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COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 38, Item 4

From: [Todd Coles](#)
To: Clerks@vaughan.ca; [John Britto](#); [Isabel Leung](#)
Subject: Fwd: Letters re: Items 3 and 4 - Committee of the Whole Public Hearing September 13, 2021
Date: September-13-21 11:58:51 AM
Attachments: [2021.09.10 - Objection Letter re Blackthorn Development - Final.pdf](#)
[2021.09.10 - Objection Letter re Mega VistaDevelopment - Final.pdf](#)

Todd Coles, BES, MCIP, RPP
City Clerk
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From: Kurt Franklin <kfranklin@westonconsulting.com>
Sent: Monday, September 13, 2021 11:57:55 AM
To: Todd Coles <Todd.Coles@vaughan.ca>
Cc: Hanieh Alyassin <halyassin@westonconsulting.com>; Vera DAlessandro <[REDACTED]>; Sylvia Buttarazzi <[REDACTED]>; Joe Guarascio <joe@royaloverheaddoors.com>
Subject: [External] Letters re: Items 3 and 4 - Committee of the Whole Public Hearing September 13, 2021

Todd

Attached please find two letters addressing landowner concerns regarding Items 3 & 4 on tonight's Public Hearing agenda. It would be greatly appreciated if these could be circulated to the Mayor and members of Council. Also, I have registered to speak to both of these items tonight.

Thanks
Kurt Franklin

KURT FRANKLIN, BMath, MAES, MCIP, RPP
VICE PRESIDENT

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Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
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September 10, 2021
File 6169

Attn: Mr. Todd Coles, City Clerk

**Re: Committee of the Whole, September 13, 2021
Item 4
7551 and 7601 Jane Street, City of Vaughan**

Weston Consulting is the Planning consultant for the owners of the properties located at 126A Peelar Rd, 126/146 Peelar Road, and 114 Peelar Rd. properties. These properties abut the subject lands to the south. We have reviewed the proposed development application material, and the surrounding context, and have concerns that the proposed development represents over-development of the subject lands which would have a negative impact on the future development of our clients' lands. We offer the following comments in support of this position.



Figure 1: Aerial photo of Pandolfo properties and 126A and 126/146 Peelar Rd properties

Pandolfo/ Blackthorn Site Location and Context

The development properties are located at the southeast corner of Doughton Road and Jane Street, within 800 metres from Vaughan Subway Station. The site has a total area of approximately 11.7 acres (4.73 hectares). The site directly borders the Black Creek Green Space Corridor to the west, abuts Doughton Road to the north, and its eastern limits runs along Maplecrete Road. As shown on **Figure 1**, the site is adjacent along the north side of subject properties, where the future extension of Interchange Way is anticipated in the Vaughan Metropolitan Centre Secondary Plan (VMCSP).

Pandolfo/ Blackthorn Proposed Development Summary

The proposed multi-phase development of Vaughan City Square consists of nine high-rise residential buildings ranging in height from 30 to 58 storeys, situated on top of six four-storey podiums. As per the submitted site Architectural plans, a Floor Space Index (FSI) of 10.6 and total Gross floor area (GFA) of 366,701.7 Sq metres are proposed. In total, the development will yield 4,563 residential units ranging in size from studio units to three-bedroom units.

Planning Comments

Our review of the applications and the area context has identified several areas of concerns in relation to the latest proposed development:

1. Proposed Location of the Extension of Interchange Way

VMC Secondary Plan proposed that the future extension of Interchange Way is to be located totally within the Pandolfo/Blackthorn lands whereas the development applications move the future public road south onto our client's lands. Schedule C of the Vaughan Metropolitan Centre (VMC) Secondary Plan clearly identifies that the road is to be located north of our client's lands and entirely on the Pandolfo/Blackthorn properties.

Moving the road onto our client's lands prejudices the future efficient development of our client's lands. The proposed road location renders a portion of our client's lands essentially undevelopable as the road consumes 17m of a strip of land that is only 25m wide. The remaining 8m area is too small to support future development.

In addition, the issue of the road location was addressed as part of the VMCSP mediation discussions and settlements before the OMB. Discussions were held with the owners of the development land, City staff, and Weston Consulting as the owners of the development land advocated for the relocation of the extension of Interchange Way partially onto our client's lands. This position was rejected by our client's, City staff, and the OMB as the road location remained on the proposed development lands as part of the settlement for the Pandolfo lands (Site A on Schedule K) and the settlement for our client's lands (Site I on Schedule K).

Finally, shifting the road back onto the development lands, as anticipated in the VMCSPP and approved at the OMB, will not impact the scale of development permitted on the development lands. The VMCSPP contains policies that permit the transfer of development density for lands being dedicated to the municipality, including new roads and road widenings, onto the remaining development lands. Thus, the development landowners do not sacrifice development rights by retaining the totality of the Interchange Way extension on their lands as approved in their settlement with the City and approved by the OMB.

2. Shortage of Parking

The proposed development is comprised of 4,563 residential units and 2,371 m² of Commercial GFA. As per the Architectural Plans, this scale of development requires 4,440 parking spaces to meet the Zoning by-law requirements for the residential development. In addition, the City's Zoning by-law requires an additional 60 parking spaces to support the proposed Commercial development. Thus, a total of 4,500 parking spaces are required to support the proposed development.

The proposed development, however, only provides 2,304 residential and 456 visitor parking spaces with no Commercial parking provided. This is a shortage of 2,010 parking spaces. Residential parking in the proposed development is provided at a per unit rate of 0.5 spaces per unit. Thus, over 2,281 units have no parking available to them. The same for the Commercial units within the development.

The serious shortage of parking for the proposed development will have a negative impact on both new development within the VMCSPP area as well as on the existing business operating in the area. While we agree that the location of the VMC subway station and the future rapid transit development does justify lower parking rates, this level of parking will likely result in an excessive amount of on-street parking that will impact the surrounding lands.

3. Development Density

The Pandolfo/ Blackthorn development proposes a density of greater than 10 FSI. While this development is within a Major Transit Station Area, this intensity of development is excessive. As discussed above, there is already a serious lack of parking proposed in this development. Also, this level of density concentrates a much greater portion of residential development than was anticipated in the VMCSPP. This takes future density of development away from other development lands, including our client's, as a greater share of the approved development in the VMC would be allocated to the proposed development. This is not fair to the other landowners in the VMCSPP and represents over-intensification of the development lands.

4. Re-Designation and Development of Major Parks & Open Space Lands

The development applications propose to re-designate lands for development that are currently designated as *Major Parks and Open Space* in the VMCSPP. The site-specific policies agreed to by the landowner in their VMCSPP settlement agreed to by the City and approved by the OMB maintained this land use designation. The proposed development is contrary to this settlement.

The VMCSPP proposes a major parks corridor along the relocated Black Creek that was approved by City Council and the OMB. This parks corridor is the major park area for the south-east quadrant of the VMC and should be preserved. Development should not be permitted to intrude into this section of the Black Creek open space and park area.

Summary

Based on our analysis, the proposed development represents a significant over-development of the subject lands. The density is significantly greater than that approved in the settlement between the landowner and the City as shown in the site-specific policies for Site A in the VMCSPP. There is insufficient parking that will negatively impact adjacent landowners and the operation of existing businesses in the area. The future extension of Interchange way is incorrectly located partially on our client's lands which is contrary to the site-specific settlement agreed to by the landowner and prejudices the efficient development of our client's lands. Finally, the development proposes to remove lands from the Major Parks and Open Space land use designation to the detriment of the future development the area.

Thank you for the opportunity to provide these comments. Please contact the undersigned at extension 224 or Hanieh Alyassin at extension 337 should you have any questions regarding this submission.

Yours truly,
Weston Consulting



Kurt Franklin BMath, MAES, MCIP, RPP
Vice President

Cc: Jessica Kwan, City of Vaughan Planning
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