

# COMMUNICATIONS

SPECIAL COMMITTEE OF THE WHOLE- JANUARY 11, 2011

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## COMMUNICATIONS

Distributed January 11, 2011

C #	DATED	FROM / SUBJECT	AGENDA ITEM NO.
C 1	2011 01 11	Kurt Franklin, Weston Consulting "77 Eagle Heights – Trip Generation Comparison for Different Land Uses	1

Provided January 11, 2011 (during the meeting)

C #	DATED	FROM / SUBJECT	AGENDA ITEM NO.
C 2	undated	Ms. Manuela Pedano (Deputation a)	1
C 3	2011 01 11	Mr. Tim Sorochinsky (Deputation b)	1
C 4	2011 01 11	Mr. Sam Audia (Deputation c)	1
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C 7	undated	Ms Elvira Caria (Deputation f)	1
C 8	undated	Ms. Elvira Caria (Deputation f)	1
C 9	2011 01 12	Ms Elvira Caria (Deputation f)	1
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Please note there may be further Communications.

1  
**SPECIAL C W  
COMMUNICATION C1**

Date: Jan 11/11 ITEM NO. 1

**Magnifico, Rose**

**Subject:** FW: 77 Eagleview Heights - Trip Generation Comparision for Different Land Uses

**Attachments:** Letter Trip Generation Comparison Jan 10 11.pdf

**Subject:** FW: 77 Eagleview Heights - Trip Generation Comparision for Different Land Uses

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**From:** Kurt Franklin [mailto:kfranklin@westonconsulting.com]

**Sent:** Tuesday, January 11, 2011 9:12 AM

**To:** Bevilacqua, Maurizio; Rosati, Gino; Di Biase, Michael; Schulte, Deb; Iafrate, Marilyn; Carella, Tony; DeFrancesca, Rosanna; Racco, Sandra; Shefman, Alan

**Cc:** Zipay, John; Abrams, Jeffrey

**Subject:** 77 Eagleview Heights - Trip Generation Comparision for Different Land Uses

Mayor and Members of Council

Attached please find an analysis of vehicular trip generation for the 77 Eagleview Heights property. The analysis examines the trip generation for the proposed development compared with the potential commercial/office development. Please give me a call if you have any questions.

Yours truly  
Kurt Franklin

**Kurt Franklin** BMath MAES  
Vice President

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1/11/2011



January 10, 2011  
File No. 5423

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

**ATTENTION: Mr. John Zipay, Commissioner of Planning**

Dear Sir:

**Re: Summary of Trip Generation for Different Land Uses  
77 Eagleview Heights  
City of Vaughan**

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Further to our conversations on this issue, the following summarizes the findings to date on the traffic generated by commercial, office, and residential uses on the subject property.

## **Background**

The subject property is designated as *'General Commercial'* in OPA 600. Section 4.2.2.6 of OPA 600 permits the following uses in this land use designation: *'retail stores for the buying, leasing and exchanging of goods and services, restaurants, banks, and business and professional offices'*.

Zoning By-law 1-88 zones the subject property as *C2 General Commercial Zone* with a site specific 9(416) which permits a maximum of six Model homes in addition to the C2 land use permissions. The uses permitted in the *C2 General Commercial Zone* include: *banking, business or professional office, club or health centre, eating establishments (including convenience, take-out and drive-through), funeral home, hotel, motor vehicle sales establishment, place of entertainment, retail store, video store, car rental service, car wash, lumber or building materials supply, place of amusement, and other uses.*

## **Potential As-of-Right Development**

The subject property is 10.1 acres in area (439, 891 ft<sup>2</sup>). The *Zone Requirement Table* in Schedule 'A' to By-Law 1-88 establishes the parameters to which developments are to conform. The *C2 General Commercial Zone* permits a maximum building height of 11m and maximum lot coverage of 30%.

Using these parameters, and conforming to the required setbacks and frontages, the subject property could be developed to contain a floor plate of approximately 132,000 ft<sup>2</sup> with current

Since  
1981

permissions. Using the permitted building height, the subject property could be developed with approximately 132,000 ft<sup>2</sup> of retail GFA on the ground floor with an additional two floors of business and professional office above. This would provide a potential development of approximately 396,000 ft<sup>2</sup> of retail and office GFA that conforms to the provisions of OPA 600 and Zoning By-law 1-88. This development would be permitted as of right and would only require site plan approval.

## Trip Generation Analysis

As part of the application materials required by the municipality, the landowners submitted a comprehensive traffic study that has been reviewed and evaluated by municipal staff. The Addendum Traffic Assessment and Access Design report prepared by Cole Engineering, dated September 5, 2006, provides information on the Trip Generation for several Retail and Office configurations.

Size	Parameter	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Scenario 'A'	110,000 ft <sup>2</sup> Retail	79	44	123	235	261	496	361	324	685
Scenario 'B'	200,000 ft <sup>2</sup> Office	270	23	293	35	236	271	31	26	57

Table 1: Trip Generation Analysis

When extrapolated to the potential as-of-right development discussed above, the following trip generation results:

Land Use	Size (ft <sup>2</sup> )	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Retail	132,000	95	53	148	282	313	595	433	389	822
Office	264,000	356	30	387	46	312	358	41	34	75
<b>Total</b>	<b>396,000</b>	<b>451</b>	<b>83</b>	<b>534</b>	<b>328</b>	<b>625</b>	<b>953</b>	<b>474</b>	<b>423</b>	<b>897</b>

Table 2: Trip Generation for As-of-Right Development

An additional report was prepared by Cole Engineering, dated December 15, 2010, which analyzed the traffic generated by a 926 unit residential development. The report allows for a 10% reduction in vehicular traffic due to the close proximity of local and regional transit service. The following Trip Generation results:

Land Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>926 Residential Units</b>	57	240	297	205	125	330	N/A	N/A	N/A
<b>Transit Reduction (10%)</b>	15	15	30	17	17	34	N/A	N/A	N/A
<b>Total</b>	42	225	267	188	108	296	N/A	N/A	N/A

**Table 3: 926 Unit Residential Development Trip Generation**

Finally, a comparison of the residential land use traffic generation versus the as-of-right retail/office development clearly demonstrates the reduced impact the proposed residential development has when compared to the potential as-of-right development.

Land Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>926 Residential Units</b>	42	225	267	188	108	296	N/A	N/A	N/A
<b>Potential As-of-Right Dev.</b>	451	83	534	328	625	953	474	423	897
<b>Total Traffic</b>	-409	142	-267	-140	-517	-657	-474	-423	-897

**Table 4: Residential Trip Generation vs. As-of-Right Development**

## Summary

The proposed residential development generates significantly less traffic than the potential as-of-right development permitted by the current zoning regulations. Weekday AM peak traffic generation is only 50% of the as-of-right development. Similarly, the Weekday PM peak hour traffic generation is only 31% of the traffic generated by the as-of-right development. Finally, Saturday Peak hour traffic generation for the as-of-right development is similar to the weekday peak hours and would represent a large increase in traffic in the area in comparison to the proposed residential development.

The proposed residential development represents a significant reduction in traffic generation from the as-of-right development. Impact on the local streets and Major Mackenzie Drive is greatly reduced.

Yours truly

Weston Consulting Group



Kurt Franklin BMath MAES  
Vice President

## Magnifico, Rose

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toll free. 1-800-363-3558 | fax. 905.738.6637 | web. [www.westonconsulting.com](http://www.westonconsulting.com)

Submitted by **COPY**  
Manuela Pedano (Dep a)

**C2**

Good evening Mr. Mayor, Members of Council, City Staff, and fellow citizens. My name is Manuela Pedano and I live at 8 Timberland Drive in Woodbridge. I have been an Executive Director with the Vellore Woods Ratepayers Association for more than 10 years. I stand before you this evening in opposition of the application to amend OPA #600 and redesignate the subject lands from 'general commercial' to 'high density residential.'

Look around this room and welcome Vellore Woods. We are a strong, intelligent community and returning members of council know us well. We have BUILT our community. We have lived here since it was developed, and we are prepared to fight for its future. And welcome the many surrounding communities here to show their support in opposing this application.

Tonight you will hear arguments about the innumerable, significant planning issues surrounding this application, including access, water allocation, the environment, and the land's proximity to our community's only fire station, but I am here specifically to address the issue of traffic safety.

For more than a decade, the Vellore Woods Ratepayers Association has been in and out of negotiations with developers and builders, and we have ALWAYS come out producing a better product for the community, and for the City. We are proud of our record, and we encourage you to respect it. We had all intentions of continuing negotiations with this applicant until the rug was pulled from right under our feet, leaving us high and dry.

I must begin, however, by declaring that after reading all 24 pages of the staff report completed by the planning department (and the recently resigned Mr. Zipay), I am confused. The reason I am confused is because this report is riddled with contradictions and incomplete studies, which clearly demonstrate that additional discussions are required before the application could even be considered for approval. So I'm struggling at how the planning department could, in good faith, recommend this application for APPROVAL? Is there a hidden agenda to RUSH this through?

For example, page 15 of the report says MTO has indicated, as in previous requests, that it will NOT permit nor support an easement or access over its property. We all know that a second access is REQUIRED for this development to proceed. So why are we even considering this proposal?

Page 17 of the report says the Vaughan Fire Department has no concerns with the proposal as long as the owner meets Ontario Building Code Requirements. I spoke with TWO members of the local fire department who said they already have trouble exiting the subdivision onto Eagleview Heights, and are extremely concerned with the proposed zoning change. One captain said that the increased traffic congestion on Eagleview Heights would be tremendous, and he reminded me that the station's MAIN entrance is, in fact, Eagleview Heights, not Major

Mackenzie, and he foresees traffic line-ups right to the proposed apartment buildings. Yet another hazard for these firefighters and those lives they're working to save.

The ramifications for Vellore Woods would be massive, with a proposed influx of some 900 units. That's almost 1/3 of our entire subdivision population! And you want to cram these people into ONE corner, have them use only ONE access, and pretend it's functional? It's NOT.

And how could ANY traffic study possibly support this application? We all know that traffic studies can be spewed to reflect a DESIRED RESULT. The increased population and the poor traffic plan will undoubtedly result in a dramatic increase in traffic and pedestrian accidents, with traffic spewing into and out of an already over-populated section of Vellore Woods, not to mention the ongoing challenges faced by school buses and transit attempting to enter and exit the proposed lands.

And on this note, the report goes on to suggest that the YDSB and YCDSB have no objections to the proposal. This is misleading since the school boards are bound by legislation not to oppose or take any position on such matters. Why not ask the Parent Council of either school in Vellore Woods their opinion? I'm extremely confident they will have something to say. On a personal level, I know the challenges we face at St. Emily every day, with some 1,100 students in a school designed to accommodate half this number. We are past portables and our portapack is at capacity.....how could we POSSIBLY accommodate any more children? You'll hear more details about this argument in another deputation shortly.

It's simple. This proposal is a clear safety hazard and will not work in Vellore Woods. We know there is pressure to build UP in York Region, but the Region has NOT dictated to Vaughan WHERE they are to build UP! So please do not hide behind the excuse of Regional or Provincial pressure --because you would be misleading the good people of this City. There are IDENTIFIED CORRIDORS which are more appropriate for this type of development--The Vaughan Metropolitan Centre-- Steeles Corridor -- and many others! EAGLEVIEW HEIGHTS WITHIN VELLORE WOODS is NOT an identified area!!!! And please STOP suggesting that this development is on Major Mackenzie -- It is NOT on Major Mackenzie -- it is an in-fill property in the middle of a residential community! (It may as well be landlocked!) It just DOESN'T FIT and it WILL NOT WORK.



The Cicchino Project at Major Mack and Weston Rd is a Major Regional intersection—yet with much negotiation, we settled with 500 units —with a good part of them being townhouses and only ONE mid-rise building! We worked with this developer and we got it done RIGHT. So 500 units at a major intersection, but 900 units within the Vellore Woods community? It's simply ridiculous! How could this development possibly foster a healthy environment for anyone?

In closing, let's make something clear – we all know something has to be developed on this land, and we are not against development. What we are opposed to is this type of development within a neighborhood that was NEVER meant for mid- or high-rise apartments. The safety hazards and challenges would be disastrous. It is simply not a feasible or viable option for Vellore Woods. Don't ignore the facts.

I **implore** ALL members of Council to turn down this application — allow for more time to resolve the **SERIOUS PLANNING ISSUES** before making any decision. Deal with the application in its original zoning, and send the applicant back to the drawing board.

Thank you.

Manuela Pedano  
8 Tiimberland Drive  
Woodbridge, Ontario  
L4H 1Y3

File  
C3

## Millwood-Woodend Rate Payers Association - Deputation b

Special Committee of the Whole ✓ # 1

January 11<sup>th</sup>, 2011 ✓

Applicant: 1678573 Ontario Inc. (Former Skyline Marina Site)

Official Plan Amendment File : OP.08.016

Zoning by-Law Amendment File Z.08.062

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My name is Tim Sorochinsky and I represent the Millwood-Woodend Ratepayers Association. Our neighbourhood is located approximately 2 km west of the subject property, and includes homes north and south of Major Mackenzie on the east side of Pine Valley.

Over the past 2 years, we have been working together with the Vellore Woods Ratepayers Association and representatives from other adjacent ratepayer groups with the proponent in an effort to come to a mutually agreeable plan. We have met with the proponent on two occasions. At our second meeting, the proponent presented three revised plans, which were all similar to the one presented today for discussion. The revised plan included lower densities and building heights (a maximum height of 12 storeys down from a maximum height of 28 storeys). We indicated to the proponent that the plan might be 'workable' pending resolutions of key issues and concerns such as access to the site, the completion of numerous outstanding reports, in particular the traffic operations report and receiving input from our community.

On Thursday Feb 18<sup>th</sup> 2010, the Vellore Woods RP and Millwood-Woodend RP convened a meeting with local residences to present the three options and to gather their comments. Input received was negative, with concerns for traffic, access and density as prime comments. Many of the comments received are already listed in the city's staff report on page 3 under 'Issues Raised by Residents'. To this date, many of the reports are outstanding, particularly the traffic report, the issue of access has not been resolved, plus the proposal is not supported by any residents of our community. The proposal in it's current state is not sustainable and is not acceptable to our community. The densities must come down.

I'd like to contrast this application with a similar high density application by Cicchino which is located in my block at the NW corner of Major Mackenzie and Weston Road. Together with the Vellore Wood RPs, we were successful in negotiating a compromise for future development of the site. What started out as an application for 2- 22 storey buildings with multiple 6-10 storey buildings crammed onto the site, ended as two 10 story buildings tiered to 6 storeys plus townhouses with the centre piece being a green public square in the centre of the development. The Cicchino application represents a design which is sustainable, has multiple direct access to regional roads, and is a solution that surrounding neighbourhoods could live with.

commercial accesses to Esso and RBC from Vellore Woods, and 'back' access to Tim Hortons and the Fire Station from Eagleview Heights. Our key concern is maintaining level of service of Major Mackenzie to Highway 400, as this Regional Road services not only regional traffic, but also traffic from a significant portion of northwest Woodbridge. The ability of existing residents of Vellore Woods to access their homes is also a concern. Can the Major Mackenzie westbound left turn lane to Vellore Woods Blvd support an additional 918 units in the pm peak hour considering that the entire Vellore Woods block contains just over 2100 units? The left turn queue currently has been observed to block the fire station access and extend as far back as the Highway 400 southbound off ramp.

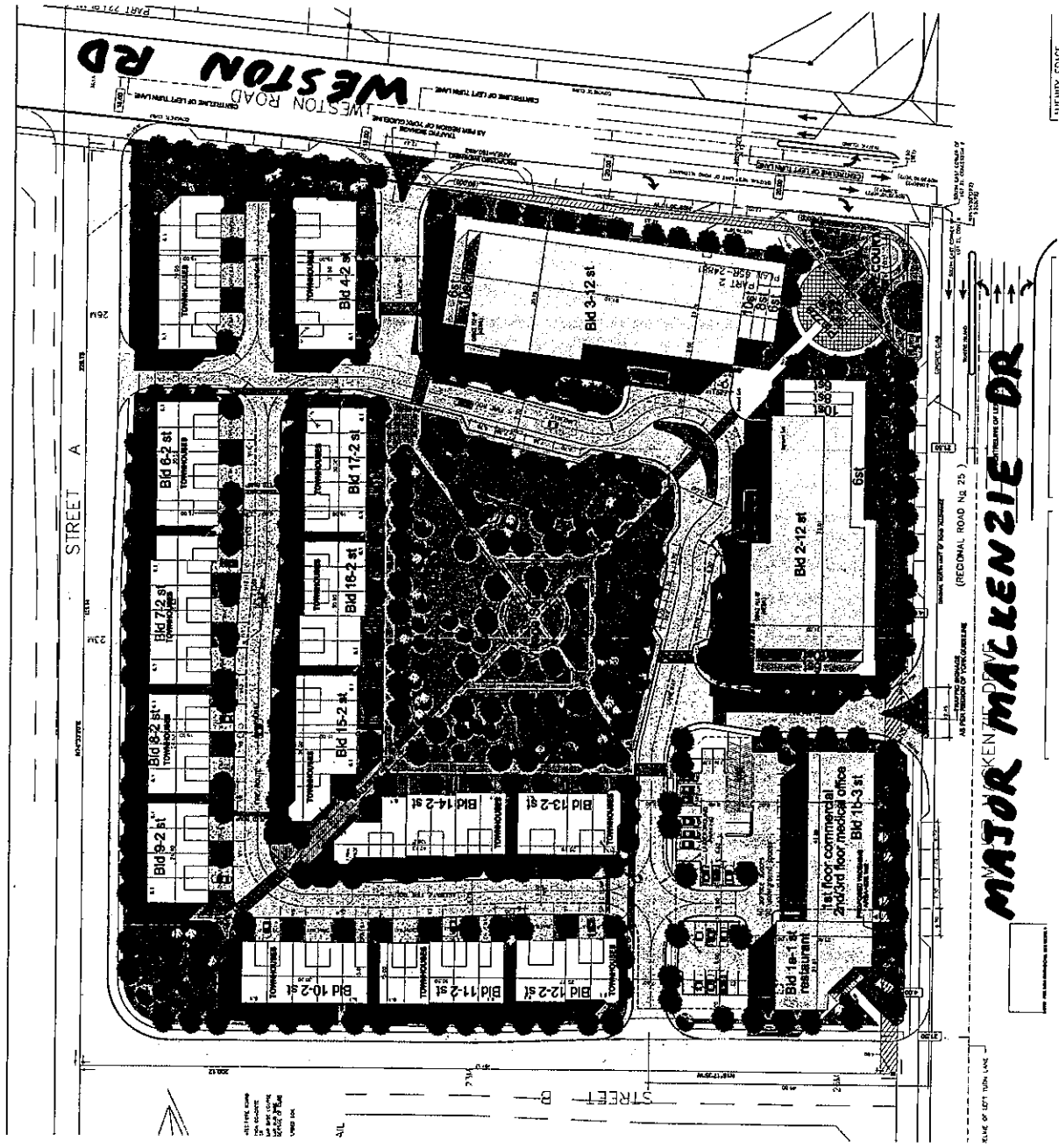
- 2) A safety review of Major Mackenzie be undertaken. Local residents of Vellore Woods have indicated that this intersection seems to have a high rate of accidents. One of the causes could be the curvature of Major Mackenzie just west of the intersection. We therefore request that the Traffic Report incorporate a review of collision history of the intersection of Major Mackenzie and Vellore Woods. Although the curve I spoke is likely constructed to Regional standard, the curve is noticeable enough such that it impedes visibility of on coming traffic when larger sized vehicles such as a mini van are in the opposing left turn lane.

In closing we do not support the application as it currently stands. Approval of this application as it stands before you tonight is premature to say the least—and should not be approved until such time as ALL of these issues are resolved. And, since the previous Council did not have all of this information before adopting the new Official Plan, we respectfully request Council to put forth the following motions:

- That The City of Vaughan modify the new OP to remove the Mid-Rise Residential land use designation and replace it with a Study Area designation until all issues, including but not limited to access, traffic issues, density issues, community facilities issues and site environmental issues are resolved to the Council's satisfaction.
- Furthermore , that The City of Vaughan establish a Subcommittee of Council to ensure all outstanding issues are resolved before Council moves forward to approve any designations on this land.
- That a Peer Review be required before any permanent designation be placed on these lands.
- That the City of Vaughan direct the Applicant to continue discussions with the ratepayers to come to a mutually agreed upon plan.
- That there be a recorded vote in this matter.

Tim Sorochinsky  
President, Millwood-Woodend RPA

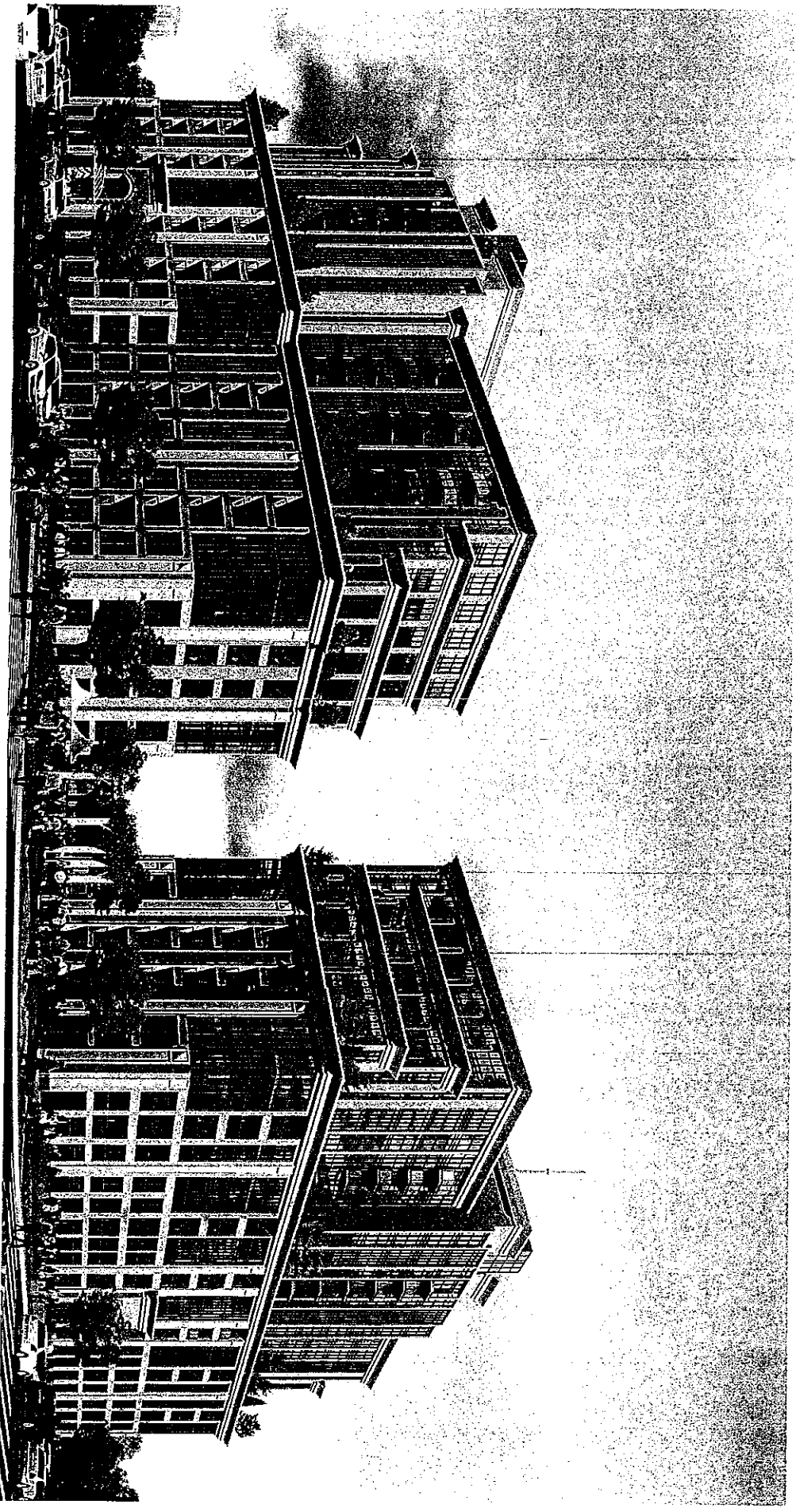
# Example – Cicchino Development



**MAJOR MACKENZIE DR**

Jan.11, 2011

# Example Cicchino Development



Jan. 11, 2011

- DRAFT -

Skyline Marina - January 11 / 11

Submitted by Sam Audia  
Sp CW Jan 11/11 #1

Rep c

C4

Hello Mr. Mayor, councillors, city staff, residence and media.

My question again, as was the last time I was here, WHY are we even here? We have before us an absurd application and further more it is accompanied by a staff report that is flawed, contradictory and PREMATURE. How can you, the council make an informed decision when the issues at hand are not fully addressed.

### 1) MTO, traffic and Access.

On page 1 of the staff report item # 2d, the staff is recommending to "pursue through the site development process, a barrier free pedestrian connection to the GO commuter station, which could potentially function as a secondary emergency access". Furthermore on page 15 under the "Access" section of the report the City indicates, "if feasible the City would like access to be provided to the site through the MTO lands to the North to function as a pedestrian access and possibly as a secondary emergency access through the MTO lands." The report goes on to encourage the owner of the lands to provide designs for this AS A CONDITION OF THE SITE PLAN APPROVAL subject to MTO APPROVAL and "to be finalized through the site development application process."

The next paragraph in the staff report basically contradicts all this misguided optimism and encouragement to pursue this access when it states "The MTO has indicated that an easement for emergency access over its property would NOT be permitted for safety and operational reasons of the commuter parking lot." Why are we misleading the public and council on this issue when MTO's position in a letter we have is clear. Furthermore they have instructed the owner of the lands to REMOVE their lot from the site plans and any other application maps. This has yet to happen. The other issue I have on this point is the mere recommendation to make an approval on this application and "finalizing access through the site application process." Isn't access to an application with 918 units a BIG deal to be leaving it until later? This area for lack of a better word is LANDLOCKED and grasping at straws for alternative access is misleading and should not be left until later. This land has only 1 access road and it is Eagleview Heights Drive, which is not a main arterial road. As a matter of fact, the way this land is laid out and the accessibility that leads to this land within an existing community, should actually be treated as a cul de sac.

The applicant has done traffic studies which focus on Major Mackenzie Drive, which is a Regional road soon to be 6 lanes. They have also been asked to resubmit studies with different criteria yet to be reviewed or digested by peer review process as suggested 2 years ago. Sure these studies can eventually show it can handle this traffic on Major Mackenzie Drive, but where is the study that shows the impact on Eagleview Heights Drive and Vellore Woods? These are the affected roads. The existing community that currently uses this entrance would be impacted greatly, even without this development we are currently challenged to enter and exit from this main arterial road access and now adding another 918 units onto this access is absurd.

Common sense should tell you it quite simply will not work. I repeat, COMMON SENSE should tell you it will NOT work. We currently have 2100 units using 7 access points throughout our community. This application is proposing to add 918 units which it's only access road of Eagleview Heights Drive would flow to its closest access point off of Major Mackenzie Drive and Vellore Woods Boulevard. I repeat again, where is the common sense.

What is the impact of the additional traffic from 918 units on Vellore Woods Blvd and neighbouring east west streets providing links to Weston Road? Traffic Management Plans are required for each Block Plan area. With 918 units being added to the 2100 units of the Vellore Woods Community, why doesn't staff require a traffic management plan? There is no mention of a completed traffic management report in the staff report, yet staff is quick to ask council for approval.

## **2) Water supply and sewage servicing.**

The report states that the holding symbol "H" should not be removed until water supply and sewage servicing capacity has been identified and allocated to the subject lands. The water issue ( including the current low water pressure in our neighbourhood ) and sewage issues were raised at the December 8th, 2008 meeting and here we are today 2 years later and this issue has not been resolved yet. In fact, on page 16 of the staff report under the section of Sewage and Water Allocation the report states, "servicing allocation capacity for the above noted development application has not been reserved nor assigned potential future capacity at this time. Therefore servicing allocation capacity is currently not available to support the proposed development concept." I'M SORRY, am I missing something? Shouldn't allocation capacity be confirmed prior to councils approval of the application given that numerous developments are requesting accessibility to these same limited numbered services? The report also requested that "a stormwater management report and site servicing plan will be required at the site plan approval stage of the development." Again, why are we leaving this until later.

## **3) Provincial Policy Statement.**

This is a policy that encourages the focus of new growth in urban areas, especially within a settlement area as these subject lands. It also states that intensification within settlement areas should be based on efficient use of land and resources, and are appropriate and avoid for their unjustified and or uneconomical expansion. In the staff report the authors go on to talk about "liveable, healthy and safe communities." How this proposed application can be deemed efficient use of land and appropriate with everything we have heard so far or yet to be said after me is inconceivable. I would say this is a great example of UNJUST EXPANSION based on the OPA #600 policy which is the current working policy and the units allowable by that policy are far below the numbers this application is proposing today.

It also states, "This portion of Major Mackenzie Drive is recognized in the City of Vaughan's Official Plan 2010 as a "PRIMARY INTENSIFICATION CORRIDOR." This is one of the biggest flaws this proposal has. It does NOT belong part of the Major Mackenzie Drive corridor

because it has no direct access to Major Mackenzie. The only, and I REPEAT, ONLY access it has is Eagleview Heights Drive. ONE access point which is not a major arterial road. The report goes on to talk about the Provincial Policy Statement on the bottom of page 7 where it cites that "the lands are within a designated growth area as established by the OPA #600 and are near other lands approved for higher densities in Block 40 South (Cicchino Holdings Ltd. on the NW corner of Major Mackenzie Drive and Weston Rd.)" Well, lets digest this for a minute shall we? Firstly, if we are talking about the OPA #600 which I brought up earlier, this policy only allows a maximum of 150 UNITS per ha. This is a measurable and quantifiable unit of measure that everyone can understand. Yet this application comes forward with 225 units per Ha. Why is there even a thought of entertaining this or recommendation by staff to present this UNJUST application? Secondly, the report mentions the Cicchino application on the NW corner of Major Mackenzie Drive and Weston Road. I thank you for bringing it up, but that application sits on 2 main arterial roads with no penetration into an established community for access. Not to mention this is an application with ONLY 500 units with 4 access points directly to 2 main arterial roads. Let me repeat. ONLY 500 units with 4 access points. This application before us is proposing 918 units with only 1 access point and it is NOT onto a major arterial road. I submit to you that this development is NOT in accordance with the policies of the Provincial Policy Statement as suggested by Staff.

#### **4) Parking**

The staff report discusses that the current by-law 1-88 required a minimum of 1607 parking spaces, yet this application is proposing 1286. I quote "A total of 1286 parking spaces are being provided for the apartment and townhouse units including 16 surface spaces and 1056 underground spaces." These 2 numbers don't even add up to the proposed 1286 so where are these spots. Furthermore, the staff has reviewed the parking standards and made recommendations to adopt a new, YET to be approved parking standard where only a minimum of 1062 parking places would be required for this proposed development found on page 14 under the parking section. This number is incorrect, using your very own formulas of the newly proposed parking standard, 1286 would actually be required. Which surprise, surprise, it is the same amount the applicant has proposed yet their numbers don't add up to this amount as already demonstrated. How can council be asked to make decisions on proposed new concept by-laws yet to be approved or scheduled to be heard later than the application before you. Also, where is common sense in this City's review when it is even considering to endorse an application that provides only 16 above ground spaces for 918 units. Does this really make sense? By using your very own formulas, the visitors parking ratio for just the proposed townhouses alone would require 14 spots, thus occupying almost all the above ground spots currently provided. Or are we expecting visitors to use underground spots for visiting friends that live in townhouses? Oh, I get it, maybe the developer is expecting those that buy here have no friends thus don't need the spots. As absurd as this last statement sounds one really need to think about common sense and there is very little that went into this application or staff report. Visitors usually park above ground and near building entrances. This is a proven human behaviour pattern and in the eyes of this application this is deemed not so. All planning principles are being dismissed, overlooked or conveniently altered to accommodate this



application. WHY? There is no accommodations for adequate parking, because if you actually look at the submitted Conceptual Site Plan Attachment # 3 and visualize it, you will begin to realize that this is quite simply 2 enormous buildings slapped onto a piece of land with no thought into space, functionality, safe traffic flow, and proper use of this space. Traffic is suggested to flow into this area, pass by these 16 spots and then continue all the way around the buildings to see that they have quickly returned to the entrance again with no additional parking available. Now they have 2 options. Either do this routine again and again or go back out to Eagleview Heights Drive and park somewhere on the shoulder of the road that is providing the only access into this parcel of land. The staff report says that the new review of parking standards is supportable here. Supportable, by whom? This is all on studies not yet approved or tested. Why are we dismissing tried and tested policies that have been our standard for years here? Does council agree site sustainability starts by maintaining a minimum number of parking spaces? We should be talking about setting a maximum level if serious about sustainability.

### **5) Schools.**

The report states that both the Catholic and Public school boards have reviewed the proposal and advise that they have no objection to the proposal. With all due respect, are the school boards not bound by legislation that they cannot officially oppose applications even though applications are deemed in private inappropriate? This is a little misleading and as Vice Chair of the Vellore Woods Ratepayers Association, I am also currently serving and have been for many years on the St. Emily's Parent council which is the Catholic elementary school in this community. Our elementary school is currently the largest populated elementary school in the entire YSSB. A few years ago I was the Chair of the Parent Council Political Committee and did a presentation at the YSSB head office up in Aurora where I fought for and won a board decision to grant our school a 10 room extension to eliminate our portables. Since the completion of the extension, we have also had to have a Porto Pac attached to the new extension to further eliminate additional portables even though we had an extension built. This past summer our entire soccer field had to be paved because our children had no room to play because all these extensions took away all the old paved school yard areas to play. What do you think adding another 50% of units to the existing community numbers would do to our school? Do you think there is a problem here? I think so, but like I said the School boards can not go on record to object on proposed developments. I am not part of the Public school in our community but lately, it has had portables added yearly, so they are beyond its capacity too. So here I am today telling you as someone in the know, there is no sustainability and room in our already beyond capacity schools.

---

At this time I would like to bring your attention to a summary of the staff report showing where it repeatedly defers application reports to the Site Development Planning stage which is flawed and premature to request council to approve this application with all these issues unresolved. With this application in the making for two years why have these issues not been fully explored, reviewed and made part of the application before us today? Why talk about site plan

when we don't have zoning yet. Zoning and site planning are dealt with together and co-dependant. Lets not put the cart before the horse here. ( See attached table )

The applicant was encouraged at the last public meeting to meet with the ratepayers association and work together on an agreeable plan. Every time we meet we had to listen to them for 2 hours telling us why this proposal works and didn't provide any information we requested over and over again and are still outstanding today as seen in the staff report. As a ratepayers association we have worked together with many applicants over the years and we were able to have working sessions with meaningful input. They were all dealt with in a timely fashion. One developer even won an award for architectural design because of the hard work my esteemed ratepayers colleagues put into that project.

~~Another point on design and layout as it pertains to this application I would like to mention. In this report there is a reference made to the buildings to be set back a certain distance and be contained within a 45 degree angular plane measured from the property line in order to provide sufficient privacy and daylight conditions. This application ignores this 45 degree rule and the staff report mentions it but does not make mention of this design oversight. The purpose of the oversight may be due to the fact that this would severely reduce its overall footprint to be able to accommodate all other setback by-laws it is required to meet. Why was this not sent back for amendment by staff?~~

In closing, we know what happens once you give developers the zoning they want. They will submit amendment after amendment to slowly pick away at anything that truly stands in their way of building it the way they wanted with no regard for proper planning principles and no regard for existing community residence who bought here in this community in good faith knowing that this was a calm, and well planned place we call home. Residence have spoken at the last election and are tired of being ignored and sent a clear message to those that did so. We will not stand for this anymore. I am sure that the new council is going to do the right thing for our City and residence. That is, maintain our planning principles that have made our communities a desirable places to live. Please don't lay blame on Provincial Policy, as this application exceeds the current OPA #600 maximum density of 150 units with no justification. With all these incomplete reports and unresolved issues approval of this application as it stands before you tonight is PREMATURE to say the least. [It should not be approved until such time as all of these issues are resolved and since the previous Council did not have all of this information before adopting the new Official Plan I respectfully suggest council modify the new OP to remove the Mid-Rise Residential land use designation and replace it with a study area designation until such time that all issues are resolved to Council's satisfaction. I would also encourage that a peer review be required before any permanent designation be placed on these lands. Finally, the City of Vaughan should direct the applicant to continue meaningful discussions with the ratepayers to come to a mutually agreed upon plan.

Item	Action	Result
Pursue MTO for access	DENIED by MTO	Fail
Urban design	requested to be provided at Site Plan Development (SPD) stage	Incomplete
Landscape Master Plan	requested to be provided at SPD stage	Incomplete
Architectural Design brief	requested to be provided at SPD stage	Incomplete
Layout and orientation	requested to be provided at SPD stage	Incomplete
On Site traffic circulation	requested to be provided at SPD stage	Incomplete
Building setbacks	requested to be provided at SPD stage	Incomplete
Maximum heights	requested to be provided at SPD stage	Incomplete
Water supply & Sewage capacity identified & allocated	Holding symbol not be removed until city has been satisfied	Deferred
In good standing with Block 32 west developers	Holding symbol not be removed until city has been satisfied	Incomplete
Environmental Site Assessment clearances & remediation plan	Holding symbol not be removed until city has been satisfied	Deferred
Contribution to Sustainability	requested to be provided at SPD stage	Incomplete
Regional water management objectives	requested to be provided at SPD stage	Incomplete
traffic impact study	additional information has been requested	Incomplete
phasing plan & service areas	requested to be provided at SPD stage	Incomplete
traffic/parking and access	requested to be provided at SPD stage	Incomplete
lot grading	requested to be provided at SPD stage	Incomplete
updated (detailed) noise report	requested to be provided at SPD stage	Incomplete
external lighting plan	requested to be provided at SPD stage	Incomplete
Transportation Demand Management	requested to be provided at SPD stage	Incomplete



Good evening Mr. Mayer, city councillors, city staff, ladies of gentlemen. My name is ...  
and I am a Director in the WDRPA Dept.

Victoria Hudec  
48 Skyline Dr.  
Woodbridge, ON  
L4T 1A1

**Vellore Woods Ratepayers Assoc.**

I would like to take a few minutes to summarize a few of the major concerns that we have with this application.



**In Vaughan!**

**Victoria Hudec – Director VWRA**  
**Special Committee of the Whole**  
**Tuesday, January 11th at 7:00 PM**  
Vaughan City Hall – 2141 Major Mackenzie Dr.

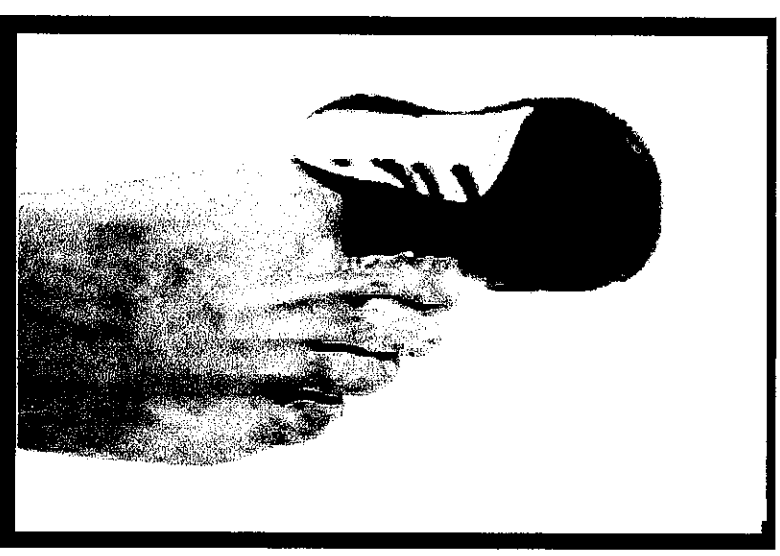
OFFICIAL PLAN AMENDMENT FILE OP.08.016  
ZONING BY-LAW AMENDMENT FILE Z.08.062  
1678573 ONTARIO INC.  
WARD 3

I am going to emphasize the following 4 issues:

**This application is ill-conceived!**



- 1 • It simply does not fit!
  - **It's like trying to fit a size 10 foot into a size 1 shoe**
- 2 • Building this development would put an impossible load on Eagleview, the community, and surrounding arterial roads.
- 3 • The proposed density with a single ingress and egress would put residents at serious risk in an emergency situation.
- 4 • The land is contaminated according to MOE – the city doesn't even know if it safe enough for residential zoning.



**STOP AND THINK**

On the screen is the architectural drawing for the site plan. I have added a blue rectangle to denote the properties of the existing home on the west side of Timberwolf.

**DO THE MATH!!!**

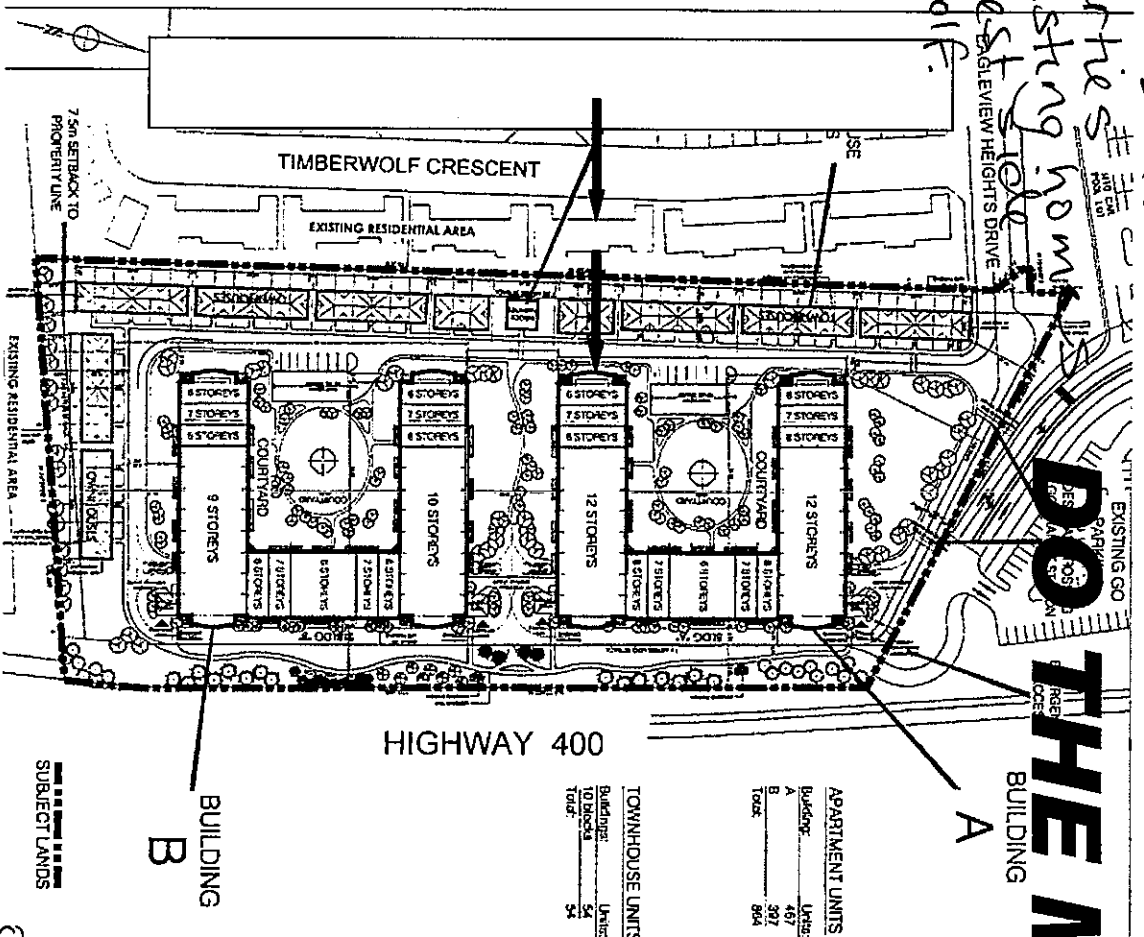
Legend:



Distance from the front window of an existing townhouse to the front window of the existing home across the street



Distance from the back window of the townhouse to the apartment building itself



APARTMENT UNITS

Building:	Units:
A	467
B	387
Total:	854

TOWNHOUSE UNITS

Building:	Units:
A	54
B	54
Total:	108

that the block townhouses abutting the westerly and southerly property lines be of a similar building form to the existing townhouse dwellings along these property lines and be a maximum of 2-stories in height;

building setbacks, maximum heights, visual screening, landscaping and planting, and fencing; and

How are you going to fit a townhouse, two back yards, a front yard, the main access road, easements, and landscaping into that small amount of space? - The obvious answer is that you can't

This development does not fit in our community!



Now I would like to discuss the impacts that the construction of this development would have

# What are the construction impacts on our community?

impacts on the community? Community

There would be . . .

- Dust!

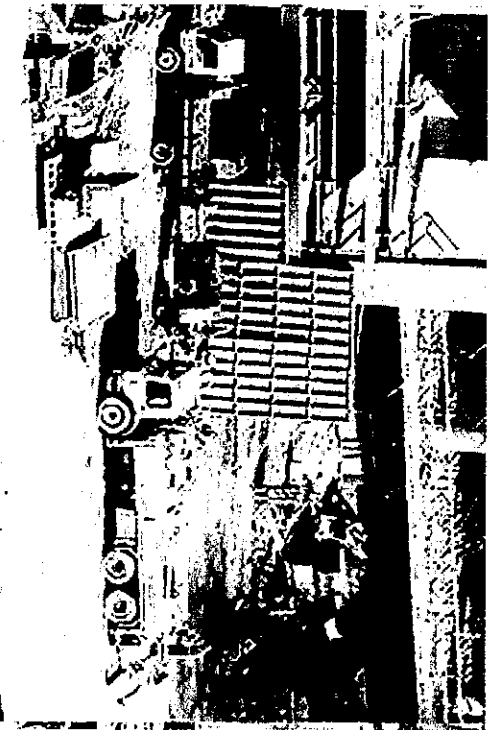
- Noise!

- Transport of heavy machinery on Eagleview – Dump Trucks, Cement Trucks & Construction Vehicles

- This will severely impacts residents, the businesses, and the Fire Department along Eagleview!

Why?

which would include . . .

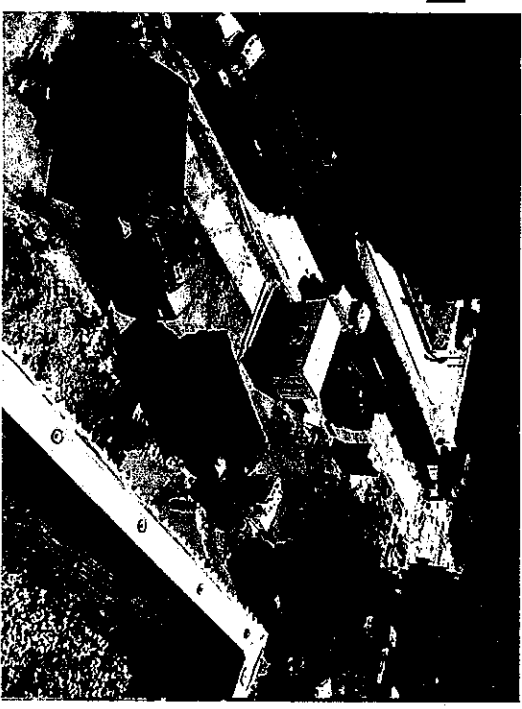




# Mission Impossible!!

*This development would*

- Require 100,000 cubic metres of soil to be removed (underground parking, basements for townhouses, and landscaping – doesn't include excavation for the storm water ponds)
- Require 10,000 dump truck loads of soil to be removed
- X2 for the dump truck to enter and leave the site

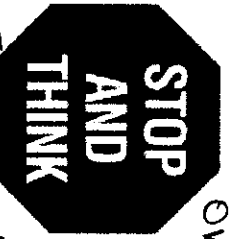


That would result in one dump truck down Eagleview every 6 minutes, every working day (8hrs/day) for one year non-stop!!

**That's just for the excavation alone – all before construction even begins!**

*It is an impossible load to put on Eagleview and the community as well as arterial roads*





1.

I have checked the plan



Thinking, I would like to discuss, the ~~aspect~~ of having only one ingress & egress road. For ~~us~~ ~~site~~ high density development.

3 scenarios to illustrate my point because they had EMERGENCY

### SCENARIOS

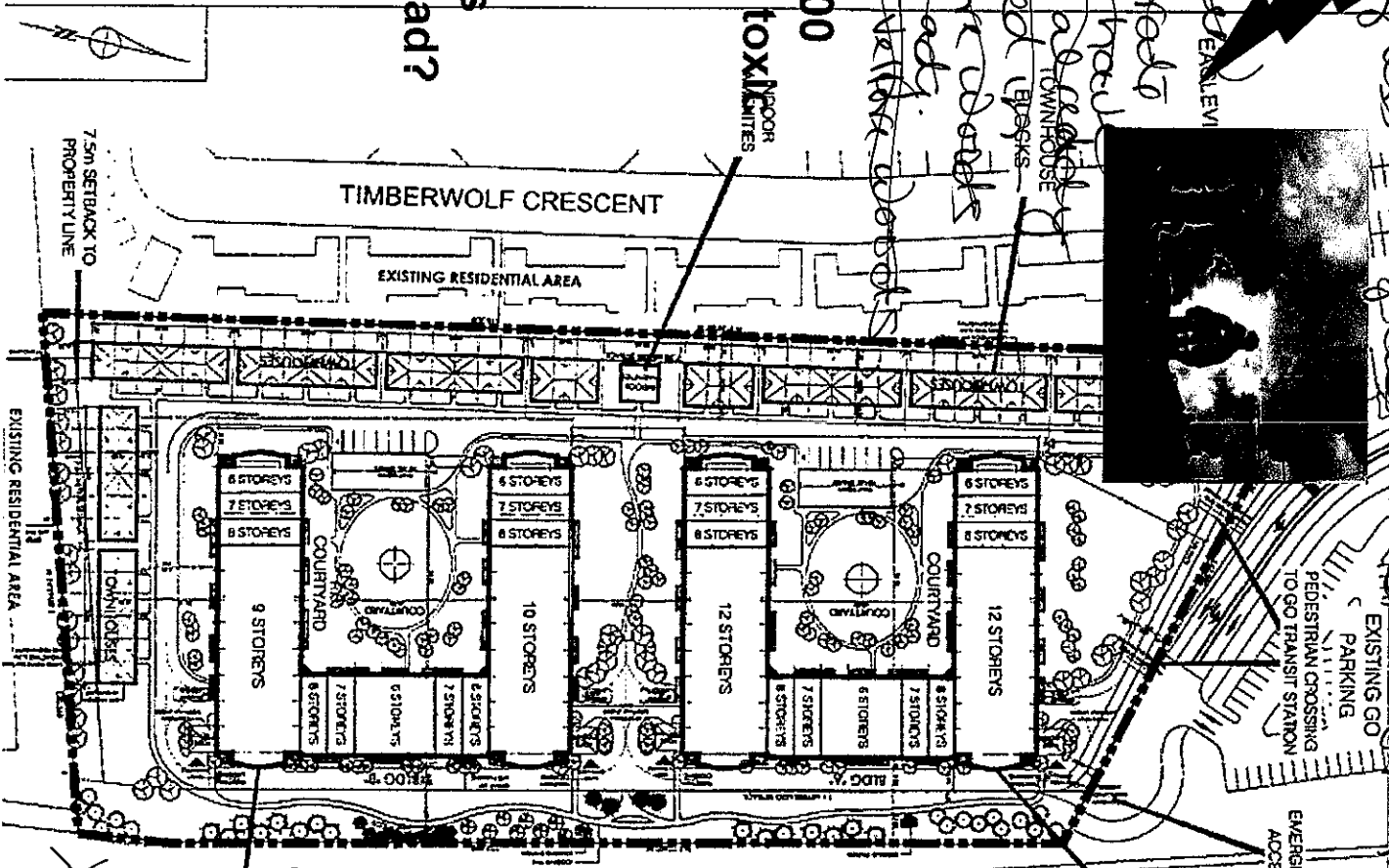
1. A gas line rupture. *or say, to water tanks*

2. A chemical tanker on 400

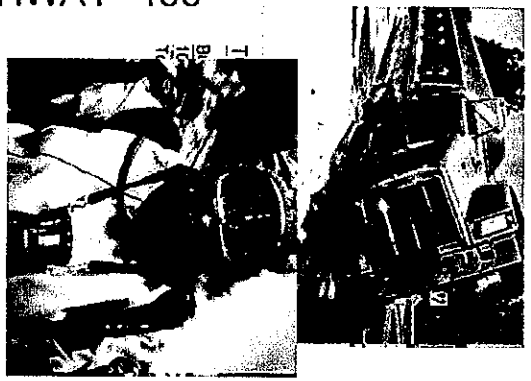
jackknives and spills a toxic and highly flammable chemical.

How would you evacuate thousands of residents through one access road?

In the an emergency case with a single ingress would thousands of residents put in a risk to



2.

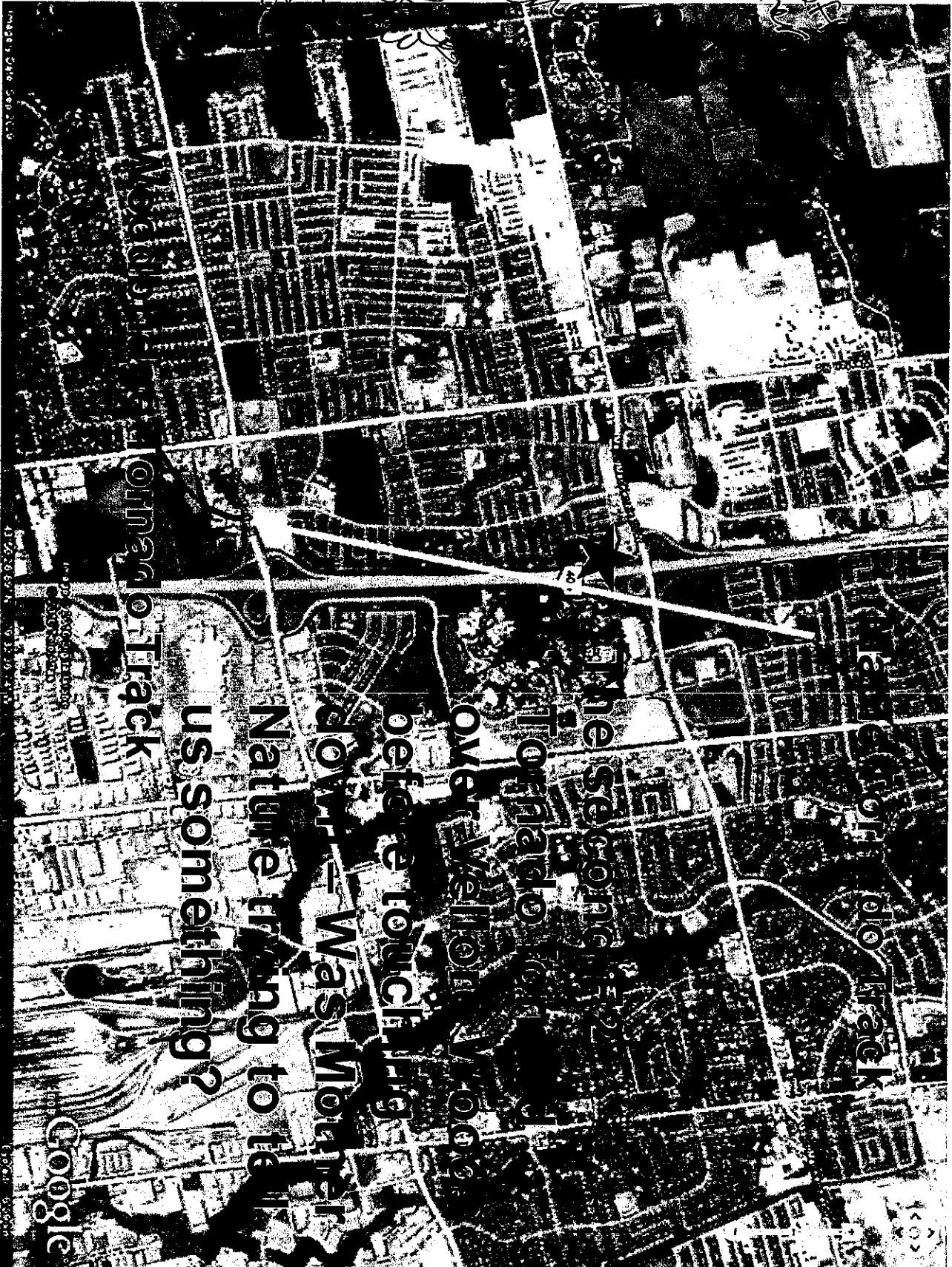


Emergencies happen in buildings. In they do here will happen to the stress. I want to put in a risk to

The 3rd example is my favorite, as I work for EC and was one of the members of the Tornado Damage Survey team for the August 20, 2009 - Vaughan hit with two F2 Tornadoes

I've read  
at the top  
lower  
hand came

I have  
these tracks  
of





The last point that I would like to discuss is the environmental contamination on the

## Contaminated Land? existing development site.

- How contaminated is the site?
- Is the contamination sufficient enough to require a remediation plan?
- Are the lands even suitable for residential zoning?

Shouldn't the city have these answers before a zoning change is considered?





*IN summary, I. would like to ask our elected city officials and city staff.*

**Let Common Sense Prevail!**

- High density has no place in Vellore Woods!

*Please* Set a higher standard for Vaughan –

demand better from your Commissioner of Planning!

- Send a strong message to builders- stop wasting our time!

*Thank you for your attention.*

Sp CW - Jan 11/11  
Sub by: Silvana Di Maria  
Repej.  
C6

I am here on behalf of the Parent Council of St. Emily and as a taxpayer home owner of the Vellore Woods community.

The approval of this project would have a bigger impact on the local school logistics. If you no longer have children in the system you might not be aware of the challenges they have everyday.

The following is a bullet form list of issues that already challenge our school.

- In spite, of an expansion to the school over 4 years ago. We still had portables and currently had to install a 12 class room port-apak.
- The school currently houses approx. 1050 students. to top that the air quality is unexceptable on hot days.
- The gym size did not change with the extention to the school. Hence,
- The school is unable to hold the whole school in one assembly. – way to small for the size of the school.
- There is no room to expand the gym
- The school was forced to pave the soccer fields to try and provide room for the children to be able to move in the school yard.
- The minor and a few major injuries are high for a school this size; specially in the school yards.
- St. Emily Currently has 14 SK and Jk Classes that do not have access to the school Gym at all.
- There already is a parking issue for staff- as there are not enough parking spots for all of the staff members to park daily as it is.
- Parents have no street parking as spots are taken by staff.
- The Kiss and ride goes through the Staff parking lot.
- Adding to this point the route for the kiss and ride is..Very tight and dangerous.(especially during winter months)
- That location of ths project would require bussing for student right up to grade 8.
- Our bus loading driveway could not accommodate any more buses.
- Also, where would the buses turn around safely...since this is a DEAD END?

Thank you for your time.

Silvana Di Maria 5 Oxbow Crt 905-417-7816

## VELLORE WOODS VS. SKYLINE DEVELOPMENT GRAPHICAL SLIDESHOW AND FACTUAL MATHEMATICAL ARGUMENTS

Page 18 of OPA 600 Under table 3 are assumptions

Low density is 16 units per net residential hectare  
Medium density is 30 units per net residential hectare  
High density is 120 units per net residential hectare

Skyline lot is a 3.8 hectare site GROSS, more like 3 net.  
Low would be 48 units homes/semis/townhomes  
Medium would be 90 units homes/semis/townhomes  
High would be 360 units apartments/condos

As developer is aiming for 918 units or more on this site, their math is sadly out of proportion.

Page 56 of OPA 600 4.2.1.3 i)

Medium density residential-commercial areas are generally located along Major Arterial Roads and certain Primary streets in order to enhance the transit supportiveness of the Plan by locating more intense areas of residential development along and adjacent to planned transit routes.

Page 57 of OPA 600 4.2.1.3iii)

Medium density residential-commercial areas, a mix of lot sizes and building types is encouraged.  
Following uses are permitted:

- Detached houses
- Semi-detached houses
- Street townhouses
- Duplex, triplex, and fourplex units
- En bloc townhouses
- Commercial uses in accordance with the policies of plan
- Schools
- Parks and Open space
- Community facilities
- Other institutional uses
- Places of worship
- Daycare and private home daycare

### NOT CONDOS OR APARTMENTS

This site is not offering these permitted uses, nor is it adjacent or along a regional road.

Page 138 of OPA 600 6.2.5.1 c)

Areas unsuitable for Estate residential development:

Areas in proximity to rail yards, rail lines, MAJOR HIGHWAYS, hydro transmission corridors, airports and other surface utilities where the QUIET enjoyment, health or safety of future residents would be seriously prejudiced.

That removes the ability to build estate homes as an alternative. It can be argued that a Condo has the same real estate prestige as an Estate development, so should be treated in the same manner.

#### Page 153 of OPA 600 8.2.3 a) ARTERIAL ROADS

**Direct access of individual residential lots to City arterial roads will be considered ONLY in instances where other feasible alternatives do not exist or where it is required to support planning objectives, including increased access to transit, higher development density, and reduced walking distances.**

#### Page 155 of OPA 600 8.2.4 b) COLLECTOR ROADS

Characteristics of collector roads shall be as follows:

- I) **Right of way width shall be 26 m (current width of Eagleview is 1/3 of this width) to accommodate up to four through traffic lanes, and shall be continuous;**
- II) Projected traffic volumes shall generally be in range of 500 to 800 vehicles per hour in the peak hour and 5,000 to 8,000 vehicles per day;
- III) All collector roads shall be considered as potential transit routes and shall be able to accommodate conventional bus-based transit service;
- IV) Access from abutting properties is permitted and controlled;
- V) Abutting residential lots should be arranged so that side yards face the collector road "flankage". Direct residential frontage is permitted where flankage is not feasible. Lot arrangements that result in rear yards facing onto collectors shall be discouraged.

**As the developer must accommodate more vehicles, road widening, and transit integration must be included to support the development. This developer has not planned this idea through clearly.**

## VELLORE VILLAGE DISTRICT CENTRE OFFICIAL PLAN AMMENDMENT 650

**3.2.2. K)** Applications for densities and heights greater than permitted in 3.2.2.h) and i) (respectively 50min.-75max. units per net hectare, up to 3 ½ storeys) to a **MAXIMUM of 100 units per hectare**, and a height of 6 stories if they demonstrate conformity to the following: **(380 max. units by this guideline)**

- i) Separation from low-rise residential areas;
- ii) Stepping down in height and density to adjacent residential and mixed-use areas;
- iii) Massing complementary to 3 ½ storey buildings;
- iv) **Located on sites READILY ACCESSIBLE and oriented to Hwy 400 corridor;**
- v) Substantial high quality landscaped open space;
- vi) **COMPATIBILITY WITH THE VILLAGE SCALE AND APPEARANCE OF THE DEVELOPMENT;**
- vii) Appropriate relationship to the street and the pedestrian realm;
- viii) **Extent of public benefits required in j)** (underground parking, increased on-site open space, **GREATER PARKLAND DEDICATION** and/or facilities within the Village core, community and cultural facilities including community meeting rooms and halls, library space, theatres, or similar facilities, and public transit facilities)
- ix) Conformity with OPA 600 policies listed previously;
- x) Demonstration through traffic impact study that transportation capacity needs can be met;
- xi) A shadow study to illustrate potential impact on adjacent public or private realms;
- xii) **CONCURRENT SUBMISSION AND REVIEW OF A SITE PLAN APPLICATION!**

# OFFICIAL PLAN AMMENDMENT FILE OP.08.016 ZONING PLAN AMMENDMENT FILE Z.08.062 STAFF REPORT

1. Floor Space Index of 2.31 (lot area suggested 40,867 m2, actual area is 38,618 m2)  
Max. area of all buildings to be 89,208 m2 not 94,403 m2 as suggested.
2. d) pursue a barrier free pedestrian connection to GO commuter station which could potentially function as an emergency access  
MTO has DENIED any connection to this property, disguising it as a pedestrian access is not truthful

## Provincial Policy Statement PPS

- A) ii) The subject lands are within settlement area as defined by PPS. This portion of Major MacKenzie drive is recognized in new City of Vaughan Official Plan 2010 as Primary Intensification Corridor. Proposal makes efficient use of the land by increasing the residential density along the intensification corridor in a Settlement area.

**THIS ASSUMES CONNECTION TO MAJOR MACKENZIE WHICH DOES NOT EXIST  
THAT REMOVES THIS PARCEL FROM INCLUSION AS A MAJOR MACKENZIE CORRIDOR**

Table 1

m)	Min. parking req'd.	1607 spaces	Provided:	1286
	INCORRECT PROPOSED IS STILL	1.5/UNIT REQ.D 226 SHORT	+ .25 FOR VISITOR IS (REFERENCE 3.8 OF ZONING BYLAW-1-88)	1512 SPACES

For Townhouses same formula means 96 spaces

Total parking req'd is 28,944 m2, only the space, not the access to them.

**SHOW THE SLIDE SHOW FOLLOWING THIS.**





**STAFF REPORT CLAIMS LOT COVERAGE OF 30.88% IN TABLE 1 F)  
 THAT IS A MAXIMUM FOOTPRINT OF ALL BUILDINGS OF 11,925 M2**

**LETS BREAK DOWN THIS FOR FOOTPRINT TO MEET THIS MAGICAL 30.88%  
 LOT COVERAGE**

**TOWNHOUSES OF 2 STORYS AT 9,936M2 MEANS 4,968 M2 FOOTPRINT**

**THAT LEAVES US WITH 6957 M2 FOOTPRINT FOR THE 2 BUILDINGS A&B**

**BUILDING A DIVIDED BY 3479.5 M2 (HALF OF ABOVE) IS 13 STORYS FULL FOOTPRINT  
 BUILDING B DIVIDED BY 3479.5M2 IS 11 STORYS FULL FOOTPRINT**

**SO WHERE EXACTLY ARE YOU STEPPING DOWN IF THESE AREAS ARE CORRECT?**

**4.2.1 RVM2 RESIDENTIAL URBAN VILLAGE MULTIPLE FAMILY ZONE TWO**

Uses permitted: Apartment dwelling, multiple dwelling, townhouse dwelling.

**RVM2 DATA PER SCHEDULE "A1" OF BY-LAW**

PER SCHEDULE A1 OF CITY OF VAUGHAN BY-LAW 1-88										
PERMITTED USE CATEGOR	MINIMUM LOT	LOT AREA	FRONT	REAR	INTERIOR SIDE	EXTERIOR SIDE	MAX. LOT	MINIMUM DEPTH	MAX. HEIGHT	PARKING
	FRONTAGE (M)		(M)	(M)	(M)	(M)	COVERAGE %	(M)	(M)	SPACES/UNIT
RVM2 TOWNHOUSE,										
APARTMENT, MULTIPLE	30	230	3.0 (1,9)	4.5 (9)	1.2	2.4 (1,9)	50		11	2
FAMILY DWELLING										
1) THE MINIMUM SETBACK TO GARAGE WHICH FACES A LOT LINE SHALL BE 5.8M (19FT)										
9) THE MINIMUM SETBACK TO ANY BUILDING OR STRUCTURE TO A SIGHT TRIANGLE SHALL BE 0.6 M (2 FT)										
PER SCHEDULE B PROPERTY RESIDES IN KEYMAP 5D										

**A BUILDING MAY ONLY EXCEED 11M IN HEIGHT PROVIDED INTERIOR SIDE YARD IS  
 INCREASED BY 0.3M PER EVERY 0.6M ADDITIONAL HEIGHT IN EXCESS OF 11M**

**A 12 STORY BLDG. WILL BE APPROX. 36M TALL, 25M ABOVE THAT, SO 15M INTERIOR  
 YARD IS REQUIRED TO ALLOW THAT. THIS PLAN DOES NOT SHOW THAT BETWEEN  
 STRUCTURES.**

E Caria  
Sp cw #1 Jan 11/11 Page 1 of 1  
submitted after the meeting  
Dep F  
C9

**Magnifico, Rose**

**From:** Elvira Caria [elviracaria@aol.com]  
**Sent:** Wednesday, January 12, 2011 11:03 AM  
**To:** Magnifico, Rose; DeFrancesca, Rosanna; Bevilacqua, Maurizio  
**Subject:** ELVIRA CARIA DEPUTATION --SKLYINE MARINA JAN 11TH 2011  
**Attachments:** SKYLINE MARINA--ELVIRA -Jan 11th.pdf; VELLORE\_WOODS-SKYLINE-johnharvey-jan11-2010.ppt

Good Morning Rose

My apologies, I forgot to submit my actual speech last night. Please accept the attached deputation for the record. It summarizes the majority of our issues and contains PLANNING POLICY questions that we would like answers to. As well-it is important to note that my entire speech was NOT read, and some issues were not addressed last night. They are all in the document.

Thank You once again

Sincerely

Elvira Caria

Elvira Caria

Radio and TV On-Air Personality

VoiceOver Actor

Emcee -Special Events

elviracaria@aol.com

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416-520-5926

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416-843-1778

OFFICIAL PLAN AMENDMENT FILE: OP.08.016  
ZONING BY-LAW AMENDMENT FILE : Z.08.062  
1678573 ONTARIO INC. –WARD 3

Jan 11<sup>th</sup> 2011

Good Evening Mayor Bevilacqua, Members of Council, City Staff and Ladies and Gentlemen. My name is Elvira Caria and I am the Chair of the VWRA and have been for the past 10 years. Before I begin my deputation I would like to state for the record that this community's reputation is exemplary!

We are proud of our accomplishments, and our ability to always work well with developers, staff, planners and community builders. OUR RECORD SPEAKS FOR ITSELF! To date, we have always managed to come to agreements that are mutually acceptable for all parties, and as a result a better project is achieved. We believe the reason for this accomplishment is because the parties around the negotiating table have all come together in good faith to resolve outstanding issues. Listening to each other, with mutual respect! It is unfortunate, that after 10 years, we have met with an Applicant, that in our opinion has had little interest in consensus building (conflict resolution) It is because of this –we find ourselves here tonight –AGAIN!

That being said, our door is open for further discussion and resolution –but ONLY if the applicant and his parties are serious about listening to us. Case in point – It is important to note that Mr. Kurt Franklin is once again here this evening –as he was just over 2 years ago—representing this Applicant. But it is equally important to note—that Mr. Franklin has not been party to any negotiations or discussions since that fateful public hearing back in Dec 2008. In fact – we have never seen or spoken to any planner or consultant or representative of the applicant –despite pleading with Mr. Morocca to please bring along someone that we could sit down and discuss this application with .

**OFFICIAL PLAN AMENDMENT : OPA 600 TO OP 2010**

**Tonight is the night YOU as the newly formed Vaughan Council have the power to right a WRONG that has been visited on this community. Tonight YOU have the opportunity to put into place the principles set out in your NEW Vaughan Accord THAT WAS SIGNED THIS AFTERNOON! You've told us –NOW SHOW US that this Council is dedicated to its Citizens and its City ! !**

This application has taken on two lives with the help of staff and the apparent ignorance of the previous Council. The first life is through the applications to amend OPA 600 and the zoning by-law. The second life is when staff, through the previous Council, included this parcel of land as a fait de compli as part of the new Official Plan 2010. It did so, in the midst of our ongoing negotiations –blindsiding this community –with no warning – essentially negating and circumventing the ongoing negotiation process.

Staff is recommending Council approve the redesignation of Commercial lands to High Density which will introduce another 900+ housing units to our established community of approx 2100 housing units. That –ladies and gentlemen—in simple terms translates into **43 % of the entire population of this subdivision will be situated in this parcel of land which makes up only 2 % of overall coverage !!!**

**( show JH slide # 1)**

**How can your staff possibly suggest that this is a viable –sustainable option in this community ! It is utterly absurd and clearly very poorly thought out !**

### **DENSITY**

Speaking of Density --Why is this staff report referencing FSI as measurement –rather than using true density calculations as “units per hectare” as set out in **Section 4.2.1.4 High Density Residential Commercial Areas** of OPA 600, which states that the permitted **densities** SHALL be no more than 150 units per hectare. Yet again, nowhere in the staff report is the maximum permitted density of OPA 600 mentioned. Instead staff refers to the maximum floor space index –which is NOT a term used on OPA 600

**It is important for Council to note that the new OP is not yet approved at the Region, and OPA 600 continues to be the operative Official Plan document. Clearly, this staff report does not give Council a complete evaluation of this proposal in terms of applicable policies.**

In the staff report the density of the proposed development is only referred to as a maximum Floor Space Index of 2.31, which is not a term used on OPA 600 for expressing density. The density of the proposed development is not referenced as a *per hectare figure* as provided for in OPA 600. It is my understanding that the density of the proposed development under the policies of OPA 600 would be approximately 225 units per hectare, which far exceeds the permitted maximum density of 150 units per hectare provided for in OPA 600. **There is no justification for this increase in the staff report.**

And Please don't lay the blame of the applicant's proposed density on Provincial Policy, as the current OPA 600 maximum density of 150 units per hectare would exceed Provincial Policy. The proposed 225 upha is simply excessive. Again, where in the staff report is the justification for the additional increase in density above 150 upha, and why are the population and density figures as provided for in OPA 600 completely ignored in the staff report?

**CONTRIBUTION TO SUSTAINABILITY** ( page 3 of the staff report) states " This will addressed in the future site plan report! "

Are you kidding me? Why? Since when is sustainable development addressed AFTER granting a zoning and by law change? Isn't it vitally necessary NOW to determine whether this is a sustainable project? Why give zoning approval now I?? WHAT'S THE HURRY ????

### **BLOCK PLAN**

This is a very significant change to the approved Vellore Woods Block Plan. The Block Plan process is all encompassing. In the past Mr. Zipay has consistently placed great importance upon the Block Plan process in terms of building communities throughout the City. **This raises the question of why hasn't an application been made to amend the Block Plan or at the very least, a requirement to amend the existing approved Block Plan?** In other areas the City has required approved block plans to undergo extensive review and revisions when less simple matters such as road alignments have changed. **So, Why is the Block Plan process completely ignored in this staff report? The block plan process forms part of OPA 600 and should be fully addressed in the staff report so that Council can make a fully informed decision.**

It is duly important to note that in the OPA 600 (Section 4.1.3) it states that "Block Plans SHALL allocate the land uses within the neighbourhoods in conformity with the land use designations on Schedules B, C and D." ( which speaks specifically to layout of population, housing mix and uses, etc) Yet the staff report does not discuss the implications of the proposed development and how it effects these schedules. Council should also note that the use of the word **SHALL** in the Official Plan is mandatory, and as such should be fully addressed by staff.

**SPECIFICS OF THE DEVELOPMENT : (read this slowly and aggressively) !**

**ACCESS**

**Stop wishing upon a star!**

**MTO will not grant you a 2<sup>nd</sup> access –so lets stop living in fantasy land and lets work within the constraints that we have been given! There is ONLY one access road to the site and MTO is on record as not supporting emergency access through their lands to the site. With the exception of the one access road, this site is LANDLOCKED !**

Effectively, this means that the 918 residential units are on a cul de sac with no emergency access. Staff are aware of this issue yet still recommend that OP 600 be amended to permit this development. ( cul de sac slide)

The City's current policy is to permit a maximum of 40 residential units on a cul de sac and this is for safety reasons. Why would Council want to support a change in land use, let alone to high density residential for 918 units, until such time as an emergency access route is confirmed. ? Council would be knowingly approving a density that would result in a development that would be contrary to its own design policies in terms of ensuring public safety. Approving a density that would allow 918 residential units on one access road with no emergency access is clearly not in the interest of public safety. This is too important to be resolved at the site plan approval stage. Once you get to the site plan stage it is too late as the density is already approved. This is a safety matter that relates to density and must be resolved before any residential density is approved. What is staff's rational for their position of this very important matter?

**TRAFFIC:**

What is the impact of the additional traffic from 918 units on Vellore Woods Blvd and neighbouring east west streets providing links to Weston Road? Traffic Management Plans are required for each Block Plan area. With 918 units being added to the some 2100 units of the Vellore Woods Community, why doesn't staff require a traffic management plan? There is no mention of a traffic management report in the staff report. ( Traffic Management Plan definition: A plan to manage traffic during construction of projects to reduce congestion.)

**PARKING :**

**STORM WATER AND SANITARY SEWERS:**

Were never designed to carry this load—It would essentially need to double or triple in order to manage this new population

**PARKS:**

Where are the additional parks ? Where do you plan on putting these 918 plus people. Parks in this community were designed to service the 2100 homes –NOT 3000+

**ENVIRONMENTAL ASSESSMENT:**

The staff report references the need for additional Environmental Site Assessment work. Is this site clean of all contaminants? It appears that we do not know the environmental status at this stage. If this is the case, then why would Council want to take the risk of permitting residential use on these lands at this time. Lands that may be contaminated. The Skyline Marina operated on this site for decades. Wouldn't Council want to be assured that the site is clean before a change in land use is supported? For that matter, if there are any contaminants on the site do they impact the neighbouring residents? These questions need answers before any land use change is approved by Council. And if it is cleaned up – There should be a record of site condition –WHERE IS IT ??? AND WHY IS THIS NOT APPARENTLY THAT IMPORTANT TO STAFF???

**CONCLUSION :**

The staff report dealing with this application is riddled with holes and does not give this Council a clear picture of all the implications of approving these applications at this time Again, in summary, the important issues that have yet to be addressed are:

1. Why is the Block Plan process, as provided for in OPA 600, being ignored?
2. Why does this staff report not deal with densities—instead deals with FSI calculations Density Conformity with the OPA
3. Why haven't all relevant policies of OPA 600 been addressed in the staff report?
4. How can Council support any residential development until such time as a second vehicular access or emergency access is secured? If ever ?
5. Why isn't a traffic management plan required to address the impacts upon the existing Vellore Woods residents?
6. Why would Council approve any application on these lands until such time as it established that there are no environmental issues with the site?



Approval of this application as it stands before you tonight is PREMATURE to say the least—and should not be approved until such time as ALL of these issues are resolved ...And since the previous Council did not have all of this information before adopting the new Official Plan, we respectfully request Council to put forth the following motions:

- That The City of Vaughan modify the new OP to remove the Mid-Rise Residential land use designation and replace it with a Study Area designation until all issues, including but not limited to access, traffic issues, density issues, community facilities issues and site environmental issues are resolved to the Council's satisfaction.
- Furthermore , that The City of Vaughan establish a Subcommittee of Council –or Ward 3 subcommittee to ensure all outstanding issues are resolved before Council moves forward to approve any designations on this land.
- That a Peer Review be required before any permanent designation be placed on these lands.
- That the City of Vaughan request the Applicant to continue discussions with the ratepayers and the Ward 3 Sub-Committee to come to a mutually agreed upon plan
- That there be a recorded vote in this matter

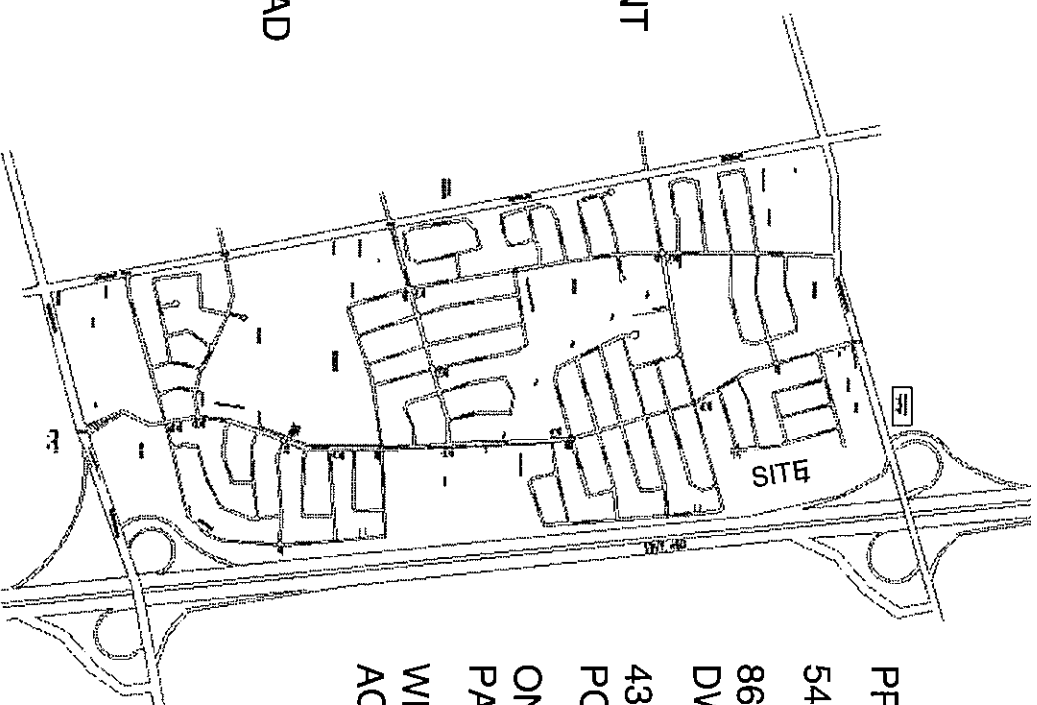
We've done our homework --- And we are We are committed to continuing to work with the City and the Applicant on this matter -- but if the City chooses to approve these applications, as recommended in this very weak and incomplete staff report, then you will be pitting Council against your very own RESIDENTS .... in a potentially costly, but very interesting OMB Hearing.

We don't wish to go down that route—but if we are forced to –WE ARE READY-- ! And we'll see you there ...

Thank You

# VELLORE WOODS

EXISTING VELLORE  
WOODS DEVELOPMENT  
OF 2100 HOMES  
WILL BE REDUCED TO  
70% OF POPULATION  
ON OVER 98% OF THE  
LAND  
WITH 7 REGIONAL ROAD  
ACCESSES.



PROPOSED DEVELOPMENT  
54 TOWNHOUSES  
864 APARTMENT/CONDO  
DWELLINGS  
43% INCREASE IN  
POPULATION  
ON LESS THAN 2% OF LAND  
PARCEL  
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# DEVELOPMENT

# VELLORE WOODS



- GOOGLE EARTH IMAGE

# SKYLINE SITE

ONE ROAD EXITS INTO  
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NOR AN ARTERIAL ROAD

10M WIDE

26M REQ'D FOR  
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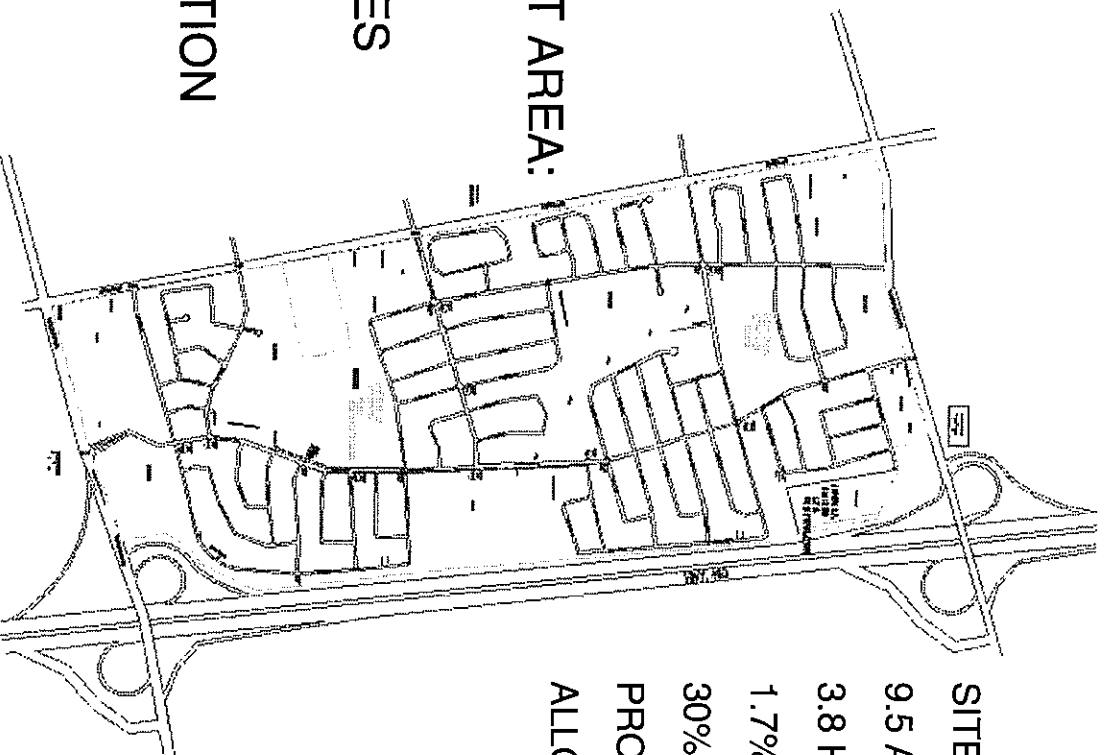
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# VELLORE WOODS



## DEVELOPMENT AREA:

569.5 ACRES  
230.5 HECTARES  
100% LAND  
100% POPULATION

## SITE AREA:

9.5 ACRES  
3.8 HECTARES (not 4 as suggested)  
1.7% LAND  
30% OF PROPOSED POPULATION  
PROPOSED 2.45 FSI  
ALLOWABLE 2.31 FSI

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560 ACRES  
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## • AREAS

# VELLORE WOODS



- REGIONAL ROAD NETWORK

# VELLORE WOODS



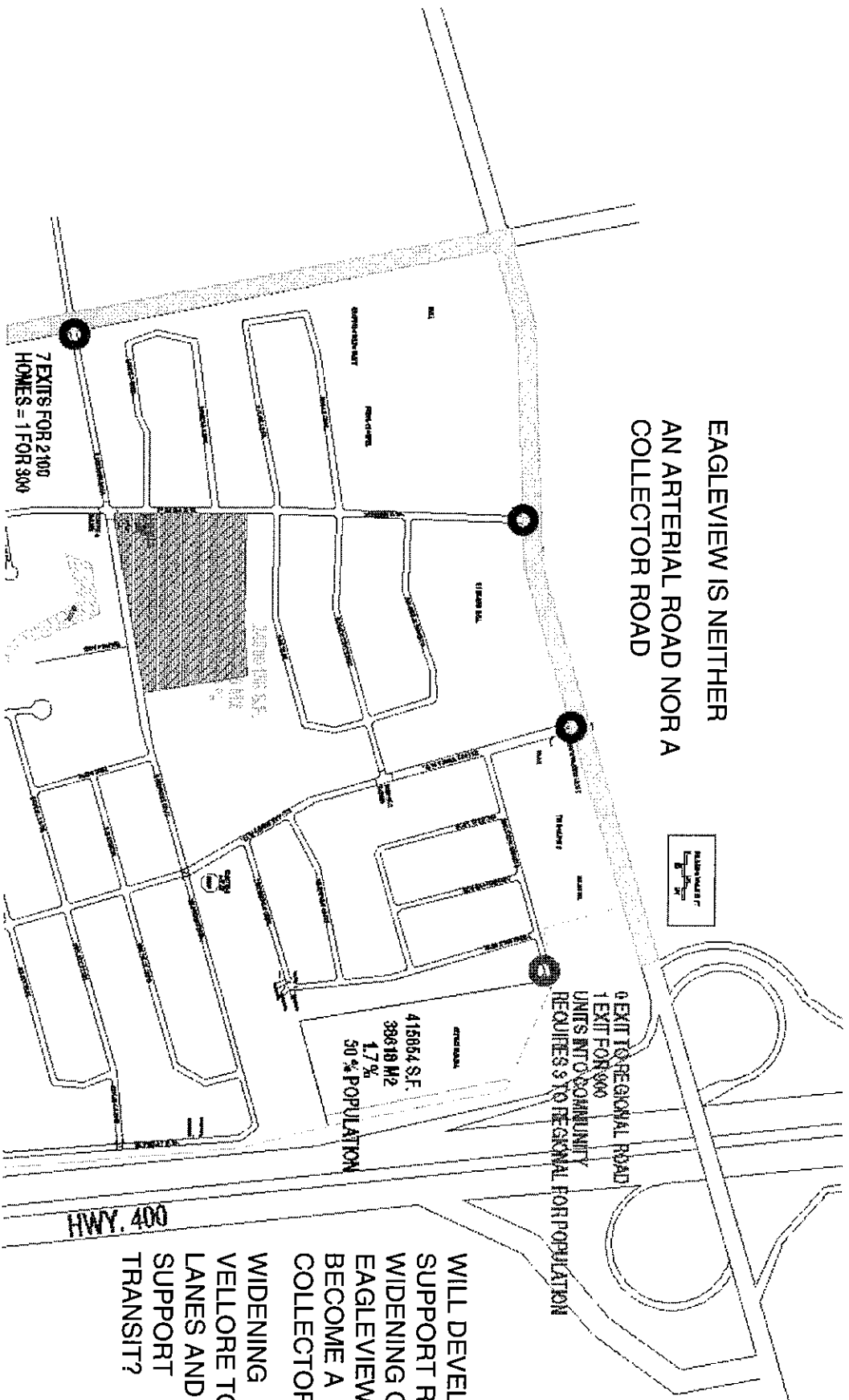
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918 UNITS NEED 3 REGIONAL  
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MTO HAS DENIED THAT REQUEST

- REGIONAL ROAD ACCESSES

# SKYLINE SITE

EAGLEVIEW IS NEITHER  
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- BLOWUP OF REGIONAL ACCESS



# VELLORE WOODS



SITE REQUIRES OWN  
STORM MANAGEMENT  
REDUCING AVAILABLE  
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EXISTING STORM  
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POND AREA CAN NOT  
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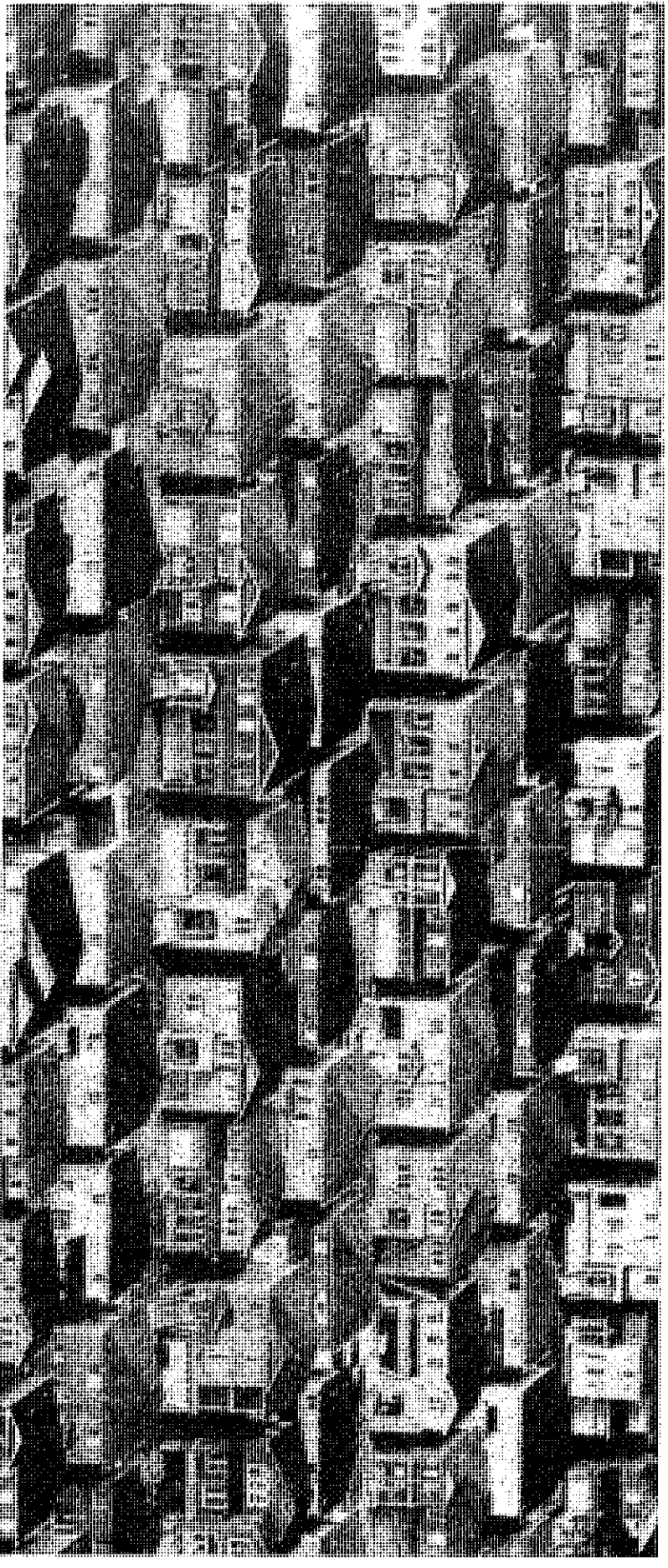


NO SCHOOLS WILL BE  
ADDED TO  
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OF THE  
DEVELOPMENT'S  
POPULATION FROM  
THIS SITE?

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- PARKS AND SCHOOLS

## WESTERN AND SOUTHERN VIEWS



- THIS IS WHAT BUYERS WILL GET FOR A VIEW, WHICH MEANS NO PRIVACY TO CURRENT HOME OWNERS

Written Submission  
Sp CW - Jan 11/11  
# 1

C10

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

From: Noe Quatela <noe.quatela@db.com>

To: rosanna.defrancesca@vaughan.ca

Sent: Tue, Jan 11, 2011 2:39 pm

Subject: Jan. 11 Meeting of Council regarding SKYLINE MARINA

Hello Rosanna,

Unfortunately I will be unable to make it tonight (I can't find anyone to watch my two kids). I did have some questions regarding the Staff Report I was planning on posing to council, but perhaps I can pass them on to you.

- There are several mentions of making use of an emergency exit to the MTO parking lot throughout the document, yet towards the end it specifically states that the MTO would not allow such a move. How can a report that contradicts itself repeatedly be used?

- The developer must provide city staff with an updated traffic impact report based on other developments in the area. **THEY LIED TO COUNCIL AND THE PUBLIC** at last January's meeting. I specifically asked their representative at last years meeting, and the response was that they did include this information, even though they were unwilling to share it with anyone.

- The parking allocation for this small piece of land does not add up at all. Given the small, single entryway to this area is this not a recipe for disaster.

- The report states that Fire and School boards would be OK with the development. If you recall, in Dec. 2008 we had a traffic calming meeting at the Vellore Village Community Centre, where I requested that at least one speed bump be put in on Vellore Woods Blvd. Mr. DiVona's response was that the Fire Chief was against the move due to it's impact on Response time. What impact will the increased traffic have compared to ONE speed bump?

- The report makes no mention of the School board's plan on dealing with the obvious increase in school attendance. Do they plan on removing more of the park/play area at St. Emily's to add to the already growing number of portables/portapacks?

- They make reference to the close proximity to public transit. Would this be the GO bus which takes residents out of Vaughan and into neighboring cities for and to there job. This sounds like a great idea - take a piece of land that is zoned for commercial (employment) to residential (property taxes \$\$\$) and not worry about the people. Also note that there is no Vaughan transit that goes anywhere near here.

- There is no mention of the impact on water service and sewage, which to my understanding were already at the lower level of acceptable levels.

I cannot fathom how this project can go forward. The public has already been lied to before a single permit has been issued, and I cannot image it would be better once the project gets the OK.

I am hopeful that this new council will see that this 'revised' plan is what they were aiming for all along, with no real compromise coming from this development. I would also expect that they will see the flaws in the staff report (who do they work for again?) and dismiss it on its face value as being unacceptable.

I will do my best to attend tonight, as I have every other meeting, and wish us all the best. In lieu of my being able to ask these questions in person tonight, I ask that this email be submitted for the record tonight.

Thanks & regards,

Noé

—  
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John Harveys's Presentation  
Written Submission APCC Item 1  
By John Harvey  
Vellore Woods PPA

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## DEVELOPMENT

At this time, I would respectfully ask to submit another one of our executive member's deput-ation/Powderpoint. He is unable to be here this evening. His deputa-tion speaks specifically to parking & density. Elvira Carra will be referring to this PowderPoint during her deputa-tion.

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• GOOGLE EARTH IMAGE

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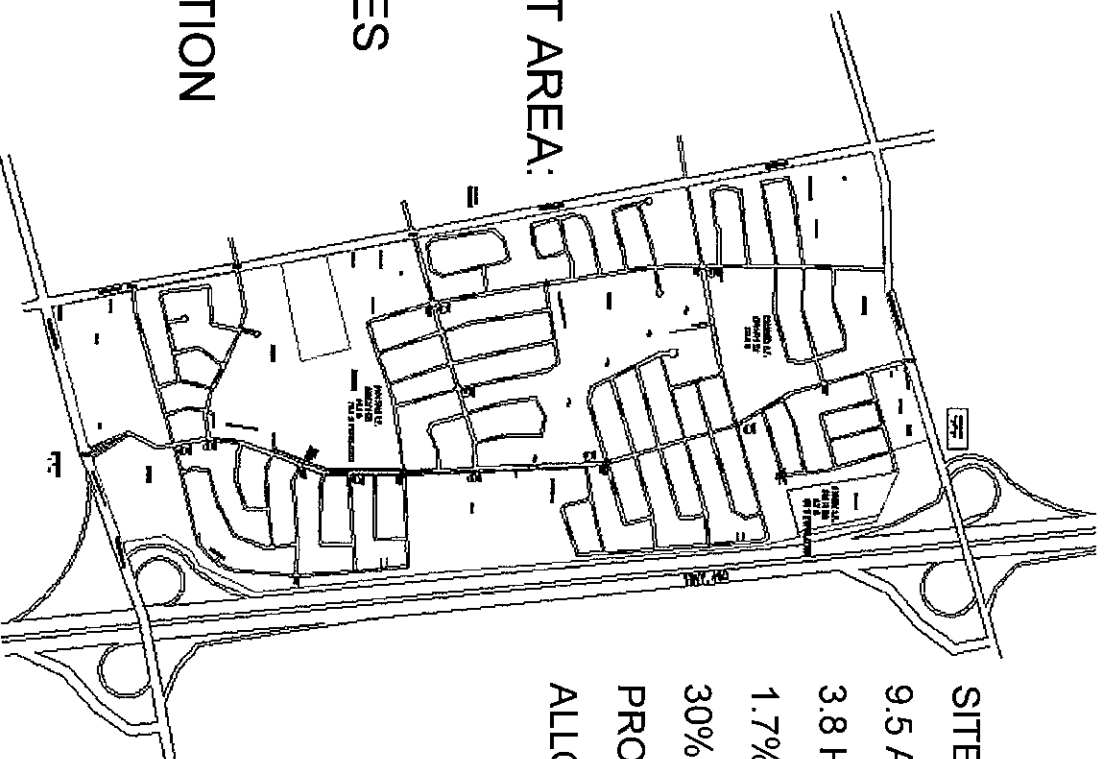
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John Harvey's Deputation

# VELLORE WOODS



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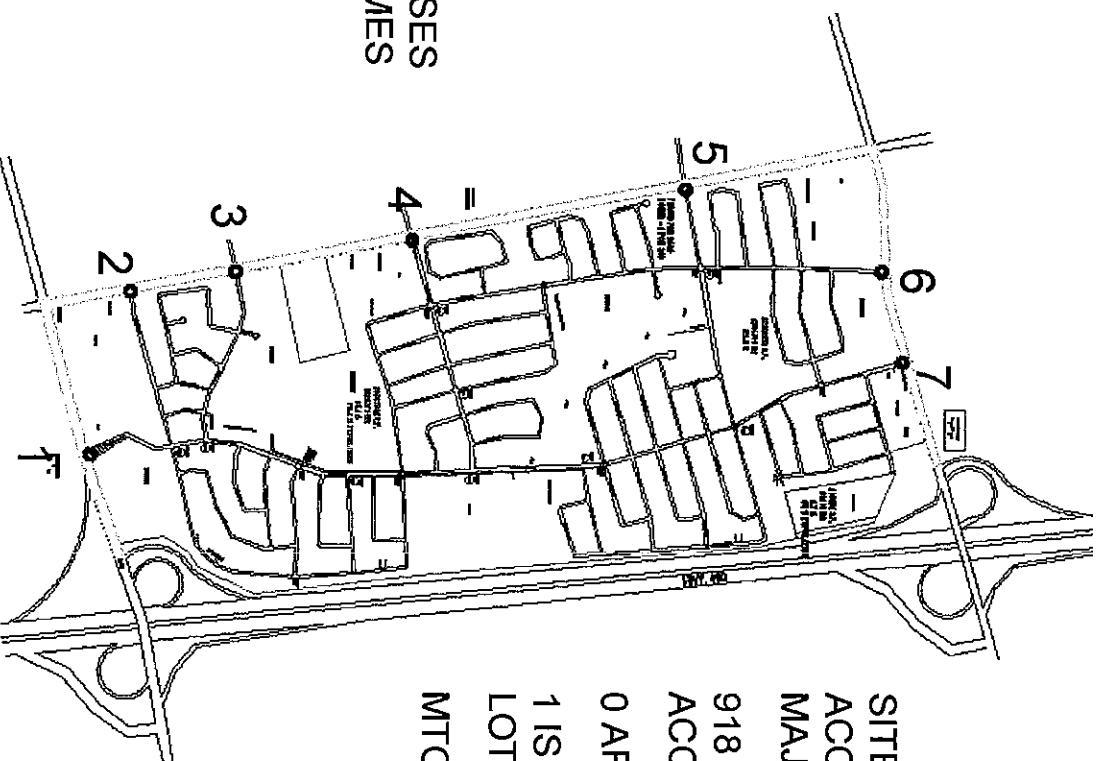
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ppt who is available to be there this evening. We ask that you receive his deputation which speaks

Specifically one parking & density Elvira C. will be

- Regional Road Network points in her report to the Summary.

# VELLORE WOODS



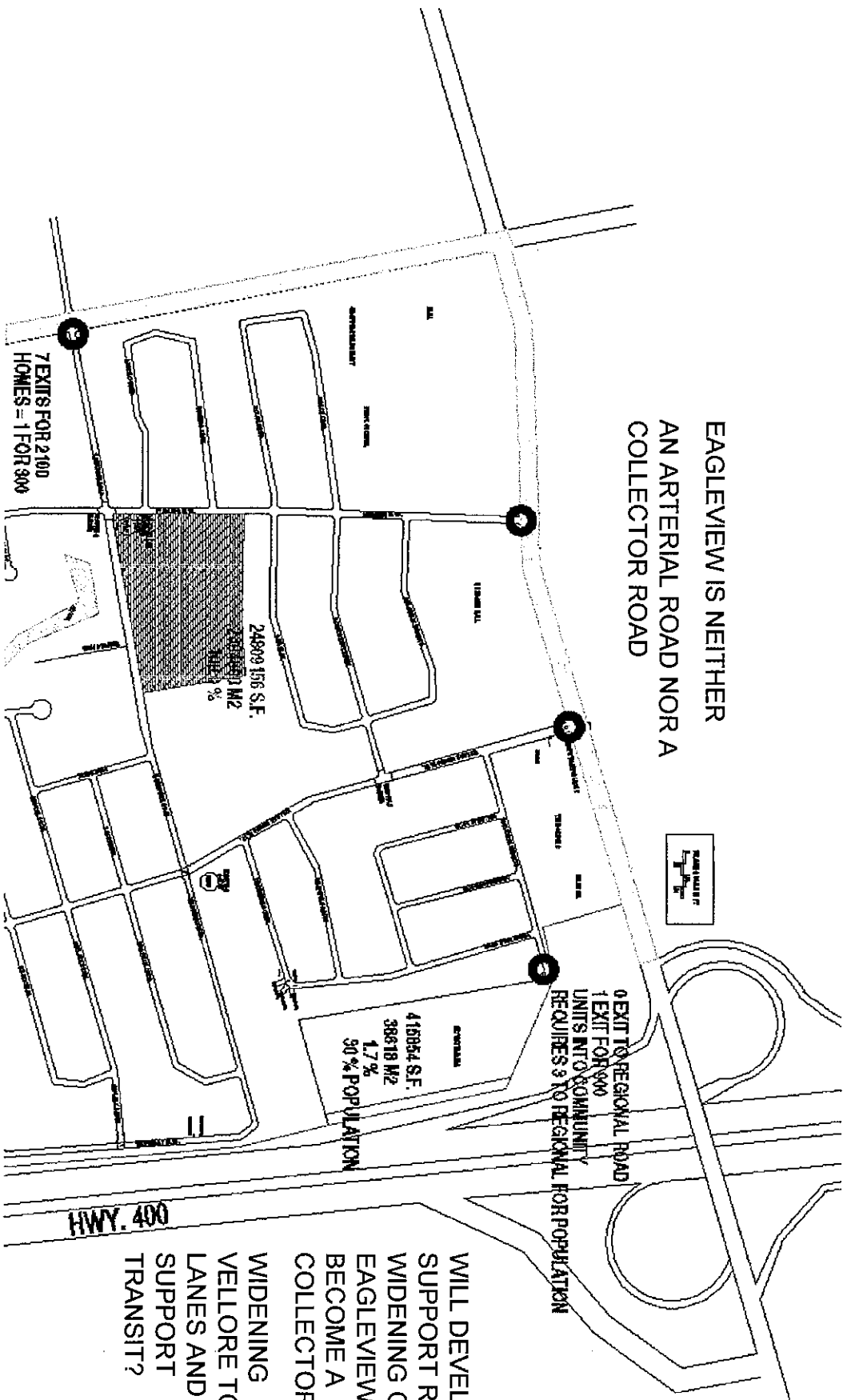
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WILL DEVELOPER  
SUPPORT ROAD  
WIDENING OF  
EAGLEVIEW TO  
BECOME A  
COLLECTOR  
WIDENING  
VELLORE TO FOUR  
LANES AND  
SUPPORT  
TRANSIT?

- BLOWUP OF REGIONAL ACCESS

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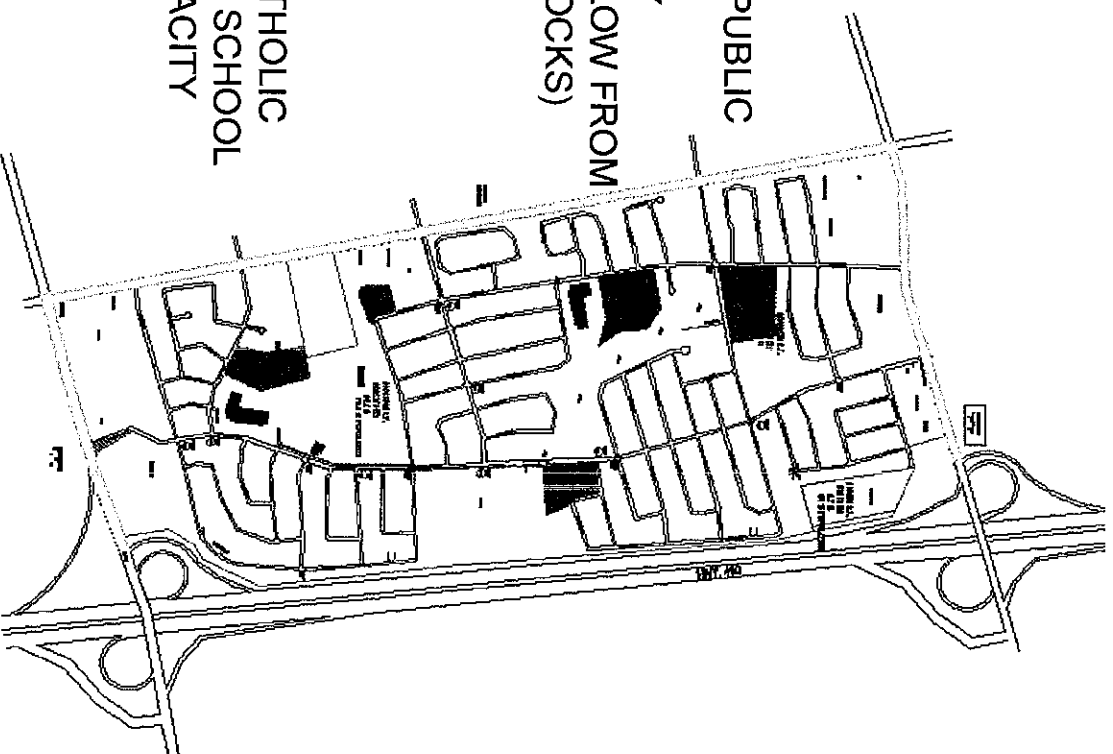
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