

COMMITTEE OF THE WHOLE (PUBLIC HEARING) – JUNE 5, 2012

COMMUNICATIONS

Distributed June 1, 2012

- | | <u>Item No.</u> |
|--|-----------------|
| C1. Ms. Silvana Galloro, Secretary, Concord West Ratepayers Association (CWRA), dated May 25, 2012 | 2 |

Provided June 5, 2012 (at the meeting)

- | | <u>Item No.</u> |
|---|-----------------|
| C2. Mr. Antony Niro, dated June 5, 2012 | 4 |
| C3. Mr. Yurij Michael Pelech, Senior Planner, EMC Group Limited, 7577 Keele Street, Suite 200, Vaughan, L4K 4X3, dated June 5, 2012 | 2 |
| C4. Mr. Alfredo Mastrodicasa, 43 Hillside Avenue, Concord, L4K 1W9, dated June 2, 2012 | 2 |
| C5. Ms. Allyssa Hrynyk, Malone Given Parsons Ltd., 140 Renfrew Drive, Suite 201, Markham, L3R 6B3, dated June 5, 2012 | 3 |

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Please note there may be further Communications.

<u>C 1</u>
COMMUNICATION
CW (PH) - <u>JUNE 5/12</u>
ITEM - <u>2</u>

To:

The City of Vaughan Committee of the Whole
Commissioner of Planning, Mr. John Mackenzie
and the attention of the City Clerk, Mr. Jeffrey Adams

Re: Properties 7657 and 7661 at the northeast corner of Rockview Gardens and Keele St. - Rezoning of location from RIV to CI

On behalf of the Concord West community, the CWRA conveys to Vaughan Council the opposition of the community to this rezoning request.

General Considerations

The Official Plan #467 permits business and professional offices and compatible service commercial uses that serve the needs of the business and residential community. Eating establishments, retail use, uses that generate high volumes of traffic and uses that impose an adverse impact (ie vehicular traffic, noise, fumes and hours of operation) on the adjacent residential community are not permitted. Any new development should complement the existing subdivision to conform and be part of the community as a whole.

Development along Keele St. and Highway 7 should be coordinated with the Keele Street Environmental Assessment/Detailed Design and the VivaNext preliminary streetscape design for Regional Road 7. There is also the Concord West Urban Design Streetscape Master Plan Study which works together with planning mentioned above (the study falls under York Region's Municipal Streetscape Partnership Program Policy). The fundamental objective of these studies has been to enhance the public spaces of Keele St. and Regional Road #7, by improving the visual quality and sense of place, building community gateways, buffering noise levels for residents, increasing connectivity and safety for pedestrians and cyclists, and ensuring the flow of vehicular traffic.

The Urban Design Guidelines are necessary to provide a framework to guide future development applications and will form the basis for subsequent submissions for zoning bylaw amendments and site development applications.

2. Specific considerations

Council should take into consideration what has happened already on the south side of the Keele St/Rockview Gardens intersection, where an absolutely repulsive building was erected in defiance of all bylaws and infringing on public land without a license, and without the City thereafter expropriating it and demolishing it. Council has the responsibility to not let this kind of wildcat development take place, nor to let other landowners and developers invoke it as an excuse to continue to destroy and un-beautify this community.

That said, the community is not opposed to quality and balanced development, all the more so as the properties of the applicant have been neglected for decades, dirty, filled with garbage and overgrown grass. In fact, cars have been dumped there as if it were a parking lot. There have been continuous complaints with regard to the

appearance, upkeep and general maintenance of this area, and in particular with respect to the applicant's properties and those to the north of it.

Lastly, we want to note that in 2001, there were lengthy discussions with Council which then supported the community's opposition to any potential laneway exiting on Rockview Gardens, as arising from future developments along Keele St. We requested a special bylaw at the time to exclude a laneway (March 2, 2001 Oct CWRA meeting) .

The present application fails to meet these general and specific considerations, and thus it asks the City to amend its Official Plan. The community, through its organ, the CWRA, asks Council to reject this application and the proposed amendment. Follow the specific objections we have to the applicant's proposed application, design and amendment.

3. Objections

1. The first of the most fundamental objections concerns the opening of a commercial lane onto a residential street, Rockview Gardens. Increase of commercial vehicular traffic in a residential zone sends the wrong message regarding protection of communities, safety of children and the efforts to reduce car traffic in residential neighbourhoods. Approval of such a lane that exits a residential street will inevitably spill over parking and idling vehicles to the same street. Moreover, given the medians anticipated by the approved Keele St. EA, southbound traffic will inevitably opt to flow east through Rockview Gardens, south along Baldwin Av. and west along Southview Drive, onto Jardin Drive and out to Keele St. That means pushing commercial traffic right through a residential area. This is unacceptable. Any and all accesses to this development should be made off Keele St., even if dedicated lanes in and out will have to be considered.

2. The second fundamental objection is that the proposed zoning change from 2 to 3 storeys simply does not fit with the neighbourhood.

3. Moreover, the same change from 2 to 3 storeys will also increase vehicular traffic volume in a zone that is already quite congested: near to, and to the south of, the intersection of Keele St. with a residential street (Rockview Gardens), and to the north of the same intersection where it leads to the often gridlocked intersection of Keele St. with Highway #7. Inevitably, this will adversely impact the adjacent residential community.

4. It will also be noted that the proposed development completely ignores the planned gate on the northeast corner of Keele St./Rockview Gardens that was proposed by the Concord West Urban Design Streetscape Master Plan Study.

5. Another fundamental objection concerns the applicant's design and location of a very large parking area. The parking area is too large, and it should be located behind the building, as is the case with the comparable building at 7625 Keele St.

6. The community also objects to the proposed Mansard-style design. The design of the building should blend in with the nature of the residential area and therefore not affect the

resale value of the surrounding homes. It should have only 2 floors above ground and not feature a commercial look. Professional office uses are generally more compatible with residential uses.

7. Lastly, the applicant's proposed amendment requests development of a "3 storey medical office building with limited ground floor retail space". The community agrees to a 2 storey medical general office building with auxiliary retail space that is pertinent to the professional office use, but not to any type of retail.

We ask this Committee of the Whole to reject this application for the aforementioned reasons.

City of Vaughan, 25th May 2012

On behalf of the Concord West Ratepayers Association (CWRA)

 Invalid signature

X Silvana Galloro

Silvana Galloro
Secretary

C 2
COMMUNICATION
CW (PH) - JUNE 5/12
ITEM - 4

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

From: Antony Niro P.Eng. TimeForChangeVaughan [<mailto:antony.niro@timeforchangevaughan.ca>]

Sent: June 5, 2012 9:19 AM

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

Cc: Clerks@vaughan.ca; Kim Champion

Subject: Committee of the Whole (Public Hearing) - June 5, 2012 - Official Plan Amendment
File OP.03.008 Pine Heights Estates

Dear Council.

In reviewing this Official Plan Amendment in Vaughan's countryside I'm concerned there's no reasoning for an increase in density for the increase in the population from 3,490 to 5,270 and increase in unit count from 1000 to 1428. The report from staff agrees and identifies that the "appropriateness of the proposed densities will be reviewed".

These lands were designated to have "executive housing" on large lots with full municipal services. If you visit these lands you'll see the appropriateness of the original designation with the rolling hills and open space valley lands. No doubt then that there was once two settlements on these lands, a "Historical Site" with archaeological significant of being a first nations settlement, and a Vaughan "Heritage Site" for the hamlet of Purpleville. These lands have historical, heritage, and environmental significance and any proposed development here should respect that significance not only in providing required allowances to remaining structures and identified sites but also in the type of community created here.

Without any supporting documentation or explanation one can conclude the reason for the density change is the applicant feels they can sell units of this higher density at this location. This is value for the developer, I don't see what the developer is providing back to Vaughan for this increase in value.

Teston would require improvements to accommodate any increase in traffic volume to support this proposed development. The regions master plan doesn't have an improvement scheduled for 2021. I would ask that council make one of the conditions for development of these lands is the developer provide the planned Teston improvements before the development of this site and not receive compensation for this improvement until funds are made available by the region in the time-frame originally budgeted to make these same improvements.

The community here should blend into the countryside in which it's being developed on. I suggest consultation sessions be scheduled with surrounding existing communities to develop a plan that encompasses the surrounding countryside, nearby communities, and historical and heritage significance of this area. I also expect that the developer set aside a fund for use by the discretion of the community to enhance or develop the community to meet the specific needs of the residents that eventually reside here. This fund could be used in designing their parks, developing a community centre, or creating a biking infrastructure through the community and establish connections to adjoining communities.

I look forward to working with staff, the surrounding communities, and the applicant in addressing my concerns and recommendations for this proposed development.

-Antony.

Antony Niro P.Eng.
416-846-6476

EMC File No.: 200169-PL
June 5, 2012

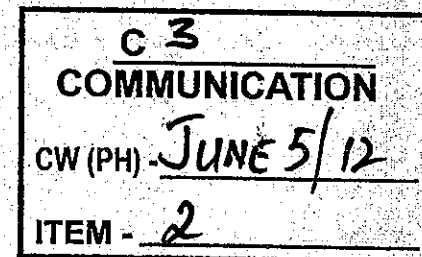
Via Email: jeffrey.abrams@vaughan.ca

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

Attention: Jeffrey A. Abrams
City Clerk

Dear Sir:

Re: **Committee of the Whole (Public Meeting) – June 5, 2012, 7:00pm**
Applicant: Dr. Somesh Sharma
(File Numbers: OP.12,005 and Z.12,011)
Lot 5, Concession 3, Part of Lot 43, Registered Plan 65M-2468
7651 and 7661 Keele Street (vicinity of Rockview Gardens)
Concord, City of Vaughan



Please be advised that EMC Group acts as land development planning consultants representing adjacent property owners, inclusive of Nadmare Group (7689 Keele Street -- to the north) and Keelview Centre (7575 & 7577 Keele Street -- to the south at Jardine Drive). In that capacity, we were afforded the luxury of receiving the 'notice of public meeting' and subsequently had an opportunity to discuss the proposal with the file planner, as well as reviewing the Planning Department 'information meeting' being tabled for consideration as part of tonight's public hearing deliberations associated with the above-noted development applications.

While we support redevelopment along the east-side corridor of Keele Street (south of Highway 7 / Avenue Seven) and do not object to the subject development applications, our comments on behalf of our clients relative to the proposal are as follows:

1. any development proposal needs to be of a high-quality nature from both an urban design and architectural perspective, and supported by strong urban design principles given the contemplated future of the broader Keele Street corridor in this vicinity and the close proximity of Avenue Seven;
2. future development needs to comply with:
 - i. the detailed design undertaken as part of the Keele Street Environmental Assessment study initiative; and
 - ii. the guiding principles articulated under the West Concord Urban Design + Streetscape Master Plan Study relative to both the public realm (streetscape) and urban design framework and associated urban design guidelines for the private realm (built form) which will guide future development / redevelopment within the Concord West study area;

3. demonstrate compliance with the 'corridor vision' promulgated under the September 7, 2010 'adopted' Vaughan Official Plan document, as well as the predecessor Amendments (OPA #660 and 664) under the Avenue Seven Land Use Futures Study;
4. ensure that development of the broader corridor is advanced in a comprehensive integrated fashion, as was previously undertaken as part of the Keele Street Land Use Study (Hwy. 7 - Jardin Drive) and which culminated with the implementation and approval of Official Plan Amendment No. 467;
5. identify and protect opportunities for internal linkage connections amongst and between all corridor parcels as referenced in the staff report relative to "...future driveway connections with the northerly adjacent property..."; and
6. create a vibrant pedestrian-oriented streetscape along the Keele Street corridor as cited within the staff report with "...building siting and orientation towards Keele Street..." in order to create a strong street frontage presence.

That being said and in support of our above-noted comments, we ask that municipal Committee and ultimately City Council give due consideration to the following, inclusive of:

1. directing staff to undertake a visioning design exercise and prepare a 'tertiary plan' for the lands which comprise this Keele Street corridor to illustrate the comprehensive and integrated redevelopment of lands within the context of the broader corridor; and
2. imposing appropriate "Holding (H)" provisions within the implementing Zoning By-Law Amendment subject to submission of a detailed Site Plan drawing and conditional on Site Plan Approval.

We kindly ask that our aforementioned comments be taken into consideration as part of municipal deliberations on the development proposal and the associated Official Plan Amendment and Rezoning applications.

Thank you very much and we look forward to involving ourselves accordingly.

Yours truly,
EMC GROUP LIMITED

Yurij Michael Pelech, MA(Pl), MCIP, RPP
Senior Planner

c.c. Carol Birch, Planner, Vaughan Planning (Carol.Birch@vaughan.ca)
John Mackenzie, Commissioner, Vaughan Planning (John.Mackenzie@vaughan.ca)

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<u>C 4</u>
COMMUNICATION
CW (PH) - <u>JUNE 5/12</u>
ITEM - <u>2</u>

Alfredo Mastrodicasa

43 Hillside Avenue
Concord, Ontario
L4K 1W9
905-669-4015
agmastro@aol.com

June 2, 2012

City of Vaughan

Attention: John Mackenzie, Commissioner of Planning
Jeffrey A Abrams, City Clerk

Dear Sirs:

**Re: 7651 and 7661 Keele Street
OP.12.005 and Z.12.011**

I am against this application and potentially the precedents that it sets in a well-established small and fragile community.

I have built my home, raised my family and lived in Vaughan since 1979, in particular 43 Hillside Ave. I have worked in the Vaughan area before the City was formed and I have seen the transformation of Vaughan from a group of a few villages to a bustling metropolitan City. Development in our City for the most part has been average unlike development that has taken place in our neighbouring towns.

As we grow we must ensure that the developments are proportionate to the various communities and take into account their impact on the surrounding area.

Keele Street is one of the principal gateways into Vaughan and as such the development along this route must be commensurate with its importance and visibility.

I have been at a number of public meetings that outlined the proposed improvements to Keele Street and Highway No. 7, which involve road widening, public transit, landscaping, streetscape, furniture, new lighting, etc. all of which were to take the present residential area into consideration. How does this development keep the spirit of the proposed improvements in mind when the building exceeds the height of all the other buildings, when it provides excessive parking visible to the streets, and with minimal landscaping along the two streets?

June 2, 2012

Most critical is that it will generate greater traffic in the residential streets. Let us dispel the thought that the vehicular traffic will exclusively restrict itself to the use of the Keele Street exit. As Keele Street is re-worked, as expected by the Region, the traffic will take the easiest route to go south on Keele. Making a left onto Keele St. will be almost impossible at most times. Consequently the traffic will travel through the residential streets, namely Rockview, then Southview and ultimately to Jardin where traffic lights will facilitate the turns.

Our community has tried very hard in the past to reduce traffic to a minimum by closing Southview and Baldwin. If this project is allowed to proceed as proposed, then all of our efforts and the work by the City and staff has all been in vain.

As previously stated, in its present form I am totally opposed to this development. However, I would support a development where the proponent would:

1. Reduce the total height of the building to two storeys.
2. Improve the appearance so that it would have a more residential appearance, and therefore will be more in harmony with the area and be less obtrusive. A sloped cottage style roof would be an example, and finally and most important,
3. The entrance to the site should be changed to a right-in right-out from Keele Street and with no driveway to the residential street, Rockview Street.

I hope that the Planning Committee and the Committee and the Council members can see the merits of my comments and reject this proposal as presented and ask the proponent to return with a more subdued development that is not so aggressive in size and more in harmony with the community.

Yours very truly,
Alfredo G. Mastrodicasa



Zoning By-Law Amendment File Z.12.014

Woodbridge Crossings Ltd.

Ward 2 – Vicinity of Kipling Avenue and Porter Avenue

Deputation Handout By: The West Woodbridge Homeowners Association Inc.
Committee of Whole Meeting (Public Meeting) of June 5, 2012

	<u>C 5</u>
	COMMUNICATION
CW (PH) -	<u>JUNE 5/12</u>
ITEM -	<u>3</u>

Subject Site of Proposed Development



Street Network Adjacent to Subject Site

Porter Avenue West –

Special Character Street

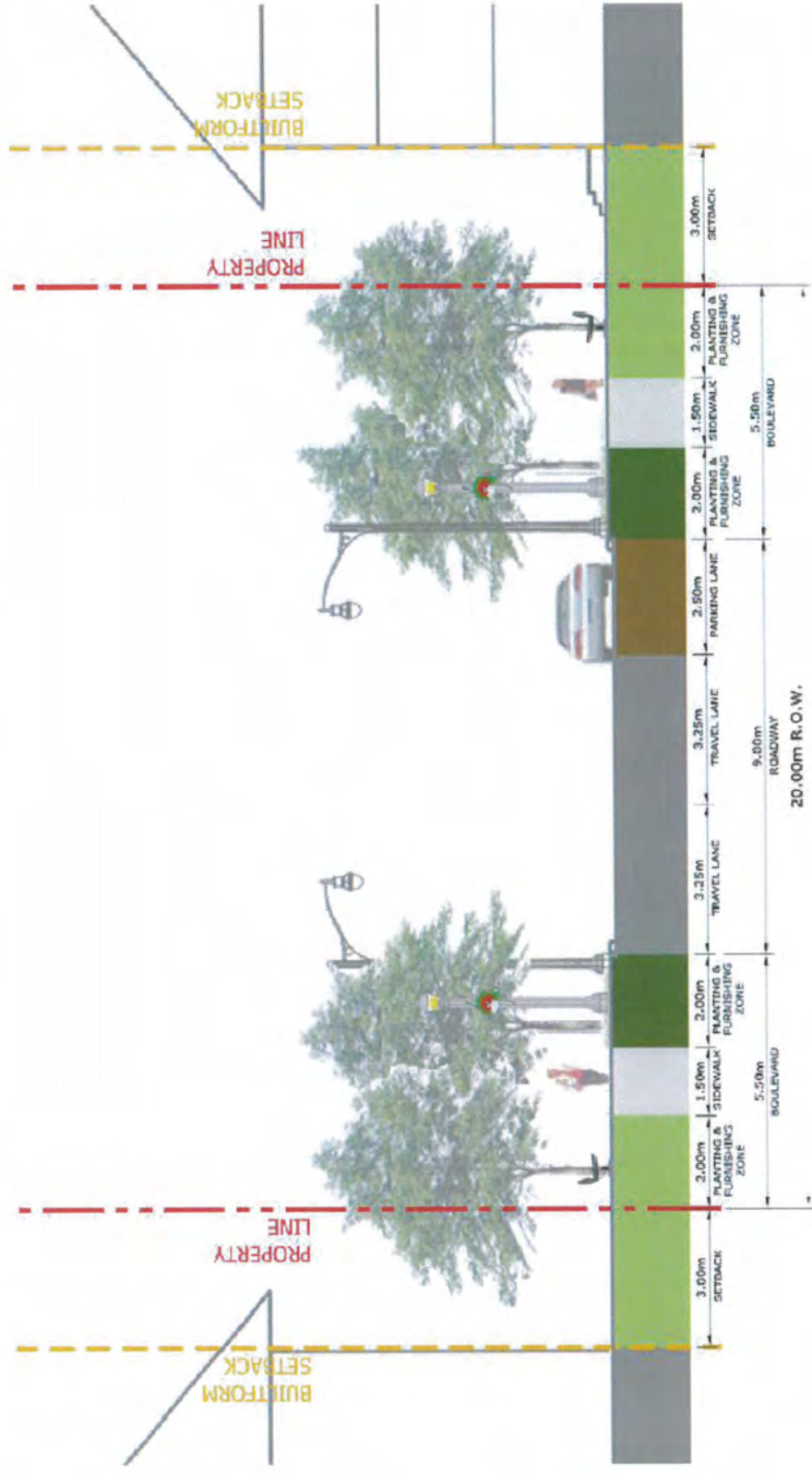
- R.O.W. = 17.5 M
- One travel lane and lay-by parking = 6.0 m (one way direction to Kipling Avenue, and lay-by parking on north side)
- Left turning lane = none
- Average pavement width = 6.0 m (including lay-by parking)
- Sidewalks = 2.5 m on the north side of the street, and 1.5 m on the south side where possible, (considering the existing heritage church pinch point)
- Minimum setback for buildings = 4.5 m (with the exception of the existing heritage church 1.5 m pinch point of the R.O.W.)

Parkside Drive –

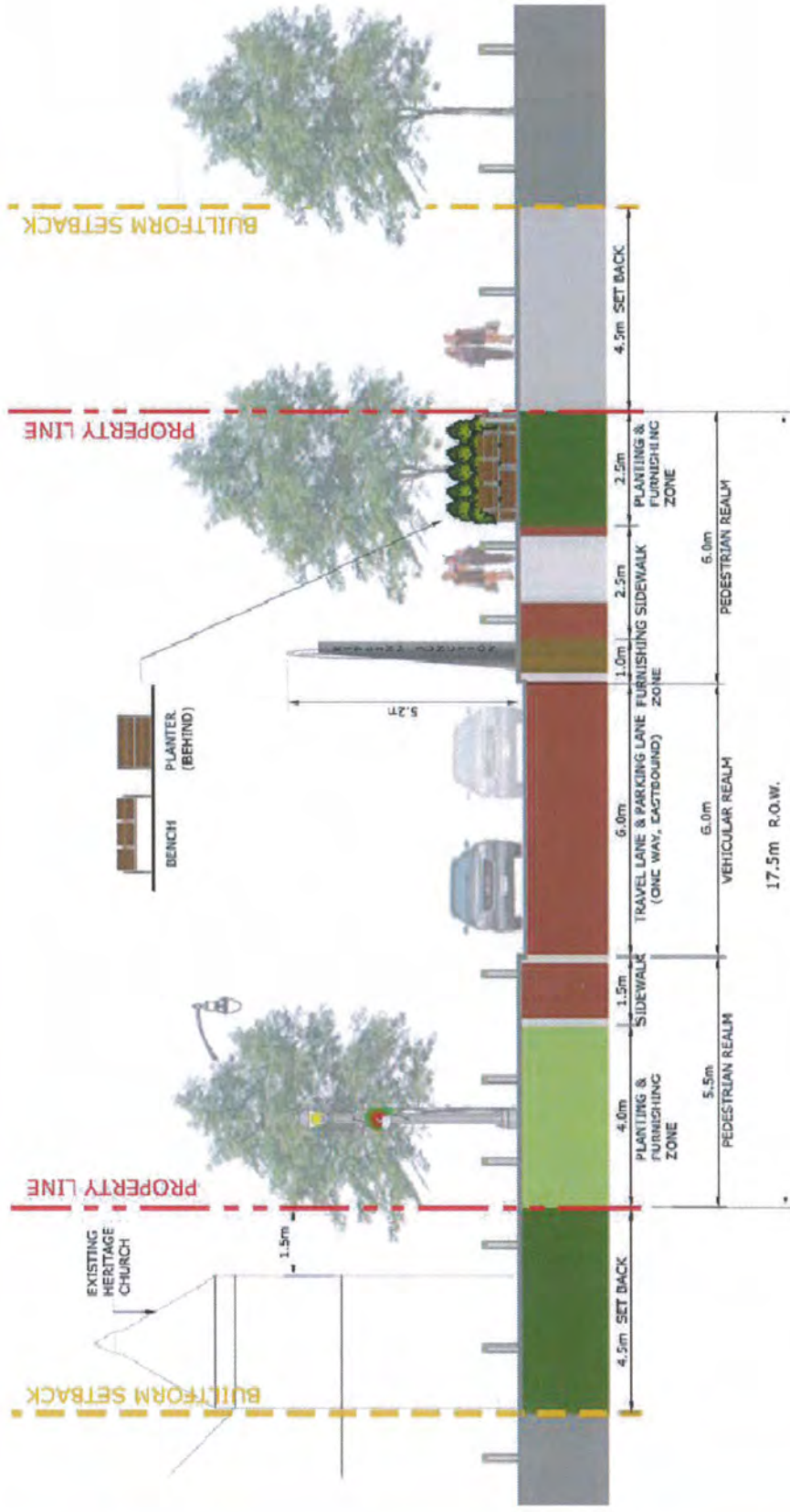
Secondary Street

- R.O.W. = 20 m
- Two Travel lanes = 3.25 m
- Parking Lane = 2.5 m
- Left turning lane = none
- Average pavement width = 9 m
- Boulevard width = 5.50 m (on both sides of the street)
- Sidewalks = 3.5 m zone (on both sides of the street with integrated street tree planting and landscaping)
- Minimum setback for buildings = 3 m

Street Section/Elevation – Parkside Drive - Proposed Secondary Street (OPA #695)



Street Section/Elevation - Porter Avenue West – Special Character Street – View West



Street Network Adjacent to Subject Site: Functionality

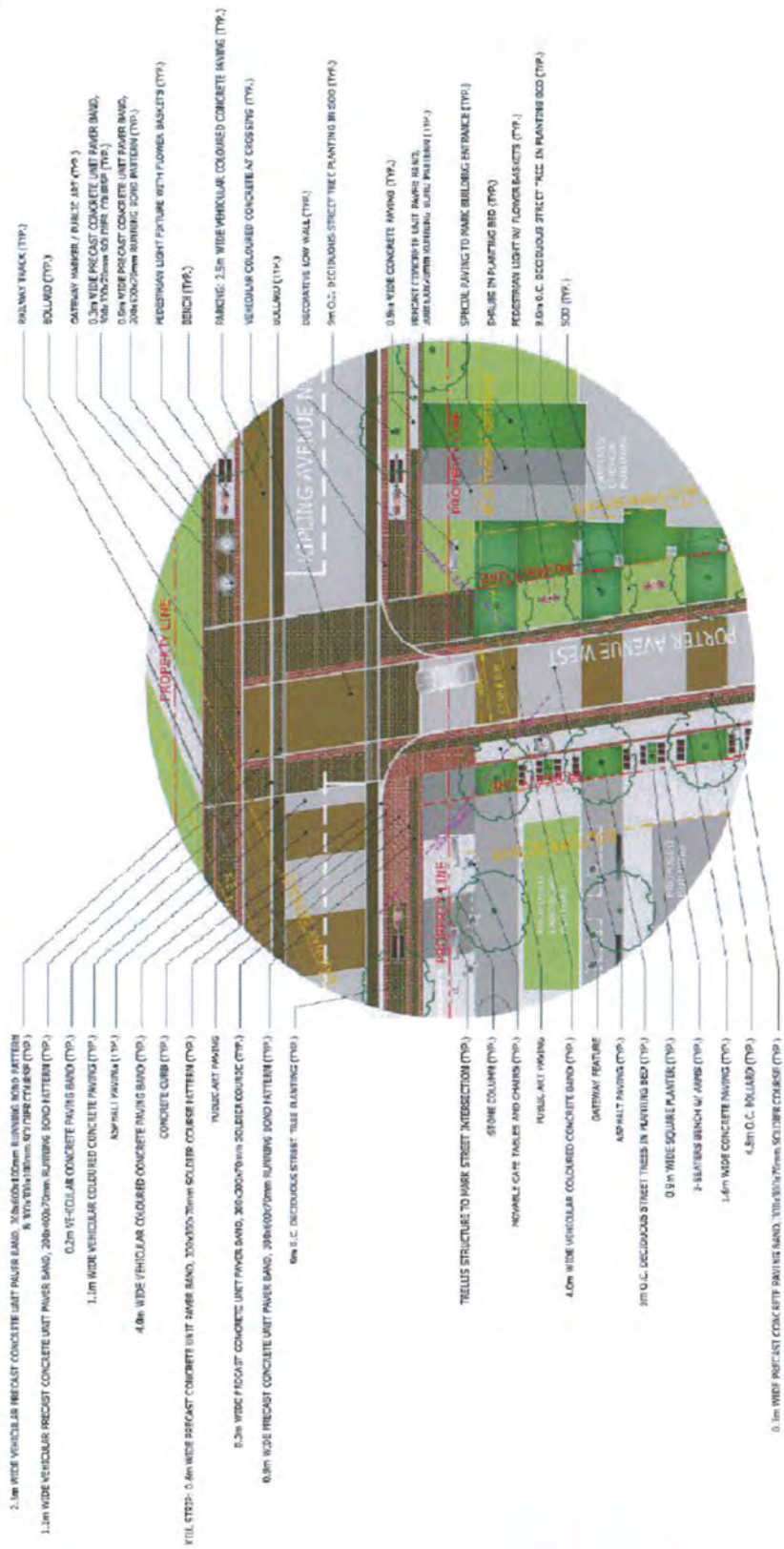
Parkside Drive – Secondary Street

- This street should be treated as a grand street, with lush greenery, and ample space for pedestrian interaction.
- A high-quality pedestrian environment that links buildings, amenities and open spaces
- Wider sidewalks (2.5 m) on both sides, that can accommodate additional street furniture, lighting, and public amenities associated with the proposed park.
- 3 meter setbacks to accommodate additional landscaping and front yards for grade related residential units.
- Parking on both sides of the street, for visitors and park users.

Porter Avenue West – Special Character Street

- This is a new westbound street that should provide new connections to the Rainbow Creek open space system and residential neighbourhood.
- The Special Character Street should be characterized by high quality landscaping, an emphasis on the pedestrian environment, and its function as a gateway to significant urban spaces.
- Porter Avenue West should function as the main pedestrian draw towards new public amenities, open spaces, and residences that are part of the Rainbow Creek neighbourhood development.
- A double row of street trees where the R.O.W. allows.
- Wide sidewalks, with enhanced paving treatment.
- Additional street furnishings and lighting.
- Designated gateway elements to Kipling Avenue.
- Clear open views, to the valleys east and west.

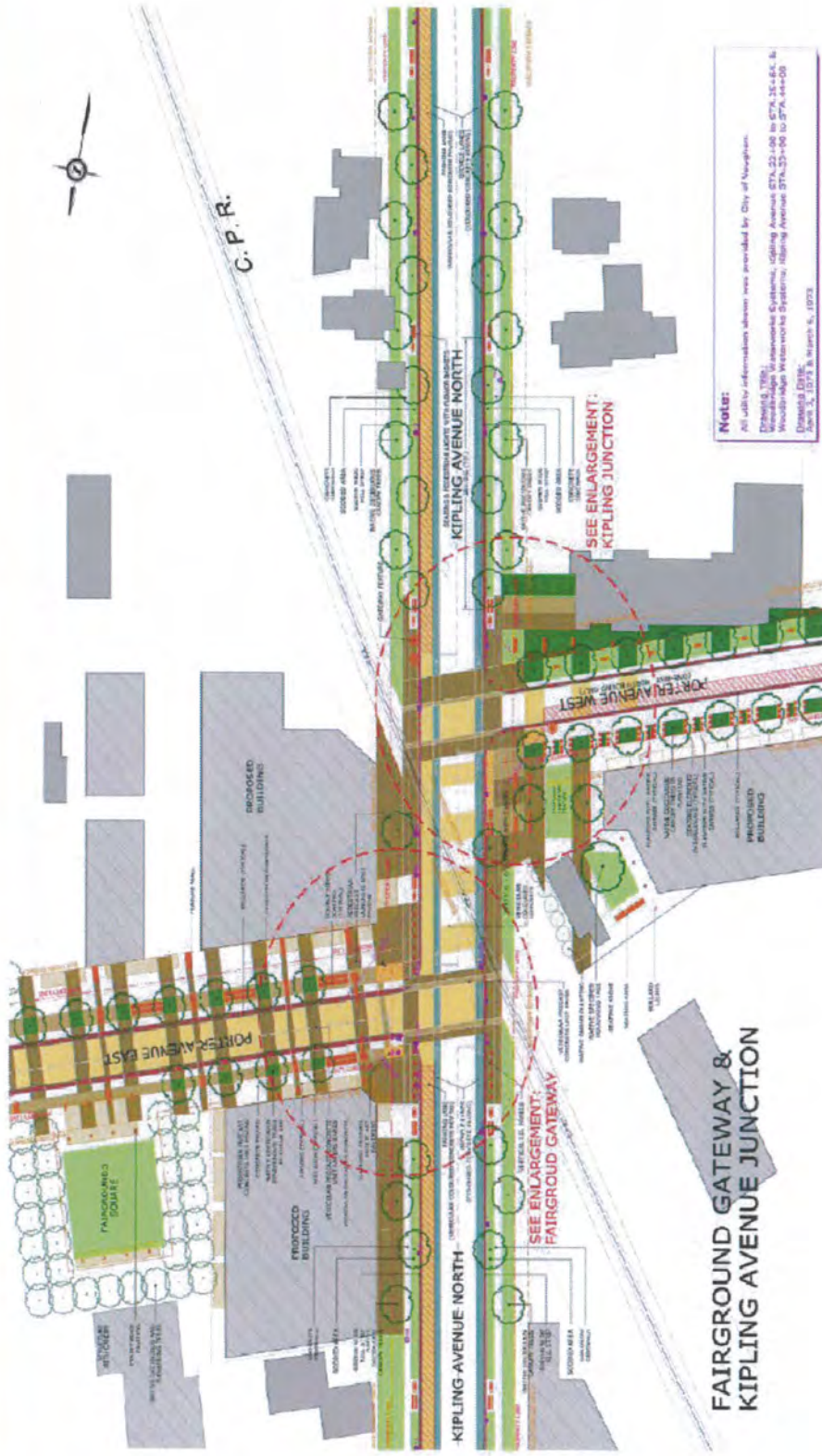
Porter Avenue West – The Junction



Porter Avenue – The Junction

- This gateway should be the entrance to the new Parkside Drive neighbourhood and highlights the presence of two major open space systems within the Kipling Avenue area.
- A new landscaped public square with flexible space to service the new neighbourhood and existing community with an enhanced streetscape treatment along Kipling Avenue, the Public Square, and the Porter Avenue entrances (east and west) defines the Porter Avenue Junction/Gateway.

Porter Avenue East and West – The Junction Master Plan



Pedestrian Priority Nodes

Porter Avenue East and West – The Junction

- These streets, together should create a pedestrian node, referred to as the “Junction”, which is a key east/west pedestrian connection along Kipling Avenue.
- These streets are special pedestrian oriented streets within the pedestrian zones and should be designed with higher emphasis on landscaping and pedestrian amenity such as special paving materials, roll curb edges to extend boundaries of the public realm, pedestrian scaled lighting, and special signage.

Landmark Sites and Gateways

