



**COMMITTEE OF THE WHOLE (PUBLIC HEARING) – JANUARY 22, 2019**  
**COMMUNICATIONS**

**Item**

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**Distributed January 22, 2019**

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**Disclaimer Respecting External Communications**

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Please note there may be further Communications.



**COMMITTEE OF THE WHOLE (PUBLIC HEARING) – JANUARY 22, 2019**  
**COMMUNICATIONS**

		<u>Item</u>
C16	Ms. Laura De Faveri, Lester B. Pearson Street, Kleinburg, dated January 22, 2018	1
C17	Ms. Gail Blackman, Eddy Green Court, Thornhill, dated January 22, 2019	2
C18	Mr. Morley Daiter, Promenade Circle, Thornhill, dated January 22, 2018	4
C19	Mr. Paul Turco, Port Royal Avenue, Kleinburg.	6

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**Please note there may be further Communications.**

**Subject:** new development at promenade mall

**PUBLIC HEARING  
COMMUNICATION**

C1

Date: Jan 22/19 ITEM NO. 4

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

From: Gdalia Kriger [REDACTED]  
Sent: January-02-19 9:14 AM  
To: DevelopmentPlanning@vaughan.ca  
Subject: new development at promenade mall

Gdalia Kriger

[REDACTED] Patrice Cres.

Thornhill, ON, [REDACTED]  
December 31, 2018

Nancy Tuckett

Senior Manager of Development Planning  
Development Planning Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON, L6A 1T1

RE: Promenade Limited Partnership, File numbers OP.18.013 & Z.18.020 Dear Nancy Tuckett:

I recently received the notice of the above application for the residential apartment buildings as well as the residential podium. I would like to formally oppose said plan for the following reasons:

There is already a plan to build townhouses on the South side of Clark adjacent to the fire station. With the addition of the residential units proposed above, the area will be further burdened with traffic. It will affect the flow of traffic in and out of the current condo towers at the Promenade which I have recently purchased.

Furthermore, it will interfere with the ability to walk through existing pathways to reach the Promenade mall and the library which is essential to a senior resident such as my wife and me.

There is already significant backlog during rush hours with traffic on Bathurst leaving Thornhill in the morning to go South and vice-versa in the evening. The current roads are not adequate to handle the increase demanded with the new units.

For the above reasons, I am opposing this initiative. I know other residents in the area feel the same as well.

Sincerely,  
Gdalia kriger

**PUBLIC HEARING  
COMMUNICATION**

C2

Date: Jan 22/19 ITEM NO. 5

**Henry W. Polvi**

Bradbeer Crescent  
Thornhill, ON

08 January 2019

City of Vaughan

Attention: Nancy Tuckett, Senior Manager, of Development Planning

225

Vaughan, Ontario

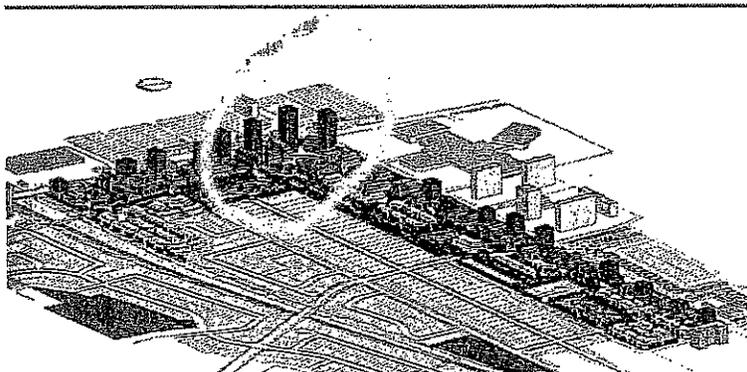
L6A 1T1

email to: [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca)

**File Numbers: OP.18.016 and Z.18.028**  
**7028 Yonge St and 2 Steeles Avenue West**

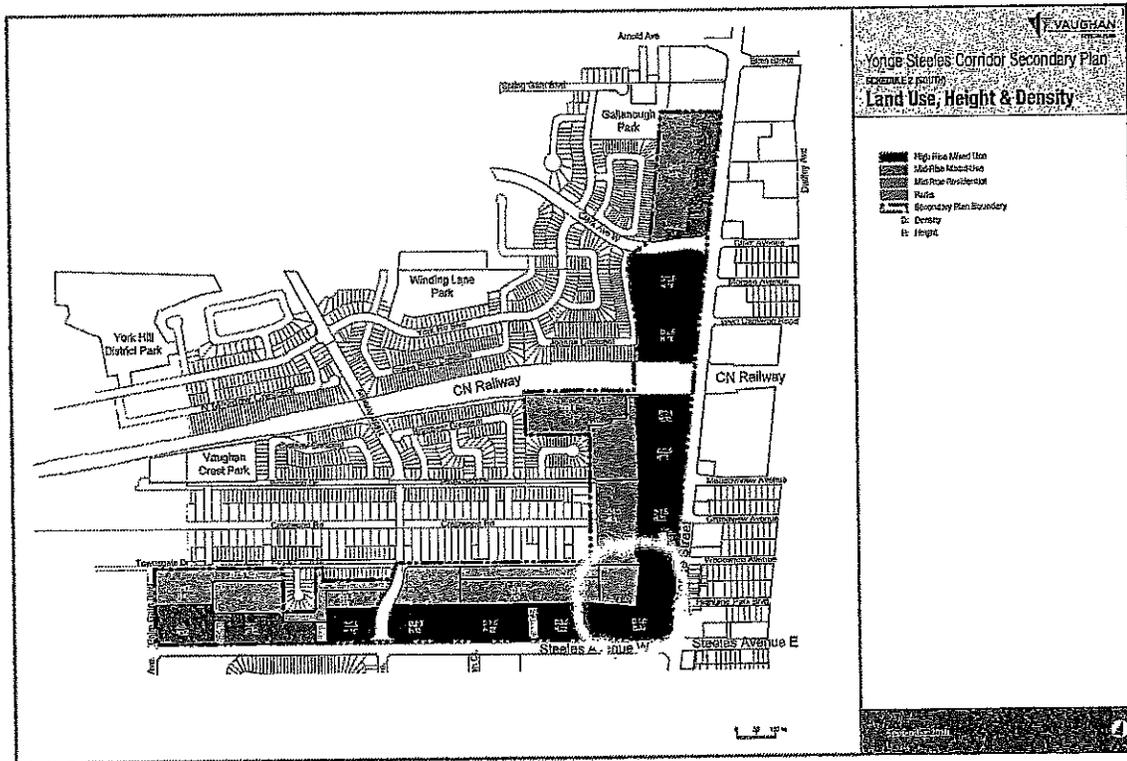
We received your public notice regarding the application for a rezoning of the property on the northwest corner of Yonge & Steeles in Ward 5, Thornhill, Vaughan. This letter is a formal objection to the application.

The reason for objecting is that the proposed development is not in accordance with the Vaughan Official Plan, the Thornhill Community Plan OPA#210 and the Yonge-Steeles Secondary Plan. As Council and Staff are aware a lot of work and thought has gone into the City's Official Plan and amendments, from 2010-2017. While the Yonge-Steeles corner is indeed designated for intensification, this development proposal far exceeds the intents and plans developed by the City, in consultation with numerous experts in municipal planning, stakeholders, and adjacent cities Markham and Toronto.



**VAUGHAN**  
YONGE-STEELES CORRIDOR  
Yonge Steeles Corridor Secondary Plan  
Appendix A  
**Development Concept**

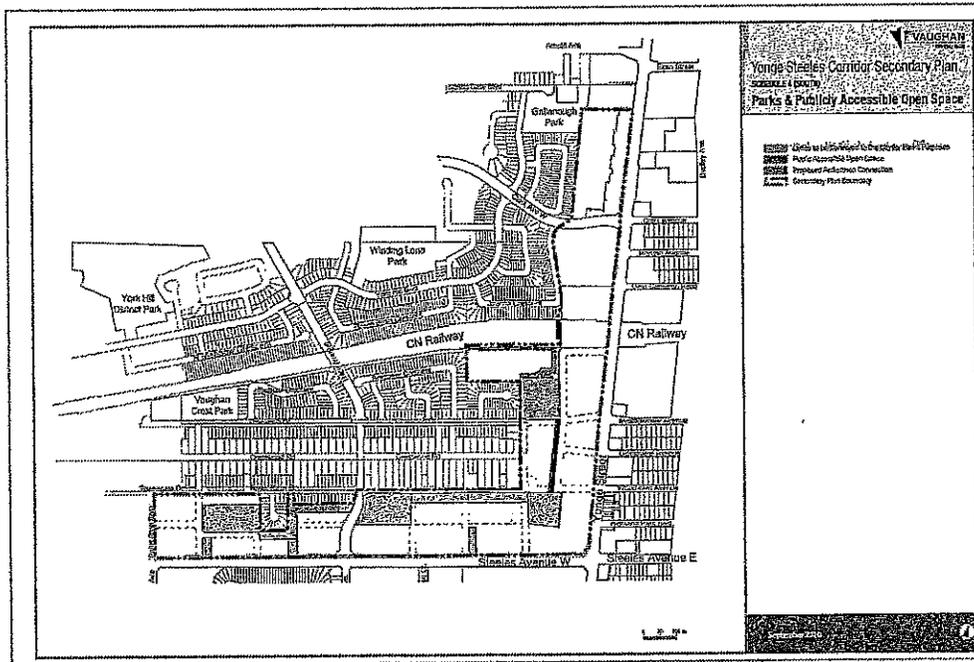
The Yonge-Steeles Secondary Plan calls for lower buildings, up to 30 storeys, at this site and a parkland. The three residential towers are much taller at up to 65 storeys and take away the park. (The landscaped greenery shown in between the three towers cannot be considered a true park). Although the extra property tax revenue from such vertical housing may be attractive to the City, the large additional human-footprint will have considerable impact on the neighborhood.



Every drop of grey and blackwater sewage from the site has to be pumped to Duffin Creek Water Treatment Plant, at high cost to all Vaughan residents and an environmental burden at odds with the Official Plan. Has Vaughan even considered the servicing for this remote corner of the City in this instance? The Development Charges for additional costs well into the future should not be underestimated.

10.1.1.20. That phasing policies are intended to provide for the co-ordination of *development* within any particular Block Plan area to facilitate the *development* of functional and cohesive neighbourhoods throughout the community's growth and *development*. The approval of specific *development* applications shall be controlled by the City in order to facilitate:

- a. orderly, sequential and contiguous *development*;
- b. efficient proximity and availability of water and sewer servicing to facilitate the proposed *development*;
- c. availability of water supply capacity;
- d. availability of sanitary sewer capacity;
- e. adequacy of storm drainage and stormwater management systems;
- f. the availability of Regional infrastructure, within the Block Plan area and outside the Block Plan area, such as Regional roads, transit lines and Regional trunk sewers;
- g. minimization of public costs;



The automotive traffic will be greatly increased with the higher density residential.

The Corner of Yonge-Steeles should actually be better served as a premium commercial site. With the future TTC subway extension to Richmond Hill this corner would be better served, and as currently zoned, with primarily office/retail facing the arterial roads, not a residential condo complex. The retail aspects of the proposal are not described so can therefore be assumed to be extremely limited. We know we'll be losing the Galleria Shopping Centre, fast-food outlets, other restaurants, private schooling and retail that are used by local residents within walking distances.

**Bonusing for Increases in Height or Density  
(Section 37 of the Planning Act)**

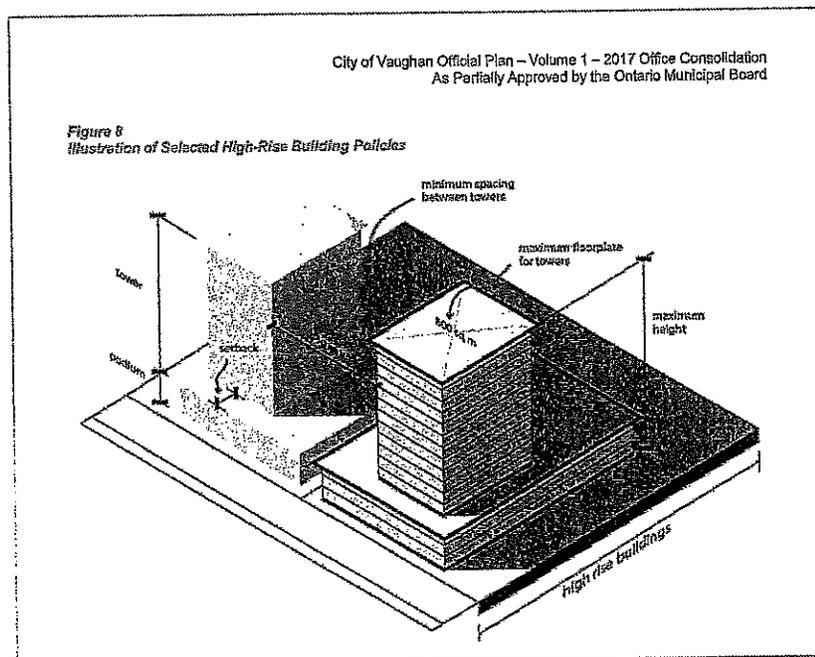
10.1.2.9. Increased Height and Density Provision:

- a. In accordance with Section 37 of the Planning Act, Council may authorize an increase in the building height and/or density of development otherwise permitted in areas of the City, as contained in Volume 1 or Volume 2 of this Plan, or as contained in a site specific zoning by-law, in return for the provision of community benefits in the form of facilities, services or matters provided:
  - i. the community benefits bear a reasonable planning relationship to the increase in building height and/or density of the proposed development;
  - ii. the development represents good planning, is consistent with the other objectives of this Plan and consistent with applicable built form and neighbourhood compatibility objectives; and
  - iii. there is adequate infrastructure to support the increase in building height and/or density.
- b. Pursuant to Section 37 of the Planning Act, a by-law may be enacted by Council to achieve the City's objective of obtaining certain facilities, services or other matters which would not otherwise be secured under the other provisions of the Planning Act or the Development Charges Act, and which may be of particular benefit to a specific area or the City at large. Notwithstanding the generality of the foregoing it is the intent

Yonge Street & Steeles Avenue, Steeles West (between Jane Street and Keele Street):  
Both of these **Primary Centres** will evolve as transit-oriented *developments* around planned public transit improvements. Yonge & Steeles and Steeles West have significant opportunity for both residential and office uses. Steeles West also has opportunities for institutional uses, with potential for synergies with York University.

Tower 2 and Tower 3 look to be closer together than the minimum 30m. allowed by Vaughan.

There is no public parkland in this remote south east Corner of Vaughan except for Vaughan Crest park at the west end of Pinewood and Winding Lane north of the Railway Corridor.



The large condo towers in the proposal may preclude and eliminate some key land required for the future TTC station and VIVA bus hub planned for Yonge-Steeles. Once a 65-storey building goes up there's very little else that can be built close by with the deep foundation. And to re-iterate, there are no "community" benefits, only ego-gratification for the builders and added profit.

Yonge Street & Steeles Avenue, Steeles West (between Jane Street and Keele Street):  
Both of these **Primary Centres** will evolve as transit-oriented *developments* around planned public transit improvements. Yonge & Steeles and Steeles West have significant opportunity for both residential and office uses. Steeles West also has opportunities for institutional uses, with potential for synergies with York University.

9.2.1.12. Where there is a change in land use to a more sensitive use adjacent to existing employment or commercial uses, the existing neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects included but not limited by lighting, noise and truck traffic. Such provisions and regulations shall be applied to the proposed *development* and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or, in all cases where a proposed *development* seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application, especially where public health and welfare are directly affected.

This Application appears to be a clear example of "spot" zoning, a violation of planning principles. The Application should be denied

I will copy our local Councillor, Alan Shefman, with this letter and the concerns presented.

Sincerely,

A handwritten signature in black ink, appearing to be 'R. H.', written in a cursive style.

email at : 

**Subject:** January 22, 2019 Public Hearing - File Numbers: Z.18.033 + 19T-18V003 - Kleindor  
Developments Inc.  
**Attachments:** Letter RE 19T-18V003 and Z.18.pdf

**PUBLIC HEARING  
COMMUNICATION** c3  
Date: Jan 22/19 ITEM NO. 7

**From:** paul turco [REDACTED]  
**Sent:** December-19-18 4:25 PM  
**To:** Jeffers, Judy <Judy.Jeffers@vaughan.ca>  
**Cc:** Andrea Torrieri [REDACTED]  
**Subject:** File Numbers: Z.18.033 + 19T-18V003

Good afternoon,

Please find the attached letter with comments in regards to Planning Application File #: Z.18.033 + 19T-18V003.

I wish to be notified by the city clerk relating to any public hearings, council or committee meetings where this application file appears on the agenda.

Kind regards,

Paul Turco

[REDACTED] Port Royal Avenue

Kleinburg, ON  
[REDACTED]

Paul Turco &  
Andrea Torrieri  
[REDACTED] Port Royal Avenue  
Vaughan, ON [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

December 19, 2018

Judy Jeffers  
Planner – Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Dr.  
Vaughan, ON L6A 1T1

Ms. Jeffers

RE: Kleindor Developments Inc.  
Block 200, Plan 65M-438  
Northeast Intersection of Timber Creek Boulevard + Woodgate Pines Drive  
File Numbers: 19T-18V003 and Z.18.033

In regards to the above noted planning applications, we the homeowners of [REDACTED] Port Royal Avenue have reviewed the applicant's submission and have the following concerns:

**1. Placement of T-junction Intersection**

Currently, Port Royal Avenue begins at Woodgate Pines Drive to the north, travels in a southerly direction to roughly the point that it reaches the applicants lands and then turns east. The applicant has proposed that a three way T-junction intersection be installed where Port Royal Avenue reaches their lands and the new street, referred to in the application as "Street 1", extend south to Woodgate Pine Drive. This proposed T-Junction intersection creates an awkward situation where the north / south extension of Port Royal Avenue would intersect with itself, the east / west section of Port Royal Avenue as shown in Figure 1. The placement of the T-junction intersection providing access to the new street, "street 1" appears to maximize the use of the applicant's land, however the placement and creation of a new intersection is illogical and has not considered the existing street layout. We would ask the city and applicant to consider an alternative site plan and street layout (possibly a cul-de-sac) that does not require a new street entrance off of the existing Port Royal Avenue, or consider an alternative placement of the intersection where it would not create this awkward T-junction intersection resulting in two streets having the same name intersect in a north south / east west direction. We are certain there would be very few if any similar intersections in Vaughan that could be pointed to as precedence. While intersections that have the same street name do occur in some places in the world, New York City as an example, it is commonly understood that this is a result of the colonial era practise where little to no planning occurred and streets were constructed around existing structures and environmental features.

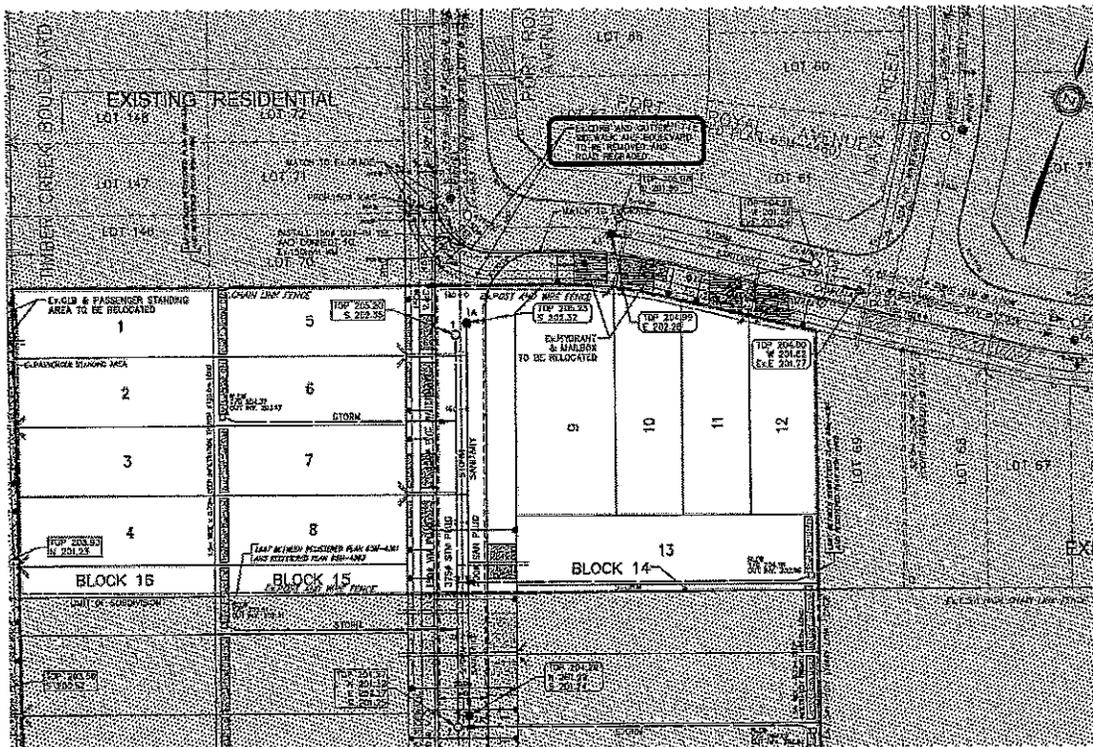


Figure 1.

**2. Impact to our Property during Civil Construction**

As we have highlighted in figure 1 above, the applicants plan calls for the “Existing Curb and Gutter, Sidewalk and Boulevard” to be removed and Road Regarded”. Based on these notations on figure 1 and comparing the areas to be demolished on figure 2 below, it is our assertion that the proposed civil construction work creates a reasonably high probability of risk of property damage to our driveway and boulevard, for which we have paid a considerable expense to have a permeable interlock concrete paving system installed. Any approvals by the city of this application should consider this reasonably high probability of property damage and put in place appropriate terms and conditions that would require the applicant to reinstate the driveway and boulevards to original condition, including surface paving materials and appropriately constructed base and sub-base materials, being acceptable to both we the property owners and the city and warrantied for a period of two years after acceptance. To further mitigate risk of property damage, it would be advisable that the applicant provide the city and we the homeowners with a detailed plan outlining the extent of civil construction work affecting our property and the boulevards, outlining what appropriate measures will be taken prior to and during construction to avoid property damage and a plan to reinstate the driveways and boulevards to original condition acceptable to the homeowner and the city.

**3. Access to our Property during Civil Construction**

It is foreseeable that the location of the proposed civil construction work to install the new “street 1” and connect and relocate the existing fire, water and storm water utilities will disrupt access to our property and prevent our ability to use our driveways and garage. While this may at the surface appear to be a minor inconvenience, it is nonetheless an inconvenience that we

will have to live through which could be compounded if this work were to be undertaken during the winter months. Further to our point made in part 1 of this letter, this could be avoided to a large extent if the city and applicant were to consider an alternative site plan and street layout that does not require a new street entrance off of the existing Port Royal Avenue, or consider an alternative placement of the intersection and connection point to existing utilities where it would have less of an impact to access and use of our property.

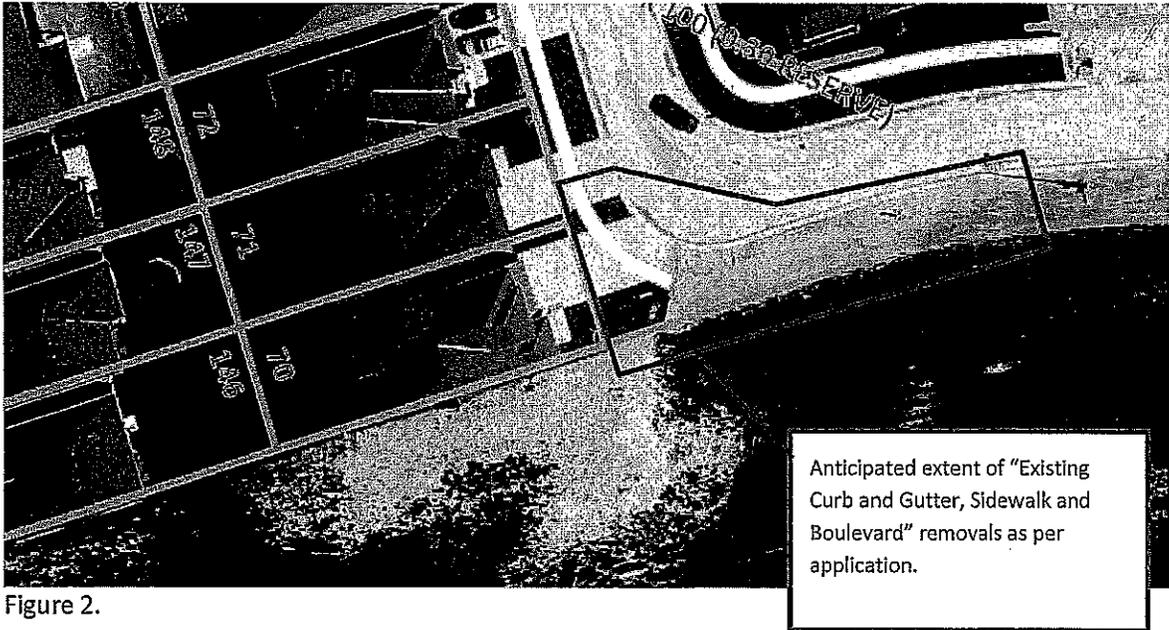


Figure 2.

Finally we would like to share with the city planning staff, Vaughan city council members and the applicant that we are not opposed to the applicant's rights to develop this land. We are however concerned with the extent to which the proposed plan impacts our property and do not feel that good planning principles have been considered or implemented in the development of this application.

Sincerely,

Paul Turco

and

Andrea Torrieri

---

**Subject:**

York Major Holdings Inc. Notice of public hearing File # OP.18.017 and Z.18.029  
Related file #DA.18.069

**PUBLIC HEARING  
COMMUNICATION**

C4

Date: Jan 22/19 ITEM NO. 8

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**From:** Mrudula Karia [REDACTED]

**Sent:** December-24-18 12:20 PM

**To:** [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca)

**Subject:** York Major Holdings Inc. Notice of public hearing File # OP.18.017 and Z.18.029 Related file #DA.18.069

I am a resident of [REDACTED] Glenngarry Crescent received notice of a public hearing re the above mentioned file #s. We will be unable to attend meeting on Jan 22 2019 at 7pm but are against it. This area is very congested lots of noise and dust also getting dust from many walmart exhaust vents facing my kitchen and bedroom causing breathing and sleepless problems. As a matter of fact feel overpayed for this property and taxes are very high too taking all the congestion into consideration. There will be more cars passing my backyard too. With all the trucks loading goods in the walmart noise levels high and affecting my daily life. So we are not in favor of this plan going ahead. Please inform me how the meeting goes. Thanks

Mrs. Mrudula Karia

[REDACTED] Glenngarry Crescent

Maple.



Gregg Lintern, Chief Planner & Executive Director  
City Planning Division

North York District  
North York Civic Centre  
5100 Yonge Street  
Ground Floor  
Toronto ON M2N 5V7

Joe Nanas  
Director, North York District

Contact: Guy Matthew  
Tel: (416) 395-7102  
Fax: (416) 392-7155  
Email: [guy.matthew@toronto.ca](mailto:guy.matthew@toronto.ca)

January 17, 2019

By E-mail Only to [developmentplanning@vaughan.ca](mailto:developmentplanning@vaughan.ca)

**PUBLIC HEARING  
COMMUNICATION**

C5

Date: Jan 22/19 ITEM NO. 5

Chair & Members of the Committee of the Whole  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

Attn: Todd Coles, City Clerk

Re: **Committee of the Whole Meeting of January 22, 2019**  
**Item 5**  
**7028 Yonge Street and 2 Steeles Avenue West (File Nos. OP.18.016 & Z.18.028)**

Dear Chair and Members of the Committee of the Whole,

This letter is in regards to the Official Plan and Zoning By-law Amendment applications submitted to the City of Vaughan for the lands known as 7028 Yonge Street and 2 Steeles Avenue West. The applications propose to amend the Official Plan land use designation to *Mixed Commercial/Residential Area* and change the zoning to RA3 Residential Apartment Zone with site specific exceptions. The purpose of these amendments is to permit three mixed-use residential towers connected by a seven storey mixed-use base building. The base is proposed to contain residential and hotel uses. The towers range in height from 52 to 65 storeys and the overall development would have a Floor Space Index (FSI) of 14.3 times the area of the lot.

On September 7, 2010, Vaughan City Council adopted the Yonge-Steeles Corridor Secondary Plan. The Secondary Plan was subsequently forwarded to York Region in accordance with the provisions of the *Planning Act* for approval. A number of appeals were filed, including one by the applicant, due to York Region Council not making a decision within the time frame prescribed by the *Planning Act* and is now under consideration by the Local Planning Appeal Tribunal (LPAT). The City of Toronto was a participant to Phase 1 of the LPAT hearing and is a party to Phase 2 of the hearing in order to support the Secondary Plan in its current form.

The subject lands are located in the City of Vaughan, City Council adopted Yonge-Steeles Corridor Secondary Plan. The Secondary Plan identifies the lands, on Schedule 2 (South) as *High-Rise Mixed Use* and an *Office Priority Area*. The policies permit a maximum FSI of 6.0 and a maximum height of thirty storeys. However, the maximum residential FSI is 4.5 as any floor area above this is required to be non-residential, half of which must be for office use.

City of Vaughan staff circulated the applications to the City of Toronto in accordance with the agreed upon protocol for applications abutting another municipality and City of Toronto Planning staff have provided comments (see Attachment 1). On a preliminary basis, several high level concerns were raised including the proposed density and heights which are significantly greater than those in the City of Vaughan Council adopted Yonge-Steeles Corridor Secondary Plan.

City of Toronto Planning staff have reviewed the report from the Deputy City Manager, Planning and Growth Management to the January 22, 2019 meeting of the Committee of the Whole. City of Toronto Planning staff support the concerns raised by City of Vaughan Development Planning staff about the proposal, namely those issues identified in the report as "matters to be reviewed in greater detail". In particular, there is concern with regards to the proposed density and heights which are considerably in excess of those permitted in the City of Vaughan Council adopted Yonge-Steeles Corridor Secondary Plan. We would recommend that the proposed development be modified to achieve the policies and objectives of the Council adopted Yonge-Steeles Corridor Secondary Plan.

We would appreciate a copy of any Committee of the Whole or City Council decision regarding this matter.

Yours truly,



Joe Nanos  
Director  
Community Planning, North York District

Cc: Todd Coles, City Clerk ([Todd.Coles@vaughan.ca](mailto:Todd.Coles@vaughan.ca))  
City Clerk's Office ([clerks@vaughan.ca](mailto:clerks@vaughan.ca))  
Jason Schmidt-Shoukri, City of Vaughan Deputy City Manager, Planning and Growth Management ([Jason.Schmidt-Shoukri@vaughan.ca](mailto:Jason.Schmidt-Shoukri@vaughan.ca))  
Nancy Tuckett, Senior Manager, Development Planning ([Nancy.Tuckett@vaughan.ca](mailto:Nancy.Tuckett@vaughan.ca))  
Ray Kallio, Solicitor, City of Toronto ([Ray.Kallio@toronto.ca](mailto:Ray.Kallio@toronto.ca))

Attachment 1: City of Toronto Comments on the Original Application

## Attachment 1: City of Toronto Comments on the Original Application

**Guy Matthew**

---

**From:** Guy Matthew  
**Sent:** October-29-18 2:45 PM  
**To:** 'Napoli, Christina'  
**Cc:** Giulio Cascato; David Fitzpatrick; 'Tuckett, Nancy'  
**Subject:** 7028 Yonge St - City of Toronto Comments

Ms. Napoli,

Thank you for providing us with a copy of the application materials. We did not receive a copy of a shadow study, was one provided as part of the submission? If it was, can you please send it along and if not are you able to request one from the applicant?

We have reviewed the application materials and have the following high level comments:

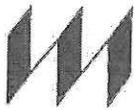
- Application should be modified to reflect the recently adopted (although under appeal) Vaughan Yonge-Steeles Corridor Secondary Plan. Of particular concern is the proposed heights and densities which seem to be well in excess of those permitted by the Secondary Plan. In addition, they do not seem to demonstrate that there is infrastructure capacity to go beyond the population caps of the Secondary Plan.
- The subway access shown on the ground floor plan does not align with anything on any below grade drawing. Please have the applicant clarify how the building would connect to the future subway station.
- Seems to be deficient in amenity space
- The CS&F study fails to review the impacts on the City of Toronto (and the City of Markham). While the development is not located in Toronto, it is assumed that future residents will rely on facilities and services on either side of Steeles Avenue and/or Yonge Street. Please have the applicant revise the study to examine all impacts the proposed development may have on CS&F in the area.
- A widening of Steeles Avenue West is not required as the 36 metre right-of-way has already been achieved.

Please let me know if you have any questions.

Regards,

Guy

**Guy Matthew RPP MCIP**  
City Planning, Community Planning  
City of Toronto  
North York Civic Centre, Ground Floor  
5100 Yonge Street  
Toronto, ON M2N 5V7



**WESTON  
CONSULTING**

planning + urban design

**PUBLIC HEARING  
COMMUNICATION** C6

Date: Jan. 22/19 ITEM NO. 4

Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

January 18, 2019  
File 5803

**Attn: Rose Magnifico, Acting Deputy City Clerk**

**RE: Public Meeting Response Letter  
1 & 180 Promenade Circle  
OP.18.013 & Z.18.020**

Weston Consulting is the authorized planning consultant for 1529749 Ontario Inc., the registered owners of 7700 Bathurst Street in the City of Vaughan, herein referred to as the Subject Property. The Subject Property is located at the southwest corner of the intersection of Bathurst Street and Centre Street and is currently occupied by three commercial buildings with at grade parking. The Subject Property is located immediately adjacent to and north of 1 and 180 Promenade Circle. The property is the subject of a current Official Plan Amendment application (City File No: OP.16.006) to permit a high-rise mixed-use development.

It is our understanding that applications for Official Plan Amendment and Zoning By-law Amendment have been submitted by Promenade Limited Partnership (the Applicant) for the lands at 1 & 180 Promenade Circle which are identified as Phase One of the Master Plan area. Based on our review of the Public Hearing Staff Report identified as Item 4 on the Committee of the Whole (Public Hearing) Agenda for January 22, 2019, the proposed development consists of three residential towers at 28, 30, and 35 storeys in height and a 28 storey tower comprised of office and hotel uses. On behalf of our clients, we would like to express our general support of the above noted applications and proposed redevelopment including the proposed heights, densities and mixed-use development principles. Given that we are also active in the planning process for the Subject Property, would like to work with the Applicant in a cooperative and collegial manner to coordinate development and infrastructure related matters including a master servicing strategy for the greater Promenade Centre area.

The property owners, along with the Applicant are in the process of discussing the Disera Drive to N Promenade road extension geometry and right-of-way width as well as the appropriateness of a signalized intersection and the interface to existing property lines. Based on the proximity of the Subject Property to the proposed development and nature of ongoing discussions with the Applicant we request the opportunity to participate in the planning process as an active stakeholder and reserve the right to provide further comments throughout the planning process on this matter.

We are also part of and within the Promenade Centre Secondary Plan area which the City is undertaking at this time. It is our understanding that the Secondary Plan process is currently in the RFP stage and we have submitted formal request to be circulated on this process and intend to participate in the Secondary Plan as an active stakeholder. We request that the City expedite the processing of the Secondary Plan as best possible and we are committed to supporting the City in their efforts accordingly.

By submission of this letter, we formally request to continue to be notified of the above noted applications as they proceed through the planning process, including, City File No's.: OP.18.013 and Z.18.020. We ask that we continue to be circulated on all statutory or informal public meetings and notices related to these applications and the redevelopment of these lands. In addition, we reserve the right to provide additional comments on the application throughout the planning process.

Should you require any additional information, please contact the undersigned at extension 241 or Sabrina Sgotto at extension 243.

Yours truly,  
**Weston Consulting**

~~Per:~~

Ryan Quetter, BES, MCIP, RPP  
Senior Vice President

- c. Client  
Margaret Holyday, City of Vaughan  
Promenade Limited Partnership

**Magnifico, Rose**

**Subject:** Committee of the Whole Meeting (Public Hearing) January 22, 2019 at 7:00 pm ,  
Agenda Item 1

**From:** Nina.S. & Roger Dickinson [REDACTED]

**Sent:** Sunday, January 20, 2019 5:56 PM

**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)

**Subject:** Committee of the Whole Meeting (Public Hearing) January 22, 2019 at 7:00 pm , Agenda Item 1

Many aspects of the proposal are totally out of conformity with the Heritage District Plan and the Official Plan. The proposal should be rejected with the requirement that the non-conformities be eliminated. The planning department should minimize any time spent on further review until a revised proposal eliminating the non-conformities is submitted.

Other comments on the proposal are:

**Height and Massing**

The building height must not exceed the 2 stories, 9.5 m permitted in Kleinburg.

The building is too massive. If it is reduced to two floors only it will be too large and should be replaced by three buildings with passageways between. These buildings should be staggered in elevation of their bases to follow the slope of the land from south to north.

**Set Backs**

The set backs must meet the minimums required by the Official Plan

**Trees**

Mature trees must be preserved.

Sincerely,

Roger Dickinson

[REDACTED] Donhill Crescent  
Kleinburg ON [REDACTED]



**WESTON  
CONSULTING**

planning + urban design

**PUBLIC HEARING  
COMMUNICATION C8**

Date: Jan 22/19 ITEM NO. 2

City Clerk's Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

January 21, 2019  
File 7531

**Attn: City Clerk**

**RE: Public Hearing  
Official Plan Amendment OP.18.012 and Zoning Bylaw Amendment Z.18.019  
Vicinity of Clark Ave. West and Bathurst Street**

Weston Consulting are the Planners for Wycliffe Clark Limited, the owner of the lands immediately to the west, and adjacent to, the Reena lands that are the subject of this public hearing. Wycliffe Clark Limited obtained Council approvals for an 82-unit townhouse development on February 21, 2018. The townhouse units are currently under construction. We have reviewed the submitted plans and offer the following comments on the development applications.

As shown on the site plan and elevations, the proposed development is 6 storeys in height (19.85m). Also, the proposed building is located only 8.85m from the eastern property line. The approved Wycliffe Clark subdivision has a townhouse block at the north-west corner that is negatively affected by the proposed development.

The proposed development creates significant shadows affecting the western most block of approved townhomes. These townhouses have already been purchased and are under construction. Thus, the new owners will be affected by the shadowing from this proposed development yet they were unable to take this issue into consideration when purchasing their units.

While the Vaughan Official Plan requires a 45-degree angular plane for mid-rise development adjacent to low-rise residential development, the specific language of the policy only requires this level of separation at the rear property line. The policy ignores the impact that mid-rise buildings can have on low-rise residential dwelling at the side property lines, as shown with this development. Mid-rise development should not be permitted to impact other approved development just because of an omission in the policy documents.

Shadowing is a recognized planning impact that needs to be evaluated as part of a development application, even if it is not specifically required in the Official Plan. Options such as terracing or stepping back should be considered and alternative designs contemplated that would mitigate the existing shadowing impact on the north-west townhouse block.

Wycliffe Clark Limited, and ourselves, look forward to work with Reena and the City to develop solutions that meet Reena's needs while minimizing impacts on the adjacent approved residential development.

Yours truly,  
**Weston Consulting**

A handwritten signature in black ink, appearing to read 'K. Franklin', written over a white background.

Kurt Franklin BMath, MAES, MCIP, RPP  
Vice President

Cc: Wycliffe Homes



Overland LLP  
Christopher J. Tanzola  
Tel: (416) 730-0337 x. 112  
Direct: (416) 730-0645  
Email: ctanzola@overlandllp.ca

**PUBLIC HEARING  
COMMUNICATION**

Date: Jan. 22/19 ITEM NO. 1

January 22, 2019

**VIA EMAIL**

City Clerk  
City of Vaughan  
City Hall, Level 100  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

**RE: 10568 Islington Avenue  
Official Plan Amendment Application File No. OP.18.021  
Zoning By-law Amendment Application File No. Z.17.018  
Applications by Portside Developments (Kleinburg) Inc.  
Request for Notice**

We are the lawyers for Highview Building Corp Inc. ("Highview"), the applicant with respect to applications for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval pertaining to the lands municipally known as 89 & 99 Nashville Road and part of 10515 Highway 27.

We are in receipt of the Notice of Public Hearing issued for the applications for Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed redevelopment of the lands located at 10568 Islington Avenue.

As the developer of lands in the Kleinburg Village area, Highview is interested in monitoring the development proposal for 10568 Islington Avenue, especially with respect to consideration of the heritage, commercial, and transportation aspects of the proposed development. We understand a public meeting will be held January 22, 2019 to consider these applications; a representative from Highview will be in attendance.

Please provide us with notice of any further public meeting in respect of these applications, as well as any consideration of these applications by the City and the decision of City Council in this matter.

Yours truly,  
Overland LLP

A handwritten signature in black ink, appearing to be "C. Tanzola", written over a horizontal line.

Per: Christopher J. Tanzola  
Partner

Encl.  
c. Client

**From:** Coles, Todd  
**Sent:** January-22-19 2:36 PM  
**To:** Magnifico, Rose; Bellisario, Adelina  
**Subject:** FW: Public Hearing Item #1 - Corrections to Staff Report - 10568 Islington Avenue - DA.17.042 and Z.17.018

**Importance:** High

**From:** Mark McConville <markm@humphriesplanning.com>  
**Sent:** Tuesday, January 22, 2019 1:55 PM  
**To:** Coles, Todd <Todd.Coles@vaughan.ca>  
**Cc:** Rosemarie Humphries <rhumphries@humphriesplanning.com>; Daniel Montagner [REDACTED]; Mag Youssef [REDACTED]; Jeffers, Judy <Judy.Jeffers@vaughan.ca>; Antoine, Mark <Mark.Antoine@vaughan.ca>; Marrelli, Carmela <Carmela.Marrelli@vaughan.ca>; Peverini, Mauro <MAURO.PEVERINI@vaughan.ca>; Schmidt-Shoukri, Jason <Jason.Schmidt-Shoukri@vaughan.ca>  
**Subject:** Public Hearing Item #1 - Corrections to Staff Report - 10568 Islington Avenue - DA.17.042 and Z.17.018  
**Importance:** High

Hi Todd,

Can you please add this as a correspondence item to Public Hearing Item #1 regarding corrections to the exceptions noted in the staff report? I spoke to Planning Staff about these corrections yesterday and this morning and these have been reviewed and confirmed this morning with the project architect.

Per our latest Site Plan and ZBLA submitted:

- The min. front yard stack is 0.27m to the column, not 0m
- Min. Setback to underground structure 0m, not 1m
- Max GFA 2,350m<sup>2</sup>, which divided by site area shown on the site plan is 2,497m<sup>2</sup> is 0.941 FSI, not 1.06 FSI
- Min. interior side yard setback 2.37m on the ground floor and 2.03m for the upper floor

Also, per the draft OPA submitted, the requested site specific policy is to:

- Include a definition of half storey for the 2.5 storey building, not a 3 storey building
- Include a policy that outlines how building height is measured (i.e. finished grade to mean height of pitched roof), which is consistent with how it is measured in Zoning By-law 1-88 and results in a building height of 9.5m, not 12m.

Thanks

Best Regards,

**MARK J. McCONVILLE, MCIP, RPP, M.Sc.PI**  
**SENIOR PLANNER**  
**HUMPHRIES PLANNING GROUP INC.**  
216 Chrislea Road, Suite 103  
Vaughan, ON L4L 8S5  
905-264-7678 X 246 Fax (905)264-8073

**PUBLIC HEARING  
COMMUNICATION**

Date: Jan 22/19 ITEM NO. 5

January 22, 2019

**Attn:** Nancy Tuckett, Senior Manager of Development Planning

**Re:** 7028 Yonge Street and 2 Steeles Avenue West  
Applications for Official Plan and Zoning By-law Amendment  
By Yonge & Steeles Developments Inc. c/o The Gupta Group  
File No's: OP.18.016 and Z.18.028  
City of Vaughan

Dear Nancy,

Humbold Properties (Humbold) is the Owner of lands at 7040/7054 Yonge Street and 72 Steeles Avenue West which surround the subject lands to the north and west.

Humbold is a member of the Yonge-Steeles Landowners Group (LOG) and is committed to the equitable sharing of community use lands and infrastructure. Certain members of the LOG are over-dedicating their share of roads, parks and services and Humbold believes that the LOG provides an appropriate resolution to these matters (over/under-dedicated development).

It is our view that approval of the subject applications is premature until the property owner becomes a member, in good standing, of the LOG. The applicant must equitably share in these land and infrastructure costs.

While Humbold believes that any application should move forward based on its own merits, the determination of height and density for any one application cannot be done in isolation. Matters of servicing and transportation capacity must be considered, so that appropriate phasing policies and requirements can be applied.

It is essential to review this application together with surrounding developments in the area to ensure that appropriate phasing for the equitable distribution of any infrastructure and capacity can be carefully considered. This can also be accomplished through the LOG and related agreements.

Humbold, as an immediate neighbour to the proposed development, has additional concerns related to road and pedestrian connections, access to transit, parks/open space and urban design.

---

Should you have any questions regarding the information contained herein, please contact me directly, thank you.

Sincerely,

MACAULAY SHIOMI HOWSON LTD.

*Nick Pileggi*

Nick Pileggi, MCIP, RPP  
Associate Principal

V12..4  
Hon. Maurizio Bevilacqua, Mayor, Council and City Planners  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

January 22, 2019

**PUBLIC HEARING  
COMMUNICATION**

C12

Date: Jan 22/19 ITEM NO. 1

Dear Mayor, Regional Councillors, Councillors, and City Planners,

**RE: APPLICATIONS FOR AN OFFICAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT**

**OWNER: Portside Developments (Kleinburg) Inc. "10568 Islington"  
Lot 24, Plan 268, Pt Lot 18, Plan 210 and Part 1, Plan 65R-16052 Ward: 1  
File Nos.: Z.17.018 + Related Files" DA.17.042**

---

We ask the city to enforce all by-laws and planning objectives as provided in the Kleinburg Nashville Heritage District Plan and VOP for the proposed development at 10568 Islington (the "Proposal").

Our principal concerns are as follows:

**1. CONSIDERATION & PRESERVATION OF HERITAGE RESOURCES:**

The Kleinburg Heritage District Conservation District Plan "KNHCDP" indicates this property as a 'Heritage property'. This home and outbuilding are inventoried in the KNHCP. As stated as the General Goal of the Vaughan Official Plan For the Kleinburg area, we request the city to "**the fullest extent possible, protect both built and natural heritage resources VOP 12.4.1.1**". For example, as stated in the heritage chronology, this property was previously owned by John Kline as well as has association with the Howland Brothers – and cultural significance should be evaluated with appreciation.

**2. BUILDING SET BACK VIOLATION to BY LAW 1-88**

The rear setback of the building (from second storey upward) and Garbage Collection is 2.5M vs 15M by law. We request the city to enforce our By-Law. **\*see appendix A-1 attached.**

**3. RETAINING WALL SET BACK VIOLATION to BY LAW 1-88**

The retaining walls violate set backs: Proposal indicates a setback of 1.5M vs 2.2M by-law. We request the city to enforce our By Law.

**4. SIZE AND SCALE; CONSIDER PATTERN/SCALE OF NEIGHBORING PROPERTY**

- i) FSI, as set out in the KNHCP is 0.6% vs this proposal of 0.95%
- ii) The building is 10X the size of neighboring properties and should consider impacts of privacy and shadowing to adjacent neighbors. KARA requests that the General Goal (12.4.1.1; of our OP; “Ensure that land use and built form are compatible with the scale character of the existing community and integrated with the existing contemplated pattern of development in the surrounding area.”) be executed.
- iii) Foot print of building is 35% vs OP of 27%

We request the city to enforce scale and size of new development as outlined in 9.5.1 of the KNHCDP and **VOP 12.4.10.21 where such states: “New development will be compatible with adjacent and neighboring development by ensuring siting and massing of new buildings does not result in negative impacts on adjacent properties, particularly with regard to overlook, shadows, wind, and other environmental and compatibility factors”.** \*see appendix A-2 attached

**5. TREES AND VEGETATION; PRESERVE MATURE EXISTING TREES THIS PROPOSAL WOULD CLEAR CUT 56 MATURE TREES!**

There are a number of mature trees and vegetation that add to the forest like rural setting of this area. We request that “existing mature trees be preserved” as outlined in 9.5.2 of the KNHCDP. Further a main general goal of the VOP for Kleinburg area is to **“the fullest extent possible, protect both built and natural heritage resources, VOP 12.4.1.1”**. The proposal of clear cutting 56 mature trees is NOT in conformance to this goal. Of these trees, many are mature sugar maples, scotch pines and white spruces. The KNHDP encourages the planting of these specific species. Further, this proposal would require the removal of 12 mature trees that are on adjacent lots. Most of these trees are on city property, and the removal would be in direct opposition to Tree Preservation By laws, and goals established in our VOP such as **12.4.10.12 Views, Vistas and Focal points where such states : “INVENTORY SIGNIFICANT TREES WITH THE GOAL OF MAINTAINING THE VILLAGE CHARACTER WHEREVER POSSIBLE”**- \*see appendix A-3 attached.

**6. SOURCE WATER PROTECTION AREA; ENSURE PROTECTION.**

The lands are within the WHPA-Q (Recharge Management Area) and are required to address the requirements of the Source Water Protection Plan. KARA requests that all measures be taken to ensure the protection of the drinking water supply.

As stated, we request that the city to evaluate the proposal and to the fullest extent possible, execute the goals and objectives of the VOP and Kleinburg Nashville Heritage Plan.

Yours truly,

Kathryn Angus, President, Kleinburg & Area Ratepayers' Association



64 Jardin Drive, Unit 1B  
Concord, Ontario  
L4K 3P3  
T. 905.669.4055  
F. 905.669.0097  
klmplanning.com

File: P-3014

January 18, 2019

PUBLIC HEARING  
COMMUNICATION

Date: Jan 22/19 ITEM NO. 3

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

**Attention: Mr. Todd Coles, City Clerk**

**Re: Letter of Support  
Penguin-Calloway (Vaughan) Ltd.  
Municipal File Numbers: OP.18.018 and Z.18.030  
Part of Lot 6, Concession 4**

Dear Mr. Coles:

KLM Planning Partners Inc. represents Aspen Ridge Holdings Inc. with respect to their lands located at 7800 Jane Street, immediately south of the lands subject to the above-noted development applications. We are pleased to submit this letter of support for the applications for Official Plan Amendment and Zoning By-law Amendment, as we believe that the proposed amendments represent good land use planning and will ultimately achieve the vision of the Vaughan Metropolitan Centre Secondary Plan (VMCSP).

In particular, we support the removal of the north-south local street on Schedules "A" to "K" of the VMCSP in favour of a private east-west road. Based on the proximity of the north-south local street proposed by the VMCSP to Millway Avenue to the west, the need for the additional north-south road connection is unclear. We are of the opinion that the north-south local street will function as a "short-cut" for commuters attempting to make a southbound right-hand turn from Jane Street on to Highway 7, as opposed to creating internal efficiencies. If the north-south local street is maintained, it will serve automobiles as opposed to pedestrians and cyclists.

For the above reason we are in support of the removal of the north-south local street through the subject lands from the VMCSP, which will ultimately benefit the long-term development of the Vaughan Metropolitan Centre.

We wish to be notified of any future decisions made by Council regarding the above-noted applications.

Should you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

**KLM PLANNING PARTNERS INC.**



Keith MacKinnon, BA, MCIP, RPP  
Partner



Christine Halis, BURPI.  
Intermediate Planner

CC: Mauro Peverini, Director of Development Planning  
Stephen Lue, Senior Planner  
Andrew De Gasperis, Aspen Ridge Homes  
Darius Rybak, Aspen Ridge Homes

**Deputation to City of Vaughan – Committee of the Whole – January 22, 2019 – 7PM – Item 4**

My name is Fred Winegust. I live at Tangreen Circle in Thornhill. I have lived in Thornhill since 1986.

The Promenade Mall redevelopment proposal has significant public input and community support.

The proposal will revitalize a traditional 32-year-old shopping mall by adding more office, retail and residential space. It will also add a significant number of people to the Thornhill City Centre precinct.

Traffic and traffic congestion remains a major concern.

A May 2017 survey of over 1,300 neighbourhood residents, conducted by the Centre Bathurst Committee, established that as many people commute North to the 407 and beyond than commute south of Steeles and beyond, with Bathurst Street their route of preference.

In early 2020, we expect the construction of the Yonge Subway Extension to commence.

Car commuters frustrated with construction will find their way to Bathurst Street as a potential north-south replacement for Yonge Street.

They will be joining commuters from Vaughan, Richmond Hill, King, Aurora and Newmarket, who already use Bathurst Street as their primary route home, or enter/exit the 407.

York Region Transportation staff have confirmed the following to me in writing today.

*"Viva has travelled along Bathurst and Centre Streets since 2005 due to its growing importance as a destination.*

*The population and employment opportunities will continue to increase in the area, so having fast, convenient transit in place is even more important" .. to support "the shift away from a car-dependent culture towards a more urban, transit-supportive way of living."...*

*"During the Environmental Assessment process, vivaNext staff consulted the public on all aspects of the project, including vivastation locations.*

*A number of important variables were considered, including population and prospective employment forecasts to 2021, such as the significant high-density residential development near the vivastation at New Westminster/Atkinson.*

*As a result, the vivastations will continue to be constructed in the determined locations."*

We are 2 years from 2021, and even with public transit, you must agree that significant development along the Bathurst Corridor, in Vaughan, Richmond Hill, King, Aurora and Newmarket has taken place since the Promenade Mall opened on August 4, 1986.

Even with the addition of the Busway, now under construction, we will have the same 2 car lanes on Bathurst from Centre to Westmount Avenue after construction as we did in 1986.

Let me be clear, I am a transit advocate, but there needs to be the right balance between cars and public transit on Bathurst Street between Steeles and the 407, not a Bathurst Bottleneck at Atkinson / New Westminster.

(As stated by earlier speakers, Promenade Circle needs to be improved with city owned sidewalks, crosswalks and speed control, to ensure safe pedestrian access, to the mall, as well as amenities around the Circle which include the YRT Promenade Bus Terminal, Pierre Elliott Trudeau Park, St. Elizabeth Catholic High School and the Bathurst Clark Resource Library.

Promenade Circle also needs to be improved to deal with the condominium buildings that connect directly to the ring road at 88, 100, 110 and 120 Promenade Circle.

The focus of this deputation is on how Bathurst Street brings traffic to and takes traffic away from the Promenade Mall.)

Bathurst Street needs to be ready for increasing car commuter traffic that all proposals in the Thornhill City Centre / Promenade Mall precinct are expected to bring.

Having the same 2 car lanes in 2019 as we did in 1986 is already not cutting it.

The 2-lane Bathurst Bottleneck at Atkinson and Bathurst, becomes even narrower after significant snow falls,

This narrow 2-lane Northbound Bathurst Bottleneck further reduces the ability for safe simultaneous turns from New Westminster and Atkinson, both City owned streets to Bathurst Northbound, a Regional Road.

Construction is already beginning on the second 2-lane Bathurst Bottleneck at New Westminster and Bathurst.

I would ask that our City Council direct Vaughan Staff to raise these concerns and the following recommendations to York Region Transportation staff, and to York Region Council.

**Whereas**, the revitalization of the Thornhill City Centre / Promenade Mall precinct to include retail, office and residential space, will bring additional shopper, visitor and residential traffic to Bathurst Street;

**And Whereas**, the projected construction of the Yonge Subway Extension to the Richmond Hill Centre, will see car commuters divert from Yonge Street to Bathurst Street, as they make their way to Vaughan, Richmond Hill, Markham, King, Aurora and Newmarket;

**And Whereas**, the Viva Orange Bus route will be the exclusive user of the Bathurst New Westminster/Atkinson VivaStations;

**And Whereas**, the 88-Bathurst and 23-Thornhill Woods are expected to service existing YRT Bus stops on Bathurst, from Worth/Flamingo down to Centre Street without benefit of the York Region standard HOV lane structure or use of the exclusive Busway;

**And Whereas**, these 2 bus routes will potentially block 1 lane allocated to vehicular traffic when collecting or discharging passengers;

**And Whereas**, the 2 vehicular lanes at Atkinson and Bathurst, are increasingly narrowed by snow taking some of the road space, and is currently causing safety problems for allowed simultaneous turns from Atkinson and New Westminster to Bathurst Northbound;

**And Whereas**, the construction of the Atkinson Bathurst Southbound VivaStation will create a permanent 2-lane bottleneck for Bathurst Southbound vehicular traffic, with similar narrower lane snow issues;

**And Whereas**, Bathurst has already been widened to the EA approved limit allowing for a minimum of 6 lanes of traffic between Highway 7/407 to Centre Street;

**And Whereas**, the York Region Transportation Plan calls for the widening to six lanes, including HOV lanes for Bathurst Street north of the 407 to Teston Road, starting in 2022

The following recommendations are being made;

#### Short Term

- Update the Bathurst Street economic impact study from 2021 to 2041,
- Account for proposed Thornhill City Centre/Promenade Mall redevelopment and the expected 2020 start of the Yonge Subway Extension in the revised economic impact study
- Dismantle the Bathurst/Atkinson Northbound VivaStation and relocate salvaged material to another VivaStation
- Remove the Bathurst/Atkinson Northbound VivaStation concrete bus platform and separation lane
- Stop construction of the Bathurst/New Westminster VivaStation
- Repave Bathurst Street to the EA approved width
- Repaint the lines on the street to accommodate HOV lanes from Highway 7 to Centre Street
- Ensure that buses have enough space to pull out of traffic for YRT stops from Highway 7 to Centre Street
- Complete the sidewalk, separated bike lanes and associated landscaping,

#### Long Term

- Extend the HOV lanes south on Bathurst to Steeles
- Lobby Toronto to;
  - Put HOV lanes on Steeles from Bathurst to Pioneer Village
  - Widen Steeles Ave West from Hilda to Bathurst, which would then allow HOV from Bathurst to Yonge, and a connection to either Steeles Station / existing Yonge Street HOV

These Regional Road considerations should be in place before significant construction begins for the redevelopment of the Thornhill Town Centre / Promenade Mall Precinct.

**PUBLIC HEARING  
COMMUNICATION** C15  
Date: Jan 22/19 ITEM NO. 1

**From:** Clerks@vaughan.ca  
**Sent:** Wednesday, January 23, 2019 9:42 AM  
**To:** Magnifico, Rose  
**Subject:** FW: Neighbours Objection | Follow up to proposed 10568 Islington structure

**From:** Chris Adamkowski [REDACTED]  
**Sent:** Tuesday, January 22, 2019 11:03 PM  
**To:** Guy, Katrina <Katrina.Guy@vaughan.ca>; Clerks@vaughan.ca; Committee of the Whole Public Hearing <ph@vaughan.ca>; Council <Council@vaughan.ca>; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; DevelopmentPlanning@vaughan.ca; Policyplanning <Policyplanning@vaughan.ca>; Building@vaughan.ca; Jeffers, Judy <Judy.Jeffers@vaughan.ca>; Bayley, Rob <Rob.Bayley@vaughan.ca>; kara@kara-inc.ca; Ferri, Mario <Mario.Ferri@vaughan.ca>  
**Subject:** Neighbours Objection | Follow up to proposed 10568 Islington structure

Dear Mayor, Council, and City Planners,

Thank you for the opportunity to address you this evening regarding our concerns for the proposed structure at 10568 Islington avenue in Kleinburg. I very much appreciated your feedback and support.

Please see below the formal objection from the neighbours of this project, with which I am aligned, that served as the basis for our commentary and presentation this evening.

Thanks,

Chris Adamkowski

January 22, 2019  
Hon. Maurizio Bevilacqua, Mayor, Council and city planners  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

Dear Mayor, Council, and City Planners,

**RE: APPLICATIONS FOR AN OFFICAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT  
OWNER: Portside Developments (Kleinburg) Inc.  
Lot 24, Plan 268, Pt Lot 18, Plan 210 and Part 1, Plan 65R-16052  
Ward: 1  
File Nos.: Z.17.018 + Related Files" DA.17.042**

I reside at [REDACTED] Lester B Pearson in Vaughan.

I ask the city to sustain all by-laws and planning objectives as provided in the Kleinburg Nashville Heritage District Plan for the proposed development at 10568 Islington (the "Development").

My principal concerns are as follows:

1. **CONSIDERATION & PRESERVATION OF HERITAGE RESOURCES:**

The Kleinburg Heritage District Conservation District Plan "KNHCDP" indicates this property has a 'Heritage property'. This home and outbuilding are inventoried in the KNHCP. We request the city to retain the heritage resources as described in the plan, both natural and existing, where possible.

1. **BUILDING SET BACK VIOLATION to BY LAW 1-88**

The rear setback of the building (from second storey upward) and Garbage Collection is 2.5M vs 15M by law. We request the city to enforce our By-Law

1. **RETAINING WALL SET BACK VIOLATION to BY LAW 1-88**

The retaining walls violate set backs: Proposal indicates a setback of 1.5M vs 2.2M by-law. We request the city to enforce our By Law.

1. **SIZE AND SCALE**

i) FSI, as set out in the KNHCP is 0.6% vs this proposal of 0.95%

ii) The building is 10X the size of neighboring properties and creates shadowing, and should consider impacts of privacy and shadowing to adjacent neighbors.

iii) Foot print of building is 35% vs OP of 27%

WE request the city to enforce scale and size of new development as outlined in 9.5.1 of the KNHCDP.

1. **TREES AND VEGETATION**

There are a number of mature trees and vegetation that add to the forest like rural setting of this area. We request that "existing mature trees be preserved" as outlined in 9.5.2 of the KNHCDP.

Yours truly,

Chris Adamkowski

c.c. Kleinburg and Area Ratepayers' Association Inc.

Kleinburg Business Improvement Association

January 22, 2018

Hon. Maurizio Bevilacqua, Mayor, Council and city planners  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

PUBLIC HEARING C16  
COMMUNICATION  
Date: Jan 22/19 ITEM NO. 1

Dear Mayor, Council, and City Planners,

**RE: APPLICATIONS FOR AN OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT**

**OWNER: Portside Developments (Kleinburg) Inc.**

**Lot 24, Plan 268, Pt Lot 18, Plan 210 and Part 1, Plan 65R-16052**

**Ward: 1**

**File Nos.: Z.17.018 + Related Files" DA.17.042**

I reside at Lester B. Pearson Street in Vaughan.

I ask the city to sustain all by-laws and planning objectives as provided in the Kleinburg Nashville Heritage District Plan for the proposed development at 10568 Islington (the "Development").

My principal concerns are as follows:

**1. CONSIDERATION & PRESERVATION OF HERITAGE RESOURCES:**

The Kleinburg Heritage District Conservation District Plan "KNHCDP" indicates this property has a 'Heritage property'. This home and outbuilding are inventoried in the KNHCP.

We request the city to retain the heritage resources as described in the plan, both natural and existing, where possible.

**2. BUILDING SET BACK VIOLATION to BY LAW 1-88**

The rear setback of the building (from second storey upward) and Garbage Collection is 2.5M vs 15M by law. We request the city to enforce our By-Law

**3. RETAINING WALL SET BACK VIOLATION to BY LAW 1-88**

The retaining walls violate set backs: Proposal indicates a setback of 1.5M vs 2.2M by-law. We request the city to enforce our By Law.

**4. SIZE AND SCALE**

i) FSI, as set out in the KNHCP is 0.6% vs this proposal of 0.95%

ii) The building is 10X the size of neighboring properties and creates shadowing, and should consider impacts of privacy and shadowing to adjacent neighbors.

iii) Foot print of building is 35% vs OP of 27%

WE request the city to enforce scale and size of new development as outlined in 9.5.1 of the KNHCDP.

**5. TREES AND VEGETATION**

There are a number of mature trees and vegetation that add to the forest like rural setting of this area. We request that "existing mature trees be preserved" as outlined in 9.5.2 of the KNHCDP.

Yours truly,

**Laura De Faveri**

c.c. Kleinburg and Area Ratepayers' Association Inc.  
Kleinburg Business Improvement Association

PUBLIC HEARING  
COMMUNICATION

C17

Date: Jan 22/19 ITEM NO. 2

**From:** GAIL BLACKMAN [REDACTED]  
**Sent:** Tuesday, January 22, 2019 3:59 PM  
**To:** DevelopmentPlanning@vaughan.ca  
**Cc:** Birch, Carol; Clerks@vaughan.ca  
**Subject:** Submission re Public Meeting related to File No. OP.18.012 and Z.18.019; Applicant: Reena c/o Bryan Keshen  
**Attachments:** Vaughan Public Meeting Blackman Submission re Reena Development Jan 22 2019.docx; Photos of pedestrian pathway currently being used by residents in the former Mullen Drive Right-of-Way.docx; Vaughan MAP 4 Proposed Facility Network BICYCLE and PEDESTRIAN Master Plan.pdf; VAUGHAN MAP 4 PEDESTRIAN AND BICYCLE MASTER PLAN STUDY 2007 CLOSE-UPS.docx; Location Map Attachment 2 re Reena Development received with mailed notice December 2018.docx; Location Map Attachment 2 re Reena Development revised on Agenda posted online January 2019.docx; CONCEPTUAL SITE PLAN AND PROPOSED ZONING SHOWING SWALE OFF OF SMALLWOOD CIRCLE.docx; Quotations from Vaughan Documents re pedestrian-friendly neighbourhoods.docx

In response to the above noted files regarding the development by Reena in the vicinity of Bathurst Street and Clark Avenue West in Ward 5, please find attached my submission that outlines my concerns, along with other attachments noted in my submission.

I will try my best to attend tonight's meeting. However, I would ask that you publicize my concerns in any case so that they can be addressed.

Respectfully,

Gail Blackman  
[REDACTED] Eddy Green Court  
Thornhill, Ontario,  
[REDACTED]  
[REDACTED]

*“Connections are the potential aspects ... that serve to strengthen and enhance the physical linkages within and between Urban Character Areas, as well as to the surrounding neighbourhoods. Although vehicular movement is accommodated, the emphasis of the Urban Design Framework and supporting Guidelines is on greatly improving the pedestrian experience, with respect to convenience, safety, comfort and visual appeal. In doing so, a culture of walking can be encouraged and nurtured so as to support transit use, stimulate foot traffic within and from surrounding areas, and create a vibrant street life ... while enhancing the sense of safety and security.”*

*(from Centre Street Urban Design Streetscape, City of Vaughan)*

My name is Gail Blackman and I am a resident of the Westminster Green neighbourhood south of Clark Avenue. I would like to share my thoughts regarding Item #3 on the agenda for the Committee of the Whole (Public Hearing) taking place at 7 p.m. on Tuesday, January 22, 2019, specifically *Consideration of Public Hearing Items*, sub-section #2 related to *Official Plan Amendment File Op.18.012 Zoning By-Law Amendment File Z.18.019 Reena c/o Bryan Keshen Vicinity of Clark Avenue West and Bathurst Street*. “Item b” of the *Matters to be Reviewed* sets out that “the appropriateness of the proposed Official Plan and Zoning By-law Amendment Applications to permit the Development will be reviewed in consideration of ... the existing and planned surrounding land uses .... transition to the existing detached dwellings to the south .... and traffic impact.” Accordingly, I would like to focus on the affect of the proposed development on pedestrians who live in the area.

As some Council members may recall, I first shared my concerns in January 2017 and then again in February 2018 when Wycliffe Clark Limited submitted its plans for development on Clark Avenue West (Zoning By-law Amendment File No. Z.16.037 and Draft Plan of Subdivision File 19T-16V008). During this period, I was advised that since Wycliffe did not own the land that was part of the former Mullen Drive Right-of-Way, it was not in a position to solely address my concerns. That is why I am again reiterating my concerns to Vaughan Council now that a new development application is being made by Reena who presently owns the land that formed part of the former Mullen Drive Right-of-Way.

My family has lived in this area since 1984, for six years on Troyer Court, just south of Milner Gate, east of Mullen Drive and since 1990, on Eddy Green Court, just south of Tansley Road on the west side of Mullen Drive. The oldest houses in the subdivision, I believe, date back to 1979. Over the past 40 years, residents have benefitted from continuous access to Clark Avenue via the land that formed the Mullen Drive Right-of-Way. Its continued extensive use by community residents is evident from photos taken yesterday (attached), showing countless footprints in the freshly fallen weekend snow.

That a formal pedestrian walkway was never built in this location could be attributed to the fact that an extension of the roadway was expected to eventually be constructed there, most likely with sidewalks on both sides of the road, as on the rest of Mullen Drive. As a member of the former Westminster Green Ratepayers Association, I can attest to the fact that we were all fully aware of the reserved Mullen Drive Right-of-Way. Moreover, that the City of Vaughan included a

“Neighbourhood Signed Bike Route” through this reserved right-of-way in the final draft of its *2007 Pedestrian and Bicycle Master Plan Study* (attached) would seem to further support its planned intention to continue to allow access through this area for residents.

In May 2010, *without any notice to residents in our community*, a fence was suddenly constructed across the opening leading across this right-of-way. After contacting our local Councillor Alan Shefman, we were advised that the City of Vaughan had decided not to extend Mullen Drive as previously planned/allowed for, so had, therefore, divided the land. The land to the south of the fence would remain under the ownership of the City of Vaughan while the area north was to be sold. Notwithstanding this, shortly afterward, two openings in the fence were made to again give residents access to Clark Avenue West, including to key destinations such as the Bathurst Clark Resource Centre/Library, the Promenade Mall and bus stops.

In January 2017 when I made inquiries with the City of Vaughan about the right-of-way, I was advised by Mr. Paul Salerno, the Manager of the City of Vaughan Real Estate Department that the land that made up the former Mullen Drive Right-of-Way had been sold sometime between mid-2015 and early 2016 to Reena who owns the building to the west of the Right-of-Way. When I shared my concerns with him regarding the lack of notice to residents who used the Right-of-Way, he informed me that if the City sold directly to an organization, it didn't need to consult with community residents. It would only need to do so if the land had been advertised for sale. Although I hold Reena in the highest regard for its fine work with people with special needs (the silk bouquets for my wedding 38 years ago having, in fact, been designed by Reena clients), I don't agree that the City should be exempt from transparency in not sharing its intentions with long-time residents of the surrounding neighbourhood who would no doubt be affected.

In fall 2016 when a notice sign was erected advising that Weston Consulting was involved in a development proposal for the area south of Clark, I contacted Councilor Alan Shefman about the intentions for the site. Mr. Shefman advised that Wycliffe wanted to construct a “high-end townhouse development” there; he further shared that Wycliffe's plans would not allow for the existing pedestrian access to be continued. He also advised at that time that Wycliffe planned to sell part of its land to Reena so that it could expand its facilities, adding that Reena would not be including the existing pedestrian access in its plans either.

The Notice Sign regarding the proposed Wycliffe Development, posted at the time on the south side of Clark at the intersection of Clark and the south entrance road leading into the Promenade Mall in accordance with the City's Notice Sign Procedures and Protocols, did not in any way suggest that the existing pedestrian access routes through the former Mullen Drive Right-of-Way would be affected. This was particularly disconcerting. With only residents living within 150 metres of the development site being notified of the Public Meeting, this sign represented the primary and probably only notice for most of the pedestrians who had been using the Right-of-Way as their means of accessing Clark Avenue and especially, the Bathurst Clark Resource Library, the Promenade Mall and the bus stop on the north side of Clark, for so many years. Similarly, the Notice Sign that is currently posted on Clark Avenue outside of Reena's Toby and Harry Battle

Development Centre, advising of the proposed Reena development, also gives no indication to passers-by that the current pedestrian linkage will be eliminated. If development signs do not advise this is an issue, those reading it would not have reason to contact the City to share their concerns.

If the City of Vaughan truly wants to collaborate with the community about future developments, it should take steps to communicate with all residents who would be affected. No doubt, the former Mullen Drive Right-of-Way has been used by countless residents who live beyond the 150 metres of proposed Reena development and who would, therefore, not have received a notice of this week's meeting. Yet I have never seen this issue included in any community communication. (Although I do recall reading in one of Councilor Shefman's e-newsletters that a meeting with Reena had taken place last year, I do not recall reading about it in advance of the meeting, nor did I receive any notice about it in the mail.) As part of York Region, we should be respecting one of the guiding principles of its *Centres and Corridors Program* and *Context Sensitive Solutions*, to "plan projects in collaboration with the local community."

Notwithstanding that residents living within 150 metres of the proposed Reena development did receive the notice regarding tonight's meeting in mid-December, some may have, however, been misled by some of the information that was mailed to us. Attachment 2, the Location Map, clearly shows inclusion in the plans of a "possible pedestrian connection." However, on the Location Map that has been posted on the City of Vaughan's website as part of the January 22<sup>nd</sup> Committee of the Whole Meeting Agenda, the "possible pedestrian connection" has been removed from the attachment. I have been advised by Carol Birch, a city planner, that the "possible pedestrian connection" has been removed from the plans as it is still under review. Unfortunately, due to its inclusion in the original mailing, those who reviewed the mailed documents might not have become aware of the possibility that the pedestrian connection that they've been using for so many years is at risk of being eliminated. Similarly, the lack of a fully detailed legend on Attachment 3, the Conceptual Site Plan and Proposed Zoning, also results in some ambiguity and might lead a layman to misconstrue what appears to be a connection running from Smallwood Circle. However, Ms. Birch has advised that this is, in fact a swale (a land depression) and not a walkway.

The transparency of this process --or lack thereof-- is a concern for me. However, most at stake at this time is the actual question of the pedestrian access, so I will now turn my focus to that.

By removing access to what is now being referred to as the "former" Mullen Drive Right-of-Way, residents living in the area south of the development will now have to use the pedestrian connection that is located about 150 metres (.15 km) to the west. If they want to go to the library or Promenade Mall, they will then have to return 150 metres to the east just to arrive back at end of what would have been Mullen Drive. To *safely* arrive at a bus stop on the north side of Clark Avenue West, they would need to walk 200 metres (.2 km) west to cross at the New Westminster intersection or walk 300 (.3 km) east to the traffic lights at the entrance to the Promenade Mall, east of the Bathurst Clark Library. Similarly, schoolchildren living in the new Wycliffe Townhouse development to the north would need to walk an extra 300 metres on their way to Westminster

Public School to the south, 150 metres of their route along very busy and much less safer Clark Avenue.

For aging residents and young children, this extra distance may pose significant hardship, especially during extreme weather. As stated in so many Vaughan publications (copies of which are attached) and York Region's CSS with its goal to "create vibrant streets for York Region that provide a range of safe and reliable transportation options while being sensitive to the adjacent land uses and the needs of the community," our communities should be more pedestrian-friendly, not less so. If it is too difficult to walk, residents will resort to driving, if they are able to do so.

If the pedestrian linkage at the "former" Mullen Drive Right-of-Way is taken away from residents living to the neighbourhood in the south, there would be no other access to Clark Avenue from their own neighbourhood between the pedestrian link west of Aish Hatorah Synagogue and the entry point at McMorran Drive and Bathurst Street. This stretch represents a distance of approximately .55 km or 550 metres. According to the City of Vaughan document, *Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods*, "where there are opportunities, infill development should expand the network of sidewalks, pathways and trails in the larger neighbourhood." Furthermore, as put forward in *Centre Street Urban Design Streetscape* when considering mid-block pedestrian connections, "where blocks exceed 160-metres, mid-block pedestrian connections should be provided." Although in this case the City was referring to blocks along Centre Street where there might be buildings, parking lots and covered building arcades, surely this same consideration for access should be given to residents in other areas. This would be supported by Item "k" on the list of Matters to be Reviewed at the January 22nd Public Hearing as it is stated that "the proposed development must conform to the Centre Street Urban Design Guidelines and Centre Street Streetscape Plan which includes Clark Avenue West from Bathurst Street to New Westminster Drive." Of particular interest to note is that access from our sub-division to Bathurst Street is much more in keeping with the above guidelines: there are five entry points within a .5 km stretch (at the north end of McMorran, at Milner Gate, at Troyer Court and at the north and south sides of the townhouse development at 299 Mullen Drive).

The pedestrian connection that we are being encouraged to use located west of Aish Hatorah was constructed in the mid-80's, some five years after we had begun using the Mullen Drive Right-of-Way, when the Westminster Green sub-division was further developed westward along Tansley Road. That it was constructed there would have been a natural addition to the neighbourhood as it was on the western edge of the older part of the sub-division and offered the second and only other access point to Clark Avenue (other than through New Westminster Drive further to the west) for residents in the newer part of the sub-division. For residents in the oldest part of the sub-division, the route at the end of Mullen Drive would still remain the shortest and most convenient route to Clark Avenue's amenities.

Indeed, if the matter of providing a pedestrian linkage through the former Mullen Drive Right-of-Way is not dealt with now in the early stages of Reena's proposed development, it may ultimately prove to be too late in future. In January 2017, as part of Wycliffe's application,

Wycliffe formally revealed its intention to sub-divide its property so that it could convey land to Reena. At the time, Councilor Shefman again shared Reena's hopes to construct a second building on its site. Presumably, Reena and Wycliffe collaborated on this and Wycliffe was only to convey the portion of land that Reena would require to be able to construct this building. At last year's Public Hearing Meeting pending approval of Wycliffe's development application, I repeated my concerns that once Wycliffe's application were approved, any future discussions about a pedestrian connection here would rest solely with Reena who might only have enough land for a building. I implored the City of Vaughan, Wycliffe and Reena to collaborate *then* with community members, when there would still be flexibility in Wycliffe's, Reena's and the City of Vaughan's plans to include consideration for continued pedestrian access for residents from their neighbourhood through to Clark Avenue West and its "key destinations." Now that the Wycliffe development has begun with no plans for a pedestrian connection, that leaves only Reena and the City of Vaughan to collaborate to make this possible.

Coincidentally and perhaps ironically, in December, I attended the public meeting at the Promenade Mall where plans for its development over the next thirty years were shared with members of the Thornhill community. Although only the first phase of that development will be discussed at the Committee of the Whole Meeting on Tuesday, January 22, 2019 (Item 4 of the Public Hearing Items to be considered on the Agenda), at that community meeting, the architects shared the owners' vision that the mall would one day become a community gathering place to which people would be encouraged to walk rather than drive. How unfortunate it would be if the long-time pedestrian link used by residents of Westminster Green to the south of the Promenade (the very community that has steadfastly supported the mall since it was built over 30 years ago) may now be in danger of being eliminated just when mall patrons are being encouraged to leave their cars at home!

Item "h" of the Matters to be Reviewed on the meeting agenda stipulates that should Reena's Application be approved, its follow-up Site Development Application would need to include consideration for how the development would interface with the existing residential lots to the south. With regard to this and the City of Vaughan's ownership of the undeveloped lot on the north side of the T-intersection at Mullen Drive, Tansley Road and McMorran Crescent, I would respectfully ask the City of Vaughan to reconsider its intentions for this site. In January 2017, I was informed by Councillor Shefman and Mr. Paul Salerno that the city intends to divide this lot into two properties that the City would then sell to two buyers. In accordance with the Vaughan's *Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods*, Policy 9.1.2.3 a and b regarding lot frontage and area, "in the case of lot creation, new lots should be equal to or exceed the frontages of the adjacent nearby and facing lots" and "the area of new lots should be consistent with the size of adjacent and nearby lots." The frontage of the city-owned lot is approximately 75 ft. The frontage of the property at 219 McMorran Crescent east of the lot is about 53 ft; the frontage of the property at 266 Tansley Road west of the lot is about 44 ft. If the City were to sub-divide its one lot, the resulting frontage of the two new lots would be considerably less than the frontage of the adjacent lots. I would, therefore, strongly suggest that the City of Vaughan

consider either one house and a pedestrian walkway, or perhaps more fittingly, a parkette and a pedestrian walkway. Given that the City may receive “cash-in-lieu of parkland dedication” from Reena (Item “g”), these funds could then benefit the very residents of the neighbourhood who have helped this community thrive for so many years.

As the City of Vaughan so succinctly stated in its Official Plan, Elements of a Great City 9.1.1, “great cities can all boast of a vibrant public realm. Vaughan is committed to building a truly remarkable public realm throughout the City.” As we move through this process together, I would hope that the City truly takes into the consideration the needs of *all* of its residents and follows the guidelines that it has put into place after careful thought and investigation by its very capable professionals in order to create truly pedestrian-friendly communities, specifically that “*pedestrian connections should enhance the convenience and overall experience of getting to and from a destination on foot. Pedestrian connections are particularly encouraged for commercial/mixed-use blocks in order to enhance pedestrian circulation and connectivity.*” (*Centre Street Urban Design Streetscape, p. 54*).

Respectfully,

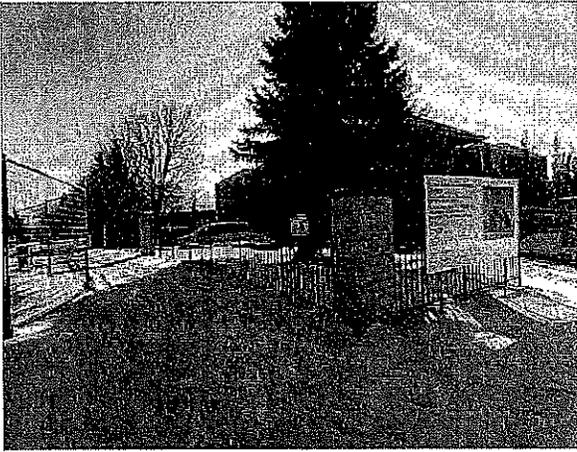
Gail Blackman

██████ Eddy Green Court

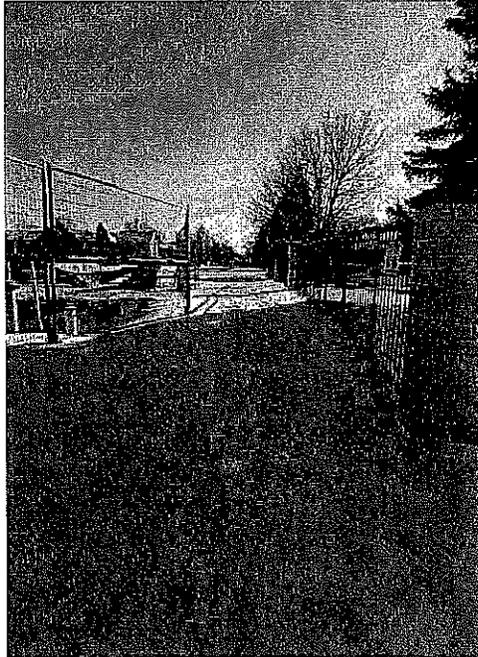
Thornhill, Ontario

Included Attachments:

- \* Photos of pedestrian pathway currently being used by residents in the former Mullen Drive Right-of-Way
- \* Pedestrian and Bicycle Master Plan Study (Final Draft January 2007) – including close-ups
- \* Location Map (as mailed to residents within 150 metres of Reena’s Battle Centre in December 2018) – showing “possible pedestrian connection”
- \* Revised Location Map (as included on the online Agenda package on Vaughan.ca) – “possible pedestrian connection” removed
- \* Conceptual Site Plan and Proposed Zoning – showing swale running from Smallwood Circle
- \* Quotations from City of Vaughan Documents



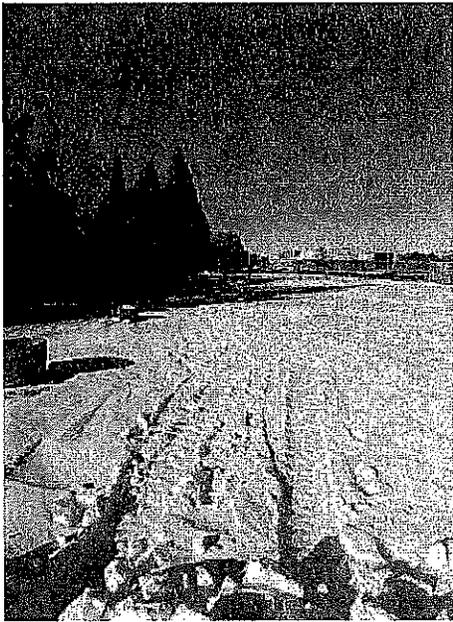
Pedestrian Entrance through former Right-of-Way off of Clark



Pedestrian Link through former Mullen Drive Right-of-Way looking south Jan 21 2019



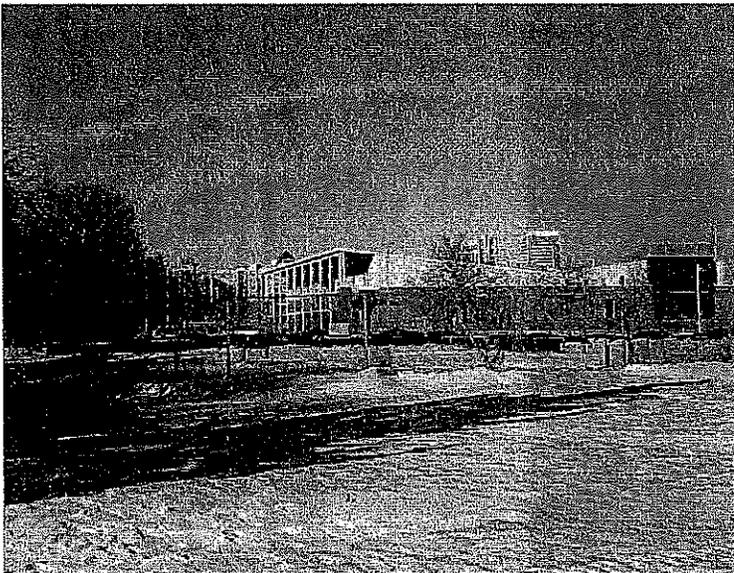
Footprints after one day of snowfall January 21, 2019



Pedestrian Entry through former Right-of-Way north off Mullen

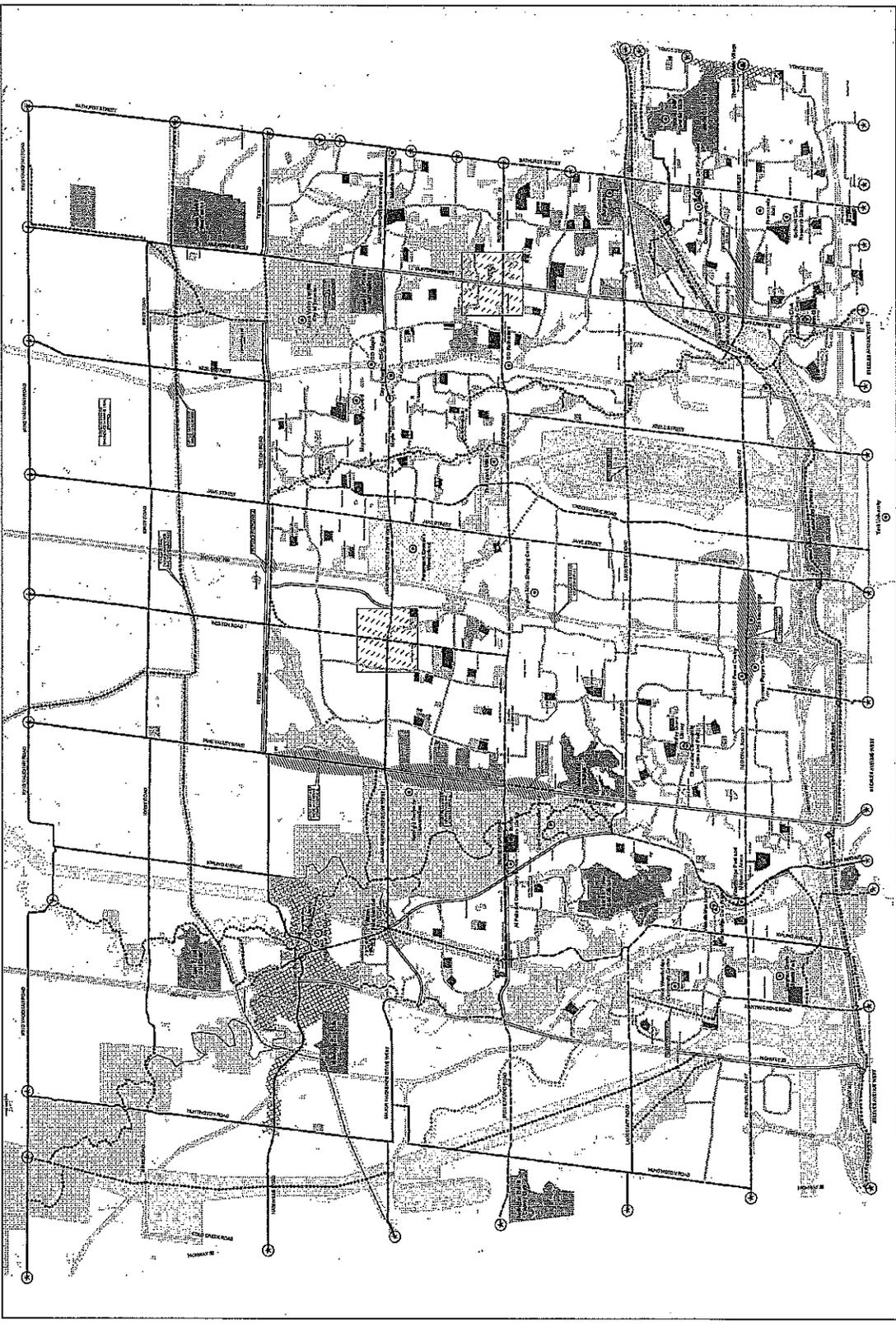


Pedestrian Connection looking north towards Clark



Former Mullen Drive Right-of-Way showing two fence

openings



**MAP 4**

**PEDESTRIAN AND BICYCLE NETWORK FACILITY TYPES**

- Class 1 Multi-Use Recreation or Boulevard Pathway**
  - Community Multi-Use Recreational Pathway (CMURP)
  - Neighbourhood Multi-Use Recreational Pathway (NMURP)
  - Community Multi-Use Boulevard Pathway (CMBP)
- Class 2 Elite Lane / Paved Shoulder / Sidewalk**
  - Community Bike Lane - Forward pavement markings and signing (CL - NO VEHICLE)
  - Community Bike Lane - Forward pavement markings and signing (CL - VEHICLE)
  - Neighbourhood Bike Lane - Forward pavement markings and signing (NL - NO VEHICLE)
  - Neighbourhood Bike Lane - Forward pavement markings and signing (NL - VEHICLE)
  - Community Paved Shoulder/Eligible - Signed as bike route (CSR)
- Class 3 Bicycle Signal Route / Signalwalk**
  - Neighbourhood Signal Bike Route - No formal facility or pavement markings (NR)
  - Community Signal Bike Route - No formal facility or pavement markings (CR)
- Class 4 Trail Facility**
  - Footpath / Hiking Trail

**Network Features**

- Gateway
- Key destination
- Hiking Area
- District Centre
- Area Under Study
- Community Centre
- School
- Park
- Open Space
- Golf Course
- Woodlot
- Cemetery
- Parkland Canada's Woodland
- Storm Water Management Area
- Nature Ledge Corridor
- Transit Corridor
- Proposed City of Toronto Bike Facility
- Proposed 477 Transitway
- Proposed 477 Transitway Station

Scale: 0 1 2 3 KM

**MarsHall Blacklin CONSULTANTS**  
PEDESTRIAN AND BICYCLE MASTER PLAN STUDY

Item # 4

PUBLIC HEARING  
COMMUNICATION C18  
Date: Jan 22/19 ITEM NO. 4

January 22, 2019

Mr. Mayor and Members of Council

I am not opposed to the redevelopment of the Promenade Mall area subject to a comprehensive study of the infrastructure including the traffic flow on the Promenade Circle a private road (owned by the Mall).

The existing development at certain times of the day on certain days creates an unacceptable level of traffic congestion sufficient to block access to our property. Easy flow of traffic in our area is imperative for emergency access to 110-120 Promenade given the need by many of our residents for immediate aid by the Paramedics. The stop signs and pedestrian walkways do not have the protection of the laws to ensure the safe crossing of Promenade Circle. The number of cars that fail to stop at the stop signs is extremely hazardous and is simply an accident waiting to happen. The general lighting along Promenade Circle is well below the standard required by such a busy street.

The maintenance of the sidewalk on Promenade Circle in front of the Condos between North Promenade and West Promenade is the responsibility of the condos fronting the areas who are required to maintain the existing sidewalk in a safe manner. This is the result of a 30-year-old site plan agreement submitted by the original developer of the property.

The sidewalk is primarily used by transit riders who exit at the transit area and cross over to the Mall at any location deemed appropriate to them, students going to and from St. Elizabeth School and residents who have homes in the area.

This is an appropriate time as a condition of the Mall development to have Promenade Circle brought up to a Municipal standard and then assumed and regulated by the Municipality. This will then resolve the matter of unsafe pedestrian crosswalks, stop signs and the points of exit from and entry to the development area, as well as the upgrading of street lighting.

Morley Daiter Pres. YRCC#834 ( [redacted] Promenade Circle)

App # [redacted]  
[redacted]

Good Evening Chair and members of council,

My name is Paul Turco and I am a resident of [REDACTED] Port Royal Avenue in Kleinburg. To provide some context; my home is the second property located to the North of the subject lands, referred to as Lot 71 on the applicants drawings. I wanted to take this opportunity to share with you the concerns that I have with the applicant's proposal.

**1. Placement of T-junction Intersection**

Currently, Port Royal Avenue begins at Woodgate Pines Drive to the north, travels in a southerly direction to roughly the point that it reaches the applicants lands and then turns 90 degrees east. The applicant has proposed that a three way T-junction intersection be installed where Port Royal Avenue reaches their lands and the new street, referred to in the application as "Street 1", extend south to Woodgate Pine Drive.

This proposed T-Junction intersection creates an awkward situation where the north / south extension of Port Royal Avenue would intersect with itself. The placement of the T-junction intersection providing access to the new street, "street 1" appears to maximize the use of the applicant's land, however the placement is illogical and has not considered the existing street layout.

I would ask the city staff and applicant to consider an alternative site plan and street layout that does not require a new street entrance off of the existing Port Royal Avenue.

I am certain there would be very few, if any, similar intersecting streets of the same name in Vaughan that could be pointed to as precedence.

**2. Impact to our Property during Civil Construction**

The applicants plan calls for the "Existing Curb and Gutter, Sidewalk and Boulevard to be removed and the Road Regarded" all of which would occur directly in front of my property.

It is my assertion that the proposed civil construction work creates a reasonably high probability of risk of property damage to our driveway and boulevard, for which I have paid a considerable expense to have a permeable interlock paving system installed.

I would ask that any approvals by the city staff of this application should consider the risk of property damage and put in place appropriate conditions that would require the applicant to reinstate the driveway and boulevards to original condition, being acceptable to both the affected property owners and the city. Further, any work completed on the boulevard should be warrantied for a minimum period of two years after acceptance.

To further mitigate risk of property damage, it would be advisable that the applicant provide the city and the affected homeowners with a detailed plan outlining the extent of civil construction and the appropriate measures that will be taken prior to and during construction to avoid property damage.

**3. Access to our Property during Civil Construction**

It is foreseeable that the location of the proposed civil construction work to install the new "street 1" and connect and relocate the existing fire, water and storm water utilities will disrupt access to my property and prevent the ability to use our driveways and garage.

While this may at the surface appear to be a minor inconvenience, it is nonetheless an inconvenience that I will have to live through which could be compounded if this work were to be undertaken during the winter months.

Again, this could be avoided to a large extent if the city and applicant were to consider an alternative site plan and street layout, or at a minimum direct the applicant to connect to services at another location in the sub-division.

**4. Proposed Lot Dimensions**

It is worth noting that the majority of the existing homes situated North of the subject lands on Port Royal Avenue and TimberCreek Boulevard have lot frontages of 12.8 meters (42 feet) and 15.24 meters (50 feet). The applicant's proposal calls for lots frontages primarily of 12.2 meters (40 feet) and 14.05 meters (46 feet). If the existing street layout were to be approved, I would ask that city staff recommend lot sizes that conform to the existing lot frontages.

**5. Architectural Details and Elevations**

When reviewing architectural guidelines and proposed elevations for any future development on the subject lands, I would recommend that city staff carefully review the proposed elevations, material selections and colours to ensure harmony with the existing homes that were developed as part of the Kleinburg Crown Estates on Port Royal Avenue. The homes constructed by Country Wide Homes ( Kleindor Developments ) as part of the Kleinberg Hills development in the community have significantly and notably different elevations, materials and colours.

Finally I would like to share that I am not opposed to the applicant's rights to develop this land. I am however concerned with the extent to which the proposed plan impacts our property and do not feel that good planning principles have been considered in the development of this application.

Thank you

Paul Turco &  
Andrea Torrieri  
[REDACTED] Port Royal Avenue  
Vaughan, ON [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

October 22, 2018

Diana DiGirolamo  
Planner – Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Dr.  
Vaughan, ON L6A 1T1

Ms. DiGirolamo

RE: Cal-Crown Homes (Three) Inc.  
Block 203, Plan 65M-4361  
Part of lots 22 and 23, Concession 9, City of Vaughan  
File Numbers: 19T18V007 and Z.18.016

In regards to the above noted planning applications, we the homeowners of [REDACTED] Port Royal Avenue have reviewed the applicant's submission and have the following concerns:

**1. Placement of T-junction Intersection**

Currently, Port Royal Avenue begins at Woodgate Pines Drive to the north, travels in a southerly direction to roughly the point that it reaches the applicants lands and then turns east. The applicant has proposed that a three way T-junction intersection be installed where Port Royal Avenue reaches their lands and the new street, referred to in the application as "Street 1", extend south to Woodgate Pine Drive. This proposed T-Junction intersection creates an awkward situation where the north / south extension of Port Royal Avenue would intersect with itself, the east / west section of Port Royal Avenue as shown in Figure 1. The placement of the T-junction intersection providing access to the new street, "street 1" appears to maximize the use of the applicant's land, however the placement and creation of a new intersection is illogical and has not considered the existing street layout. We would ask the city and applicant to consider an alternative site plan and street layout that does not require a new street entrance off of the existing Port Royal Avenue, or consider an alternative placement of the intersection where it would not create this awkward T-junction intersection resulting in two streets having the same name intersect in a north south / east west direction. We are certain there would be very few if any similar intersections in Vaughan that could be pointed to as precedence. While intersections that have the same street name do occur in some places in the world, New York City as an example, it is commonly understood that this is a result of the colonial era practise where little to no planning occurred and streets were constructed around existing structures and environmental features.

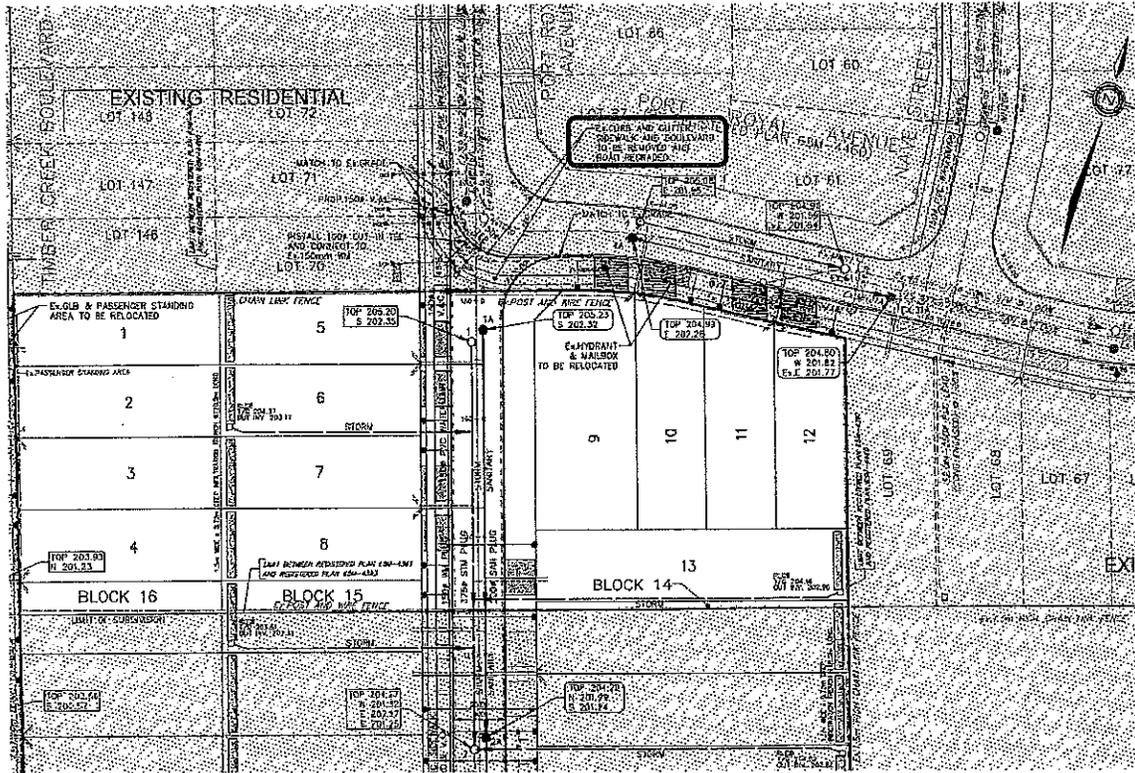


Figure 1.

**2. Impact to our Property during Civil Construction**

As we have highlighted in figure 1 above, the applicants plan calls for the “Existing Curb and Gutter, Sidewalk and Boulevard to be removed and Road Regarded”. Based on these notations on figure 1 and comparing the areas to be demolished on figure 2 below, it is our assertion that the proposed civil construction work creates a reasonably high probability of risk of property damage to our driveway and boulevard, for which we have paid a considerable expense to have a permeable interlock concrete paving system installed. Any approvals by the city of this application should consider this reasonably high probability of property damage and put in place appropriate terms and conditions that would require the applicant to reinstate the driveway and boulevards to original condition, including surface paving materials and appropriately constructed base and sub-base materials, being acceptable to both we the property owners and the city and warrantied for a period of two years after acceptance. To further mitigate risk of property damage, it would be advisable that the applicant provide the city and we the homeowners with a detailed plan outlining the extent of civil construction work affecting our property and the boulevards, outlining what appropriate measures will be taken prior to and during construction to avoid property damage and a plan to reinstate the driveways and boulevards to original condition acceptable to the homeowner and the city.

**3. Access to our Property during Civil Construction**

It is foreseeable that the location of the proposed civil construction work to install the new “street 1” and connect and relocate the existing fire, water and storm water utilities will disrupt access to our property and prevent our ability to use our driveways and garage. While this may at the surface appear to be a minor inconvenience, it is nonetheless an inconvenience that we

will have to live through which could be compounded if this work were to be undertaken during the winter months. Further to our point made in part 1 of this letter, this could be avoided to a large extent if the city and applicant were to consider an alternative site plan and street layout that does not require a new street entrance off of the existing Port Royal Avenue, or consider an alternative placement of the intersection and connection point to existing utilities where it would have less of an impact to access and use of our property.

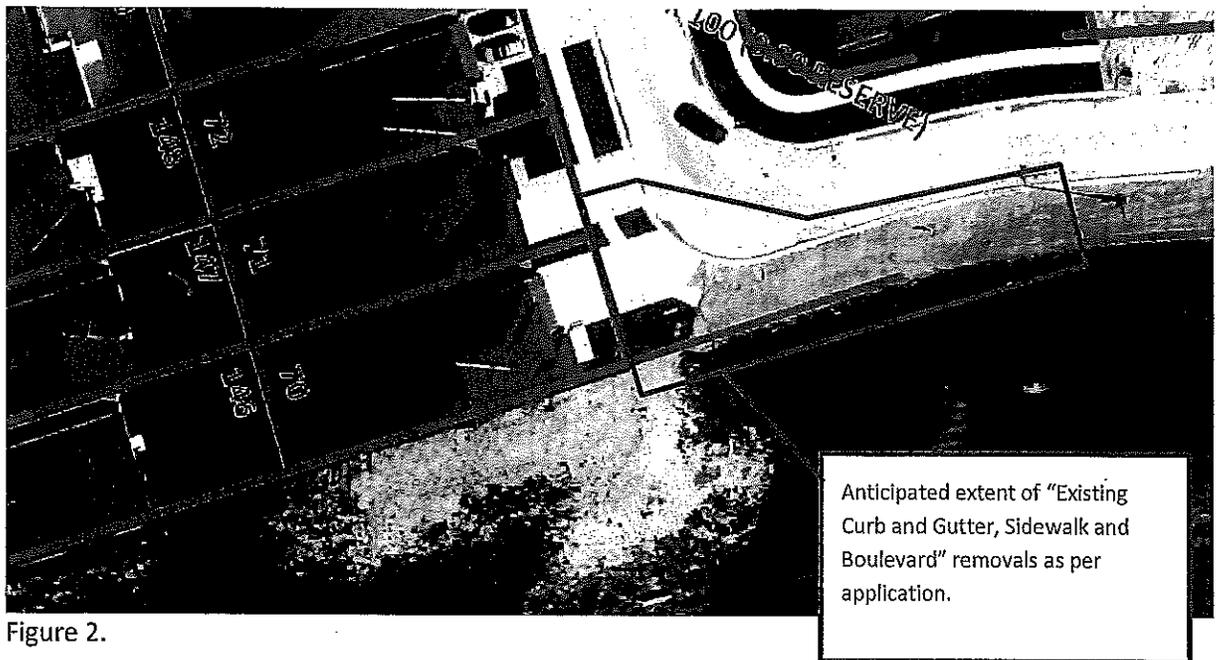


Figure 2.

Finally we would like to share with the city planning staff, Vaughan city council members and the applicant that we are not opposed to the applicant's rights to develop this land. We are however concerned with the extent to which the proposed plan impacts our property and do not feel that good planning principles have been considered or implemented in the development of this application.

Sincerely,

Paul Turco

And

Andrea Torrieri