

COMMITTEE OF THE WHOLE (1) – APRIL 7, 2021**COMMUNICATIONS****Distributed March 26, 2021**

| | <u>Item(s)</u> |
|---|-----------------------|
| C1. Ms. Joanne Linardi, dated March 26, 2021. | 8 |

Distributed April 1, 2021

| | |
|--|----|
| C2. Presentation material. | 10 |
| C3. Ms. Vera Monks, dated April 1, 2021. | 8 |
| C4. Ms. Lori Colussi, dated April 1, 2021. | 8 |
| C5. Ms. Vera Monks, dated April 1, 2021. | 8 |
| C6. Danielle Sylvester, dated April 1, 2021. | 8 |

Distributed April 6, 2021

| | |
|--|----|
| C7. Presentation material. | 12 |
| C8. Mr. Nicki Tantalo, dated April 1, 2021. | 8 |
| C9. Ms. Silvia Pozzebon, dated April 1, 2021. | 8 |
| C10. Mr. Tony Montano, dated April 3, 2021. | 8 |
| C11. Ms. Rosemarie Humphries, dated April 5, 2021. | 8 |
| C12. Jana and Bill Manolakos, dated April 6, 2021. | 8 |
| C13. Mr. Larry Berenz, dated April 6, 2021. | 2 |
| C14. Ms. Elisa Testa, dated April 6, 2021. | 2 |

Distributed April 7, 2021 (at meeting)

| | |
|---|---|
| C15. Elvira Caria, Vellore Woods Ratepayers Association and Tim Soroichinsky, Millwood-Woodend Ratepayers Association, dated April 7, 2021. | 7 |
|---|---|

Disclaimer Respecting External Communications

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

Please note there may be further Communications.

From: Clerks@vaughan.ca
To: [Bellisario, Adelina](#)
Subject: FW: BRT Stations
Date: March-26-21 9:10:08 AM

From: Joanne Linardi [REDACTED]
Sent: Thursday, March 25, 2021 9:59 PM
To: Clerks@vaughan.ca
Subject: [External] BRT Stations

Hi,

I would like to comment on the request to consider new major transit station areas along Jane Street. I don't think this should be a priority since the bus system isn't being used much in this area and it would cause even more traffic and confusion than we already have.

Thanks,

Joanne

Get [Outlook for Android](#)

Council Information Session

Edgeley Pond and Park and Black Creek Channel Works ASDC Study and By-law



CITY OF VAUGHAN

April 7th 2021

HEMSON

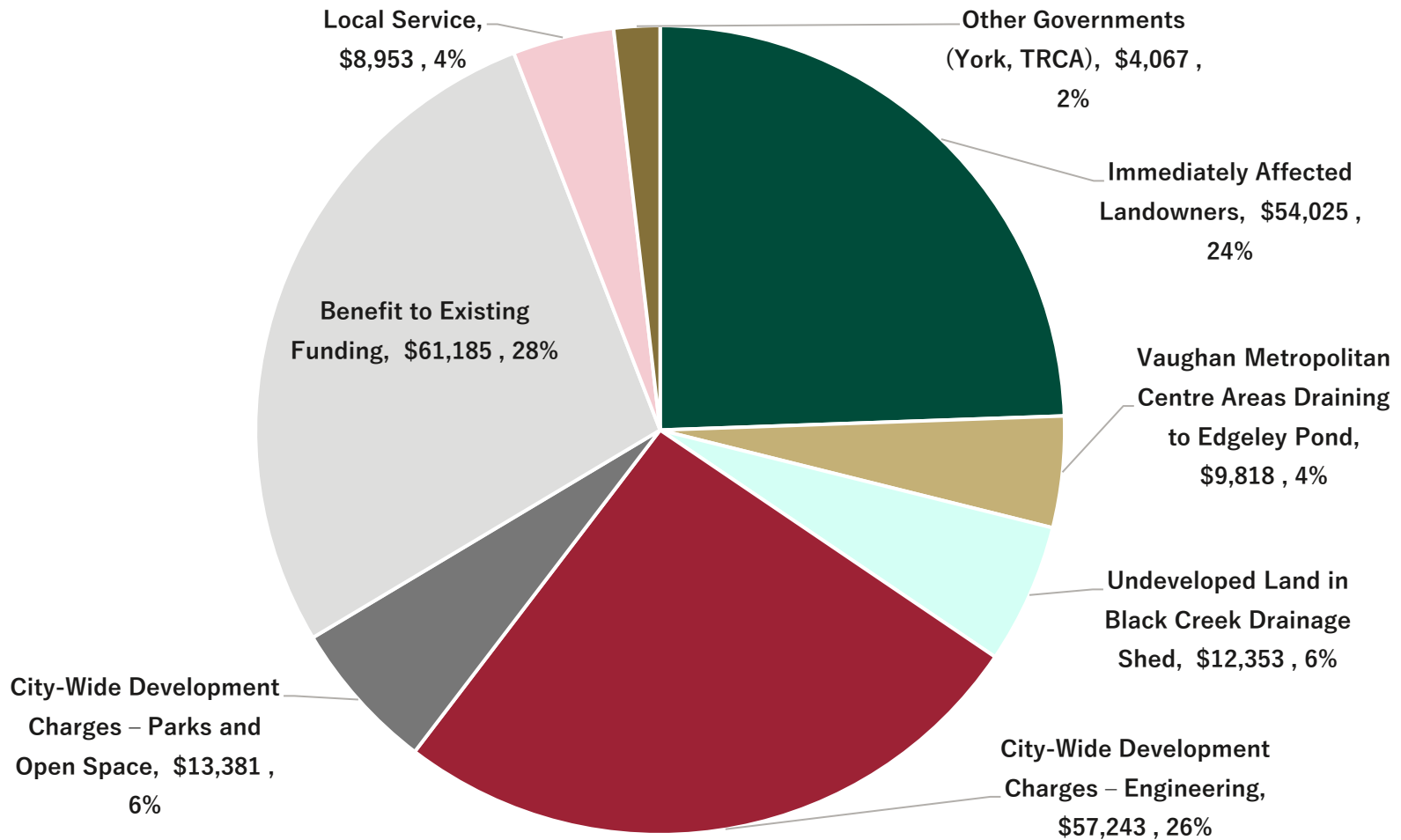
Background and Study Objectives

- The initial Black Creek Financial Strategy was prepared through a lengthy consultation process that occurred over several years, with final approval reached in 2016
- In 2016, the infrastructure was estimated to cost approx. \$96.5M and resulted in costs being allocated across several funding sources:
 - Immediately Affected Landowners(ASDC–Map 1)
 - VMC Areas Draining into Edgeley Pond (ASDC–Map 2)
 - Undeveloped Lands in the Black Creek Drainage Shed (ASDC–Map 3)
 - City-Wide Future Development
 - Benefit to Existing (to be funded from Storm Water rates or other non-dc sources)

Background and Study Objectives

- The City passed By-law 079-2016 to impose an Area Specific Development Charge for the Edgeley Pond and Black Creek Channel Works which came into effect on July 1st 2016
- The DCA requires that the by-law be updated every 5 years.
 - Existing by-law expires July 2nd 2021 and a new by-law needs to be passed in advance of this date.
- Hemson has been working with both DTAH and the City to update the comprehensive financial strategy to allocate costs across funding sources based on Engineering rationale
- Consultation with key stakeholders

Summary of ASDC Capital Program: \$221.0 Million



Graph figures in (\$000)

Cost Comparison: 2016 vs. 2021 Study (\$000)

| Description | 2016 Cost | 2021 Cost | Difference (\$) | Difference (%) |
|--|-------------------|-------------------|-------------------|----------------|
| Immediately Affected Landowners | \$ 13,024 | \$ 54,025 | \$ 41,000 | 315% |
| Vaughan Metropolitan Centre Areas Draining to Edgeley Pond | \$ 2,613 | \$ 9,818 | \$ 7,206 | 276% |
| Undeveloped Land in Black Creek Drainage Shed | \$ 2,978 | \$ 12,353 | \$ 9,375 | 315% |
| City-Wide Development Charges – Engineering | \$ 33,000 | \$ 57,243 | \$ 24,243 | 73% |
| City-Wide Development Charges – Parks and Open Space | \$ 7,926 | \$ 13,381 | \$ 5,455 | 69% |
| Parks 10% Discount – Tax | \$ 881 | \$ - | -\$ 881 | -100% |
| Benefit to Existing Funding | \$ 17,174 | \$ 61,185 | \$ 44,011 | 256% |
| Local Service | \$ 17,071 | \$ 8,953 | -\$ 8,118 | -48% |
| Other Governments (York, TRCA) | \$ 1,931 | \$ 4,067 | \$ 2,136 | 111% |
| Totals* | \$ 96,598 | \$ 221,026 | \$ 124,427 | 129% |
| Totals (Adjust. For Index) | \$ 110,000 | \$ 221,026 | \$ 2,136 | 101% |

Note: 2016 Costs illustrate the figures as presented in the 2016 ASDC Study and not indexed to current dollars*

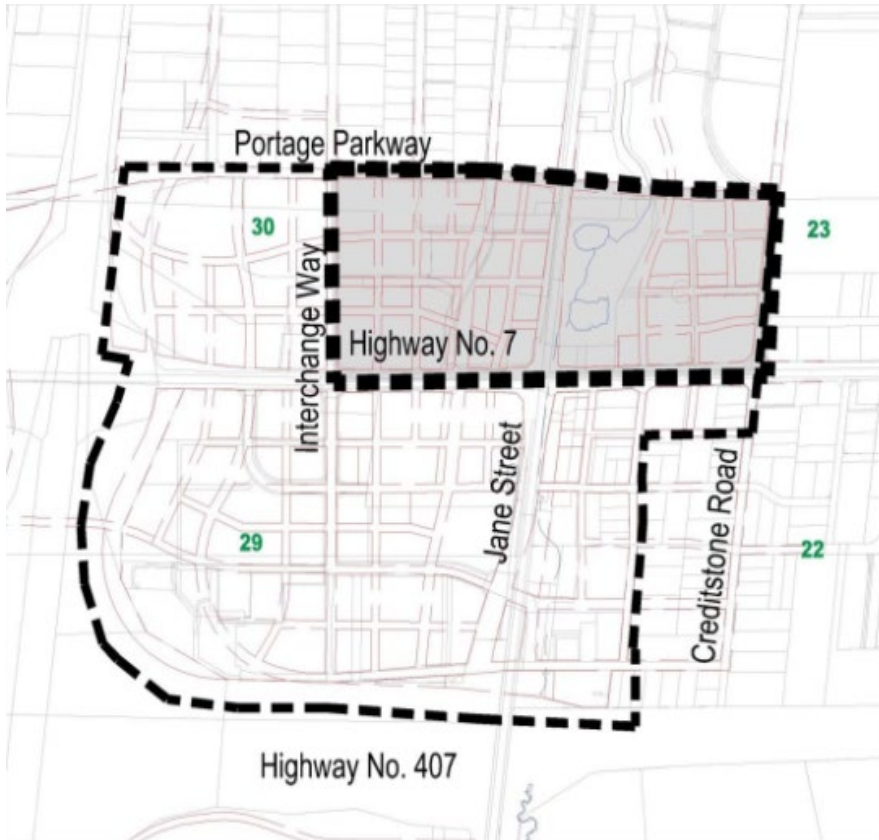
Map 1: Edgeley Pond and Black Creek Channel Works – Immediately Affected Landowners



- Net Benefitting Area: **5.78 ha**
- Calculated Rate: **\$9,467,470 per net Hectare**

| Current Rate | Calculated Rate | Difference (\$) | Difference (%) |
|--------------|-----------------|-----------------|----------------|
| \$2,972,699 | \$9,467,470 | \$6,494,771 | 218% |

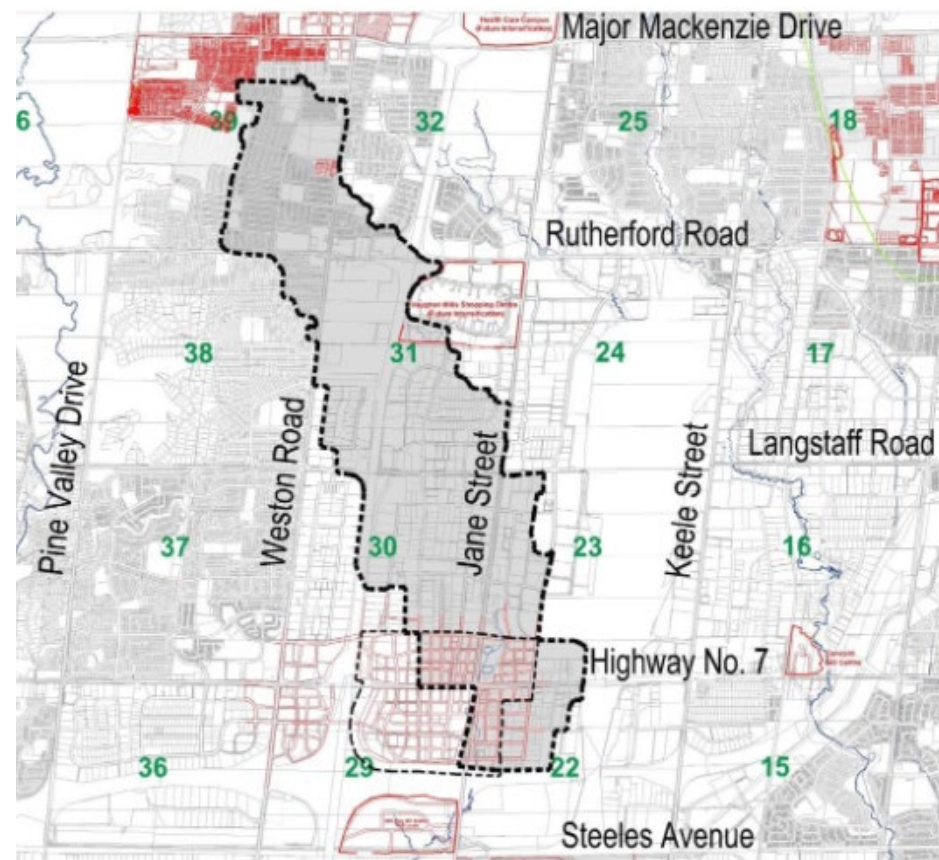
Map 2: Edgeley Pond and Black Creek Channel Works – VMC Draining to Edgeley Pond



- Net Benefitting Area: **20.06 ha**
- Calculated Rate: **\$465,823 per net Hectare**

| Current Rate | Calculated Rate | Difference (\$) | Difference (%) |
|--------------|-----------------|-----------------|----------------|
| \$98,656 | \$465,823 | \$367,167 | 372% |

Map 3: Edgeley Pond and Black Creek Channel Works – Undeveloped Lands in the Black Creek Drainage Shed



- Net Benefitting Area: **144.58 ha**
- Calculated Rate: **\$96,260 per net Hectare**

| Current Rate | Calculated Rate | Difference (\$) | Difference (%) |
|--------------|-----------------|-----------------|----------------|
| \$26,695 | \$96,260 | \$69,565 | 261% |



Key Considerations

1. Land Acquisition Costs represent \$80 Million (or 36%) of the total \$221 Million Capital Program
 - Land acquisition costs included in the analysis have already been reduced to consider possible “savings” by acquiring parcels from provincial/regional authorities or any opportunity to resell residual lands acquired.
2. Edgeley Pond Improvement Costs have increased by over 200% since 2016
3. Inclusion of Culvert under Highway 7 expenses (not considered in 2016).
 - Does include a regional share for recovery
4. BTE share represents a proportionately higher share of total costs due to increased costs of pond works (which have a higher BTE than Channelization works)
 - 2021: \$61 million and 28% of total cost
 - 2016: \$17 Million and 18% of total cost
5. Net developable Areas has been reduced since 2016 (as development has occurred)

Next Steps

- Continue discussions with external stakeholders (ongoing over the next several months)
- Draft DC Background Study is now made public for review and comments
- Statutory Public Meeting: May 12th 2021
- Passage of By-law by Council: June 8th 2021

C3
Communication
CW (1) – April 7, 2021
Items # - 8

From: Clerks@vaughan.ca
To: [Bellisario, Adelina](#)
Subject: FW: [External] Item#8
Date: April-01-21 1:41:09 PM

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

From: Vera Monks <[REDACTED]>
Sent: Thursday, April 01, 2021 1:36 PM
To: Clerks@vaughan.ca
Subject: [External] Item#8

The proposed changes should not be accepted. Traffic congestion at Keele and Rutherford and Jane and Springside is already overloaded. High rise development and bus routes

Sent from my iPhone

From: Clerks@vaughan.ca
To: [Bellisario, Adelina](#)
Subject: FW: [External] Item 8 Committee of the Whole April 7, 2021
Date: April-01-21 1:47:08 PM

From: Lori Colussi [REDACTED] >
Sent: Thursday, April 01, 2021 1:46 PM
To: Clerks@vaughan.ca
Subject: [External] Item 8 Committee of the Whole April 7, 2021

I am writing to oppose the changes being contemplated under Item 8 of the above noted meeting. I currently live in walking distance to Keele and Rutherford and want to reiterate that this intersection does not need more intensification as it is already maxed out. Currently the traffic along Rutherford Road is unbearable. During normal times, pre covid, entering and exiting my subdivision is impossible. Even on weekends, with Canada's Wonderland open and the major shopping centre, Vaughan Mills, travel along Rutherford is just a nightmare.

Intensifying the density at the four corners of Keele and Rutherford will just make the current conditions worse and be a constant gridlock situation.

How are the residents in the area going to have quiet enjoyment of their property? Noise and environmental pollution will escalate. God forbid if anyone of the seniors in this area need an ambulance it would just take a much longer time for EMS to respond.

I truly hope that this initiative is shot down and will not proceed.

Thank you for your time.
Lori Colussi.

C5
Communication
CW (1) - April 7, 2021
Items# - 8

From: Clerks@vaughan.ca
To: [Bellisario, Adelina](#)
Subject: FW: [External] Item#8
Date: April-01-21 1:53:22 PM

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

From: Vera Monks <[REDACTED]>
Sent: Thursday, April 01, 2021 1:51 PM
To: Clerks@vaughan.ca
Subject: [External] Item#8

Development of a bus station and allowing high rise buildings at Keele and Rutherford will negatively impact established neighborhoods and will be detrimental to the safety and ability to travel through these locations. Already difficult and time consuming commutes will become intolerable. These neighborhoods already have substantial traffic and congestion issues, especially complicated by Vaughan Mills mall, Canada's Wonderland visitors and the new Cortellucci hospital. Fix existing problems before creating new ones! Besides a developer and builders profiting from these developments there will be no benefit gained by the residents who regularly drive and live in these areas. For once let residents safety, well being and mental health triumph over profit. Rutherford/Keele and Jane street cannot sustain more development and activity.

Sent from my iPhone

C6
Communication
CW (1) – April 7, 2021
Items # - 8

From: Clerks@vaughan.ca
To: [Bellisario, Adelina](#)
Subject: FW: [External] April 7, 2021 meeting - Item 8
Date: April-01-21 2:16:03 PM

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

From: Danielle Durocher [REDACTED]
Sent: Thursday, April 01, 2021 2:04 PM
To: Clerks@vaughan.ca
Subject: [External] April 7, 2021 meeting - Item 8

I live on Bachman Drive, close to Norwood. My area would be impacted by the decision involving Item 8 on the April 7, 2021 agenda.

I would like to provide my feedback. I oppose the proposed changes. This area is already crowded enough.

Hope my feedback counts as something. Thank you.

Danielle Sylvester
[REDACTED]

Sent from my iPhone

YONGE NORTH SUBWAY EXTENSION

Initial Business Case - Project Update

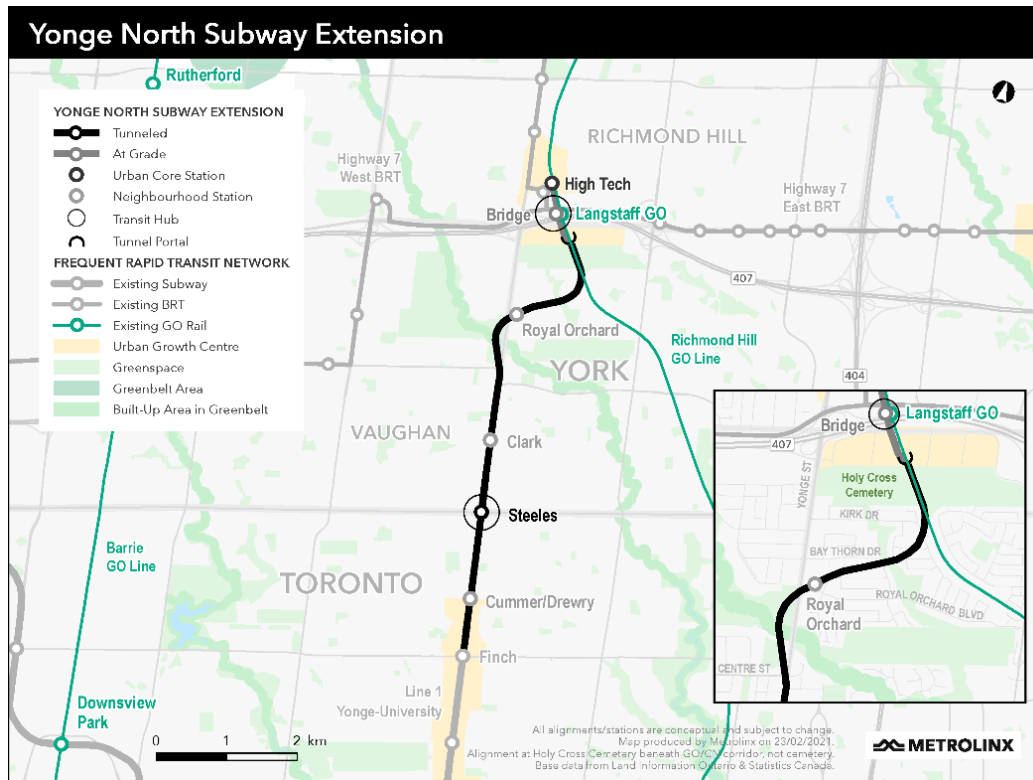
Stephen Collins, Program Sponsor, YNSE

Rajesh Khetarpal, Vice President (A), Community Engagement

April 7, 2021

BETTER TRANSIT CONNECTIONS FOR YORK REGION & TORONTO

- Four new stations along an **approximately eight-kilometre extension** of TTC Line 1, from Finch Station north to Richmond Hill.
- Steeles Station will be a hub for local bus routes as well as a **future rapid transit line** along Steeles Avenue.



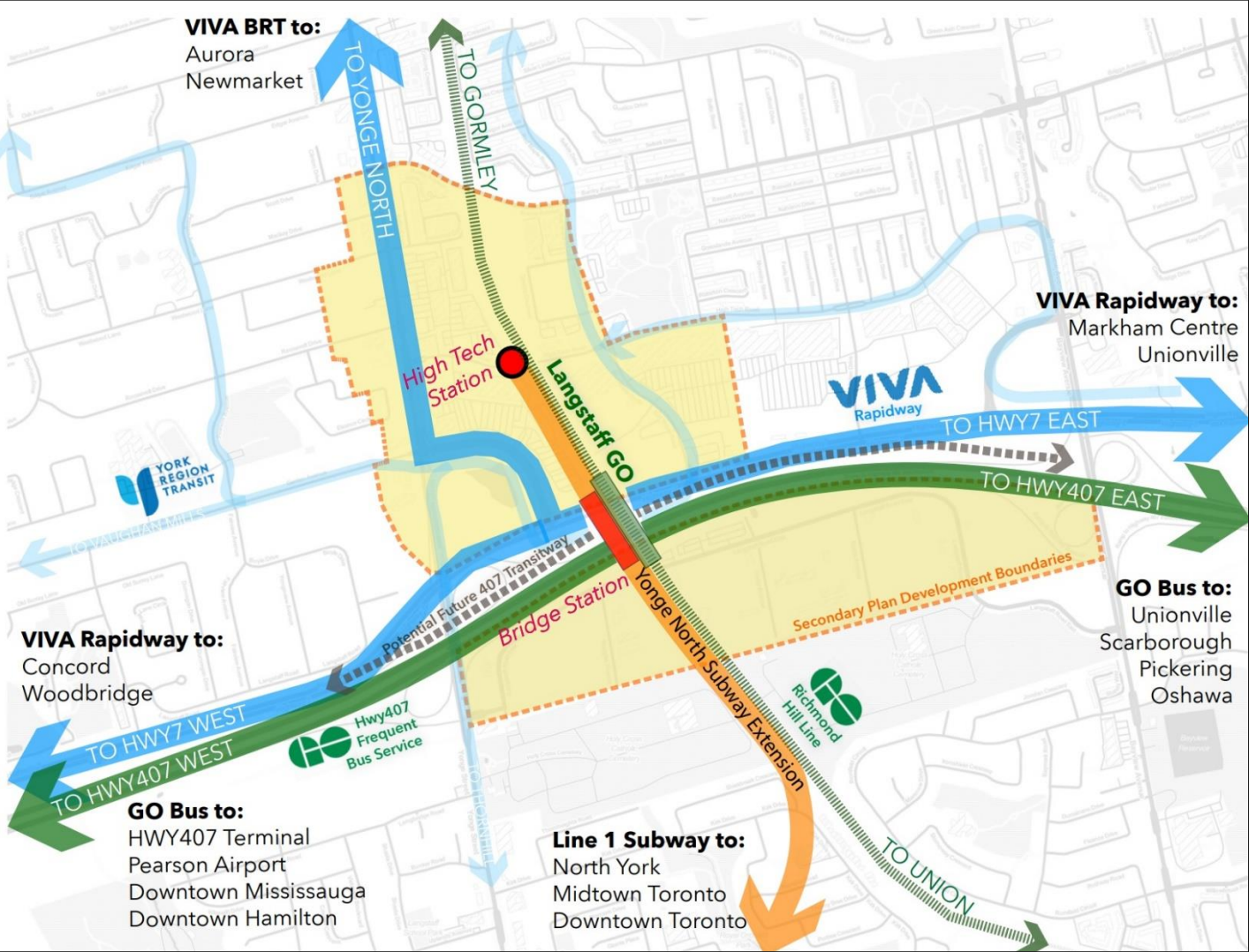
- Bridge Station will **conveniently connect** with GO train, GO bus, and local transit service, including VIVA BRT.
- High Tech Station will **serve future communities** envisioned within the Richmond Hill Centre area.
- Metrolinx is working with municipal partners to **evaluate and determine** the best location for the fourth station as planning work continues.

REGIONAL CONNECTIONS

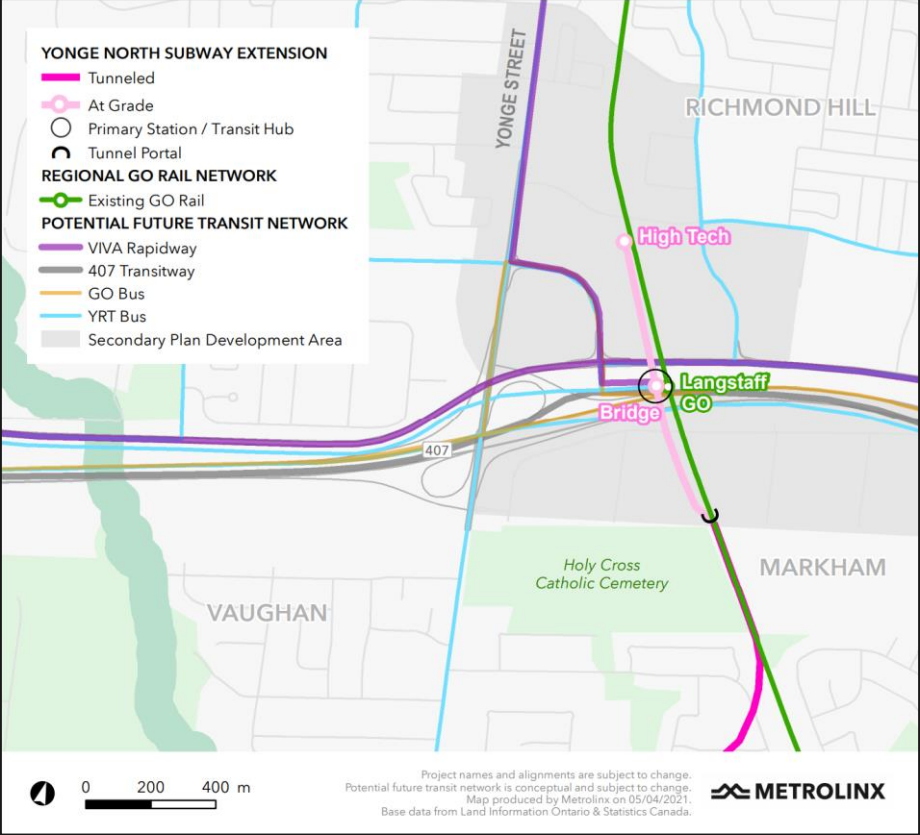
- The transit hub at Highway 7 and Highway 407 – **Bridge Station** – will allow riders across York Region to easily tap into more travel options than ever before.
 - York Region Transit and regional GO buses that travel Highway 7 and Highway 407 will offer **fast, simple connections** to the **regional rapid transit network**
 - Bridge Station will be connected to the existing Langstaff GO station to give riders on the Richmond Hill GO train line easy access to the subway
 - Also will connect with the recently-extended Yonge Street Rapidway, reaching communities further north
- Bridge Station will be a launch pad to employment centres near Highway 407 and Highway 404, or destinations like **Yonge & Eglinton, York University, and Pearson Airport.**



NETWORK CONNECTIVITY



Northern Stations within Transit Network Connectivity

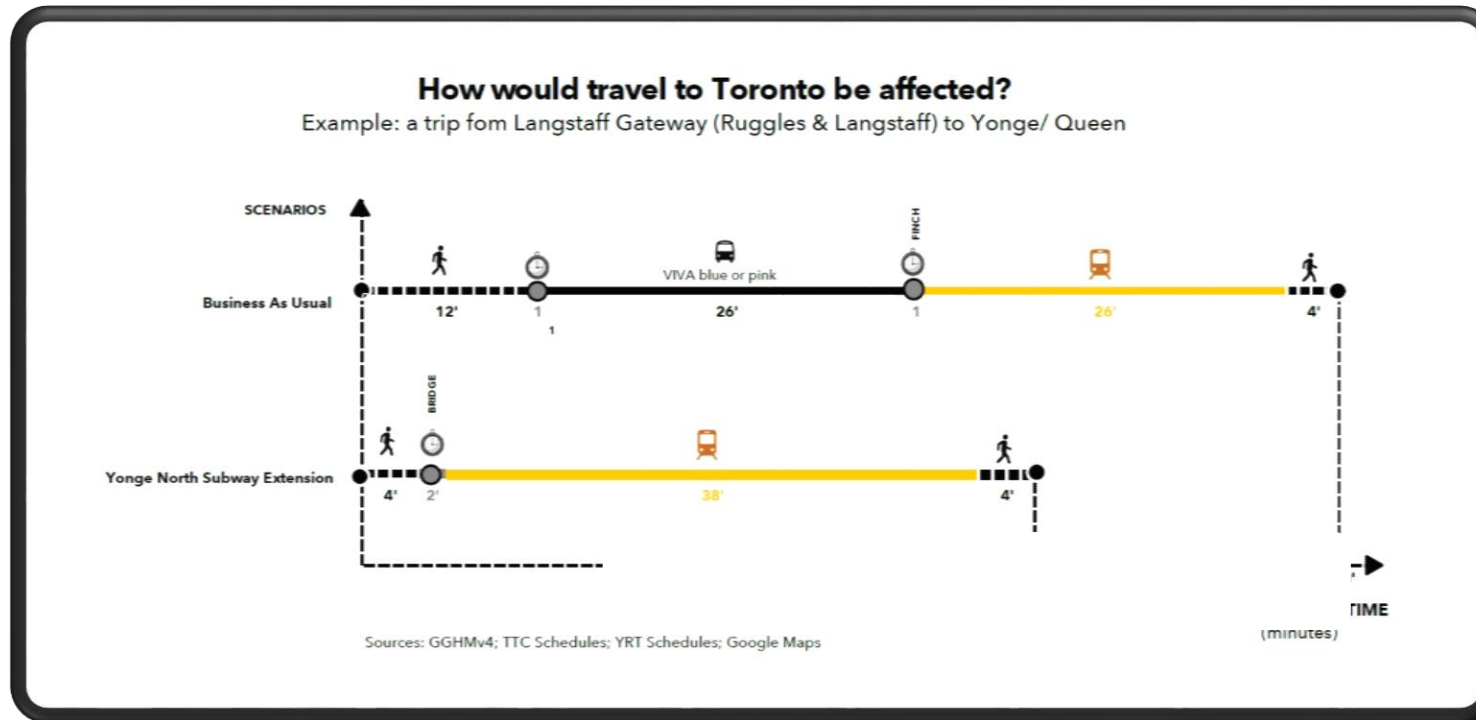


BY THE NUMBERS



| | |
|---|---|
| Route length | ~8 km |
| Ridership | 94,100 daily boardings |
| Improved access to transit | 26,000 more people within a 10-minute walk to transit |
| Improved access to jobs | 22,900 employees within a 10-minute walk to transit |
| Daily reductions in traffic congestion | 7,700 km in vehicle kilometres traveled |
| Yearly reductions in greenhouse gas emissions | 4,800 tonnes |

KEY BENEFITS



The extension will save riders as much as 22 minutes on a trip from York Region to downtown Toronto

- Bridge Station **maximizes TOC opportunities** by connecting two communities in Markham & Richmond Hill that are poised for growth.
- Shifting the alignment in the northern section **reduces construction timelines and property needs** by using a dedicated rail corridor that already exists.
- The project will serve **94,100 riders each day** by 2041, cutting the time spent commuting in Toronto and York Region by a combined **835,000 minutes daily**.

Initial Business Case & Supplementary Analysis

INITIAL BUSINESS CASE ANALYSIS - ALIGNMENT OPTIONS

Option 1

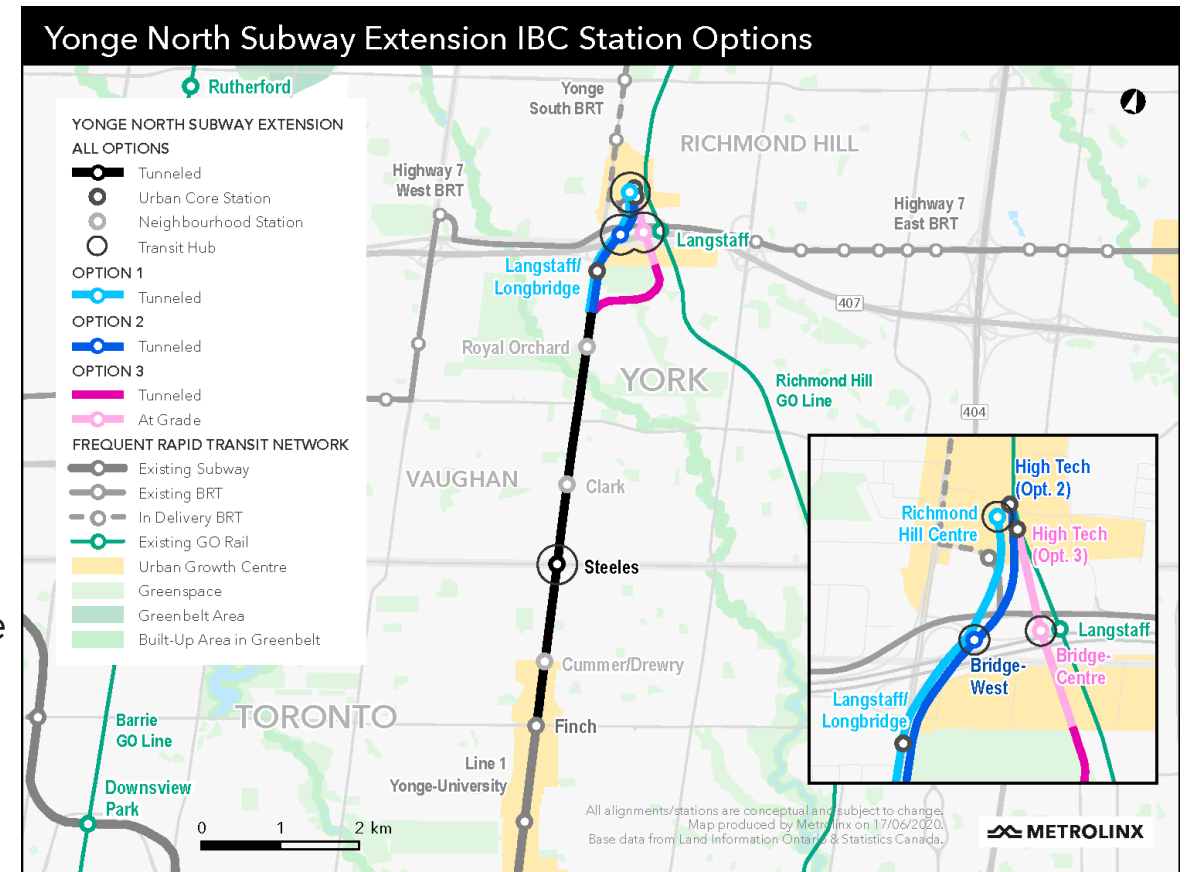
- Same alignment as approved EA, fully underground
- Funding envelope accommodates up to **3 stations**

Option 2

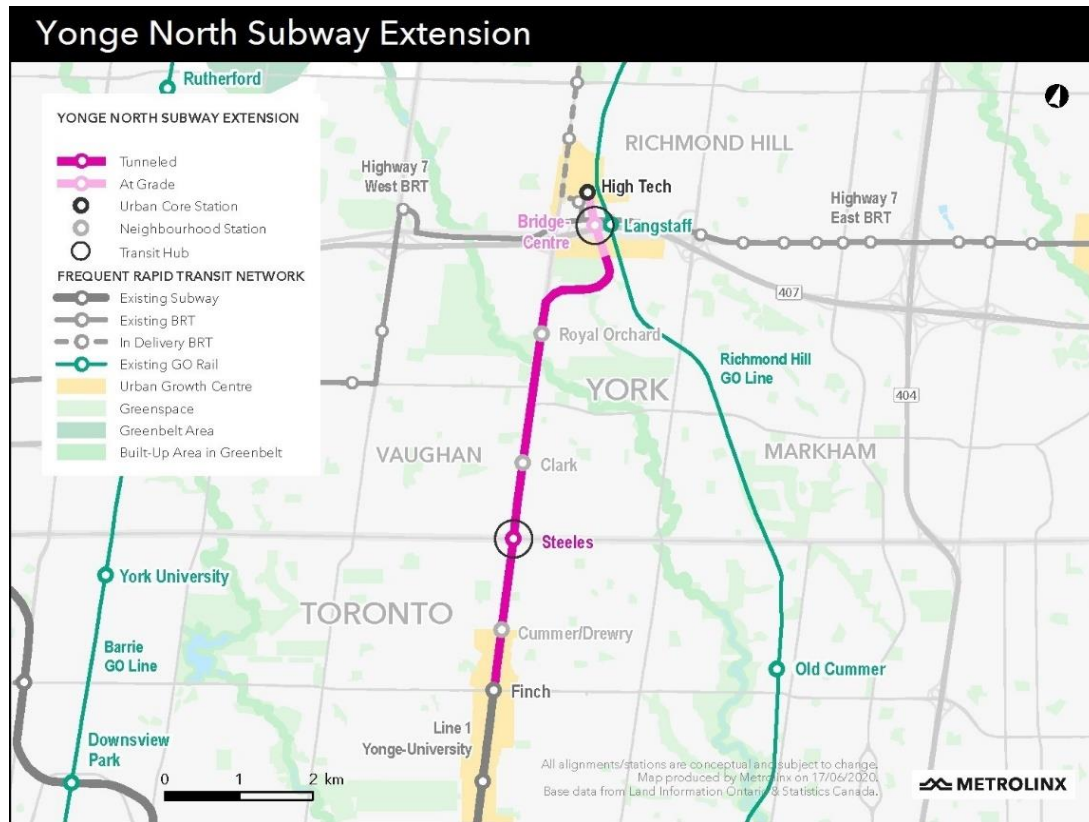
- Alignment curves east slightly to enable a different station placement, fully underground
- Funding envelope accommodates up to **3 stations**

Option 3

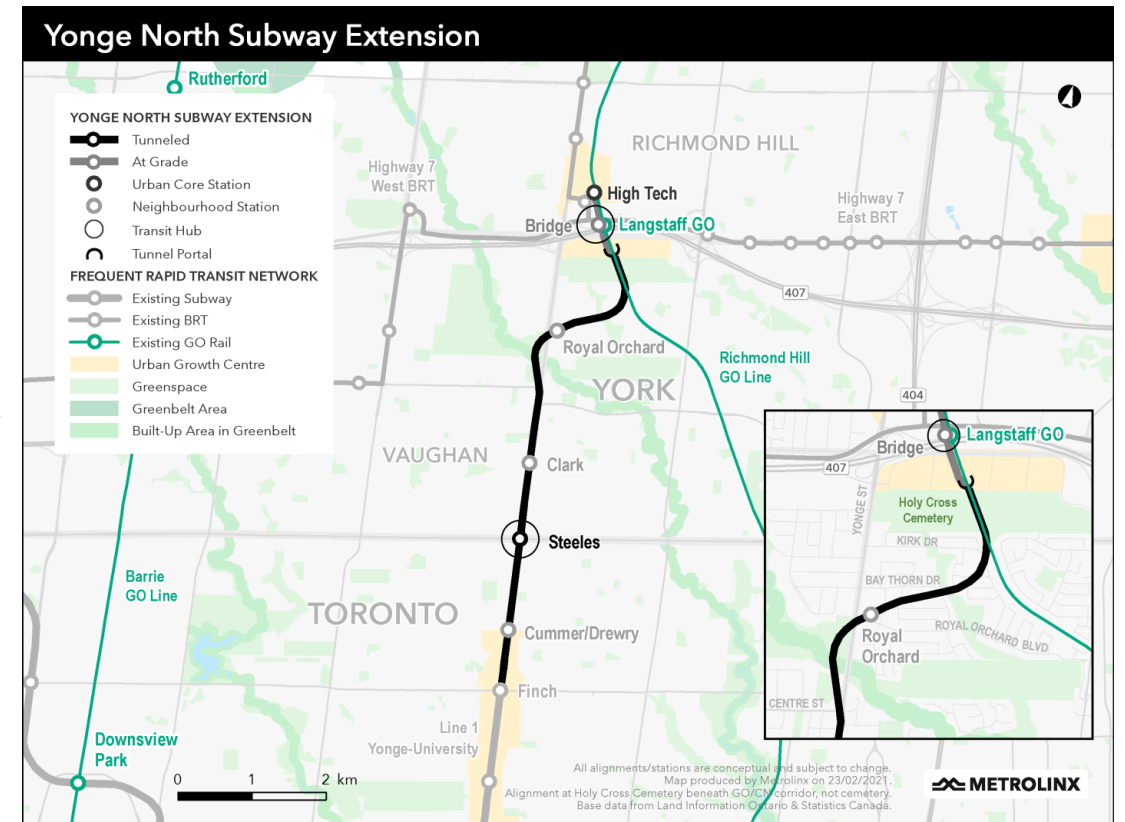
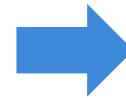
- Alignment curves east before turning again to run at-grade and within the CN/GO rail corridor
- Funding envelope accommodates up to **4 stations**
- *Challenges:* tunneling and excavation in additional residential areas, near Holy Cross Cemetery



OPTION 3 - REFINEMENTS



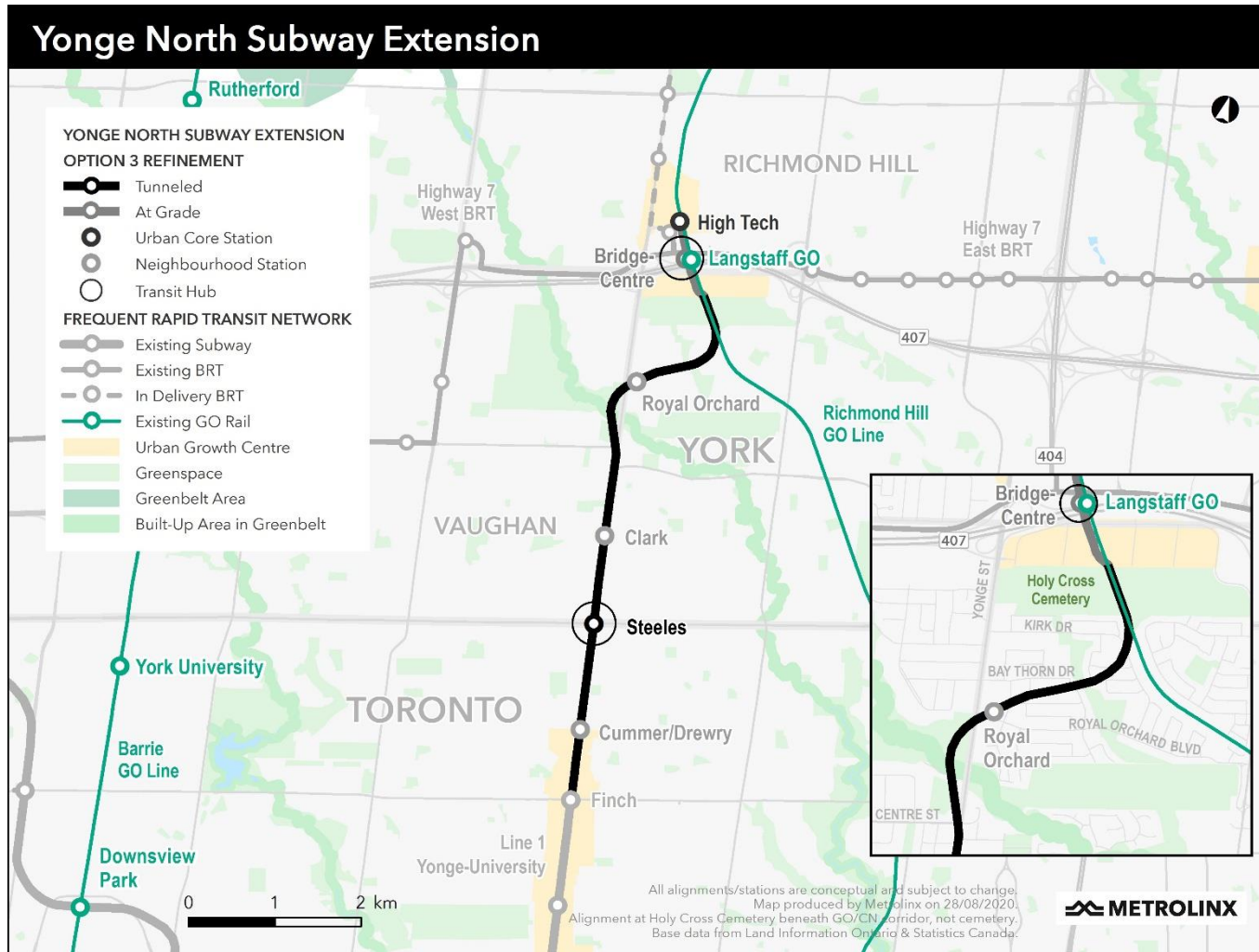
PRESENTED IN IBC



REFINED ALIGNMENT

- ✓ Key transit benefits
- ✓ Number of stations
- ✓ Design innovations
- ✓ Removes challenges of tunneling under Holy Cross Cemetery

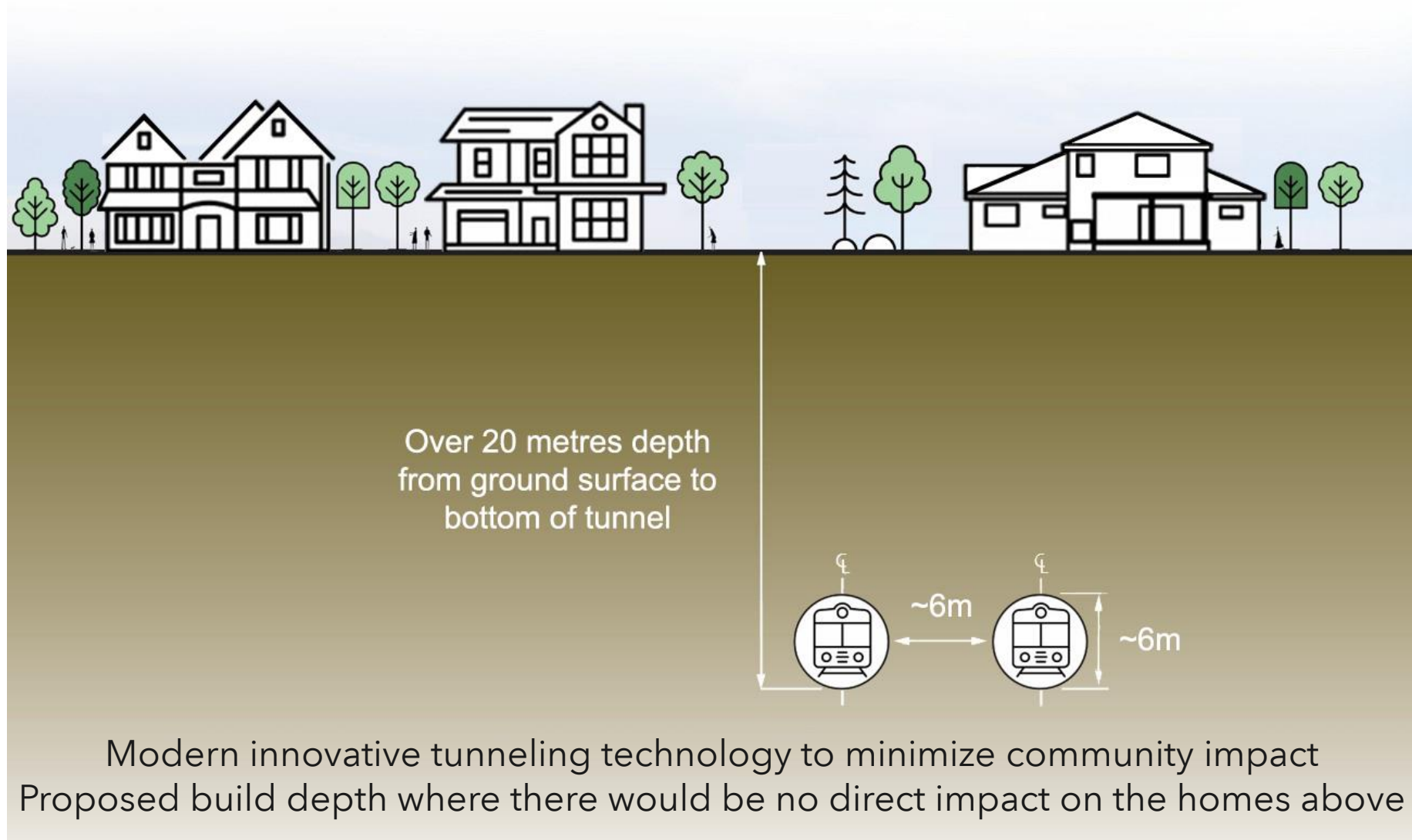
APPROVED REFERENCE ALIGNMENT



- **Expected Benefit-to-Cost Ratio:**
0.79 (from 0.74 to 0.86)
- Potential for **highest number of stations** within \$5.6 billion project funding envelope
- **Primary Stations/Transit Hubs:**
Steeles, Bridge
- **Complementary Urban Core Station:** High Tech
- **One Neighbourhood Station:**
Cummer / Clark / Royal Orchard

** Further analysis on Neighbourhood Station selection to be conducted through next stage of business case process*

TYPICAL SECTION UNDER ROYAL ORCHARD COMMUNITY



BRIDGE AND HIGH TECH STATION

Bridge Station and High Tech Station will serve the highest density areas to make it faster for riders to use the subway, and better for supporting growth and curbing local traffic congestion.

- **Fast and hassle-free** transfers to GO train/GO bus/local transit
- **Convenient access** to the subway at the heart of Richmond Hill Centre and Langstaff Gateway development areas
- More than half of Richmond Hill Centre residents will live within **walking distance** of High Tech Station by 2041
- Bridge Station site preserves nearby development space to allow the area to evolve into a **thriving urban centre**



Source: City of Richmond Hill 2010
Regional Centre and Land Use Study



Source: City of Markham 2009
Langstaff Gateway Master Plan



ABOVE GROUND ALIGNMENT

Running the extension above ground along the CN railway corridor means we can finish the project sooner.

- At-grade subway lines have **been proven** around the world as a way to improve transit connections and strengthen communities
- Reduces the need for **complex, time-consuming, and costly** construction of tunnels and underground stations
- **Cuts down on disruptions** of hydro, natural gas, and water service
- Positions northern stations to provide **better transit connections** and more opportunities for nearby communities to grow

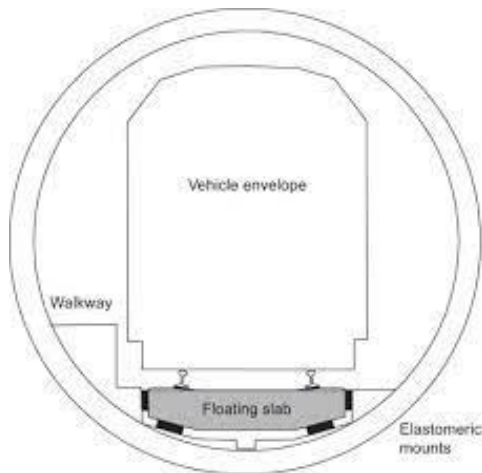


NOISE AND VIBRATION MITIGATION - LATEST TECHNOLOGY

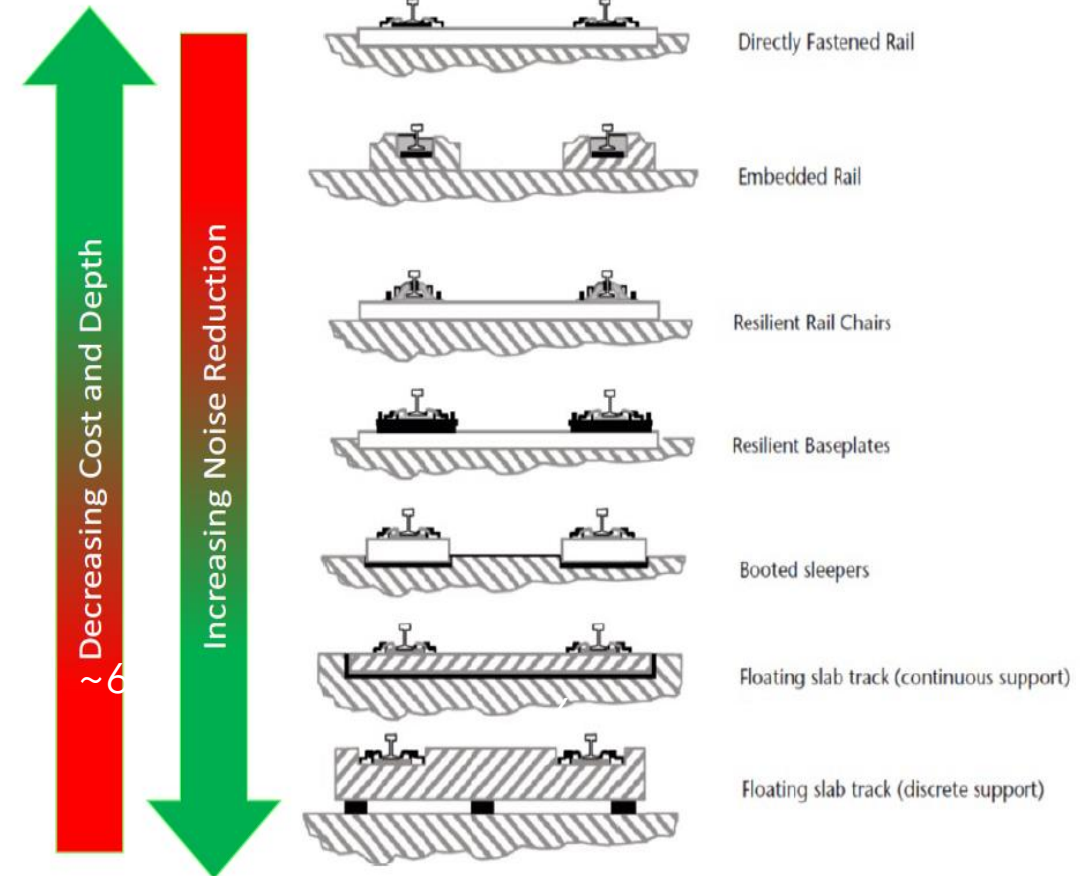
Rail dampers – spring mechanism to dissipate vibration energy, which would otherwise radiate from the rail as noise

Floating slabs of concrete – Supported by isolation pads or steel spring mounts, effectively reducing vibration by absorbing energy

Highly resilient fasteners – Specially designed compressible fasteners to absorb vibration energy



Noise and Vibration Control – At source

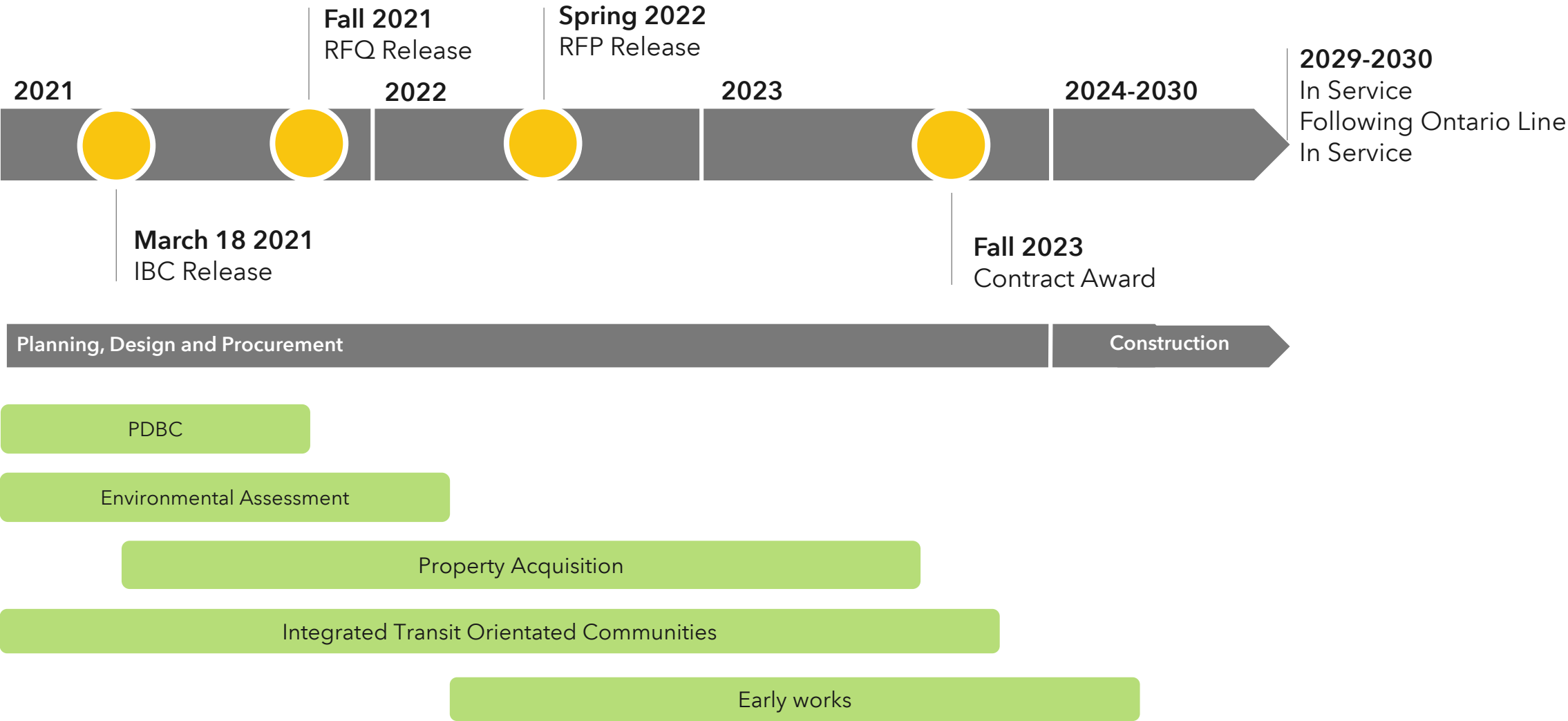


SUBWAYS UNDER HOMES AND ADJACENT TO PUBLIC USES

There are many projects in the world with subways beneath homes and sensitive surface structures

- Northgate Link Extension - Seattle Washington (opening 2022)
 - Tunnels directly below single family homes and Washington University Campus
- Westside Subway Extension Metro Purple Line, Los Angeles, California (opening 2025)
 - Tunnels directly below single family homes
- Toronto/York Spadina Subway Extension - Toronto/York Region, (2017)
 - Tunnels directly below York University Campus
- Jubilee Line (1999) and Elizabeth Line (2022) extensions, London, England
 - Tunnels under hundreds of existing homes, business and historic buildings
- Canada Line, Vancouver, British Columbia (2009)
 - passes under private residential properties adjacent to False Creek
- High Speed 1 (vicinity of Stratford Station), London, England (2004)
 - Tunnels pass under private residential buildings

PROJECT MILESTONES



DATES/TIMELINES SUBJECT TO CHANGE

Communications, Community and Stakeholder Engagement

THE RIGHT PROJECT AT THE RIGHT TIME

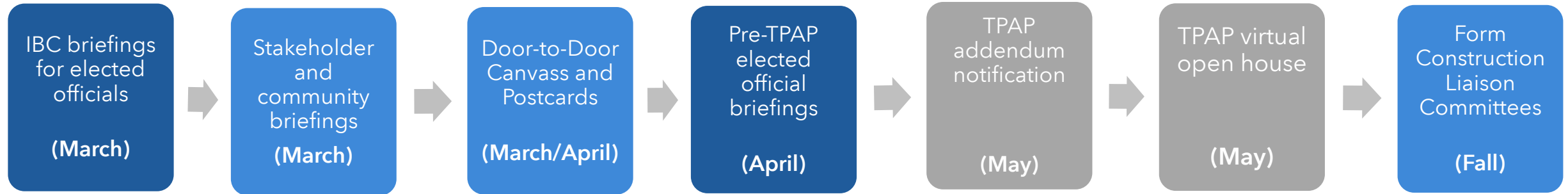
Flagship Project in Metrolinx's Innovative Subway Program

New Yonge North Subway Extension transit connections - open up new travel possibilities in every direction across the region's growing transit network.

Project will serve the heart of major growth centres and significantly cut travel times - creating a critical and long awaited extension of our transit network.



COMMUNITY & STAKEHOLDER ENGAGEMENT



OFFICIALS BRIEFINGS

- IBC Briefings for Elected Officials **Ongoing**
- Recent Council Presentations
 - Markham **March 22**
 - Richmond Hill **March 24**
 - York Region **March 25**
 - Vaughan **April 7**
- Pre-TPAP Briefings Elected Officials **April 2021**
- Indigenous Nations **April 2021**
- TPAP Presentations **May 2021**
 - Municipal Partners, Councils, TEO, TTC
- TPAP Update Briefings **June 2021-Jan 2022**

COMMUNITY ENGAGEMENT

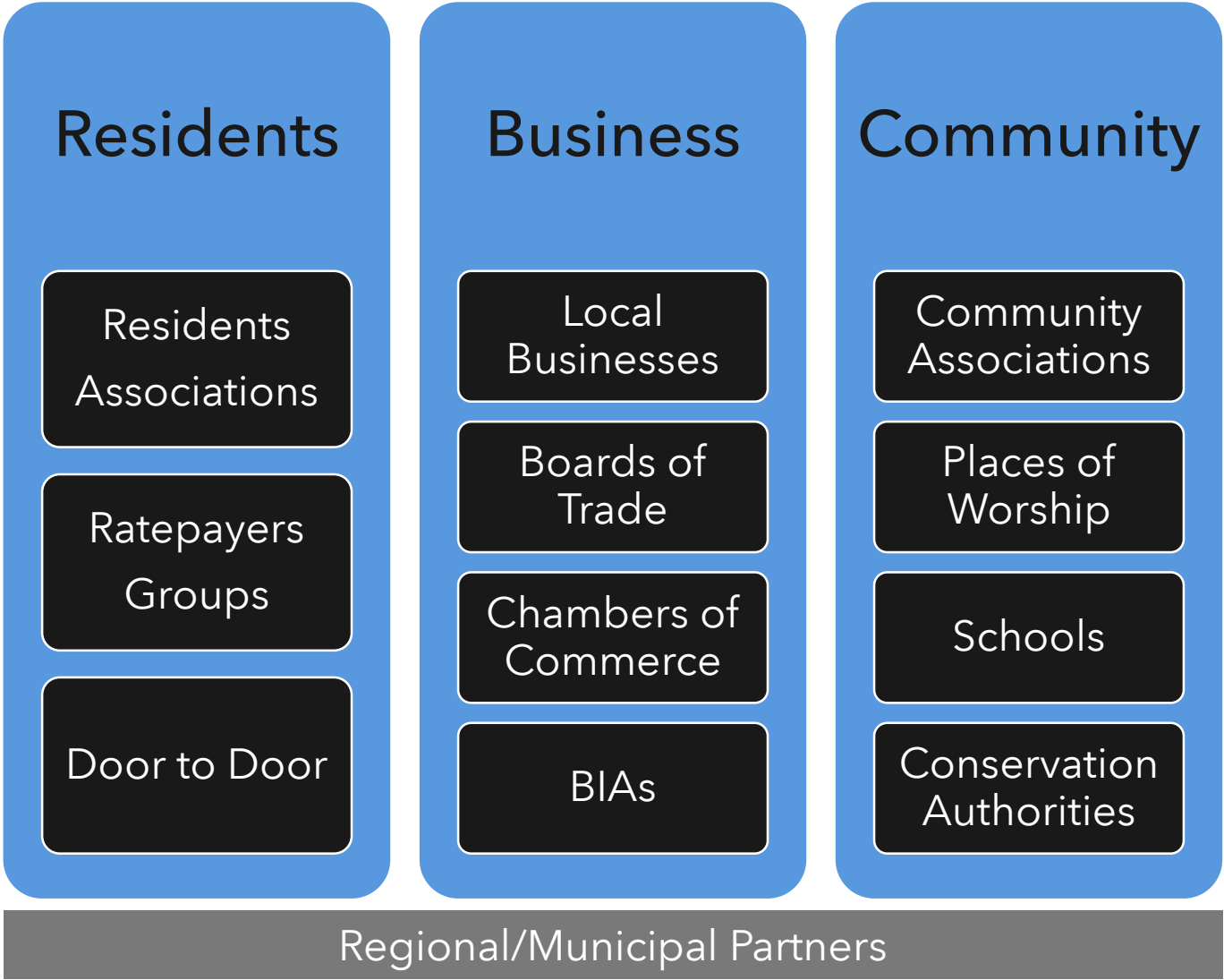
- Project Briefings to Community Groups **Ongoing**
 - Resident Groups, BIAs, Chambers of Commerce
- Door-to-Door Canvasses **Late March/April 2021**
 - Royal Orchard & Bayview Glen communities
 - Willowdale-Newtonbrook community
- Community Virtual Open Houses **April 2021**
 - Royal Orchard & Bayview Glen communities
 - Southern and Northern York Region
- Project Introduction Post Card **April 2021**
- Project Virtual Open House **May 2021**
- Project E-Newsletters **Bi-weekly**
- Form Construction Liaison Committees **Fall 2021**
- Community Walking Tours **Fall 2021**

TPAP PUBLIC CONSULTATION

- TPAP Addendum Notification Letters **April 2021**
 - Announces upcoming TPAP
 - Virtual engagement portal
- Stakeholder pre-briefings **Late April 2021**
- Newspaper Ad **May 2021**
- Virtual Open Houses **May-Aug 2021**

Collaboration with Communications Partners (Municipal/Regional Communicators, TTC, YRRTC)

COMMUNITY & STAKEHOLDER ENGAGEMENT



Week of April 5:

- Royal Orchard Community Virtual Open House (April 7)
- Bayview Glen Community door-to-door canvass
- Briefing with Thornhill Golf Club (April 7)

Week of April 12:

- Ongoing briefings for resident and ratepayer groups
- Mx News Articles on YNSE project

Week of April 19:

- Bayview Glen Community Virtual Open House
- Project postcard mail distribution

UPCOMING ACTIVITIES

Field work begins this spring:



- Noise & vibration monitoring
- Exploratory work for tunnels & launch shaft
- Utility investigations

Metrolinx's commitment to keeping communities informed

Residents near planned field work will receive **notification flyers** at least two weeks in advance

Updates on major field work will be distributed regularly via **email newsletter**

Major notices of work will be posted on the **Metrolinx Engage** website

Construction Liaison Committees will open the lines of communication about all aspects of the project

STAY CONNECTED - WE'RE HERE FOR YOU!

Subscribe:

- YongeSubwayExt@metrolinx.com
- 416-202-7000

Project Information:

- [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)

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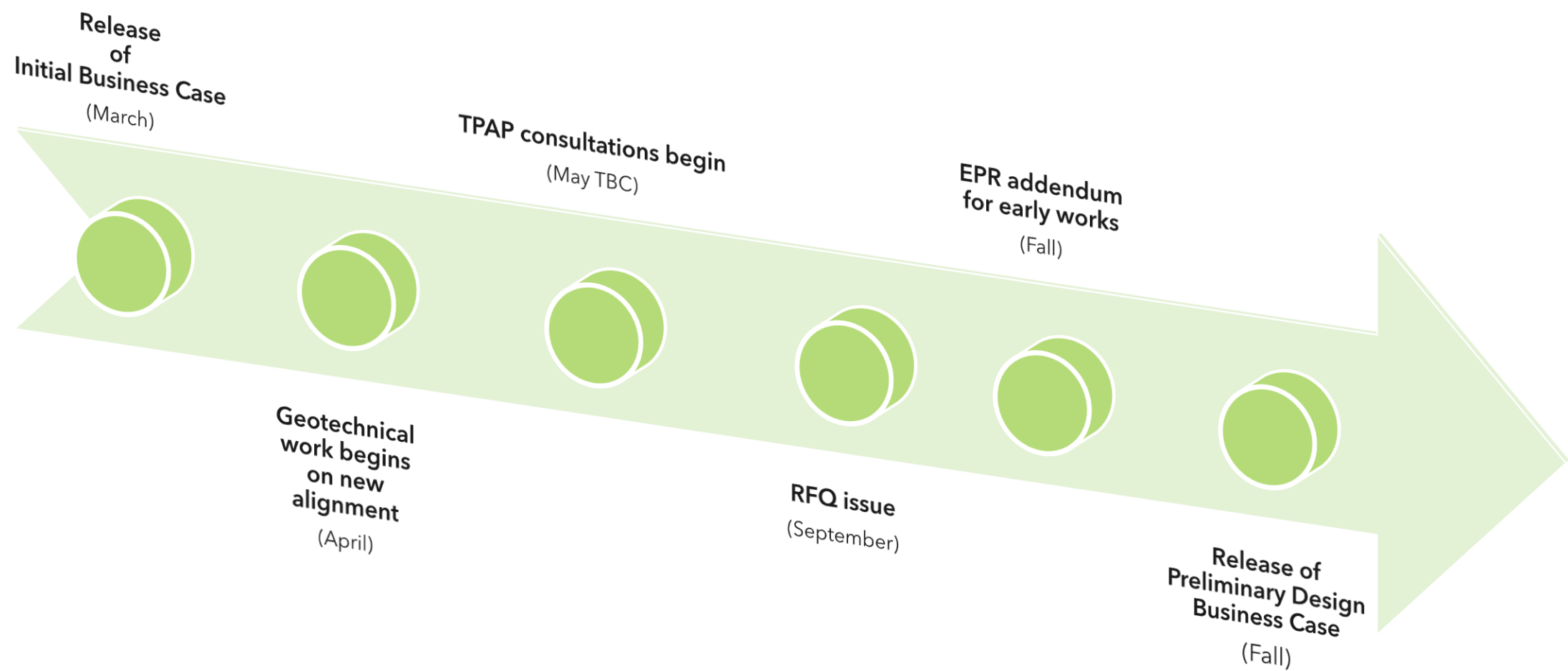


Appendix

APPROVED REFERENCE ALIGNMENT

| Refined Option 3 Alignment | |
|---|---|
| Strategic Case | |
| Strong Connections | <ul style="list-style-type: none"> 94,100 daily riders¹ |
| Complete Travel Experiences | <ul style="list-style-type: none"> 835,000 person-minutes daily travel time savings compared to BAU 22 minutes saving on a trip from Langstaff Gateway area (Langstaff/Ruggles) to Downtown Toronto (Yonge/Queen) compared to BAU |
| Economic Case | |
| Total Economic Impacts (Benefits) (\$2020, Present Value) | \$3666.5 M |
| Total Costs (\$2020, PV) | \$4386.3 M to \$5135.5 M |
| Net Present Value (\$2020, NPV) | \$-1358.6 M to \$-607.9 M |
| Benefit-Cost Ratio | 0.74 to 0.86 |
| Financial Case (\$2020, PV) | |
| Total Revenue Adjustment | 114.4 M |
| Capital Costs ² | \$4,625.0 M |
| Operating and Maintenance Costs | \$ -39.0 M |
| Total Costs | \$4,447.1 M |
| Deliverability and Operations | |
| Constructability Matters | <ul style="list-style-type: none"> Coordination with the York Durham Sewage System (YDSS) at Steeles East Don River Crossing Construction within the busy Yonge Street corridor Maintaining services on Line 1 during construction Interface with the Highway 7 and 407 Corridor |
| Property Impacts | <ul style="list-style-type: none"> No tunneling under Holy Cross Cemetery |
| Operations | <ul style="list-style-type: none"> Integrated into current Line 1 Operations Fully automated operation allows for higher service frequencies |

PROJECT MILESTONES



*Dates/timelines are subject to change

PROPOSED MAJOR CHANGES TO PROJECT ELEMENTS CONSIDERED IN IBC

Steeles Station

Moving Steeles Bus Terminal from Below Steeles Avenue to at-grade integrated with development

- Original proposal planned the bus terminal below Steeles Avenue perpendicular to and above the subway station
- Value engineering recommended relocating to at-grade to reduce costs and minimize impacts to YDSS and construction disruption

East Don River

Tunneling below instead of bridging over the East Don River

- Original proposal planned a two level (upper for road - lower for subway) bridge spanning the river valley
- Value engineering recommended tunneling below the watercourse to reduce costs and disruptions during construction

Train Storage Facility

Moving the YNSE Train Storage Facility north of High Tech Road from below ground to at-grade

- Original proposal planned a 3-track, 12 train below ground storage facility
- Value engineering recommended bringing the facility to at-grade in order to reduce costs while maintaining similar functionality

YNSE Alignment

Changing the point where the subway alignment shifts off of Yonge Street

- Original proposal for the alignment to shift east of Yonge Street north of Holy Cross Cemetery
- Value engineering and peer review identified potential benefit increases and cost reductions from bringing the subway to at-grade adjacent to the CN corridor, which will also better serve the central portions of the Richmond Hill Centre and Langstaff Gateway Urban Growth Centre

CREATING CONNECTIONS IN YORK REGION

In Construction:

- Bloomington GO Station (new)
- Rutherford Road Grade Separation
- Rutherford GO Station Upgrades and Parking Garage
- Barrie Corridor double tracking preparatory construction in King City
- York vivaNEXT BRT
- Steeles Grade Separation

In Procurement:

- Barrie Contract 2 (Maple GO Upgrades)
 - New platform, expanded bus loop, noise walls, proposed pedestrian bridge over Major Mackenzie
- Barrie Contract 3 (King City GO Upgrades)
 - New platform, more parking, noise walls, pedestrian bridges



Construction Progress on Rutherford GO parking garage and pedestrian bridge

In Early Design:

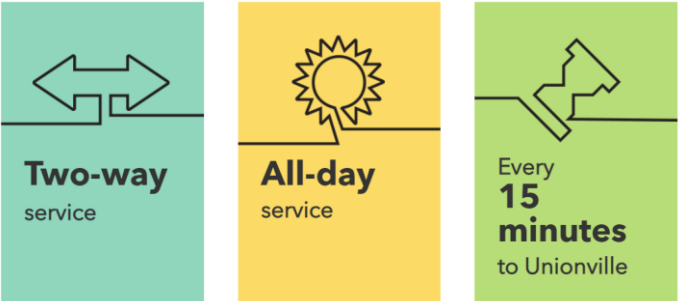
- McNaughton Grade Separation (Vaughan)
- Wellington Grade Separation (Aurora)
- Network Electrification and infrastructure



Ongoing Construction on Rutherford Road Grade Separation

GO EXPANSION IN VAUGHAN

- On the Barrie line, **two-way, all-day fifteen minute service or better** between Aurora GO Station and Union Station
- Parking expansions, station enhancements, grade separations, electrification.



C8
Communication
CW (1) – April 7, 2021
Items # - 8

From: [nicki t](#)
To: Clerks@vaughan.ca
Subject: [External] keele/rutherford intensification
Date: April-01-21 3:59:51 PM

Good afternoon

I just received an email from my councilor regarding a proposal to amend the height restrictions for the Keele/Rutherford Rd area. I do not agree with this amendment. Rutherford Rd and Keele St can barely handle the traffic now let alone when you put high rises near a low rise

neighbourhood. This isn't NIMBY. I would not have a problem with this if the current traffic wasn't so bad but infrastructure seems to be an afterthought. Not everyone that will move into the proposed buildings will work downtown. Some will end up driving to work adding to the dismal traffic situation. Let's see how bad Jane St gets once people move into the buildings being constructed now. Government is supposed to work for its citizens who pay taxes and not developers who just want to make a quick buck and pass on the problems to everyone else.

A concerned citizen
Nicki Tantalo

C9
Communication
CW (1) – April 7, 2021
Items # - 8

From: [Bellisario, Adelina](#)
To: [Bellisario, Adelina](#)
Subject: FW: [External] Item #8
Date: April-06-21 10:37:19 AM

From: Silvia Pozzebon <[REDACTED]>

Sent: Thursday, April 01, 2021 5:07 PM

To: Clerks@vaughan.ca

Cc: Ciampa, Gina <Gina.Ciampa@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>

Subject: [External] Item #8

Please do not bring these changes to our neighborhood! NO high buildings. The Rutherford GO parking structure is already an eye sore, and traffic nightmare for the residents and those visiting!

Silvia Pozzebon

Sent from my iPhone

Begin forwarded message:

**ATTENTION RESIDENTS OF KEELE/RUTHERFORD
& JANE/RUTHERFORD**

Next week at Committee of the Whole, April 7, 2021, [Item #8](#), York Region is asking Vaughan to extend new transit boundaries that will require development intensification in the future. The boundary changes for Keele/Rutherford is at the request of a developer.

If these changes take place, it will allow higher buildings at the four corners of Keele/Rutherford. The Official plan currently allows for a maximum of 6 - 8 storey buildings at this intersection. The request to extend the transit boundary to the west of Keele St is to support the Rutherford GO Station which, as we all know, does not need more intensification to support it as it is already at capacity.

For residents of the Jane/Springside and Jane/Norwood area, future Bus Rapid Transit stations are being proposed at these locations.

This too will require future intensification between Rutherford and Norwood along Jane St. All of these boundary changes can affect the current low-rise residential communities abutting the boundaries.

These boundary changes can have an immense impact on the existing established communities. Finally, should this be approved, no one can appeal the decision at the Local Planning Appeal Tribunal (LPAT).

Whether you support or oppose the boundary changes, please let the City know by sending your comments to clerks@vaughan.ca or register to speak at the Committee meeting by contacting **905 832-2281** by noon on the last business day before the meeting

C10
Communication
CW (1) – April 7, 2021
Items # - 8

From: [Bellisario, Adelina](#)
To: [Bellisario, Adelina](#)
Subject: FW: [External] Keele/Rutherford Proposal changes
Date: April-06-21 10:38:50 AM

From: Montano, Tony <[REDACTED]>
Sent: Saturday, April 03, 2021 1:04 PM
To: Clerks@vaughan.ca
Cc: [REDACTED]
Subject: [External] Keele/Rutherford Proposal changes

I like to raise my concern regarding item #8 for the Committee of the Whole, April 7, 2021. I and my family feel that allowing the changes to occur will create a infrastructure

Of complete high density for the area that it can handle.

We currently have high traffic flow that makes travelling through this area completely insane. The time it takes to go from Keele to Jane street or Keele to Dufferin takes over 30 to 45 minutes on a regular night.

Allowing this only will increase the time to travel but even for emergency vehicles to flow through this area at times of emergency is not considered acceptable.

This will only increase even further with the opening of the new increased Metrolinx/Go parking.

In addition even Keele street north of Rutherford is increasing even further with development of Townhomes. Currently Keele street north of Rutherford to major Mackenzie or south from Major Mackenzie to Rutherford is so congested that emergency vehicles have a hard time going through during regular week nights because of traffic intensification. Delaying emergency vehicles could cause potential loss of life.

For all the above reasons I oppose any increase residential infrastructure in the area.

Tony Montano

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From: [Bellisario, Adelina](#)
To: [Bellisario, Adelina](#)
Subject: FW: [External] C.O.W - April 7, 2021 - Request Notice Letter
Date: April-06-21 10:40:57 AM
Attachments: [2021.04.05 - Letter to City of Vaughan - RE Transit Station along Jane St.pdf](#)

From: Nicole <nicolec@humphriesplanning.com>
Sent: Monday, April 05, 2021 9:32 AM
To: Clerks@vaughan.ca; Magnifico, Rose <Rose.Magnifico@vaughan.ca>
Cc: Rosemarie Humphries <rhumphries@humphriesplanning.com>
Subject: [External] C.O.W - April 7, 2021 - Request Notice Letter

Hello,

Please find attached a letter requesting notice of all meetings and submissions as well as any decisions of Council or other approval authorities associated with York Region's request to consider New Major Transit Station Areas along Jane Street.

Kindly,

Nicole Cappadocia, B.URPL
Junior Planner

HUMPHRIES PLANNING GROUP INC.
190 Pippin Road, Suite A. Vaughan L4K 4X9
t: 905.264.7678 ext. 248 f: 905.264.8073

~DO SOMETHING GOOD EVERY DAY!~ STAY SAFE

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

April 5, 2021

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

**Re: Committee of the Whole Meeting April 7, 2021
York Region's Request to consider New Major Transit Station Areas Along Jane Street**

Humphries Planning Group Inc. (HPGI) has received a Notice of Committee of the Whole for York Region's request to consider new Major Transit Station Areas along Jane Street.

Humphries Planning Group requests notice of all meetings and submissions as well as any decisions of Council or other approval authorities associated with these applications.

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

Yours truly,
HUMPHRIES PLANNING GROUP INC.



Rosemarie L. Humphries BA, MCIP, RPP
President

C12
Communication CW
(1) – April 7, 2021
Items # - 8

From: [Bellisario, Adelina](#)
To: [Bellisario, Adelina](#)
Subject: FW: [External] Item #8, on the agenda for Committee of the Whole on April 7, 2021
Date: April-06-21 10:46:18 AM

From: Jana [REDACTED] >
Sent: Tuesday, April 06, 2021 8:01 AM
To: Clerks@vaughan.ca
Cc: lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; [REDACTED]
Subject: [External] Item #8, on the agenda for Committee of the Whole on April 7, 2021

Dear Mayor Bevilacqua, Members of Vaughan City Council and York Regional Council,

We are **OPPOSED** to the extension of new transit boundaries in our neighbourhood at Keele and Rutherford that will need intensification in the future, as identified in Item #8, on the agenda for Committee of the Whole on April 7, 2021.

It's just another profit grab by developers who have absolutely no interest in the quality of life for residents - residents like us, who have lived here for years, invested in their homes and **invested our trust in you to protect the community.**

If these changes take place, it will allow higher buildings at the four corners of Keele/Rutherford. The Official plan currently allows for a maximum of 6 - 8 storey buildings at this intersection. The request to extend the transit boundary to the west of Keele St is to support the Rutherford GO Station which, as we all know, does not need more intensification to support it as it is already at capacity. **Please vote against the extension.**

These boundary changes will affect the current low-rise residential communities abutting the boundaries. The environmental impact, traffic congestion, and infrastructure pressures to name a few, will permanently scar the face of our beautiful community. We are not in favour of relieving the resulting pressures with multiple lanes to Keele and Rutherford for rapid transit buses and automobiles. **You can do better and prevent this travesty by voting against the extension.**

We find it unethical that should it be approved there is no recourse for appeal. This is absolutely **UNDEMOCRATIC** and we will remember this at the polls at both municipal and provincial elections.

Respectfully,
Jana and Bill Manolakos
[REDACTED] Keele Street

C13
Communication
CW (1) – April 7, 2021
Items # - 2

From: [Bellisario, Adelina](#)
To: [Bellisario, Adelina](#)
Subject: FW: April 7th, Committe of Whole Item 2 - 7553 Islington Holding Inc. FILE OP.08.017 & Z.16.022
Date: April-06-21 11:20:08 AM
Attachments: [Untitled document.pdf](#)

From: Mauti, Mary <mary.mauti@bell.ca>
Sent: Tuesday, April 06, 2021 9:10 AM
To: Clerks@vaughan.ca; [REDACTED] <[REDACTED]>
Subject: [External] April 7th, Committe of Whole Item 2 - 7553 Islington Holding Inc. FILE OP.08.017 & Z.16.022

Please accept this on Larry Berenz behalf.



Mary Mauti
Right of Way -Specialist - Network Provisioning
Floor 3 - West Tower -5115 Creekbank Road
Mississauga, Ontario L4W 5R1
905-219-4047 - Office, 416-433-5583 - cell

April 5, 2021

City of Vaughan

Office of the City Clerk

Re: 7553 Islington Holding Inc.

File: OP.08.017 & Z.16.022

Address: 7553 Islington Avenue and 150 Bruce Street

I would like to thank Vaughan Councillors, the Development Planning Department and TRCA for their decision on the proposed development on 7553 Islington Avenue and 150 Bruce Street Woodbridge.

One thing we learned from Covid 19 is that all future planning should focus on areas making them self sufficient. They should contain amenities and be located on retail streets that meet the needs of the residents. Residents should not have to travel great distances to get their basic needs fulfilled. They should NOT be located in isolated areas that would force residents to travel great distances with the possibility of spreading any disease. The proposed plan does not meet any of the above requirements.

Also due to climate change, floods are occurring world wide. We need to adapt. That means we cannot allow development on unstable lands and on flood plains. The Humber River is a major river in Ontario. Its proximity to the proposed development is a major disaster just waiting to happen. All future developments must be strategically located in specific areas only. If this development was allowed to go through who knows what ramifications would occur in years to come.

Thank you

Larry Berenz

C14
Communication
CW (1) – April 7, 2021
Items # - 2

To: City of Vaughan

Office of the City Clerk

2141 Major Mackenzie Drive, Vaughan Ontario, L6A 1T1

Re: 7553 Islington Holding Inc.

Files: OP.08.017 & Z.16.022

Address: 7553 Islington Avenue & 150 Bruce Street

Date: April 6, 2021

Good afternoon Honourable Mayor Bevilacqua. Members of Council, City Staff, ladies and gentlemen. My name is Elisa Testa and I live at [REDACTED] Bruce Street in Woodbridge, Ontario. I would like to open my brief presentation by thanking the Development and Planning Department of the City of Vaughan for their very thorough and comprehensive report issued March 31st, 2021 on the Application for Development, File Number OP.08.017 & Z.16.022. I have read this report very carefully. In fact, I have been diligently reading and going through every report given on this case by City Staff, by the region and by the TRCA as well as every application for development of this property and every resubmission for development, in which there were three, since its initiation date of October of 2008. I have also attended every Public Hearing of the Committee of the Whole, every OMB Hearing, presently known as the LPAT, every community meeting and other meetings with interested parties and I have conducted three different petitions of the community members who live in the surrounding area. Furthermore, I have written letter upon letter to City Staff expressing our concerns and highlighting well founded research on why this project should not move forward. All that is reiterated in conclusion with each report and hearing on the application in question is, this application is "RREFUSED", "REJECTED", "NOT SUPPORTED" or "NOT APPROPRIATE".

I do not need to cite Provincial Policy Statements, Planning Acts, City By-Laws, examples, reasons, TRCA regulations and guidelines nor justifications as it all has been said before many times in the many reports and hearings and recently beautifully laid out in this recent report from the Development and Planning Department. Therefore, I am asking you, "why do we need to continue in this process where the outcome is consistently the same?" It is abundantly clear that these subject lands cannot be developed in the way the landowner/applicant proposes. Fundamentally it goes against all regulations by TRCA and Official Plans this city and region stand by.

Ladies and Gentlemen, we are in the thirteenth year of wasting much time, resources, manpower and taxpayers' money. I am asking the City of Vaughan to finally say "NO" and no more resubmissions! We are done with this discussion!! Thank you.

Mr Tony Iacobelli,
Acting Director, Policy Planning & Environmental Sustainability,
City of Vaughan, 2141 Major Mackenzie Dr,
Vaughan, Ontario, L6A 1T1.

RE: ITEM #7 COMMITTEE OF THE WHOLE

April 7, 2021

Vellore Centre - Analysis of Land Use Options

On behalf of the Vellore Woods Ratepayers Association & The Millwood-Woodend Ratepayers Association, the following are additional comments based on today's Staff Report:

First, we wanted to once again sincerely thank Mr Tony Iacobelli, Councillor DeFrancesca, and Mr Bill Kiru for hosting the meeting held on March 3rd 2021, in regards to the Vellore Centre - Analysis of Land Use Options.

Below is our letter to you following our initial discussions, DATED March 8th 2021

The following are additional comments based on the staff report:

We understand that by ***maintaining the existing policy***, Vellore Centre is designated as a Local Centre in the Vaughan Official Plan 2010. Policy 2.2.1.1 describes Local Centres as having a mixed-use focus for their respective communities, in a manner that is compatible with the local context. Furthermore, there is another policy, Policy 2.2.5.7 which further provides guidelines and criteria for future planning of Local Centres. A number of these criteria and guidelines are shared by our community, including

- be the focal points for expression of community heritage and character
- Include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context
- Be predominantly residential in character but include a mix of uses including retail, office and community facilities intended to serve the local population and attract activity throughout the day
- Have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and greenways, through the Local Centre and links to the surrounding Community

- Encourage a pedestrian-friendly built form by locating active uses at grade
- Be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent Employment Areas.

Another critical component is density and building heights. There should not be any “exceptions” or “exemptions” from this.

Quoted from the City Manager’s Report: The building height restriction to 6-storeys, carried forward from the Vellore Village District Centre Secondary Plan approved in 2005, is an issue of consideration when planning to the 2041 or 2051 planning horizon. Otherwise, the existing policy framework for Local Centres and the ‘Mid-Rise Mixed-Use’ designation, together with guidance documents such as the City-wide Urban Design Guidelines, provides a basis for processing development applications.

Now that our community has confirmed that we would like to maintain existing policies as they would apply to Vellore Centre, **we expect the City of Vaughan to strongly enforce Policy 2.2.5.7 as we have noted above, specifically to those which enforce historical aspects, site plan and strong urban design.**

We cannot stress this enough. Enforcing the URBAN DESIGN to adhere to historical components of this land development is one of the most contentious issues we have. So somewhere in the updating of this land use study findings, we need to create A CLEAR MANDATE AND URBAN DESIGN REQUIREMENT.

In the past, our community has been subject to nightmarish development proposals. The everchanging provincial and regional policies and practices will continue to be a challenge, but hope that moving forward, everyone will respect Vellore Centre for its cultural heritage, and not let it turn into VMC 2.0 .

ORIGINAL SUBMISSION

Dear Mr. Iacobelli,

March 8, 2021

On behalf of the **Vellore Woods Ratepayers Association** and the **Millwood-Woodend Ratepayers Association**, we wanted to extend our sincere thanks to you, your staff, Councillor DeFrancesca, and Mr Bill Kiru for hosting the meeting held on March 3rd 2021, in regards to the **Vellore Centre - Analysis of Land Use Options**.

At that meeting, three available options were presented to us:

1. Maintain Existing Policies
2. Area Specific Study
3. Secondary Plan

After thoroughly explaining each option to us, we are formally going on record to support **OPTION 1: Maintain Existing Policies**. Our community, with the ratepayers associations have worked tirelessly to respect and attempt to protect, the original historical nature of Vellore Village by integrating aspects of a village throughout the Vellore community. All future development applications should continue to respect our village in terms of form and density. A key element of VOP2010 is Chapter 9.1.2.2. 'That in Community Areas with established development, new development be designed to respect and reinforce the existing physical character and uses of the surrounding area'. As we consider future development applications, our expectations are that all future development will continue to respect the unique historical features of **Vellore Village**.

Conversely, we expect The City of Vaughan to strongly enforce those historical aspects, through both site plan and urban design. At the meeting, we quoted and maintain our support of the 2003 Vellore Village Centre Study key recommendations, which spoke specifically to Vision, Transportation, Retail, and Residential components of the area.

And as much as we can say "things have changed" since then, we can equally say that, **now** more than ever, it is crucial that Vellore citizens have a place where "community" is paramount, with gathering spots, main street village components, supporting "small businesses" and enjoying outdoor greenspaces and piazzas. Residents in this district can easily and safely manoeuvre their way through the village, still feeling like part of the community, rather than cold, isolated and often disconnected living that is associated with high rise living. If COVID19 pandemic has taught us anything in this past year, it is that human and social connection are both imperative to a City's well-being as well as an individual's well-being.

Case in point, with reference to the current SmartCentre's application which fails miserably at achieving any of the requirements or visions we have stated above. It is also imperative that you understand the history of the SmartCentre's application. Our "support" of their PHASE 1 of this site (Wal-Mart) was contingent upon the PHASE 2 aspect of their plan, which addressed commercial development in keeping with the "village" form of piazza, main street retail, gathering place etc. If this was a private contractual agreement, SmartCentres would be in breach of their contract, failing miserably at maintaining their "end of the bargain." So, it is our strong opinion, that the application as it stands is not compatible with the existing community in terms of massing, heights, setbacks, density and is not conducive to the village feel which we have worked to implement.

In fact, please see attached letter of agreement by SmartCentres and the Vellore Woods Ratepayers Association in regards to this development, made in 2009. After reading this letter, I am confident you will understand our position and steadfast insistence as to WHY we feel the way we feel.

Another application in development is a proposed 12 storey Apartment planned for Fossil Hill/Major Mackenzie Dr (west of Weston Road) which would be constructed in the middle of a two storey residential neighbourhood. Again, this development is out of scale and context to the existing community and has absolutely no respect or regard for the OP in its current form.

Given the challenges of implementing a temporary freeze on development within the Vellore Village community, we respectfully request and urge you that applications before you that affect this study area, be encouraged to consider these Vellore village principles in mind, and that applicants meet with us and our communities when it is safe to do so.

Yours Truly,

Elvira Caria

Chair, Vellore Woods RatePayers Association

****Signed Electronically***

Tim Sorochniksky

Chair, Millwood-Woodend RatePayers Association

****Signed Electronically***

CC: Councillor Rosanna DeFrancesca

Bill Kiru

Vellore Woods Ratepayers Association Executive Members