



**COUNCIL MEETING – APRIL 20, 2021
COMMUNICATIONS**

		<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
<u>Distributed April 16, 2021</u>				
C1	Lauri Hewitt, dated April 6, 2021	14	8	Committee of the Whole
C2	Ron Zamperin & Daniela Rossi, Helen Street Vaughan, dated April 6, 2021	14	2	Committee of the Whole
C3	Angela, dated April 7, 2021	14	8	Committee of the Whole
C4	Natasha Giuliana, dated April 7, 2021	14	2	Committee of the Whole
C5	Mary Mauti, President Vaughanwood Ratepayers, dated April 6, 2021	14	2	Committee of the Whole
C6	Maria Verna, Village of Woodbridge Ratepayers Association, dated April 7, 2021	15	4	Committee of the Whole (Public Meeting)
C7	Laura Rinaldo, South Maple Ratepayers Association, dated April 15, 2021	15	6	Committee of the Whole (Public Meeting)
C8	Deputy City Manager, Infrastructure Development and the Director, Infrastructure Planning & Corporate Asset Management, dated April 16, 2021	14	12	Committee of the Whole
<u>Distributed April 20, 2021</u>				
C9	Richard T. Lorello, dated April 20, 2021	19	3	Committee of the Whole (Working Session)

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: Lauri Hewitt [REDACTED] >
Sent: Tuesday, April 06, 2021 7:58 PM
To: Clerks@vaughan.ca
Subject: [External] Item #8 for Committee of the Whole to be held April 7, 2021

Response to the information provided regarding Item #8 for the Committee of the Whole being held on April 7, 2021. (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.)

Need for Intensification???

- Many of the residents in the Keele/Rutherford Road area have no idea that the proposed changes are being requested by York Region and how much the changes will impact their day-to-day lives.
- Would it be possible to send a diagram of the maximum level of development to the nearby communities along with a brief explanation of the impact this would generate prior to any decisions being made on behalf of the residents???

Social Impact on Existing Community

- The stores and services located on 3 of the 4 corners (as well as to the north, south and west of the Rutherford/Keele intersection) provide many services that local residents and the industrial community to the south depend on. Many citizens walk to these businesses.
- Elimination of these services will negatively impact the community and surrounding areas because it will force everyone to get into their cars and drive to another part of town that will still provide these services. It will add to the traffic pressure already present on both Keele St. and Rutherford Road.

Traffic Impact

- Traffic is a problem now (both on Major Mackenzie and Rutherford Road--our 2 main arterial

roads that run east out of Maple).

- There is also an elementary school just north of this intersection.
- Council will have to address/mitigate the traffic caused by these developments.

Request/Considerations

If the proposal does go forward, please request the following:

- The bottom 2 floors of all new buildings must be designated as *commercial* to allow current businesses to have an opportunity to stay in the community where they are needed and known. I'm sure they have been severely affected by Covid-19 restrictions and these new proposals will adversely affect them even more.
- Limit the number of parking spaces in each new building to encourage tenants to use the nearby transit hub.

L. Hewitt

From: Ron Zamperin [REDACTED] >
Sent: Tuesday, April 06, 2021 8:53 PM
To: Clerks@vaughan.ca
Cc: Caputo, Mary <Mary.Caputo@vaughan.ca>; Daniela Rossi [REDACTED]; Ron Zamperin [REDACTED] >
Subject: [External] 7553 Islington Ave. and 150 Bruce St. Files OP.08.017 & Z.16.022 STRONGLY OPPOSE

We are residents in the area and strongly oppose to this application.

This is a quiet residential area that is only accessed by residents and visitors that live on Bruce or Helen streets and students attending Woodbridge College during normal times and school hours. Another important factor is the ravine and green belt wildlife should remain to protect our wildlife, it's key to a prosperous region, it keeps us healthy and protects our nature and should be preserved. Allowing this application would increase the volume of traffic dramatically and negatively affect our environment. We are close proximity to highway 7 corridor and we do not need more pollution added in the area. This would not only affect the quiet neighbourhood by increasing the number of vehicles in the area as well as jeopardizing the safety of the children that attend the school. There is a children's park directly across the street from 150 Bruce Street as well as soccer and baseball fields which if this application was granted would increase the risk of safety for the children by more vehicles on the street. This increase in volume of traffic and pollution will also decrease the value of our home.

Ron Zamperin & Daniela Rossi

[REDACTED] Helen Street

Vaughan, ON [REDACTED]
[REDACTED]

:

From: angela [REDACTED] >

Sent: Wednesday, April 07, 2021 12:48 AM

To: Clerks@vaughan.ca

Subject: [External] Extending Transit boundaries--York Region request on Keele/Rutherford at the request of developer.

We strongly object to this request. Maple is so congested now. Keele street is being converted to high density Condos and Townhouses without sufficient infrastructure in place to substantiate the changes. High density condo/townhouses are being built on what used to be single homes dwellings. We can barely move out from our streets to get onto Keele. Why are the plans always being changed and where exactly are they putting these new condos/extend transit boundaries? (where West of Keele and who is the developer). In addition to this, we do not have the infrastructure to handle all the additional condos/townhouse that are being built North of Keele to Keele and Rutherford. Residence cannot access the roads to. Furthermore, we are already having noise issues with CN railyard. This CN railyard is the second largest rail yard in Canada and the noise during their 24hrs is very painful. The additional new transit boundaries will add to the noise pollution that exist in Maple. In addition to this, the Nav Can and GTTA (Greater Toronto Transportation Authority Toronto) have re-deployed the arrival and departure planes from Toronto, Etobicoke, Brampton, Mississauga etc. to Maple. The departure and arrival flight path has been moved to Maple. There will be 1400 plus planes a day flying a very low altitude (1500 altitude). What is happening in Vaughan? We are still in a pandemic and changes are being made too fast.
Please accept this as my concerns (as well as other)

Thank you

Angela

From: Natasha Giuliana [REDACTED]
Sent: Wednesday, April 07, 2021 10:19 AM
To: Clerks@vaughan.ca
Subject: [External] 7553 Islington Holding Inc.

Good morning,

Please forward this correspondence to the *Committee of the Whole Meeting* with regard to the above (OP.08.017 & Z.16.022) being heard today at 1:00 pm.

This is the first time that I have received written notice of this matter, and I write in support of the staff *refusal* of the applications for the proposed development. I reside at [REDACTED] Helen Street with my husband and two young children, and we have lived at this address since September 2019. We purchased this property because of the size and nature of the community: the public recreation spaces; nearby parks and trails; existence of wildlife; low-rise community with primarily single family dwellings. During the period of our residency, to date, we have largely enjoyed all of these attributes of the community. However, the community of Helen/Bruce street receives a very high rate of traffic, notwithstanding the posted signs that this street has “no exit” and that this is a “traffic calming neighbourhood”. The high school located on Bruce Street contributes to significant vehicle traffic in the community and vehicles generally travel at speeds above the posted speed limits and do not obey street signs. My home is located at the top of the intersection of Helen Street and Highness Court where a ‘stop sign’ is present; vehicles rarely come to a stop.

As a resident, I am in favour of appropriate development, but oppose any development that will cause environmental or health and safety concerns. I agree with the staff *refusal* in light of the environmental concerns that the development would pose. However, and more importantly, I support the staff *refusal* in light of the safety concerns detailed in the report. Increased traffic and construction in our community, a community that includes a generous sized recreation area and

outdoor space as well as a high school that attract many residents including young children, would pose a serious and immediate safety risk to residents and other pedestrian traffic and essential services.

Simply stated – this proposed development is not in the best interests of our community.

Thank-you.

Natasha Giuliana

----- Forwarded message -----

From: **Caputo, Mary** <Mary.Caputo@vaughan.ca>

Date: Wed, Apr 7, 2021 at 9:30 AM

Subject: 7553 Islington Avenue

To: [REDACTED]

Hi Giuliana,

[7553 ISLINGTON HOLDING INC. OFFICIAL PLAN AMENDMENT FILE OP.08.017 ZONING BY-LAW AMENDMENT FILE Z.16.022 7553 ISLINGTON AVENUE AND 150 BRUCE STREET VICINITY OF Highway 7 and Islington Avenue \(escribemeetings.com\)](#)

Thank you,

Mary Caputo, Hon. B.A., MCIP RPP

Senior Planner

905-832-8585 ext. 8635 | mary.caputo@vaughan.ca

City of Vaughan | Development Planning Department

2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1



This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.

VAUGHANWOOD RATEPAYERS ASSOCIATION
52 FOREST CIRCLE COURT
WOODBIDGE ONTARIO

April 6th, 2021

RE: Committee of the Whole April 7, 2021
FILE OP.08.017 & Z.16.022
7553 Islington Holdings Inc.
150 Bruce & 7553 Islington Avenue

Members of Council:

We, Vaughanwood Ratepayers Association are in opposition to this application.

Our issues were stated in the Public hearing of September 15, 2020, therefore we do not want to reiterate same issues.

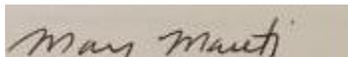
Rezoning of the lands from open space to low density, mid-rise residential lands are not designated as a growth/intensification area for the development plus there is a significant impact on the erosion of the valley walls and the bank of the Humber River is hazardous, environmental impact.

TRCA are of the opinion that the application does not demonstrate conformity or consistency with PPS, YROP, VOP2010, OPA 240 as amended TRCA's living city policies and Ontario Regulations 116/06.

The intent of the policies is to protect new development that would introduce RISK to life and property associated with flooding, erosion, slope stability which this application demonstrates and supports all of the above risks.

In reviewing the reports from the various agencies, City of Vaughan, TRCA and York Region cannot support this development application as is.

We are asking council to refuse this application.



Mary Mauti

President Vaughanwood Ratepayers

COMMUNICATION – C6
COUNCIL – APRIL 20, 2021
Committee of the Whole (Public Meeting)
Report No. 15, Item 4

From: [MARIA VERNA](#)
To: Clerks@vaughan.ca; Council@vaughan.ca; [Carella, Tony](#); [Magnifico, Rose](#)
Cc: [Pina Sacco](#); [Gina Pietrangelo](#); [Gina Pietrangelo](#); [Doreen Smith](#); [Chris Andrews](#); [JAMES MAYNARD](#); [Mary Scott](#); [Maria Verna](#); [Cardile, Lucy](#)
Subject: [External] Sunfield Homes (Wallace) II Inc - COW Public Hearing Agenda Item 4
Date: Wednesday, April 7, 2021 7:28:35 PM

Good Evening City of Vaughan Council, Councillor Carella and Support Staff

Unfortunately I can not attend this evening and request that the following communication be accepted for this application. The Village of Woodbridge Ratepayers Association has several concerns regarding the proposed development at 158/166 Wallace Street as currently presented by the developer and request the City of Vaughan Planning Department address the following concerns:

Traffic / Parking /Safety Concerns Related to Location:

- The proposed development is situated at the end of a narrow street with only one vehicular entrance and at a cul-de-sac which creates increased traffic, parking and safety concerns, how has vehicular traffic in this area be mitigated?
- At present cars already line Wallace Street as the street is already narrow and manoeuvrability along the street requires caution, especially for emergency vehicles. What provision are in place for emergency vehicles; especially City of Vaughan Fire Trucks?
- At present the cul-de-sac is already used as parking by people who drive to the park to walk along the river path, what will be put in place to manage this issues as well as overflow parking from the new building?
- The proposed development is short 14 parking spaces, and this will necessitate parking on Wallace Street. This overflow of cars further contribute to increased traffic and parking on Wallace Street, how will this be mitigated?
- Overflow will contribute to safety concerns as emergency vehicles will have access obstructed by additional cars parked along Wallace and in the cul-de-sac, how will this be mitigated?
- Overflow parking will restrict motorists ability to safely use the cul-de-sac for turning around to exit Wallace Street, how will this be mitigated?

Environmental Concerns Related to Floodplain Location:

- Residents living on Wallace Street live on a floodplain who have also experienced flooding from the Humber River. This development adds another 27 homes on a floodplain which puts stress the natural environment and makes the homeowners of these units vulnerable?
- An additional 27 households will be impacted from possible flood consequences and they will share, along with the existing residents of Wallace Street, the only ONE exit on to Woodbridge Ave, What controls will be in place to manage evacuation measure in the event of future flooding issues?
 - A proposal by a resident of Wallace Street was previously turned down by the City when the resident requested to divide his home from one unit to two units. The City cited environmental concerns because of the floodplain. Yet this proposal is requesting

27 additional units. Surely the City still shares these environmental concerns which cannot be overlooked for the well being of the residents and natural environment, Why was resident denied redevelopment from 1 unit to 2, and an additional 27 units deemed reasonable?

- The proposed development will also have underground parking, which again will impact the natural environment given that the development will sit on the floodplain, what controls are in place to mitigate flooding in this area?

Attributes and Design of Proposed Development

- The proposed building ADDS NO HERITRAGE VALUE to Wallace Street nor contribute to historical heritage of the Woodbridge Core area which is considered an historical area, how is this being addressed given this application falls within the Woodbridge Heritage District
- Design of the proposed building is inconsistent with any of the historical attributes or characteristics of new builds as outlined in the Woodbridge Heritage Conservation District Study and Plan, how is this being addressed
- The scale of the building (5 storeys) will dwarf and overwhelm the existing neighbouring home. The building scale should be reduced from 5 storeys to 3 storeys so that the building does not appear as a desperate attempt to fit into a small space. The scale of the building should be reduced to 3 storeys so that it is more consistent with the home along Wallace Street. The proposed building should not be compared in scope and scale to buildings along Hwy7 since this building is located on Wallace Street. How is this issue being addressed
- The design of the building is visually unappealing as it overpowers the small space it is trying to fit into. The building visually appears too large for the space, Its features (windows, doors, trim) are inconsistence in style and shape. Its atrium tries to be modern yet the building does not either a contemporary nor historical design. This design is not acceptable in a heritage district
- Garage and recycling bins are visible from the street. This is not consistent for our area, they need to be moved inside or at the back of the building.

Thank you, sincerely Maria Verna
Village of Woodbridge Ratepayers Association

- -
-

From: SouthMapleRatePayers <southmapleratepayers@gmail.com>
Sent: Thursday, April 15, 2021 8:58 PM
To: Clerks@vaughan.ca; Council@vaughan.ca
Cc: Babak Jamali [REDACTED]; Emilia Rozenblit [REDACTED] >; Gerry Sciarra [REDACTED] >; Lorenzo Schiavone [REDACTED] >; Mario Marmora [REDACTED] >; Oleg Radov [REDACTED] >; Patricia Marsili [REDACTED]; Peter Budziak [REDACTED] >
Subject: [External] Application for development at 9291 Jane St.

Members of the South Maple Ratepayers Association (SMRPA) have reviewed the Public Meeting document of April 7, 2021 for 9291 Jane St. Eastwood Holdings.

As the ratepayer group for the southern portion of Maple abutting Jane and Rutherford, we oppose the proposal for two 36 storey towers as they are not compatible with the existing 16 storey towers at Bellaria, nor the 3 storey condos to the north and definitely not compatible with the single family homes to the east.

Further, these buildings do not comply with the 2004 OMB Order requiring 150 m setback from the CN pullback tracks. The OMB Order also required that these lands be developed as commercial uses due to its proximity to CN. Even a hotel was not allowed by the former Order.

Finally, increasing the height and density on these lands brings further unmitigated traffic chaos to Jane St with no plan to improve the situation for at least the next few decades.

The former OMB decision was made based on detailed studies, reports and testimony from experts in their fields including noise, therefore that decision must continue to be adhered to.

Thank you.

Regards,
Laura Rinaldo
President, SMRPA

--

Regards,
Laura Rinaldo
SMRPA, President

DATE: April 16, 2021

TO: Mayor and Members of Council

FROM: Nick Spensieri, Deputy City Manager, Infrastructure Development
Vince Musacchio, Director, Infrastructure Planning & Corporate Asset Management

RE: **COMMUNICATION April 7, 2021 CW (1) – item 12 – Metrolinx Activities Update Spring 2021 and item 14 - Councillor Shefman’s Members Resolution regarding the Yonge North Subway Extension**

1. Purpose

The purpose of this Staff Communication is to provide the Mayor and Members of Council with additional information on the Yonge North Subway Extension and the Metrolinx presentation regarding the April 7, **2021 CW (1) – item 12 – Metrolinx Activities Update Spring 2021 and item 14 - Councillor Shefman’s Members Resolution regarding the Yonge North Subway Extension.**

2. Analysis

The Initial Business Case for the Yonge North Subway Extension project was publicly released on March 18, 2021

Metrolinx is advancing the preliminary design and engineering for the YNSE project to inform an “Initial Business Case” which was released on March 18, 2021. As part of this process, Metrolinx has examined a number of project features to test against the original Transit Project Assessment Process (TPAP) – approved alignment. The [Initial Business Case](#) (IBC) includes the review of technical and costing alternatives for three different subway alignments, stations numbers and different tunnel types (referred to as light blue, dark blue and magenta alignments) as shown in **Attachment 1**. Metrolinx has provided preliminary costing information which confirms that the full scope of the original six-station TPAP-approved YNSE project cannot fit within the \$5.6B cost envelope.

The “reference alignment” for the Yonge North Subway Extension has been identified by Metrolinx

A new “reference alignment” has been identified by Metrolinx for the project to proceed into the next stage of preliminary engineering, This new “reference alignment” has been identified within the [IBC Supplementary Analysis](#). This stage will be followed by a

Preliminary Design Business Case and a Full Business Case. Changes to the original TPAP includes an alignment that has shifted away from Yonge Street within the northern sections of the project as shown in **Attachment 2**. After tunneling under the East Don River and jogging west, the subway tunnel will head east at Royal Orchard Boulevard toward the CN right-of-way. The subway will run at-grade north of Holy Cross Cemetery through the Langstaff Gateway and within Richmond Hill Centre.

The reference alignment is recommended based on the following projections:

- Key transit benefits
- A greater number of stations
- Design innovations
- Fits within the \$5.6 billion funding envelope

The project will include the construction of four stations

The recommended alignment includes three stations: Steeles, Bridge and High Tech. Steeles (below grade) and Bridge (at grade under Highway 7 and Highway 407) are identified as “Primary Stations/Transit Hubs” and High Tech (at grade at Richmond Hill Centre) is classified as a complimentary station. One neighbourhood station can be afforded at this time. The potential neighbourhood stations include Cummer (City of Toronto), Clark (York Region) or Royal Orchard (York Region). It is expected that Metrolinx will determine which neighborhood station will be included later this year.

The project is expected to commence procurement in Spring 2022

As identified within Metrolinx presentation to the Committee of the Whole on April 7, 2021, the Request for Proposal (RFP) for the design and construction of the project is anticipated to be issued in Spring 2022 with a contract award scheduled for Fall 2023. The overall project schedule, as shown in **Attachment 3** was shared within the above noted presentation. The schedule shows that the project is currently in the Preliminary Design Business Case (PDBC) stage. Within this stage, the Reference Concept Design (RCD) is developed along with the Project Specific Output Specifications (PSOS) to inform the Terms of Reference for the RFP. Once the PDBC is completed and approved, the project will move into the procurement phase, allowing for the issuance of the RFP. The PDBC is anticipated to be completed in Fall 2021 and requires approval by the Metrolinx Board.

In addition, the technical work that informs the new subway alignment, along with the public consultation that is currently being undertaken, will inform the project file and fulfill the requirements of the amendment to the original Environmental Assessment. This amendment is expected to be completed in early 2022.

The YNSE is expected to be in service by 2030

Metrolinx anticipates that the design and construction phase of the project will be

completed within seven years of contract award. The subway is anticipated to be in service by 2030. It is important to note that the IBC does indicate that the service date is contingent on the service date of the Ontario Line. That is, the YNSE will only be placed into service once the Ontario Line is in service.

For more information, please contact Vince Musacchio, Director, Infrastructure Planning and Corporate Asset Management at extension 8311.

Attachments:

1. YNSE Initial Business Case Alignment Options
2. YNSE Reference Alignment
3. YNSE Proposed Project Milestones

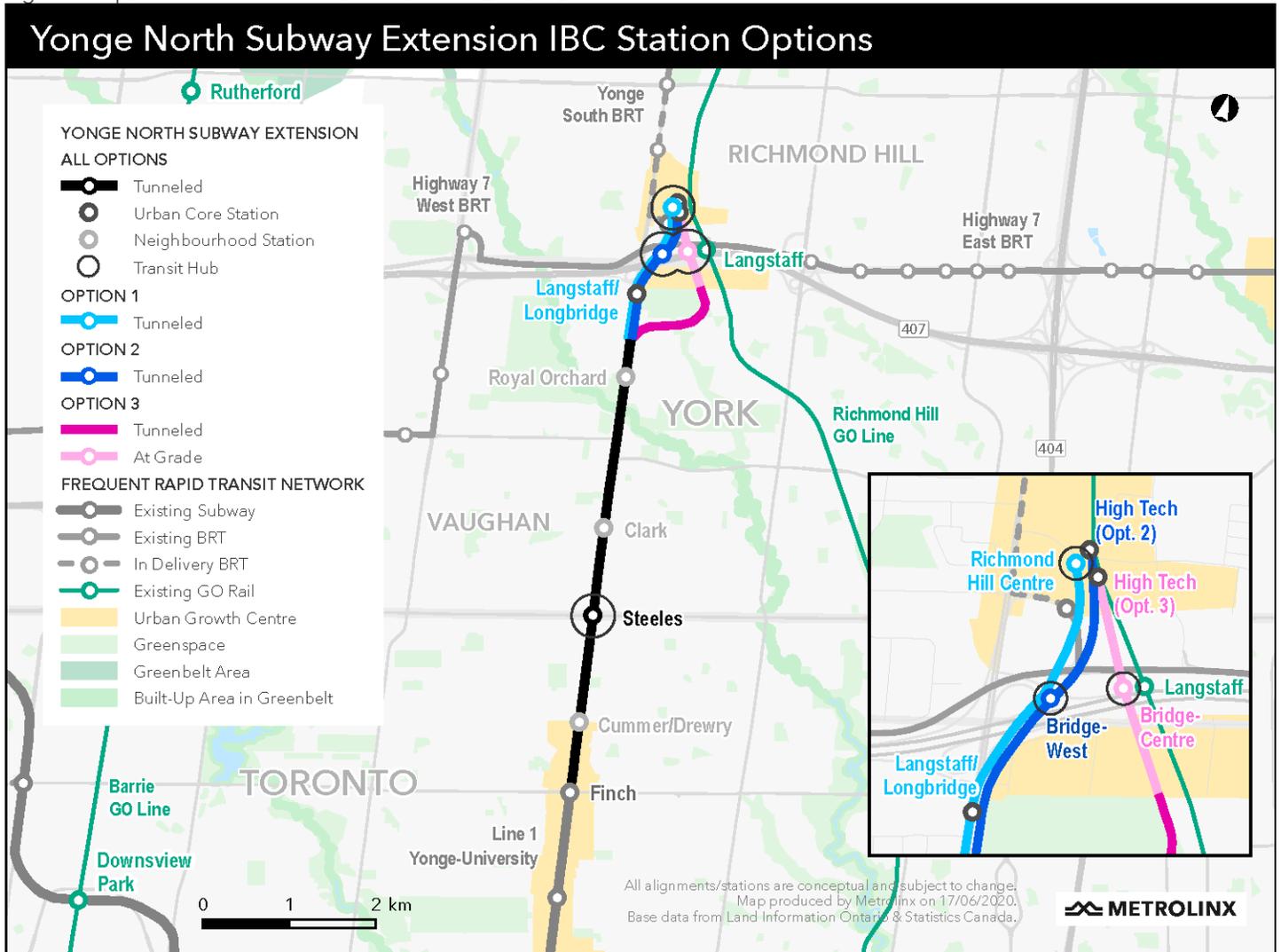
Approved by

¹¹

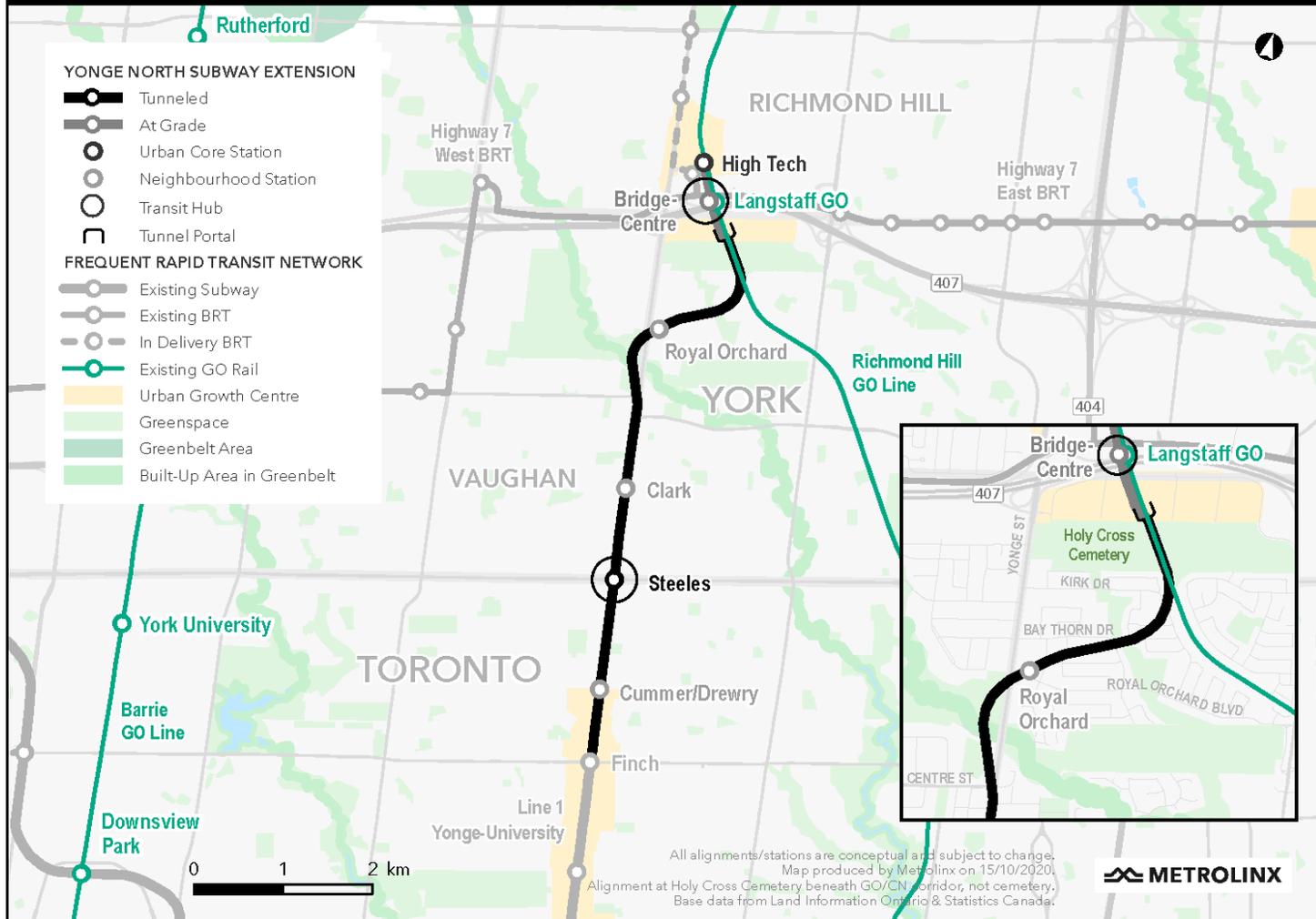
A handwritten signature in black ink, appearing to read 'Nick Spensieri', with a long horizontal line extending to the right.

Nick Spensieri, DCM
Infrastructure Development

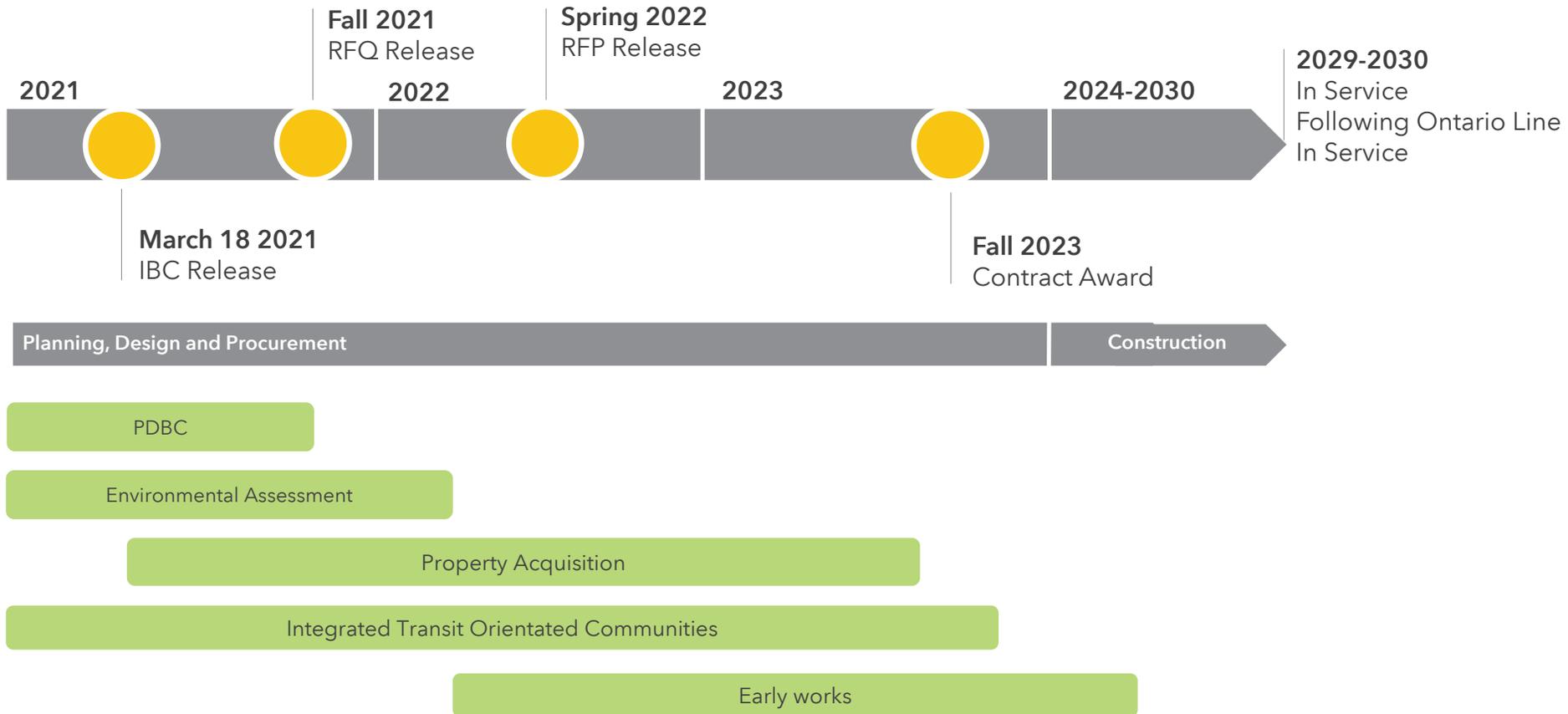
Figure 1: Options under consideration in the YNSE Initial Business Case



Yonge North Subway Extension



PROJECT MILESTONES



DATES/TIMELINES SUBJECT TO CHANGE

**COMMUNICATION – C9
COUNCIL – APRIL 20, 2021
Committee of the Whole (Working Session)
Report No. 19, Item 3**

From: [Coles, Todd](#)
To: [Magnifico, Rose](#)
Cc: [Leung, Isabel](#)
Subject: FW: [External] Re: 5550 Langstaff Rd.,
Date: Tuesday, April 20, 2021 3:15:37 PM
Attachments: [image005.emz](#)
[image006.png](#)

Considering that the item was only added this morning to the working session, I think it would be appropriate to allow this communication to the Council meeting.

Todd Coles, BES, ACST(A), MCIP, RPP
City Clerk
905-832-8585, ext. 8281 | todd.coles@vaughan.ca

City of Vaughan | Office of the City Clerk
2141 Major Mackenzie Dr., Vaughan ON L6A 1T1
vaughan.ca



From: Richard Lorello [REDACTED] >
Sent: Tuesday, April 20, 2021 2:18 PM
To: Carella, Tony <Tony.Carella@vaughan.ca>; Coles, Todd <Todd.Coles@vaughan.ca>
Cc: Robert A. Kennedy [REDACTED]; Sustainable Vaughan <sustainablevaughan@gmail.com>; IRENE FORD [REDACTED]; Keep Vaughan Green <keepvaughangreen@gmail.com>; Andre Willi [REDACTED]; Kathryn Angus [REDACTED]; Bob Moroz <[REDACTED]>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Noor Javed <njaved@thestar.ca>; Simone Barb <[REDACTED]> Phyllis Barbieri [REDACTED] >
Subject: [External] Re: 5550 Langstaff Rd.,

Mr. Coles

Please place this communications on the City website for the Special Council meeting regarding 5550 Langstaff.

<https://pub-vaughan.escribemeetings.com/Meeting.aspx?Id=ac33c990-4578-4abc-93e4-518a692b2ce9&Agenda=Addendum&lang=English&Item=14>

Councillor Carella

It is most disturbing that you brought this item forward as an addendum item

regarding 5550 Langstaff without any notification to the community that is directly affected. You have an obligation to your constituents to not only apprise them any developments but you also have an obligation to allow for public input. Did you even consider meeting with the community to advise them of your intentions to proceed with the development at 5550 Langstaff?

This is yet another liberty that you have taken in the midst of a raging pandemic. Your actions in this matter are deplorable.

I strongly request that your addendum item be retracted until the people affected by this development have been notified of a public meeting to hear their input.

As you are well aware this development is situated on a recognised Ministry of Environment brown field where hazardous waste has been dumped dating back decades and for years the community has been concerned for their health and welfare.

You are aware that the residents of this community have had their lives turned upside down over the last 15 years with a history of poor management on the City's including the transport of dump trucks carrying hazardous material through their neighbourhood.

You are aware that the first phase of this development was started without permits or an acknowledged Record or Site Condition by the Ministry of Environment.

You are aware that the residents of this community have been waiting for years for some kind of resolution to this matter.

That said you decided to proceed with none other than an addendum item without any public notification or opportunity for the public for input. The manner in which this development has been managed over the years has also been deplorable.

Other members of Council and the Mayor also have an obligation to reject Councillor Carella addendum at the next Special Council Meeting until the proper protocols and public notices have been provided.

I and others would like to know what your plans are prior to making a motion to Council.

Sincerely
Richard T. Lorello

On Tuesday, April 20, 2021, 11:31:31 a.m. EDT, IRENE FORD <[REDACTED]> wrote:

Hello,

At this mornings meeting I tuned in late. Councillor Carella brought up a development application 5550 Langstaff Rd. I don't really understand why or how it got to be here or what the motion was fully about. He

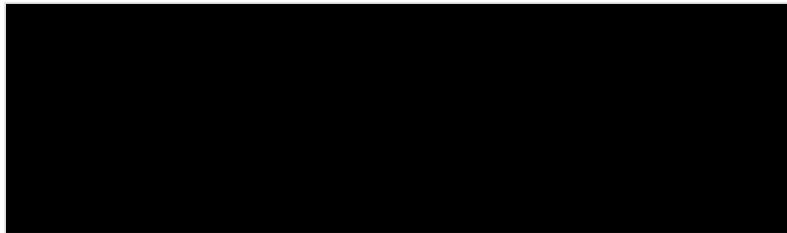
is pushing to get approval for something so the construction on this site can get the green light. It sound like the Mayor is going to schedule a Special Council meeting for this. I think Councillor Carella's intentions are good here and just wants this saga over with, at least that's how he's presented this.

I take issue more with the process as to why and how a development application came up in this meeting. It would seem the issue will now by-pass CofW and go straight to a Special Council meeting as per Vaughan's by-law no one can speak at Council meetings so it sounds like whatever just happened circumvented opportunities for residents to give deputations. Councillor Carella is willing to take the heat for this b/c the saga has been going on for so long...

If you are more familiar with the history and have concerns here you may want to reach out to inquire what is happening. I will not be doing anything further with this item.

Irene

['Joint failure': 15-year saga over Vaughan dump site development heats up — again — due to waste haulage](#)



'Joint failure': 15-year saga over Vaughan dump site development heats u...

'I lost friends over this ... Some people thought I'm not doing enough,' Coun. Tony Carella said.