

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – APRIL 7, 2021**COMMUNICATIONS**

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Please note there may be further Communications.

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – APRIL 7, 2021**COMMUNICATIONS**

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COMMUNICATION – C1
ITEM 4
Committee of the Whole (Public Meeting)
April 7, 2021

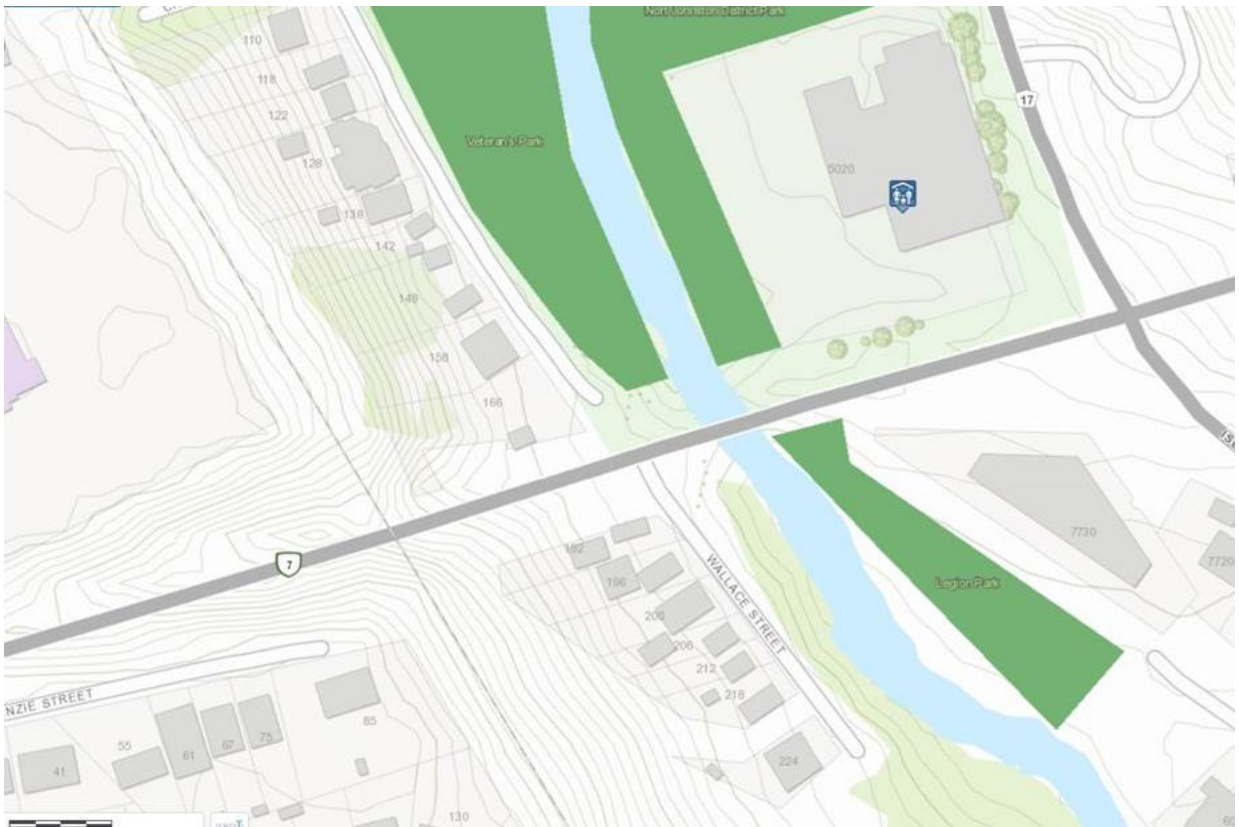
From: Vin Krieg [REDACTED] >
Sent: Tuesday, March 23, 2021 1:01 PM
To: Clerks@vaughan.ca
Cc: Carella, Tony <Tony.Carella@vaughan.ca>
Subject: [External] Official Plan Amendment File OP.17.006/Zoning By-law Amendment File Z.17.015

Hello,

I have a comment regarding the subject matter as it pertains to the proposed development for lots 166 and 158 on Wallace Street. See below.

I live at [REDACTED] Wallace Street, and a while ago, I looked into dividing my house and making 2 units as an option for me to remain in my home after retirement and produce some income. I was told by the TRCA that I was not allowed to do so because in the event of a flood (Pink Zone representing 1% chance), it will be difficult to evacuate the street. As you can see, the south side of the street has open access to hwy 7 but the north side does not. I was also told that we are not allowed to build beyond our existing footprint.

As you can see from the flood map, the property in question (158 and 166) also fronts onto the Pink Flood Risk Zone, except they have no direct access to hwy 7 and would have to drive through Wallace Street towards Woodbridge Avenue in order to evacuate. So my question is, if it is not safe for us on the south end of Wallace Street to create additional units, then why would it be safe for this development to occur adding an additional 27 units? If safety is really an issue, then I would say, this development shouldn't be allowed.



Vinnie Krieger

COMMUNICATION – C2

ITEM 6

Committee of the Whole (Public Meeting)
April 7, 2021

From: Robert Okamoto [REDACTED] >

Sent: Tuesday, March 23, 2021 3:13 PM

To: Clerks@vaughan.ca; Council@vaughan.ca

Subject: [External] Citizen concerned with planned development at 9291 Jane Street

Re 9291 Jane Street - Z.20.044.OP.20.017-Eastwood Holdings Corp. (Bellaria 2, Solmar) Committee of the Whole Public Hearing on April 7 at 7pm. I am concerned that the planned development containing two 36 storey towers, 5 podiums, and 760 units, is out of scale with the adjacent buildings of 18 stories on one side, 4 stories on other. And will create traffic congestion. Thank you.
Bob Okamoto, citizen of Vaughan.

COMMUNICATION – C3
ITEM 3
Committee of the Whole (Public Meeting)
April 7, 2021

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

From: CAROLEE VANDYK <[REDACTED]>
Sent: Wednesday, March 24, 2021 3:41 PM
To: Clerks@vaughan.ca
Subject: [External] Zoning By-law Amendment File Z.20.041

Hello,

Regarding the application of our neighbour at 60 Davidson Drive to create two lots where there is currently only one, we are not in favour of this occurring as it is not in keeping with the nature of this residential street. There have been many homes along Davidson Drive and Waymar Heights that have been knocked down and rebuilt or renovated and no one has tried to increase the density. As well, this property has a steep hill and we do not feel it is appropriate or aesthetically acceptable to put a home on this steep hill. We realize that the current owner is trying to profit from her purchase but we object to this proposal.

Please notify us of the decision of Council in respect to this application.

Anya and Carole van Dyk

[REDACTED] Davidson Drive
Woodbridge, ON
[REDACTED]

Sent from my iPad

**COMMUNICATION – C4
ITEM 6
Committee of the Whole (Public Meeting)
April 7, 2021**

From: CESAR [REDACTED] >
Sent: Saturday, March 27, 2021 10:56 AM
To: DevelopmentPlanning@vaughan.ca; Clerks@vaughan.ca
Cc: Fera, Eugene <EUGENE.FERA@vaughan.ca>
Subject: [External] Plan Amendment file OP.20.017, zoning file Z.20.044 No tice of public meeting

Hello,

I confirm receive of you letter inviting to the public meeting for the reference aplication by Eastwood Hokdings Corp for a new condo development located in 9291 Jane Street.

This note is to request additional information on how the city will enforce the developer and builder of this project to guarantee the maximum acceptable level of noise to the potential buyers and new owners of these condos due to the proximity of this project to the existing comercial train line identified in M3 Transportation Industrial Zone.

Currently this train stops, breaks and horns emitting intensive noises around the proximity of existing residential units and stops by an existing close vaughan waste and shop facility. This new development is located even closer to this comercial train line.

Thanks and regards.

Cesar Casas

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COMMUNICATION – C5
ITEM 2
Committee of the Whole (Public Meeting)
April 7, 2021

From: Srianjela [REDACTED] >
Sent: Saturday, March 27, 2021 4:13 PM
To: Clerks@vaughan.ca
Subject: [External] Block 18 Properties Inc.& block 18 (Rutherford) Inc.

Respected Sir/Madam,
We object to construction of homes on this lot. We believe that it will cost too much congestion in this area and it will increase the threat to surrounding wildlife in this area. We feel adding more infrastructure will create more condensed intersection and take away residential aspect. In addition to the construction Rutherford Go station I strongly believe it will become far too crowded for more residential area to be built.

Thank you
Sincerely
Resident from Dufferin hill area

COMMUNICATION – C6
ITEM 6
Committee of the Whole (Public Meeting)
April 7, 2021

From: Samantha C [REDACTED]
Sent: Wednesday, March 31, 2021 8:06 PM
To: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] 9291 Jane Street

Please see below our previous complaint restated for the new proposal to be heard at the April 7th meeting:

"Good Afternoon,

As owners in Bellaria, we have concerns about the 36 story proposal for a condominium to our direct north. We feel that this level of structure is not beneficial to the home environment we have established in Maple.

We are aware that other condos of large stature are going up, which is already disheartening, but the height of which would be built next to us is upsetting. We additionally are extremely concerned about the small amount of space for the proposed building and how this will also impact the comfort of calling Maple home and allowing us to be comfortable with Bellaria as our residence. There is a reason why we established a home in Maple and not in downtown Toronto and it is unfortunate that the public is to have no virtual say in what we call home.

We are happy to have new neighbours but do not like the proposed height and stature of this project as we feel it takes away the comfort of a homey residence. This will only encourage the further obstruction of views and development in this area in the future. We understand the need for condominiums as our financial restraints are a reason why we can only afford a condo in this area, however why can we not make room for neighbours without saturating this city and making it tougher for families who already are here.

This new project would add to the immense amount of traffic that would likely build up here with all these condo projects, it would take away the comforting feeling that this is a residential city and not that of a metropolis and it directly impacts everyone who has been trying to cope with all of the already current adjustments of this area.

We do urge you to consider putting a cap on how high these condos can be built and how this impacts the overall wellbeing of the city as do many other cities and countries.

Kindly,

Samantha and Chris

COMMUNICATION – C7
ITEM 6
Committee of the Whole (Public Meeting)
April 7, 2021

From: Alan Heisey <heisey@phmlaw.com>
Sent: Wednesday, March 31, 2021 2:42 PM
To: Clerks@vaughan.ca
Cc: Monika Pezdek (monika.pezdek@cn.ca) <monika.pezdek@cn.ca>; Sean Madigan - CN Rail (sean.madigan@cn.ca) <sean.madigan@cn.ca>; Daniel Salvatore <Daniel.Salvatore@cn.ca>
Subject: [External] Vaughan Committee of the Whole April 7, 2021 Public Meeting - OP.20.017 and Z.20.044 - Deputation Request

Please be advised I am the solicitor for Canadian National Railway the owner of the MacMillan Rail Yard.

Attached hereto a letter and attachments concerning these matters.

Please provide these materials and add them to the agenda item for the above referenced matter listing the undersigned as a speaker on behalf of CNR.

Please confirm receipt of these materials in writing.

A.Milliken Heisey Q.C.

Papazian | Heisey | Myers,

Barristers & Solicitors/Avocats

Standard Life Centre,

Suite 510, 121 King St. W.,

P.O. Box/C.P. 105,

Toronto, ON, M5H 3T9

Tel: 416 601 2702 | F: 416 601 1818

[Website](#) | [Bio](#)

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March 31, 2021

VIA EMAIL: clerks@vaughan.ca

**Chair of the Committee of the Whole
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, ON L6A 1P7**

Chair and Members of the Committee:

**Re: EASTWOOD HOLDINGS CORP- Bellaria 2
Re: City of Vaughan Applications OP.20.017 and Z.20.044
Re: Appeal No. 3 Solmar Inc. VOP2010 - LPAT PL111184
Re: Public Meeting Committee of the Whole April 7, 2021**

I act for Canadian National Railway the owner of the MacMillan Rail Yard one of the most important transportation terminals in North America.

The MacMillan Rail Yard is located to the north of Highway 7, north and south of Rutherford Road, east of Jane Street and west of Keele Street in the City of Vaughan. The Yard is located immediately to the north of and abutting the property that is the subject matter of these applications and the above referenced VOP2010 appeal.

The Yard is 1,000 acres in size and employs over 1,000 employees. It is one of the largest employers in the City of Vaughan and York Region.

CN is requesting that the City refuse these applications and oppose Appeal Number 3 by Solmar Inc. of the VOP 2010 for the following reasons:

1. There is a long standing history of the City and the OMB maintaining a 150 metre setback for residential uses from this portion of the Yard north of Rutherford Road.
2. The lands proposed for residential were previously found to be inappropriate for residential use in 2004 by the OMB.
3. The existing condo towers to the south of the proposed residential development were planned to be buffered from the Yard by an intervening commercial use on the lands proposed for residential development.

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

T: 416 601 1800
F: 416 601 1818

4. The MacMillan Yard is designated as a Provincially Significant Employment Zone in the Growth Plan having the highest level of protection as employment lands in the Province.
5. In the 17 years since the OMB approved the Jane Rutherford residential development at the northeast corner of Jane and Rutherford CN has developed plans for a 4 track profile in the pullback track, rather than the existing 2 tracks, with a significant increase in rail activity planned in this area of the Yard.
6. The Applicant is intending to appeal these development applications to the Local Planning Appeal Tribunal and join it to the currently scheduled October 18, 2021 hearing of Appeal No. 3 from the VOP 2010 which also seeks High Rise Residential approvals for this site.

I am attaching to this correspondence the following documents for your information:

- (a) September 1985 Noise Impact Study John Coulter;
- (b) Jane Rutherford OMB decision dated November 23, 2004;
- (c) Jane Rutherford OMB decision dated September 23, 2005;
- (d) 4 Track Profile design MacMillan Yard pull back track; and
- (e) March 10, 2011 Letter from Solmar Inc. to the Regional Municipality of York Planning and Development Services

History of 150 Metre Residential Setback from MacMillan Yard's Pullback Track

The 150 metre setback from the MacMillan Yard's pull back track was originally established by a recommendation from a CN Noise Consultant his 1985 noise report. The 150 metre setback for residential development from the MacMillan Yard north of Rutherford Road has been respected every new residential development in this location for over 35 years starting with OPA 190 and 350 , the Villa Giardino development at 2500 Rutherford Rd. and the Jane-Ruth condo development at the northeast corner of Jane and Rutherford Rd.

Notwithstanding this significant setback there is a history of complaints concerning noise from the MacMillan Yard from residential development in Maple to the north of the Yard beyond the 150 metre setback.

2003 Jane-Ruth Development Application

In the original 2003 application for development of the northeast corner of Jane Rutherford, which included the subject property, the developer proposed low rise residential townhouses within 150 metres of the most southerly track of the MacMillan Yard's pullback track and not the Yard property boundary in the vicinity of the pull back track

The developer Jane-Ruth amended their development application to remove the residential townhouse development (see page 3 of 2004 OMB decision) and proposed a commercial use in the 150 metres between the residential towers and the pullback track.

At page 6 of the 2004 decision the Board stated "there was general agreement" that there should be commercial uses between 150 metres from the southerly track of the pullback track and the residential uses to the south.

2004 OMB Decision

The Board in the 2004 Jane Rutherford decision ruled inter alia:

1. A banquet hall will not be a permitted commercial use on the site on the lands within 150 metres of the Yard track.
2. The property will be zoned so as to permit only commercial uses on the lands closest to the pull-back track and high density residential/commercial uses permitted only beyond a certain distance from the CN property line.
3. Residential uses shall not be permitted within 150 metres from the south track of the pull-back track.
4. The Zoning By-law and/or Site Plan Agreement will provide for a berm and/or fencing along the northerly property line adjacent to the pull-back track, to reach a height of no less than 6 metres.

5. The Zoning By-law and Official Plan will require a minimum height of any commercial building adjacent to the pull-back track of no less than three storeys.
6. The Zoning By-law and Official Plan will provide for a total residential density of no more than 200 units per hectare, a total building floor area of 2.7 f.s.i, and a maximum building height of 16 storeys. The density and f.s.i. will be calculated over the lands used for the residential portion of the site only. Any one of these standards may operate to limit the amount of floor space, height of the buildings, and number of buildings.
7. The Zoning By-law and the Official Plan will be amended to accord with this Decision and as directed by the Board at the conclusion of this decision.

The preconditions of the Board's 2004 decision permitting residential on the lands south of the subject site included the following:

- (i) a minimum distance separation for the now existing residential towers of 150 metres from the south track of the pull back track of the MacMillan Yard.
- (ii) an intervening commercial use within the lands located within the 150 metres of the pull back track.
- (iii) a berm and/or fencing along the northerly property line adjacent to the pull-back track, to reach a height of no less than 6 metres.

2005 OMB Decision

In the Ontario Municipal Board decision of September 23, 2005 concerning the outstanding zoning and site plan for the first two residential tower buildings being proposed and other questions regarding the sound level criteria for an outdoor point of reception can be met on all areas of the residential development.

The OMB granted Jane-Ruth further relief and decided that a 3 metre berm, rather than the original 6 meter berm, be constructed along the north property line of the Subject Site adjacent to the pullback track. The zoning by-law was also amended to permit an "intervening" commercial use on the Subject Site.

Proposed expanded commercial uses sought by Jane-Ruth beyond those permitted by the C1 zoning were rejected by the OMB for the Subject Site. The Board found that a convention centre, a motel, and previously proposed banquet hall were not appropriate land uses within the 150 metre distance separation established.

Bellaria is proposing residential buildings where the OMB found in 2005 that a convention centre, banquet hall and hotel were inappropriate uses.

VOP 2010 – Solmar Appeal No. 3

In the Vaughan 2010 Official Plan the City of Vaughan initially designated the lands within 150 metres of the pullback track High Rise Residential.

To the best of CN's knowledge in 2010 Vaughan the City had no planning rationale why the Subject Site should in 2010 be considered for only residential contrary to the 2004 and 2005 OMB decisions. The effect of allowing the new residential designation on the Subject Site would have removed the setback provisions for residential development from the CNR pullback track as determined by the OMB in its 2004 decision and as set out in OPA 626. None of the policies pertaining to the residential setback from the pullback track were brought forward by VOP2010.

In a letter dated March 10, 2011 attached from Solmar Inc. to the Regional Municipality of York Planning and Development Services, Solmar requested that VOP2010 as adopted by the City of Vaughan be modified to recognize the existing permission for commercial uses on the Subject Site (as established by OPAs 600, 626, and 688), as well as minor variances that were sought and approved by Jane-Ruth Solmar in 2007, 2008, and 2009.

In consideration of Solmar's request of March 10, 2011, Vaughan Council endorsed the proposed modification to re-designate the Subject Site to "Commercial Mixed Use" as noted in the subsequent Council decision "That schedule 13-N be revised to designate lands from "High Density Residential" to "Commercial Mixed-Use" as per approved OPA 688. That Schedule 13-N heights and densities be revised to show site specific approvals for towers 3 and 4 as per approved Minor Variance A045/09." This modification, in my opinion, had the effect of bringing back the OPA 688, as it amended OPA 626, as it would restrict any residential development from occurring on the Subject Site and maintain the policy of the MacMillan Yard 150 metre setback as set out in OPA 626.

As of April, 2018 Schedule 13 of the VOP2010 designated the Subject Site "Community Commercial Mixed-Use" with an H 16 and D 4. This designation is consistent with policies established by OPA 626 for the Subject Site in that "they shall

be predominantly commercial areas appropriate for non-residential intensification and making efficient use of existing or planned rapid transit and transit investments.” The Community Commercial Mixed-Use designation does not allow any residential uses, as set out in section 9.2.2.8 of the VOP2010.

The “Community Commercial Mixed-Use” designation contrary to the 2004 and 2005 OMB decisions permits hotels and entertainment uses. CN is of the view that the City should take steps to remove these permitted uses from the designation of the subject property in addition to convention centres and banquet halls.

Change In Circumstances In MacMillan Yard

When CN presented its case before the OMB in 2004 and 2005 it wanted to protect for the possibility of additional trackage within the MacMillan Yard pullback track. There was however at that time no specific proposal or design for additional tracks within the pullback track area.

CN has now developed a design for additional tracks in the Yard’s pullback track from the existing two to four. A design for this 4 track scenario is attached.

CN is now protecting for up to 3 additional tracks within the MacMillan Yard’s pull back track property meaning there will be ultimately 5 tracks located within the MacMillan Yard in the area of the pull back track. The 5th track would be closer to the proposed development than the existing southerly track and could involve locomotives idling for hours at a time.

This additional trackage together with changes in technology and configuration could lead to an ultimate increase in rail cars processed in the pull back track from 1 million rail cars a year currently to 2 million rail cars a year with a significant increase in the number of locomotives operating in the pullback track.

Change in Provincial Policy

Under the Growth Plan 2019 the MacMillan Yard is designated as a Provincially Significant Employment Zone. The MacMillan Yard has now been granted the highest level of protection under the Growth Plan. The Growth Plan and this designation did not exist in 2004 or 2005 at the time of the original OMB decisions approving residential on the balance of the site.

Residential Use of Site Not Acoustically Feasible

Noise from Rail Yards such as the MacMillan Rail Yard is very different that noise from a rail line corridor involving very different operations and noises 24 hours a day

365 days a year. Noise from a rail yard such as the MacMillan Yard can be audible at significant distances from the Yard in excess of 1 kilometre from certain Yard operations.

The report of RWDI dated February 5, 2021 attached concludes that even as Class 4 area under NPC 300 of the Ministry of the Environment the proposed site is not feasible for residential uses. CN questions the appropriateness of the use of the Class 4 area designation under NPC 300 for stationary noise sources that are federally regulated and do not require an Environment Compliance Approval issued by the MECP.

Conclusion – City Refuse Applications & Oppose Solmar Appeal No. 3 VOP2010

CN believes the proposed development applications are bad planning that threaten the MacMillan Yard operation. It is CN's position that a residential use of the proposed lands cannot be implemented on the subject site. The proposed development is not consistent with current local and regional policies that address the protection employment areas and the separation of sensitive land uses from facilities like Mac Yard

We would request Council reject these applications and instruct staff to oppose Appeal No. 3 of Solmar Inc. at the October, 2021 LPAT hearing currently scheduled seeking an amendment to the Community Commercial Mixed-Use designation of the subject property to delete sensitive uses including hotels, convention centres and banquet halls.

Kindly acknowledge receipt of this letter in writing.

Please provide the author with notice of adoption of any Official Plan Amendment and notice of passing of any zoning bylaw amendment pursuant to these applications.

Yours very truly,



A. Milliken Heisey, Q.C.

AMH/lg

Encl.

cc: Canadian National Railway

ACOUSTIC
AND
VIBRATION
ENGINEERING

CN TORONTO

DEC 12 1985

REGIONAL
TECH. SERVICES

CN MACMILLAN YARD
NOISE IMPACT STUDY

BARMAN
COULTER
SWALLOW
ASSOCIATES

Suite 401, 1 Greensboro Drive, Rexdale, Ontario M9W 1C8 Telephone: (416) 245-7501

CN MACMILLAN YARD
NOISE IMPACT STUDY

Sept.10, 1985
FOR WEIR AND FOULDS

prepared by



John E. Coulter, B.A.Sc., P.Eng.

Barman Coulter Swallow Associates
#1 Greensboro Dr.,
Suite 401,
REXDALE, Ontario
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(416) 245-7501

8.2 SQUEAL SOUNDS

The squealing will, on bad nights, be quite annoying even 600m north of the Rutherford Road. Sound levels will be 10 dB above the NPC 105 criterion several times a month. There will be community complaint should the housing be installed in this strip.

9. FINDINGS RE HOUSING TO THE NORTH OF THE YARD

There is an excess of about 5 dB in the proposed area to the north in impulse and passby sound. On bad nights there will be an excess of at least 10 dB in the squeal sounds. Considering this we would suggest that:

1. No housing be built within 150m of the pullback track
2. Housing between 150 and 250m of the pullback track be air conditioned
3. Housing within 600m of Rutherford Rd. should contain air conditioning and a strong warning on title indicating a likely disturbance of outdoor activities. The proof of the purchaser's acceptance of the condition would be enforced with a waiver to be signed by the purchaser that he/she is

aware of the clause. The wording would be such that the purchaser would be advised that noise reduction could not be expected. It is noted that the area within 600m of Rutherford road includes the area within 250m of the pullback track mentioned in #2 above.

In spite of the mitigation measures, the area within 600m of Rutherford Rd. will have an outdoor excess because of the Yard's noise.

10. SOUND AT THE SOUTHWEST CORNER OF KEELE AND RUTHERFORD

The small parcel of land between the creek and the two roadways is shown in both Figures 4 and 6. Attendance at the site during measurements at point "D", confirmed that this area will have a noise environment similar to that described in section 3 with the comments of section 4 applying. The recommendations of section 6 would also apply to this area.

ISSUE DATE:

**September 23,
2005**

DECISION/ORDER NO:

2494



Ontario

Ontario Municipal Board

Commission des affaires municipales de l'Ontario

PL030635

Jane-Ruth Development Inc. has appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from Council's refusal or neglect to enact a proposed amendment to Zoning By-law 1-88 of the City of Vaughan to rezone lands respecting 2920 Rutherford Road and 9291 Jane Street from Open Space 1 and Agriculture to "AR3" and "Open Space 1" to permit the development of five apartment buildings
O.M.B. File No. Z030092

Jane-Ruth Development Inc. has appealed to the Ontario Municipal Board under subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from Council's refusal or neglect to enact a proposed amendment to the Official Plan for the City of Vaughan to redesignate land at the northeast corner of Jane Street and Rutherford Road from Rural to High Density Residential/Commercial, Valleylands and Stormwater Management to permit residential uses
O.M.B. File No. O030114

Jane-Ruth Development Inc. has referred to the Ontario Municipal Board under subsection 41(12) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, determination and settlement of details of a site plan for lands comprised of Part Lot 16, Concession 4, E.J.S., and Parts 1, 2 & 3 of Reference Plan 65R-12865, in the City of Vaughan
O.M.B. File No. M040071

APPEARANCES:

Parties

Jane-Ruth Developments Inc.

CN Rail Properties

City of Vaughan

Counsel

T. Lederer
K. O'Neill

A. Heisey

A. Paton

MEMORANDUM OF ORAL DECISION DELIVERED BY S. D. ROGERS ON AUGUST 18, 2005 AND ORDER OF THE BOARD

This is the continuation of a hearing, for which the Board issued a decision on November 23, 2004 (Decision No. 1815) after a seven-week hearing. On April 19, 2005, the Board issued a further decision (Decision 0982), which provided clarification on the directions contained in Decision No. 1815, and which approved the Official Plan for the lands in question.

It remains therefore to finalise the zoning by-law and the site plan for the property. The hearing was reconvened, in order for the Board to approve the zoning by-law and site plan for the first two buildings proposed to be constructed, Buildings A and B. As well, there were certain issues which required resolution by the Board, including a debate between the parties with respect to the appropriate resolution of certain questions which were left open by the Board in its prior decisions.

Specifically, in Decision No. 1815, the Board stated:

The Board is however concerned about the outdoor noise level for the ground related outdoor amenity space. The Board is not satisfied that the Sound Level Criteria for an Outdoor Point of Reception can be met on all areas of the residential development.

The Board will therefore require additional ground-related mitigation measures, unless the proponent can demonstrate to the Board that in the absence of such mitigation measures the sound level criteria can be met, or that the mitigation measures will clearly not operate to reduce noise levels on the grounds of the residential lands. To that end, the Board will require the following:

....A berm or combination berm/fence to a height of 6 metres shall be constructed along the common property line between the CN pull-back track and the Jane-Ruth property.

....The zoning by-law and Official Plan will provide that any commercial building constructed on the lands between the pull-back track and the residential lands shall be a minimum of three storeys high, in order to ensure a substantial intervening use in that space, and in order to shield the residential grounds from noise.

Jane-Ruth called evidence which was contained in a report dated June 2, 2005, prepared by their acoustical consultant, Dr. Lightstone. The evidence of Dr. Lightstone demonstrated that a 6 metre berm located along the north property line adjacent to the pull back track, resulted in a very minimum of improvement in sound levels for the grounds of the residential development, over a 3 metre berm. Dr. Lightstone viewed any improvement of a 3 metre berm over

a 6 metre berm as insignificant, given the small area of the property which would experience any sort of improvement.

Dr. Lightstone also noted that the locations of the buildings had been somewhat revised, and that the revised lay out would substantially shield the formal amenity areas for the buildings from unacceptable noise from the pull back track.

The City called an acoustical expert who attempted to dispute Dr. Lightstone's recommendations, but not the results of his report. Specifically, this expert disputed Dr. Lightstone's conclusion that a 6 metre berm was not required, and maintained that a substantial intervening building should be constructed prior to the construction of the residential development.

This expert was not present at the original hearing of the matter. The expert had been retained to complete a peer review of Dr. Lightstones' June 2005 work. It appears that the expert may not have been properly instructed as to the parameters of such a peer review, given that the work was done in the context of certain findings of the Board and was not an opportunity to re-open the substantial number of issues canvassed by the Board at the original hearing, nor to introduce new issues. For example, it was never the intent of the Board decision to require a commercial use to be constructed on the property before the residential development was constructed. Furthermore, this expert claimed that a 6 metre berm was preferable to a 3 metre berm, but had done no independent work that contradicted Dr. Lightstones' study.

The City's witness did confirm however, that the height of the building to be constructed to the north of the residential building was immaterial in shielding the northerly grounds of the residential development from the noise from the pull back track. He confirmed that any building on this site would operate to mitigate the noise.

Furthermore, a review of the zoning by-law demonstrated that a substantial building envelope is provided for the commercial lands to the north of the residential development.

The Board is therefore persuaded from the evidence of Dr. Lightstone, that a 3 metre berm on the north portion of the property, adjacent to the pull back track, is sufficient to provide substantial mitigation of the noise from the pull-back track on the northerly grounds of the residential development. The Board is also satisfied that the zoning by-law has provided for a substantial intervening commercial use, and that the requirement for a three storey height for the intervening commercial building, as suggested by the Board in its decision No. 1815, is not necessary or useful.

On a review of the zoning by-law with the planning witness for Jane-Ruth, the Board noted that the by-law included two additional uses for the commercial lands, over the uses normally permitted in a C1 residential zone. These uses were a convention centre and a motel. None of these additional uses were supported by evidence at the hearing. Just as with the banquet hall use, which the Board declined to permit on the commercial lands, the Board refuses to include these uses, at this time, as adjuncts to the C1 uses permitted on the property. The Board refuses to do so, because the Board was not presented with evidence which would justify the inclusion of such uses adjacent to a high density residential use, as part of the C1 zone. In particular, the Board is concerned that there may not be appropriate zoning standards in place in the C1 zone for these particular uses, which would sufficiently address the impacts of such uses on a high density residential development.

However, this refusal is without prejudice to any future development proposal which may include a banquet hall, convention centre or motel, which properly and fully justifies the uses in terms of compatibility with the residential development.

Therefore, in reliance on the noise studies contained in the reports presented to this Board as Exhibit 3 ("Updated Environmental Noise Analysis for Residential Grounds At-Grade, June 2, 2005") and Exhibit 4 ("Rooftop Terrace Sound Exposures, August 10, 2005), and the evidence of Dr. Lightstone, Mr. Gidamy and Mr. Yaranton, the Board will approve the zoning by-law, and site plans for Buildings A and B. The Board remains seized with respect to the

remainder of the site plan appeal, and with respect to any issues which may arise from the conditions of site plan approval of Buildings A and B.

The Board therefore:

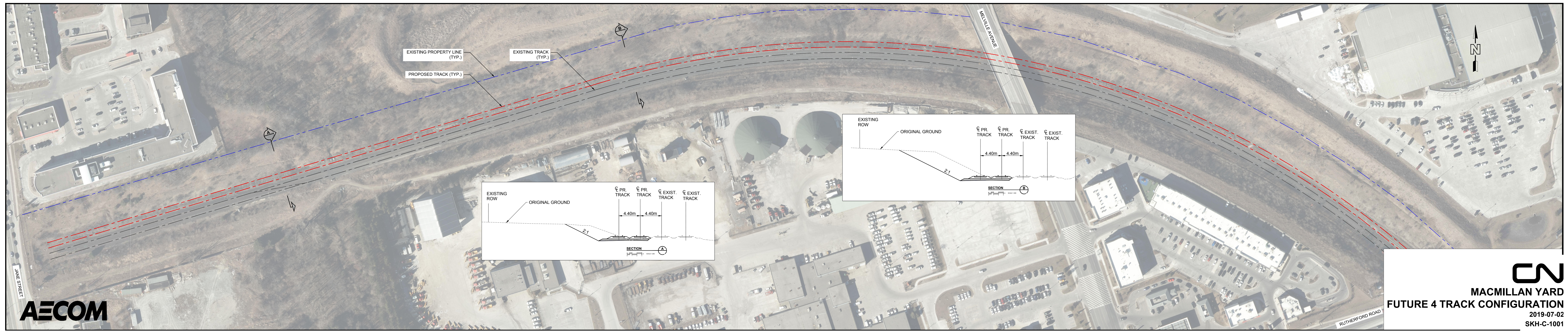
1. Amends the zoning by-law for the City of Vaughan in accordance with the by-law appended as Attachment "1" to this decision. The City may assign a by-law number to this by-law, in accordance with its normal procedures.
2. Approves the site plans for Buildings A and B as appended as Attachment "2" to this decision, subject to the conditions contained in Attachment "3" to this decision.

This is the order of the Board.

"Susan D. Rogers"

SUSAN D. ROGERS
MEMBER

<<To view the Mentioned Attachments please refer to the original file>>



AECOM



**MACMILLAN YARD
FUTURE 4 TRACK CONFIGURATION**

2019-07-02
SKH-C-1001



March 10, 2011

DELIVERED VIA EMAIL

Regional Municipality of York
Planning and Development Services
17250 Yonge Street, 4th Floor
Newmarket, Ontario
L3Y 6Z1

Attention: Mr. Augustine Ko, Senior Planner

Dear Sir,

**RE: Request for Modifications
Adopted City of Vaughan Official Plan**

Please be advised, this letter shall serve as a formal request to modify the adopted *City of Vaughan Official Plan* with regards to the northeast quadrant of Jane Street and Rutherford Road ("subject lands").

Background

Through Ontario Municipal Board Order 0982, the subject lands were designated as "High Density Residential/Commercial" as currently shown within the existing *City of Vaughan Official Plan*.

The subject lands are zoned 'Apartment Residential Zone' (RA3) and 'Restricted Commercial Zone' (C1), as per comprehensive *Zoning By-law 1-88* and subject to Exception 9 (1246).

Further, the subject lands are subject to approved *Official Plan Amendment No. 688* ("OPA 626") and *Zoning By-law 159-2008* both of which increased the permissible residential density from 200 to 250 units per hectare; together with various other site specific adjustments.

Lastly, the subject lands have been subject to various approved and in effect Minor Variances including A109/07 (Parking Adjustment Tower 3) A248/08 (Parking Adjustment Tower 2) and A045/09 (Height Adjustment Towers 3 & 4).

A copy of *OPA 688*, *Zoning By-law 159-2008* and the aforementioned Minor Variances are included for your ease of reference.

Currently, the subject lands are under construction with two of four permitted residential towers already registered and fully occupied. Registration of the third tower (under construction) is pending with site plan approval of the fourth tower and commercial component to be initiated by the Owner in the near future.

SOLMAR INC.

Adopted City of Vaughan Official Plan

In reviewing the adopted *City of Vaughan Official Plan* it appears the subject land's legally permitted land uses have not been accurately recognized. In particular, Schedule 13-N (Land Use) identifies the subject lands as 'High-Rise Residential' with a maximum height of 16 Storeys and Density of 4.

The said schedule does not recognize the permitted commercial land use located at the northern portion of subject lands nor does the said schedule recognize the increased height and other site specific adjustments.

Request for Modifications

Based on the aforementioned and enclosed documentation, prior to final approval our office respectfully requests modifications be undertaken to the Council adopted, *City of Vaughan Official Plan* in order to accurately reflect the permissible land uses and site specific criteria associated with the subject lands.

In this regard, our office wishes to be kept apprised of our request for modification and wishes to receive a Notice of Decision related to the adopted *City of Vaughan Official Plan*.

It is our expressed position that the timely and orderly administrative processing associated with the permitted development rights of the subject lands not be compromised or delayed, as a result of the Official Plan Review process.

Your attention regarding this matter is greatly appreciated.

Should you have any questions or require further information, please do not hesitate to contact the undersigned.

Yours truly,
SOLMAR INC.

—

Maunzio Rogato, B.U.R.Pl., M.C.I.P., R.P.P.
Land Development

Copy: Mr. Roy McQuillin, Manager Policy Planning, City of Vaughan (Encl.)
Mr. Clement Chong, Planner, City of Vaughan (Encl.)
Mr. James M. Kennedy, KLM Planning Partners Inc (Encl.)

From: Antoinella Strangis [REDACTED] >
Sent: Friday, April 02, 2021 10:46 AM
To: Clerks@vaughan.ca
Subject: [External] 9291 Jane Street -Z.20.44, OP20.017-Eastwood Holdings Corp (Bellaria2/Solmar)
Public Hearing April 7

To Whom It May Concern

I am a resident of Bellaria Tower #3 and I would like to express my concerns about this development. Currently there are 4 Bellaria Towers adjacent to the proposed site. All 4 towers are 17- storeys. We have a green space which is part of the common area. We also have a gatehouse entrance which we all share.

When the existing Bellaria complex was approved by the City of Vaughan 2011, the appropriate zoning and traffic/noise studies were conducted and the Council at that time approved the 17 storey buildings. In the last 10 years , Vaughan has had tremendous growth , it stands to reason that the same principles apply today (even more so). It does not make sense to change the zoning and allow for even more density in an overcrowded, high traffic area. This is a chance for Council to make an intelligent decision and consider the environment, density and over all affect this development will have on the lives of the nearby residences . The traffic deadlock alone is a serious problem. We need more green space. The current COVID situation has made us look at our priorities, we need to build healthy and safe environments. We need to bring nature (green space) in our lifestyles.

My concerns with the proposed development is the sheer size, two 36 -storey buildings with 5 storey podiums. This will cause unprecedented traffic getting into our development. The entrance is off of Jane, which is already heavy trafficked. We have Canada's Wonderland and the new hospital to the North and Vaughan Mills to the South.

There is a 12 Tower Abeja Development South of Rutherford, which was approved by Council without any consideration of the consequences to the residents, traffic and strain on the City's resources. How Council could approve the proposed 12 Towers development on a plot of land the size of a postage stamp is incomprehensible. We already have to deal this with nightmare, please do not create another one.

I am proud in being a resident of Vaughan. I would like to think that our Council's priority is creating a sustainable environment and healthy lifestyle over development greed. This is a time for change and I challenge you to take the

first step.

Please take my comments into consideration. Thank you,

Antonella Strangis

■ Jane St, Unit ■

From: Teri Nicolais [REDACTED]
Sent: Tuesday, April 06, 2021 9:21 AM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] BIG CONCERNS RE: 9291 Jane Street - Z.20.044, OP.20.017 - Eastwood Holdings Corp (Bellaria2/Solmar)

Hello,

I am writing to let you know that I strongly oppose the rezoning of the property named 9291 Jane St. so that Eastwood Holdings Corp (Bellaria 2 / Solmar) can build two condominium towers.

1. The inhabitants of the towers would increase the congestion in this area that is already overcrowded. Please see for yourself by driving in this area particularly during the evening rush hour. It can be very dangerous to try to drive south out of the existing Bellaria residences. **The traffic and pollution will become intolerable and unhealthy.**
2. These proposed buildings would dwarf the existing Bellaria residences **(where I live)** and thereby blocking the view and light for many residences.
3. There are at least 4 condo building towers being built on Jane St. just south of Rutherford and some of them are by the same builder. These buildings are already going to add to the congestion in this very high traffic area.
4. If the City must allow development of the property, then please consider **allowing a commercial business that sells groceries etc., so that the existing residents can shop close by without having to drive.**

Please consider the above concerns. This would be a huge mistake and very negative impact on those of us that live next to this property.

Thank you

Teri Nicolais
[REDACTED] Jane Street Resident

COMMUNICATION – C10
ITEM 6
Committee of the Whole (Public Meeting)
April 7, 2021

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

From: Maryam Abbasi <[REDACTED]>
Sent: Sunday, April 04, 2021 10:33 PM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Solmar Project North of Bellaria

>
>

> To whom it may concern,

>

> Hello, we are residents of 9255 Jane street and recently notified about the 2-36 story tower project of Solmar at the north of the Bellaria buildings.

> Please be noted that this project will significantly affect the light and view of our building, no need to mention the Jane traffic congestion which is already high. Moreover, it will increase the noise pollution of the area, with respect to the Wonderland operating season.

> We seriously object to the height and size of these towers.

> We expect The City of Vaughan, to refuse permission of these heights in the best interest of the residents living in the area.

>

> Maryam Abbasi

From: Mahdi Tafreshnia [REDACTED] >
Sent: Sunday, April 04, 2021 10:36 PM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca
Subject: [External] Fwd: Solmar Project North of Bellaria Residences

To whom it may concern,

We are residence at Bellaria (9255) and we have just recently notified about the 2-36 story towers project (Solmar projects_9291 Jane street) . We are writing to object to the height of these buildings as this is going to block light and views of our building which has a direct impact on our quality of life. In addition, Jane street is already overloaded with traffic congestion during rush hours plus Wonderland operational season. We would expect that the city of Vaughn take this seriously into consideration that the size and location of this project will significantly depreciate the quality of life for the residents living in the area. We seriously expect the city reconsideration of the approval.

Regards,
Mahdi Tafreshnia

From: Cindy Marginson [REDACTED] >
Sent: Monday, April 05, 2021 10:18 PM
To: Clerks@vaughan.ca; Council@vaughan.ca
Subject: [External] Committee of the Whole Public Hearing on April 7th at 7pm

Re: 9291 Jane Street - Z.20.044, OP.20.017 - Eastwood Holdings Corp (Bellaria2/Solmar)

Dear Mayor and Members of Council,

I am writing to let you know that I strongly oppose the rezoning of the property named 9291 Jane St. so that Eastwood Holdings Corp (Bellaria 2 / Solmar) can build two condominium towers.

1. The (760) inhabitants of the towers would increase the congestion in this area that is already overcrowded. Please see for yourself by driving in this area particularly during the evening rush hour. It can be very dangerous to try to drive south out of the existing Bellaria residences. The traffic and pollution will become intolerable and unhealthy.
2. These proposed buildings would dwarf the existing Bellaria residences thereby blocking the view and light for many residences.
3. Please keep in mind that there are at least 4 condo building towers being built on Jane St. just south of Rutherford and some of them are by the same builder. These buildings are already going to add to the congestion in this very high traffic area.
4. If the City must allow development of the property, then please

consider low-rise condos similar to those north on Jane St. – no more than 3 to 5 stories high. Or, consider allowing a commercial business that sells groceries so that the existing residents can shop close by without having to drive.

5. On a personal note, I live in a building (9255 Jane St., Tower 4) that was recently built by Solmar. There have been many issues with this builder and the quality of this building. For one thing, I had a leak in my penthouse condo which took 1 and 1/2 years to fix. There were water leaks in the gym room and on many other floors. There are still visible leaks in the garage levels. The quality of this build is, unfortunately, highly questionable and we are suffering the consequences with high condo fees and less value for our properties.

Sincerely,
Mrs. Indira C. Marginson

[REDACTED] Jane St. [REDACTED]
Maple, [REDACTED]
[REDACTED]

COMMUNICATION – C13
ITEM 6
Committee of the Whole (Public Meeting)
April 7, 2021

From: Bob Okamoto [REDACTED] >

Sent: Tuesday, April 06, 2021 12:32 PM

To: Clerks@vaughan.ca; Council@vaughan.ca

Subject: [External] Further concern from Robert Okamoto with 9291 Jane planned development

Re 9291 Jane Street - Z.20.044.OP.20.017-Eastwood Holdings Corp. (Bellaria 2, Solmar) Committee of the Whole Public Hearing on April 7 at 7pm. I am also concerned about ingress and egress into the planned development. Attachments 2 and 3 for this hearing, show ingress and egress at the top north side of the development, and also at the south side of the development. Here are my questions, concerns:

1. Which of these two is the main ingress, egress?
2. The ingress, egress on the south side appear to cross connect with the Solmar Bellaria property at 9225, 9235, 9245 and 9255 Jane Street. Is this the case?
3. If yes, the Bellaria ingress, egress is gated, with a guard at the gatehouse who allows entry to visitors. How will the Eastwood development dovetail with that? And if the plan is for shared use of the gatehouse by the Eastwood development and Bellaria, has Eastwood obtained the approval and agreement from the 4 Bellaria condo corporations?
4. As a comment, if the Bellaria ingress, egress, gatehouse is shared with the Eastwood development, it will create a lot more traffic at this ingress, egress, possibly safety concerns, and much more wear and tear on the Bellaria ingress, egress paving.

Thank you.

COMMUNICATION – C14
ITEM 4
Committee of the Whole (Public Meeting)
April 7, 2021

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

From: Doreen [REDACTED] >
Sent: Tuesday, April 06, 2021 10:33 AM
To: Clerks@vaughan.ca
Subject: [External] OP.17.006 and Z.17.015 Wallace Street Woodbridge

City Planners and Council members.

I am writing to ask that as you review this application you consider the following comments.

The Province's mandate to increase density close to highways should not apply to this site for the following reasons:

This quiet dead end street is currently used by many seniors from the Woodbridge Avenue condominiums who walk on the road and enjoy the ability to walk in small groups. Children on bikes, babies in strollers and dog walkers also enjoy using the road. Adding 27 units and as many or more cars at the end of the street would change that. While the City has permitted high density on Woodbridge Avenue, they need to consider where all these people go to enjoy walking and socializing, Wallace Street has provided that, please don't take it away from them.

Wallace Street is a narrow street, when cars are parked on the street two way traffic is not possible. This is of particular concern for emergency vehicles.

This area is zoned for single family homes, this proposal does not fit with the surrounding homes. Two immediate neighbours to the north are historic homes.

There are two significant trees close to the southern lot line that are not shown on the proposal, what happens to them?

This developer has shown by his application to have little regard for its future tenants or current Wallace Street tenants. I say that because they planned to put garbage and recycling in front of the building (saving them space), balconies facing Highway #7 on one side and overlooking the neighbour on the north (privacy issue), unappealing design, proposing to use street parking instead of providing sufficient onsite parking. The circle at the end of the street should be designated "NO PARKING" to accommodate vehicle turnaround. There site signage shows 3 large pictures of the previous design and one of the latest (misleading).

I hope you will take the time to visit this site to fully understand the impact this development would have if you approve it. Please choose to protect this unique street for all to enjoy.

Best regards,
Doreen Smith
[REDACTED] Wallace Street.

COMMUNICATION – C15
ITEM 4
Committee of the Whole (Public Meeting)
April 7, 2021

From: Art Moyed >
Sent: Tuesday, April 06, 2021, 10:50 AM
To: Clerks@vaughan.ca
Subject: [External] Re: Development on 158 and 166 Wallace St. Sunfield Homes (Wallace) II Inc.

Good Morning

I am writing this to voice my concerns and rejection re the new development proposal on 158 and 166 Wallace St. Woodbridge.

My family and I are proud owners of the heritage home at [REDACTED] Wallace St. We were so delighted to own this very unique house on this very unique street. The neighbourhood has predominant characteristics and is suitable for single family residential homes, not mid and high rises for many reasons.

- The new development will bring a lot of traffic. Wallace St. is a narrow dead end street. It is so narrow that 2 cars cannot pass if another car is parked on the side. We experience this every day at the intersection of Wallace and Woodbridge Ave. every single time we exit or enter the street. The new development, with so many new tenants and their guest visitors will turn this otherwise iconic tranquil neighbourhood into a crowded all day long parking lot and a lot of hassle for getting in and out with cars getting literally stuck if faced by opposing traffic.

- The added traffic will make the street unsafe. I have 2 children at the ages of 13 and 7 and feel very concerned about their safety with the added traffic.

- Even though the new development is adjacent to HWY 7, IT HAS NO CAR ACCESS TO HIGHWAY 7 (which is great) but this will require all cars to enter and exit from the other end of the street.

- Added day long traffic will add to air quality and micro pollution of the neighbourhood.

- THIS DEVELOPMENT IS UNSAFE and I am very concerned about this. What will happen if there is need for first responders. HOW FIRE TRUCKS WILL BE ABLE TO MANOEUVRE AND OPERATE ON A NARROW STREET AND HOW COULD FIREFIGHTERS DO THEIR JOB WITH ALL THE UNNECESSARY AND ADDED TRAFFIC AND PARKED CARS?? This makes me very concerned about the safety of the entire community and my very own family.

- Wallace Street is an attraction. It draws many people and families to take a stroll, walk, bike and have a great time with their friends and family. The added traffic will steal this feature away from Wallace.

- We interact with a lot of people who walk on the street and hear 3 things from them all the time:

1- How much they LOVE our house as a heritage beauty and value it contributes to the entire neighbourhood.

2- They can't hide their joy and satisfaction and how much they LOVE knowing this stretch, our house included, is no longer going to be demolished as 57 Wallace and adjacent buildings were once on a death row to become low-rises and

3- How unhappy and frustrated they are with the new development that is already in place on the south west corner of Wallace St. and Woodbridge Ave.

- This street is a perfect spot for single family homes and that place suites one or two residential homes, not tens of units. The neighbourhood is already compacted with many condo units and to our surprise and frustration, the developer is trying to **SQUEEZ 27 UNITS ON A LAND THAT IS FIT FOR TWO HOMES**. This will have a negative impact on the entire community and will put a dent on the quality of life and lifestyle of those who call here home.

Look how disproportionate this ugly monster is as opposed to the heritage house next to it and the narrow street that is supposed to carry all the traffic chaos it will bring to it. At the very end of a dead end, heritage street. SERIOUSLY?????



Figure 8: Preliminary visualization of the proposed development against the surrounding context. Prepared by Weston Consulting

As a tax paying resident on Wallace St. I am fully opposing this development proposal and would like to urge the city to consider all aspects and the drawbacks it will bring. It makes me feel like this is just about MONEY AND PROFIT period. Not the neighbourhood, not the community, not the residents, not the kids who live and play here, and not the quality of life, just making a few more bucks and selling more units. If done, the damage it causes will be irreversible.

Art Moyed
[REDACTED] Wallace St.
Woodbridge, ON

COMMUNICATION – C16
ITEM 4
Committee of the Whole (Public Meeting)
April 7, 2021

From: [Joe Bressi](#)
To: [Kim, Jennifer](#); [Kim, Jennifer](#)
Subject: RE: [External] 158 and 166 Wallace Street (File OP.17.006, File Z.17.015)
Date: Tuesday, April 6, 2021 11:11:11 AM
Attachments: [image003.png](#)

Hi Kim,

My main concerns are;

1. The huge pine tree at the front of the property that borders #148 and #158 is protected and preserved.
2. I don't like the balcony on the north side of the proposed building which ends up facing my side door porch.
3. I would like a high and solid fence between #148 and #158.
4. I need to understand that the retaining wall and water draining system proposed is not going to adversely affect #148 or add costs to #148 should #148 be developed in the future.
5. More Heritage character incorporated into the front elevations.

Sincerely,

Joe Bressi

Tel: 

Sent from my Samsung-please excuse spelling, brevity, abbreviations and typographical errors.

STATUTORY PUBLIC MEETING

SHAREWELL INVESTMENTS INC.
(TRINITY POINT DEVELOPMENTS)

OFFICIAL PLAN AMENDMENT (OP.20.016)
ZONING BY-LAW AMENDMENT (Z.20.043)

9929 KEELE STREET

April 7th, 2021 at 7:00 pm
CITY OF VAUGHAN

COMMUNICATION – C17

ITEM 5

Committee of the Whole (Public Meeting)

April 7, 2021



WESTON
CONSULTING



PROJECT TEAM

WESTON
CONSULTING



SCHAEFFERS
CONSULTING ENGINEERS



WJ Canada
Expert in Water Management

GBCA
ARCHITECTS



the mbtw group



KUNTZ
FORESTRY
CONSULTING Inc.

GRAZIANI
+
CORAZZA
ARCHITECTS



AREA CONTEXT



Image: Air Photo

LOCATION

- Located within the Community of Maple
- Located in proximity of the Keele Street and Major Mackenzie Drive intersection

SITE AREA

- 0.76 hectares (1.88 ac.)

FRONTAGE

- 132.91 metres (436 ft.)

POLICY CONTEXT

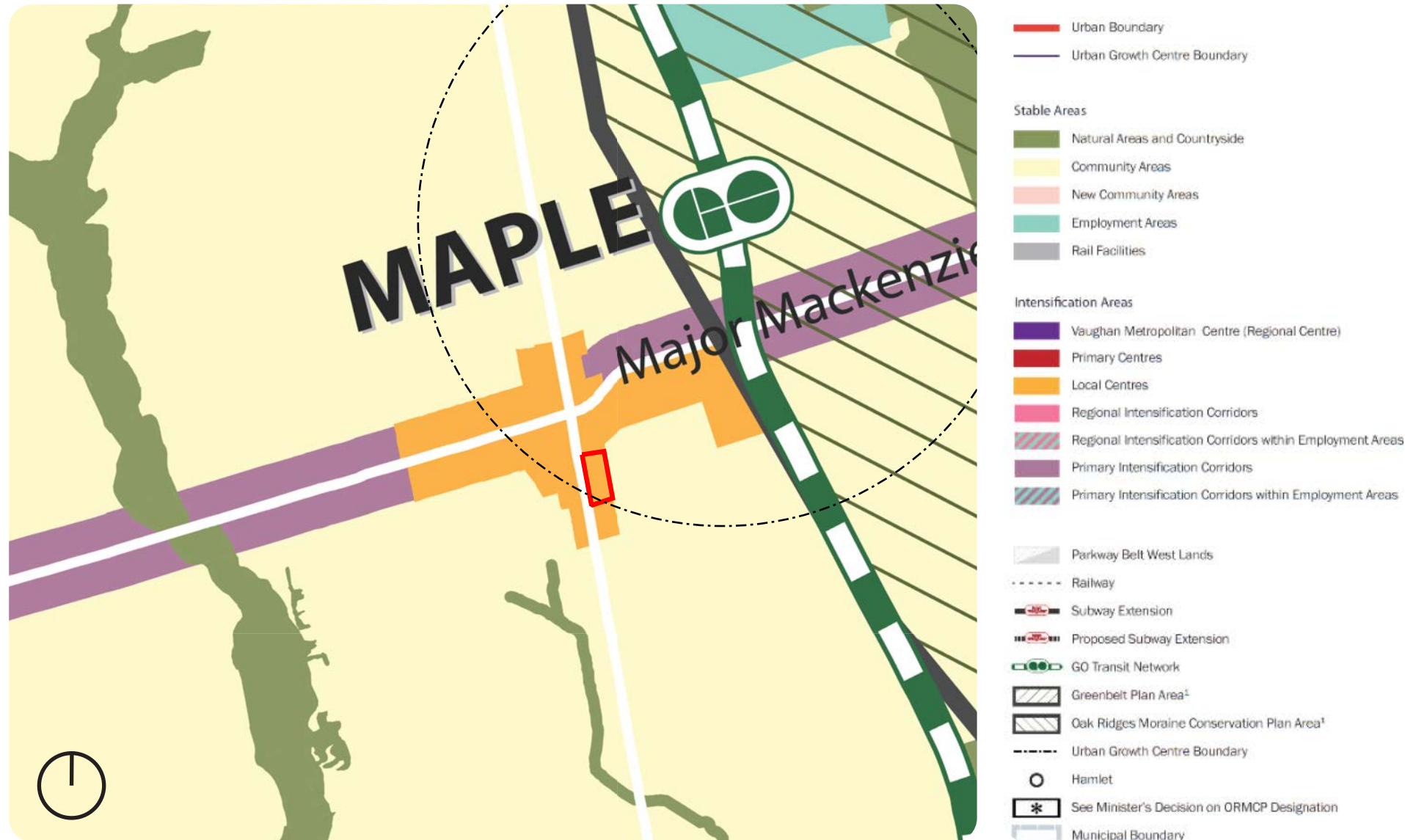


Image: Vaughan Schedule 1

- Region of York Official Plan designates Keele Street as a '*Regional Transit Priority Network*' and Major Mackenzie Drive as a '*Regional Rapid Transit Corridor*'
- City of Vaughan Official Plan Designations
 - Located within '*Local Centre*' Intensification Area
- Within 800 metres of the Maple Go Station and draft MTSA

POLICY CONTEXT

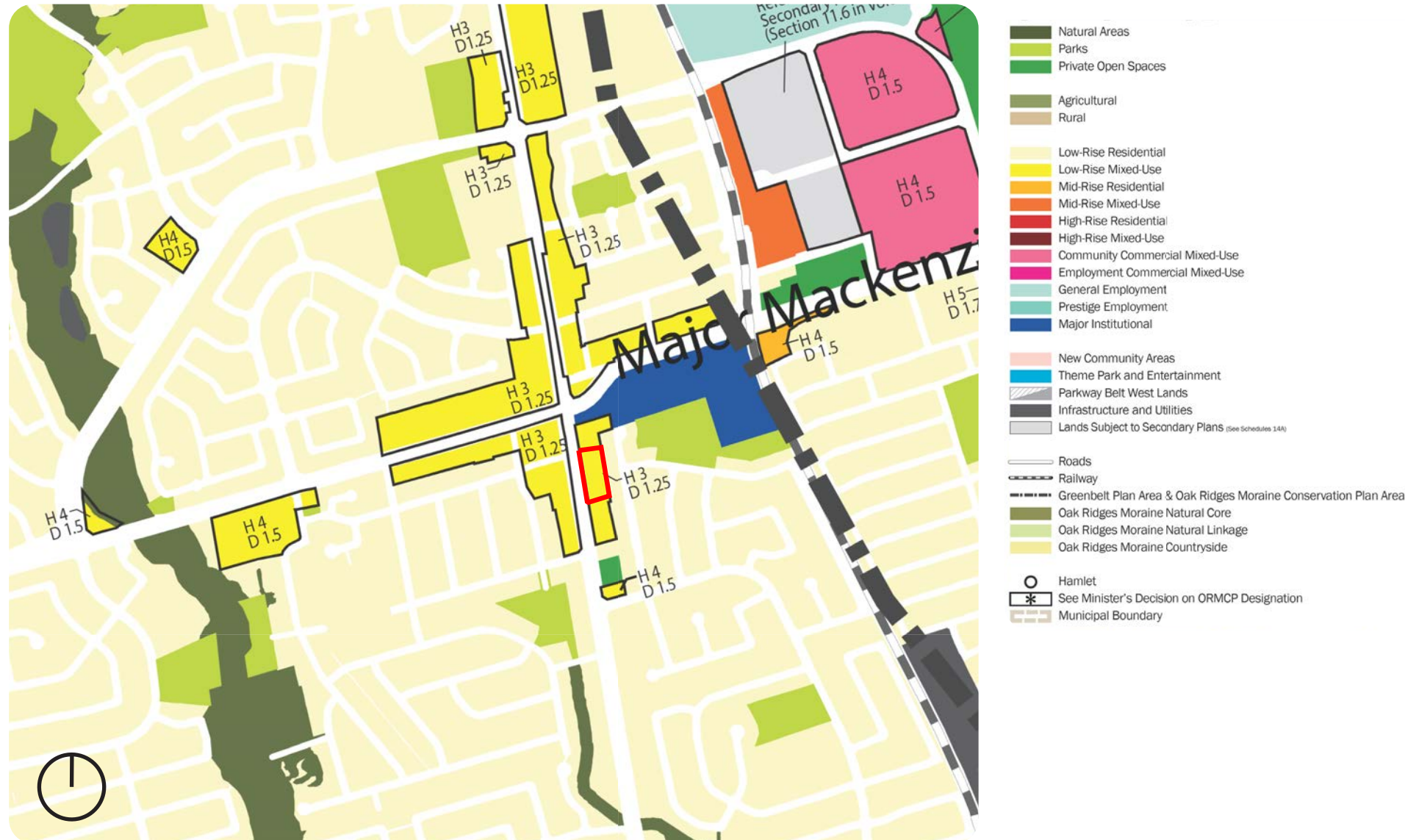


Image: Vaughan Official Plan Land Use Map - Schedule 13

- City of Vaughan Official Plan designates *'Low-Rise Mixed Use'*
 - Storeys: 3
 - Floor Space Index: 1.25
 - Permits apartment buildings and at-grade commercial use

POLICY CONTEXT

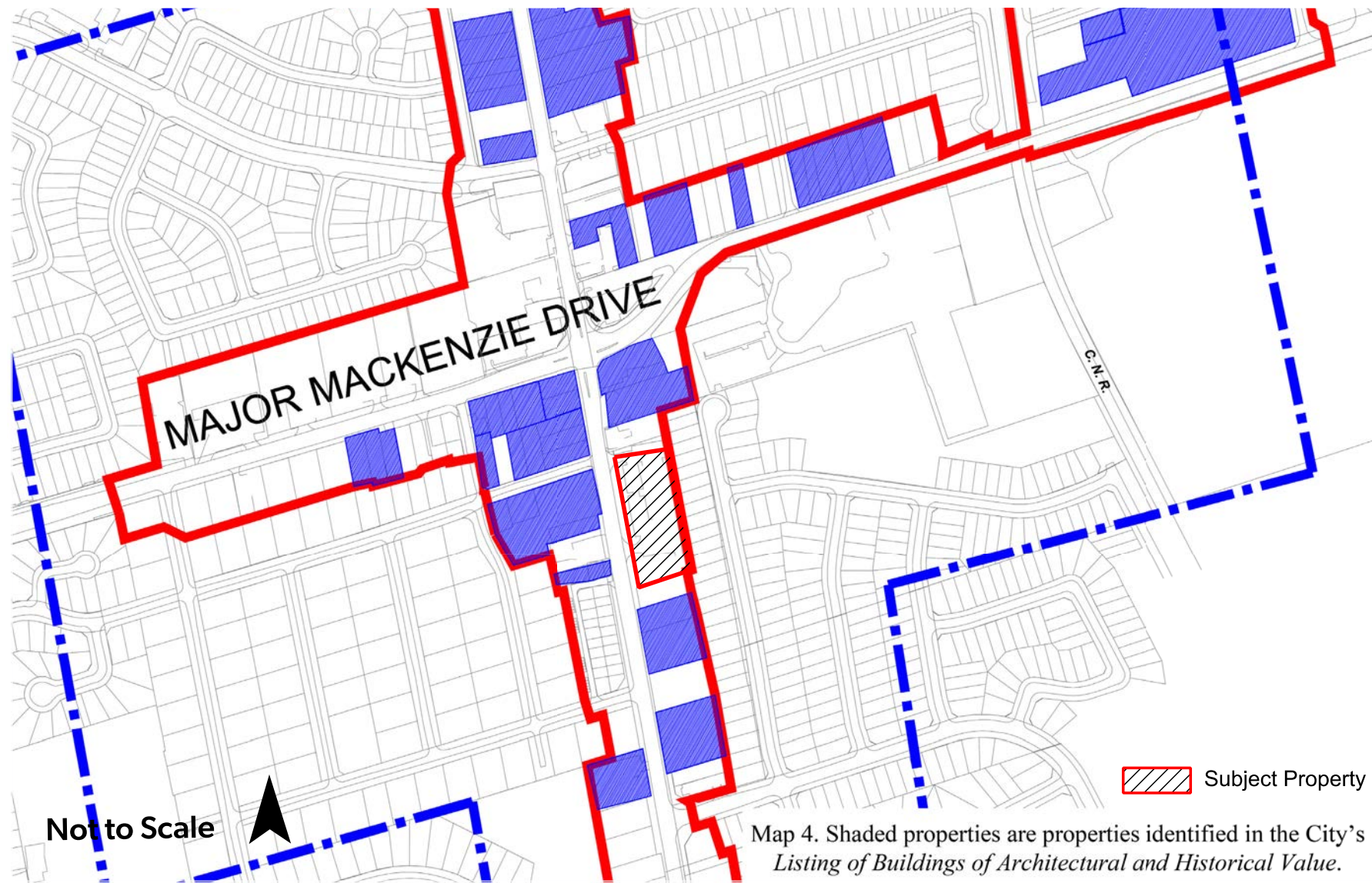


Image: Maple Heritage Conservation District Area Map

- Located within the Village of Maple Heritage Conservation District
- The existing structure is not designated as a Heritage resource

POLICY CONTEXT

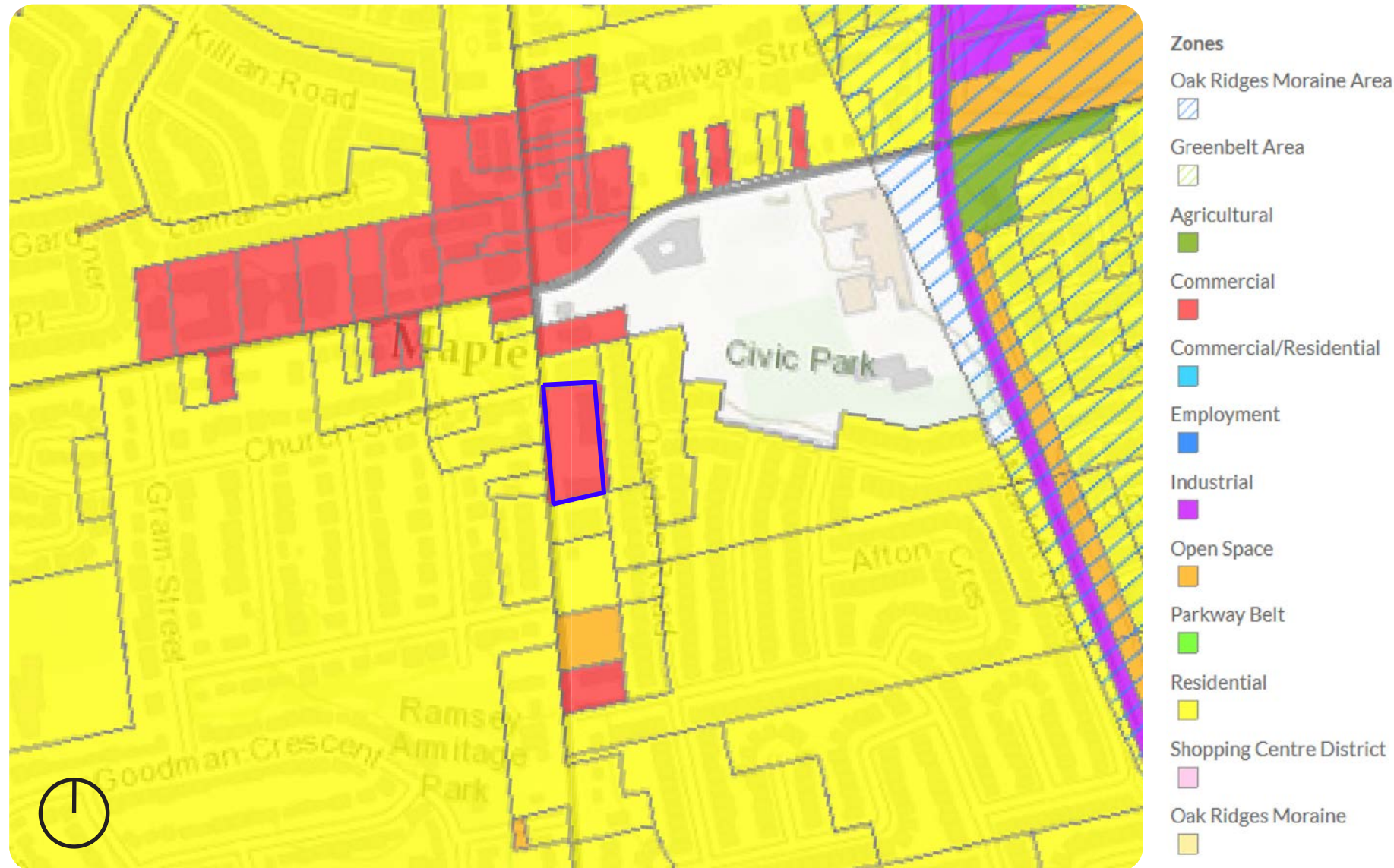


Image: Zoning By-law 1-88 Zoning Map

- City of Vaughan Zoning By-law 1-88
 - *'Restricted Commercial Zone with Exception 162 (C1-E162)'*
 - Residential uses not permitted
- City-Wide Draft Comprehensive Zoning By-law (Third Draft)
 - Permits residential and commercial uses
 - *'Main Street Mixed-Use - Maple Zone (MMS)'* with exception 72
 - Permits FSI: 1.8
 - Lot Coverage: 50%

PROPOSED DEVELOPMENT

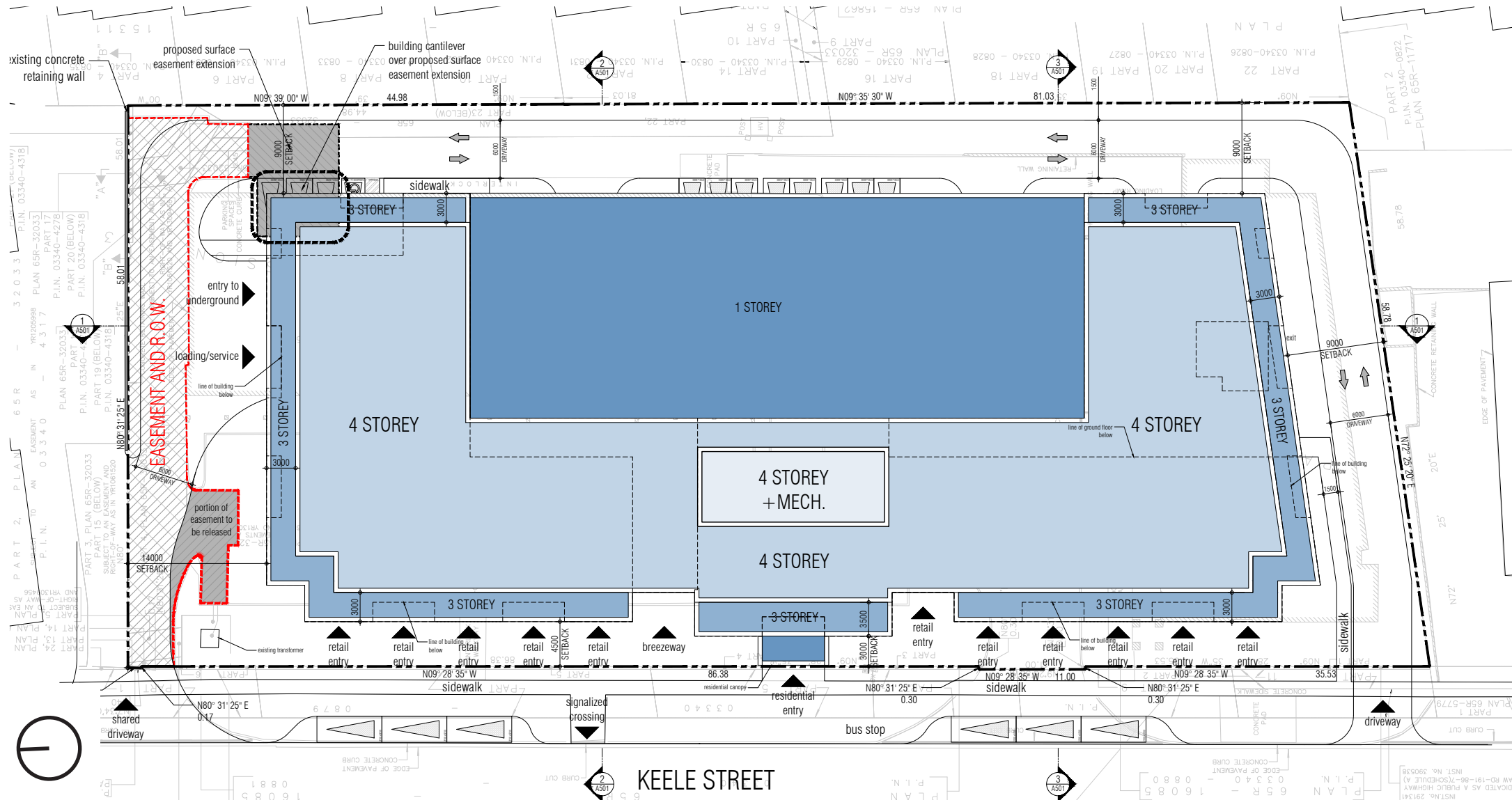


Image: Site Plan

MIXED-USE BUILDING

- Commercial GFA: 1,422 m²
(15,306.28 ft²)
- Residential GFA: 9,482 m²
(102,063.40 ft²)

HEIGHT

- 4 storeys (17 m from established grade to roof)

FSI

- 1.4

LOT COVERAGE

- 42.09%

UNIT BREAKDOWN

- 46 - 1-bedroom
- 40 - 2-bedroom
- 9 - 3-bedroom

PROPOSED DEVELOPMENT

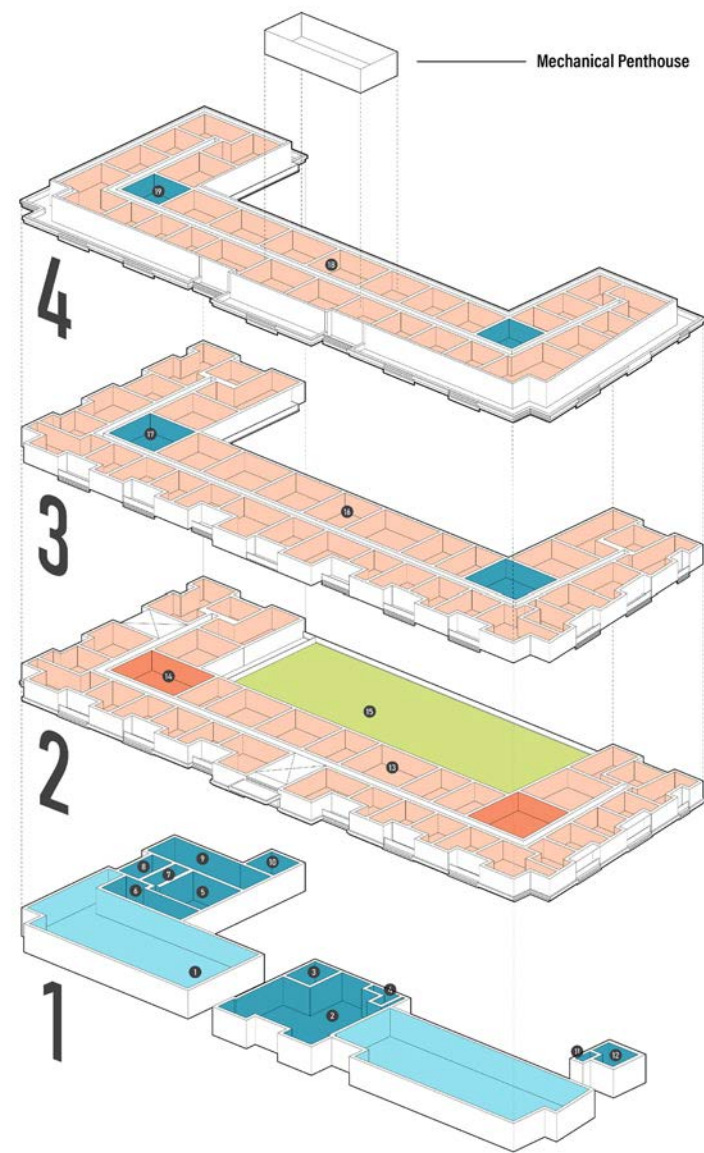


Image: Building Use Diagram

LEVEL 1

- 1 Retail
- 2 Lobby
- 3 Moving/Holding
- 4 Mail Room
- 5 Residential Garbage Room
- 6 Commercial Garbage Room
- 7 Staging Area
- 8 Loading Bay
- 9 Loading Bay
- 10 Bicycle Parking
- 11 Retail Bicycle Parking
- 12 Exit + Stairs

LEVEL 2

- 13 Residential
- 14 Indoor Amenity
- 15 Outdoor Amenity

LEVEL 3

- 16 Residential
- 17 Lockers

LEVEL 4

- 18 Residential
- 19 Lockers





- Indoor Space (225 m²)
- At-Grade Landscaped Area (398 m²)
- Outdoor Second Floor (1,207 m²)
- Private Balcony Areas (1,355 m²)
- **Total:** 3,185 m²

- Landscaped Area: 29%

PARKING

- One level of underground parking
- Commercial: 44 spaces (at-grade)
- Residential: 110 spaces
- Visitor: 19 spaces
- **Total:** 173
- Proposed parking meets the Vaughan Comprehensive Zoning By-law Draft Rates

- Indoor Space (225 m²)
 - At-Grade Landscaped Area (398 m²)
 - Outdoor Second Floor (1,207 m²)
 - Private Balcony Areas (1,355 m²)
 - **Total:** 3,185 m²
-
- Landscaped Area: 29%
- ## PARKING
- One level of underground parking
 - Commercial: 44 spaces (at-grade)
 - Residential: 110 spaces
 - Visitor: 19 spaces
 - **Total:** 173
 - Proposed parking meets the Vaughan Comprehensive Zoning By-law Draft Rates

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- Commercial: 44 spaces (at-grade)
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- **Total: 173**
- Proposed parking meets the Vaughan Comprehensive Zoning By-law Draft Rates

PROJECT RENDERING - ACTIVE PUBLIC REALM



Image: Streetscape Rendering

PROJECT RENDERING - PERMEABILITY TO AT-GRADE PARKING



Image: Conceptual Rendering of Breezeway and Front of Retail Units

PROJECT RENDERING



Image: Street Frontage Rendering

PROJECT RENDERING



Image: Building Rendering

PROJECT RENDERING



Image: Building Aerial Rendering

ELEVATIONS



Image: South Elevations



ANGULAR PLANE



Image: Angular Plane Analysis - as measured by City of Toronto Standard for Shallow Lots

PLANNING APPLICATIONS

1. OFFICIAL PLAN AMENDMENT

- Maintain 'Low-Rise Mixed-Use'
- Amend the permitted maximum FSI to 1.4
- Amend the permitted maximum storeys to 4

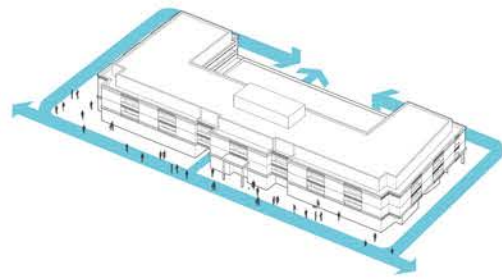
2. ZONING BY-LAW AMENDMENT

- To permit residential uses in conformity with *Low-Rise Mixed Use* designation
- Amend site specific building standards

SUPPORTING PLANS AND REPORTS

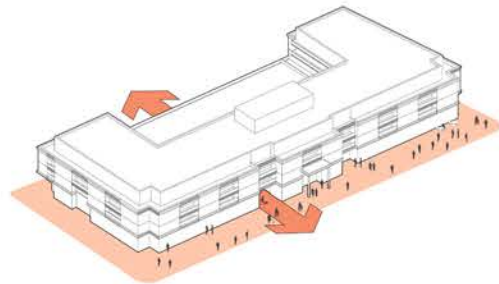
- Urban Design Brief – Weston Consulting
- Community Services & Facilities Study – Weston Consulting
- Planning Justification Report – Weston Consulting
- Pedestrian and Bicycle Circulation Plan – Weston Consulting
- Draft OPA and ZBA – Weston Consulting
- Transportation Study – LEA Consulting
- Landscape Plan – MBTW Landscaping
- Cultural Heritage Impact Assessment – GBCA Architects
- Tree Inventory and Preservation Plan– Kuntz Forestry
- Environmental Site Assessment Phase 1 & 2 - Exp
- Functional Servicing and Stormwater Management Plan & Maple Heritage Sanitary Servicing Memo – Schaeffer's

TRINITY POINT'S 5 CORE VALUES



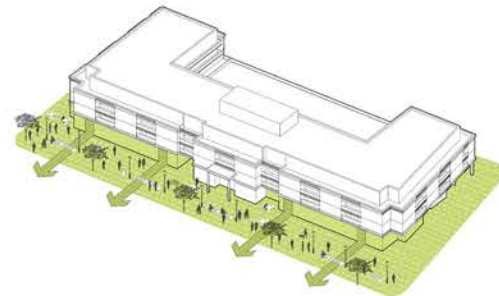
1

CONNECTIVITY



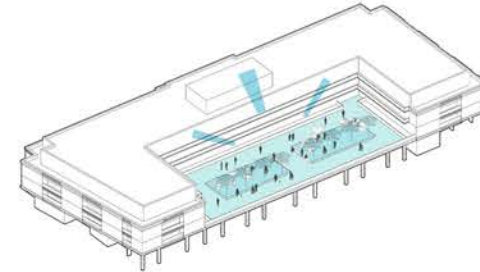
2

PERMEABILITY



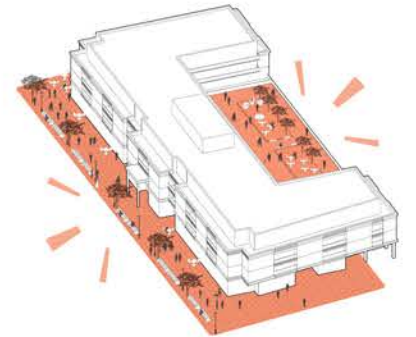
3

ACTIVE PUBLIC REALM
+
TARGETED RETAIL



4

CURATED AMENITIES



5

PLACEMAKING

SUMMARY



Image: Street Frontage Rendering

- Consistent with and conforms to PPS (Provincial Policy Statement) and Growth Plan
- Conforms with the YROP
- Conforms with the general intent of the VOP and the Maple HCD policies
- Appropriately addresses the City-Wide Urban Design Guidelines
- Achieves numerous planning and urban design objectives including:
 - Intensification of under-utilized site within a Local Centre
 - Focuses on Regional Transit Priority Network and Regional Rapid Transit Corridor
 - Context appropriate transit supportive densities
 - Creation of a pedestrian friendly-place
 - Animates the site's Keele Street frontage
 - Porosity at-grade with commercial parking at rear
 - New housing options with convenient access to transit

NEXT STEPS

- Receive the balance of outstanding comments from the City of Vaughan
- Respond to comments from the City, residents and external agencies through an OPA/ZBA resubmission package
- Attend the City of Vaughan Urban Design Panel
- Attend Heritage Vaughan Committee, should it be required

Thank You

Comments & Questions?



Ryan Guetter, BES, MCIP, RPP
Weston Consulting
rguetter@westonconsulting.com



Gabriel DiMartino, MCIP, RPP
Trinity Point Developments
gdimartino@trinitypoint.com

From: Negar Pooya [REDACTED] >
Sent: Tuesday, April 06, 2021 10:25 AM
To: Clerks@vaughan.ca; Wong, Natalie <Natalie.Wong@vaughan.ca>
Subject: [External] 158/166 Wallace Street, City of Vaughan

Hi, I'm living on Wallace street number [REDACTED]

I'm writing this letter because I received a letter about the development at 158 & 166 Wallace Street . Wallace street is a very narrow historic street. When one car park in this street has no room for two cars to pass, I'm surprised how the city gives permission to the builders to build 27 units in the land that is proper for two units. Have you ever thought about what will happen if an emergency occurred!!! How can firefighters come in this narrow dead-end street if a couple of car parks there? If the city gives them permission to build that many units we will have problems for traffic and safety, this street is very popular for the family's in this neighbourhood because of the park and monument. In that case, I hope the city care about safety and people in this neighbourhood; we already have another huge development in this street on Wallace & Woodbridge; I don't think this street has any room for more developments.

I hope to hear from you about this matter.

Warm Regards

Negar Pooya
[REDACTED]

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COMMITTEE OF THE WHOLE

155 & 166 WALLACE STREET

City of Vaughan

April 7, 2021

COMMUNICATION – C19
ITEM 4
Committee of the Whole (Public Meeting)
April 7, 2021

WESTON
CONSULTING

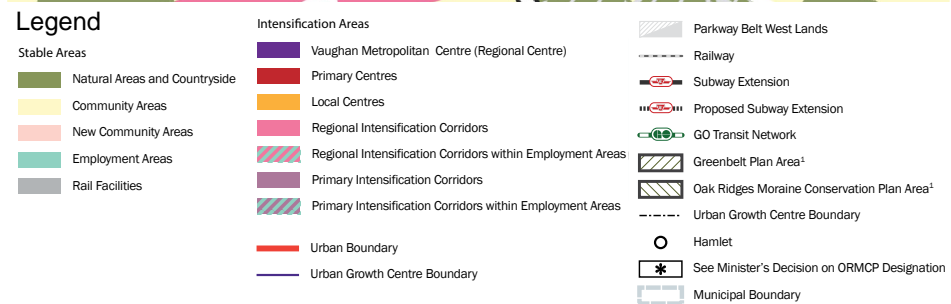


CONTEXT & LOCATION

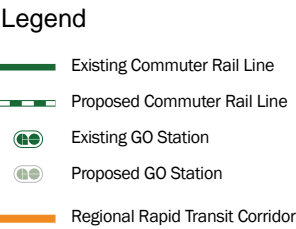


Aerial Photo Showing Subject Property

POLICY CONTEXT - OFFICIAL PLAN



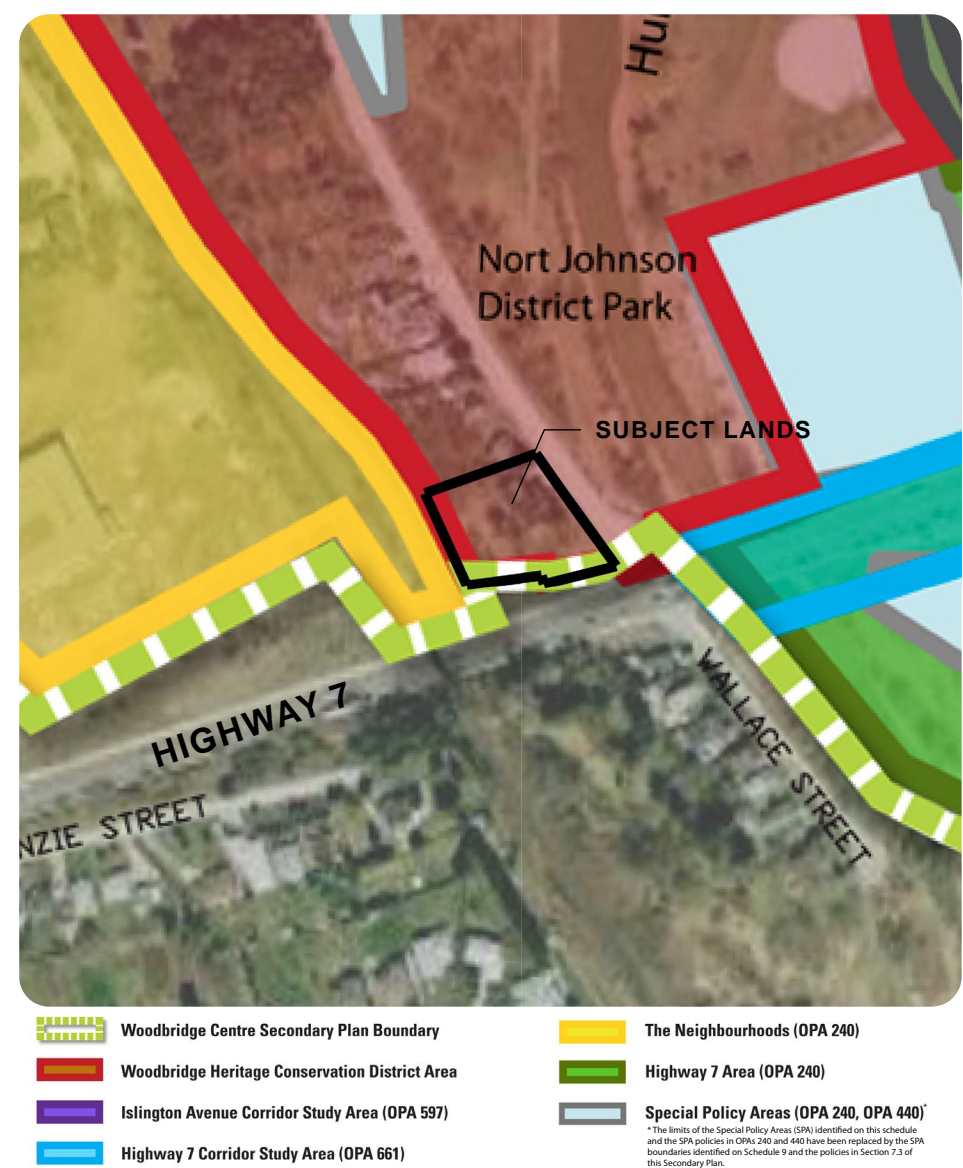
City of Vaughan Official Plan - Schedule 1 Urban Structure



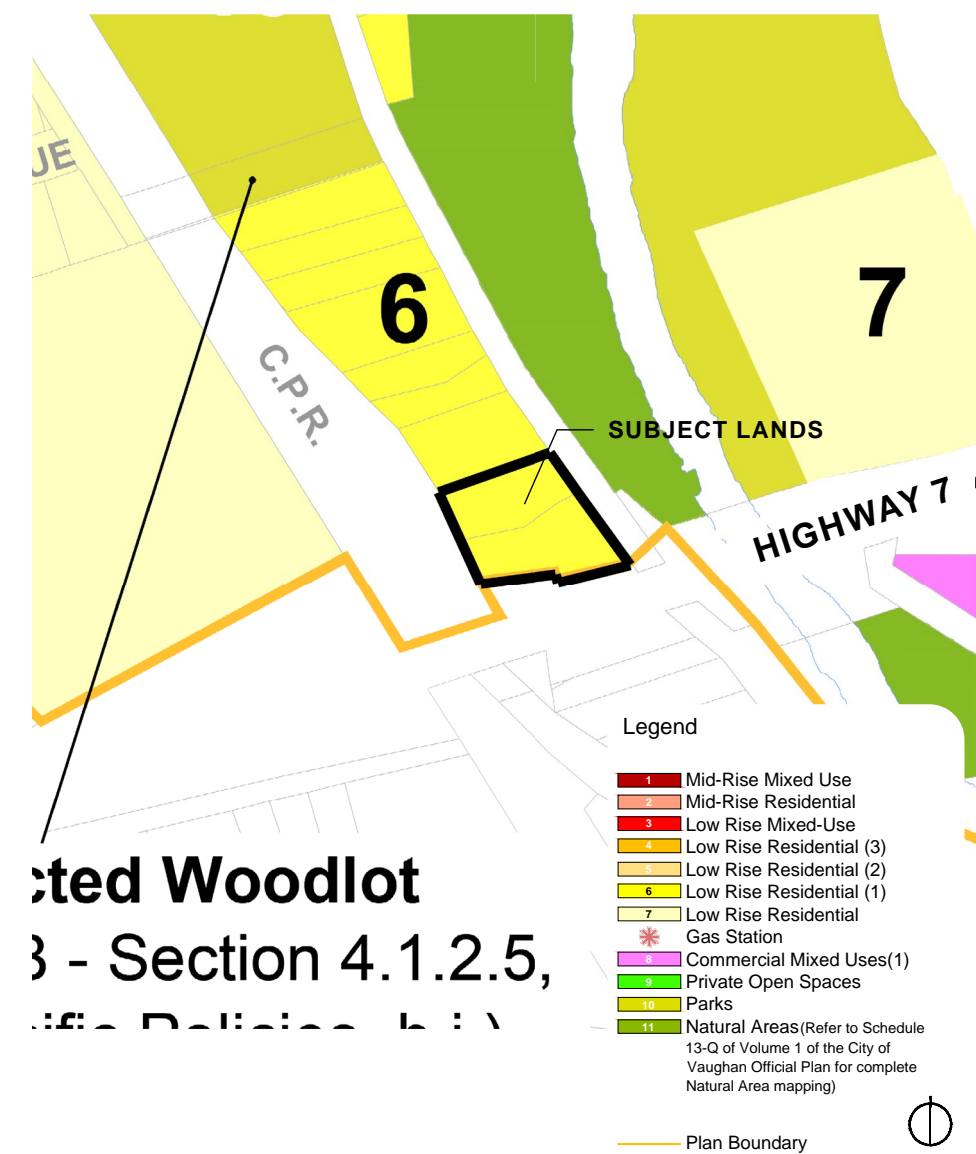
City of Vaughan Official Plan - Schedule 10 Major Transit Network



POLICY CONTEXT - SECONDARY PLAN

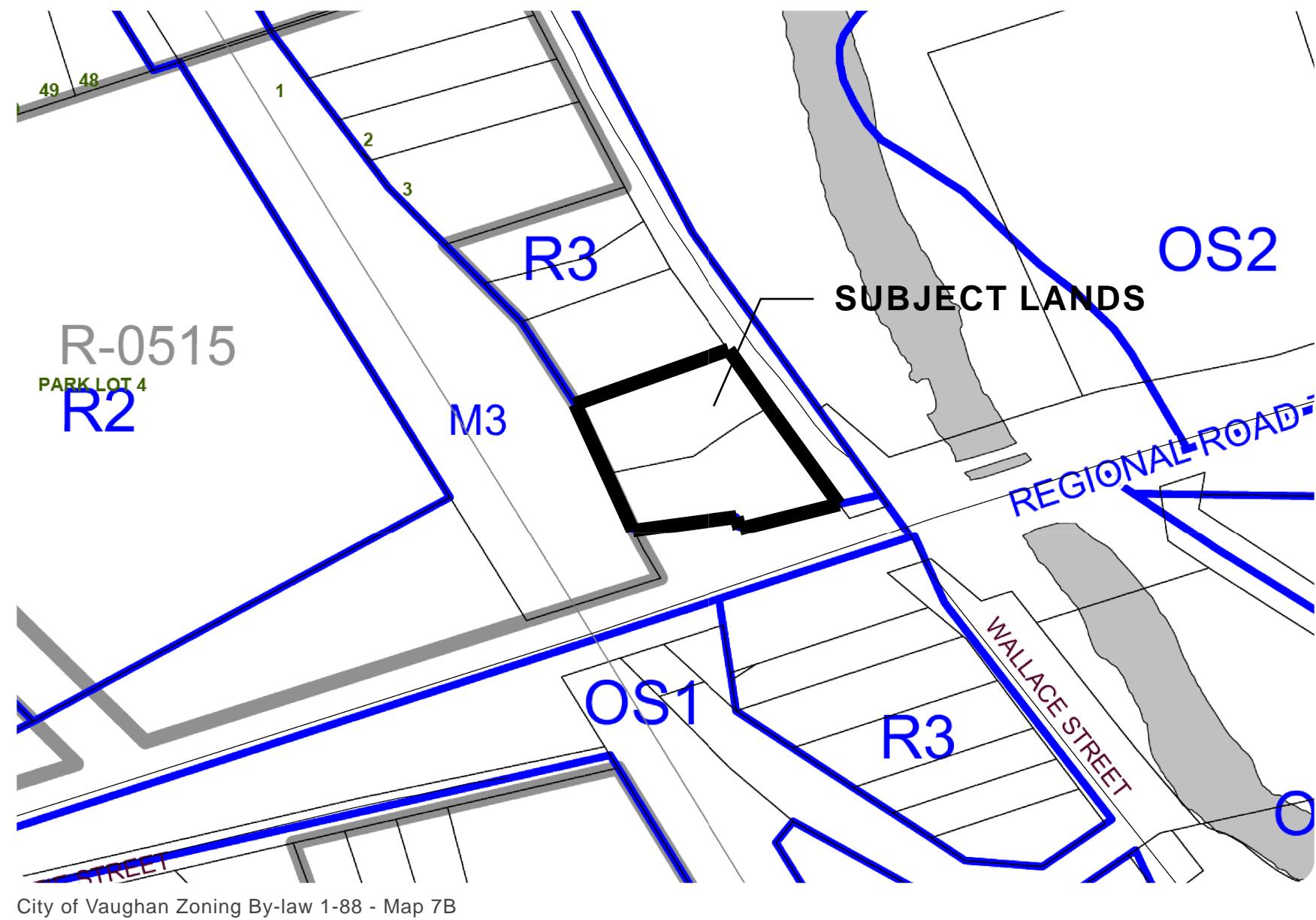


Woodbridge Centre Secondary Plan - Schedule 1 Policy Areas

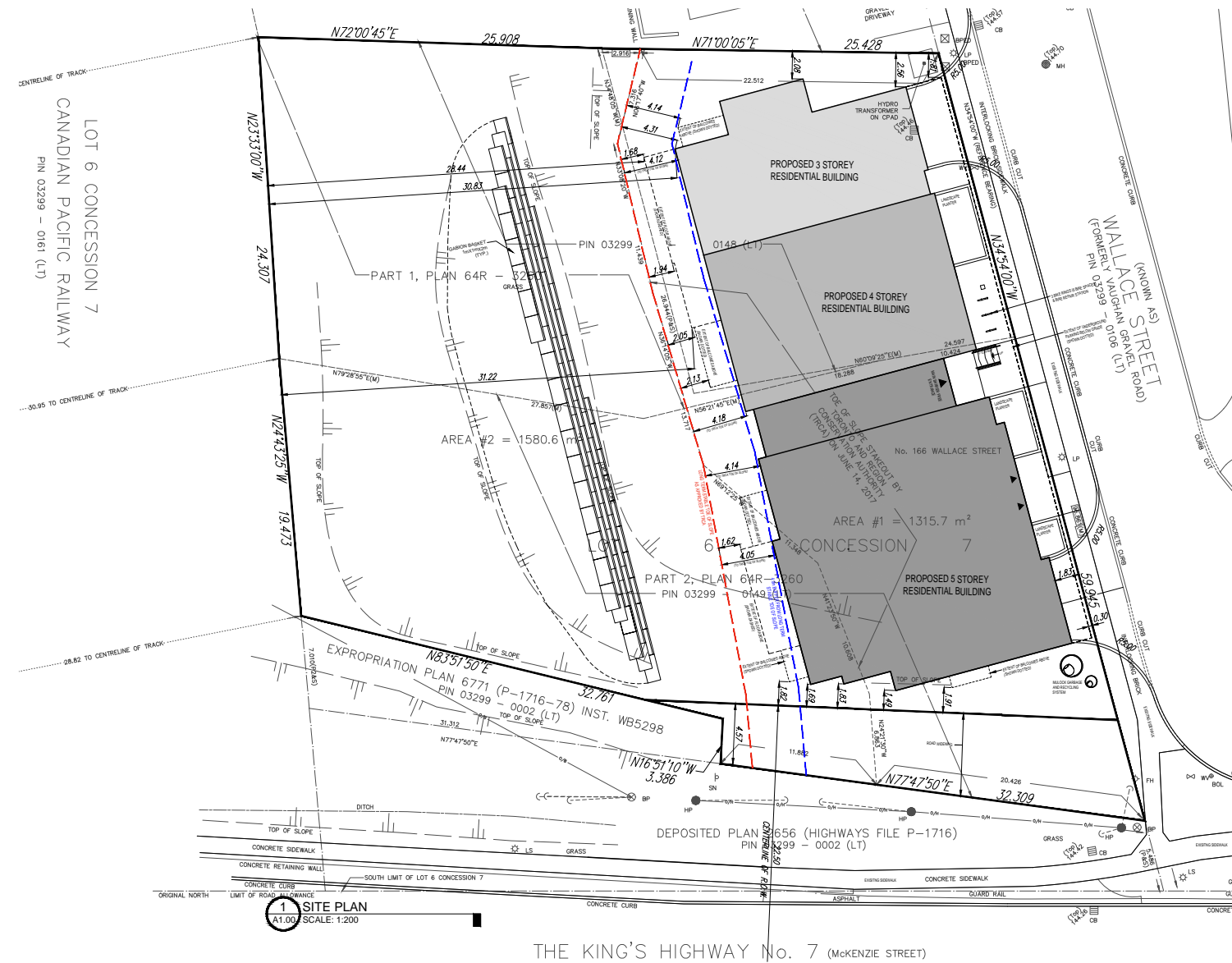


Woodbridge Centre Secondary Plan - Schedule 2 Land Use Plan

POLICY CONTEXT - ZONING BY-LAW



SITE PLAN



Site Plan Prepared by Pylons Architecture Inc.

PROPOSED DEVELOPMENT RENDER



Thank You

Comments & Questions?

Kurt Franklin, BMath, MAES, MCIP, RPP
Vice President, Weston Consulting
905-738-8080 ext. 224
kfranklin@westonconsulting.com

Darrin Cohen
Planner, Weston Consulting
905-738-8080 ext. 277
dcohen@westonconsulting.com



COMMUNICATION – C20
ITEM 3
Committee of the Whole (Public Meeting)
April 7, 2021

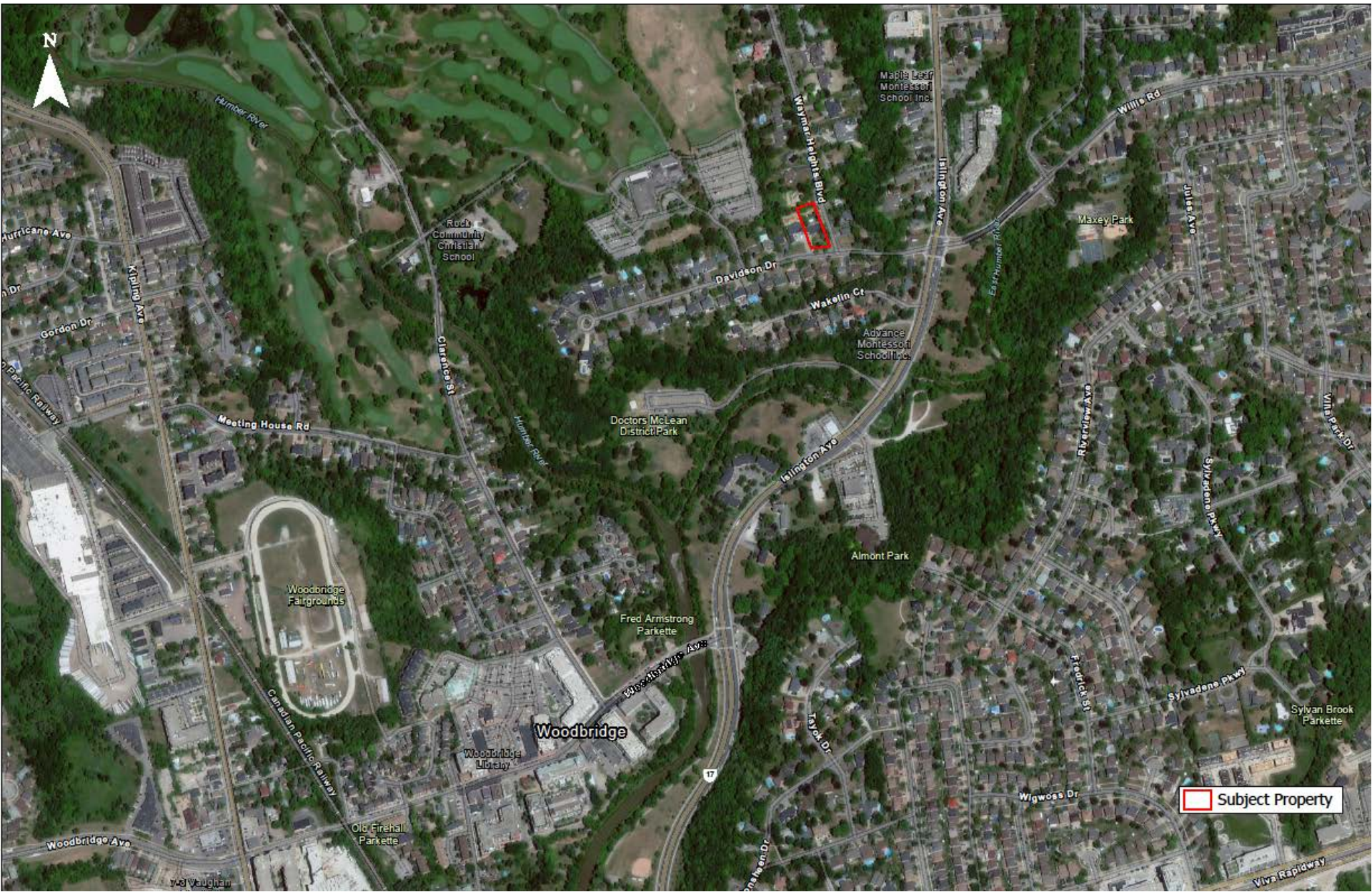
Proposed Zoning By-law Amendment of 60 Davidson Drive Woodbridge, ON



**DESIGN
PLAN
SERVICES**

TOWN
PLANNING
CONSULTANTS

Context Map



LOT 6

4032

WAYMAR HEIGHTS BOULEVARD
(FORMERLY SHAW STREET BY REGISTERED PLAN 4032)
PIN 03301-0345(LT)

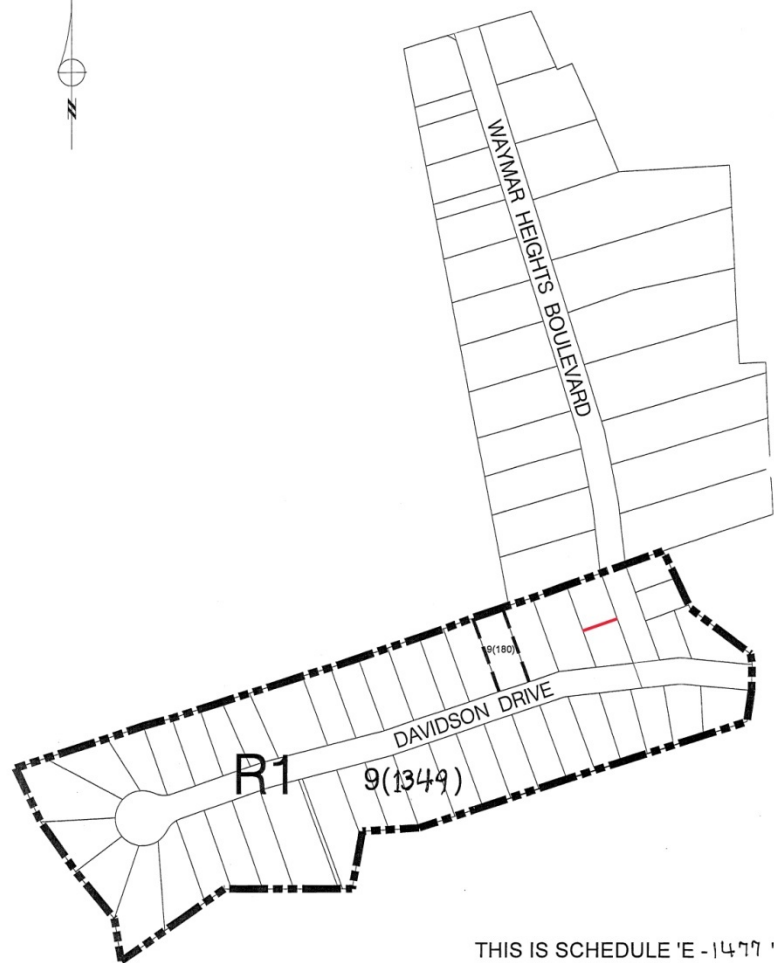
Conceptual Site Plan

DAVIDSON DRIVE
(BY REGISTERED PLAN 4032)
PIN 03301-0345(17)

Conceptual View from Davidson Drive Looking North West



Proposed Zoning By-law Amendment



THIS IS SCHEDULE 'E' - 1477
TO BY-LAW 1-88
SECTION 9(1349)

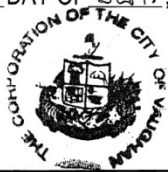
- Proposal is in conformity with the City of Vaughan Official Plan
- Proposed dwellings will be compliant with R1 zoning permissions
- Zoning By-law amendment is to create additional lot on Schedule 2 of By-law No. 226-2010 (Both Proposed Lots to be compliant with Lot Frontage & Area within the R1 zone)

NOT TO SCALE

THIS IS SCHEDULE '2'
TO BY-LAW 226 - 2010
PASSED THE 7th DAY OF SEPT., 2010

SUBJECT LANDS

FILE: Z.09.025
LOCATION: Part Lots 9 & 10, Concession 7
APPLICANT: CITY OF VAUGHAN
CITY OF VAUGHAN



SIGNING OFFICERS

"Linda D. Jackson"

MAYOR

"Jeffrey A. Abrams"

CLERK

N:\DFT\1-BY-LAWS\z\z.09.025.dwg

Thank You!



CONTACT INFORMATION:

CHRIS MARCHESE

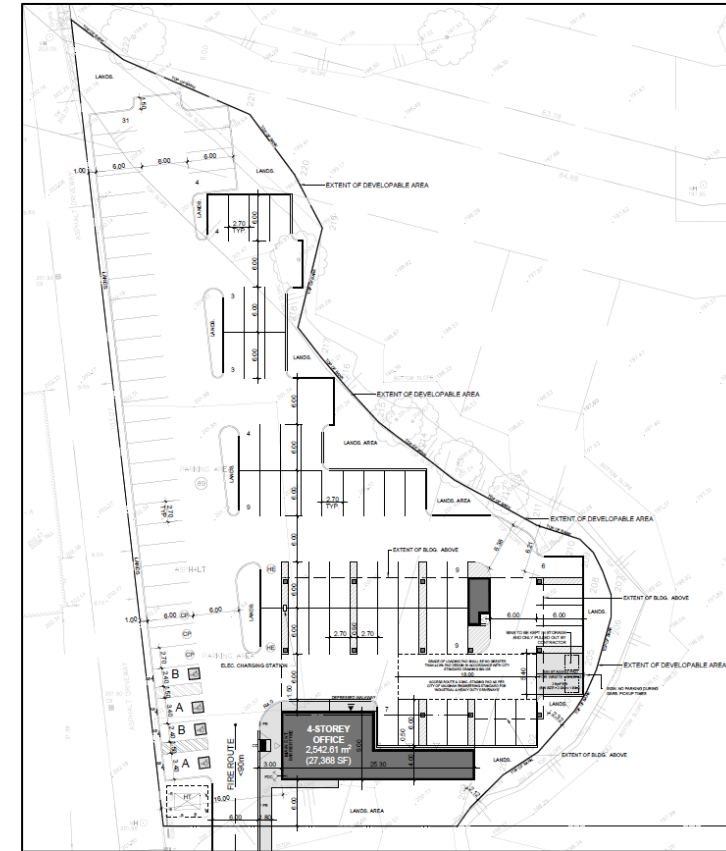
DESIGN PLAN SERVICES INC
900 THE EAST MALL, SUITE
300 TORONTO, ONTARIO, M9B
6K2

416.626.5445 x 203

CHRIS@DESIGNPLAN.CA

2180 LANGSTAFF ROAD, CITY OF VAUGHAN

Langvalley Holdings Inc.



PUBLIC HEARING

DATE: April 7, 2021

HUMPHRIES PLANNING GROUP INC.

ZONING BY-LAW AMENDMENT (Z.12.009)

COMMUNICATION – C21

ITEM 1


Committee of the Whole (Public Meeting)

April 7, 2021

DEVELOPMENT PROPOSAL

A Zoning By-law Amendment application has been submitted to the City of Vaughan to rezone the Subject Site from Agricultural 'A' to Prestige Employment Area 'EM1' with site-specific exceptions to facilitate the development of a 4-storey office building with a total GFA of 2,542.61 sq.m. The proposed development provides a total of 89 parking spaces, including four (4) accessible spaces.



 - Area Subject to Application

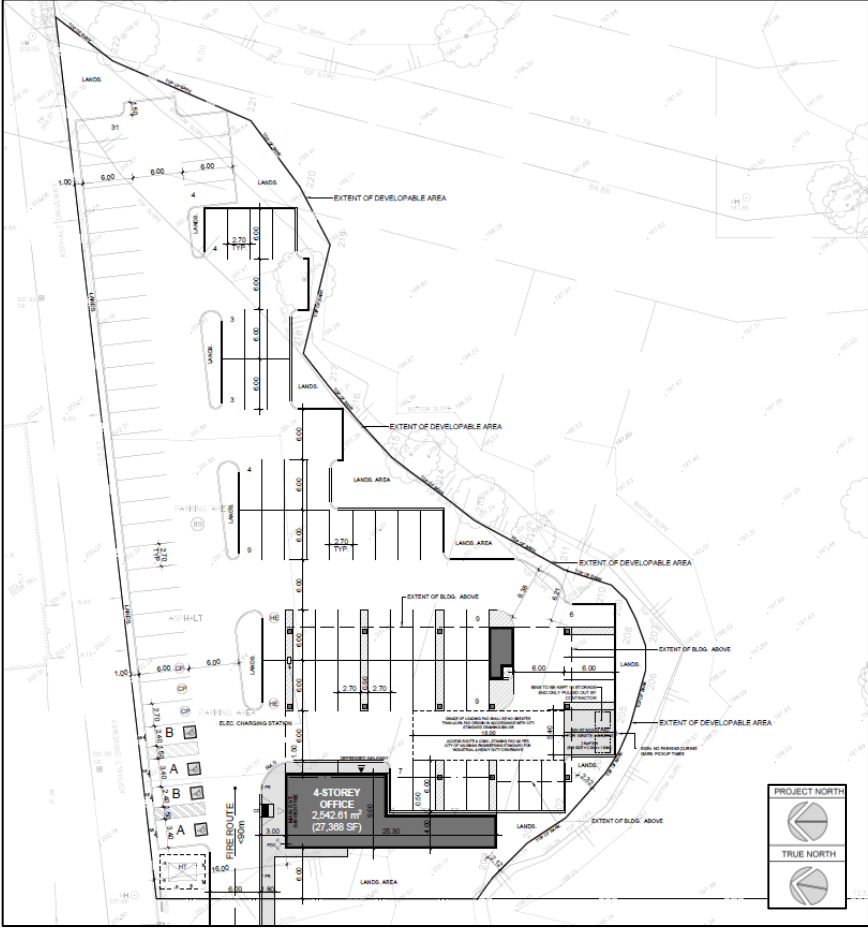
SITE LOCATION

- **Area Subject to Application:**
 - **Area:**
0.98 acres
 - **Lot Frontage:**
Keele Street: \pm 38.44m
- **Total Site Area:**
 - **Area:**
13.39 acres
 - **Lot Frontage:**
Langstaff Road: 136m
Keele Street: 123m
- **Existing Uses on the Subject Site:**
 - Vacant
 - Parking area

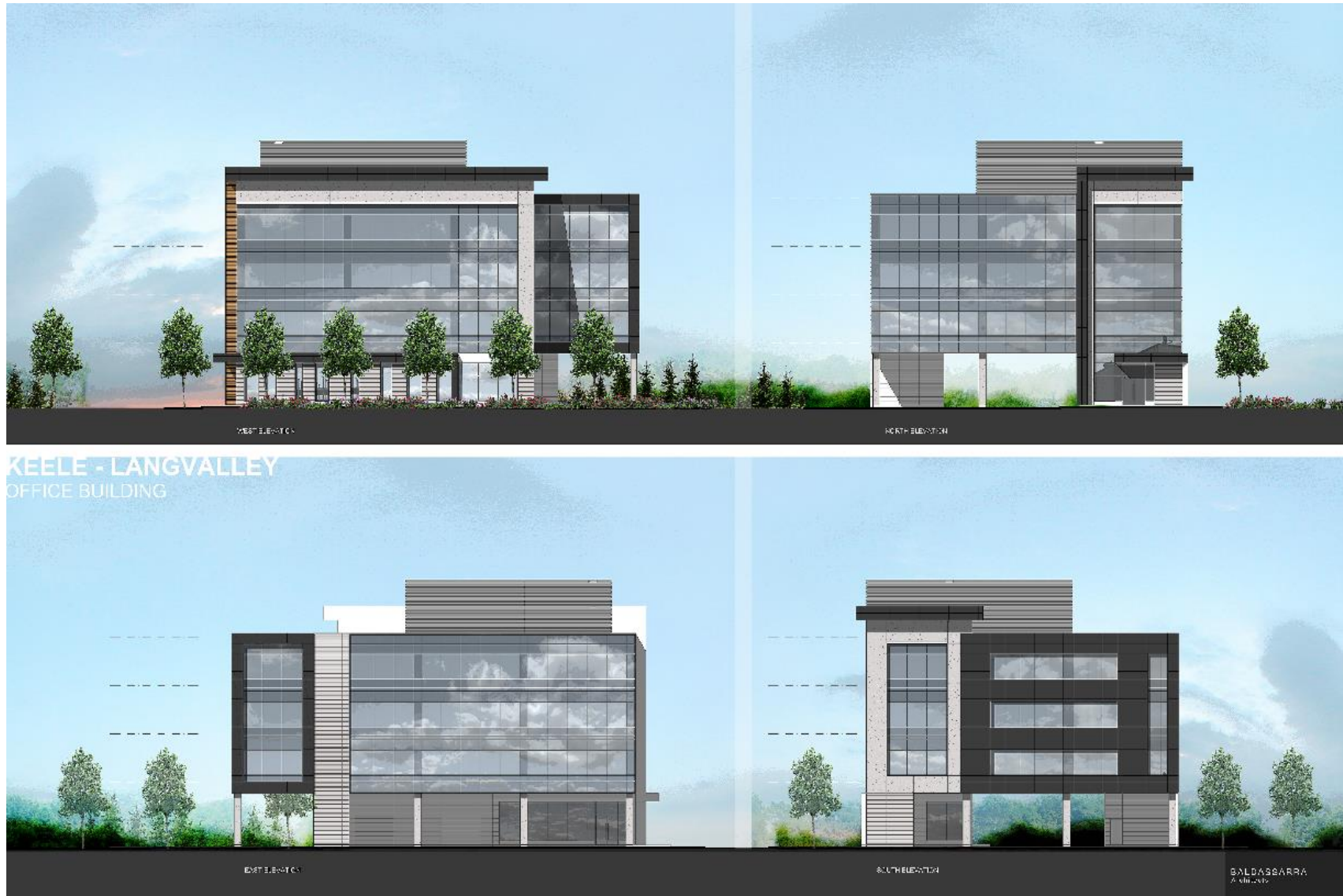


DEVELOPMENT STATISTICS BREAKDOWN

Development Statistics	
Area of Development	3,957.70 sq.m (0.98 acres)
GFA (Total)	2,542.61 sq.m (27,368 sq.ft)
Ground Floor	178.71 sq.m
Second Floor	836.95 sq.m
Third Floor	836.95 sq.m
Fourth Floor	690 sq.m
Site Coverage	4.52%
Landscaped Area	23.90%
Paved Area	71.58%
Parking	89 spaces (4 accessible)
Building Height	4 storeys

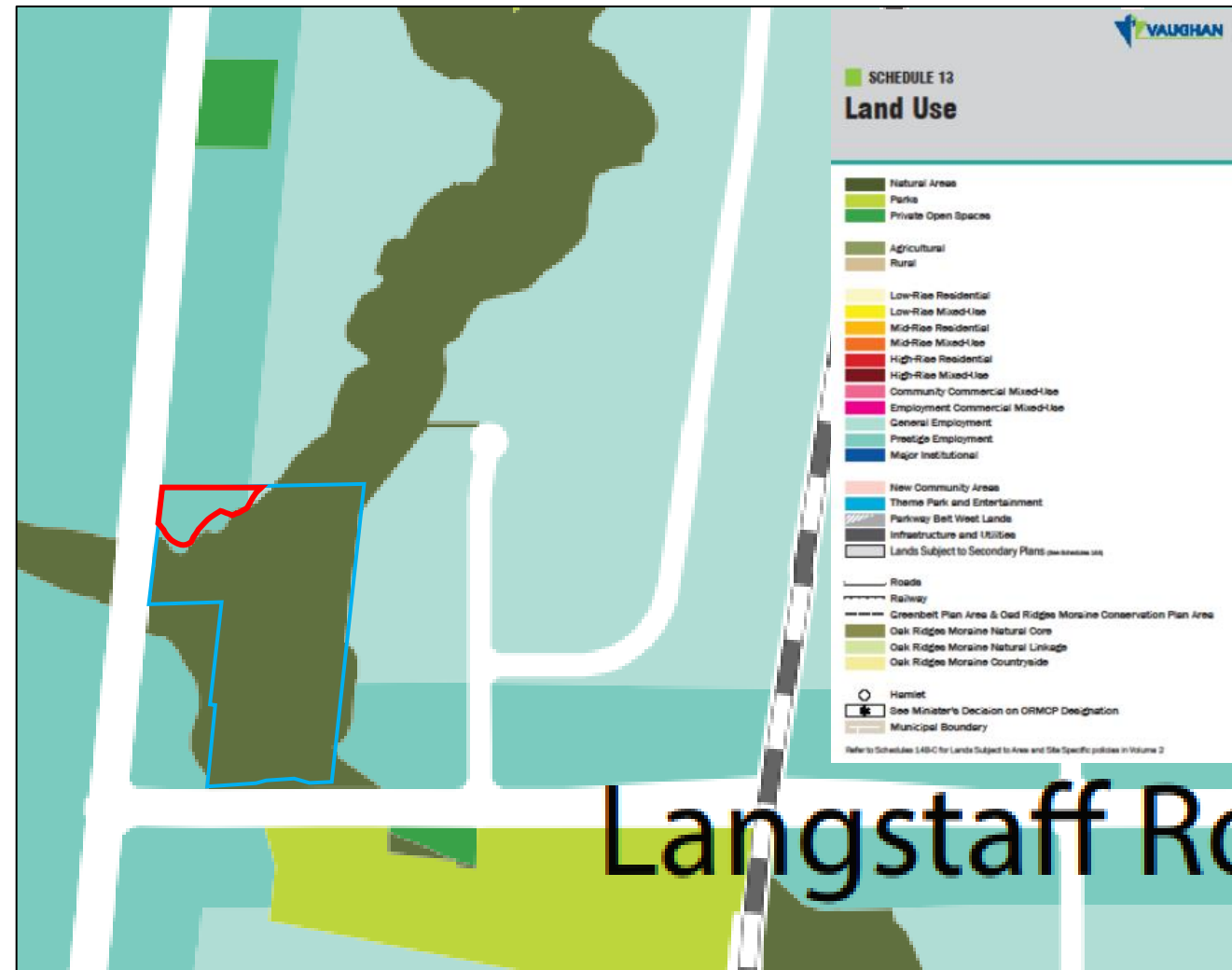


PROPOSED ELEVATIONS



PLANNING CONTEXT – CITY OF VAUGHAN OFFICIAL PLAN

- Subject site is designated as “Prestige Employment” and “Natural Areas” per the City of Vaughan Official Plan per Schedule 13 – Land Use.
- The lands subject to this application are designated “Prestige Employment”.
- Prestige Employment Areas are generally characterized by a wide range of employment and employment supportive uses.
- The proposed Application conforms to the City of Vaughan Official Plan (2010).



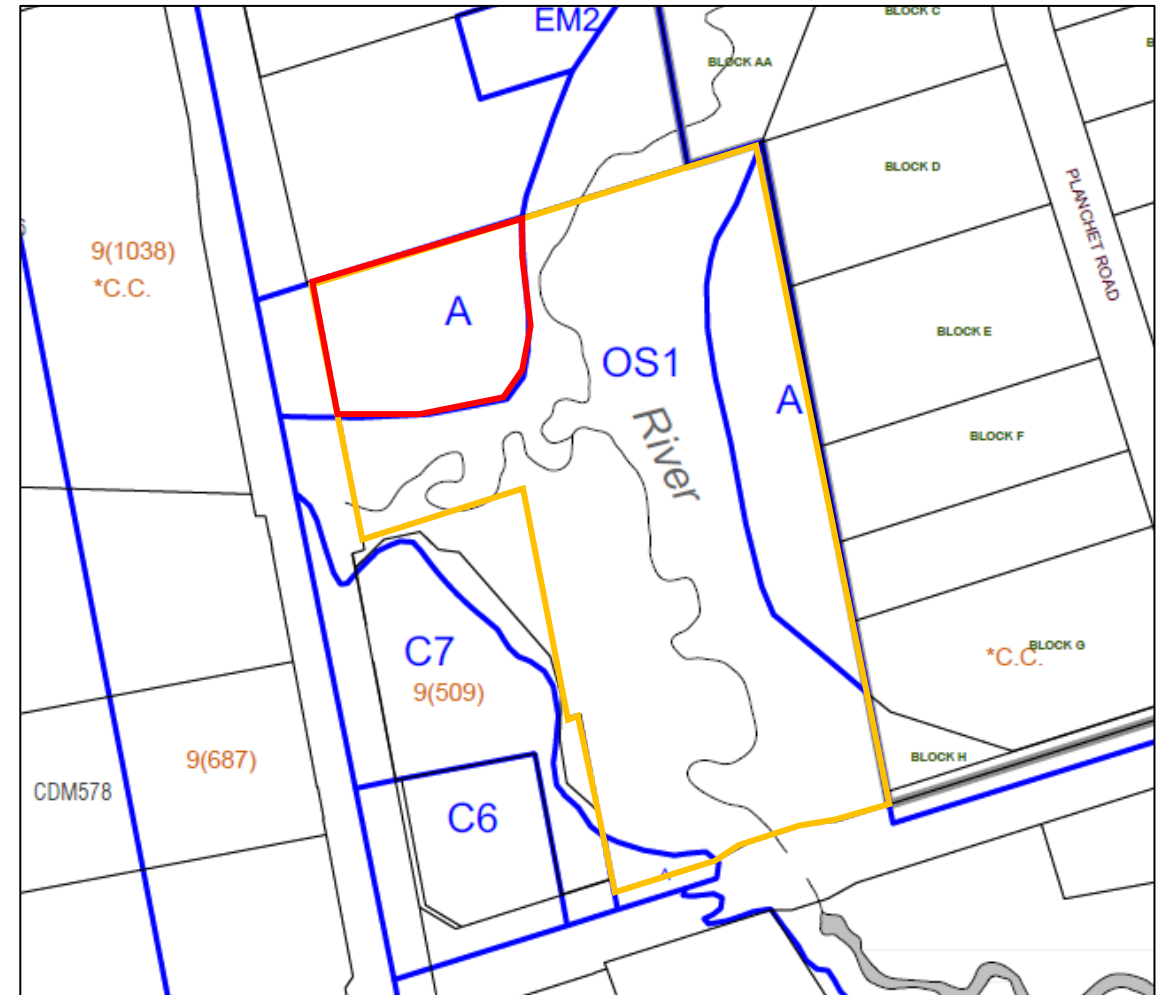
- Area Subject to Application



- Other Lands owned by the Applicant

PLANNING CONTEXT – ZONING BY-LAW 1-88

- Subject site is zoned 'A – Agricultural' and 'OS1 – Open Space Conservation', per Zoning By-law 1-88.
- An office building is not a permitted use.
- 'EM1 – Prestige Employment' Zone is proposed with site specific exceptions in order to implement the proposed development.
- Exceptions include:
 - Minimum 6.0m landscape width along Keele Street.
 - Minimum 0.0m landscape width adjacent to OS1 Zone.
 - Parking reduction of 2 spaces.
 - Maximum Building Height of 20.4m.



 - Area Subject to Application  - Other Lands owned by the Applicant

APPLICATION BACKGROUND AND HISTORY

- On February 21, 2012, a Zoning By-law Amendment Application (Z.12.009) was submitted to the City of Vaughan to rezone the portion of the Subject Site to “Prestige Employment Area” (EM1) Zone.
- On July 30, 2012, an Official Plan Amendment Application (OP.12.012) was submitted to the City of Vaughan to consolidate the “Prestige Area” designation across the portion of the site for the proposed development.
- On November 6, 2012, a public meeting was held on the OPA and ZBLA Applications.
- On November 8, 2012, the client filed an appeal to the VOP 2010.
- On September 19, 2013, OPA and ZBLA Applications were filed to re-designate the portion of the Subject Site to “General Employment Area” and to rezone the portion of the Subject Site to “General Employment Area” (EM2) Zone.
- On November 5, 2013, a further public meeting was held on the OPA and ZBLA Applications
- On October 1, 2019, the Local Planning Appeal Tribunal issued an order on part of the appeal which approved a settlement reached between the Owner and the City on modifications to the Vaughan Official Plan. These modifications included re-designating the northwest portion of the Subject Site from “Natural Area” to “Prestige Employment”, and removed the “Core Feature” overlay, which accommodated the 2012 Official Plan Amendment Application to facilitate the proposed development.
- On April 23, 2020, a Pre-Application Consultation Meeting occurred with City of Vaughan Staff to determine the required studies, plans and other supporting materials to facilitate the proposed development for Site Plan submission.
- On December 18, 2020, a Site Development Application was submitted to the City of Vaughan, including the updated submission requirements and revisions to the previously submitted 2012 Zoning By-law Amendment Application.

SUPPORTING STUDIES

- **Urban Design and Sustainability Brief**, prepared by Baldassarra Architects, dated November 27, 2020;
- **Slope Stability Assessment**, prepared by Soil Engineers, dated July 26, 2019;
- **Stormwater Management and Functional Servicing Report**, prepared by Urban Watershed Group Ltd., dated November 20, 2020;
- **Phase 1 ESA**, prepared by McClymont & Rak Engineers Inc., dated February 2011;
- **Geotechnical/Soils Report**, prepared by Soil Engineers, dated June 2014;
- **Flood Impact Assessment**, prepared by Greenland International Consulting, dated July 2019; and
- **Meander Mitigation Assessment**, prepared by Geo Morphix Ltd., dated June 31, 2019.
- **Planning Justification Report**, prepared by HPGL, dated December 2020;

THANK YOU

COMMUNICATION – C22
ITEM 4
Committee of the Whole (Public Meeting)
April 7, 2021

From: Adelina Fisher [REDACTED] >
Sent: Tuesday, April 06, 2021 2:27 PM
To: Clerks@vaughan.ca
Subject: [External] comments for committee of the whole April 7

This is in regard to OP.17.006 and Z.17.015 which is set to be commented on during the April 7, 2021 Committee of the Whole meeting.

I am submitting this document for Lawrence, and he asked to give this additional comment directed to the city and not per se for the meeting.

Please understand that all I was furnished with was a two page announcement of which one page was a very low detail black and white map. As I am unable to go to the city hall to see more details (because it is closed to residents) or go to the local library where a computer with internet access would have been available to me, this is all I have to go on. I did request by phone on the week of March 22 that more details be sent to me by mail (and I was told they would be sent), but as of today (two weeks later) I still have not received them.

This is in regard to Official Plan Amendment File OP.17.006 and Zoning By-law Amendment File Z.17.05 for a Committee of the Whole Meeting on April 7, 2021.

My main focus is on the livability of the proposed structure for the people living in it as well as for the people living in the immediate vicinity. Creating a building in which a developer can sell all the units within it is one thing (people buy what is available, which often is not the same as what they want) – creating a building that is pleasant to live in for the occupants and their neighbors over the coming decades is another.

Point 1: Road widening taken into account

I am very happy to see that now the plan for the building does take into account possible future Highway 7 road widening. I would like to confirm that the city engineers that would actually be responsible for this widening are the ones that have given the location of the edge of the road we are now seeing in the plans. It might not be so simple to just add one lane to each side of the current road and perhaps 1.5 lanes might be needed to be added to the north side of Highway 7 and only 0.5 lanes on the south side and I want to make sure this has been figured out by the engineers prior to any blessing of a potential building. This assumes that you have given up on the bus express way in which case 4 lanes (not 2) would need to be added.

I have also noted that the setbacks of newly built buildings (Highway 7 and Wigwoss) as well as older constructions are substantial (7-8 meters) which allows for green space and trees to be planted; will this setback also be used for this new building from Highway 7? After all who wants a major roadway to be just 2 meters away from your building?

Point 2: Front facade of the building

The building seems to be 44m long with 42m of it being very close to the sidewalk. There seems to be very little green space (other than the landscape planter) and not even enough space to plant a tree in the front of the building which I find very sad and depressing. Two driveway access points, the primary street access and a bicycle rack take up 20+ meters of the frontage which leaves very little room for anything green. Just the scale of the building does not fit in with what is on Wallace St once you pass south of the initial buildings close Woodbridge Ave. It will dramatically change the character of the street.

I also find it a bit odd that the refuse and recycling bins are put out onto the front corner of the building so anyone walking down Wallace St or are walking on the north side of Highway 7 are presented with this view and potential odor. This needs to be much better addressed.

I don't understand the bicycle racks. For 15 years I actually rode a bicycle to work or walked when the weather made it too dangerous to ride. I can tell you I would never chain my bicycle outside my house for it to be in the elements during the night or be tampered with or stolen – it was always brought inside. This means the racks outside are meant for people visiting this building who took a bicycle to the location – is this really needed?

Point 3: Area between west side of building and retaining wall

Having two high vertical structures (the actual back side of the building and a retaining wall) in close proximity to each other can create an echoing of any sound which makes it seem much louder and/or sounds are funneled and amplified along its length (think of an alley). This is a problem for this building in two ways.

Canada Pacific Railway is located behind this structure and is actually on a hill (which brings the requirement of the gabion basket retaining wall to keep the hill from shifting). Trains tend to produce a lot of noise as they move and the sound is always louder if you can physically see the wheels as it goes past. The problem here is that as you make the building taller and taller you become more likely to directly be able to see the entire train and get the full impact of its noise. A lower building would allow the angle to be greater and as such you would see the top part of the train but the wheels would be blocked and the sound hitting the structure is greatly reduced. At ~18m high has the building gotten too tall and now has this problem? It is made worse for everyone since the retaining wall will reflect the sound back to the building and then it reverberates back and forth till it dissipates so all floors are affected not just the top levels.

The back of the building (west side) is located right before a large hill and vehicles tend to accelerate at that point to help on going up Highway 7. Unfortunately this creates a bit more road noise than would be expected if the road was flat. The alley that is being created (the area between the vertical retaining wall and the back of the building) will amplify and funnel this sound along its length. This will increase the road noise for the people with units along the back of the proposed structure, and even worse will funnel the sound to the current residents which live north of the proposed building (which seems quite unfair).

Some of these problems might be able to be mitigated by having the upper floors of the building slanted away from the railroad tracks to reflect this noise upward (in the style of a traditional slanted roof on most houses) and/or by filling the area between the retaining wall and the building with deciduous and coniferous trees. Having east-west running fences on the both the north side of the property as well as the south will help with the road noise from getting in and also add another layer so any noise does not adversely affect residents north of the building. Realistically the train noise is best dealt with by not allowing the property to get too high.

Currently I see no plans for any tree planting (is it even possible given constraints from CPR?) in the back of the building or any noise blocking/deadening fences which needs to be addressed.

Point 4: Parking

Four visiting parking spaces seem to be incredibly small number for 27 units (I guess the plan is to have only people living here which are very unsocial?). I understand that people can park on the east side of the Wallace St as well, but since you are not allowed to park on the street during the night that overflow visitor parking only works during the day. The number of visitor parking spaces needs to be increased.

The number of actual parking spaces for the residents also seems abnormally low and will create problems for the residents. One parking space for every bed room in the building already would seem to be way too few and they are not offering close to those numbers (something closer to 1.25 parking spaces per bed room might start to make sense). Having someone magically wave their hands and say people will take mass transit or every couple who purchase into the building will be fabulously happy to only have one car between the two of them to explain away the incredibly low number of parking spaces is short sighted and does not help with the livability of the building for the residents.

A substantial increase in residential parking spaces needs to take place (or a reduction in the number of units/bedrooms being built which could also solve the problem).

Point 5: Future proofing parking

Like it or not, electric vehicles are coming. Some automobile manufactures have pledge to sell only electric vehicles by 2030 while others have pledge to have 50% of their offerings be electric by that date. As we get closer to 2030 it will become harder and harder to purchase petrol vehicles and by 2040 it might be nearly impossible.

Any residential building being planned should take into account these upcoming changes since it really is not that far in the future. The most natural (and easiest) place to charge an electric vehicle is at a person's home where they can be charged at night (when electricity is cheapest), so every parking spot needs to have the capability of having a charger installed. If charging stations take a meter of space, then all parking spots should be an additional 1 meter deep to account for a future charger being installed. It is a lot simpler to add that space to an underground parking structure in the planning and building phase, then needing to add it after it has been built.

[Please note I am not advocating that the developer be installing the chargers at the time the building is built, but that they make sure there is room and empty duct work available for them to be easily installed in the future]

**COMMUNICATION – C23
ITEM 6
Committee of the Whole (Public
Meeting)
April 7, 2021**

From: Connie Mucci [REDACTED] >

Sent: Tuesday, April 06, 2021 2:53 PM

To: Clerks@vaughan.ca

Cc: [REDACTED]
[REDACTED]

Subject: [External] 9291 Jane St - Z.20.044, OP.20.017-Eastwood Holdings Corp (Bellaria 2/Solmar) - April 7, 2021 @ 7 P.M.

To Whom It May Concern:

We are writing to raise our concerns regarding the above mentioned property proposal.

We have the following objections:

- The height of the buildings, 36 stories, will mean that these two buildings will tower over the existing 4 buildings, obstructing our views
- The number of proposed units per building is excessive, and will create further traffic congestion in an area that is already a traffic nightmare
- The possibility of egress and ingress on the existing Bellaria complex
- The number of already approved buildings and current construction on both sides of Jane Street to the south of Rutherford
- The excessive property development without the mention of green space necessary for healthy urban living spaces
- The naming of the proposed development should not be Bellaria, as this will create an unrealistic and potentially confusing association between the two complexes

We are very concerned that the original plans for Vaughan were always that high height, and subsequent high density buildings were to be concentrated in the Vaughan downtown area of Highway 7 and Jane Street. Allowing high height and high density building throughout the rest of our city is creating an unattractive concrete jungle. We are concerned that our politicians' vision for the City of Vaughan has gone astray. Please consider developing more green space.

Thank you for taking the time to consider our concerns.

Sincerely,

Connie Mucci Unit [REDACTED]

Adriana Sinopoli Unit [REDACTED]

Margaret Ruggero Sassi Unit [REDACTED]

Rosa and Domenic Meleca Unit [REDACTED]

E. & A. Archese Unit [REDACTED]

[REDACTED] Jane St.

Vaughan, ON

[REDACTED]

**COMMUNICATION – C24
ITEM 3
Committee of the Whole (Public Meeting)
April 7, 2021**

From: [Cosentino, Christopher](#)
To: Clerks@vaughan.ca
Cc: [Magnifico, Rose](#)
Subject: FW: [External] File Z.20.041 - Lot 7, Plan 4032, 60 Davidson Drive
Date: Wednesday, April 7, 2021 10:18:02 AM

Good morning,

The associated Public Meeting for this file is tonight, I just noticed the below public comment is not included in the agenda online. Please include it when you can.

Thank you,

Chris Cosentino, BES

Planner

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City of Vaughan | Development Planning Department

2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1

vaughan.ca



From: Clerks@vaughan.ca <Clerks@vaughan.ca>
Sent: Friday, March 19, 2021 10:48 AM
To: Development Planning CSR Mailbox <DevelopmentPlanning.CSR@vaughan.ca>
Subject: FW: [External] File Z.20.041 - Lot 7, Plan 4032, 60 Davidson Drive

From: Gary Trombetta <[REDACTED]>
Sent: Thursday, March 18, 2021 9:21 PM
To: Clerks@vaughan.ca
Subject: [External] File Z.20.041 - Lot 7, Plan 4032, 60 Davidson Drive

To the City of Vaughan, Office of the city Clerk,

Regarding File Z.20.041 - Lot 7, Plan 4032, 60 Davidson Drive.

We are **OPPOSED** to the construction of two singled-detach dwellings as shown on the (Attachments 1 to 2 - Ward 2).

Thank you.

Gary Trombetta
[REDACTED] Davidson Drive
Woodbridge, Ont. [REDACTED]
Cell [REDACTED]



COMMUNICATION – C25
ITEM 6
Committee of the Whole (Public Meeting)
April 7, 2021

9291 Jane Street

Official Plan and Zoning By-law Amendment Application
File No: OP.20.017 and Z.20.044

PUBLIC MEETING

April 7, 2021

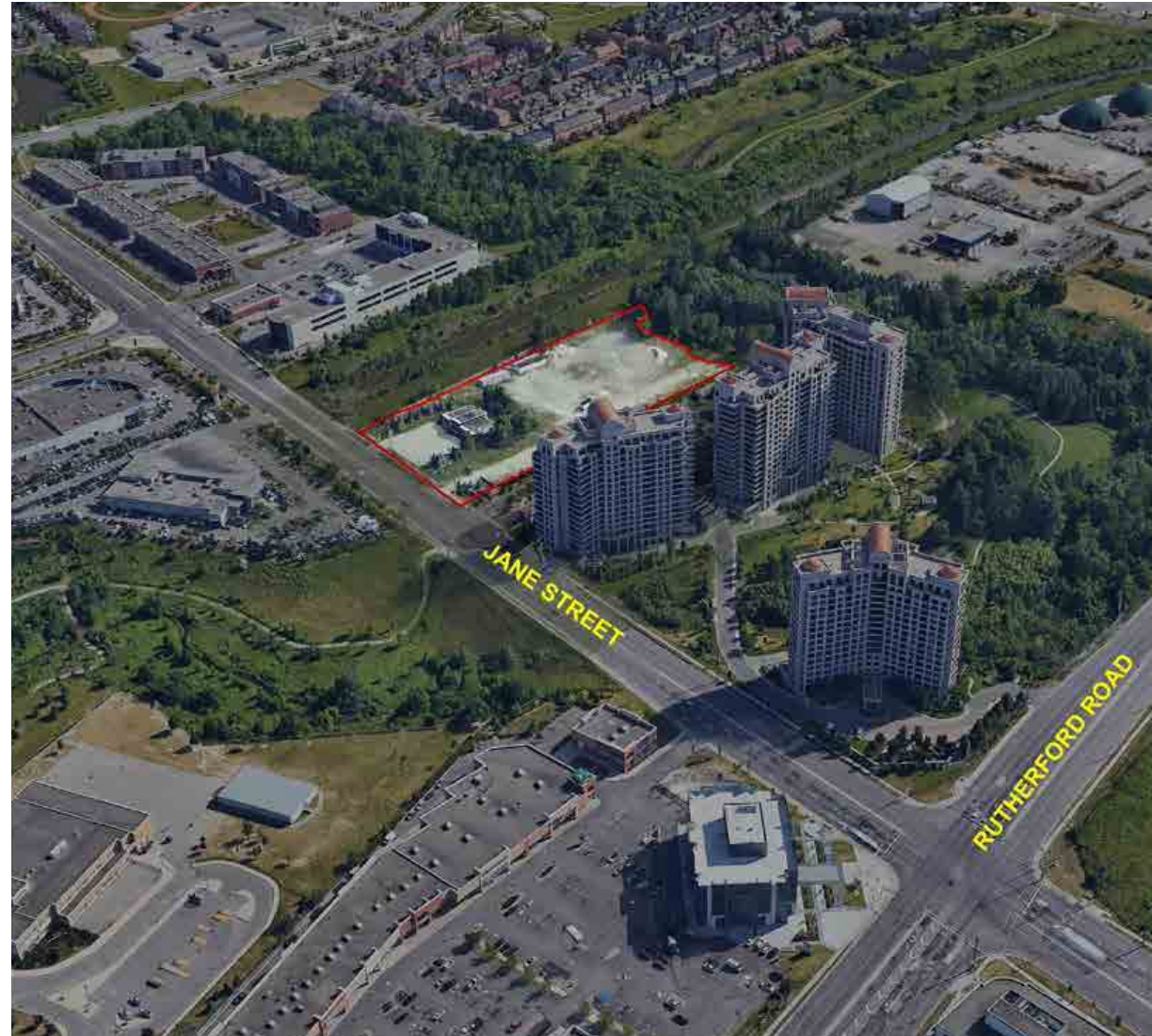


Presentation

- Site Location and Context
- Existing Official Plan Designation and Zoning
- Proposed Official Plan and Zoning Amendment
- Proposed Development
- Provincial and Regional Policy Context
- Supporting Studies



Site Location and Context



Site Location and Context



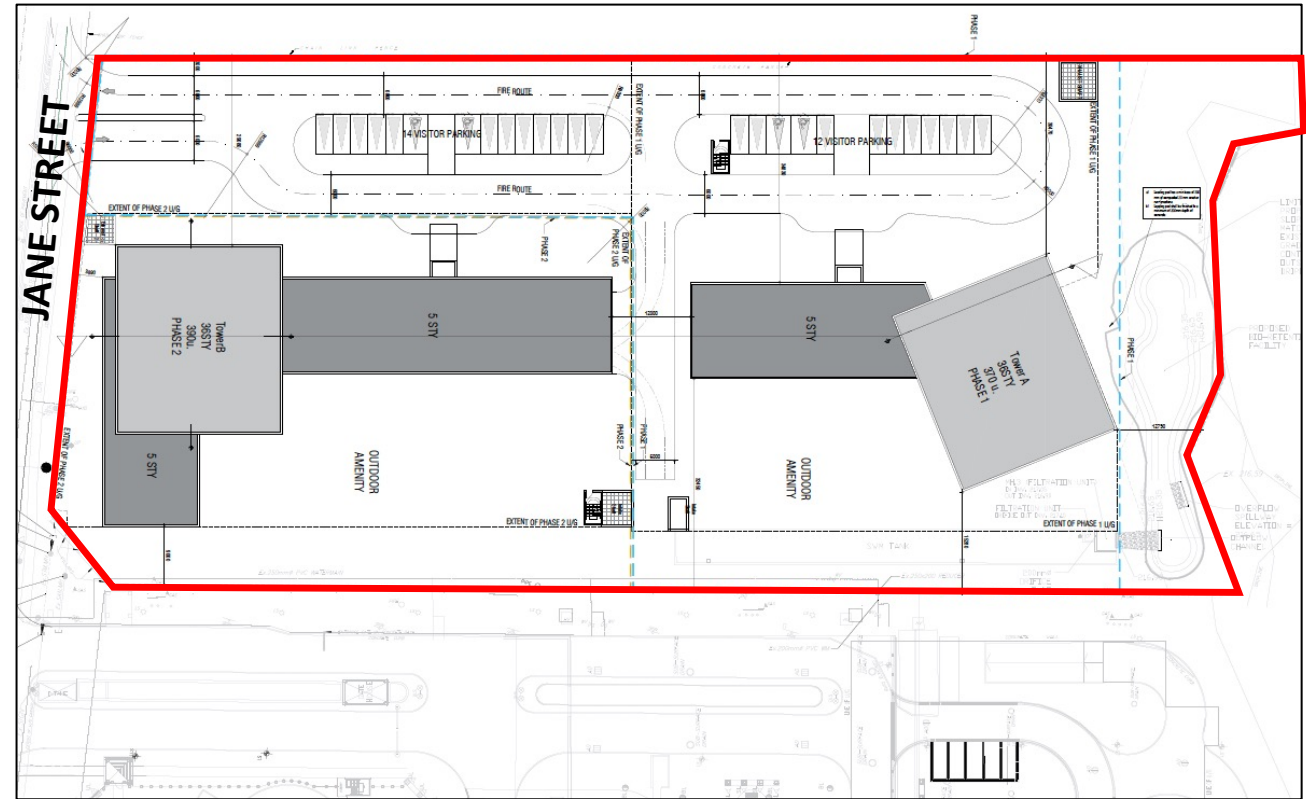
Existing Official Plan Designation & Zoning

Official Plan Designation:

- High Density Residential/Commercial
- Maximum density: 200 units per hectare
- Maximum FSI: 2.7
- Maximum height: 16 storeys (ST)
- Minimum northern property line setback: 115.5 m

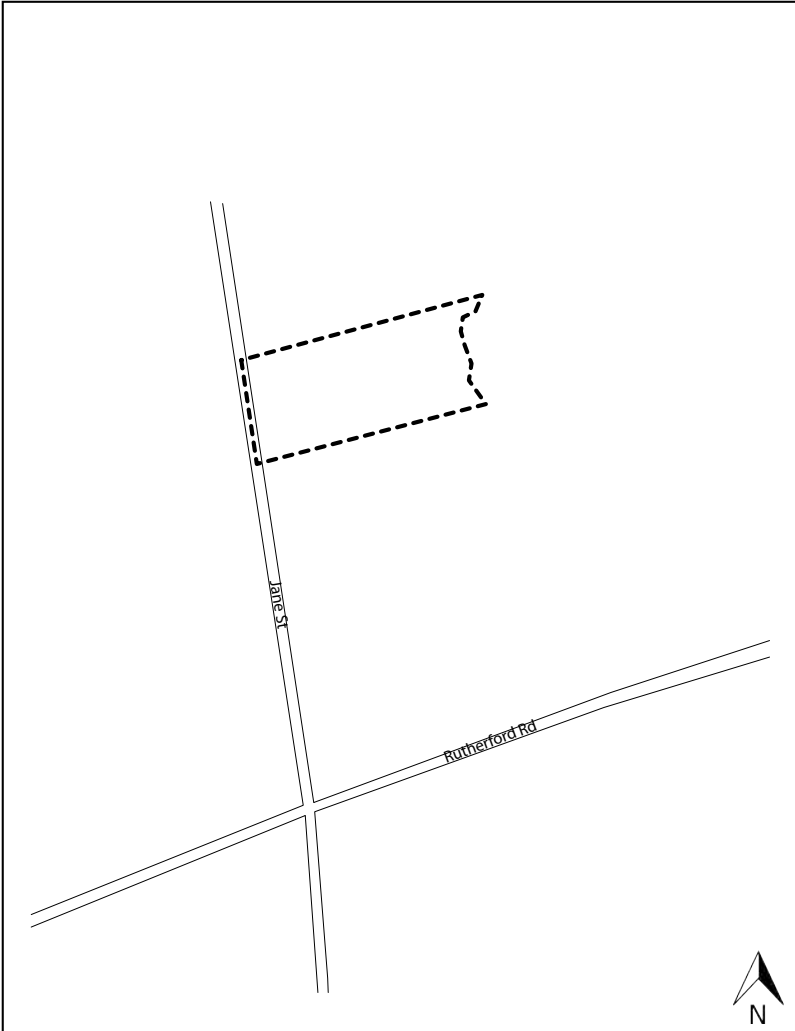
Zoning:

- Restricted Commercial - C1(H)



Proposed Official Plan Amendment

- Official Plan Amendment Application
 - Re-designate lands:
 - From “High Density Residential/Commercial”
 - To “High-Rise Residential”
 - Maximum height: 36 storeys
 - Maximum FSI: 4.2



LAND SUBJECT TO
AMENDMENT No. **003**

THIS IS SCHEDULE '1'
TO OFFICIAL PLAN AMENDMENT NO.
ADOPTED THE _____ DAY OF _____, 2020

FILE No's
RELATED FILES:
LOCATION:
APPLICANT:

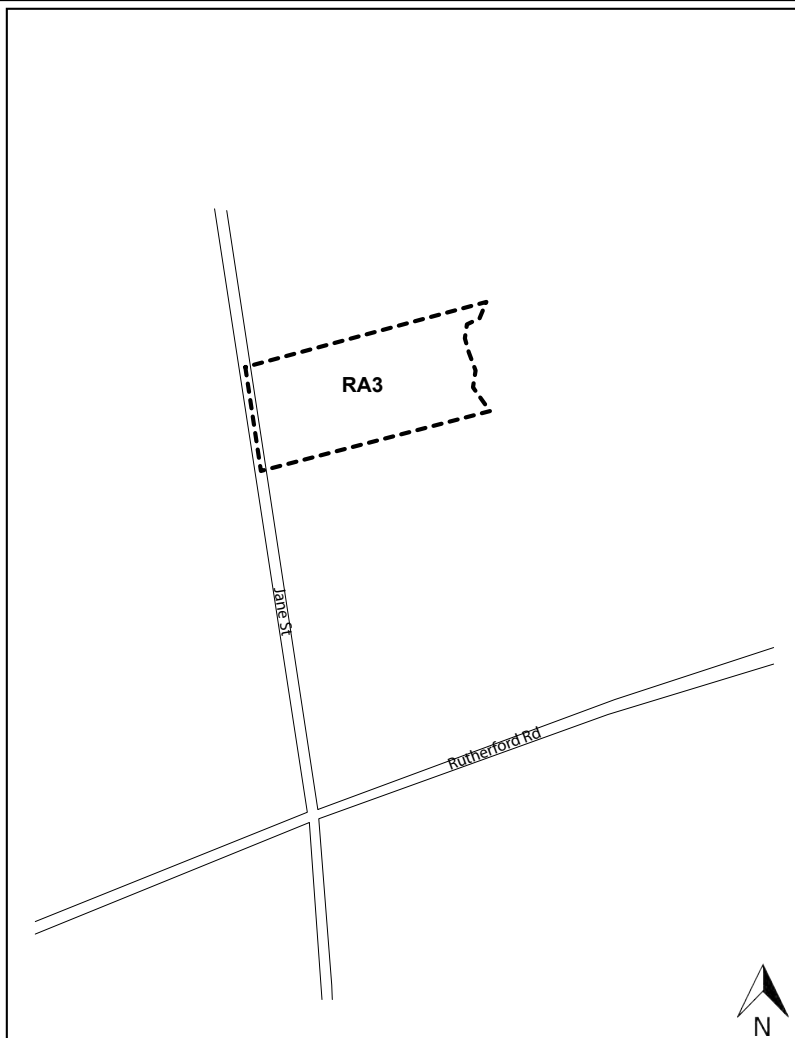
SIGNING OFFICERS

MAYOR


CLERK

Proposed Zoning By-law Amendment

- Zoning By-law Amendment Application
 - Re-zone lands
 - From “Restricted Commercial - C1(H)”
 - To “Residential Apartment Zone – RA3”
 - Increase maximum height to 114.4 metres (36 storeys), including mechanical penthouse
 - Maximum Residential FSI = 4.2 (61,457 sq²)
 - Other standards, such as minimum requirements for vehicular / bicycle parking spaces



SCHEDULE '1'
TO BY-LAW ____ - 2020
PASSED THE ____ DAY OF ____, 2020

 SUBJECT LANDS

FILE NO:
RELATED FILE:
LOCATION:
APPLICANT:

SIGNING OFFICERS

MAYOR

CLERK

Proposed Development

Building Height

- Two 36-storey towers

of Units

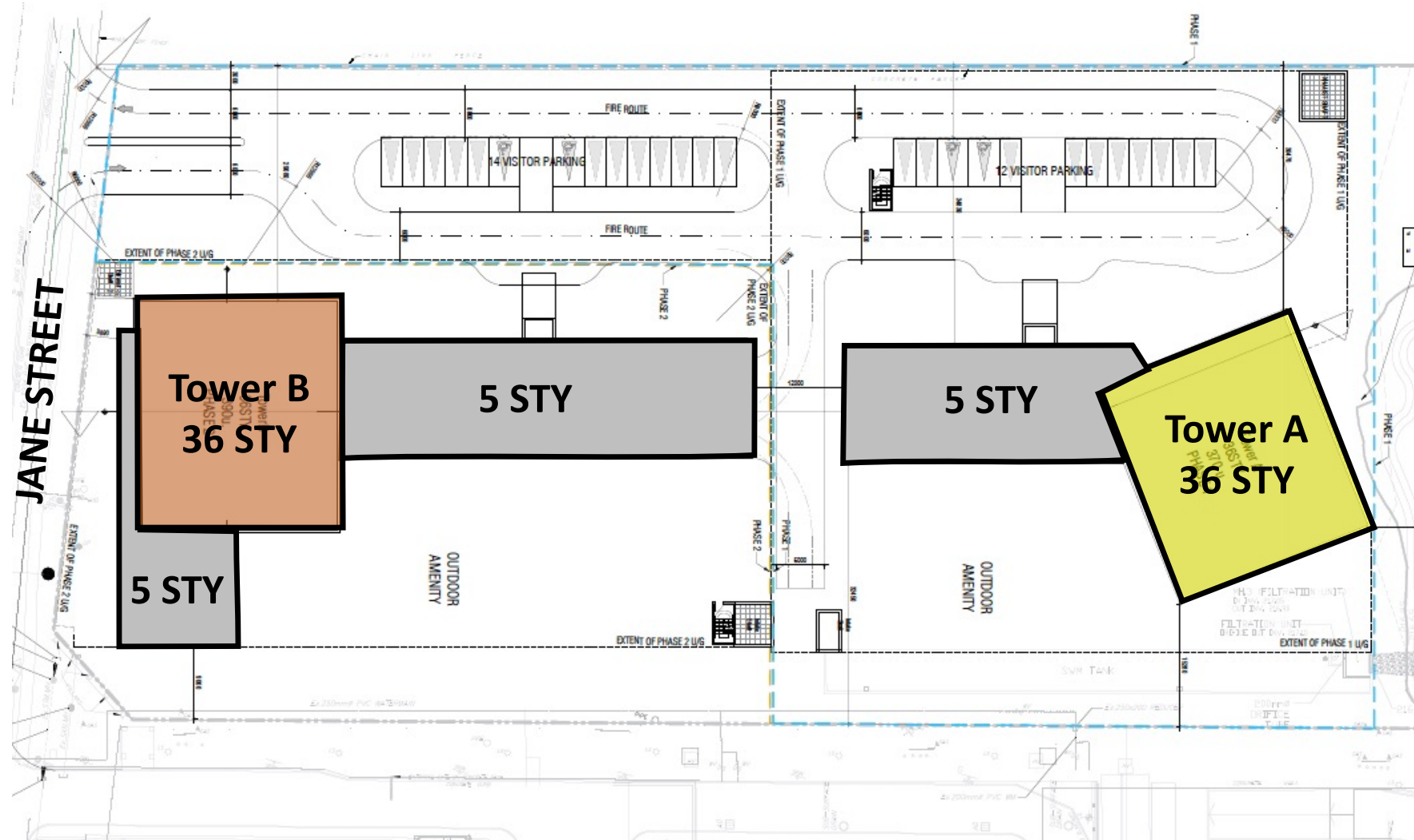
- 370 (Tower A)
- 390 (Tower B)
- Total: 760

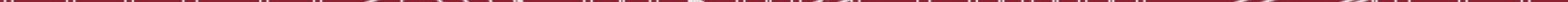
of Parking Spaces

- 923 spaces

of Bicycle Parking Spaces

- 476 spaces







Proposed Development – Perspectives



VIEW LOOKING SOUTHEAST

Proposed Development - Perspectives



VIEW LOOKING NORTHEAST

Proposed Development - Perspectives



VIEW LOOKING NORTHWEST

Proposed Development - Perspectives



VIEW LOOKING SOUTHWEST

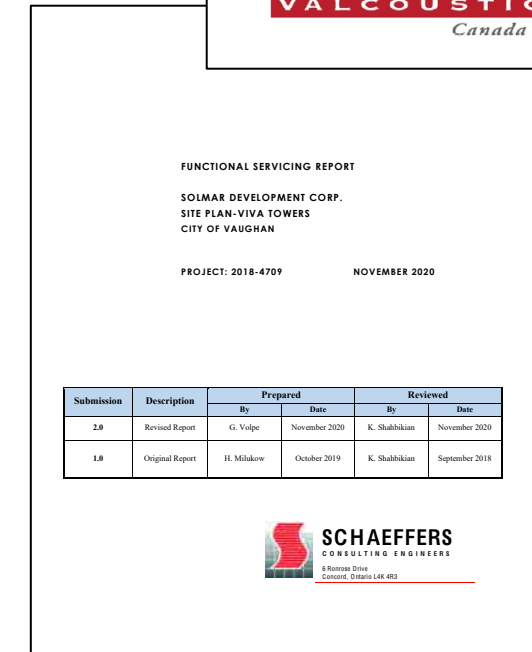
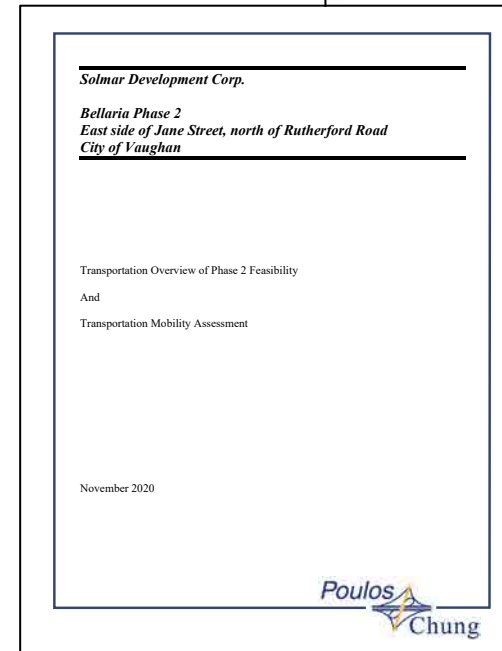
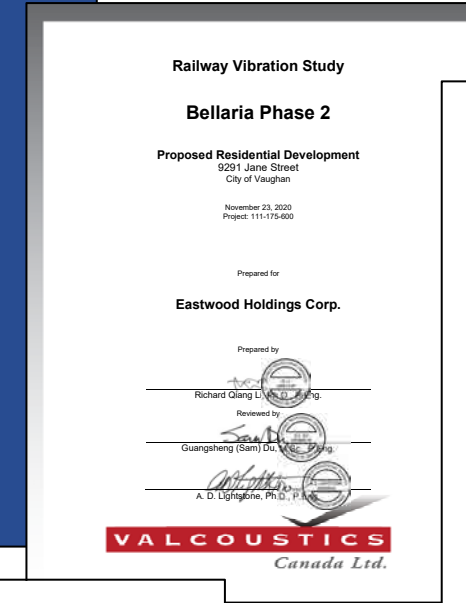
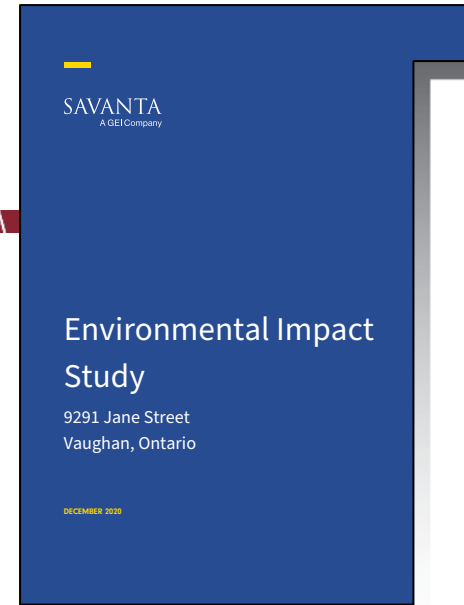
Policy Context

The proposal is consistent with / conforms to Provincial and Regional policies:

- ✓ Supports the development of healthy, accessible and safe communities;
- ✓ Represents an efficient use of land and infrastructure;
- ✓ Provides a mix of housing options and unit types;
- ✓ Represents intensification along a Regional Corridor;
- ✓ Mitigates noise impacts and upholds the viability of the rail corridor; and
- ✓ Promote complete communities and transit accessibility.

Supporting Studies

- Environmental Impact Study
- Environmental Noise Assessment
- Railway Vibration Study
- Transportation Impact Study
- Functional Servicing Report
- Archaeological Stage 1 & 2 Assessments
- Environmental Site Assessment Phase 1 & 2
- Hydrogeological Assessment
- Geotechnical Investigation
- Arborist Report
- Urban Design Brief
- Community Services and Facilities Study



Thank You

