

COMMITTEE OF THE WHOLE (PUBLIC HEARING) – MAY 15, 2012

COMMUNICATIONS

<u>Distributed May 11, 2012</u>	<u>Item No.</u>
C1. Mr. David Kroft, 60 Disera Drive, Suite 1404, Thornhill L4J 9G1, dated May 6, 2012.	1
C2. Ms. Rose Ierullo, Mr. Cesare Ierullo and Ms. Gina Ierullo, 49 Vaughan Boulevard, Thornhill L4J 3N8, dated May 8, 2012.	1
<u>Distributed May 14, 2012</u>	<u>Item No.</u>
C3. Mr. Howard Cimring, 1 Malka Gate, Thornhill L4J 8H4, dated May 10, 2012.	1
C4. Ms. Rose Ierullo, 49 Vaughan Boulevard, Thornhill L4J 3N8, dated May 11, 2012.	1
C5. Mr. Philip J. Levine, Director, IBI Group, 5 th Floor, 230 Richmond Street West, Toronto M5V 1V6, dated May 11, 2012.	1
C6. Mr. David Shulman, 20 Parsons Place, Thornhill L4J 7B3 and Mr. Adrian Schiller, 19 Parsons Place, Thornhill L4J 7B3, dated May 14, 2012.	1
C7. Mr. Michael and Ms. Angela Sadul, 16 Carl Tennen Street, Thornhill L4J 7C1, dated May 14, 2012.	1
C8. Mr. and Mrs. Radu Soreanu, 16 Parsons Place, Thornhill L4J 7B3, dated May 14, 2012.	1
C9. Mr. Fred Winegust, 56 Tangreen Circle, Thornhill L4J 5E2, dated May 14, 2012.	1
C10. Mr. Donald Y. Hsu, 37 Loma Vista Drive, Thornhill L4J 7S3, dated May 14, 2012.	1
<u>Provided May 15, 2012 (at the meeting)</u>	<u>Item No.</u>
C11. Mrs. Inna Veprinska and Family, 65 Katerina Avenue, Thornhill L4J 8H4, dated May 14, 2012.	1
C12. Mr. Yevgen Kur and Ms. Alla Smolkina, 216 Chelwood Drive, Thornhill L4J 7C2, dated May 14, 2012.	1
C13. Ms. Nadia Greco, dated May 15, 2012.	1

Disclaimer Respecting External Communications

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Please note there may be further Communications.

COMMITTEE OF THE WHOLE (PUBLIC HEARING) – MAY 15, 2012

- | | | |
|------|---|---|
| C14. | Ms. Gila Martow, President, Beverley Glen Ratepayers' Association, 70 Coldwater Court, Thornhill L4J 7S4, dated May 15, 2012. | 1 |
| C15. | Mr. Jeffrey P. Peters, 61 Lawrie Road, Thornhill L4J 3N6, dated May 15, 2012. | 1 |
| C16. | Mr. Mario G. Racco, President, Brownridge Ratepayers' Association, 21 Checker Court, Thornhill L4J 5X4, dated May 15, 2012. | 1 |
| C17. | Mr. Oz Kemal, BES, MCIP, RPP, MHBC Planning, 230-7050 Weston Road, Woodbridge L4L 8G7, dated May 15, 2012. | 1 |
| C18. | Mr. Neal Wolk, dated May 15, 2012. | 1 |

Received May 15, 2012 (at the meeting)

Item No.

- | | | |
|------|---|---|
| C19. | Mr. Justin Link, 29 Mountfield Crescent, Vaughan L4J 7E9, dated May 15, 2012. | 1 |
| C20. | Mrs. Anna and Mr. Bruno Colucci, 53 Lawrie Road, Thornhill L4J 3N6, dated May 15, 2012. | 1 |
| C21. | Ms. Sharon Haniford, 60 MacArthur Drive, Thornhill L4J 7T5, dated May 15, 2012. | 1 |

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Please note there may be further Communications.

C I COMMUNICATION
CW (PH) - <u>MAY 15/12</u>
ITEM - <u>1</u>

From: David Kroft [mailto:david.kroft@rogers.com]
Sent: Sunday, May 06, 2012 6:57 PM
To: Abrams, Jeffrey
Cc: Gila@Beverleyglenra. Com; Gila Martow; Shefman, Alan
Subject: FW: Thornhill traffic & development update

Mr. Jeff Abrams, City Clerk,

Unfortunately, I will be out of town on the meeting date of Tuesday, 15 May 2012.

Please note that I support all directions of the Bayview Glen Ratepayers Association - in particular, the elimination of the mass transit detour on Bathurst and Centre Streets. VIA /YRT should move the bus depot from the Promenade to Bathurst & #7 and have all mass transit on #7. This detour will cost the community and Vaughan dearly. Just because the bus route is along Bathurst and Centre Streets is no reason for mass transit along the route. Everyone effected was kept in the dark when this ludicrous plan was approved.

I can not figure out why our councillor, Alan Shefman, did not inform us of this plan before approval when he informs us of everything else.

Please keep me informed as to outcomes. I hope legal action will not be necessary .

Regards,

David Kroft

david.kroft@rogers.com

60 Disera Drive, Suite 1404

Thornhill L4J 9G1

905/889 6979 (l&f) or 647/401 6979 (c)

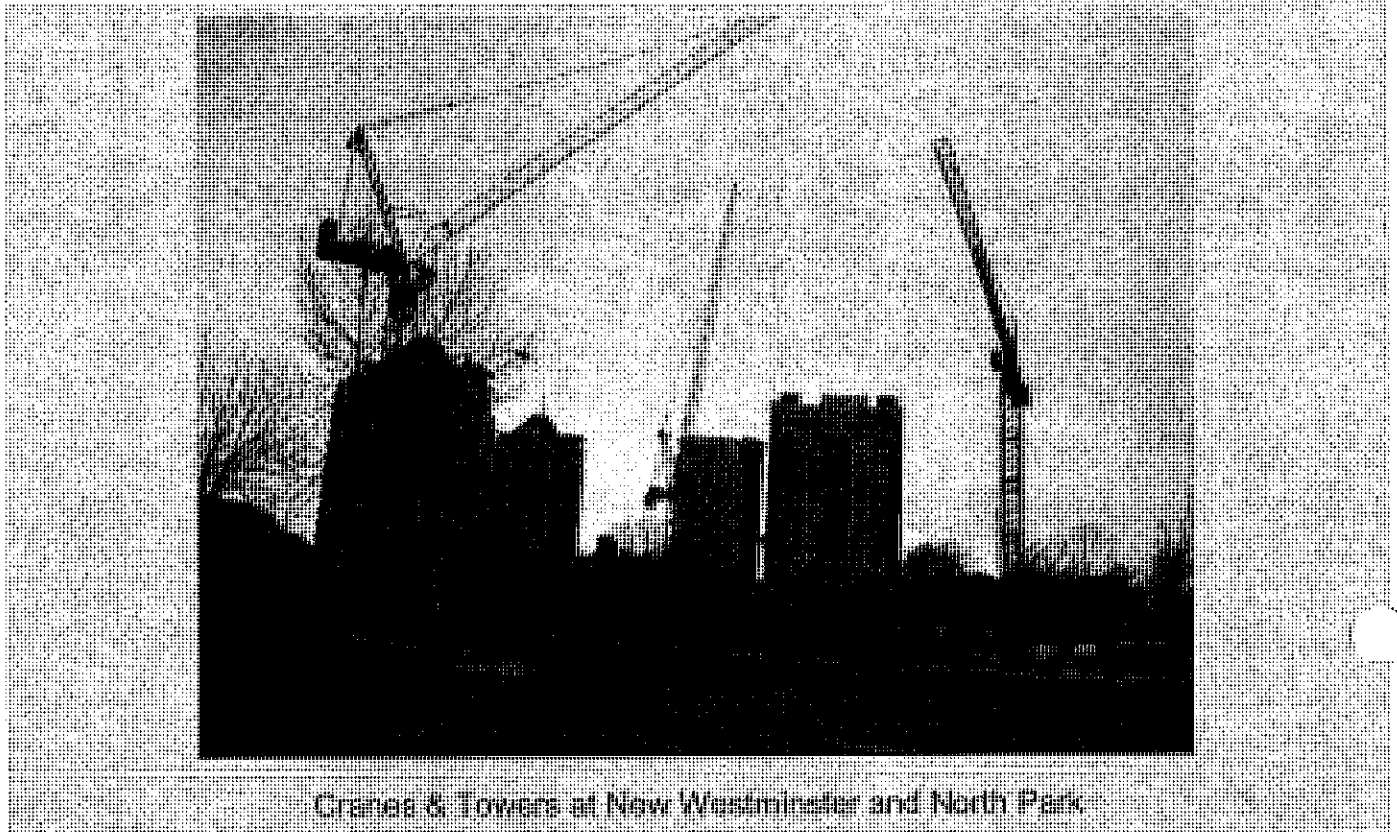
-----Original Message-----

From: Gila Martow - Beverley Glen Ratepayers Association [<mailto:gila@beverleyglenra.com>]

Sent: May 4, 2012 5:55 PM

To: david.kroft@rogers.com

Subject: Thornhill traffic & development update



Cranes & Towers at New Westminster and North Park

Beverley Glen Ratepayers Association
www.beverleyglenra.com

Thornhill residents rage over Centre St Construction

Residents in Thornhill's Beverley Glen community say plans to introduce mass transit and high-density development will destroy their community.

[Read on...](#)

Important Meeting!

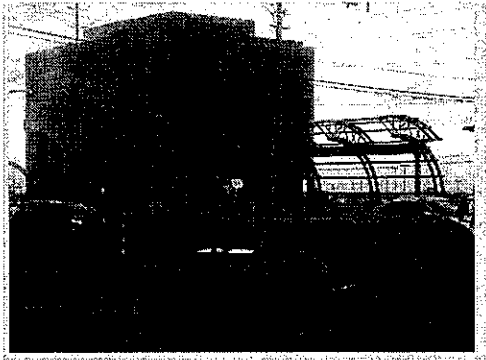
Tuesday May 15, 2012

6:00-7:00pm Public Open House in Multi Purpose Room

7:00pm Public Hearing in Council Chambers - 2nd floor

Vaughan City Hall

2141 Major Mackenzie Dr - just east of Keele



Residents are also concerned with construction underway of a center lane Rapidway along Hwy 7 from Pickering to Brampton. The plan includes a detour down Bathurst and along Centre, with stations for a future LRT - above photo is a station at Leslie & Hwy 7.

Join our mailing list!

Gila Martow - President BGRA
gila@beverleyglenra.com
(905) 881-9909
Facebook Group: "Ward 5
Vaughan Residents Stay
Connected"

This is the only meeting that we have been made aware of to voice our concerns regarding higher density development on Centre St between Concord and New Westminster.

Part of the plan includes rezoning to allow higher density development instead of the plazas on Centre St (including the No Frills plaza.) Traffic flow through and within the area will be severely hampered and parking will likely be less accessible.

The province is asking the region to BUILD UP, NOT OUT in an effort to curb urban sprawl. What we are witnessing is high density development in Thornhill with continued urban sprawl in York Region. Please join us at the new Vaughan City Hall on May 15 to voice your concerns to our elected officials.

Tempers flare at transit 'town hall'

"Thornhill politicians and a representative from VIVA Transit faced hot tempers and threats of a class action lawsuit Tuesday night as angry Thornhill residents met to discuss Centre Street development plans.

Read on...

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This email was sent to david.kroft@rogers.com by gila@beverleyglenra.com |
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Gila Martow - Beverley Glen Ratepayers Association | 70 Coldwater Court | Thornhill | Ontario | L4J 7S4 | Canada

Britto, John

C 2
COMMUNICATION

From: ROSE IERULLO <rose.ierullo@rogers.com>
Sent: Tuesday, May 08, 2012 10:24 PM
To: Clerks@vaughan.ca
Cc: Britto, John
Subject: hornhill Centre Street Area Land Use Study, City of Vaughan Official Plan Volume 2 (File #2610)

CW (PH) - MAY 15 / 12
ITEM - 1

May 8, 2012
City Clerk
City of Vaughan
2141 Major MacKenzie Drive
Vaughan, Ontario L6A 1T1
Dear City Clerk,

Re: Thornhill Centre Street Area Land Use Study, City of Vaughan Official Plan
Volume 2 (File #2610)

We wish to submit the following for the May 15th Public Hearing. We have been residents of the Thornhill neighbourhood for over 25 years. We wish to express our opposition to the proposed rezoning of the Centre Street Spine as proposed in the May 2012 Land Use Study Report. Our reasons for opposing the rezoning as proposed by this Study have already been communicated and submitted to the City Clerk for review and consideration by Mayor Bevilacqua and City Council Members. These submissions include:

- 1) A petition dated March 4, 2012, that was signed by about 230 local area residents
- 2) A letter emailed to Diana Birchall and Anna Sicilia of the Planning Department dated February 25, 2012
- 3) A letter emailed to Anna Sicilia dated January 9, 2012

If the City Clerk requires that we submit another copy of the above documents, kindly let us know and we would be happy to forward a second copy of the above documents to the City Clerk's office. We hope that Mayor Bevilacqua and Council Members have already had a chance to review the above residents' petition and letters wherein we expressed the adverse impacts that rezoning will have on our quality of life and well being.

We are very concerned that the "preferred plan" this current Study is promoting does not reflect the views of us residents who live in the immediate area. It is apparent to us that the quality of life concerns that we raised in the above communications were not taken into consideration by this Land Use Study process. It is also apparent that the residents most affected by these proposed changes were not even aware of the 2011 Workshops and therefore did not have an opportunity to attend the workshops. In fact, we have not yet received verification from the City Planning Department proving that direct mailings were made to local area residents concerning the 2011 Workshops. We have yet to come across any households from the nearby streets that recall receiving any direct mailings concerning the 2011 Workshops including those of us living on Vaughan Blvd, King High, Lawrie, Valentine, McArthur, Carl Tennen, Parsons Place, Concord, King High, Katerina and Thornway.

The only reason our household became aware of the Workshop was through a tiny notice in the Liberal paper. In our opinion, this is not an effective method of notification given the drastic changes this Study is proposing in our immediate neighbourhood. We kindly ask that our concerns raised in the March 4, 2012, residents' petition and in our multiple letters addressed to the Planning

Department (Anna Sicilia and Diana Birchall) dated January 9, 2012, and February 25, 2012, be reviewed once again for further consideration by Mayor Bevilacqua and City Council Members. We wish to also inform City Council that as concerned residents of the area, we took part in the IBI Study of this same area of Centre Street in 2004 as participants in the Stakeholders Consultation Group. The IBI Study of this same area of Centre Street was also conducted with the Regional Transit plan in mind and considered the change in the transportation infrastructure for this Centre Street area. Therefore, we believe that this current Land Use Study Report appears to inappropriately reject the validity of the 2004 IBI Study Final Report. The 2004 IBI Study Final Report was respectful towards the concerns and views of us local residents and considered the adverse impacts that high density and rezoning along the Central Spine would have on our quality of life and on the stable family-friendly residential neighbourhoods located on the north, northwest and south sides of the Centre Street Spine. The IBI Study concluded that this Centre Street Spine should be redeveloped on a site-by-site basis. It also concluded that redevelopment of the Central Spine should focus mainly on streetscape upgrades and improving pedestrian walkways and inter-site access and connectivity. The 2004 IBI Study Report also recommended that transit supportive intensification and mixed use should be limited to the Town Centre area located east of New Westminster Drive.

With regard to the vacant land located on the northeast corner of Vaughan Blvd and Centre Street, we would support detached single family homes similar to the newer subdivision located on the northwest side of Concord Road and Centre Street, or possibly a two story prestige professional office building similar to the two newly constructed two story professional office buildings located on the northeast side of Vaughan Blvd and Centre Street.

As was pointed out in our March 2012 petition, our local neighbourhood already has more than our fair share of high density developments (about 14 high rise condos). We believe it is only fair to locate any additional high density required by the City to other areas along the Transit Route where it makes planning sense and where it will not destroy the character and stable family-friendly residential neighbourhoods located along the Central Spine between Concord Road and New Westminster Drive.

We wish to thank Mayor Bevilacqua and City Council Members for their time and further consideration of our quality of life concerns as outlined in the March 4, 2012, residents' petition and our letters to Anna Sicilia and Diana Birchall dated January 9, 2012, and February 25, 2012, respectively.

Sincerely,
Rose Ierullo, Cesare Ierullo, Gina Ierullo
49 Vaughan Blvd.
Thornhill, ON, L4J 3N8

From: Howard Cimring [mailto:cimring@msn.com]

Sent: Thursday, May 10, 2012 10:41 PM

To: Clerks@vaughan.ca

Subject: Thornhill Centre Street Area Land Use Study, City of Vaughan Official Plan - Volume 2 (File # 26.10)

C 3
COMMUNICATION
CW (PH) - <u>MAY 15/12</u>
ITEM - <u>1</u>

I am unable to attend on May 15th the Committee of the Whole (Public Hearing) on this matter and would like to submit my comments as follows. I would appreciate if you could confirm receipt of this e-mail.

I would like to register my strong opposition to the plan to rezone the land between New Westminster and Dufferin (north of Centre). I am strongly opposed to the building of tall structures adjacent to our residential community. I would like you to consider the following:

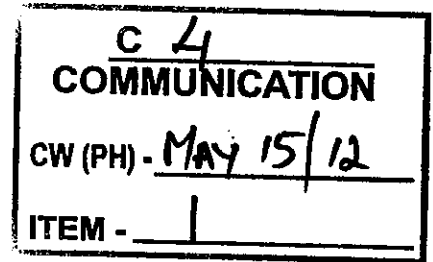
1. The residential land between New Westminster and Dufferin (north of Centre) is highly valued real estate and it is my belief that the changes proposed will lower the value of the properties that are directly adjacent to the proposed development (particularly the properties on Katerina Street and other adjacent streets).
2. The residents in this area chose to live away from a high density zone, away from downtown Toronto, and away from a skyline that is blocked by high rise buildings. In other words we chose the "quiet residential life". It is unfair to now place high-rise buildings in this area. The visual impact will be devastating.
3. I am in strong objection and opposition to high buildings that cast a long shadow. Although a shadow study has been done, it has not considered the impact at times of the day such as 8.30am and 5.30 pm. Any time which leaves our homes in the shadow of these buildings will negatively affect our quality of life. Further, the tall buildings will leave our homes without any privacy.
4. Residents place a high value on the convenient access to the strip-malls. These are mostly accessed by car and most residents have no intention of doing shopping without their car as the mode of transport. The free parking space is highly valued and brings the shoppers to the strip-mall. The proposed development takes the strip-mall away and does not address the parking needs adequately for whatever retail space is to be put in its place. I am strongly opposed to losing the convenience of the strip-mall and to losing the retailers that currently operate in this space. It will result in us having to do our shopping away from our community, and if we were not driving before we will certainly be driving now.
5. Consider that there are already a significant number of high-rise condos east of New Westminster and if more are desired, they should be built there. This community has already contributed their fair share towards the high density objectives of the province.
6. Finally I propose that if development must occur (as I am sure it will despite significant community opposition), I beg you to limit the height of a building to no more than 2 stories

(for properties close to the current residential properties) and 3 to 4 stories for properties further away. As a suggestion, you could take a page out of the retail and commercial development at the Shops-At-Don-Mills which is low-rise with many free parking spaces.

7. As a final thought, there does not seem to be any adequate planning as to how our small community schools (e.g. Wilshire and Westmount) and other community services will be able to cope with the influx of thousands more households (consider the households already added, and being added, east of New Westminster and now you plan to add more!). Wilshire School has had to build out-house cubicles to cope — a patch work band-aid solution. There is simply insufficient capacity and this can become a serious problem affecting our community.

I have spent many hours canvassing residents and helped with organizing a petition which many have now signed. I could not find one resident or household who is in favour of this plan. Indeed, all are strongly opposed to the plan. PLEASE STOP YOUR PLANS! Thanks

Howard Cimring at 1 Malka Gate



From: ROSE IERULLO [mailto:rose.ierullo@rogers.com]

Sent: Friday, May 11, 2012 11:51 AM

To: Clerks@vaughan.ca

Cc: rose.ierullo@rogers.com; ajay.kapur@sympatico.ca; kathyspandi@rogers.com; nadiagreco0099@hotmail.com; rkhpabaj@yahoo.com; aaverbuch@iqwinsoft.com; lynda@baseland.com; toulaatis@rogers.com; coreyadler@hotmail.com; davegonsko@hotmail.com; loudangela@rogers.com; jpm@jpmconstruction.ca; bcolucci@rogers.com; frank.rosenberg@kff.ca; bermania@rogers.com; 21bira@sulcabrush.com; wgelb@fullerlandau.com; dkrawitz@yahoo.com; cimring@msn.com

Subject: City of Vaughan Official Plan, Volume 2 (File #2610), Thornhill Centre Street Area Land Use Study,

May 11, 2012

City Clerk
City of Vaughan
2141 Major MacKenzie Drive
Vaughan, Ontario
L6A 1T1

Dear City Clerk:

Re: **Thornhill Centre Street Area Land Use Study, City of Vaughan Official Plan, Volume 2 (File #2610), Public Hearing Submission**

We wish to have the issues raised in our letter below (to Diana Birchall and Anna Sicilia, dated February 25, 2012) registered for the May 15th, 2012, Public Hearing. We and other residents listed have not to date received a response to our letter below and wish to have our concerns reviewed and considered for the Public Hearing on May 15, 2012.

We would also appreciate confirmation of receipt of this email.

Sincerely,

Ierullo Family (49 Vaughan Blvd., Thornhill)
on behalf of other residents listed on the letter to Diana Birchall and Anna Sicilia
dated February 25, 2012

From: ROSE IERULLO <rose.ierullo@rogers.com>

To: Birchall Diana <Diana.Birchall@vaughan.ca>; "anna.sicilia@vaughan.ca" <anna.sicilia@vaughan.ca>

Cc: "MacKenzie, John" <John.Mackenzie@vaughan.ca>; "sandra.racco@vaughan.ca"

<sandra.racco@vaughan.ca>; "alan.shefman@vaughan.ca" <alan.shefman@vaughan.ca>; Moira Wilson

<Moira.Wilson@vaughan.ca>; "deb.schulte@vaughan.ca" <deb.schulte@vaughan.ca>;

"gino.rosati@vaughan.ca" <gino.rosati@vaughan.ca>; "michael.dibiase@vaughan.ca"

<michael.dibiase@vaughan.ca>; "rosanna.defrancesca@vaughan.ca"

<rosanna.defrancesca@vaughan.ca>; "tony.carella@vaughan.ca" <tony.carella@vaughan.ca>;

"marilyn.iafrate@vaughan.ca" <marilyn.iafrate@vaughan.ca>; "maurizio.bevilacqua@vaughan.ca"

<maurizio.bevilacqua@vaughan.ca>; "jeffrey.abrams@vaughan.ca" <jeffrey.abrams@vaughan.ca>;

"michelle.debuono@vaughan.ca" <michelle.debuono@vaughan.ca>; "joy.ciafardoni@vaughan.ca" <joy.ciafardoni@vaughan.ca>; "danielle.morris@rogers.com" <danielle.morris@rogers.com>; "rxforu@rogers.com" <rxforu@rogers.com>; "polina_b1@hotmail.com" <polina_b1@hotmail.com>; "jamiesarah1@gmail.com" <jamiesarah1@gmail.com>; Rk <rkhpabaj@yahoo.com>; "kevinmootoosamy@gmail.com" <kevinmootoosamy@gmail.com>; "barkel@rogers.com" <barkel@rogers.com>; "jane.skoblo@rogers.com" <jane.skoblo@rogers.com>; "frank.rosenberg@kff.ca" <frank.rosenberg@kff.ca>; "ebenigni@baass.com" <ebenigni@baass.com>; Arik Averbuch <aaverbuch@iqwinsoft.com>; "jpm@jpmconstruction.ca" <jpm@jpmconstruction.ca>; "toulaatis@rogers.com" <toulaatis@rogers.com>; "angelarafalovich@hotmail.com" <angelarafalovich@hotmail.com>; "sandrnewiz@yahoo.com" <sandrnewiz@yahoo.com>; "feldbloom@hotmail.com" <feldbloom@hotmail.com>; "sheldona@rogers.com" <sheldona@rogers.com>; "erica@bgshomes.com" <erica@bgshomes.com>; "kathyspandi@rogers.com" <kathyspandi@rogers.com>; "sdaniolo@toronto.ca" <sdaniolo@toronto.ca>; "bbiel@rogers.com" <bbiel@rogers.com>; "rudy bucciol@hotmail.com" <rudy_bucciol@hotmail.com>; "alan.morris@rogers.com" <alan.morris@rogers.com>; "hpbabaj@gmail.com" <hpbabaj@gmail.com>; "gspandi@rogers.com" <gspandi@rogers.com>; "rcgj@rogers.com" <rcgj@rogers.com>; "davegonsko@hotmail.com" <davegonsko@hotmail.com>; "lisa@inscon.net" <lisa@inscon.net>; "loucas6@rogers.com" <loucas6@rogers.com>; sheldon <sheldonr@inscon.net>; "nadiagreco0099@hotmail.com" <nadiagreco0099@hotmail.com>; "gershgor@gmail.com" <gershgor@gmail.com>; "rittamoretti@hotmail.com" <rittamoretti@hotmail.com>; Ajay Kapur <ajay.kapur@sympatico.ca>; Marisa DiPassa <mdipassa@royallepage.ca>; "sfudim@me.com" <sfudim@me.com>; "rongersh@me.com" <rongersh@me.com>; "jeff@baseland.com" <jeff@baseland.com>; "nikerulesttheworld@hotmail.ca" <nikerulesttheworld@hotmail.ca>; "lynda@baseland.com" <lynda@baseland.com>; "coreyadler@hotmail.com" <coreyadler@hotmail.com>; "bcolucci@rogers.com" <bcolucci@rogers.com>; "kdleblanc@rogers.com" <kdleblanc@rogers.com>; "loudangela@rogers.com" <loudangela@rogers.com>; "fragni@rogers.blackberry.net" <fragni@rogers.blackberry.net>; "g.crystal@rogers.com" <g.crystal@rogers.com>

Sent: Monday, February 27, 2012 3:29:18 PM

Subject: Thornhill Residents Input Re: Centre Street Land Use Study

February 25, 2012

Diana Birchall, Director, Policy Planning
and
Anna Sicilia, Planner
City of Vaughan
2141 Major MacKenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Ms. Birchall and Ms. Sicilia,

**Re: Residents Input on the Centre Street Land Use Study for Lands and Strip
Plazas located between Concord Road and New Westminster Drive**

We wish to thank you for your response to our email letter of January 27, 2012, wherein we expressed our dissatisfaction with the effectiveness of past Centre Street Study Public Meetings in addressing our concerns. After reading your response, we wish to further express to you our outstanding issues that are outlined below. To date, these issues have not yet been adequately addressed by your response or by any of the Centre Street Study Public Meetings that some of us residents have attended in the past.

As we have understood, this Centre Street Land Use Study is proposing a plan to change the zoning of all the lands and strip plazas on the north side of Centre Street between Concord Road to New Westminster Drive to allow mixed use commercial and high density residential future developments ranging from 3 to 12 stories in height. As residents of this community, we believe that the study's proposal to rezone and intensify this north side of Centre Street is very unreasonable given that the City has already allowed the construction of 12 or more highrise high density developments in our neighbourhood in recent years, with additional approved highrise developments that have not yet been constructed in the Bathurst Street and New Westminster Drive areas.

We strongly believe that this Study's plan to rezone and intensify the Centre Street areas between Concord Road and New Westminster Drive will most certainly adversely impact our abutting and surrounding residential single family home neighbourhood located on the **immediate north, west and south sides** of these Centre Street lands and strip plazas. We believe that the proposed high density developments would adversely impact our local environment, quality of life and well being in the following ways:

1) DECREASE OUR ACCESS TO DIRECT SUNLIGHT: The proposed midrise and highrise developments would further decrease our access to direct sunlight exposure onto our properties and into our homes throughout the day and throughout the year since the higher building heights will block our view of the sun. The sun sits lower in the sky and closer to the horizon during the fall and winter months. The City's shadowing bylaw does NOT adequately address this access to direct sunlight issue. This issue mostly affects those of us who live on the immediate north and northwest sides of these Centre Street areas. Further decreasing our access to direct sunlight from our properties can adversely impact our health and well being.

2) INCREASE NIGHT LIGHT POLLUTION: Our immediate neighbourhood would have increased night light pollution that would emanate from the proposed high density midrise and highrise buildings in this area. Exposure to this type of night light pollution can adversely impact our health and well being.

3) DECREASE AIR QUALITY: The proposed high density would further decrease our air quality in our immediate neighbourhood. The added local vehicular movement on our roads created by the added high density in our neighbourhood will create more vehicle exhaust pollution. The associated decrease in air quality will affect the enjoyment of our private outdoor green space in our front and backyards and threaten the safe consumption of our garden produce. Poor air quality can adversely impact our health and well-being as well as discourage pedestrian and bicycle movement.

4) INCREASE TRAFFIC CONGESTION: The proposed high density would further increase traffic congestion on nearby regional roads and local roads. This increase in traffic would also encourage infiltration of traffic onto our residential roads **CREATING A CHILD SAFETY AND SECURITY RISK**. In addition, the increased traffic congestion

would create more confusion and **ROAD SAFETY RISK for local cyclists and pedestrians** who must use or cross Centre Street and other local streets in order to do their shopping, get to work, get to school, for physical activity, to visit family and friends and to attend their places of worship. This added increase in traffic would create added risk to the safety, security and health of children, pedestrians and cyclists.

5) INCREASE NOISE POLLUTION: The proposed high density would increase noise pollution caused by the associated added vehicular movement. This added noise pollution would decrease our enjoyment of our private outdoor green space in our front and back yards. Our local neighbourhood is **already boxed-in and adversely impacted** by the vehicular traffic and unacceptable noise levels caused by the nearby regional roads including highway 7, highway 407, Dufferin Street, Centre Street, Bathurst Street and New Westminster Drive. Any further increase in noise pollution can adversely impact our health and well being.

6) THREATEN OUR BACKYARD PRIVACY: The proposed high density developments would diminish our backyard privacy and decrease our enjoyment of our private greenspace. This would affect us residents who live in the existing single family homes located on the immediate north, west and south sides of these Centre Street lands and strip plazas.

7) DECREASE OUR ENJOYMENT OF OUR PRIVATE AND PUBLIC GREENSPACE for reasons mentioned above.

8) POTENTIALLY DECREASE THE RESALE VALUE OF OUR SINGLE FAMILY HOME PROPERTIES since it is an already assumed fact that properties near or abutting midrise and highrise developments lose some market value. Hundreds of single family homes abutting and surrounding these proposed high density developments between Concord Road and New Westminster Drive would likely get affected by this reality should this proposed rezoning take place. We trust that the City and the Region would agree that the above adverse impacts on our local environment, quality of life and health, and potential financial loss, are valid concerns. Especially given that Part XV.2 of the **Environmental Protection Act** (special provisions applicable to municipalities) defines an “adverse effect” as one or more of the following:

- (a) impairment of the quality of the natural environment for any use that can be made of it,
- (b) injury or damage to property or to plant or animal life,
- (c) harm or material discomfort to any person,
- (d) an adverse effect on the health of any person,
- (e) impairment of the safety of any person,
- (f) rendering any property or plant or animal life unfit for human use,
- (g) loss of enjoyment of normal use of property,

We believe that future changes and redevelopment can still take place in these vacant lands and strip plazas on the north side of Centre Street without a need to rezone these areas. We believe that changes can still be made while still maintaining the current zoning and two and a half story building height limit in keeping with the residential character of the surrounding long-existing family friendly neighbourhood on the immediate north, west and south sides of these lands and strip plazas.

It would be unfair that after so many years of sending our message to the City to keep the zoning on these Centre Street areas as they are, that the City would consider making changes to benefit one or more developers to the detriment of all of us who have lived and paid taxes in this area for more than 20 years, some more than 50 years. Our neighbourhood has had more than our fair share of high density around the Promenade Mall and Disera Drive including the recently approved high density developments that are still not built in the New Westminster Drive and Bathurst Street Areas. We are aware that the City has identified other locations in the City that are well serviced by Rapid Transit and the future subway extension such as Yonge and Steeles, Vaughan Metropolitan Centre, Vaughan Mills Mall and more. We trust that these other areas in the City could meet the City's high density requirements without destroying our long-established family friendly neighbourhood on this small stretch of Centre Street between New Westminster Drive and Concord Road.

With regard to your reply on the issue of the visual tools and models used at the Centre Street Study Public Meetings, a few of us have attended several public meetings in the past and we agree that the same visual tools and models were used. This is precisely the point that we maintain, the visual tools and models used were misleading from the very start of the Centre Street Study Public Meetings over the past few years. They are not to scale and do not accurately depict the true scope and magnitude of the high density developments being proposed. Some residents who have attended public meetings in the past were led to believe that the entire Centre Street area will have 2 and a half story developments throughout when, in fact, that is not the case since the proposed high rise buildings will shoot up 4-12 stories high only several metres away from the "step-down" buildings.

During the past couple of months you may be aware that us residents have attended Ratepayer meetings and had discussions concerning our opposition to the proposed rezoning of these Centre Street areas between Concord Road and New Westminster Drive. During the process of these discussions, we have been informed by Beverley Glen Ratepayers Association representatives that **"the developers and speculators bought the land with promises of higher density"**. In addition, we were also informed that if the developers don't get their high density as they were "promised" they will **"sue"** the City and/or Region and the **"taxpayers will have to pay the legal cost"**. We remain disturbed by this revelation and hope that you can assist us in obtaining some clarification from the appropriate City or Regional Official on this unsettling revelation. **Can the City or Region promise developers and speculators high density on any of these Centre Street areas at any time before the final approval of the Official Plan?**

We wish to thank you for your continued time and attention to our concerns and issues. Your acknowledgement and response to our outstanding environmental and quality of life concerns and other inquiries made in this letter would be very much appreciated by us residents listed below as well as by other concerned residents who are also copied on this email.

Respectfully submitted,

Concerned Thornhill Residents:

G. Ierullo, C. Ierullo, R. Ierullo (49 Vaughan Blvd) rose.ierullo@rogers.com
A. Kapur and Family (105 Lawrie Rd) ajay.kapur@sympatico.ca
K. Spantidakis, G. Spantidakis (2 Valentine Pl) kathyspandi@rogers.com
A. Greco, O. Greco, N. Greco (47 Vaughan Blvd) nadiagreco0099@hotmail.com
H. Bajaj, R. Bajaj (43 Vaughan Blvd) rkhpabajaj@yahoo.com
A. Averbuch, S. Averbuch (37 Vaughan Blvd) aaverbuch@iqwinsoft.com
L. Robinson, S. Robinson (11 Valentine Pl) lynda@baseland.com
T. Atis and Family (5 Lawrie Rd) toulaatis@rogers.com
C. Adler and Family (100 MacArthur Dr) coreyadler@hotmail.com
B. Gonsko, G. Gonsko (6 Valentine Pl) davegonsko@hotmail.com
L. D'Angela and Family (40 King High Dr) loudangela@rogers.com
Cao, Nguyen and Maattanen Family (1 Lawrie Rd) jpm@jpmconstruction.ca
B. Colucci and A. Colucci (53 Lawrie Rd) bcolucci@rogers.com
F. Rosenberg (134 MacArthur Dr) frank.rosenberg@kff.ca
J. Berman & Family (104 MacArthur Dr) bermania@rogers.com
I. & S. Florence (40 Zahavy Dr) 21bira@sulcabrush.com
W. Gelb and Family (10 Coldwater Crt) wgelb@fullerlandau.com
S. & D Krawitz and Family (51 Edenbridge Drive) dkrawitz@yahoo.com
H. Cimring and Family (1Malka Gate) cimring@msn.com

cc : Concerned Thornhill Residents
Mayor Maurizio Bevilacqua
Members of Vaughan City Council
And Regional Councillors
John MacKenzie, Commissioner of Planning
Jeffrey Abrams, City Clerk
Michelle DeBuono
Joy Ciafardoni

Britto, John

C 5
COMMUNICATION

From: Maria Reis <mreis@IBIGroup.com>
Sent: Friday, May 11, 2012 4:15 PM
To: Britto, John; Bellisario, Adelina; Sicilia, Anna
Cc: Philip Levine; Scott Zavaros (szavaros@metrontario.com); Paulo Stellato MCIP, RPP (pstellato@cityzen.ca)
Subject: Public Hearing, Tuesday, May 15, 2012, Thornhill City Centre Area Land Use Study
Attachments: PTLclerksdept2012-05-11.pdf; DOC002.pdf; DOC003.pdf

CW (PH) - MAY 15/12
ITEM - 1

This e-mail is being sent on behalf of Phil Levine.

Please see attached letter in regards to the Thornhill City Centre Area Land Use Study.

Could you kindly confirm receipt of this e-mail and attachments.

maria

Maria Reis for Phil Levine

IBI Group
5th Floor-230 Richmond Street West
Toronto ON M5V 1V6 Canada

tel 416 596 1930 ext 544
fax 416 596 0644
email mreis@IBIGroup.com
web www.ibigroup.com

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IBI Group
5th Floor—230 Richmond Street West
Toronto ON M5V 1V6 Canada
tel 416 596 1930
fax 416 596 0644

May 11, 2012

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

Attention: Clerks Department and Ms. Anna Sicilia, Planning Department

Dear Sir/Madam:

THORNHILL CITY CENTRE AREA LAND USE STUDY

We are writing on behalf of our clients, Blue Water Ranch Developments Ltd. and Cityzen Development Group with respect to the approximate 1.75 ha parcel of land located north of Centre Street and east of New Westminster.

Our client recognizes that its land parcel is not within the boundary of the Land Use Study whose boundary commences at New Westminster and extends further west beyond Dufferin. Notwithstanding, the Blue Water Ranch site is within the boundary of the Centre Street Urban Design Guidelines Study which is being carried out in parallel with, and as a companion to, the Centre Street Land Use Plan.

At the request of Staff, in late December, 2011 we provided comments on the Draft Centre Street Land Use Guidelines. These comments are attached for information. In these comments, we noted that the internal public road network proposed for the lands on the east side of New Westminster did not comply with the road pattern approved in OPA 671, the OP of record nor were they compatible with the development approvals for lands to the north of our site.

This inaccurate road pattern was as well being reflected in the context mapping associated with the drafts of the Centre Street Land Use Study. We are pleased to note that in the recent Proposed Modifications to Volume 2 of the Vaughan Official Plan 2010, the context mapping for the Centre Street Land Use Study now reflects the appropriate, OPA approved public roadway alignments for lands east of New Westminster.

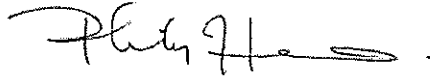
We have also noted in our comments to the Centre Street Urban Design Guidelines that the Centre Street Land Use Study Transportation Impact Assessment did not take into account the approved densities permitted for our site nor the proposed access approved for our site to/from Westminster. While it is our intention to provide a site specific Traffic Impact Study as part of our soon to be submitted application for our client's site, at this time we wish to seek confirmation that the Centre Street Land Use Study TIA conclusion will not pose a constraint to the level of development permitted on our site by OPA 671.

We trust this letter is satisfactory and would be pleased to provide any further information or clarifications if requested.

City of Vaughan – May 11, 2012

Yours truly

IBI GROUP

A handwritten signature in black ink, appearing to read "Philip J. Levine", with a long horizontal flourish extending to the right.

Philip J. Levine
Director

PJL:mr

cc: Mr. Scott Zavaros, Blue Water Ranch Developments
Mr. Paulo Stellato, Cityzen Development Group

Philip Levine

From: Philip Levine
Sent: December 23, 2011 1:40 PM
To: 'moira.wilson@vaughan.ca'; 'Anna.Sicilia@vaughan.ca'
Cc: 'Scott Zavaros'; 'pstellato@cityzen.ca'; Derek Dalglish; Marie Worobec; Janotta, Laura; 'rob.bailey@vaughan.ca'
Subject: Centre Street Guidelines - Comment from Blue Water Ranch Developments Inc.
Attachments: PTM_Planning Policies Review for Vaughan_2011-12-19.docx

On behalf of our clients, , Blue Water Ranch Developments Ltd and Cityzen Developments we have recently reviewed the draft of the Centre Street Design Guidelines specifically in terms of the way in which they impact our client's approx 5 ac site which is located immediately west of New Westminster, north of Centre Street .

By way of background, in 2008, in conformity with OPA 671 we applied for a rezoning amendment to bring height and density in the zoning bylaw into conformity with OPA 671. The application was circulated and was the subject of a Public Hearing at Planning and Development Committee. Due to the downturn in 2008 this application was put on hold but never abandoned. As such, the application is an active file and , it is the intention of our client's to proceed with it's approval consistent with the policies of OPA 671 immediately.

Our comments are as follows:

1. Proposed Internal Road Network:

As we believe you are aware, the proposed roadway proposals for the lands east of New Westminster do not reflect what is currently approved in OPA 671 nor the New Vaughan Official Plan relating to a public road extending east from New Westminster . The Guidelines show a proposed road extending from an intersection at Katrina Dr which will not be possible to create due to development both approved and underway on the Liberty site . (see Appendix A and B attached). Accordingly, we recommend that the proposed roadway configuration and the proposed pedestrian connection in this area should be reconfigured.

2. Traffic Impact Study

Our Traffic sub-consultant-Derek Dalglish of MMM has reviewed the Centre Street Land Use Study Transportation Impact Assessment and have concluded that the study does not take into account the OPA approved density permitted on our site nor the OPA proposed access from/to New Westminster .

More specifically he advises as follows:

- Based on my review of the information provided, there is no indication that the Centre Street Land Use Study Transportation Impact Assessment incorporates an assumption of any specific development on your site in the northeast quadrant of Centre Street and New Westminster Drive. Nor is there any indication that the previously anticipated access from your site to New Westminster Drive is included or anticipated.
- The study methodology indicates that future background traffic is based on a 2 percent compounded growth rate applied to through movements along Centre Street. This is an approach that is typically used to account for future traffic growth as a result of general, area-wide development well beyond from the study area. It would seem that the study did not include any site-specific future background traffic, nor any growth in traffic on New Westminster Drive.

We would recommend that the Study be updated to reflect these two omissions.

3. Other Policies :We have reviewed and compared a number policies from Guidelines as well as from OPA 671- (current OP of record) and from Sections 9 and 12 the new Vaughan OP (approved by Vaughan but awaiting adoption by Region) as they relate to the Blue Water Development site .Our comments are as follows;

1. In terms of key development policies ,the two OP documents have the following in common:
 - Maximum Density -Max 2.7 FSI plus 0.5% variance allowed, public road allowances excluded)
 - Maximum Height – Max height of 18-22 storeys
 - Buffer – 6.0 m landscaped buffer required adjacent to Liberty site
 - Roads: A 20m road east -west,plus a 15 m north-south road is required . OPA 671 allows road widths to be approximate .
 - Parks: Both OP's allow for parks to be provided but don't identify a location specific for the Blue Water site.
2. In terms of Built Form Policies , OPA 671 has a number of Built Form policies which are general but don't have specific dimensions nor requirements . The new OP is somewhat more prescriptive, identifying specific requirements like;
 - Tower separations of 30 m above 12 storeys
 - Min podium heights of 3-6 stories .
 - Min Floor-plate size of 850 sm above 12 storeys
 - 15 m setback to property line for portion of tower above 12 storeys.
3. As for the Guidelines, while they are silent on density and height maximums , they a lot more prescriptive and there are a number of conflicts with what the OP's allow and or what we have applied for as par of our 2008 Rezoning application.
 - Height – The Guidelines call for heights to fit within a 45° angular plane from low density residential. This may cause a conflict with the maximum Height permitted in the OP's .
 - Podiums- The Guidelines call for min 4 level podiums ,with a 3.0 step-back from the podium to the tower- we believe this is excessive
 - Ground Floor Height: they call for a 4.0 m height at the ground floor .I believe we are approx 3.0 m
 - Park: The Guidelines show a potential local park on the Blue Water site just west of the north-south road. While it's stated that the location is conceptual , we wish to advise that park on the Blue Water site would not be appropriate.
 - Floor-plate Sizes : The Guidelines call for 750 sqm maximum floor-plates above a 6 floor podium and 650 sqm maximum floor-plate above an 8 floor podium. These are more restrictive than the Vaughan Official Plan and would cause us to have to request an OP amendment regarding maximum Height to realize the density that's permitted for our Site.
 - Min Tower separations : The Guidelines call for 30 m separation between towers. We believe this is excessive and should be relaxed to 25 m.
 - New Westminster : the Guidelines do not identify the type of roadway that New Westminster is considered and as a result it's difficult to ascertain which policies/standards should apply.

Should you so desire, we would be pleased to clarify any of the comments which we have provided at your convenience. In terms of our application, as stated above it our intention move it forward based on the current policy framework. To this end have had meetings with staff, and have been scheduled for Design Panel in late January . We are targeting to get to Council in March/ April .

Philip Levine
Director

IBI Group
5th Floor-230 Richmond Street West
Toronto ON M5V 1V6 Canada

tel 416 596 1930
fax 416 596 0644
email PLevine@IBIGroup.com
web www.ibigroup.com

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Appendix A

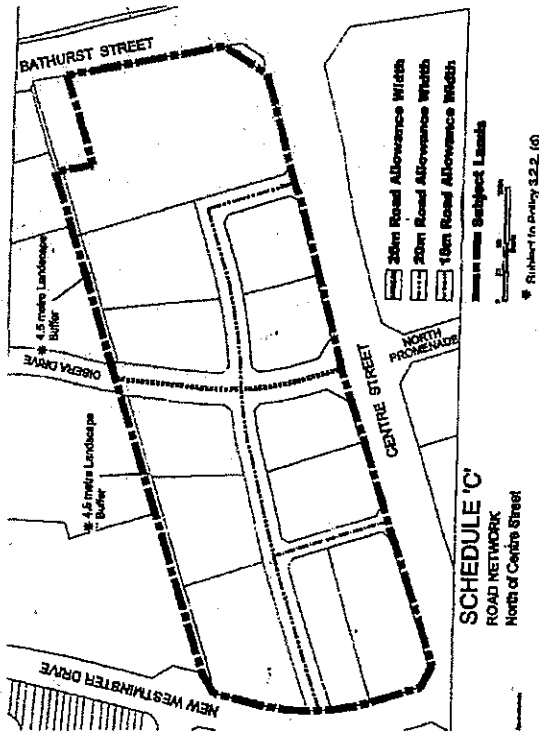


Figure 1 - OPA 671

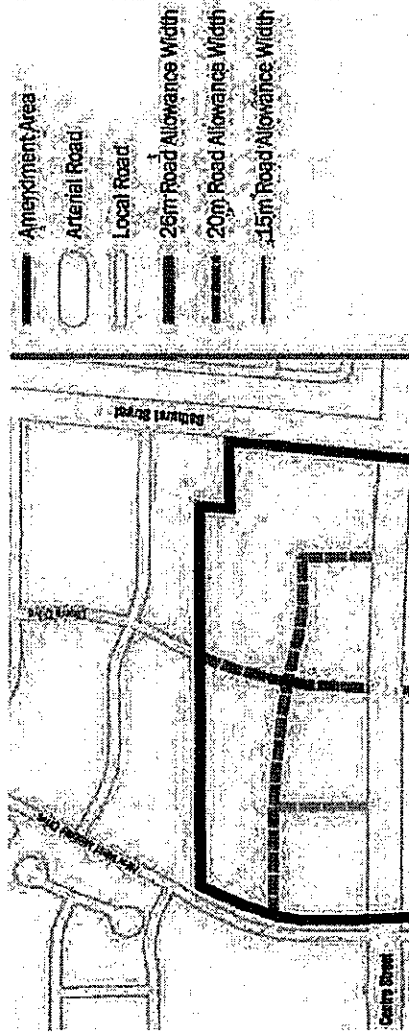


Figure 2 New Vaughan Official Plan

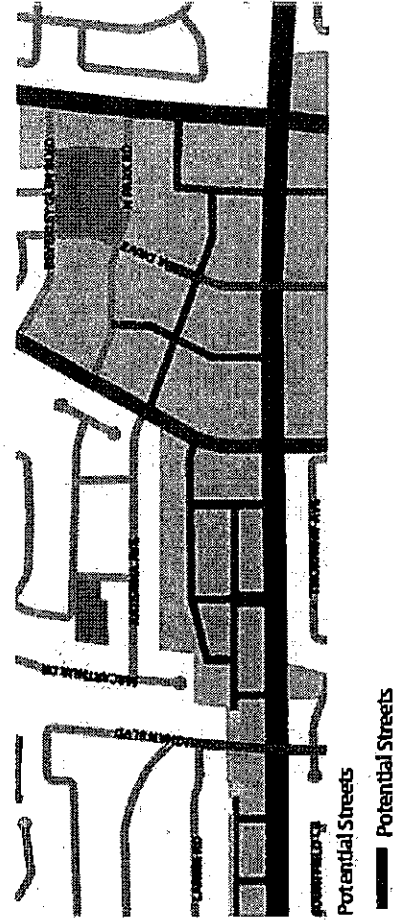


Figure 3 - Draft Centre Street Design Guidelines

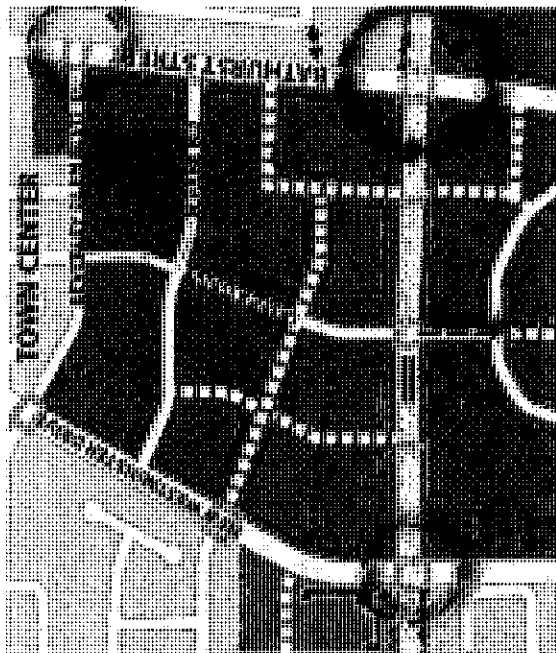







Figure 2 –Centre Street Design Guidelines

Civic Elements

- **Gateways**
- **Focus Areas**
- **Key Building Frontages**
- **Key Corner Sites**
- **View Terminus Sites**
- **Key Public Art Sites**

Urban Character Areas

-  Town Centre
-  Gateway Centre
-  Village
-  Esplanade
-  Neighbourhoods

Open Spaces

- Potential Urban Squares
Potential Parks
Landscaped Buffer

Connections

- Potential Street Connects**
Pedestrian Connections
Key Crosswalks
Centre Street Streetcapes
 ***** Avenue
 ***** Boulevard
 ***** Greenway

MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON Canada L3T 0A1
t: 905.882.1100 | f: 905.882.0055
www.mmm.ca

December 23, 2011

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

Attention: Anna Sicilia

Re: Centre Street Land Use Study between New Westminster Drive and Concord Road, City of Vaughan

Dear Ms. Sicilia,

On behalf of Blue Water Ranch Developments Inc., MMM Group Limited (MMM) has reviewed the *Centre Street Land Use Study between New Westminster Drive and Concord Road, City of Vaughan, Traffic Impact Assessment*, November 2011, prepared for the City of Vaughan by Poulos and Chung Limited.

Based on MMM's review of the *Centre Street Land Use Study Traffic Impact Assessment*, we wish to bring to your attention two areas of potential concern related to the study methodology and subsequent findings.

Firstly, with respect to Blue Water Ranch Developments' lands in the northeast quadrant of Centre Street and New Westminster Drive, there is no indication that the *Centre Street Land Use Study between New Westminster Drive and Concord Road, City of Vaughan, Traffic Impact Assessment* incorporates an assumption of any specific development on that site.

The study methodology indicates that future background traffic is based on a 2 percent compounded growth rate applied to through movements along Centre Street. This is an approach that is typically used to account for future traffic growth as a result of general, area-wide development well beyond from a study area.

Based on MMM's review, it would seem that the study did not include any site-specific future background traffic related to the Blue Water Ranch Developments site, nor any growth in traffic on New Westminster Drive. We strongly suggest this should be accounted for in the study methodology, and reflected in the study findings and recommendations.

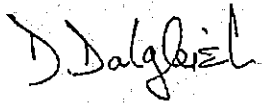
Secondly, development plans for the Blue Water Ranch Developments site currently anticipate access to and egress from New Westminster Drive, north of Centre Street. There is no indication that the anticipated access/egress for the Blue Water Ranch Developments' site at New

Westminster Drive is included or anticipated by this study. Again, we strongly suggest this should be reflected in the study approach, findings and recommendations.

We are committed to working with the City of Vaughan to achieve the best possible outcome from this study.

We look forward to continuing to work with the City to resolve outstanding items. We would be pleased to provide further clarification or elaboration, as may be required.

Yours truly,
MMM Group Limited



Derek Dalglish, M.P.I.
Senior Project Manager
Transportation Planning
Associate

cc: M. Wilson, Vaughan
P. Levine, IBI
S. Zavaros, Metrontario
P. Stellato, Cityzen

C:\Users\dalglishd\Documents\Blue Water Ranch 12-23-11.doc

C 6	
COMMUNICATION	
GW(PH) -	<u>MAY 15/12</u>
ITEM -	<u>1</u>

From: D Shulman [mailto:dts71@rogers.com]

Sent: Monday, May 14, 2012 1:04 AM

To: Abrams, Jeffrey; Sicilia, Anna

Subject: Comments about Thornhill Centre Street Land Use Study City of Vaughan Official Plan – Volume 2 (file #26.10)

Jeffrey Abrams

City Clerk

Vaughan City Hall

Jeffrey.abrams@vaughan.ca

Dear Jeffrey Abrams,

I would like to add the following concerns regarding the **Thornhill Centre Street Land Use Study City of Vaughan Official Plan – Volume 2 (file #26.10)** to be mentioned and addressed at the Public Hearing on Tuesday, May 15, 2012.

- Taking the example of the building of Walmart at Centre and Bathurst, where 80% of the nearby residents voted against its construction and it was built anyways, how will our democratic rights be acknowledged in this new project (centre street plan). Lots of people oppose it!
- How much will it cost taxpayers to overhaul the street?
- How much will it cost taxpayers to intensify the area?
- Why wasn't there an ad in the Liberal in the past three weeks (issues) concerning this Public Hearing? How can you honestly say that you tried to inform all the concerned residents. I had to hold an information session in the park. We spoke to over 100 people. Some people had a vague idea of what was happening to our neighbourhood. The majority did not know about the Public Hearing on May 15. Why call it a public hearing if the most of public don't know about it?
- Will the trees that are planted in the centre median and along the sidewalk be mature trees that will provide protection from light and sound pollution? Or will they be young short trees like the ones planted on Disera Drive? New trees planted should be a min 10 years old, 10 feet high.
- In section 12.10.2.1, c, iii, talks about the 45 degree angular plane from the nearest property line. This means that building fronting on Centre Street could go as high as about 20 stories. This contradicts fig 4 on page 10. What is the reason the buildings fronting on Centre Street are mostly 8 stories high and not more. According to the aforementioned section, the height limit could go as high as 20 stories. We would like a clause to be added that prevents this change to plans.
- Why decide to put VIVA Rapidway through Centre street when you know that it can't make 90 degree turns at intersections. Making 3 turns at intersections will severely slow down the buses/LRT, so why call it a rapidway?
- How much transit do we need for our area. As I understand it, there is going to be different bus types a) regular transit b) Rapidway transit and c) transit along HWY 407. OVERKILL!
- If you want it to pick up passengers, why not have it come off HWY 7 at Bayview and follow High Tech Road. I think there is more space for intensification there! There is also going to be a subway station in the area. Call that the Town Centre!
- Why call one spot (Promenade Mall) in the middle of the two subway stations as the Town Centre. Designate those areas around the subway stations as Town Centres and fill the government's intensification quota of 2.7 there!

- How many trains are planned to come through the corridor an hour? Is it worth it to spend the millions of dollars to adjust the street for 6 trains an hour?
- Is there going to be regular buses going through our area making more frequent stops? Could it not be possible to take people to key intersections via regular bus and then catch the express?
- **As a parent with very young children, I depend more on my car than on a bus to get us around. It is less expensive, more reliable, more efficient, and can accommodate us better when getting around. Imagine I wanted to go to the zoo. I could take everything I need in the car and drive for 30 minutes or I can hop on a bus and take longer, 3 buses, and pay 2 fares to get me there. I most definitely will not chose to use transit unless I plan to go to Downtown Toronto! Don't make it harder for me to use my car in my neighbourhood.**
- This area is an area with many young families. Where are we going to find parking when we go shopping in the neighbourhood grocery store? In our current situation, we have ample parking for the businesses. When you intensify, are we going to have to fight for parking spots on the street? Are we going to have to pay at Meters? Will you provide the same number of free parking spots for retail customers? Will you have separate parking spots for the residents of your new buildings (ie 1 parking spot per unit)? Will you have enough parking for the retail and office employees?
- Will there be a park and ride?
- Is the land around the ESSO station polluted? I believe that any land that was a gas station, which includes the corner of Dufferin and Centre as well, needs to have an environmental assessment and clean up before it can be rezoned for residential.
- Are you planning to mandate that the buildings are eco-friendly (ie green roofs, geothermal energy and heating, solar panels)
- There seems to be an inconsistency when calculating the FSI on page 9 and section 12.10.3.5 based on what is excluded. That inconsistency needs to be corrected!
- I want to clarify... the last paragraph on page 15. Is this document saying that someone could increase the density threshold to increase transit ridership. Will that translate into higher buildings in site 2 in the future.
- If there are any changes to this document, what will be the process for amendment? Will there be an opportunity to for neighbourhood residents to vote against it?
- Can you please explain what is meant on page 16, under the title of Intensification Framework, Point # 1.
- I need clarification by what is meant on page 18, paragraph that begins with "The section 5.4 of the YROP..." Are we a Regional Road or not? Is the Thornhill Town Centre, the Esplanade, and The Village a Key Development Area?
- We are not a KDA according to the Vaughan Official Plan 2010. If we were part of the KDA, what would be the additional requirements?
- On page 25, it states that "When taken as a whole, the vision for the Centre Street Corridor includes a number of destination types dispersed across the character areas..." What are the different types of destinations that would entice people from outside the area to come here? What will the ridership look like on the weekends? Would it be feasible to go through this area with nothing happening.
- What new public amenities are being added to the area as referenced in section 4.4 on page 36.
- The schools have informed the residents that they are at capacity. What plans are being made to accommodate the new students?
- Not all the residents on the south side of Centre have easy access to the stations. How will this be corrected?
- There is a lot of references to the planned Thornhill Town Centre. Why is there no information being provided for this?

- Can the current infrastructure (sewers, gas, water, hydro) accommodate this increase use of space? Have studies been done on these matters? How will you ensure there will be no more sewer backups as was the case in 2005 and 2008?
- We would like a study to show how sunlight will be reflected off of the tall building onto the houses on the south side. I don't want additional sunlight heating my home and reflecting into my eyes.

Sincerely,
David Shulman
20 Parsons Place

And
Adrian Schiller
19 Parsons Place

C 7
COMMUNICATION
CW (PH) - MAY 15/12
ITEM - 1

Jeffrey Abrams

City Clerk

Vaughan City Hall

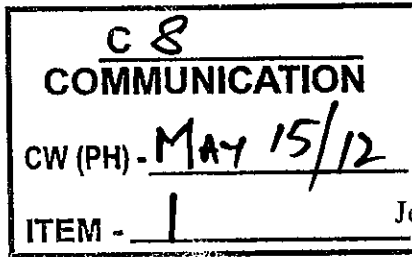
Jeffrey.abrams@vaughan.ca

Dear Jeffrey Abrams,

I would like to add the following concerns regarding the **Thornhill Centre Street Land Use Study City of Vaughan Official Plan – Volume 2 (file #26.10)** to be mentioned and addressed at the Public Hearing on Tuesday, May 15, 2012.

1. There has been a concern in the Brownridge area about the capacity of the sewers. In 2005 and 2008 some of the resident's basements were flooded due to sewer backups. As a result of claims made by these residents, their insurance rates have gone up. I am worried about the possibility of more floods occurring as a result of the planned intensification in the Thornhill Town Centre, The Village, and the Esplanade. Will the sewers be able to accommodate the intensification plans in its current state? Has a study been conducted?
2. In what ways will you improve the rate of flow for traffic in the intersections of Dufferin & Centre and Bathurst & Centre which seems to be already congested?

Sincerely,
Michael & Angela Sadul
16 Carl Tennen Street
Thornhill, ON, L4J 7C1



Jeffrey Abrams
City Clerk
Vaughan City Hall
Jeffrey.abrams@vaughan.ca

Dear Jeffrey Abrams,

I would like to add the following concerns regarding the **Thornhill Centre Street Land Use Study City of Vaughan Official Plan – Volume 2 (file #26.10)** to be mentioned and addressed at the Public Hearing on Tuesday, May 15, 2012.

1. There has been a concern in the Brownridge area about the capacity of the sewers. In 2011 my basement was flooded due to sewer backups. As a result of my claims my insurance rates have gone up. I am worried about the possibility of more floods occurring as a result of the planned intensification in the Thornhill Town Centre, The Village, and the Esplanade. Will the sewers be able to accommodate the intensification plans in its current state? Has a study been conducted?
2. In what ways will you improve the rate of flow for traffic in the intersections of Dufferin & Centre and Bathurst & Centre which seems to be already congested?
3. *We moved in the area more than 20 years ago and moved in a residential area not a commercial area. I am very concerned about the additional traffic this project will add to our area. My house backs on Centre Street; this project will completely change our life and has the potential to bring significant health problems due to prolonged construction noise, dust, animals running from the construction sites, etc.*
4. *How is my City of Vaughan protecting us? How is my property going to be protected during this nightmare?*
5. *Why destroy a perfectly safe and quiet neighbourhood and build in the middle of a residential area. Why do we have to accept condominiums overlooking our backyards, when there is plenty of land available North of Highway 7?*
6. *We moved in the area many years ago, as we did not like the life Downtown Toronto with all the noise, people, and restaurants. We just wanted a quiet family life in a suburb. Why would I accept Downtown to come to me now?*

Sincerely,
Mr. & Mrs. Radu Soreanu
16 Parsons Place
Thornhill, Ontario

From: Fred Winegust [mailto:winegust@gmail.com]
Sent: Monday, May 14, 2012 10:29 AM
To: Abrams, Jeffrey
Cc: gila@beverleyglenra.com
Subject: Upcoming May 15th meeting on Transit / Centre Street

c 9
COMMUNICATION
CW (PH) - May 15/12
ITEM - 1

I would like to add my voice to the current debate around Transit and Intensification on Centre Street.

By way of positive suggestion.

Intensification should only be executed / accelerated if the following transit recommendations are acted upon now.

1. Well in advance of the opening of the Spadina subway with 3 stations in Vaughan, Steeles West, 407 Transitway and Vaughan Corporate Centre, it would be important for Vaughan City Council to put the following request on the record, to both the Province of Ontario/Metrolinx and the City of Toronto/TTC and ensure its implementation.

- Any person entering the Subway at these 3 Vaughan stations will be paying a single fare to enter with the subway carrying them into the City of Toronto. south of Steeles
- In 2015, at the time of the opening of the subway, any YRT bus, Viva Bus, LRT or mass transit from other regions in the GTA which will have the ability to terminate/initiate/have a stop for a route at one of these 3 Vaughan stations should have a seamless transfer of passenger to the subway, without an extra fare.
- In the interim, between now and 2012 any YRT bus, Viva Bus, LRT or mass transit from other regions in the GTA who will have the ability to terminate/initiate a route at either Finch, Downsview or Don Mills Station, should be allowed to operate in a seamless transfer mode, without the need to collect double fares (1 for TTC and one for the respective Bus/LRT)
- After 2015 opening of the Subway, and subsequent route adjustments, there should be 6 stations allowing for seamless transfer 3 in Vaughan, and 3 in Toronto, where YRT/Viva would continue to connect to.

2. A new GO Transit station should be added now near the 407 / Centre / CN Rail line - which is between Dufferin and Keele. (Between the existing Rutherford and York University station)

This station should be serviced in a number of ways.

- Park & Go - There is enough empty land, set aside for the creation of a parking facility. This would eliminate some of the North / South car traffic
- Existing Buses - Existing Viva and YRT buses should be able to use the proposed station as a stop on their current route
- LRT - Should the uptake in transit usage be quantified, then and only then should the LRT be considered, but keeping the LRT on Highway 407 with the ability to interconnect with this station, and the buses going down Center Street to the new Go station

--

Fred Winegust
56 Tangreen Circle
Thornhill, Ontario L4J 5E2
Cell: 416-801-4039

Thorn hill Centre Street Area Land Use Study - File: 26.10, Ward 5

Attention: John Britto

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My comments could be summarized as follows:

Questions and answers expected to be raised at the impending meeting for which I would apologize for not being able to attend. I am 76 years old and being a widower since May 18, 2011 but I am glad to see a vision of growth for the City I live in for more than ten years and have been watching it grows in particular on the rite of passage on Centre Street.

The main issue is a quote from an eMail sent to me by Gila Harlow:

She said: Catch 22: They claim to need higher density to feed the Rapidway while bringing in the Rapidway to serve the higher density - what came first, the chicken or the egg?

My response: I think the problem of chicken or egg problem could easily solved by looking at the statistics of population growth in the region.

Her response: Why not some condos on Hwy 7?

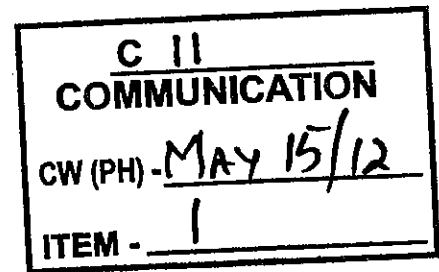
My response: Because the demand of condo on highway 7 is still in progress. A good city planning have to consider the necessary diversification, especially in mass transit. The good old days of Suburban living is hard to come by unless you want to move further away from the metro.

Question: Why is it still "suburban living" from North of Eglinton (picture York Mills) but we are like King Street to the planners?

Her response: If we are the new downtown, where are all the office buildings so people can walk to work?

My response is obvious that if I were at the meeting I would say that the carefully studied plans have shown a need to incorporate a larger city planning involving far more than a simple arguments in absence of looking at the master plan and start seeing more office buildings on Centre Street where I could walk to see at least one of my doctors.

Donald Y Hsu
37 Loma Vista Drive
Thornhill, Ontario
L4J7S3



From: Inna Veprinska [<mailto:innavep@hotmail.com>]
Sent: Monday, May 14, 2012 10:33 PM
To: Britto, John
Subject: Thornhill Centre Street Area Land Use Study, City of Vaughan Official Plan Vol. 2 (File #26.10)
Importance: High

Hi John,

I forwarded to you e-mail about that meeting on May 15, 2012.
It is regarding higher density development on Centre St. between Concord and New Westminister.
Part of the plan includes rezoning to allow higher density development instead of the plazas on Centre St., including the No Freels plaza.
Traffic flow through and within area will be severely hampered.

Thank you,
Inna Veprinska and my Family.
65 Katerina Ave
Thornhill, ON L4J 8H4

From: Inna Veprinska [<mailto:innavep@hotmail.com>]
Sent: Monday, May 14, 2012 4:03 PM
To: Abrams, Jeffrey
Subject: Inna Veprinska, regarding the meeting on May 15, 2012

Hi Jeffrey,

My Family is not angry with the future construction in our area.
We would like to see more parks and green zone, but not more traffic and construction in our neighborhood.

Thank you.

Best regards,
Inna Veprinska, Oleksandr Veprinskiy, Anna Veprinska, Mikhail Veprinskiy.

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COMMUNICATION
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Jeffrey Abrams
City Clerk
Vaughan City Hall
Jeffrey.abrams@vaughan.ca
CC: anna.sicilia@vaughan.com

Dear Jeffrey Abrams and Anna Sicilia,

I would like to add the following concerns regarding the **Thornhill Centre Street Land Use Study City of Vaughan Official Plan – Volume 2 (file #26.10)** to be mentioned and addressed at the Public Hearing on Tuesday, May 15, 2012.

1. There has been a concern in the Brownridge area about the capacity of the sewers. In 2005 and 2008 my basements was flooded due to sewer backups. As a result of claims, my insurance company cancelled sewer backup coverage. I am worried about the possibility of more floods occurring as a result of the planned intensification in the Thornhill Town Centre, The Village, and the Esplanade. Will the sewers be able to accommodate the intensification plans in its current state? Has a study been conducted? If the flood occur, who will pay for the damage of my house?
2. In what ways will you improve the rate of flow for traffic in the intersections of Dufferin & Centre and Bathurst & Centre which seems to be already congested?

Sincerely,
Yevgen Kur & Alla Smolkina
216 Chelwood Dr.
Vaughan, Ont
L4J 7C2

Britto, John

From: Nadia Greco <nadiagreco0099@hotmail.com>
Sent: Tuesday, May 15, 2012 11:56 AM
To: Britto, John
Subject: City of Vaughan, Thornhill Centre Street Area Land Use Study (File # 2610)
Attachments: Thornhill Proposal for Urban Development.rtf

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Dear Mr. Britto,

I am sending you an attachment on my response to the issue raised by the City of Vaughan, Thornhill Centre Street Study (File # 2610).

Resident of Thornhill,
Nadia Greco

***Lets Make Thornhill a Better Place to Live,
Control Urban Growth***

Are the high density building proposed for Thornhill on Centre street really good for all of Thornhill or are the benefits just for a few?

I see this decision to build high density on Centre Street a problem for the residents of Thornhill on several levels.

There is lower quaility of life in communities. More traffic congestion, more pollution, less green and open space – the list goes on. High density development, if it must go somewhere, it belongs were the vast majoity of citizens embrance an ultra-uban lifestyle. Where does Thornhill have this? It is along Bathurst and the Promenade Mall or on Yonge Street.

High density development does NOT belong in a suburdan community.

Lets make Thornhill a model community

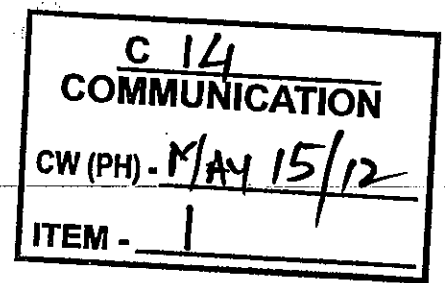
Lets work on making Thornhill the kind of place it already is. Lets be a leader and try to set an example for addressing growth problems that can serve as a model for other communities.

- ⓈRecognize limits to growth and include them in the planning process
- ⓈLand Acquisition and Greenbelts
- ⓈGrowth Threshold Standards
- ⓈCommunity Impact Analysis

Take Charge of Growth and Stop the False Promise of High-Density Development. Remember the goal is to make Thornhill a better place by addressing growth issues and creating a brighter, more hopeful and promising future.

Resident of Thornhill,

Nadia Greco



To: City of Vaughan Clerk Re: COW May 15, 2012 Centre St Re-development

I would like to add my concerns to the record for today's meeting:

I have lived in Thornhill, Vaughan for over 20 years and am concerned with the future quality of life for our residents. We seem to be creating a "Downtown Thornhill" in the Centre and Bathurst Street area which includes all day traffic congestion and higher density development of smaller and smaller condo units. One important "downtown" aspect is almost completely absent – office space. My guess is that there is not a significant enough demand for the development of office space since we lack the necessary driving forces. Instead, we are creating a "faux downtown" of commuters who are anxious for rapid, comfortable and underground links to downtown and Pearson airport. Until we see these direct links as part of an amalgamated GTA-wide mass transit system, we must be careful that we are not exacerbating the gridlock.

The Beverley Glen neighbourhood is trapped to the north and part of the west by the 407ETR. We must be careful to not add to the traffic chaos on Bathurst by adding to congestion in the area. The neighbourhood is home to many professionals including a high concentration of doctors (4 on my small court) who take call at multiple hospitals – minutes save lives. The construction on Dufferin a few years ago brought an influx of cars through our residential streets. Blocking most left turns on Centre and Bathurst as part of future development and a Rapidway will force cars, once again, onto our streets. Higher density development without adequate visitor parking will encourage parking on what are extremely narrow streets. Concord Road, in particular, was built much too narrow – cars parked on both sides create the possibility that emergency vehicles cannot pass.

I would like to remind our representatives that Centre St is a country lane west of Yonge – additional residents will choke an already overwhelmed heritage district. If more development is being considered then we must also decide how to protect our historic areas.

York Region residents must start to question areas of intensification which are mandated by our province. It is my understanding that we are trying to build up (highrises) in an effort to curb urban sprawl. We must therefore wonder why we are seeing ever expanding sprawl in our region – yet more residents trying to get downtown and to the airport without the travel options they feel they were promised.

Many residents participated in a process with the City of Vaughan in the last decade to review zoning on the portion of Centre St between Vaughan and Concord. Residents were told that this "final plan" called for no zoning changes. On principle, I am disturbed by what I perceive as broken promises by our city. Residents should be able to make plans based on mutual trust. Businesses often receive compensation when agreements are broken – perhaps it is time to consider compensation to residents when zoning agreements are changed. Hazel MacCallion can attribute her long career to her success in balancing the needs of both the residents and the business community – I would like to see Vaughan achieve her level of success.

Jeffrey P. Peters
61 Lawrie Road, Thornhill, Ontario L4J 3N6
905- 771-9177

May 15, 2012

City Clerk,
Vaughan City Hall,
2141 Major Mackenzie Drive,
Vaughan, Ontario
L6A 1T1

C 15
COMMUNICATION
CW (PH) - <u>MAY 15/12</u>
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Re: Thornhill Centre Street Area Land Use Study, City of Vaughan Official Plan – Volume 2 (File #26.10)

Our family resides at 61 Lawrie Road in the City of Vaughan. We are vehemently opposed to the Centre Street Plan proposed.

The lack of municipal services including but not limited to sidewalks on the existing residential streets adjacent to the proposed lands provides for a severe negative impact on the surrounding neighborhood. The homes will be profoundly impacted by the loss of enjoyment health and safety from the increased traffic impact from the plan as proposed. The planning department and the consultants have not provided any consideration to the impact of the increased traffic from the proposed plan caused by the lack of safe community sidewalks in the adjacent neighborhood. The reports to date are severely flawed and must take into account the safety and security of the surrounding neighborhood and the impact both positive and negative.

The ambient noise levels generated by the massing, intensity and uses have not been addressed. Legal tolerated levels will be at an unreasonable point of reception based on the proposed plan. To date no report based on the Provincial (MOEE) guidelines has been provided to the adjoining properties.

We are deeply with the height, the massing and the intensity of the use. The buffering and landscaping would not ensure compatibility. Any increase in shadowing of the sun will have negative implications. These issues are not minor aberrations, which are mitigated by the layout of the proposed plan. These issues are not reasonably addressed nor assessed in the proposed plan.

The public input at each and every juncture of the process has been ignored. At no time has the issues and realities of those directly impacted been justly considered or addressed. The process to date may have been followed technically but functionally it has failed. The plan tabled is conclusive evidence of this.

Yours truly,

Jeffrey P. Peters

Brownridge Ratepayers Association
Tel. 905-760-0330 MGRacco@rogers.com

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15 May 2012

Mayor & Members of Council

Commissioner & Senior staff of the Planning Department

City of Vaughan - John.Mackenzie@Vaughan.ca & Clayton.Harris@Vaughan.ca

Re. Centre Street Study

Dear Sirs,

A change in my schedule in the last minute prevents me from attending or trying to arrange for someone else to speak on my behalf.

I have met with: Councillors, Senior Staff from the planning department, Taxpayers from my ratepayers association & Taxpayers from the surrounding area.

I have been involved with this issue since the 1st study was done in 1986.

It is the position of the Brownridge Ratepayers Association that the study is not needed since two studies in 1986 & 2005 have been done with significant participation from the ratepayers & the residents believe that the recommendations approved from both studies are reasonable & acceptable to the community. Therefore we ask that:

Council receive any comment from tonight meeting & that no other action is taken until a later date when all the applications affecting the area between New Westminister Dr./Bathurst St./Centre St. are dealt with.

We believe that there is no need to deal with the Properties between Concord Rd. & New Westminister Dr. for a number of years, except the empty lot at Vaughan Blv., and that it will be in the best interest of the Taxpayers affected & the City of Vaughan to have a clear picture of what the area will look like, before changing what was built relatively recently in our community.

It is also the Brownridge Ratepayers Association position that the City of Vaughan has already approved in principle more residential units than was expected of it from the Region of York, therefore there is no need to approve more High Density Residential Land.

If & when there will be a need to increase the inventory of High Density Residential Property, the City should look elsewhere since our community has already done more than our fair share.

Just at the corner of Bathurst St. & Centre St. we have High Density Residential of:

1. 16 Buildings already built.
2. 2 Buildings are under construction.
3. 4 Buildings are proposed for approval by 2 different Builders/Developers.

For a total of 22 Buildings, plus there will be pressure, in the future, to potentially add more High Density Residential Development in the Promenade Mall Property & the property west of Disera Dr.

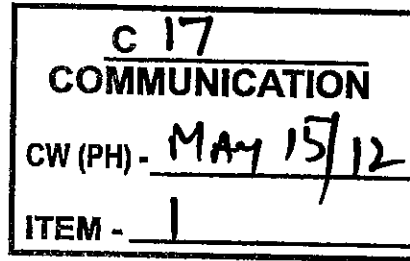
High Density Residential Developments make planning sense to be located near well served Public Transportation areas. The City has the potential that others do not have to build at the Metropolitan Centre, at Hw. 7 & Jane St. where the Province deposited in a bank account \$690 Millions on March 24, 2006 to build the Spadina Subway Extension. That is over 6 years ago. A lot of time for proper planning. In addition the City has other locations where High Density Residential make sense, and will decrease the pressure to destroy existing Low Density Residential Areas, & at the same time will help the City to get the funds necessary, from the Provincial & Federal Governments, to build the Subway Extensions. Two areas that the community feel comfortable are: Yonge St. & Steeles Ave., where the subway will be extended to Highway 7 and around the Vaughan Mills Shopping Centre where the subway should be extended to Major MacKenzie Dr. at the site of the future Vaughan Hospital.

I will be happy to provide additional input, if required/asked.

Yours truly,

Mario G. Racco

President – Brownridge Ratepayers Association



KITCHENER
WOODBIDGE
LONDON
KINGSTON
BARRIE

May 15, 2010

Attention: Clerks Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

**RE: THORNHILL CENTRE STREET AREA LAND USE STUDY (SECONDARY PLANS)
VAUGHAN CROSSINGS INC.
NORTHWEST CORNER OF DUFFERIN ST. & CENTRE ST.
MHBC FILE: 0650H CITY ITEM P.2012.18**

We are writing on behalf of Vaughan Crossings Inc., with respect to our client's lands at the northwest corner of Dufferin Street and Centre Street. This letter is to identify concerns we have with the proposed Thornhill Centre Street Area Land Use Study, (which incorporates the Thornhill Centre Street Urban Design Guidelines).

Our client's site is currently subject to a development application (Zoning By-law Amendment and Site Plan approval) to permit a 4-storey medical office building and limited retail uses, originally submitted in 2008.

Through our submission process, we have been dealing with several City departments as well as external agencies. Specifically, with respect to Centre Street, we've always been advised that the portion of Centre Street, west of Dufferin Street, is under MTO jurisdiction as it is designated as "Controlled Access Highway". Our original concept plan provided for a right-in/right-out access at Centre Street and it was through our preliminary discussions where it was identified that MTO will not support work along Centre Street as this area is being reserved for future 407 on/off ramps. Our Site Plan was revised to ensure that our proposal is not within the MTO jurisdiction.

Urban Design staff through our application process has requested that we meet the design parameters of the draft Thornhill Centre Street Urban Design Guidelines. I have advised urban design of this issue, but yet Urban Design staff reiterates that my client is responsible to adhere to these draft Centre Street Guidelines, which were initiated after our application, and which call for improvements within MTO's jurisdiction.

We have since provided MTO with a copy of the draft guidelines and have requested direction on how to proceed. Our Site Plan approval requires Urban Design sign-off, but we cannot commit to improvements within the MTO right-of-way.

Given that these guidelines are in draft, and my client's applications pre-date the initiation of the design guidelines, we would ask that City Council and staff confirm that our applications are exempt from this process. We also request that the portion of the guidelines related to Centre Street, west of Dufferin Street, not be approved until appropriate notification and response are received by MTO in this regard.

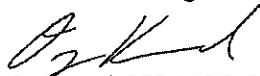
We also request that we be added to the notification list for any future meetings regarding the urban design guidelines.

We would be pleased to discuss our concerns with City staff accordingly.

Thank you,

Yours truly,

MHBC Planning



Oz Kemal, BES, MCIP, RPP

cc. *Albert Guido*
Cesare Clauser
David McKay

C 18
COMMUNICATION
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From: Neal Wolk [mailto:neal.w@rogers.com]
Sent: Tuesday, May 15, 2012 4:49 PM
To: Britto, John
Subject: Re: Concern for meeting...

Thornhill Centre Street Land
Use Study City of Vaughan Official Plan – Volume 2 (file #26.10) to be mentioned and addressed at the Public Hearing on Tuesday, May 15, 2012.

From: Neal Wolk [mailto:neal.w@rogers.com]
Sent: Tuesday, May 15, 2012 2:51 PM
To: Abrams, Jeffrey
Subject: Concern for meeting...

Hi Jeffrey...

My concern for the meeting tonight -

Are all the proposed condos going to be built all at once or are they going to be built in phases? What plans are there to mitigate construction noise and dust thereof. All of this construction is in an area where there are homes to the back of it to the north and a quiet neighbourhood to the south.

How early in the day and how late at night is construction activity going to take place?

Neal Wolk, Concerned resident from Wade Gate
neal.w@rogers.com

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COMMUNICATION	
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Dear City of Vaughan Policy Planning Department,

Please submit the below questions and comments to the appropriate staff for the "Thornhill Centre Street Area Land Use Study City of Vaughan Official Plan – Volume 2 (File #26.10)".

In regard to Site 2 of the proposed plan, I disagree with the proposal to increase the maximum building height to 6 storeys/22 meters due to visual, noise and light impairments as detailed in later sections of this comment. The current proposed plan exceeds the Provincial minimum density target. Therefore, I propose the plan be modified to reduce the maximum height of the Site 2 buildings while still meeting the Provincial minimum density target. Will my proposed modifications be considered and will the Official Plan be modified to reflect this?

The current Site 2 proposal specifies 91 units per hectare with 220 residential units in an area of 2.42 hectares. The Provincial minimum density target requires 72 units per hectare * 2.42 hectares = 175 residential units (rounded up). Therefore, the number of residential units can be reduced by 220 – 175 units = 45 units and still meet the Provincial minimum density target. The Land Use Study does not specify the itemized calculation used to determine the No. of Units per building and per floor. So, please determine the number of units and units per hectare for the below reduction in building height scenarios for Site 2.

- 1) If the 6 storey buildings were reduced to 5 storey buildings.
- 2) If the 6 and 5 storey buildings were reduced to 4 storey buildings.
- 3) If the 6, 5 and 4 storey buildings were reduced to 3 storey buildings.

My proposal is to choose the scenario that meets the Provincial minimum density target with the shortest building size and update the proposed plan accordingly.

Reasons for disagreeing with increasing the building height to 6 storeys/22 meters limit.

- 1) The current zoning rules allow for 3 storeys/11 meters, which is acceptable.
- 2) Visual impairments of taller buildings will be in line of sight from the front of my property and house, including the front 2 bedroom windows.
- 3) There are concerns of privacy as residents in the buildings will have line of sight down into my bedrooms.
- 4) Increase in noise, as sounds will be generated from and reflected off the taller buildings. Particularly concerning is the increased noise at night with the combination of the increased automobile and transit system traffic along Centre Street.
- 5) Increase in light, generated from and reflected off the taller buildings.
- 6) Collectively these impairments reduce the value of my property and house.

Please feel free to contact me if you wish to discuss or have any questions. Please remove my email address and phone number from public distributions.

Please notify myself of the adoption of the proposed Official Plan Amendment, or the refusal of a request to amend the official plan.

Thank you,

Justin Link
 JustinALink@hotmail.com
 416-902-8496
 29 Mountfield Crescent
 Vaughan Ontario L4J7E9

May 15, 2012
Deputation Comments
Anna and Bruno Colucci
53 Lawrie Rd.

C 20	
COMMUNICATION	
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We are Anna and Bruno Colucci and we live at 53 Lawrie Rd. Our backyard directly backs onto the property on the North side of Centre Street, between Concord Rd. and Vaughan Blvd. Bruno's father, Armando Colucci, has lived at 55 Lawrie Rd. since 1967. Bruno grew up here, and we were excited at the opportunity for us to build our home at 53 Lawrie Rd. When we built our home in 2008 to 2010, we undertook great expense to live in this neighbourhood, but we did so because of the many advantages that would be associated with it. One being that this had always been a very nice neighborhood, away from the buildings of downtown Toronto. We also knew that the neighborhood had become highly valued real estate.

1. Bruno and his father attended all the meetings held around 2003 -2004 regarding the proposed changes to Centre street at that time (eg. Wal-Mart, etc.). There was so much discussion regarding the layout of Centre Street from Bathurst St. to Dufferin St. It was stated to us then that the decision reached was 2 to 2 ½ story buildings at the Street, with parking around the back. Currently, there are 2 buildings at Centre and Vaughan Blvd. that have been built since those meetings that appear to adhere to that building code.
2. When we began the process of building our home, the City Clerks we dealt with, still assured us that Centre St. was to remain at 2 to 2 ½ stories. So, we built with this understanding. Who would have undergone such expense to build a custom home, with the prospect of having a high-rise condo immediately behind it?
3. We believe all the homes on Lawrie Rd. and nearby, were built or purchased with the same understanding! To change this now, after all the homes are in, is extremely disappointing and unfair!

This cannot be allowed!

4. When we had to build, there were many, many hoops for us to jump through every step of the way. Vaughan had many rules and we had to meet each one to get to the next step. To obtain City of Vaughan's approval for our building plans, we had to post a sign on our property stating that we proposed to build. The City sent out letters to every house in the immediate area, notifying them of the proposed building, and inviting anyone to attend a meeting where they could have objected to our plans.

Regarding the proposed changes to Centre St., we received no such notification! In fact, had the Ierullo family not raised the issue by knocking door to door, we would not have known of the proposed changes to our neighborhood.

Why would the building of one residential home require so much public notification to the area, yet something of this magnitude and impact, which would definitely affect the area where we live, does not also require public notification to area residents? Any notifications we have seen have come only after the residents started to object.

This policy should definitely be corrected for the good of all Vaughan residents!

5. We chose to live in this community, to be away from the high density seen in Toronto. We certainly did not want to see high rises in our backyard. This situation will cause a lack of privacy. It is nice to see the Toronto skyline at a distance, as compared to looking up at a number of people staring down at our windows and backyard.
6. We have always planted an extensive vegetable garden in our backyard. It is a pleasure for our family to spend time outside. Not only would a high rise affect the amount of sunlight we would receive, but also the potential for pollution would be greater with the higher density, and our privacy would be gone.
7. Whatever value the properties on Lawrie Rd. and surrounding streets have at the moment is probably descending with the news of the impending high-density condos going in along the north side of Centre St. Whatever money was invested in our homes may take a number of years to just break even.

We would prefer that The City stay with the plan that was originally put in place for 2 storey buildings, and not allow anyone to change this for their personal financial reward. As soon as the building code is allowed to be changed to include 4 storey buildings, this will leave it open to much higher buildings to go in!

We have spent many hours helping to canvass the Lawrie Rd. and Concord residences regarding the petition which the Ierullo family submitted to The City of Vaughan, and found that everyone we spoke to was strongly opposed to the proposed changes. Many of them also were surprised to find out about the proposed changes.

Please remain committed to the plans that were originally put in place, that being the 2 storey limit.

The image shows two handwritten signatures in black ink. The first signature on the left is 'Anna Colucci' and the second signature on the right is 'Bruno Colucci'. Both signatures are written in a cursive, flowing style.

Anna Colucci and Bruno Colucci
53 Lawrie Rd.
Thornhill, ON

Sharon Haniford - comments - public hearing- Thornhill Centre Street Area Land Use Study May 15

From: Sharon Haniford
To: alan.shefman@vaughan.ca; clerks@vaughan.ca; deb.schulte@vaughan.ca
Date: 5/15/2012 4:48 PM
Subject: comments - public hearing- Thornhill Centre Street Area Land Use Study May 15

C-21 COMMUNICATION CW (PH) - MAY 15/12 ITEM - 1

To: The City Clerk, City of Vaughan
 Committee of the Whole
 City Council, City of Vaughan
 Councillor Schulte
 Councillor Shefman

I will be attending the Committee of the Whole (Public Hearing) on May 15th regarding the Thornhill Centre Street Area Land Use Study and Draft Land Use Plan. I'm not sure if I will have the opportunity to speak to the matter, but in case I do not, I would like to submit my comments as follows so that you are aware of my views on this matter.

I have reviewed the various reports that are available on the City's website and I am opposed to the current plan for Centre Street between New Westminster Drive and Concord Road on the north side of Centre Street.

I do not agree with the heights of buildings proposed at and in the vicinity of New Westminster Drive. Twelve storeys at the corner of New Westminster and Centre is too high. Similarly the proposed 10 storeys just west of that is too high. It is higher than and very different from the buildings on the northeast and south east corners of New Westminster and Centre. The height of the existing building at the north east corner of Centre and New Westminster signals the change, leaving Centre and moving into the low rise neighbourhood. A building of a similar 5 storey height would provide a gateway and be appropriate. Rather than every corner of the intersection being different and forming a hodge podge of built form.

On Sheppard Avenue, between Bathurst and Dufferin Streets, where there is a subway station (the Downsview Station) located at the intersection of Sheppard and Dufferin, condominium buildings are being built in the order of 9 storeys in height and a number of new buildings are lower than that - at 5-7 storeys. The order of transit which may occur on Centre Street between Bathurst and Dufferin is considerably less than a subway station and does not provide justification for a 10 or 12 or even 9 storey building.

In addition, the townhouse proposed at the rear of the proposed food store at New Westminster and running west for the length of Katerina Avenue are shown as having a long east/west driveway with garages at the rear. Those garages on a lane may be a sort of urban trend of the moment, but that is not a familiar form in the neighbourhood. Further, the houses along Katerina would be better off with a normal back to back / rear yard to rear yard relationship with the proposed town houses rather than a lane in their backyard, which has "no eyes on the street" so to speak on it.

That proposed lane raises safety concerns. Who would feel safe walking in their, who can see anyone walking that lane. Nothing animates that lane. The lane raises safety issues and could become a place for hanging out that is simply inappropriate. There should be townhouses with windows and doors facing a street or lane, with backyards backing onto the Katerina backyards.

Similarly, for Lawrie Road, there should not be a driving lane beside their back yards, but rather a back to back/ rear yard to rear yard situation.

Existing residents should not have their homes and back yards negatively impacted by shadows and drive

lanes. And it is not a justification to state what the as of right would allow. Because the as of right would allow significantly less redevelopment and it could be massed in ways that have much less impact. That is an old argument that is often raised but is not realistic either as good planning and site plan approval etc... would result in much less impact.

Centre Street has limited intensification prospects given that the south side of Centre in this study area comprises back yards of houses. That does not mean the intensification should be made up entirely on the north side and in an unbalanced manner.

Condominiums along Centre Street could have podiums with townhouses within the lower floors so that there is not just one entry door, but multiple entry doors on the street, animating Centre Street and providing eyes on the street at the street level. It is important to ensure

Where is the new park(s) for the new residents of the proposed new buildings? They will have children and dogs. One would hope the new units are required to provide family size units and not just small units. Is a new off leash dog park proposed for people who will not have back yards? The City has a choice to obtain parkland or cash-in-lieu. The City should obtain parkland but I do not see a new park in this entire plan.

The Condominiums by Disera on the other hand provided a park. I do not see much useable green, outdoor amenity space being provided for the new residents of the proposed buildings. This lack of park and green space is not good planning.

I have heard that arguments have been made by the land owners along Centre for these lands to have buildings as high as the condominiums that are between Disera and Bathurst to the north of Walmart. I would remind you that those buildings do not have a context of being adjacent to low rise detached houses and townhouses - they are not adjacent to the low rise neighbourhood. They are an isolated pocket - with an entirely different context. As it is, their height causes significant shadow and wind on the newly created streets and sidewalks around these buildings which is counter productive to a pedestrian and cycling, transit oriented environment.

The study needs more work. It needs changes as outlined above.

I urge the City Council not to approve the plan as currently proposed. We need to get it right as we will all live with it for a very long time. Good planning is about more than intensification. And the Provincial Policy Statement and Growth Plan are not just about intensification nor do they direct intensification of a specific height to Centre Street.

Sincerely,

Sharon Haniford
60 MacArthur Drive,
Thornhill, ON
L4J 7T5