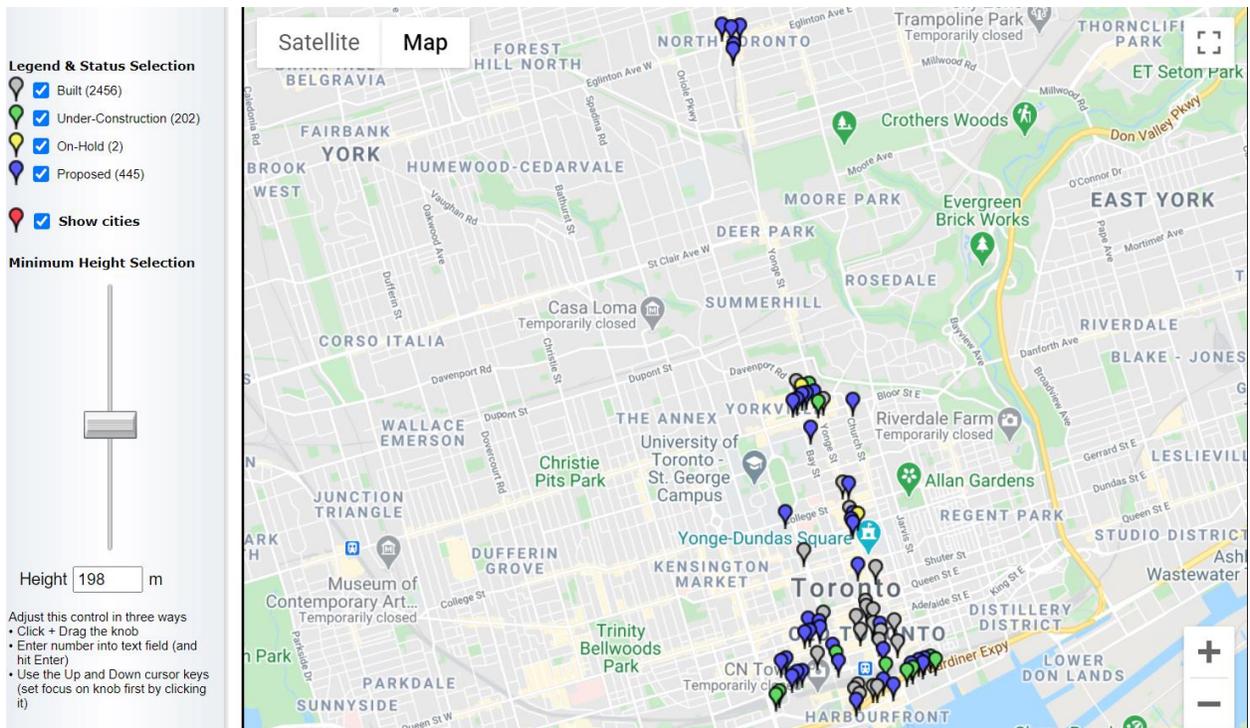


Figure 22: 7040 Yonge Street (blue pin) height in relation to other sites in Toronto (source: www.skyscraperpage.com)

Not only would this proposed building be the tallest in the City of Vaughan, we have to travel to Yonge & Eglinton in the City of Toronto to find similar heights, with far superior transit infrastructure and density. (see Figure 22)

Simply put, Yonge and Steeles is not Yonge & Eglinton. The latter has a major subway station, a soon-to-be-completed Eglinton Crosstown LRT, and substantial office, residential, and commercial uses.

g) Lack of Provided Community Services and Facilities

The City of Vaughan's Active Together Master Plan (ATMP, May 2018, p. 112) says the following with regard to walking distances to parkland:

“Playgrounds are neighbourhood-level facilities and are best provisioned based on walking distance from resident homes rather than a per capita rate. **A walking distance of 500-metres is recommended** as this generally represents a five to ten-minute walk time. The service radius should be unobstructed by major barriers such as waterways/ravines, railway lines, highways, etc. It is recommended that future playground installation and revitalization be based on demand and demographics/growth.” (our emphasis in bold)

The submitted Community Services and Facilities Study concludes that

“Based on the analysis above, the following are identified as areas of potential concern and further review of the Yonge Steeles Corridor Area and development applications:

- While the Study Area includes a large number of parks and a variety of facilities within them, **none of the parks are within a short walking distance (500m)** of the development site;
- While the Study Area includes a Community Centre and a Resource Library is also generally nearby, **they are again more than a short walking distance** from the development site;
- Busing to elementary schools in the area is likely to be necessary due to the distance of elementary schools from the site and capacity at Secondary Schools is an area for review with the School Boards;
- The **provision of licensed day care facilities within the mixed use portion** of the Yonge Steeles Corridor Area **would be encouraged**;
- The **provision of additional parks, community space and certain public facilities** within the Yonge Steeles Corridor Area **would be encouraged**. “(p. 17) (our emphasis in bold)

So, the consultants' study clearly notes that there are no current parks, schools, or community facilities within 500m of the site, and should be encouraged within this area. Despite such recommendations from its own hired consultants, the proposal does **not** include any publicly accessible space for community use, and in fact Building 2 (38 and 44 storeys towers)

encroaches on three quarters of the park land designated at the northwesternmost end of the site. This is another major shortcoming of this redevelopment proposal.

h) Excessive Shadow impact from Height

Shadows accrue from building height, massing and siting. The shadow study included in the Urban Design Brief (p. 59) shows (see Figures 23, 24, and 25) the Humboldt buildings' shadows in red, and the other buildings in the area (Gupta and Salz) in green. We note that the much-vaunted green space in the center of the proposal will be shaded for 23 of 24 hours of the day for much of the year, due to shadowing from Building 1 as well as the three proposed Gupta towers. This demonstrates a lack of integration and co-ordination between the Gupta and Humboldt projects, which will need to be resolved. Significant shadowing across the eastern side of Yonge Street in Markham must also be addressed. The simplest solution is to reduce building heights and the number of buildings.

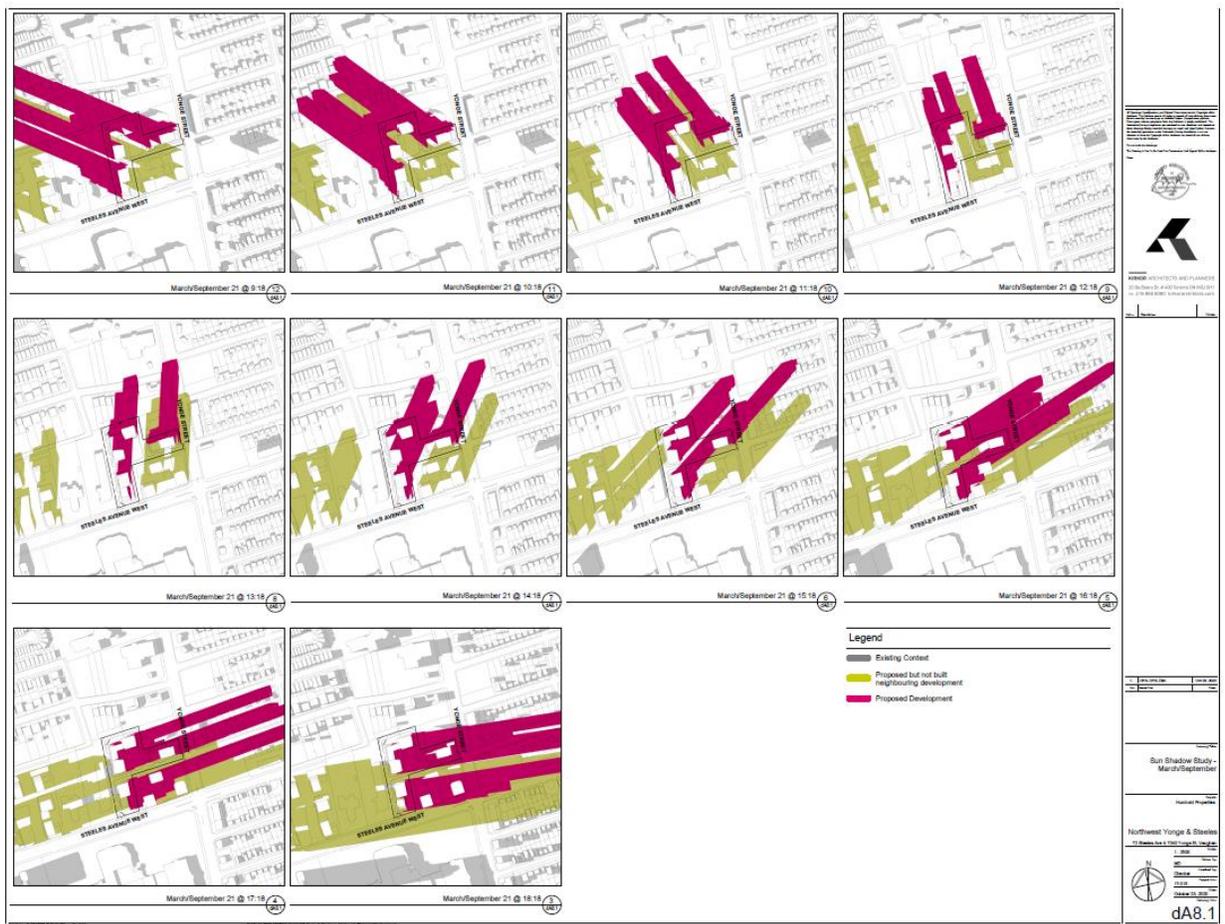


Figure 23 – Shadow Study- March/September (source: Architectural drawings, pp. 32)

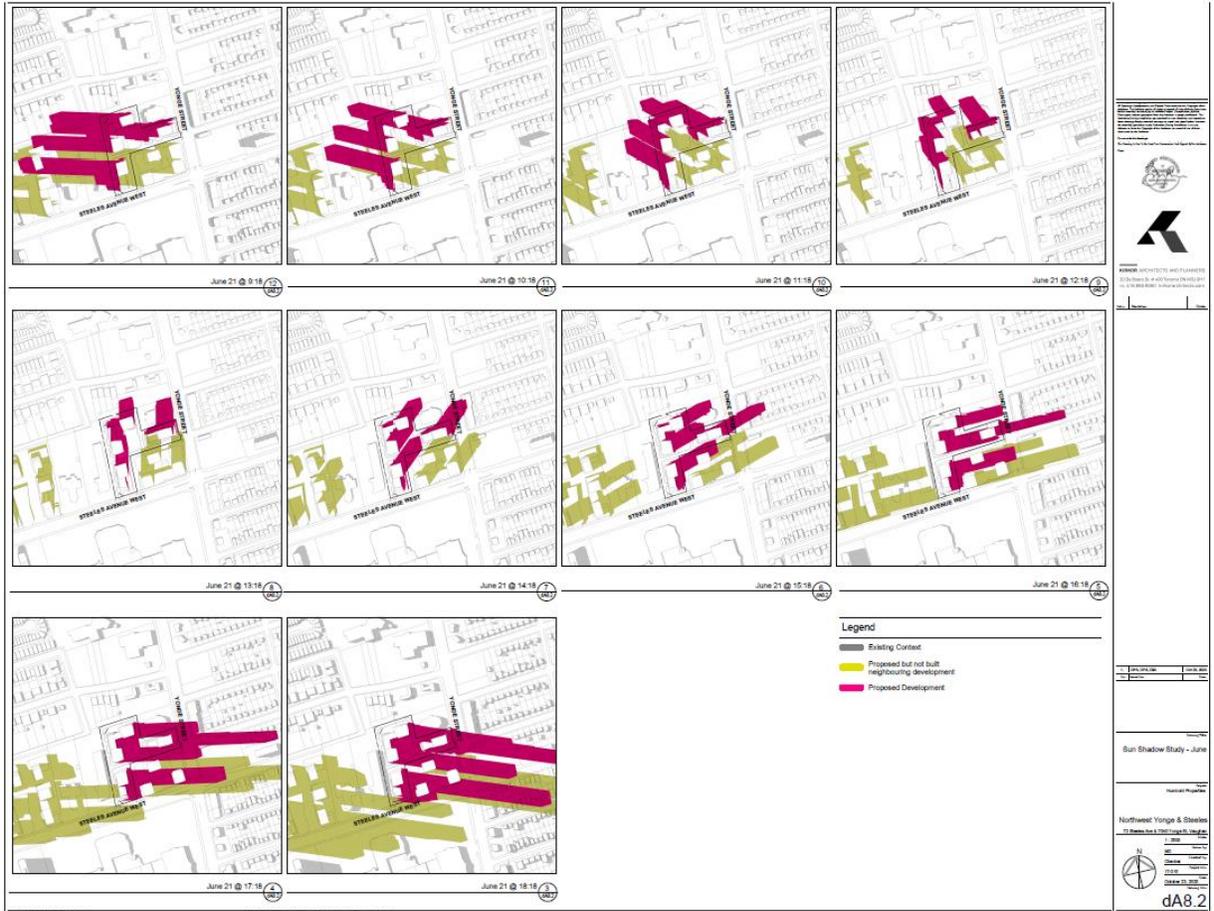


Figure 24 – Shadow Study – June (source: Architectural drawings, pp. 33)

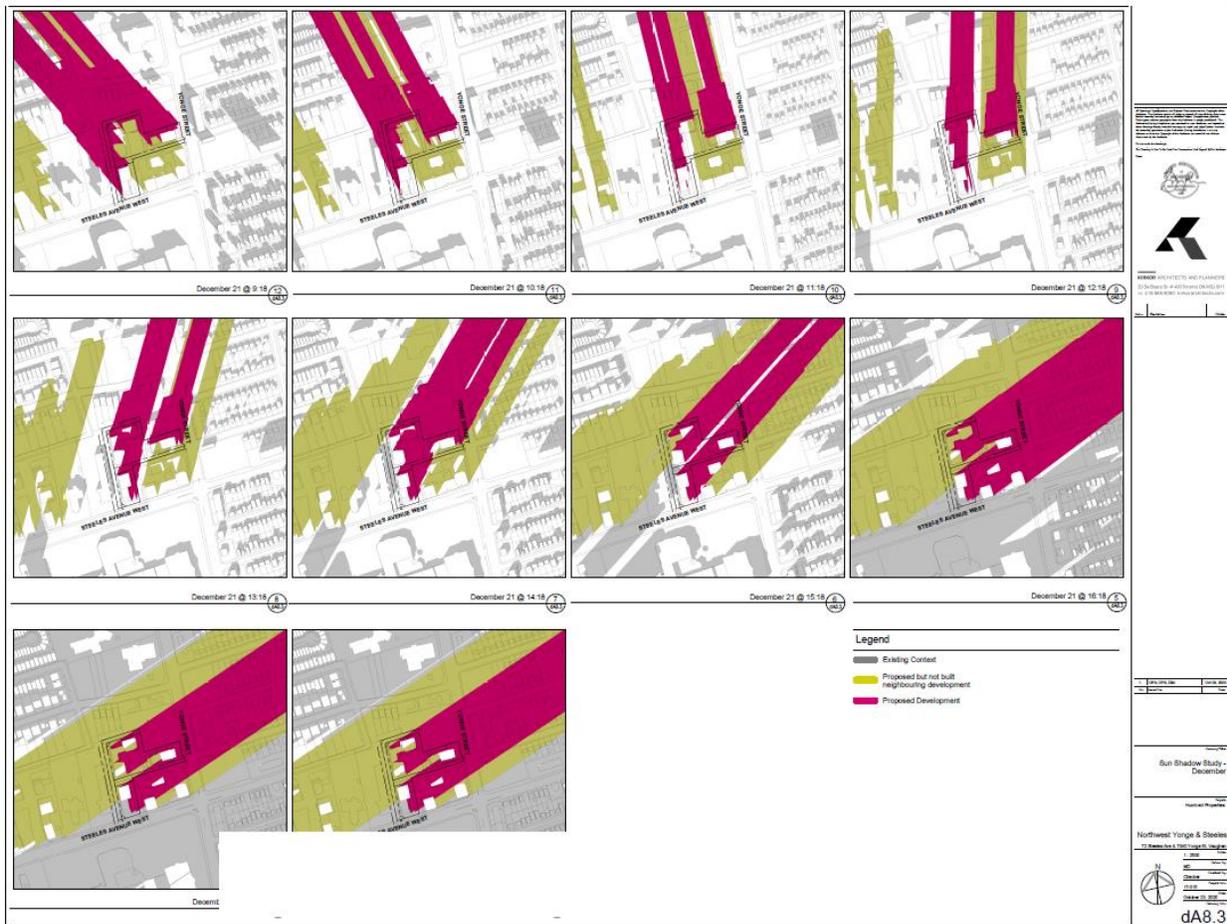


Figure 25 – Shadow Study – December (source: Architectural drawings, pp. 34)

i) Lack of Integration with adjacent projects or neighbourhood

As was mentioned at the beginning of this submission, this is the fifth redevelopment proposal submitted to the City for this area in the past two and a half years. There are two adjacent properties, by Gupta (at 2 Steeles West/7028 Yonge, submitted in 2018) and Chestnut Hill (at 7080 Yonge, submitted in late 2020). It is also noteworthy that Humboldt and Chestnut Hill have used the same Agent (Weston Consulting) and Architect (Kirkor) for their properties, so it is not unreasonable for there to be more integration and connection shown in the proposal.

We noted on page 31 that the Humboldt shadow studies factor in the Gupta towers, as well as the Salz and Mizrahi proposals, but exclude the Chestnut Hill towers. We also noted that the breezeway in Building B provides public access from the interior of the site to the adjacent residential neighbourhood, which will be operative once the extensions of Powell Road and Royal Palm are built.

But we are also surprised at the lack of integration between the Humboldt and Chestnut Hill proposals, in terms of connectivity and the sharing of the Royal Palm extension. Since

approximately half of the northern edge of the Humbold property faces the Chestnut Hill project, we would expect to see more visual connectivity as well, so that Chestnut Hill does not appear as a separate island. The northeastern face of the North tower of Building B is essentially a solid block, with minimal (3.56m) setback, and this would no doubt be visually unappealing and shadow-inducing to the Chestnut Hill residents. As the last proposal for the Yonge-Steeles area submitted to date, it is incumbent on Humbold to take into full account the cumulative impact of all of the preceding proposals and to address them head on. We doubt that there is a “project firewall” in the architect’s office between adjacent projects under development at the same time.

We want to be clear that Humbold is not unique in this regard. All of the five proposals submitted to the City for Yonge & Steeles, with very few exceptions, have been presented as standalone entities, unconnected to both the existing residential neighbourhood to the north and northwest, and with each others’ projects. Fortunately, there is a mechanism underway to address the area-wide integration and need for a master planned neighbourhood, the Vaughan Yonge Steeles Working Group, consisting of the five developers, local landowners, local residents (represented by the SFRA), politicians, and planning officials from Toronto, Markham, York Region, and Metrolinx. This group has now had two initial meetings. We further note that Humbold Properties, to its credit, is the founder of the Landowners Group.

j) Local retail impact

We are also concerned about the negative impact of this proposal on existing local businesses. The City touts its small business-friendly approach, as well as appreciation for ethnic diversity. It would be most unfortunate if local restaurants are forced to close permanently or to relocate elsewhere due to this and other redevelopment proposals (such as at the current 100 and 180 Steeles Avenue West plazas). In particular, the Galleria Supermarket is currently home to ten family-run Korean restaurants that will be displaced during construction of Building C. To minimize the disruption, we would expect that Humbold make a generous offer to relocate those businesses within Building A before the Galleria Supermarket is demolished for Building C to be constructed. As noted in the brief submitted by the Korean Canadian Business Association, there must be sufficient retail space, as well as access to underground parking for patrons to accommodate restaurants to function.

5. Conclusion

In sum, the 72 Steeles/7040 Yonge Limited proposal suffers from most of the pitfalls of previously submitted proposals for this area and adds a few of its own deficiencies. To address these, there is much work that remains to be done to radically revise this proposal, starting with removing the 38 and 44-storey buildings to convey the vitally necessary public park to the City, and reduce the height of the other towers to fit the 45-degree angular plane from the northern boundary of the site, adding commercial space, adding public amenities onsite, and

building the full 23m-wide Powell Road and Royal Palm extension right of ways necessary to service this site before the construction is complete.

Even without the aforementioned deficiencies, Council consideration of the entire project should also await resolution of the LPAT appeal of the Yonge-Steeles Corridor Secondary Plan, as well as the Yonge Subway North Extension (particularly the Steeles subway station) to ensure that there is adequate subway usage to warrant the proposed 2/3 reduction in underground parking spaces.

Springfarm Ratepayers Association is already participating with local landowners, developers and politicians in the early stages of the Yonge-Steeles Centre Working Group. We welcome Humboldt's continued involvement in shaping an integrated, well-planned neighbourhood that respects the Yonge-Steeles Corridor Secondary Plan.

**COMMUNICATION – C30
ITEM 4
Committee of the Whole (Public Meeting)
March 2, 2021**

From: DICKINSON [REDACTED]
Sent: Monday, March 01, 2021 11:41 AM
To: Clerks@vaughan.ca
Subject: [External] Public Meeting - 10422 + 10432 Islington Avenue Kleinburg, Kleinburg Mills Inc.

Location Description

The location in the title, Islington Avenue and Nashville Road, is misleading. The location is Islington Avenue and Stegmans Mill Road.

Planning Comments

Both buildings exceed the height and density limits prescribed by the VOP. It is important that the requirements of the VOP and the KNCDP are adhered to. The buildings must be limited to a maximum of 2.5 storeys. The present "Mainstreet Commercial" designation should be applied without alteration.

The size and massing of building A is excessive, overbearing and out of context with KNCDP. The length of the building would still be excessive even if the height were reduced to 2.5 storeys. The grade level of building B doesn't obviate the prescribed height limit of 2.5 storeys.

The set back of building A from Islington Avenue must be reduced to the set backs of buildings 10462, 10472 and 10418 and should include trees and other shrubs and planting materials to soften the aspect of the building.

Roger Dickinson
[REDACTED] Donhill Crescent
Kleinburg ON [REDACTED]

COMMUNICATION – C31
ITEM 1
Committee of the Whole (Public Meeting)
March 2, 2021

Public Meeting

March 2nd, 2021

OFFICIAL PLAN, & ZONING BY LAW AMENDMENT APPLICATIONS

Mixed use and Residential, Woodbridge Avenue (west from Kipling Av.)

Aaron Gillard & Daniel Ceron on behalf of 2232394 Ontario Inc.



Aerial View



Development Applications Breakdown

- Step 1: Official Plan and Zoning Bylaw Amendments has been submitted.
- Step 2: Site Plan Approval, Draft Plan of Subdivision and / or Draft Plan of Condominium (POTL), and Building Permits are anticipated in the future.

Official Plan Kipling Avenue Corridor Secondary Plan

The subject land is designated
Mid-Rise Mixed-Use; and
Low-Rise Residential B

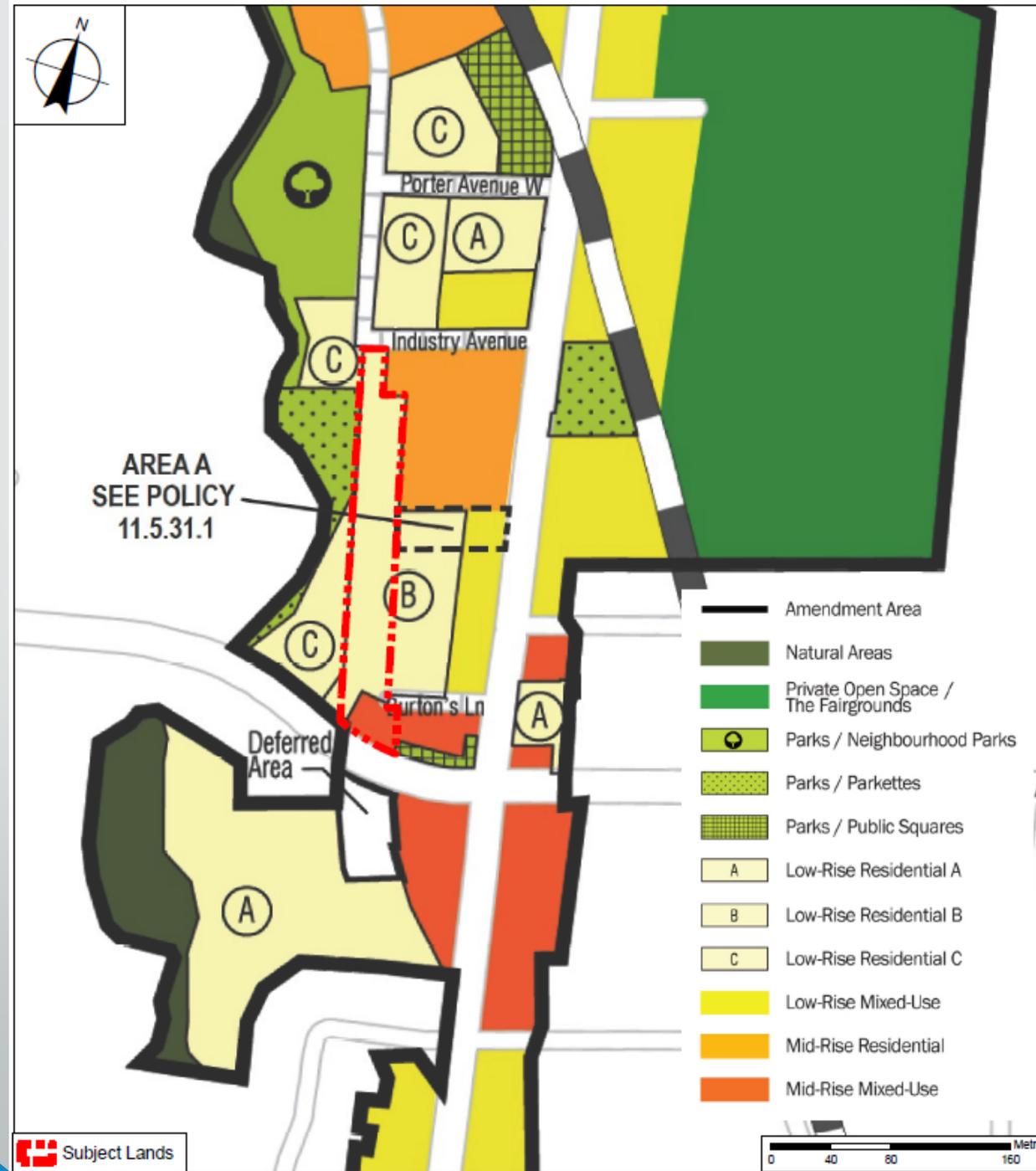
Proposed OPA includes amendments to:

Mid-Rise Mixed-Use:

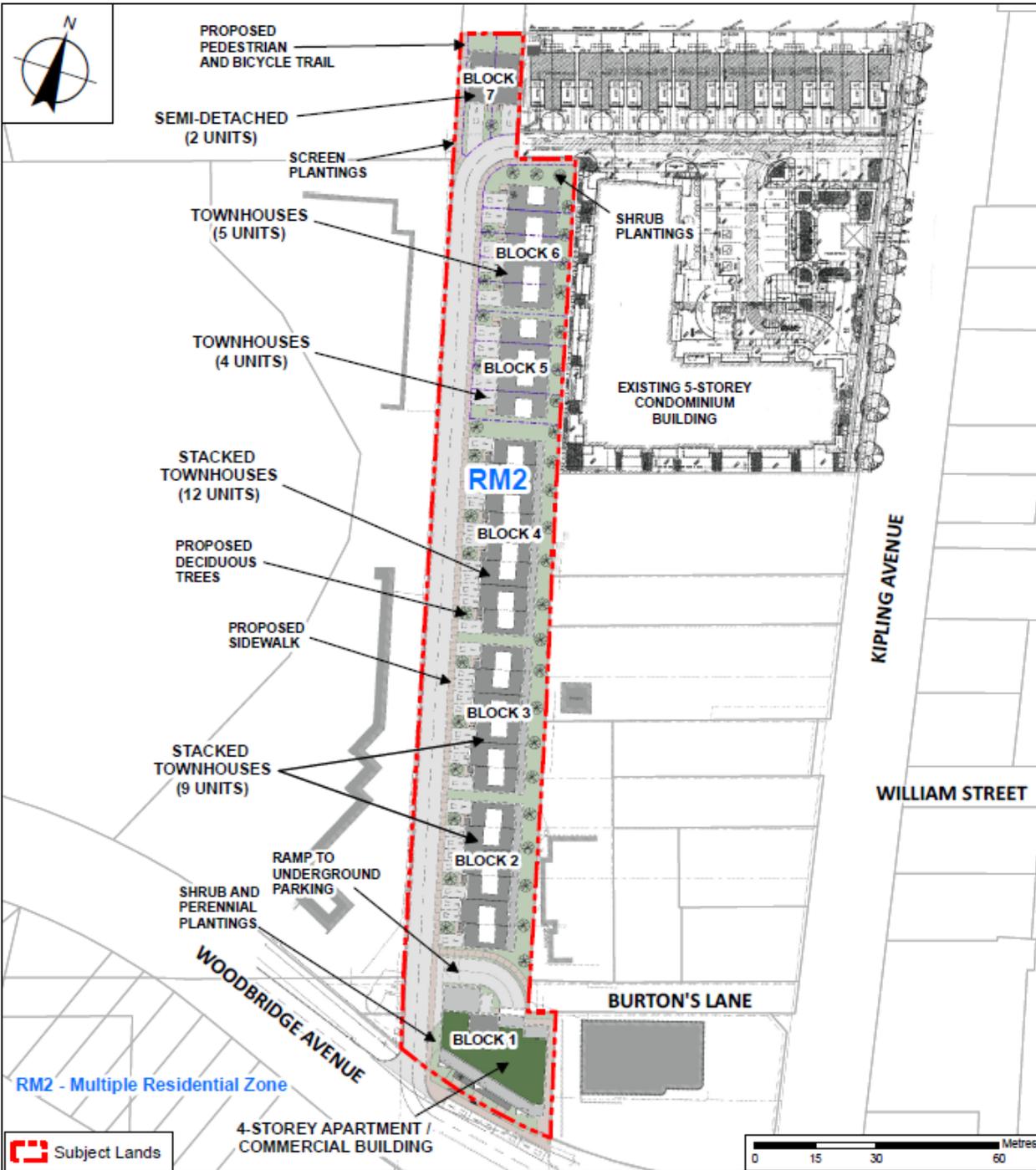
- Max. Building height
- Max. Coverage from 0.6 to 0.62
- Min. Front Yard Setback (Woodbridge Av)
- max. GFA and width of individual store frontage for retail

Low Residential B:

- Max. FSI from 0.70 to 0.82
- Max. Building height



Subject Lands



Conceptual Plan

Source: Conceptual Site Plan by Turner Fleischer Architects Inc.

“Mid-Rise Mixed-Use” Block 1

- 14 residential apartment units
- 2 small-scale retail uses
- Building Height 4 storeys + Roof Terrace Access)

Block 2-4, “Low-Rise Residential B”

- 30 Stacked Townhouses (3 storeys + Roof Terrace Access)

Block 5-6 “Low-Rise Residential B”

- 9 Street townhouses, (2 Storeys + Roof Terrace Access)

Block 7 “Low-Rise Residential B”

- 2 semi-detached units (2 Storeys + Roof Terrace Access)

Other information:

- Private Street to access the development
- Sidewalk connection from Woodbridge Av. for pedestrian access.
- Amenity Area includes balconies, and roof terraces.
- Possible connection to west lands through block 7
- Two parking spaces for each unit for Low Rise Residential areas
- 1 Parking space per each apartment unit in the Mid-Rise Mixed-Use Building, and shared Visitor Parking with Retail use

Mid-Rise Mixed Use (Block 1)

Source: Render by Turner Fleischer Architects Inc.



BLOCK 1 - PEDESTRIAN VIEW LOOKING NORTH EAST

Residential Low-Rise B

Source: Render by Turner Fleischer Architects Inc.



Technical Reports & Studies Completed

- **Archaeological Report (entered into the Ontario Public Register** (Archaeological Assessments Ltd.)
- **Servicing Report + Stormwater Management Report (FSR & SWM)** (Masongsong Associates Engineering Ltd.)
- **Environmental Site Assessment Phase One** (Soil Engineers Ltd.)
- **Environmental Site Assessment Phase Two** (currently undertaking by Soil Engineering Ltd.)
- **Geotechnical Investigation Report** (Soil Engineering Ltd.)
- **Community Services & Facilities Impact Study** (LARKIN+ land use planners inc.)
- **Traffic Impact & Parking Study and Pedestrian & Bicycle Circulation Plan** (Trans-Plan Transportation Engineering)
- **Air Quality Study** (Wood Environmental & Infrastructure Solutions)
- **Arborist Report** (Insite Landscape Architects)

- **Topographic Survey** (Speight, Van Nostrand & Gibson Limited)
- **Conceptual Site Plan, and Architectural Floor Plans and Elevation** (Turner Fleischer Architects Inc.)
- **Landscape Concept Plan** (Insite Landscape Architects)
- **Land Use Planning** (LARKIN+ land use planners inc.)

Summary of Comments

York Region:

- OPA Application has been exempted from Regional Approval

City Planning:

- Appropriateness of the proposed amendments
- Future Site Plan, Draft Plan of Subdivision, and Draft of condominium in a later stage.
- Development must achieve min. Bronze Threshold Overall score in accordance with the Sustainability Metrics Program
- Water & Servicing Allocation must be approved by City Council
- Shared Access with the landowner of 8026/8032 Kipling Av.
- Amenity Areas
- Multi-trail connectivity
- Agreements with the city may be required

Urban Design

- Snow storage
- Landscape
- Site Layout, & Architecture

Parks

- Pedestrian pathway

Forestry Operations

- Tree Protection, & Replacement

TRCA – No comments (outside of Regulated Areas)

Development Engineering

- Engineer to provide response to comments
- Traffic Engineer to provide response to comments

Environmental Engineering

- Environmental Site Assessment ESA Phase I, & II, (RSC)
- Air Quality Study

Environmental Policy – No Objections

York Region District School Board – No Objections

Development Finance – No Comments at this time

Real State – Park Land dedication, Cash-in-lieu alternative

Heritage – No comments at this stage

Canada Post – Centralized mail Boxes

Alectra – No objection

Rogers - No comments

Enbridge – No comments

Canada Pacific Rail – No further consultation required

Comment received before the Public Hearing:

- Adjacent property representative to the west expressed concerns regarding future road connectivity. (it will be addressed)

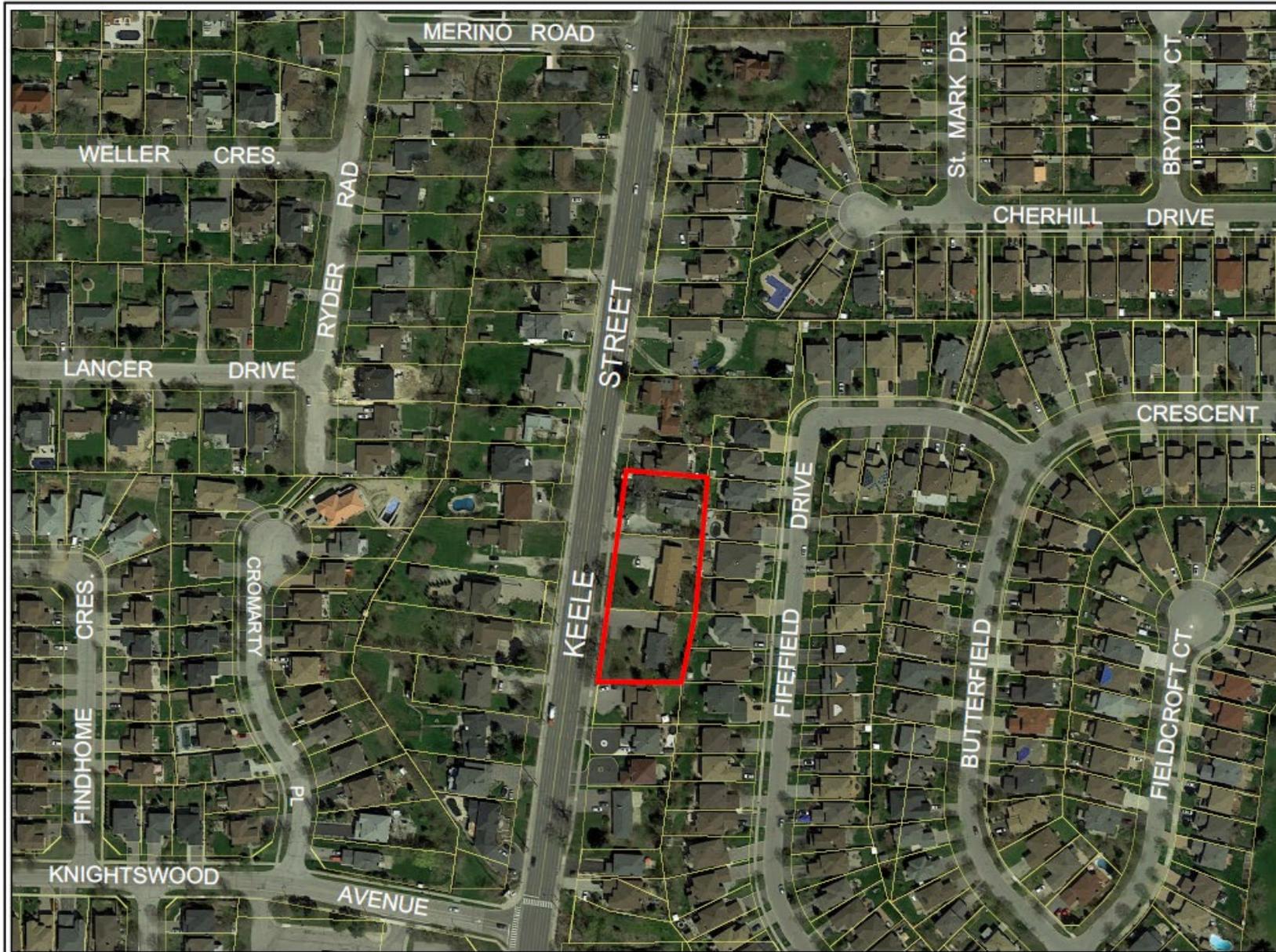
9675, 9687 & 9697 Keele Street

**COMMUNICATION – C32
ITEM 3
Committee of the Whole (Public Meeting)
March 2, 2021**

2777100 Ontario Inc.
Zoning By-law Amendment Z.20.025
Draft Plan of Subdivision 19T-20V003

March 1, 2021

Location Plan



LEGEND

 Subject Lands



NO.	DATE	REVISION

CONTEXT MAP
9675, 9687 & 9697 KEELE STREET
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK

Scale:




Landscape Plan



9675 - 9697 KEELE STREET
LANDSCAPE PLAN



MSA LTD



Semi-Detached Rendering



Existing Heritage Dwelling



Area Developments

