

COMMUNICATIONS

Distributed December 6, 2011

Item No.

C1	Item 1, Replacement Page 1.3	1
C2	M. Malik, dated November 21, 2011	2
C3	Kurt Franklin, Weston Consulting Group Inc., dated December 6, 2011	2
C4	Clara Astolfo, Petition	2
C5	Larry Berenz	2

Disclaimer Respecting External Communications

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

Please note there may be further Communications.

ITEM 1 - REPLACEMENT PAGE 1.3

c.	Future Site Plan Application	<ul style="list-style-type: none"> ▪ The Owner will be required to submit a future Site Plan Application for the development of the subject lands, which will be reviewed to ensure appropriate site design, access, internal traffic circulation, parking, landscaping, servicing and grading. ▪ Sustainable design opportunities to be reviewed and implemented through the site plan process include, but are not limited to: LEED (Leadership in Energy and Environmental Design), CPTED (Crime Prevention Through Environmental Design), TDM (Transportation Demand Management) measures to promote active and public modes of transportation, permeable pavers, bio-swales, drought tolerant landscaping, efficient energy and water consumption, reduction in pavement and roof-top treatment to address the "heat island" effect, green roofs, reduction in construction waste and waste diversion, etc.
d.	City and Public Agency Review	<ul style="list-style-type: none"> ▪ The Owner will be required to address all City and Public Agency review comments, including, but not limited to: the Region of York, the Ministry of Transportation, Metrolinx, and the Ministry of Municipal Affairs and Housing, if required. ▪ Additional studies may be required in support of the applications, to be determined through City and Public Agency review.

Relationship to Vaughan Vision 2020/Strategic Plan

The applicability of the application to the Vaughan Vision will be determined when the technical report is considered.

Regional Implications

The application has been circulated to the Region of York for review and comment. Any issues will be addressed when the technical report is considered.

Conclusion

The preliminary issues identified in this report and any other issues identified through the processing of the application will be considered in the technical review of the application, together with comments from the public and Council expressed at the Public Hearing or in writing, and will be addressed in a comprehensive report to a future Committee of the Whole meeting.

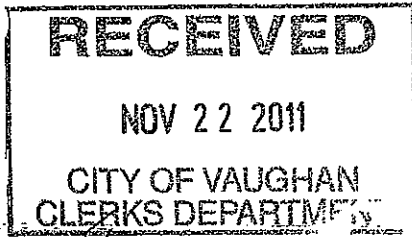
Attachments

1. Context Location Map
2. Location Map
3. Proposed Zoning
4. Proposed Uses

Copy to Jeff Abrams,
Nov. 21, 2011 to City Clerk

File Number LOG 164/11

Z 11-026



To: R. Magnifico
Pub Reg Dec 6, 2011.
E. Fera, Planning
City J. Hanyke

PUBLIC HEARING
COMMUNICATION C2
Date: Dec 6/11 ITEM NO. 2

To whom it may concern - that I am

Writing this letter to city of Vaughan

As a citizen or as a resident of Vaughan
at 32 Benjamin dr. L4L. 1H6 Woodbridge,
that's our wright that we should live in
peace and comfort.

If you take my letter (-tively) then you can
call it Complaint but if you take it (+tively)
then we call it Request.

Now there are some builders trying to
build some type of building in front of my
house. first of all we bought - this house
because this is wide, clean and silent area,
now when they gona start building

Something in front of my house
its not gona be silent anymore and
its not gona be silent anymore and

We are paying taxes to City of Vaughan,
even though I don't work my source
of income is through my husband he is
only the one working and we are
not in a position to and live somewhere else
Now my request to you is if you
cannot stop building this, at least during
that time period give us a place
to live.

I am also taking some kind of medication
healthwise it's not good for me to live
where it's gonna be noise & lots of dust,
I have four kids, my daughter cannot
study if there is some type of noise
It's City of Vaughan's responsibility to
take care of our comfort

Hoping for hopeful response

Sincerely

Rusmit Malik

Woodbridge -

AT
32 Benjamin Dr
R4L 1H6



WESTON CONSULTING GROUP INC.

'Land Use Planning Through Experience and Innovation'

**PUBLIC HEARING
COMMUNICATION**

C 3

Date: Dec 6/11 ITEM NO. 2

December 6, 2011
File No. 5807

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

ATTENTION: Mayor and Members of Council

Dear Sir:

**Re: Planning Analysis
4800 Highway 7
File # Z.11.026
City of Vaughan**

Weston Consulting Group Inc. (WCGI) is the planning consultant for the Vaughanwood Ratepayer's Association, which is comprised of the residents living in the area bounded by Willis Road to the north, Bruce Street/Helen Street to the south, Pine Valley Drive to the east, and Islington Avenue to the west. The Vaughanwood Ratepayers Association has been an active participant in community planning issues, including the public consultation for the Official Plan Review. Previous correspondence on the issue of height and density for the subject property were submitted by the Association in June, 2010.

This planning analysis is intended to serve as an independent review of the proposed development on the subject lands.

Development Application

A Zoning By-law Amendment application has been submitted by 2190647 Ontario Inc., the owner of the property at 4800 Highway 7 in the City of Vaughan. The property is located on the northwest corner of Highway 7 and Wigwoss Drive, south of Benjamin Drive. The lands are approximately .80 ha (1.98 ac) and are currently occupied by a one and a half storey commercial strip plaza.

The proposal is to rezone the subject lands from C3 Local Commercial Zone to RA2 Apartment Residential Zone to permit the development of a high-density mixed use development on the subject lands. The proposal includes two 10 storey buildings connected by a 1 storey building and a 2 storey building is proposed on the west portion of the site.

Since
1981

Vaughan Office: 201 Millway Avenue, Unit 19,
Vaughan, Ontario, L4K 5K8
Tel. 905-738-8080

Oakville Office: 1660 North Service Road East, Suite 114,
Oakville, Ontario, L6H 7G3
Tel. 905-844-8749

1-800-363-3558 Fax. 905-738-6637 www.westonconsulting.com

Site Context

The property is surrounded to the north, west and east by 50' and 60' lots occupied by modestly sized single detached dwellings. The dwellings are generally 2 storeys in height, with the exception of those on the north side of Benjamin Drive, immediately north of the subject property, which are 1 storey backspits. The context of the area is that of a stable detached residential neighbourhood.

Provincial & Regional Policy

Provincial and Regional policies are in place to encourage greater residential density along major transit Corridors. Hwy 7 has been designated as a Major Transit Corridor and plans are currently underway to construct a dedicated Transitway along this portion of Hwy 7. A transit stop is currently planned for the intersection of Helen St. and Hwy 7, adjacent to the proposed development.

Official Plan Amendment 661

OPA 661 permits a maximum building height of 10 storeys and a density of 3 FSI in areas within 200 metres of a Transit Stop Centre. The subject property conforms to this requirement. For properties that are within 30 metres of lands designated low density residential, the permitted height is reduced to 4 storeys.

Vaughan Official Plan 2010

Although the City of Vaughan's new Official Plan has not yet been approved by the Region of York, and is therefore not in force or effect, it has been adopted by Council and therefore establishes Council's vision for the next 20 years. Land use schedule 13-Q of the new Official Plan designates the subject site "Mid-Rise Mixed Use" and permits a maximum building height of 6 storeys and a maximum density of 2 FSI. Policies 9.2.1.4 and 9.2.1.5 indicate that no development shall exceed either the height or floor space index indicated on Schedule 13 of the Official Plan. Residential, retail and office uses are permitted in mid-rise buildings in the "Mid-Rise Mixed Use" designation however, Section 9.2.2.4.f states:

"Within 70 metres of an area designated as Low-Rise Residential or on streets that are not arterial streets or major collector streets, the following building types may be permitted, pursuant to policies in Section 9.2.3 of this Plan, in order to provide for an appropriate a transition to the Low-Rise Residential area:

- Townhouses;
- Stacked Townhouses; and,
- Low-Rise Buildings."

Analysis

The proposed 10 storey, 2.9 FSI development represents an over-development of the site in relation to its context adjacent to a stable low density residential neighbourhood. The proposed development has significant massing and offers little transition in height from the existing 1 to 2 storey single detached dwellings. While Provincial, Regional, and municipal policies are in place to increase densities along transit corridors to improve transit ridership and promote alternative modes of travel, this needs to be achieved in a manner sympathetic to existing stable residential neighbourhoods.

The prevailing approach for planning along transit corridors, such as that proposed for Highway 7, is to permit greater densities at nodes where the transit corridor intersects with other transit corridors and/or Regional or arterial roads. Densities between these nodes, along the corridor, are then stepped down to reflect the different urban condition. This approach can be seen in many of the "Avenues" studies undertaken in the City of Toronto, the "Regional Centres & Corridors" policies in the Region of York 2009 approved Official Plan and the "Nodes and Corridor" model used in the City of Mississauga. This approach is also consistent with the policies in Chapter 9 of the 2010 Vaughan Official Plan.

With this approach, density and height should be focused on the Hwy 7/Pine Valley Drive intersection. The 2010 Official Plan recognizes this and allocates 10 storeys and 3 FSI density to this area. West of this intersection, density and height have been scaled down on most properties to achieve a 6-storey building for with 2 FSI on several sites, including the subject property.

Consideration should be given to modifying the proposed development to reduce the massing of the proposed buildings and reduce the proposed density. Currently, a one-storey podium is proposed. It would be beneficial to re-allocate a large amount of the proposed density into a 2-3 storey podium that has a better relationship to the existing single family homes and reduce the floor plate of the upper floors. This would greatly reduce the impact of the project on the current residents from a massing perspective and provide a better transition to the tower elements of the development.

An additional area of concern with the proposed development involves traffic and access. The primary access is located on Benjamin Drive, directly across from single detached dwellings. This will result in a significant increase in traffic in this area and will have a negative impact on the existing single family homes on Benjamin Drive. This access should be re-located so that it does not conflict with the existing driveways.

Finally, we have reviewed the proposed variances to the Zoning By-law and offer the following comments. The proposed reduction to the amenity space and lot area per unit is indicative of the over-development proposed for this property. Green space and amenity space are proposed to be less than 40% of what is required by the by-law. This approach is not consistent with the context of the existing ground-related neighbourhood.

Conclusions

We respectfully submit the following recommendations for the proposed development in order to reduce the impact of the proposed development on the existing residential neighbourhood:

- Reduce the density of the development to conform to the 2010 Official Plan land use designation;
- Re-design the project to implement a 2-3 storey podium to provide a better pedestrian oriented streetscape;
- Step back the floors above the podium to reduce the visual impact of the building massing;
- Reduce the floor plate of the upper floors to reduce shadowing impact and building massing;
- Provide for street front commercial uses along the Highway 7 frontage to produce an animated pedestrian environment;
- Increase amenity and green space by installing a green roof on the podium;
- Building height should be focused on the corner of Wigwoss and Hwy 7;
- Relocate the proposed ramp to the underground parking garage to mitigate the noise impact and conflicts with the residential dwellings adjacent to the subject property;
- Increase the amount of planting along the property boundaries to improve the pedestrian interface; and
- Establish a Ward 2 Sub-committee to facilitate discussion between the residents, City staff, and the applicant.

Yours truly,
Weston Consulting Group Inc.



Kurt Franklin BMath MAES
Vice President

Submitted by C. Astolfo
CA

PUBLIC HEARING C4
COMMUNICATION
Date: Dec 6/11 ITEM NO. 2

OPEN LETTER

to residents and businesses in the general vicinity of
Vaughanwood Mall

You are no doubt aware of a preliminary proposal to build on the site of the Vaughanwood Mall a high-density residential condominium building. As no formal application has been received by the City of Vaughan to develop these lands, the details of what is being proposed cannot be established at this time---whether it will be a single building or a combination of an apartment block, with townhouses facing Benjamin Drive.

At the last meeting of the current Council on September 7, 2010, when the City's new Official Plan was being discussed, a motion was made to amend the Official Plan to the following effect: *That as the width of Highway 7 between Helen Street/Wigwoss Drive and Woodstream Boulevard (west of Kipling Avenue) is reduced from six lanes to four lanes, resulting in the slowing of traffic along the highway between these points, it is appropriate that any multi-storey residential developments that have not been already approved along this portion of Highway 7 be no more than six storeys in height, in order to limit any additional traffic along Highway 7.*

This motion was duly passed by Council and is now in effect.

If you have any questions in respect of this matter, please feel free to contact me at 905-832-8585, extension 8386.

Yours truly,



Tony Carella
Councillor - Ward 2 / Woodbridge West

✓
✓
✓

PETITION

Respecting the Proposed Development of the Property located at the Northwest corner of Regional Road 7 and Wigwoss Drive in the Woodbridge Community of the City of Vaughan.

The Vaughanwood Ratepayer's Association was founded in 1985 for the purpose of promoting and safeguarding the quality of life within our area.

We are in full support of the Vaughanwood Ratepayer's Association's objection to the referenced development proposal based upon sound planning principles, issues of compatibility and other reasons it had identified.

We urge that it not be approved as submitted given its inappropriate density within an existing neighbourhood. The proposed development scheme is not mindful of the height limits already imposed by the Ontario Municipal Board upon other higher density residential development introduced adjacent to our community.

Thank you.

NAME	ADDRESS	PHONE #
PIETRO RUSSO	84 BENJAMIN DR.	905-851-8670
ANTONINO EOTI	93 BENJAMIN DR.	905-856-7772
Near & Lucy Lupelin	83 FREDRICK ST.	905-851-2907
Agostino	83 BENJAMIN DR.	905-851-6463
Terry J. [Signature]	96 WIGWOSS DR	905-851-8574
Emma Carbone	15 FREDRICK ST	905-851-2930
Elania Maradei	12 RENNERT COURT.	
J. Solera	96 WIGWOSS DR.	905-851-8574

XXXXXXXXXX	72 Lakeside	ALL INFORMATION CONTAINED
XXXXXXXXXX	226 S. RIVERVIEW	XXXXXXXXXX
Julie Galati	136 Villaggio de Luca	905 851 9750
Juath Gamen	" " "	" "
Marco Pasquini	111 Arrowhead Dr	905-250-0737
XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
Lina DeBenedictis	126 Arrowhead	905 851-3766 ³⁰
Mark DeBenedictis	126 Arrowhead	905 851-3766
Eloise Cicchusento	121 Jeanne Dr	416-543-6711
ANNABELLA ORSI	16 MOCCASIN TRAIL	416-797-7472
John + Cathy Milani	72 Moccasin Trail	905 851 7355
ANLEO BORZELLINO	136 ARROWHEAD	416-726-4783
Raphael Marchese	12 Francine Ct	416 993. 0043
MAURICE BEVETT	12 FRANCINE CT.	647-588-0040
Pierreye Albi	3 Huron Pl.	905-8519491
Diana Gismondi	77 Benjamin Dr.	905-851-2691
Mike Patte	102 Benjamin Dr	905 264 1416
Rama Lahya	97 Wigwoss Dr	905 265 7318
John F. Kungelitz	104 Frederic St	647-267-0671
Juicy Jendryk	80 Sylvandre	416 254-1667
Domenic TASSONE	85 Wigwoss Dr	905-265-1667
GINA TASSON	85 WIGWOSS DR	905-265-1667.

Joe Grace Agosito	130 Riverview Ave	905 851 4542
M Jarcemni	15 Frammeet	905 857 4973
Juan L. Faraldo	4 Herniz Place	905 851 4387
Piero Poletto	114 Benjamin Dr	647-278-6956 905 851-1726
Alyhe & Sam Safar	10 wigwoss Dr	905-851-6295
MATTHEW CORNEY	184 WIGWOSS	905.267-5650
TONY ANTENOS	71 ARROWHEAD DR	905-851-7613
Cicella Valda	26 ARROWHEAD DR	905-8516038
PAUL MARQUEZ	85 SYLVAN BRACKN	905 605-1158
MARIA KASTINDAS	69 FREDRICK ST	647-928-1748 905-8655574
JUDY CIMINI	73 FREDRICK ST	905-856-6729
Tania De Sanctis	54 Moccasin Trail	905 856-5858
Dante & Susan	22 Moccasin Trail	905 856 1258
Lori Orrico	21 Beamish Lane	905 605 5683
John + Roberta Patena	50 Kerin Ct	905-851-8402
DANIEL SALVATORE	82 DAVIDSON DR	905 416 805 0212
Manis Guglich	16 RAUINE CR.	905 851 9619

Silvana Greco	172 Wigwoss Dr.	905-851-7179
Lino Lombardo	153 Wigwoss Dr.	905-851-8694
Bob Reuter	37 - Tourek -	905-851-3675
Mania McEwedy	15 FRANCINE	905-851-4973
ANGELO + SANDRA DI COSOVA	73 WIGWOSS DRIVE	905-264-8474
Joe Aiiglio	19 Yellow Pine Cr.	905-264-1097
BRENDA Roulston	31 Forest circle	905-856-7286
Dora McEay	" " "	" " "
Gaetano Buda	24 John Frank Rd.	905-605-2035
Mimma Ditri	" " "	" " "
LUNA FRUSCAGLIO	82 JULES RD	905-850-5484
TISCHLER - G. & E.	158 Sylvadene Pkwy.	905-851-0648
RAVA SINGH	8 Francine Court	905-856-6610
FRANK Vesito	119 Benjamin Dr.	905-858-2426
LISA Vesito	119 Benjamin Dr.	" " "
Isidoro Aprea	110 Wigwoss Dr.	905-856-1205
Michelle Merri	40 Wigwoss Dr.	905-265-7728
Hans Leuschner	40 wigwoss Dr.	905-265-7728
MARK De Benjamin	126 ALKOUHRAH	905-851-3766
Me		

SANTOIANNI Nick.	53 CENTURY GROVE	
SANTOIANNI MARIA PA	53 CENTURY GROVE BLVD	
SANTOIANNI SANDIA	53-CENTURY GROVE BLVD.	
RITA CASTELLANO	63 BENJAMIN DR.	
PETER CASTELLANO	63 BENJAMIN DR.	
Pasquale Cimilla	51 Beyan Dr	
Teresa Cimilla	51 Beyan Dr.	
Tina Tesi	43 ELHO RIDGE	
Audria Spera	647 -201-6930	179 FIORI DR.
Luca Campecci	27 Decoroso Dr.	
Celine Silvaggio	39 Roslyn CRT	
Marianna Martinez	78 Kalahari Rd.	
Amanda Spera	179 FIORI DR.	
Mark Metallo	15 Kanata Court	
Luca Santoli	55 waterfall Rd	
Julian Di Torio	147 Governor Cres	
Paolo Pinchesu	107 Vineyard Court	
Daniel Latartara	45 Presidential St	
Bianca Palleschi	305 BELVIEW AVE.	
Alessia Colavecchia	87 Northpark Ave	
Brigitte Famun	83 Kegan Cresc.	

Liana Monti	12 Pietro Drive	
Jessica Spera	179 Florie Drive	
Adriana Perri	-36 Wildfire Road	
RAA	36 WILD FIRE RD	
Antonietta Lopopolo	14 Coalbrook Ct.	
John Lopopolo	4 Coalbrook Ct.	
Ida Colombo	51 Benjamin Dr.	
Sandra Porrazzo	117 Adrianno Cres	
John Bezzina	51 Jaldan PL	
John Bezzina	51 Jaldan PL.	
ERMINIA FATTORE	47 CURRAN COURT	
Denny Carquino	62 STANWOOD Cres	
Anna Campacci	27 Decoroso DR	
John Campacci	" "	
Maria Corda	57 Wiggwoss	
Maria Buccì	57 Benjamin DR.	
Luigi Buccì	57 Benjamin DR	
Rosanna Fortino-Sano	58 Royal Garden Blvd.	

G. CANDIOTTO	97 Helen St.	905-265-8341
A. Pardo	15 High	905 8508558
Olee Corapi	113 Benjamin A	905-265-2396
Justin Corapi		905-265-2396
Giovanna FALC	45 ARROWHEAD DR	905-851-4503
Pasquale Maresca	41 ARROWHEAD	851-6190
Maria Gismondi	77 Benjamin	9-851-2691
Alain DeGlabri	183 Bruce St.	851-6233
Stefano Scavuzzo	37 Wigwags Dr.	905-352
Samy Mounir	257 Highway Dr.	851-0402
Alain	" "	" "
Al Sudo	14 Highway Crt	851-2965
Michael	1 Isaac Stevens Ave	905 605 7138
CJ Morozzo	✓ ✓	✓ ✓ ✓
Vince Crescenzi	179 Wigwags Dr	905-851-8889
LINA CRESCENZI	179 Wigwags Dr	905-851-0889
Cecil Ray	58 Sylvadene	905-851-1807
Joanne Ray	58 Sylvadene	905-851-1807
Anna Di Calo	20 Sylvadene Crt	905-850-6261
Stefano	110 VITTORIO DELUCA	905-605-2526
R. VASISHT	110 VITTORIO DELUCA	905-605-2526
T. Malter	87 Arrowhead Drive	905 264-2892
C Malter	87 Arrowhead Dr.	905 264-2892

Terry Stefani	125 SYLVADENE PARKWAY	905-851-4757
Lelana Stefani	125 SYLVADENE PARKWAY	905-851-4757
Freda Dreves	125 SYLVADENE PARKWAY	905-851-4757
Joe Nicoletti	57 Francis St	905-265-8086
Joe Nicoletti	56 Francis St	905-605-1276
Angela Polimelli	50 Francis St	905-856-1004
NADIA LIBRALESSO	91 ARROWHEAD	905-850-1684
IVANSOLORZANO	91 ARROWHEAD	905 850 1684
GINO LIBRALESSO	129 ARROWHEAD DR	905 850 9769
ALDO CAMPACCI	18 FRANCIS	
ELIO ROLETTO	114 BENJAMIN DR.	905-851-1426
D. Porco	159 WIGWAG DR.	905-851-9449
NOREEN LEE	146 SYLVADENE	905 851-1672
Joseph Jola	120 Riverview Ave	905-851-9165
Nadia Grossi	101 Arrowhead Dr	905-264-3170
Milena Vlahovic	33 KENZIE	905 265 0262
Melita Vlahovic	33 KENZIE	905-265 0262
PETER LOMBARDO	72 FRANCIS ST	905-851 1829
HARRIET KAWAY	39 Helen St	416-840-7626
Marino Re	43 HELEN ST.	
Blanca Alfajate	166 Riverview Ave	905-851-3578
Peter LaPosta	162 RIVERVIEW AVE	(416) 717-7764

Bill	51 FRANCIS ST.	905 851 5739
Bill	102 MANSFIELD DR	905 265 2103
Bill	41 HARRISON PL	647 278 6956
DDAMIANI	182 Helen St	905 265 9709
SALVATORE FATA	53 ARROWHEAD DR	905 850 1897
TERESA MONTELEONE	26 BENJAMIN DR	905 850 1643
John Christianson	81 Benjamin Dr	905 850 5875
ARNA MARIANO	21 WIGWASS CNY	905 851-3286
JOE MARIANO	21 WIGWASS CNY	905 851-3286
Antonello DeVita	94 Arrowhead Dr	905-850-2725
Emilia DiFebo	#99 Benjamin Dr	905-851-6917
FELICE VALENTINI	75 BENJAMIN DR	905-851-1507
ANTHONY VALENTINI	79 BENJAMIN DR	905-851-6879
Pot Sorel	186 Helen ST	905-851-4430
Silvio Fava	128 Riverview Dr	905-851-7765
Maria & Luigi Bucci	57 Benjamin Dr	905-851-1668
AURORA & Jerry Montemarano	64 Frederick	905-851-0231
Tony & Maria Montemarano	70 Frederick	905 851-1959
ANTONIETTA GARARDO	196 Wigwoss Dr.	905-851-7237
MARLENA & Lidio Esposito	58 Arrowhead Dr.	905-264-9123

VOLUNTEERS

Rosanna Ferlito-Sarno	647-230-2409	905-856-0858
Lisa Vessio	905 8562426	416-678-4295
Emma Carlone	905 857 2930	
Olya Corapi	905-265-2396	905-695-5148 B
XXXXXXXXXX		
Nadia Libralessio	905 850-1684	C: 416 709 3654
ANDREO TORZELLINO	416-726-4783	
MARK DE BERNARDIS	905 651-3666	
TORY MEDEIROS	(905) 851-8127	C: 416-409-6748
Angelo Palladino	905) 850 8658	
Hans Leuschner	905-265-7728	C 647-402-6910
RANA SINGH	416-873-1736.	
John Christianson	647-234-6584	
Marlena ^{Gaiardo-} Esposito	905-264-9123	C. 416-388-7973*
Rosemary Gismondi	416-893-0451	
TERESA MONTELEONE	26 BENJAMIN DR	905 850 1643
Lori Orrico	905 605 5683	21 Beamish Lane
Cicchella Vacca	905-8576038	26 Arrowhead Dr.
Antunella Della	905-265-1359 416-456 1359	92 Arrowhead Dr.
Rina Succo	416 451-9129	57 Benjamin Dr.
ANNABELLA ORSI	416-797-7472	16 MOCCASIN TRAIL
Nadia Grassi	416-346-0208 or 905-264-3170	
Domenic Damiani	416 709 6030 or 905 265 9709	182 Helen St.

June 14, 2010

City of Vaughan
Mauro Peverini, Manager of Development Planning
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

City of Vaughan Planning Department

Through the public consultation process relating to the preparation and approval of Official Plan Amendment (OPA) 661, please be advised that development of lands along the Highway 7 corridor in proximity to Wigwoss Drive were to be cognizant and sensitive to the established low density residential base.

Introduction of excessive densities, with projects of more than six storeys, is not acceptable. Any proposal must adhere to criteria in terms of design and density.

OPA 661 incorporates two significant land use provisions; namely:

1. Wigwoss Drive adjoining the west side of the cosmetic surgery hospital site shall permit a maximum height limit of 4 storeys within 30 metres of the existing low density residential designation and maximum height of 6 storeys at a greater distance.
2. It is the intention of the Plan that older residential neighbourhoods be protected. Therefore, there shall be an appropriate height transition between development within the Centre and adjacent sensitive land uses. For sites that about a low density residential designation, the maximum height of development within 30 metres of such designation shall be 4 storeys or 12.8 metres; whichever is less.

These should be retained in any revisions to OPA 661.

The Rice Group development property within the area was proposed for ten storeys. This was then reduced to six storeys; and four storeys adjacent to residential; to maintain compatibility with the existing character of the area.

That any development adjacent to existing residential uses should not be considered for more than four storeys is an important goal. We would further wish to see new development incorporate a mix of housing types and densities; featuring a medium density (townhouse) component as well.

We understand that OPA 661 is to be revised and would ask that our concerns be carefully taken into account.

We are prepared to meet with staff to discuss any potential changes to OPA 661.

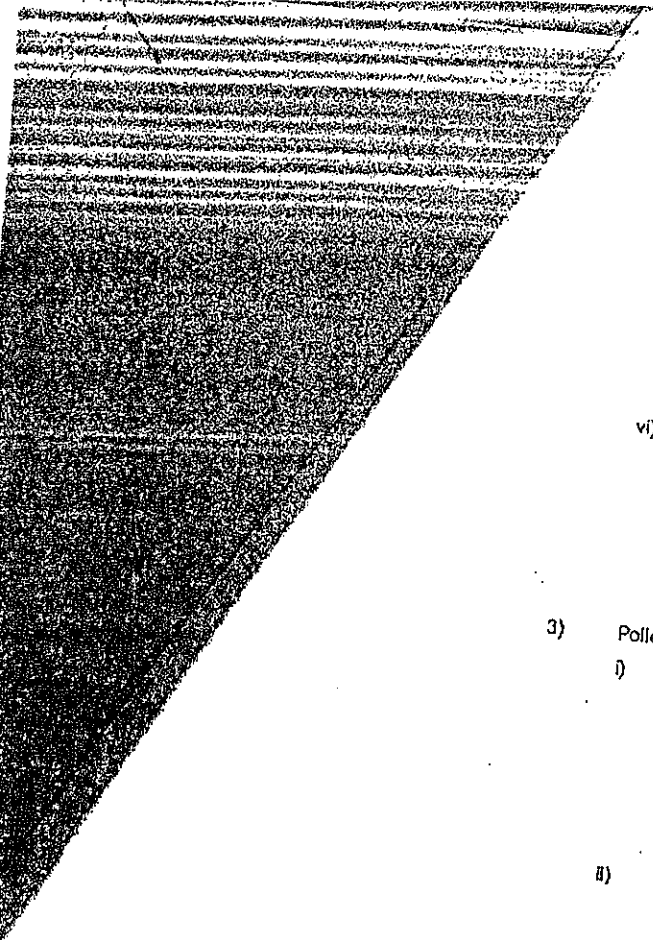
Vaughanwood Ratepayers Association


Clara Astolfo,
President

905-660-5881

Wigwoss Drive adjoining the west side of the cosmetic surgery hospital site shall permit a maximum height limit of 4 storeys within 30 metres of the existing low density residential designation and a maximum height of 6 storeys at a greater distance.

- h) Tertiary Plan Requirements (Woodbridge GO Centre)
 - 1) Prior to the development of the Woodbridge GO Centre, as identified in Section 8.2 of this Plan, or any portion thereof, a Tertiary Plan in the form of an Official Plan Amendment shall have been adopted by Council and approved. The area required for the preparation of such an amendment will be determined through the Tertiary Planning study directed by Council. The Tertiary Plan, at a minimum, will include the following:
 - i) a land use and development policy framework;
 - ii) urban design requirements, in the form of an Urban Design Plan;
 - iii) transportation and transit requirements;
 - iv) environmental features, conditions and impacts;
 - v) servicing requirements; and
 - vi) impacts on and compatibility with adjacent development.
 - 2) The Official Plan Amendment forming the Tertiary Plan will be prepared in pursuit of the following objectives:
 - i) to assist in defining a vision for the Woodbridge GO Centre, in accordance with Section 8.3 c) 1 of the plan;
 - ii) to provide Council and the public with a fuller understanding of the nature of the proposed development;
 - iii) to provide a basis for the preparation of implementing draft plans of subdivision, zoning by-laws and site plan agreements;
 - iv) to provide for a variety of housing opportunities;
 - v) to encourage a mixing use of uses while ensuring that land uses and development forms within the Woodbridge GO Centre are compatible;
 - vi) to ensure that compatibility is maintained between the Woodbridge GO Centre development and uses in adjacent designations;
 - vii) to create a functional, pedestrian friendly Woodbridge GO Centre;
 - viii) to ensure that opportunities for future intensification or redevelopment are not compromised; and
 - ix) to create an attractive focus for the Highway 7 Corridor.



- v) there shall be an appropriate height transition between development within the Centre to adjacent sensitive land uses. For sites that abut a low density residential designation, the maximum height of development within 30 metres of such designation shall be 4 storeys, or 12.8 metres, whichever is less.
 - vi) Notwithstanding subsection v) above, the properties which have frontage on the north side of Highway 7 west of Kipling Avenue, and back onto existing low density residential development to the north shall be subject to a maximum building height of 4 storeys.
- 3) Policies for Interstitial Lands on the Avenue Seven Corridor:
- i) Between the series of designated centres on Highway 7, lands generally are designated "Prestige Areas - Centres & Avenue Seven Corridor". Development in these areas shall be subject to the policies prescribed for the Prestige Areas - Centres & Avenue Seven Corridor designation of this Plan.
 - ii) The extent of the Avenue Seven Corridor shall be generally a maximum of 200 metres north and south of the Avenue Seven right-of-way depending on the configuration of the existing local road network, excluding existing residential areas rear-lotted onto Highway 7, and subject to land use compatibility and transportation impacts;
 - iii) the overall density target shall be a Floor Space Index of 1.5, based on the net developable land area as defined in this Amendment. The maximum density permitted on any individual development parcel shall be a Floor Space Index of 2.5, based on the net developable land area as defined in this Amendment;
 - iv) the minimum density required for qualification for any development incentive program relating to an individual development shall be a Floor Space Index of 1.0, based on the net developable land area as defined in this Amendment;
 - v) the maximum height of any building shall be 8 storeys or 25.6 metres, whichever is less; and
 - vi) ~~the intent of this plan is to protect individual~~ ~~neighbourhoods be protected. Therefore, there shall~~ ~~be an appropriate height transition between~~ ~~development within the Centre and adjacent~~ ~~sensitive land uses. For sites that abut a low density~~ ~~residential designation, the maximum height of~~ ~~development within 30 metres of such designation~~ ~~shall be 4 storeys, or 12.8 metres, whichever is less.~~ *
notwithstanding the height limits noted above, the property fronting onto Highway 7 located east of
 - vii)

15
 15

My copy JB

ISSUE DATE :

Aug. 10, 2000
DECISION/ORDER NO.
1158



PL990636

Ontario
Ontario Municipal Board
Commission des affaires municipales de l'Ontario

Crossroads Cathedral and 958844 Ontario Limited (Serafine Consulting Group) have appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from Council's refusal or neglect to enact a proposed amendment to Zoning By-law 1-88, as amended, of the City of Vaughan to rezone lands known municipally as 4713, 4721, 4733, 4745 and 4751 Highway No. 7, from "R1-Residential (*Exception 9(700))" to "RA2-Residential 9 (Special Section)" to permit a seniors' complex consisting of 258 senior apartment dwelling units and 6, two-storey single detached units
City's File No. Z.98.118
O.M.B. File No. Z990093

Crossroads Cathedral and 958844 Ontario Limited (Serafine Consulting Group) have appealed to the Ontario Municipal Board under subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from Council's refusal or neglect to enact a proposed amendment to the Official Plan for the City of Vaughan to redesignate lands located at the southwest corner of Highway No. 7 and Helen Street, being Part Of Lots 2 and 3, Registered Plan 4319 and Lots 34, 35 and 36, Registrar's Compiled Plan 9831, City of Vaughan from "Low Density Residential" (Neighbourhood 2) to "High Density Residential-Special Section" and adding site specific development policies to permit a seniors' complex consisting of 258 senior apartment dwelling units and 6, two-storey single detached units
City's File No. OP 98.030/PP.99.24
O.M.B. File No. O990111

A P P E A R A N C E S :

Parties

Counsel*/or Agents

City of Vaughan

O. Fatigati*

Serafine Consulting Group
958844 Ont. Ltd.

R.E. Jarvis*

United Capital Investments Ltd.
United Peoples Corporation

M. Bull*

Vaughan Ratepayers Association

Clara Astolpho

DECISION DELIVERED BY B.W. KRUSHELNICKI AND ORDER OF THE BOARD

The proposal by Serafine Consulting Group before the Board is for a high density seniors residential condominium development on roughly 4.84 acres at the corner of

Highway 7 and Helen Street in a location roughly midway between Pine Valley Drive and Islington Avenue, in the Woodbridge area of the City of Vaughan. The proposal is for a complex consisting of two six-storey buildings and six single detached homes with associated parking and amenity space. The existing site has been owned for some time by Crossroads Cathedral and consists of an assembly of five large disused and vacant residential parcels developed many years ago when the area was a very low density residential strip. This is a redevelopment brought forward on the basis of intensification consistent with the Provincial Policy Statement and the local plan in an area along Highway 7 that can best be characterized as "in transition" and worthy of redevelopment consideration.

The City, along with the residents of the area, mostly those living "behind" or south of the proposed complex on Helen and Bruce Streets, oppose the proposal on several grounds including most especially the height, density, massing, parking and traffic impacts, among other things. In response to this most recent proposal, the City initiated a land use study covering the area on the south side of Highway 7 from Pine Valley Drive west to the valley edge beyond Bruce Street. As we will see, this study considered several options including one based on the proposal, and considered them from the standpoint of several criteria including urban design, traffic and other matters of concern to the City and the residents. The result of the land use study has been a proposed Official Plan Amendment (OPA 531) prepared just before the hearing and endorsed (but not officially approved) by City Council. The OPA is not before the Board, but the land use study underlying it has been used as the justification for the City's opposition and the City offers the OPA as its preferred alternative.

This same site was the subject of a previous Board hearing some years ago which pitted the then owner and proponent, Crossroads Cathedral, against the City and the residents. At that time, the proposal was for a church to be located on the site. The Board approved a site specific amendment of the R1 zoning which would allow the church roughly in accordance with what was proposed. The church was never built. The R1 zoning with special permission for the then proposed church remains in effect on the site permitting a structure with a building height of three storeys, maximum height of 17.37 metres, and related uses. The current proposal seeks an amendment of the R1 zone to an RA2 zoning for the site and an Official Plan Amendment to re-designate the subject site from "Low Density Residential" to "High Density Residential - Special Section", consistent with the proposed apartment residential mix for seniors.

The Highway 7 corridor in this location is one that is experiencing transition and redevelopment. While the proposal was the trigger for the land use study, this transitional character was the main rationale. To the east of Helen Street, the lands have been redeveloped in commercial uses, including a large shopping area, fast food outlets and some large box stores. Commercial uses have also been developed at the corner of Helen Street (on the north side of Highway 7, Helen becomes Wigwoss Drive) and Highway 7 and to the east. Further west of Wigwoss is the location of a cosmetic surgery facility which is slated to be redeveloped in seniors condominium housing, but at a somewhat lesser density and scale than the subject proposal. To the north of this are stable residential neighbourhoods of mostly single family homes, vintage early 1980s. Further west on the north side, towards Islington, the City has located a community centre and a park.

The south side of Highway 7, west of Helen consists of the subject site and proceeding further west more similar large residential lots. Immediately west of the subject site, a proposal is pending on lands held by United Capital Investments, a party to this matter. Although they were not actively involved in the hearing, they have a similar proposal pending for their site and they are interested in seeing a favourable decision for the neighbouring Serafine site. They also have an interest arising out of a proposal for joint access from their site and the Serafine site to Highway 7. The Board took note of the pending private agreements, between United Capital and Serafine, that would give effect to such an arrangement. The Serafine Group has successfully sought access to Highway 7 from the York Region traffic officials, for their development. As well, Serafine has dedicated lands along the frontage of their site for the widening of Highway 7, and has financed access improvements for their site that they propose to share with United Capital. The Serafine site also has a proposed access on Helen Street.

Beyond the United Capital lands to the west are more of the same kind of residential lots which are also owned by Crossroads. There are no plans pending for these lands. Further west are a Bell Canada building, an automobile body repair shop, and beyond Bruce Street, a church and associated small school and a residence. The Board was not aware of any proposal for changes to these western uses.

Behind the site to the south, there are two primary uses. Along Helen and Bruce streets is a stable residential neighbourhood comprising about 100 single family homes built in the 1980s on large suburban lots. There continue to be a few new homes being built along Bruce Street. Most of the objecting residents come from this area. A key feature

of this residential development is that it is an enclave comprising two streets roughly in a "U" shape, that enter and exit only onto Highway 7 by intersections at either Bruce or Helen streets. There is no other access for entrance or exit to the south, where the area is bounded by ravine lands and, further to the south, the new Highway 407.

Also located in this enclave to the south and west of the subject site is a school, Woodbridge College, and associated sports fields. Woodbridge College is about to become Woodbridge Highschool. It had until recently been a 'special' school of about 900 students, offering a grade 7 to OAC program. According to the evidence, the School Board now plans to make it a conventional highschool for grades nine to OAC, increasing the size to about 1200-1300 pupils with a commensurate increase in the faculty component. Many of the students are bused from other areas and both faculty and students drive cars to the school causing traffic into the enclave.

Parking for the school site and playing fields is also a concern for the neighbouring residences, although the site now has 104 parking spots and 96 more are planned with the scheduled expansion. The neighbours reported that the parking problem with the site is the use of the adjacent sports field which generates a great deal of evening and weekend parking along the roadways and by the fields, during soccer games and other field activities. Apparently few of aspiring athletes' parents use the on site school parking, preferring the roadside, even in some cases in restricted areas. According to the residents this causes congestion, inconvenience and in some cases safety concerns.

The peculiarities of this enclave also mean that the residents have no option but to use Highway 7 at the Helen and Bruce intersections. School traffic in the morning poses a conflict with many residents as they enter and leave the area, and the constant volume of commercial and commuter traffic along Highway 7 are sore points for the residents of the area. However, Highway 7 is undergoing construction, even as the hearing proceeded, to widen it from Pine Valley Drive to a point west of Bruce Street. The improvements are mostly additional travel lanes and turn lanes to increase volume and intersection performance. Beyond Bruce Street some distance to the west, no improvements are proposed and the roadway will continue to be a four-lane arterial.

Highway 7 is one of Vaughan's busy arterial corridors. Although some volume reductions have been experienced due to the opening of Highway 407, it continues to carry a great deal of local commercial, residential and commuter traffic. It is consistently busy almost all day long with the usual commuter hour peaks. The ability of the road to take on

additional capacity was an important consideration in the hearing, the residents arguing that, even with the improvements, the additional development will soon take up the improvement capacity and they will again be faced with difficulty entering and leaving their enclave. Both the City as part of its land use study of the area, and the proponent as part of the impact study for the proposal, studied the traffic in the area and gave their findings and recommendations to the Board.

The proposal has undergone a number of changes, as is often the case with developments of this magnitude. The developer has retained conscientious professional advisors who engaged in a long series of meetings with staff, elected officials and residents to arrive at an agreeable development and avert a hearing. In the course of these consultations the proponent offered modifications that it hoped would address the concerns of the residents. Consequently the proposal has evolved, but of course a hearing was not averted.

Initially, the proposal called for a maximum of seven storeys with the ground floor at the face with Highway 7 devoted to a mix of commercial and office uses consistent with what is found elsewhere along Highway 7. The development proposal was for a total of 282 units all in apartments. The neighbours complained about the height, density, massing, shadowing and so forth and argued that there was no transition of height and density to accommodate their very low density and heights to the south and east.

The proponents scaled the development down in the hope of accommodating the residents' concerns. The current proposal is for six storeys. The commercial uses at grade have been removed, in the hope of addressing the traffic concerns by removing potential commercial traffic. To accommodate a transition in height and mass from the homes on the east side of Helen Street, the "L" shaped apartment building on the north east corner of the site has had its "L" removed and is stepped down on the east end from six to four storeys. In place of the "L" the designer now has six low rise, single detached homes which will be part of the condominium complex. This latter modification has necessitated the removal of a proposed putting green on the site. In addition, the "L" shaped building on the southwest of the site is stepped down towards the homes on the east from six to four storeys. And finally, the proposed driveway access to Helen Street has been adjusted to align it with the access to a commercial use on the east side of Helen. This provides a more appropriate intersection and prevents headlight glare to the home on Helen Street.

* The site now accommodates 264 units (a reduction of 18 units) yielding a density for the site of approximately 139 units per hectare. As we will see, the City's proposed maximum height and density respectively for the site, based on its proposed OPA, is four storeys and 99 units per hectare. Parking for the site is at a rate of 1 space for every apartment unit and 2 for the detached homes, yielding an overall standard of 1.05 per unit. The proponent's planner argues that this is consistent with, and perhaps slightly higher than the City's parking requirements for senior's buildings of 1.0 spaces per unit. The usual apartment building parking rate is 1.5 spaces per unit. Some additional parking will be added in comparison with the plans, but the designer and planner are confident that more underground spaces can be provided.

The City has concerns with the parking as proposed. Although they have a standard for seniors buildings, they worry that this complex may not be marketed for seniors and that the standard as proposed will not be adequate. The seniors standard is provided in the by-law on the basis that seniors do not own or drive cars as much as the general population. It is feared that since there are no alternatives for additional parking, other than in the adjacent neighbourhood, and that this site may be marketed to families, the parking standard will be inadequate. The proponent argues that the design and the facilities associated with this project clearly point to a seniors oriented building. In addition, there is ample public transit on Highway 7. All this clearly justifies a lower standard.

In general, the proposal, it is fair to say, is a high quality, high end type of development. There has been a great deal invested in the design and in the facilities that are proposed for the complex. This is evidenced in the attention to detail and the very ample landscaping, and the numerous amenities, to name a few. However, the quality of the design and the basic use of the site as a seniors condominium residence are not the issues for the area residents or the City. Indeed they agree with the basic use of the proposal, but object to the overall size as reflected in the height, massing, density and scale.

The Official Plan for the City of Vaughan designates this area as one of its "Corridors" and Section 5.4 of the Plan provides as follows:

Regional corridors have the greatest opportunity to add new housing units, employment and services in a mixed use form that creates support for efficient, regular transit service.

Urban corridors are located in existing and proposed urban areas. Urban corridors have great potential for new residential and employment growth at densities that

would make frequent transit service possible. *The appropriate level of density will depend on site-specific circumstances and the nature of the development along and adjacent to corridors.* (Emphasis added)

The Woodbridge Community Plan (OPA 240) applies to this area and provides as one of its goals at Section 1.6 Housing:

- (a) \\To provide for a predominantly low density community with some higher density to accommodate senior citizens and other family housing needs.\\

Both these planning documents support the redevelopment in principle and the prospect of intensification along a corridor for seniors accommodation. Indeed the encouragement of mixed uses along the corridor was undoubtedly the basis for the first proposal which included a mix of commercial development. This, however, has been abandoned and is not in issue. The main issue continues to be the amount of development as represented in the height, scale, massing and density, as well as the implications this will have for traffic and possibly parking. On these questions the plans as quoted are not entirely helpful.

It was this perhaps ambiguity in the main planning documents that caused the City to undertake a land use study for the district, largely in response to the applications forthcoming. It began the study, according to the City's planner, some time last year but initial progress was slow. The proponent's counsel complained that the study was not conducted expeditiously and real progress was only made in the weeks leading up to the hearing, when design and traffic specialists were retained. This delayed consideration of their project and amounts to an unfairness in holding up consideration, and arriving now at this late date with an alternative that amounts to a new set of rules for the site.

Nevertheless the land use study is relevant to the questions that the Board must consider in dealing with this application. The two major components of the study that assist the Board are the design and traffic studies.

The City retained Ms McIlroy to conduct an urban design study of the area to establish guidelines for the study area - based on the context and built form of the area and prevailing planning documents - for use in assessing the proposals, including the present proposal, forthcoming in the area. She concluded that the area was a predominantly suburban low density residential area surrounding the Highway 7 corridor. She sought to develop measures for "bridging" the roadway and integrating the north and south residential elements of the neighbourhood. She proposed pedestrian links and a softening

of the corridor function with landscaping and pedestrian friendly design elements which, despite the widening of the roadway, could make the Highway 7 corridor a more interesting streetscape. She proposed traffic calming measures and increased linkages of the areas and the local park amenities.

Most important to the consideration of the present proposal is maintaining a reasonable building height consistent or at least complementary to, and compatible with, the prevailing building heights in the area. She observed that the residences in the area are one and two storey. Even the commercial uses along the street rarely exceed one storey, with a few rising to heights equivalent to two and three storeys. From this she concluded that the height and resulting intensity that should be permitted along the corridor is a maximum height of four storeys and, even then, it should be stepped away from the low rise residences in the east and the south.

This confirms the residents' views that the proposal for six storeys is too much in this location. The City's designer concludes that a complex of six storeys would be overwhelming and would present a precedent for a pattern of excessive redevelopment along Highway 7. The City has in mind undoubtedly the pending application by United Capital Corporation immediately to the west and the remaining potential redevelopment lands, some of which are owned by Crossroads, even farther to the west. She notes that the recent application for seniors residences on the cosmetic surgery lands on the north side of Highway 7 - at medium and high density - are at a much lower scale of development than the proposal before the Board. This she observes is more appropriate and would be in keeping with the scale of the community.

The issues of shadowing and oversight were also raised. Although shadow diagrams show no direct adverse shadow impacts on the adjacent residential areas - contrary to the residents' fears - Ms. McIlroy notes that there will be significant shadowing over public areas including the sidewalks along Highway 7. In addition shadowing will affect adjacent proposed development and, although they do not complain of it, the total effect may be one of creating an area that is much less open, less airy and with much less light during the various seasons of the year. This would not be consistent with the existing context. Similarly the effect of buildings of this height would be to increase the possibility for oversight of the single detached areas to the south and east. While this is unavoidable if some additional height is provided to, say, four storeys as the City would have it, the effect is much greater as the height increases.

In short she concludes that buildings in the land use study area should be limited to a height of four storeys with stepping and transition of height in those areas adjacent to existing low rise residences. In accepting this advice, the City asserts that the desire to achieve heights of six storeys may be driven by economics and consideration of maximizing density rather than what would be appropriate in the context of this neighbourhood.

The land use study also included a review of the transportation related issues associated with the redevelopment of the south side of Highway 7. This is complicated by the fact that Highway 7 was under construction for improvements even as the hearing proceeded that would increase its capacity and functionality, especially as regards turn movements in and out of the enclave. As always, estimates had to be made based on assumptions about future capacity with the improvements and about the traffic that could be expected to be generated by the prospective developments. As it affects the redevelopment potential of the study area, the transportation expert retained by the City - Mr. Lentner - concluded that a maximum of 77 units per hectare of residential development with a mix of commercial uses would be appropriate.

Mr. Lentner also made recommendations for an ample supply of on-site parking due to the severe constraints posed for on-street parking in the area. And finally he proposed that ultimately an additional road connection was necessary within the neighbourhood, located between the subject redevelopment lands and the highschool. This road, he argued, would be necessary to provide improved circulation and additional on street parking capacity within the confines of the neighbourhood.

The result of the land use study involved the generation of several redevelopment options for the area. These included: a status quo option (R1 zoning); a completely commercial usage option for the south side of Highway 7; one reflecting the development proposal before the Board; another reflecting the mixed commercial-residential option with density standards and traffic estimates developed by the City's transportation expert; and a subset of mid range residential options - one of which is adopted as the City's preference - for combinations of high and medium density residential development at various residential densities.

Combining the advice of the design expert and the transportation experts, along with its own land use conclusions formulated by City staff in consultation with area residents, the City adopted an option in which medium and high density residential redevelopment

would be permitted at a maximum level of 99 hectares per acre. The height limitation would be 4 storeys with height mitigation measures such as stepping down to three storeys and transition areas adjacent to low rise residential neighbourhoods. This then became the basis for OPA 531, applicable to the subject site.

The OPA includes the provision of a road link consistent with the transportation advice, provisions for substantial on-site parking (including the option for reduced parking based on a justifying study), landscaping, noise studies and other requirements. As the Board noted at the outset, this OPA has been endorsed by Council, but not approved, and is not before the Board except as the basis of the City's position in opposition to the proposal. Importantly, it is not the Board's job to pass on the appropriateness of OPA 531 in detail except as it may inform the Board of the potential for reasonable alternatives in the event that the proposed development is not found suitable.

For its part the proponent also retained design and transportation advice. Both the planner and the designer for the proposal concluded that the high quality of design along with the proposed amenities and adequate parking made the site compatible in this area. They noted the substantial modifications - such as the single detached homes, the stepping from six to four storeys, etc. - that were made to address creatively the concerns of the residents for massing and scale. They observed that there would be no shadow impacts and that oversight would be minimized and would mostly be over open space playing fields. They concluded that the density would be consistent with that proposed in the planning documents - notably for some level of high density seniors residences even within predominantly low density residential areas. In short this would be an appropriate high density residential redevelopment devoted to a seniors market.

The transportation expert for the proponent - Mr. Rae - conducted an analysis which demonstrated that, especially given the roadway improvements, the roadways and the intersections at Helen and Bruce streets would operate at satisfactory levels of service. In his evidence he accepted that there would be needed a degree of fine tuning to ensure that left turn signals properly admit sufficient traffic to the neighbourhood, but that this would ultimately be up to the Regional traffic authority. He was confident that the roadway and intersections at full estimated build out of the nearby residential proposals would function at a level consistent with the Region's traffic guidelines.

There were substantive differences between the City's expert and the proponent's in regard to such issues as the implications of the school expansion and the degree to

which there was overlap of the school peak period in the morning rush hour and that for commuters. The residents maintain that it is now difficult to access Highway 7 from Helen and Bruce streets during the morning peak, especially when students, teachers and buses are arriving. This overlap was disputed by Mr. Rae who suggested that the peak was more likely extended rather than overlapping. Mr. Lentner agreed that the school and commuter peaks overlapped and that any increase in school use would have an effect on traffic movement in the area.

In short the City's transportation concerns are that the project and associated high density developments will in total readily use up any newly available capacity resulting from the road improvements, and along with existing sports field usage and expected increased school usage, the area will be congested and inconvenient. The peculiar character of the enclave makes it difficult to imagine a solution to such problems and prudence suggests that prevention is to be preferred. The City's traffic expert characterized the fine tuning process as one of having to "shave seconds off phases" to achieve a properly functioning traffic program in the area. As he put it, this probably indicates that the new development is "pressing the limits of traffic capacity".

* Having reviewed all this evidence very carefully, the Board finds for the City and will dismiss the appeals against the City's refusal to enact the proposed by-law and Official Plan Amendment.

→ The Board concludes from the evidence, especially the results of the City's land use study for the area south of Highway 7, that the area in which this proposal is located is predominantly low rise low density residential. This study, although arriving in an untimely way in comparison with the progress of the proposal, includes a thorough analysis of the issues associated with the redevelopment of this area, fairly developed and considered options and a compelling alternative that more accurately captures the character and context of this area. Although Highway 7 is a "corridor" where it is appropriate to consider mixed uses and higher densities, especially higher density residential uses for seniors, the surrounding areas are predominantly well established stable residential neighbourhoods in a low rise low density form that warrant protection from adjacent potential over-development.

The Board finds that the City has properly balanced the very legitimate needs for redevelopment and intensification of the subject lands and its surrounding areas with the protection of the qualities and amenities of the adjacent residential areas.

More specifically, the Board finds that although there may be some basis for accepting that the transportation system in the area can withstand additional redevelopment and intensification, especially with the recently undertaken road improvements, the City is justified in adopting a prudent approach to the redevelopment to ensure that, whatever additional capacity is created by the improvements, it is not totally taken up by or negated by the new redevelopment. Redevelopment must always be conducted with a high degree of sensitivity to the existing uses and the context of the area. The Board is satisfied that, in conducting its traffic analysis, the City has exercised proper prudence and has given due regard to the safety and convenience of the existing residents of the area.

In regard to the massing and scale of the development, while the Board acknowledges the efforts by the proponent to modify the proposal to achieve some mitigation of the size, the Board agrees with the residents of the area and the design consultant for the City, that the project remains too large and overwhelming. The prevailing height of buildings in the area are very modest. This does not mean that any new development must be the same, especially in light of the available transit and other factors that justify intensification. Indeed some measure of higher density is called for in redeveloping this and other nearby sites. The City, however, has carefully put its mind to the question of the proper height and intensity and has arrived reasonably and fairly at a level of development that would achieve an acceptable height and a significantly higher density and intensification for this site while minimizing the potential for shadowing and oversight, or that the development will overwhelm the adjacent land uses. Their interest in maintaining a pedestrian friendly, modest-scaled redevelopment of the Highway 7 area is a thoughtful and worthy goal that should be reflected in the land use decisions that are made for the area. The Board agrees with this approach.

Furthermore, the residents of the area have capably persuaded the Board that their concerns are real and legitimate. The peculiar character of this area including its configuration as an enclave, the special challenges associated with the school site and its expansion, as well as the sport fields all lead the Board to agree that special care must be taken to prevent the kinds of problems reported by the residents from becoming intolerable as a result of the possible over-development of nearby areas. The residents have responsibly represented their concerns to their Council and now to this Board and the Board is sensitive to their desire to protect their neighbourhood.

In short, the Board agrees that high density development is possible and desirable on the site, and the City, in adopting the position that it would accept densities as high as 99 units per hectare, demonstrates a willingness to accept higher densities. The Board accepts their position as a reasonable limit in all the circumstances of this case. This does not mean that the Board endorses the specifics of the City's hastily endorsed OPA. It is not the Board's role in this case to pass judgement on the provisions of this document such as the proposal for a new road for the neighbourhood or a high parking standard. Frankly the Board, while remaining officially agnostic, was not persuaded of the merit of these items.

For these reasons, the Board dismisses the appeals by Serafine Consulting Group against the City of Vaughan's inaction in respect to the proposed amendment of the City's zoning by-law and Official Plan Amendment and will not approve the proposed Official Plan amendment.

The Board so orders.

"B.W. Krushelnicki"

B.W. KRUSHELNICKI
MEMBER

Good evening Mayor and council. My name is Larry Berenz. I live at 62 Bruce Street in Woodbridge.

I do not object to the basic use of the site. I do however object to the overall size, height, massing and density. I have a document from York Region Roads Dept. The period covered is from April 24, 2008 to January 22, 2011. During that time there have been 40 accidents from Sylvan Brook to Islington. How many more accidents will there be with all the developments we are now being subject to (the distance from Sylvan Brook to Bruce Street is less than 1 km.) We are facing the following developments in our neighbourhood. Vista Park 122 units, current proposal 254 units, Bruce street future proposal 110 units and past development 175 townhouses all this in less than 1 km. I'm also aware that there will be an increase in transit in future years. The city's need to ensure that the form of new development is supportive of transit is crucial. I agree with this statement however this area is already burdened with high traffic problems that can't be solved with more transit. We already have too many trucks and cars travelling through our area and it is obviously going to get much worse in future years.

I am very aware that according to OPA 661 there is allowed high density along any main arterial road; that obviously is Hwy 7. I do not contest that fact. I do ask these questions however. Does York Region's vision of Vaughan mean that anywhere there is vacant land along Hwy 7 it should have 10 storey buildings. Is it your vision to have a continuous wall of 10 storey brick and glass buildings along Hwy 7. I like to suggest that perhaps all of us should take a careful look at the areas where these walls should be built and see if it is appropriate for that use. The 2000 OMB report for the area right across the road from the proposed building states that (Page 12) "Their (referring to the City of Vaughan) interest in maintaining a pedestrian friendly, modest-scaled redevelopment of the Highway 7 area is a thoughtful and worthy goal that should be reflected in the land use decisions that are made for the area. The Board agrees with this approach". I would presume that the City still has these worthy goals in mind even now 11 years later; when looking into developing Vaughan. There is one more point that I would like to bring to your attention.

Why is it that in Vaughan we seem to grant applications for buildings and then we find that the infrastructure and the funding are not in place? As a result of the delays we the residents have to pay the price. eg. The most western Go line will be in Woodbridge. However York Region Transportation Master Plan places its implementation at 2021 or beyond. So we the residents can be literally stuck with the traffic chaos for years because of the rush to grant these applications.

In closing I would just like to say. Our area is an old existing low rise residential neighbourhood. We already face major problems with traffic congestion. Helen Street-Wigwoss Dr. and Hwy. 7 is Not a major arterial intersection. I ask you to reject this proposal and prevent any future proposals from over-developing our neighbourhoods.