

Victor Manoharan

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

**Sub: THE SALZ CORPORATION
100 STEELES AVENUE
CITY OF VAUGHAN**

**Item #4 OPA 20.001
Zoning By-law Amendment File Z.20.004
Draft Plan of Subdivision File 19T-20V001**

Respected board members, I have lived in this area for the past 30 years. On behalf of the Springfarm I am submitting this letter for your consideration. We are requesting that the board reject the Salz Corporation proposal for the following reasons:

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1 [a]

City of Vaughan's 2010 Official Plan and Secondary Plan designated the parcel as Commercial General [CG], Commercial Convenience [CC] and a small northern portion Residential Medium Density[R2}. The intent of planners was to create a mixed use of commercial businesses and general commercial buildings. This would create jobs and provide commercial services for the local population. We oppose the request to have the present zoning changed to RA3 Apartment Residential.

1 [b]

Presently there are no schools, hospitals, Health Centres, Child Care Centres, Recreation Centres, City, Provincial or Federal branches within walking distance. This along with the other three proposals would increase the population in this area by 20,345 people (7535 units x 2.7 people per unit).

The existing current population of the Springfarm neighbourhood is 20,700 people. More particularly, all residential units south of the railway tracks amount to a current population of approximately 1000 people. This new growth would dramatically increase and change the lifestyle of people while putting a huge burden on existing services. The population growth of the immediate area would increase 2000% while the entire Springfarm area would double in population. Where are the additional supporting services to serve a population of 30,000 people?

1 [c]

Commercial business not only creates jobs but they also pay our City much higher taxes. Businesses pay full commercial tax and at the same time demand no schools, libraries, health services, etc. This not only increases the tax revenue for the City but also reduces the tax burden and commuting issues for local residents.

2

Ontario is far behind in its planning, especially in rail transit for urban areas. This idea of building residential towers around subway stations has no merit. This does not reduce car traffic, as a matter of fact it increases road traffic and congestion. This model forces residents and families to drive around for many essential services.

Perhaps it would be a better way to plan and build residential towers around commercial and business centres within walking distance.

3

The commercial portion of the 6 requested buildings in the Salz proposal would result in less than 2% commercial development and 98% residential development. Most of this 2% in the proposed commercial portion is a new car dealership building. As Figure 1 shows, we already have 16 dealership buildings within walking distance from this site.

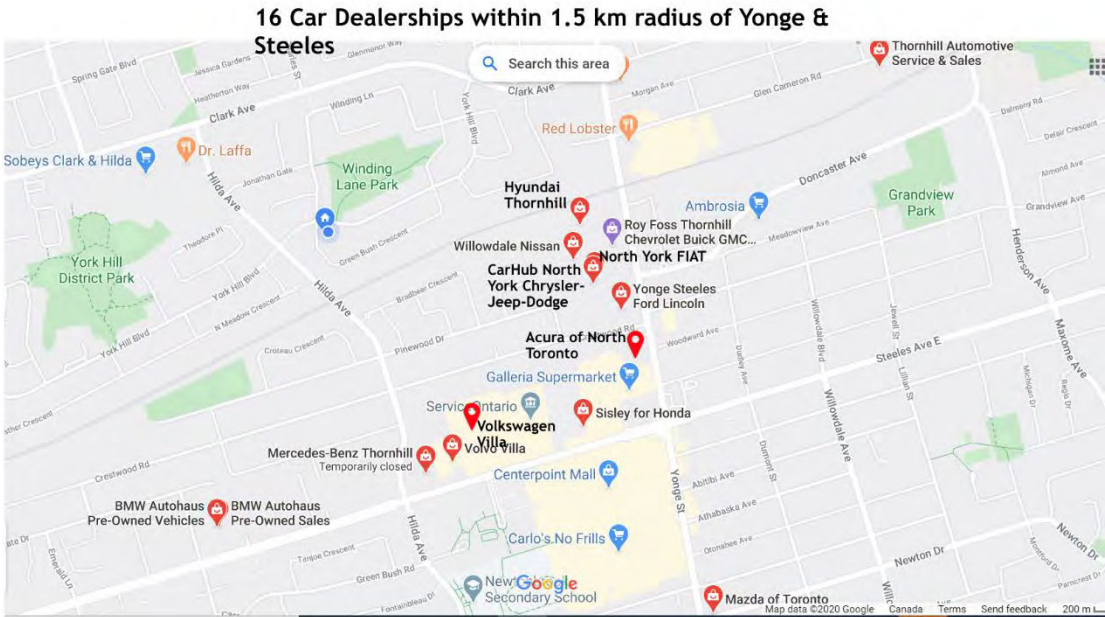


Figure 1

Do we need one more car dealership? I question if this is the proper use for this valuable site. A good development example to follow would be what has taken place along Yonge Street in Richmond Hill. Many of the car dealerships have relocated, freeing up valuable sites for more useful developments for residents.

4

The present density on the site is 3.5 for commercial and 1.5 for residential. The Salz request is for 8.4. This would result in a 240% increase. Is the city willing to increase the density for all lots within the development area?

5

We request that the board reject the proposal and direct Salz to resubmit development plans with a minimum of 70% commercial and 30% residential mix. This would benefit both the developer, the City and the area residents.

Council, please respect the Yonge-Steeles Corridor Secondary Plan you approved in 2010.