



**COUNCIL MEETING – SEPTEMBER 27, 2021
COMMUNICATIONS**

	<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
<u>Distributed September 24, 2021</u>			
C1. Maurizio Rogato, dated September 13, 2021.	39	1	Committee of the Whole
C2. Kurt Franklin, dated September 13, 2021.	38	3	Committee of the Whole (Public Hearing)
C3. Kurt Franklin, dated September 13, 2021.	38	4	Committee of the Whole (Public Hearing)
C4. Melissa Aminirad, dated September 11, 2021.	38	2	Committee of the Whole (Public Hearing)
C5. Andre Lewis, dated September 13, 2021.	38	2	Committee of the Whole (Public Hearing)
C6. Daryl Keleher, dated September 14, 2021.	39	1	Committee of the Whole
C7. Susan Beharriell, dated September 14, 2021.	39	37.2 SC2	Committee of the Whole
C8. Irene Ford, dated September 14, 2021.	39	37.2 SC3	Committee of the Whole
C9. Chris Meitsch, dated September 15, 2021.	41	3	Committee of the Whole (Public Hearing)
C10. Tony Bonello, dated September 15, 2021.	41	5	Committee of the Whole (Public Hearing)
C11. Angela Pisan, dated September 15, 2021.	41	5	Committee of the Whole (Public Hearing)
C12. Nadia Conforti Paoella, dated September 14, 2021.	41	5	Committee of the Whole (Public Hearing)
C13. Elias Mathioudakis, dated September 14, 2021.	41	5	Committee of the Whole (Public Hearing)
C14. Sandra Debrito and Gerald Wheeler, dated September 14, 2021.	41	5	Committee of the Whole (Public Hearing)
C15. Nick Lapacciana, dated September 15, 2021.	41	3	Committee of the Whole (Public Hearing)

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Please note there may be further Communications.



**COUNCIL MEETING – SEPTEMBER 27, 2021
COMMUNICATIONS**

	<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
C16. Peter Ro, dated September 15, 2021.	41	5	Committee of the Whole (Public Hearing)
C17. The GTA West Project Team, dated September 13, 2021.	39	37.2 SC3	Committee of the Whole
C18. Nima Hejazi, dated September 10, 2021.	38	2	Committee of the Whole (Public Hearing)
C19. Daniel Steinberg, dated September 17, 2021.	41	2	Committee of the Whole (Public Hearing)
C20. Memorandum from the Acting Deputy City Manager, Infrastructure Development, dated September 24, 2021.	39	37.2 SC3	Committee of the Whole
C21. Memorandum from the Deputy City Manager, Planning and Growth Management, dated September 23, 2021.	39	16	Committee of the Whole
C22. Memorandum from the Deputy City Manager, Planning and Growth Management, dated September 24, 2021.	39	9	Committee of the Whole
C23. Memorandum from the Deputy City Manager, Planning and Growth Management, dated September 24, 2021.	38	2	Committee of the Whole (Public Hearing)
C24. Confidential memorandum from the Deputy City Manager, Planning and Growth Management and the Deputy City Manager Administrative and City Solicitor, dated September 23, 2021.	40	9	Committee of the Whole (Closed Session)

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Please note there may be further Communications.

From: [Maurizio Rogato](mailto:Maurizio.Rogato@blackthorncorp.ca)
To: [Adelina Bellisario](mailto:Adelina.Bellisario@vaughan.ca); daryl.keleher@altusgroup.com
Cc: Clerks@vaughan.ca
Subject: [External] Re: Correspondence: Black Creek Area Specific Development Charges By-law...
Date: September-14-21 3:21:18 PM

Adelina

Hope all is well.

Thanks for confirming.

My letter should still be on record and not replaced.

Thanks

Maurizio

Maurizio Rogato B.U.R.Pl.,M.C.I.P.,R.P.P.

Principal
BLACKTHORN DEVELOPMENT CORP.
Tel: 416-888-7159
www.blackthorncorp.ca

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From: Adelina Bellisario <Adelina.Bellisario@vaughan.ca>
Sent: Tuesday, September 14, 2021 3:15:02 PM
To: daryl.keleher@altusgroup.com <daryl.keleher@altusgroup.com>
Cc: Clerks@vaughan.ca <Clerks@vaughan.ca>; Maurizio Rogato <mrogato@blackthorncorp.ca>
Subject: RE: Correspondence: Black Creek Area Specific Development Charges By-law...

Hi Daryl,
Thank you for your email. Your letter has replaced Maurizio previously submitted attached letter.

Adelina Bellisario
Council / Committee Administrator
905-832-8585, ext. 8698 | Adelina.Bellisario@vaughan.ca

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



From: Daryl Keleher <>
Sent: Monday, September 13, 2021 4:22 PM
To: Maurizio Rogato <mrogato@blackthorncorp.ca>; Clerks@vaughan.ca; Todd Coles <Todd.Coles@vaughan.ca>
Cc: Joe Pandolfo [REDACTED]; 'Annibale, Quinto' <QAnnibale@loonix.com>; Schaefer, Steve <sschaefer@scsconsultinggroup.com>; Koryun Shahbikian <kshahbikian@schaeffers.com>
Subject: [External] RE: Correspondence: Black Creek Area Specific Development Charges By-law...

Hi all,

Further to Maurizio's email below, attached is the letter for circulation ahead of tomorrow's public hearing, replacing the attachment he had included.

Regards,

Daryl Keleher, MCIP, RPP
(He/Him)
Senior Director, Research, Valuation & Advisory, Economic Consulting
Altus Expert Services, Altus Group
daryl.keleher@altusgroup.com | www.altusgroup.com

D: 416.641.9717 | T: 416.641.9500 ext.1306 | M: 416.407.7120
33 Yonge Street, Suite 500
Toronto, ON M5E 1G4

From: Maurizio Rogato <mrogato@blackthorncorp.ca>
Sent: Monday, September 13, 2021 4:15 PM
To: clerks@vaughan.ca; Todd Coles <Todd.Coles@vaughan.ca>
Cc: Joe Pandolfo [REDACTED]; 'Annibale, Quinto' <QAnnibale@loonix.com>; Daryl Keleher <daryl.keleher@altusgroup.com>; Schaefer, Steve <sschaefer@scsconsultinggroup.com>; Koryun Shahbikian <kshahbikian@schaeffers.com>
Subject: Correspondence: Black Creek Area Specific Development Charges By-law...
Importance: High

CAUTION: This email originated from outside this organization. Do not click links or open

attachments unless you can confirm the sender and know the content is safe.

John and Todd,

Good afternoon.

Please find attached correspondence from our office regarding the proposed Area Specific Development Charges By-law pertaining to the Vaughan Metropolitan Centre (VMC) and Black Creek Renewal Project.

Please ensure the attached correspondence is circulated to Members of Committee of the Whole ahead of tomorrow's Public Hearing.

Please acknowledge receipt of the attached correspondence.

Your assistance regarding the distribution of the attached comments is greatly appreciated.

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

Thank you,

Maurizio

Maurizio Rogato B.U.R.Pl., M.C.I.P., R.P.P.
Principal



Land Development | Land Use Planning | Project Management | Government Relations

Tel: 416-888-7159

www.blackthorncorp.ca

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September 13, 2021

City of Vaughan
Committee of Whole C/O
Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Attention: Mr. Todd Coles, City Clerk

RE: Comments: Black Creek Financial Strategy and Area Specific Development Charge By-law
7551 & 7601 Jane Street
City of Vaughan, Region of York

Dear Chair & Members of Committee,

I write on behalf of 785343 Ontario Ltd. & I & M Pandolfo Holdings Inc., being the Registered Owner of lands municipally addressed as 7551 & 7601 Jane Street (*Vaughan City Square*) and located on the east side of Jane Street, south of Highway 7, on the south side of Doughton Road, west of Maplecrete Road and north of the future Interchange Way extension ("*Subject Lands*").

We appreciate the opportunity to continue to provide comments pertaining to the Black Creek Financial Strategy including these additional comments being provided as part of the second Public Hearing regarding the proposed Area Specific Development Charges By-law (*ASDC By-law*).

Firstly, on behalf of our client, we wish to thank Members of Committee and Council for previously deferring the Area Specific Development Charges By-law to permit additional landowner consultation.

However, despite additional consultation over the summer, which has been limited to two (2) brief Meetings with City Staff and the Project Team, we continue to have great concerns with the By-law and the costs included, which are estimated and not accurate.

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Accordingly, we respectfully request Committee and Council continue to defer passing of an updated Area Specific Development Charges By-law, until such a time as the costs can be verified through Detailed Design and reliable cost analysis, while also permitting for additional consultation through working sessions, which will result in an improved By-law.

Passing the By-law with its current costs will have significant and negative impacts to our client's existing business (*Banquet Hall*) and the Vaughan Metropolitan Centre (*VMC*).

In addition to this correspondence, Altus Group has prepared a letter, under separate cover, which will be provided to Members of Committee, on behalf of our client and Zen Group being a VMC landowner.

The Altus Group correspondence clearly provides continued concerns with the By-law's estimated costs, which are more than what is required, for the Black Creek improvements and outlines the compounding effects of the By-law's land inclusions, which leads to inflated revenues.

Altus Group had requested additional information, from City Staff, information of which requires additional review and discussion.

Given the importance of such a By-law, allowing additional time to ensure clarity, proper cost analysis, meaningful dialogue and consensus with affected landowners is respectfully requested.

Working together and undertaking landowner working sessions with City Staff and the Project Team will result in a more accurate By-law.

Further, in discussions with City Staff it has been advised no interim solutions for protection of existing businesses will be undertaken as part of the Detailed Design process. Interim solutions are fundamentally important to ensure existing businesses and their operations are not negatively affected during construction.

While our client can advance a solution for its lands, such a solution should be accounted for during the Detailed Design process, as it may result in cost reductions due to the removal of a portion of lands from the floodplain.

Lastly, it is our understanding the city is rightfully pursuing Grant Funding through the Federal Disaster Mitigation Adaptation Fund, together with the participation of the Toronto and Region Conservation Authority (*TRCA*) and other governmental authorities.

Given the aligned efforts of the city and the TRCA, awaiting the outcome of the grant application is prudent, as it may result in appropriate funding for the Black Creek renewal

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project, which in turn will reduce the costs of the By-law and limit the barriers to investment within the VMC.

Our client's existing businesses including the Paradise Banquet and Convention Centre have been operating as a family business since 1976, celebrating a 45th anniversary in October.

The founders, Mrs. and Mr. Maria and Italo Pandolfo including the family have a personal attachment to the existing business and family legacy created. As such, it would only be the 'right thing to do' to permit for additional dialogue with affected landowners, like our client, who has actively participated throughout the VMC's evolution as our city's downtown.

Thank you for the opportunity to provide additional comments and it is our expressed hope we can work cooperatively, with the City, to resolve the above noted issues.

We request Notice of Decision, as it relates to the proposed ASDC By-law.

Committee's ongoing attention and support in pursuit of an accurate ASDC By-law is greatly appreciated.

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

Yours truly,
BLACKTHORN DEVELOPMENT CORP.

Maurizio Rogato, B.U.R.Pl., M.C.I.P., R.P.P.
Principal

Email Copy:

Client
Mr. Quinto Annibale, Loopstra Nixon LLP
Mr. Daryl Keleher, Altus Group
Mr. Steve Schaeffer, SCS Consulting Group Ltd.
Mr. Koryun Shahbikian, Schaeffers Consulting Engineers

C2
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 38, Item 3

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
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: 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
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Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

September 10, 2021
File 6169

Attn: Mr. Todd Coles, City Clerk

**Re: Committee of the Whole, September 13, 2021
Item 3 – Mega Vista Real Estate Development Inc.
OPA File OP.21.008 and ZBLA File Z.21.011
185 Doughton Rd, 108-112 Maplecrete Rd, 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 are located south of the subject lands within the southeast quadrant of the Vaughan Metropolitan Centre Secondary Plan area. 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 Mega Vista properties and 126A and 126/146 Peelar Rd properties

Mega Vista Site Location and Context

The development properties are located at the southwest corner of Doughton Road and Maplecrete Rd, within 600 metres from Vaughan Subway Station. The site has a total area of approximately 0.97 ha (2.4 acres). The site has frontage along both Doughton Road to the north and Maplecrete Road to the east (see Figure 1).

Mega Vista Proposed Development Summary

The proposed development consists of one high-rise building with two towers with heights of 40 and 43 storeys. A six-storey podium with ground floor commercial is proposed. As per the submitted site Architectural plans, a Floor Space Index (FSI) of 8.2 and total Gross floor area (GFA) of 80,069 m² is proposed. In total, the development will yield 789 residential units ranging in size from one-bedroom to three-bedroom units and townhouses.

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. Shortage of Parking

According to the submitted Architectural drawings, the proposed development is comprised of 789 residential units and 2,916 m² of Commercial GFA. The plans apply a parking rate of 0.6 spaces per unit, regardless of unit size resulting in a 'required' parking supply of 478 parking spaces. This is an incorrect interpretation of City Zoning By-law 1-88.

Zoning By-law 1-88 requires minimum parking requirements in the VM CSP area based on unit size as follows:

RESIDENTIAL	<u>Residential Uses:</u>			
		Single Family Detached Dwelling	1.0 / unit	-
		Semi-Detached Dwelling		
		Street Townhouse Dwelling		
	Multiple Family Dwelling Apartment Dwelling	Bachelor/1 Bedroom	0.7 / unit	1.0
2 Bedrooms		0.9 / unit	1.3	
3 Bedrooms		1.0 / unit	1.7	
Visitor ⁽⁴⁾		0.15 / unit	-	

As per the Architectural Plans, there are 589 1-bedroom units (including the guest unit), 126 2-bedroom units (including the townhouse units) and 74 3-bedroom units. This results in a total of 601 resident parking spaces being required, along with 91 visitor parking spaces, to support the proposed development. This assumes that the Commercial units are able to use the visitor parking spaces. Since only 479 parking spaces are provided, the development is under-parked by a minimum of 213 parking spaces.

Finally, using a parking rate of 0.6 spaces assumes that 40% of the units (over 300 units) will have no parking spaces. No visitor parking is provided and no Commercial parking is provided.

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

2. Development Density

The Mega Vista development proposes a density of 8.2 FSI. While this development is within a Major Transit Station Area, this intensity of development greatly exceeds the 4.5 FSI permitted in the VMCSA. 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 on this site than was anticipated in the VMCSA, which only permits a density of 4.5 FSI. This takes future density of development away from other development lands, including our clients, 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 VMCSA and represents over-intensification of the development lands.

Summary

Based on our review of the submitted materials, the proposed development represents a significant over-development of the subject lands. The density is significantly greater than that approved in the VMCSA. There is insufficient parking which will negatively impact adjacent landowners and the operation of existing businesses in the area. We believe the development scale should be reduced to be more in compliance with the approved Secondary Plan.

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

A handwritten signature in black ink, appearing to read 'K. Franklin', written in a cursive style.

Kurt Franklin BMath, MAES, MCIP, RPP
Vice President

Cc: Jessica Kwan, City of Vaughan Planning
2443390 Ontario Limited
1034933 Ontario Ltd
F. Barci Holdings

C3
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
905-832-8585, ext. 8281 | todd.coles@vaughan.ca

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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
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Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

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
2443390 Ontario Limited
1034933 Ontario Ltd
F. Barci Holdings

C4
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 38, Item 2

From: [Melissa Am](#)
To: Clerks@vaughan.ca
Subject: [External] Plan amendment file op 21.010
Date: September-11-21 12:32:20 PM

Hello

My only comments on this massive development is how is traffic congestion going to be managed?

As it stands now Major Mackenzie from Bathurst all the way to Pine Valley is a nightmare. Adding 1006 residential dwellings to a section of major mackenzie where there is no traffic relief, on McNaughton is going to make traffic a grid lock and ultimately affect the desirability of the area.

How will traffic be addressed, is McNaughton being widened to accommodate more lanes and thereby more flow? Unless that is the case. I oppose this expansion.

Regards

Melissa Aminirad
Property owner

C5
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 38, Item 2

From: [Andre Lewis](mailto:Andre.Lewis@vaughan.ca)
To: Clerks@vaughan.ca
Subject: [External] Official Plan amendment file OP.21.010
Date: September-13-21 12:24:01 AM

Hello,

I am concerned about and OPPOSE the lack of visitor parking as noted on the “site plan and proposed zoning”.

This will lead to vehicles parking in the nearby neighbourhoods and shopping areas.

For a family with young children this will add to the risks of travel on foot, bicycle and any non-vehicle means of transportation.

Can the developer and/ or City please explain (a) why so few visitor parking spots are allowed and (b) what plans are being made to protect the community from additional traffic.

Thank you in advance.

ACL

Sent from my iPhone

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C6
COMMUNICATION
COUNCIL – September 27, 2021
CW (1)- Report No. 39, Item 1

From: Clerks@vaughan.ca
To: [Adelina Bellisario](mailto:Adelina.Bellisario)
Subject: FW: Black Creek ASDC (2nd Public Hearing Report)
Date: September-14-21 10:32:46 AM
Attachments: [Letter - Black Creek ASDC - COW Meeting Sept 14 2021.pdf](#)

From: Daryl Keleher <daryl.keleher@altusgroup.com>
Sent: Tuesday, September 14, 2021 8:57 AM
To: Clerks@vaughan.ca
Cc: Joseph Sgro <JSgro@zengroup.com>; Sam Speranza <SSperanza@zengroup.com>
Subject: [External] Black Creek ASDC (2nd Public Hearing Report)

Hi,

Please find attached letter for submission to today's Committee meeting, on behalf of my client (with lands at **2986 Highway 7, among other properties**) as noted in the letter.

Regards,

Daryl Keleher, MCIP, RPP
(He/Him)
Senior Director, Research, Valuation & Advisory, Economic Consulting
Altus Expert Services, Altus Group
daryl.keleher@altusgroup.com | www.altusgroup.com

D: 416.641.9717 | T: 416.641.9500 ext.1306 | M: 416.407.7120
33 Yonge Street, Suite 500
Toronto, ON M5E 1G4



Altus Group is a leading provider of commercial real estate advisory services, software and data solutions.

September 13, 2021

Mayor Maurizio Bevilacqua & Members of Council
Committee of Whole

City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Re: Black Creek ASDC – Question and Comments
Our File: P-6694

Altus Group Economic Consulting was mutually retained by 243127 Ontario Ltd. (7725 Jane), and Midvale Estates Limited (2938 Highway 7), 2117868 Ontario Inc. (2966-2986 Highway 7), 785343 Ontario Ltd (7601 Jane) to review the City's proposed ASDC by-law and background study for Black Creek Channelization Works.

Further to meetings with City staff in July and August with myself and each of my respective clients, we provide the following comments, questions and information requests on the City's ASDC, for consideration at the Committee of the Whole meeting dated September 14, 2021.

Information Request – Lands Included vs Excluded from ASDC Calculation

The land areas against which the ASDC will be applied are the “development areas” in each of the three defined benefitting areas (Map 1, Map 2, Map 3), with the denominator of the ASDC calculation being based (for Maps 2 and Map 3) on “developable hectares”.

As per our discussion in a meeting in early September, we have questions regarding the lands included in the net developable hectares in Map 3 of 144 hectares and understanding what the criteria were in making judgements about which parcels within the Map 3 area were developable. The entire Map 3 area includes approximately 1300 hectares of land, of which approximately 144 hectares are assumed to be net developable lands. **We would like to reiterate our request for a map showing the location and boundaries of all parcels within Map 3 comprising the 144 hectares included in the ASDC denominator.**

The issue with such a relatively small fraction of land within the Map 3 boundary being included in the calculation of the ASDC is that if additional lands not within the 144 hectares come forward, the City could raise more revenue than needed to fund the works, or if the lands not within the 144 hectares come forward, but should have been included in the ASDC denominator, the ASDC rates would have been lower. It is also crucial to understand what lands are included in the denominator, and why they were included to provide others in Map 3 some transparency about what lands may remain in the denominator in future ASDC by-law reviews.

Issues with Narrowly Defined Area-Specific Approach to DCs and Significant Future Rate Escalation

The City’s current approach to recovering growth-related costs for stormwater works and associated urban design and public amenities is based on dividing the capital costs in the numerator by the net developable lands in the denominator. Currently, Map 2 has a denominator of 20 hectares, down from 33 hectares in the 2016 ASDC Study.

A concern with this approach is the finite amount of land in the denominator, which if combined with continuing escalating capital costs, could cause a compounding effect leading to significant future ASDC increases, and leaving the last parcel or handful of parcels to develop with all remaining unfunded costs.

In the example below, it is assumed, for illustrative purposes that costs in the numerator increase by 75%, and that the amount of land in the denominator decreases by 75%. This combined effect would have the effect of increasing the ‘unadjusted’ charge (the ASDC before accounting for interest costs) by 600%.

Figure 1 Illustrative Example of Compounding Effect of Increased Capital Costs and Reduction in Finite Denominator

	2021 ASDC Study	Assumptions re: Change	Next ASDC Study	% Change
	<i>Dollars</i>			
Growth-Related Cost	9,774,000	75% Cost Growth	17,104,500	75%
	<i>Hectares</i>			
Area (net ha)	18.98	75% Developed	4.75	-75%
	<i>\$/Ha.</i>			
Unadjusted Charge	514,963		3,604,742	600%

Source: Altus Group Economic Consulting based on City of Vaughan, 2021 ASDC Study

Most municipalities recover stormwater management capital costs through municipal-wide DCs, which smooths out future rate increases by spreading capital costs over a larger, more stable development base that is not shrinking like in the City’s ASDC calculation but rolling forward over time as the City continues to grow.

City Admin Fee – Need for a Percentage Rate (as % of Land Value) vs. Flat Rate

The cost of land acquisition included in the ASDC rate calculation amounts to roughly \$70.4 million, which includes a 3% “City Admin Fee”. The 2016 ASDC Study also included a 3% fee, but it was against a total of \$6 million in total land acquisition costs. It is estimated that the City Admin Fee for land acquisition costs amounts to \$173,000 in the 2016 ASDC Study but increased to \$2.34 million in the 2021 ASDC Study. It is not apparent that the need for City administrative costs will change at all based on the increased land values.

Is the increase in City Admin fee amount included in the ASDC calculation proportionate to the increase in effort and time that the City Admin Fee is meant to reflect?

Black Creek ASDC
September 13, 2021
Page 3

If the land being acquiring in both the 2016 ASDC Study and 2021 ASDC Study is the same quantum of land and/or number of purchase agreements, it is likely that the amount of staff time and costs are more fixed in nature and it would not be reasonable to proportionately increase with the increase in land value.

Other Issues

Other outstanding issues based on our continued review and ongoing discussion with City staff, includes (but may not be limited to) the following:

- Exclusion of public lands from ASDC calculation not consistent with provisions in Development Charges Act where cost of DC exemptions cannot be made up by higher DC rates on those who are not exempt;
- Significant capital cost increases from the 2016 ASDC Study
- The appropriateness of Benefit to Existing (BTE) allocations made in the 2021 DC Study and whether the proportionate benefit of all benefitting lands, including those public lands, as well as other recently developed parcels, have been accounted for.

Sincerely,



Daryl Keleher, MCIP, RPP
Senior Director, Research, Valuation & Advisory, Economic Consulting
Altus Expert Services, Altus Group

cc: Brianne Clace

cc: City Clerk's Office

C7
COMMUNICATION
COUNCIL – September 27, 2021
CW (1)- Report No. 39, Staff Communication SC2

From: [Susan Beharriell](#)
To: Council@vaughan.ca; Clerks@vaughan.ca
Subject: [External] 413 , further development and ON Golden Horseshoe Plan
Date: September-14-21 4:19:29 PM

Hello,

I just learned of this “odd” communication from staff. Why is it not a staff report and why can the public not comment on it? How democratic is this, given the opposition to 413? Why does ON still list Vaughan as supporting 413 when it so wisely has withdrawn it? Why has the Bolton railway suddenly disappeared from transportation plans? This document needs more consideration, both by the public and by you!

Thank you very much.

Susan Beharriell

C8
COMMUNICATION
COUNCIL – September 27, 2021
CW (1)- Report No. 39, Staff Communication SC3

From: [IRENE FORD](#)
To: Council@vaughan.ca; Clerks@vaughan.ca
Cc: [Paul Webster](#); [Dina Ibrahim](#); [Noor Javed](#); [Suzanne Craig](#)
Subject: [External]
STAFF_COMMUNICATION_September_14,_2021_GTA_West_Transportation_Corridor_Route_Planning_and_Environmental_Assessment_Study_-_Update
Date: September-14-21 1:39:20 PM

I was extremely disappointed and concerned to learn that Vaughan's Committee of the Whole agenda starting today at 1pm contains a staff communication providing an update on the GTA West Corridor dated Sept 10 and it would appear released publicly Sept 14. It is unclear to me why it is a communication and not a staff report. In the past updates on the GTA West Corridor have been presented as staff reports. By doing it in this manner it has enabled an item that has high public interest and controversy to sneak onto Vaughan's agenda the day before the meeting. **By default this eliminates any opportunity or time for members of the public to submit letters or send requests for delegations.** Prior to virtual Council meetings members of the public would have been able to request to speak live during the meeting. It is unclear to me if such process exists anymore.

Vaughan Council's procedural by-law does not allow deputations at Council meetings. So while residents may be able to send letters if this goes to Council September 27 there will be no opportunity to give a deputations. Whether intentional or not the last minute communication has created a process that effectively eliminates any opportunity for members of the public to speak to this communication. It still seems highly undemocratic given the level of concern and scrutiny surrounding the Highway 413/GTA West Corridor. I have not been able to fully read the document but my understanding is that Vaughan Staff's presentation of feedback from the MTO community engagement July 28 meeting is skewed. Make no mistake that the public left this meeting with nothing but frustration and anger.

It is also unclear to me why Vaughan staff have submitted their comments on the GGH transportation plan as a communication and not as a staff report. I was very happy to see the Vaughan staff had clearly identified Vaughan Council's decision to no longer support the GTA West Corridor and that it was still included in the provinces discussion paper. I also found it highly concerning that the proposed Bolton rail line was omitted in the Province's Discussion Paper. It seems to me there is a tremendous amount of development pressure, both in Bolton/Caledon and NW Vaughan being justified b/c this line will be coming I hope this may give Vaughan Council pause when approving development applications in this area. I have not had time to confirm this but I believe the whole premise of the MZO approved in Caledon was that this GO Line and a station was coming?

What is the difference between a staff communication and a staff report?

Thank you,
Irene Ford

C9
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 41, Item 3

From: Clerks@vaughan.ca
To: [Adelina Bellisario](mailto:Adelina.Bellisario)
Subject: FW: [External] Official Plan Amendment File OP.21.012 - Woodbridge Park
Date: September-15-21 10:09:24 AM

From: C M [REDACTED] >
Sent: Tuesday, September 14, 2021 9:53 PM
To: Tony Carella <Tony.Carella@vaughan.ca>
Cc: Clerks@vaughan.ca; jmcfarlane@westonconsulting.com
Subject: [External] Official Plan Amendment File OP.21.012 - Woodbridge Park

Hi Councillor Carella and Committee of the Whole,

I am writing to you today after having listened to the city council meeting which took place today regarding 5390 Steeles Ave. W. and the developers proposed amendment to the structures to be developed on site.

I live in the adjacent townhome community at 21 Tauton St. and from my experiences while living here over the last 18 months will hopefully give insight into why this proposal should never be accepted.

The community already struggles with parking and narrow laneways, there is never availability for visitor parking and whatever little there may be would almost certainly be taken by people visiting a new 25 storey highrise or retail development associated with it. An issue already apparent in the fact that the proposed parking structure would not even have enough to service the residents of the new building.

The assisted living facility "Woodbridge Vista" on the west side of this plot of land also struggles with parking. More often than not people park illegally on the side of the only entry road to the entire community located off of Steeles. On that note, this single point of entry for this community which already services Woodbridge Vista and the 249 townhome dwellings in this area cannot possibly cope with the additional traffic a 25 storey building and retail development would cause because it already cannot handle what it currently has.

There is a major issue with safety specific to the under developed area at the entry to Saintfield Drive. There is no way for the school bus to enter the townhome community so it stops and waits in the same spot as the people who are unable to park at Woodbridge Vista (illegally on the side of the Rd., which is also the single point of access to the entire community). This creates havoc in early morning rushhour and causes long waits to get out but more importantly it creates an incredibly unsafe environment for children who are forced to walk up Saintfield Drive with no sidewalk or safe waiting area to board the bus. Furthermore, turning left into the community off of an already extremely busy Steeles Ave. with no advanced green light is incredibly dangerous and time consuming. The short narrow left turn lane which serves at best 3 cars and the kink located in

Steeles Rd. at this specific point creates a horrible blindspot when cars opposite east bound traffic are also turning left onto Gihon Springs from Steeles. This is a situation which should have already been prevented but instead of considering this they are looking to add more traffic into this dangerous intersection. Adding more cars turning left into the community during rushhour will cause backups into Steeles Ave.

It is incredulous that this developer wishes to build more before even finishing what they have started and even worse that what they plan will not improve the area but only serve to cram as many dwellings as possible into a very small area without considering the effects on those who purchased townhomes in the community with no knowledge of this.

The response provided by Ms. McFarlane with regards to having conducted a study with an engineer provides zero comfort to any of the issues above. As we all know the space there is cannot be expanded. Roads cannot be widened where there is no more land. Additional signage as suggested will never create additional entries or double the capacity of an already overwhelmed road.

It was also mentioned by Ms. McFarlane that the park which currently exists is not part of their development, rather it is the city's. The park I assume, was required as part of the community development plan, a plan which never included a 25 storey residential building on top of the townhome community. I fail to understand how her response addresses the concern that the park simply cannot handle the additional demand this new structure would cause, because it is already more often than not full of children from our community as it is. It is a public park and should remain accessible to everyone and if a developer wishes to make money then they should enrich the community not only themselves. None of the plans or responses provided by the developer alleviate current issues, infact they will only serve to aggravate them.

I highly encourage you to take a visit to this area to see for yourself the issues which already exist and the potential disasters this development will cause.

Regards,

Chris Meitsch

C10
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 41, Item 5

From: Clerks@vaughan.ca
To: Adelina Bellisario
Subject: FW: [External] Rutherford/Hawkview condos
Date: September-15-21 10:06:18 AM

From: Tony Bonello <[REDACTED]>
Sent: Tuesday, September 14, 2021 9:01 PM
To: Clerks@vaughan.ca; elvia@elviracaria.com
Subject: [External] Rutherford/Hawkview condos

This email is in opposition of the condos and towns proposed between Rutherford and Hawkview Blvd.

There have been enough accidents on Rutherford in this area, and you cannot widen Hawkview! Going down Hawkview up until now has been a daring task for many even without this crazy idea!! Vellore Woods at Rutherford is already crazy waiting for a green light and you sure can't expect additional traffic to exit Hawkview onto Weston rd.

The fact that this is even being considered is a sign that safety is not a consideration but only greed and if this for some insane reason does pass, we will continue to fight for this not to go through.

Tony Bonello
[REDACTED] Sunview Dr, Woodbridge, ON

C11
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 41, Item 5

From: Clerks@vaughan.ca
To: Adelina Bellisario
Subject: FW: [External] Rutherford and Hawkview Blvd Development
Date: September-15-21 10:04:30 AM

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

From: Angela P. [REDACTED] >
Sent: Tuesday, September 14, 2021 8:33 PM
To: Clerks@vaughan.ca
Cc: [REDACTED]
Subject: [External] Rutherford and Hawkview Blvd Development

Hello

I am writing as I have just been notified through social media of this development at Rutherford and Hawkview. Being a Vellore Woods resident, in the past I have received these notifications but possibly the impact of the pandemic, these communication from the city have not been forthcoming in the usual fashion which is dissappointing. I have heard rumblings about this in the past but nothing formal shared recently. Hoping the city can come up with a system to share this information in a timely way so that residents are informed and everything is transparent.

I am writing as a Vellore Woods resident with my continued concern with density in my neighbourhood. As this may be late coming to you, I still want inform you of my opposition to this density development of the two 12 storey condos at Rutherford and Hawkview. The traffic is horrendous in the area and I continue to be suprised that density developments continue in the area despite the continuous complaints of residents and ratepayer associations that represent them, on this and their impacts on the neighboring area. I am hoping that reconsideration can be given to this and instead thoughts to building single dwelling homes in this place and not condos or apartments.

I have attended forums where residents comments on these types of issues have been dismissed. I hope in this instance this is not.

Sincerely
Angela Pisan
Vellore Woods Resident

From: [Nadia Conforti Paoella](#)
To: [Laurie Zuccaro](#)
Cc: [Clerks@vaughan.ca](#); [REDACTED]
Subject: [External] Re: Land development proposal between Esso at Vellore Woods and No Frills on Rutherford
Date: September-14-21 1:58:46 PM

Hi

I also oppose for the same reasons below. Also keeping in mind that an elementary school is nearby and all the additional cars and traffic are a safety concern for our students as well. I am concerned about accessibility for emergency vehicles.

Too much congestion.

I am strongly opposed !!!

On Tue, Sep 14, 2021 at 8:38 AM Laurie Zuccaro <[REDACTED]> wrote:

I oppose all this density in such a small space on a street that can't handle the traffic in its current state. Hawkview was designed badly to begin with and I blame the city for not having a standard minimum allowance of 2 car driveways for this. Minimum 2 car park driveways plus a garage is essential in this day and age. This proposed high density of 3 towers plus towns, whether there is access from Rutherford only or not would be detrimental to this neighborhood that is already experiencing grid lock every single day except the weekend.

This needs to be broken down further.

OPPOSED!!!!

Kind Regards,
Laurie Zuccaro

--
--



Laurie Zuccaro
Sales Representative/Client Care
Specialist
KEY GROUP Real Estate

- [REDACTED]
- [REDACTED]
- www.yourkeygroup.ca
- [8854 Yonge St., Richmond Hill, ON](#)



C13
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 41, Item 5

From: [Louie Elias Mathioudakis](mailto:Louie.Elias.Mathioudakis)
To: Clerks@vaughan.ca
Cc: [REDACTED]
Subject: [External] 3660 Rutherford Road Development
Date: September-14-21 1:43:44 PM

To whom it may concern;

I am strongly opposed to the development of 2 Twelve story condos, 1 six story condo and row of townhouses between Rutherford Road and Hawkview Blvd.

If approved this development would

- increase congestion and traffic in this area that is already highly congested
- not support access for emergency (fire, ambulance) vehicles on Hawkview Blvd as it is a very narrow street and added cars parked on either side would not allow room for passage

I hope the developer can come back with a better proposal as this is totally out of spec in regards to the surrounding community of single family homes and row condos.

Sincerely, Elias Mathioudakis

C14
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 41, Item 5

From: [Sandra deBrito](mailto:Sandra.deBrito@vaughan.ca)
To: Clerks@vaughan.ca
Cc: [REDACTED]
Subject: [External] OPPOSING RESIDENT Re:Proposed Condos at Rutherford and Hawkview
Date: September-14-21 12:33:01 PM

We OPPOSE this development!

This is extremely important to me as a close resident. I live VERY close to this piece of property and leaving our subdivision (ie. getting onto Rutherford to hop onto the 400) in the morning already takes 20 minutes and I live 1 minute away from Rutherford.

This was also proposed at the City in the early 2000s with the same piece of property which I attend and the proposal which was DENIED back then because of all the reasons I am providing you in this email.

One resident showed a video at city hall, of him sitting in traffic for 15 minutes, while trying to get to Rutherford road and he only lived a block away.

Since the early 2000s many more residents have entered our subdivision and surrounding area, including the Marina complexes.

Not to mention, Hawkview is a narrow road already. Those homeowners park on the city streets which then narrows the road even more. Where are they supposed to park, most homes have a least two vehicles, the driveways and garages in that part of the subdivision cannot accommodate two vehicle families.

Vehicles from other subdivisions use Hawkview as a shortcut to get to the 400. Which makes turning onto Vellore Woods and then to Rutherford already a nightmare.

There have been so many accidents at that intersection (ie Vellore Woods and Rutherford intersection).

Aggressive/impatient drivers on Hawkview whom do not wish to wait their turn to either to continue on Hawkview to Weston Road or go north on Vellore woods Ave drive past the drivers waiting to turn south on Vellore Woods just to get to where they wish to go. This intersection at Hawkview and Vellore Woods is already very congested.

The drivers from this new subdivision that is proposed, where are they supposed to go should they wish to get on the 400? Hawkview Blvd? There is no access east as the median prevents any 400 access.

Its already difficult for those parents who are dropping their children off at the daycare located in the plaza at Hawkview and Vellore woods to exit with the all the traffic. Any person using the retail at the plaza (dry cleaners, bakery or restaurants etc) have the same issue. I myself avoid that gas station or Tim Horton's in the mornings because of the difficulty getting in and out of their business. Should I not support local, after all it is very convenient to get gas on that corner as I am on my way.

The median on Rutherford road was completed to protect drivers at they exited No Frills or the gas while trying to turn east to the 400 access ramp, people have died in accidents in doing so.

You are adding too many more people to this already overcrowded subdivision. There is no room to add the amount of vehicle traffic to this small space.

Please no more high rise residential developments!!

Thank you for hearing us out. I will be attending this zoom conference.

Sandra Debrito
Gerald Wheeler

C15
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 41, Item 3

From: Clerks@vaughan.ca
To: [Adelina Bellisario](mailto:Adelina.Bellisario)
Subject: FW: [External] Proposed condo bldg on Steeles ave. and Gihon Spring Dr
Date: September-15-21 9:54:46 AM

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

From: Nick Lapacciana [REDACTED] >
Sent: Tuesday, September 14, 2021 7:51 PM
To: Clerks@vaughan.ca
Subject: [External] Proposed condo bldg on Steeles ave. and Gihon Spring Dr

Dear sir or Madam ,

I live at [REDACTED] Gihon Spring Dr and I am very worried about the new residential construction happening in my area .
The construction of a 25 storey condo building on Steeles ave and Gihon Spring Dr will make the car traffic on my street a lot worse .

I would like to speak to the people in charge of approving this proposed condo building . Who can I talk or write to express my concern .

Thank you

C16
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 41, Item 5

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: Opposition to the development (Rutherford & Hawkview)
Date: September-15-21 9:19:28 AM

From: Peter Ro [REDACTED] >
Sent: Tuesday, September 14, 2021 5:17 PM
To: Clerks@vaughan.ca
Cc: [REDACTED]
Subject: [External] Opposition to the development (Rutherford & Hawkview)

To whom it may concern,
I'm a resident at Vellore Village and oppose to the development. The neighborhood and area is already congested as is, it does not make any sense to make it more congested.

Sincerely,
Peter Ro

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C17
COMMUNICATION
COUNCIL – September 27, 2021
CW (1)- Report No. 39, Staff Communication SC3

From: project_team@gta-west.com
To: project_team@gta-west.com
Subject: [External] [Newsletter/Marketing] Notice of Community Engagement Webinar #2 - GTA West Highway and Transit Corridor EA Study, Stage 2
Date: September-13-21 3:56:55 PM
Attachments: [GTAWest_CommunityEngagementWebinar2_Letter.pdf](#)

Good afternoon,

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020, the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

This letter is to notify you that a second Community Engagement Webinar has been scheduled for this study. To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m.** The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period. Please refer to the attached letter for further information on the event.

Sincerely,

The GTA West Project Team

Email: project_team@gta-west.com

Toll-Free: 1-877-522-6916

Website: www.gta-west.com

Twitter: @GTAWestStudy

You are receiving this email because you are on the contact list for the GTA West Study. At any time, you may unsubscribe or update your contact information by emailing project_team@gta-west.com.

September 13, 2021

Invitation to Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer your questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform. For the best experience, we encourage you to join the Webinar on Zoom through an electronic device. If you don't have access to an electronic device, you can listen to the Webinar through your telephone. If you join by telephone, please submit your questions in advance. A recording of the event will be posted on the project website.

To register for the Webinar, please visit the project website at www.gta-west.com/consultation-2 and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916.

If you have questions that you would like to submit to the GTA West Project Team in advance of the Webinar, please e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

As always, comments and input regarding the study are encouraged. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the *Ontario EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements to participate in this project, please contact the Project Team at the e-mail address or telephone line listed above.

Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Sincerely,

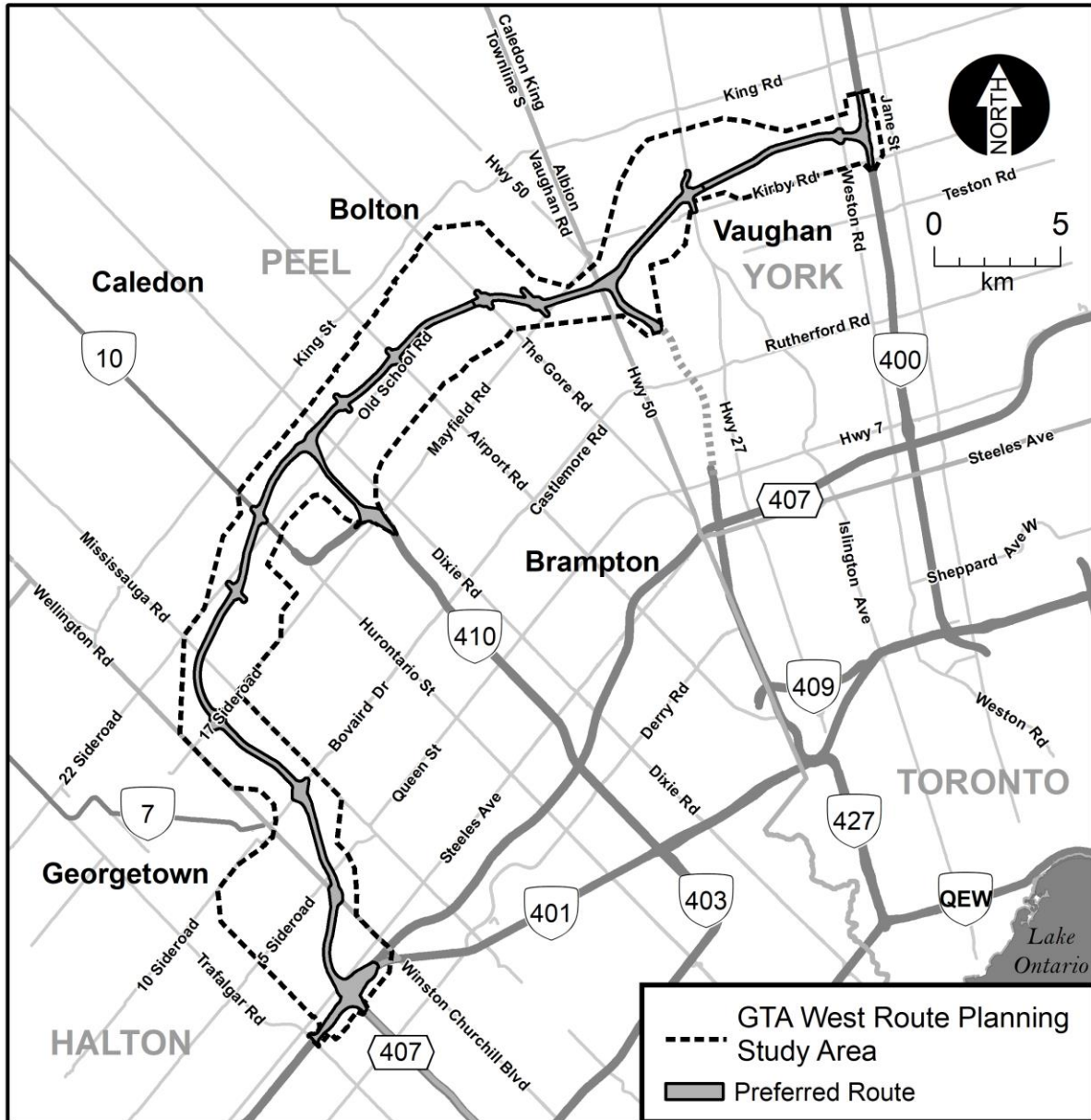
Hossein Hosseini

Hossein Hosseini
MTO Project Manager
GTA West Project Team
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Website: www.gta-west.com
Twitter: @GTAWestStudy

Cc: Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay



C18
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 38, Item 2

From: [Nima Hejazi Alhosseini](mailto:Nima.Hejazi.Ahosseini@vaughan.ca)
To: Clerks@vaughan.ca
Subject: [External] Comments on High-rises buildings proposed (2 x 28-storey and 2 x 12-storey apartment buildings across from Walmart/Lowes on McNaughton.)
Date: September-10-21 2:17:58 PM

To Whom It May Concern:

I am writing to express my concerns about the application to build high rises (2 x 28-storey and 2 x 12-storey apartment buildings across from Walmart/Lowes on McNaughton). Our city is getting more and more congested whereas the facilities such as roads, schools, libraries, etc. can't simply handle the additional traffic. There is definitely a need for more living space in the entire region but I sure hope that the council considers the capacity of amenities when considering applications of this nature.

Best regards.
Nima Hejazi

C19
COMMUNICATION
COUNCIL – September 27, 2021
CW (PM)- Report No. 41, Item 2

From: Clerks@vaughan.ca
To: [Adelina Bellisario](mailto:Adelina.Bellisario)
Subject: FW: [External] Block 40/47 Developers Group Cost Sharing Agreement - 3911 Teston Road Inc.
Date: September-20-21 10:31:16 AM
Attachments: [image071213.png](#)
[Letter to the City of Vaughan Re CSA - September 17, 2021 \(01802482xCDE1C\).pdf](#)

From: Grace O'Brien <graceo@davieshowe.com>
Sent: Friday, September 17, 2021 3:33 PM
To: DevelopmentPlanning@vaughan.ca; Clerks@vaughan.ca
Cc: stephanie.ferrelra@vaughan.ca; Daniel Steinberg <DanielS@davieshowe.com>; 'Mustafa Ghassan' <mustafag@deltaurban.com>; 'Nick Zeibots (nzeibots@scsconsultinggroup.com) (nzeibots@scsconsultinggroup.com)' <nzeibots@scsconsultinggroup.com>
Subject: [External] Block 40/47 Developers Group Cost Sharing Agreement - 3911 Teston Road Inc.

Good afternoon,

Please see the attached correspondence from Daniel Steinberg, addressed to Haiqing Xu, Deputy City Manager – Planning and Growth Management.

Kindly confirm receipt.

Thank you,

Grace O'Brien

Articling Student



Davies Howe LLP
The Tenth Floor, 425 Adelaide Street West
Toronto, Ontario M5V 3C1
416.977.7088

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September 17, 2021

By E-Mail to developmentplanning@vaughan.ca and clerks@vaughan.ca

Haiqing Xu
Deputy City Manager
Planning and Growth Management
Vaughan City Hall
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Dear Mr. Xu:

**Re: 3911 Teston Road Inc. (“3911 Teston”)
City of Vaughan (the “City”)
Applications for Draft Plan of Subdivision, Official Plan Amendment and
Zoning by-law Amendment (the “Applications”)
File Numbers: 19T-21V002, OP.21.005 and Z.21.008
Committee of the Whole (Public Meeting) Report
Block 40/47 Developers Group Cost Sharing Agreement**

I am writing in the firm’s capacity as the Trustee named in the Block 40/47 Developers Group Cost Sharing Agreement (the “**CSA**”) among the majority owners of land in the Block 40/47 area of the City.

We have been provided with the Committee of the Whole (Public Meeting) Report dated September 14, 2021, regarding the above noted Applications.

In accordance with the policies in the Block 40/47 Secondary Plan, the City requires each landowner in the Block 40/47 planning area to become a party in good standing to the CSA as a condition of development approval. We wish to advise that 3911 Teston is currently not a party to the CSA.

We therefore request that the approval of the Applications be subject to the following condition:

The developer must enter into the Block 40/47 Developers Group Cost Sharing Agreement (which addresses the common costs for development of the Block 40/47 planning area) and must provide the City with written acknowledgement from the Trustee appointed pursuant to the Block 40/47 Developers Group Cost Sharing Agreement that it has executed the agreement and has delivered the deeds or

made the payments required therein, and that the Plan of Subdivision may proceed to registration.

Please ensure that we are provided with notice of any reports, memorandums, meetings, or hearings regarding the 3911 Teston lands or its development.

Do not hesitate to contact me if you have any questions or concerns.

Yours truly,
DAVIES HOWE LLP



Daniel H. Steinberg

DHS:GO

copy: Stephanie Ferreira, Executive Assistant to Hainqing XU, stephanie.ferreira@vaughan.ca
Rebecca Roach, City of Vaughan
Mustafa Ghassan, Delta Urban Inc., mustafag@deltaurban.com
Nick Zeibots, SCS Consulting Group Limited, nzeibots@scsconsultinggroup.com
Block 40/47 Developers Group



DATE: September 24, 2021

TO: Mayor and Members of Council

FROM: Vince Musacchio, Acting Deputy City Manager, Infrastructure Development

RE: **COMMUNICATION – Council September 27, 2021**

Item 37.2, Report 39 (Staff Communication SC3)
GTA West Transportation Corridor Route Planning and
Environmental Assessment Study – Update

Background

The purpose of this Communication is to provide the Mayor and Members of Council with information regarding the Invitation to Community Engagement Webinar 2 scheduled for September 29, 2021 for the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study, and the deputation from the GTA West Project Team to provide an update on the Federal Impact Assessment Act (IAA), for the November 30, 2021 COW (1) meeting.

On July 28, 2021, a GTA West Community Engagement Webinar took place

On July 28, 2021 the first GTA West Community Engagement Webinar was held on the Zoom platform from 6:00 p.m. to 8:15 p.m. Details regarding this webinar have also been included in the September 14, 2021 [Staff Communication](#) for the COW (1) meeting.

Invitation to Community Engagement Webinar 2 on September 29, 2021

City of Vaughan staff received letters via email from the GTA West Project Team dated September 13, 2021 which were invitations to Community Engagement Webinar 2 about the GTA West EA Study (Attachment 1).

To further meet the public's needs and address community questions, the GTA West Project Team is hosting a second Community Engagement Webinar where the public and stakeholders can understand more about the project and have their questions answered. The Community Engagement Webinar hosted by the GTA West Project Team will take place on **September 29, 2021 from 6:00 p.m. to 8:00 p.m.**

Similar to the first webinar on July 28, 2021, the GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines (e.g., noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer questions.

Given the current COVID-19 pandemic situation, the Webinar will be conducted as an online session hosted through the Zoom platform. Instructions on how to register for the webinar and send questions in advance are included in the attached letter or on the study website at www.gtawest.com/consultation-2 under the Upcoming Opportunities for Input section. A recording of the event will be posted on the project website afterwards. A recording of the July 28, 2021 webinar can be found at the link above under Previous Consultation.

Federal Impact Assessment Act (IAA) Update will be provided by the GTA West project team

The GTA West Project Team has requested to give a deputation, in a form of a presentation, to Committee during the November 30, 2021 COW (1) meeting to provide an update on the Federal Impact Assessment Act (IAA) and the GTA West EA Study. Further details regarding their presentation will be provided prior to the meeting.

Next Steps

City staff continue to work with the GTA West EA Project Team on the Preliminary Design for the Preferred Route. Staff will provide updates to Council as the study progresses.

For more information, please contact Selma Hubjer, Acting Director, Infrastructure Planning and Corporate Asset Management at extension 8674.

Attachments:

1. September 13, 2021 Invitation to Community Engagement Webinar 2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

Respectfully submitted by



Vince Musacchio, Acting Deputy City Manager, Infrastructure Development



September 13, 2021

Invitation to Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer your questions.

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If you have questions that you would like to submit to the GTA West Project Team in advance of the Webinar, please e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

As always, comments and input regarding the study are encouraged. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the *Ontario EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements to participate in this project, please contact the Project Team at the e-mail address or telephone line listed above.

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Sincerely,

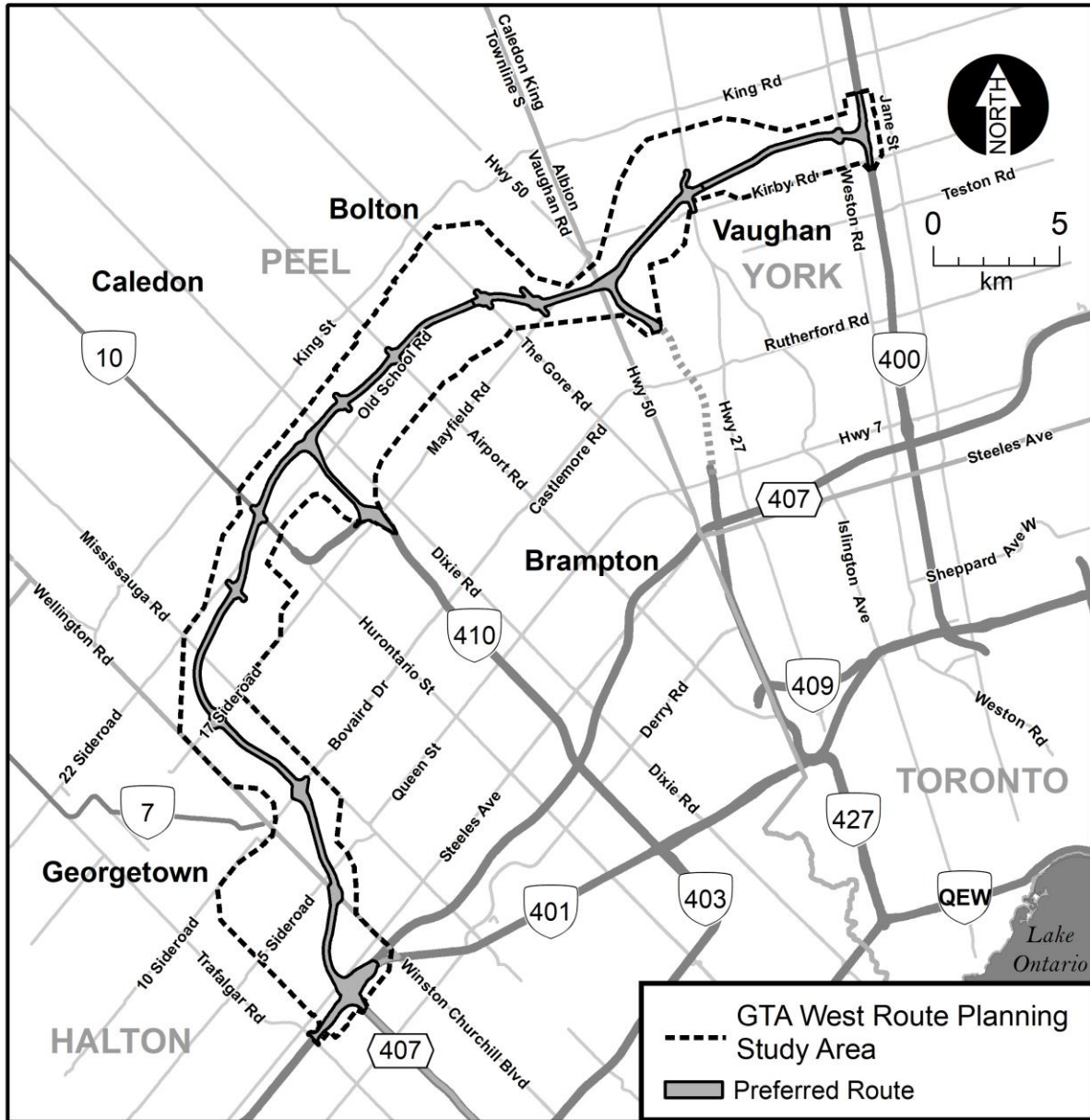
Hossein Hosseini

Hossein Hosseini
MTO Project Manager
GTA West Project Team
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Website: www.gta-west.com
Twitter: @GTAWestStudy

Cc: Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay





DATE: September 23, 2021

TO: Mayor and Members of Council

FROM: Haiqing Xu, Deputy City Manager, Planning and Growth Management

RE: **COUNCIL COMMUNICATION – September 27, 2021**

Item #16, Report #39

APPEAL TO SIGN VARIANCE APPLICATION SV 20-004

Purpose

To provide Council the results of the staff meeting that was held with Mr. Rav Banwait, the sign variance applicant (Applicant).

Recommendation

1. That Council uphold the recommendation of the Sign Variance Committee and Notice of Decision to REFUSE sign variance application SV 20-004.

Background

At the September 14, 2021 Committee of the Whole meeting, council directed staff to work with the Applicant to try and find an acceptable resolution to the sign variances appealed to Council.

On October 22, 2020 the Director of Building Standards and Chief Building Official accepted the recommendations of the sign variance committee and refused three variances to the sign by-law for a billboard sign at 251 Doney Crescent. The Applicant appealed the decision to Council. The three variances that were refused are summarized as follows:

1. A proposed sign face area of 61.32 sqm for each of two faces, whereas the by-law only permits a sign face area of 20 sqm for each sign face.
2. A proposed sign height of 13.2m, whereas the by-law only permits a sign height of 8m.
3. The proposed sign location of 191m from another billboard to the east and 472m from another billboard sign to the west, whereas the by-law requires a minimum distance between signs of 600m.

On September 20, 2021 staff met with the Applicant to review the variances requested and to try and arrive at variances that could be supported by staff. The applicant requested staff support for a sign 13.2m in height having a sign face area of 36.3 sqm for each of two faces and located 191m from another billboard sign to the east and 472m from another billboard sign to the west. Staff Informed the applicant that they were only prepared to support minor variances to the sign face size and sign height as

there was sufficient justification to warrant the request. Minor variances to these parameters in the range of 10% were considered reasonable by staff but were not acceptable to the applicant. Staff could not support the variance to having the sign located within 191m of another billboard sign. While other locations were considered on the property, none of these locations would have improved the distance to another billboard sign to be considered minor

During the September 14, 2021 Committee of the Whole meeting, reference was made to signs at three locations, 2800 Rutherford Rd, 2268 HWY 7, and 50 Queen Filomena Ave. These signs were not approved through the sign variance process. Council authorized staff to utilize Section 23.1 of the Sign By-law which allows for exemptions to the City's Sign By-law.

As directed by Council, staff meet with the applicant to try and resolve the variances. Staff informed the Applicant that the variances requested at the meeting would not be considered minor and therefore could not be supported. Staff continue to recommend refusal of the application.

For more information, contact Ben Pucci, Director of Building Standards, ext. 8872.

Respectfully submitted by

A handwritten signature in black ink, appearing to read 'Haiqing Xu', written in a cursive style.

Haiqing Xu
Deputy City Manager, Planning and Growth Management



memorandum

C22
COMMUNICATION
COUNCIL – September 27, 2021
CW (1)- Report No. 39, Item 9

DATE: September 24, 2021
TO: Mayor and Members of Council
FROM: Haiqing Xu, Deputy City Manager, Planning and Growth Management
RE: COUNCIL COMMUNICATION – September 27, 2021

Item #9, Report #39

**SITE DEVELOPMENT FILE DA.21.015
WILLOWS EDGE INVESTMENTS INC.
232 MILLWAY AVENUE
WARD 4 - VICINITY OF PORTAGE PARKWAY AND MILLWAY
AVENUE**

Recommendation

The Deputy City Manager, Planning and Growth Management recommends:

1. THAT Recommendation #1 of Item No. 9 of the Committee of the Whole Report dated September 14, 2021, be deleted and replaced with the following:

“THAT municipal concurrence be granted for Site Development File DA.21.015 (Willow Edge Investments Inc.), to permit the proposed 22 high metre high telecommunication tower and associated radio equipment cabinet on the Subject Lands subject to the following conditions:

- a. THAT prior to the execution of the Letter of Municipal Concurrence, the Development Planning Department shall approve the final site plan and tower elevations which shall be amended to incorporate a flagpole design.
- b. THAT the Owner shall monitor, maintain, and replace the flag on the telecommunication tower as required.”

Purpose

The Purpose of this Communication is to amend the Committee of the Whole recommendation of September 14, 2021 for Site Development File DA.21.015 (Willows Edge Investments Inc.).

Background

The Committee of the Whole on September 14, 2021, considered a technical report (Item No. 9) from the Deputy City Manager, Planning and Growth Management regarding Site Development Files DA.21.015 to facilitate the development of 22 metre high telecommunication tower and associated radio equipment cabinet on the lands municipally known as 232 Millway Avenue. The Committee of the Whole deferred the item to the Council Meeting on September 27, 2021 to allow the opportunity to discuss the design of the telecommunication tower with the Applicant.

On September 22, 2021 a meeting was held with the local ward Councillor, the Applicant and staff. The Applicant agreed to incorporate a flagpole design for the telecommunication tower. As such, the recommendation has been amended to allow the Applicant to work with staff to finalize the design of the telecommunication tower with flagpole design.

Financial Impact

There are no financial impacts associated with this amended recommendation.

Conclusion

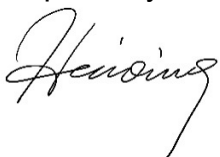
An amended recommendation has been provided which will require the applicant to incorporate a flagpole design into the telecommunication tower.

Prepared By

Daniela DeGasperis, Planner, ext. 8382

Nancy Tuckett, Senior Manager of Development Planning, ext. 8529

Respectfully submitted by



Haiqing Xu

Deputy City Manager, Planning and Growth Management

Copy to: Todd Coles, City Clerk

Nick Spensieri, City Manager



DATE: September 24, 2021

TO: Mayor and Members of Council

FROM: Haiqing Xu, Deputy City Manager, Planning and Growth Management

RE: COUNCIL COMMUNICATION - September 27, 2021

Item #2, Report #38

YORK MAJOR HOLDINGS INC.
OFFICIAL PLAN AMENDMENT FILE OP.21.010
ZONING BY-LAW AMENDMENT FILE Z.21.014
WARD 4 - 10,000 DUFFERIN STREET
VICINITY OF MCNAUGHTON ROAD EAST AND EAGLE ROCK WAY

Background

The Development Planning Department has provided additional comments with respect to the Oak Ridges Moraine Conservation Plan ('ORMCP') and the development potential for the subject lands.

The subject lands are located within the ORMCP and are designated "Settlement Area" as shown on Schedule 4 in Vaughan Official Plan 2010 (Attachment 1). Development within a "Settlement Area" is permitted provided that the Owner demonstrates that the use or location will not adversely affect the ecological integrity of the plan area. The proposal is also considered "Major Development" as defined in the *Oak Ridges Moraine Act* and must conform to the ORMCP.

The Owner has submitted an Oak Ridges Moraine Conformity Report in accordance with the requirements of the ORMCP, as they need to demonstrate through this conformity exercise that the development meets the intent of the ORMCP policies. Staff will review the Report to determine policy conformity.

For more information, contact Margaret Holyday, Senior Planner, Development Planning Department ext. 8216.

Respectfully submitted by

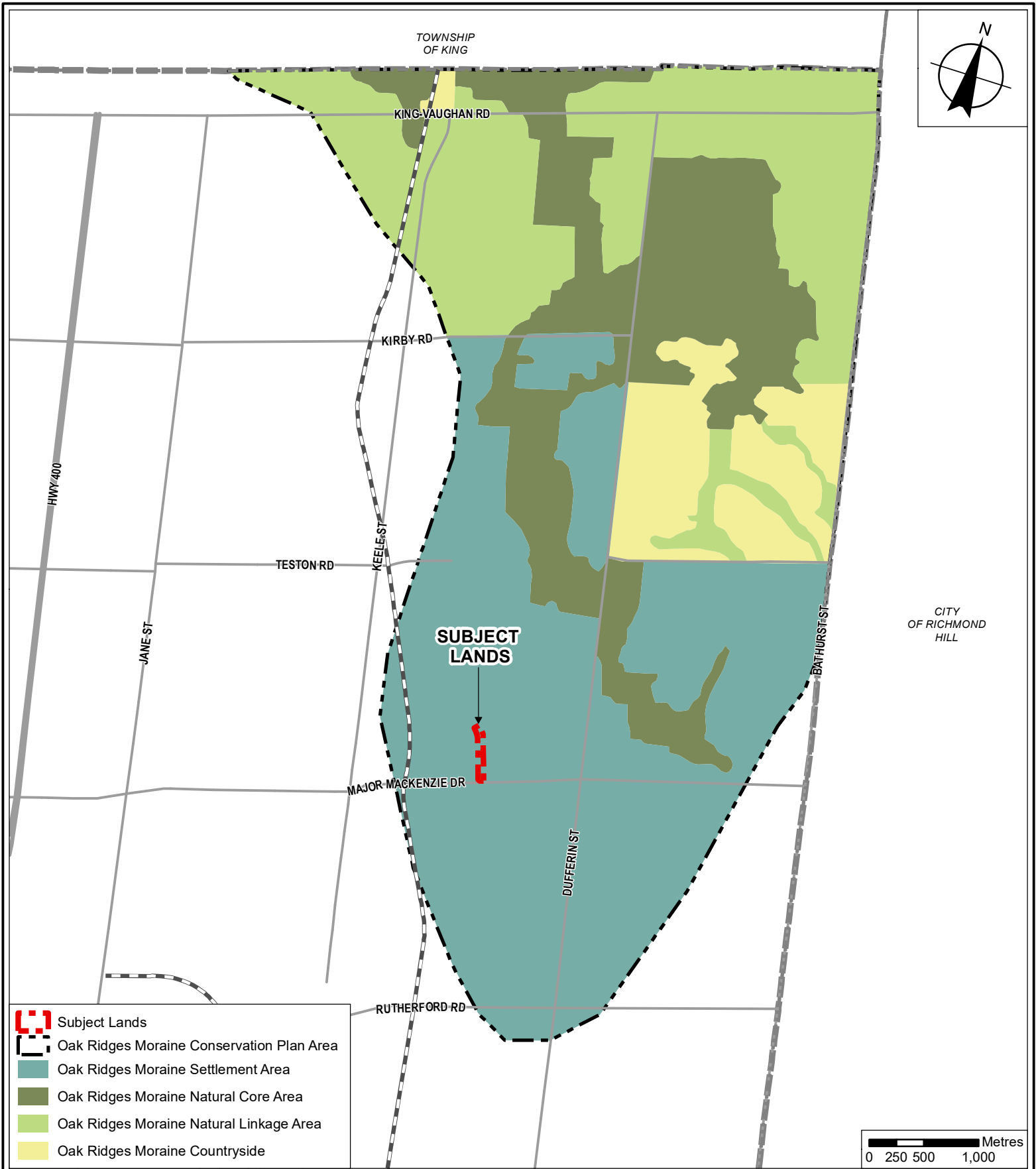
A handwritten signature in black ink, appearing to read "Haiqing Xu". The signature is written in a cursive, flowing style.

Haiqing Xu
Deputy City Manager, Planning and Growth Management

Attachments

1. Oak Ridges Moraine Conservation Plan

Copy to: Todd Coles, City Clerk
Nancy Tuckett, Senior Manager of Development Planning



Oak Ridges Moraine Conservation Area

LOCATION:
 10000 Dufferin Street
 Part of Lots 21 and 22, Concession 3

APPLICANT:
 York Major Holdings Inc.



Attachment

FILE:
 OP.21.010 and Z.21.014
RELATED FILE:

DATE:
 September 27, 2021

1