

Appendix 2
Attachment 9



Corporate Services

November 14, 2023

David Harding RPP, MCIP
Senior Planner
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear David Harding:

**Re: Community Infrastructure and Housing Accelerator (CIHA)
Battcorp Holdings (Vaughan) Ltd.
661 & 681 Chrislea Road
City File Nos.: CIHA.23.002, OP.23.011 and Z.23.020
York Region File Nos.: LOPA.23.V.0049**

This is in response to your first and second circulation and request for comments for the Community Infrastructure and Housing Accelerator (CIHA) application.

The 1.64 ha subject site is located on the southside of Langstaff Road, between Weston Road and Highway 400 and is currently occupied by a gas station and a variety of commercial and retail uses, including a corner store, a café, office spaces, and the Reinhard College of Music & School of Worship. The proposed development consists of 1,488 apartment units and 304 m² of ground floor commercial uses, in four towers (two 32 storeys and two 35 storeys). Proposed are 1,514 parking spaces in an eight-level parking garage (four-levels aboveground and four-levels underground). The overall built density is 6.34 FSI.

Vaughan Official Plan

According to the applicant's Planning Justification report, prepared by Malone Given Parsons Ltd., dated August 2023, the subject lands are currently designated "Prestige Employment" by the 2010 Vaughan Official Plan.

Conformity with the 2022 York Region Official Plan

The 2022 York Region Official Plan (ROP) contains policies that guide economic, environmental and community building decisions to manage growth. These policies strengthen the connections between the natural and built environment, job opportunities, human services, transportation,

public health and fiscal capacity. The Regional Official Plan policies also coordinate and set the stage for more detailed planning by local municipalities.

The Regional Official Plan prescribes an urban structure based on an intensification matrix whereby Regional Centres and Corridors are intended to accommodate the highest concentration of intensification, followed by GO transit train stations, bus terminals and subway stations and further down the matrix, Local Centres and Corridors. As such, it is a Regional interest to ensure appropriate levels of intensification occurs within all intensification areas.

Site-specific increases in height, densities, and therefore total number of residential units, sets a precedence and expectation for other properties in close proximity as well as across the Region. The local and Region's transportation and water and wastewater master plans are based on approved Official Plans and Secondary Plans. It is in the Region's interest to ensure adequate road and water and wastewater service capacity is available to accommodate the ultimate planned population and jobs. The cumulative impacts of site-specific amendments have the potential to impact the ability to service areas where significant growth through intensification is intended to occur.

Through the last Municipal Comprehensive Review, the subject lands progressed through an employment land conversion and was subsequently not included in an employment area. According to the 2022 York Region Official Plan (YROP), the subject lands are designated Community Area, but not within an area identified for intensification. The Community Area permits a wide range of urban uses, including residential, population-related employment and community services.

The subject OPA proposes to increase the maximum permitted density on a site-by-site basis, which does not constitute comprehensive planning. According to ROP policy 2.3.2, *"communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and transit-supportive built form."* The proposed development continues a development pattern that exceeds planned growth, which may have an impact on the Region's planned transportation and water and wastewater networks. The ROP specifies, *"That intensification be directed in accordance with the Regional hierarchy to utilize land efficiently and sustainably that is commensurate with available hard and soft services and existing infrastructure, while having regard for the local context."*

Another important planning policy direction for intensification areas is the creation of pedestrian oriented, 15-minute complete communities. The provision of retail and personal service establishments within close walkable proximity helps reduce the dependence of automobile trips. ROP policy 4.4.9 states, *"To direct a significant amount of mixed-uses, including street-related commercial, to strategic growth areas."* The proposed development's 304 m² of ground floor commercial space is only 0.3% of the total 104,044 m² of gross floor area.

The ROP also encourages larger family sized units for intensification projects (Policy 4.4.8). The proposed development has 1,222 one-bedroom units. This represents 82% of the total residential units. The applicant is encouraged to provide a greater proportion of family sized units.

Community Infrastructure and Housing Accelerator

The City of Vaughan should consider the following matters before making a decision on the proposal:

1. Introducing new high density residential uses on a site-specific basis surrounded by employment uses would create an isolated community without close access to typical residential neighbourhood uses, such as schools, community facilities, and walkable destinations.
2. Introducing new residential uses on the subject lands could:
 - a) destabilize surrounding existing employment uses, creating potential compatibility issues, and
 - b) place upward pressure on land values, discouraging the establishment of new employment businesses.

CIHA Orders should not be used to by-pass a comprehensive planning process and applicable policies that considers surrounding context, good planning principles and creating desirable, complete neighbourhoods.

The subject lands are not located within a planned intensification area

York Region staff fully supports every effort to accelerate building more housing units based on good planning principles. The City of Vaughan has a number of planned community areas to accommodate residential intensification.

The Vaughan Metropolitan Centre Secondary Plan areas planned to accommodate a potential population of 118,000 in approximately 67,000 residential units. This is Vaughan's primary intensification area. The focus is to direct residential intensification to this Regional Centre/Urban Growth Centre. Consideration should be given to the cumulative impacts on available servicing and transportation capacity to accommodate growth in the VMC.

An example of an appropriate use of the Community Infrastructure and Housing Accelerator Order would be to advance a mixed-use project in one of Vaughan's planned intensification areas. The OPA proposes to add a new residential use on lands surrounded by an employment area, isolated from existing residential neighbourhoods. The subject lands are not currently within a residential community area, making it difficult to contribute to and create a healthy and complete community.

Departmental Comments

Below is a summary of comments received from Regional Departments.

Transportation

Transportation Planning staff require the following conditions be included in the CIHA Order.

1. Provide a Transportation Impact Study consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). The TIS shall include assessment of other modes of transportation such as transit and active transportation for internal and external to the site in the future total conditions.
2. Provide a comprehensive Transportation Demand Management Plan (TDM) consistent with Region Transportation Mobility Plan Guidelines to the satisfaction of York Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.
3. Provide a basic 43.0 metre right-of-way for this section of Langstaff Road. As such, all municipal setbacks shall be referenced from a point 21.5 metre from the centerline of construction of Langstaff Road. Any additional lands required for turn lanes at the intersections/access will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.
4. The owner shall enter into an agreement with the Region to provide "above and beyond" transit initiatives, such as adult YRT Monthly PRESTO cards for each residential unit, for a period of three months.
5. Consult with MTO regarding the feasibility of a full move interchange at Highway 400 and Langstaff Road and confirm right-of-way requirements for Highway 400 ramps.

Development Engineering and Sustainable mobility

Comments and conditions will be provided at subsequent development applications.

Water and Wastewater Servicing

Environmental Services Infrastructure Asset Management (IAM) staff have reviewed the first and second submission in conjunction with the Functional Servicing Report (FSR) prepared by C.F. Crozier & Associates, dated July 2023.

Servicing Allocation

1. Residential development in the City of Vaughan requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, then the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:
 - West Vaughan Wastewater Servicing project - 2028 anticipated completion

- Other projects as may be identified in future studies

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

2. As identified at the pre-consultation stage, the subject development is seeking to develop the site at a higher density than planned for in the Region's 2022 Water and Wastewater Master Plan. As such, the potential impact of proposed growth in this area (and developments in upstream and downstream areas) on the Regional infrastructure system must be monitored and addressed through various capacity management tools which include: the capacity assignment program (managed in collaboration with local municipalities), future master plan studies, phasing of growth in alignment with available capacity, etc.

The applicant is advised that at this time, the Region's servicing capacity commitment remains within the limits of currently assigned capacity to the City of Vaughan. It is in the City's jurisdiction to allocate the Region assigned capacity to individual developments based on their growth priorities.

Municipal Servicing

3. The FSR indicates that water and wastewater servicing for the proposed development is planned to be provided through connections to existing 300mm watermain and 200mm sanitary sewer on Chrislea Road, respectively. The FSR notes that hydrant testing undertaken in May 2023 indicated that the water infrastructure system is expected to support the required level of service at the proposed development, including fire flows. Wastewater flows from the site are tributary to the Region's Humber Sewage Pumping Station.
4. The FSR notes that upgrades are needed to the downstream sanitary sewer system in the Weston 7 Secondary Plan area, to which the subject site is tributary. It is not clear whether the City's draft Integrated Urban Water Plan and the infrastructure upgrades identified in the IUWP have considered the servicing needs of the subject site. Prior to final approval of the development, external downstream upgrades needed to facilitate the development must be confirmed in coordination with the City.
5. It is IAM's understanding that an updated FSR with a finalized sanitary servicing strategy shall be provided to the Region for review and record.

Dewatering

6. Details on proposed dewatering activities and effluent management/discharge have not been identified in the submission materials

7. The Owner is advised temporary discharge to the municipal sanitary sewer system will only be considered when no other alternatives are feasible. Should no alternatives be available, the Owner is advised that construction dewatering discharge to the local municipal or Regional sanitary system requires a separate approval in accordance with Sewer Use By-law No. 2011-15. See <http://www.york.ca/seweruse> for additional information.
8. The Region does not support permanent discharge of groundwater to the sanitary system. Please incorporate in the design accordingly.

IAM requires the following conditions be included in the CIHA Order:

1. Prior to final approval, the Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
 - a copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the proposed development.
 - a copy of an email confirmation by City of Vaughan staff stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.
2. The Owner shall agree in a development agreement that the Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
3. Prior to final approval, the Owner shall submit a Functional Servicing Report, to the satisfaction of the City and Region.

Condition for pending site plan application:

1. Prior to final approval, the Owner shall provide an electronic set of the final engineering drawings showing the water and wastewater infrastructure for the proposed development to Development Services and the Infrastructure Asset Management branch for record.

Water Resources

Water Resources Branch of the Public Works Department does not have any objections/concerns subject to the following comments with the CIHA application as it relates to Source Protection policy. Should the proposal change and/or the application be amended, Water Resources will require recirculation for comment and/or approval.

Area of Concern:

Water Resources would like to note the site is in an identified area of concern due to known high water table conditions and confined artesian aquifer conditions, which could have geotechnical

implications with respect to construction activities including, but not limited to, dewatering (short-term or long-term), foundation construction, and building stability. As such, Water Resources recommends that any geotechnical and hydrogeological investigations undertaken by the owner take into account the fact that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. Also, please note that the Environmental Monitoring and Enforcement group of the Environmental Services department should be contacted at sewerusebylaw@york.ca for a dewatering permit, if required.

Summary

The proposed development consists of 1,488 apartment units and 304 m² of ground floor commercial uses, in four towers (two 32 storeys and two 35 storeys). Proposed are 1,514 parking spaces in an eight-level parking garage (four-levels aboveground and four-levels underground). The overall built density is 6.34 FSI.

The applicant has requested the City of Vaughan to endorse the use of a Provincial Community Infrastructure and Housing Accelerator (CIHA) Order. York Region Development Planning staff do not support the use of a CIHA Order on the subject lands to permit the proposed development. A comprehensive planning exercise of the larger non-employment lands should determine the appropriate amount and type of development commensurate with required hard and soft infrastructure and services. Complete communities are not created with an isolated island of high density residential, surrounded by an employment area and adjacent to a 400-series Highway.

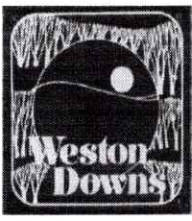
Should you have any questions or require further information regarding our comments, please contact Augustine Ko, Senior Planner, at 1-877-464-9675, ext. 71524, or by email at Augustine.Ko@york.ca.

Sincerely,



On behalf of
Karen Whitney, MCIP, RPP
Director, Development Services

AK/



Appendix 3

WESTON DOWNS RATEPAYERS ASSOCIATION

81 Blackburn Blvd., Woodbridge, Ontario, L4L 7J5
(905) 850-1767 www.westondownra.ca

September 11, 2023

Mayor and Members of Council
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

**RE: Item No. 5: BATTCORP HOLDINGS (VAUGHAN) LTD. AND BATTCORP II HOLDINGS (VAUGHAN) LTD.
CIHA.23.002 - 661 AND 681 CHRISLEA ROAD,**

Dear Mayor and Members of Council,

I stand before you this evening to express my deep concerns regarding the pending decision to grant a Community Housing and Infrastructure Accelerator application to Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd. This application, if approved, could have far-reaching consequences for our community, and I strongly urge the council to consider deferring the decision for a more comprehensive review.

The Community Housing and Infrastructure Accelerator program, as outlined by the Ontario government, is meant to accelerate the development of affordable housing and essential infrastructure in our communities. While this is a commendable goal, it is crucial that we ensure that such projects align with the values, needs, and aspirations of our city.

My concerns, along with those of many other concerned citizens, stem from a lack of transparency and information surrounding Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd. The community deserves a clearer understanding of these entities, their track record, and their intentions with this project. A more thorough review is essential to provide us with the necessary information to make an informed decision.

Furthermore, it is important to assess the potential impact of this project on our city. How will it affect our infrastructure, traffic, and overall quality of life for residents? These questions require careful examination, and we need to ensure that all relevant stakeholders, including residents and community groups, have a voice in this process.

Another concern is the potential displacement of existing residents and businesses in the proposed project area. We must prioritize the well-being of our current residents and businesses, and any project that could result in displacement should be rigorously evaluated for its social and economic impact.

Additionally, it is crucial that we consider the environmental impact of this project, especially in an era when sustainability and climate resilience are paramount. How will this development align with our city's environmental goals and initiatives? This question remains unanswered, and further investigation is required.

In conclusion, while the Community Housing and Infrastructure Accelerator program is a promising initiative, it is imperative that we exercise due diligence and transparency in our decision-making process. I respectfully request that the council defers the decision on granting the application to Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd. to allow for a more comprehensive review that involves all stakeholders, ensuring that our city's interests and values are protected. Thank you for your time and consideration of this important matter.

Appendix 3

Together, we can make informed decisions that benefit our community now and in the future. Thank you for your time and consideration.

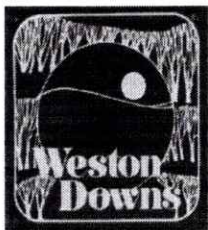
Yours sincerely,

Weston Downs Ratepayers Association

Per:

Victor Lacaria

Co-president, Weston Downs Ratepayers Association



WESTON DOWNS RATEPAYERS ASSOCIATION

81 Blackburn Blvd., Woodbridge, Ontario, L4L 7J5

(905) 850-1767

www.westondownra.ca

December 4, 2023

Mayor and Members of Council
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

RE: **Item No. 4**
BATTCORP HOLDINGS (VAUGHAN) LTD. AND BATTCORP II HOLDINGS (VAUGHAN) LTD.
CIHA.23.002 - 661 AND 681 CHRISLEA ROAD VICINITY OF LANGSTAFF ROAD AND HIGHWAY 400

Dear Mayor and Members of Council,

On behalf of the Weston Downs Ratepayers Association, please accept our objection to the recent staff recommendations regarding the Community Infrastructure and Housing Accelerator (CIHA) File CIHA.23.002 for Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd. The proposal consists of four apartment buildings of over 30 stories, for a total of 1,488 apartment units, located at the Langstaff and the Highway 400 onramp.

York Region's report in attachment #9 summarizes our concerns. York Region report clearly indicates: *A CIHA Order should not be used to by-pass a comprehensive planning process and policies that consider the surrounding context, good planning principles, and create desirable, complete neighborhoods.*

Community Infrastructure and Housing Accelerator

This development will be a residential community surrounded by employment uses, without access to schools, community facilities and walkable destinations. School aged children will have to cross major Regional Roads to attend school. Are you planning to slow down traffic during morning and evening rush hours with a crossing guard trying to safely negotiate crossing students across four lanes of traffic?

Incompatibility

The residential use is not compatible with the surrounding employment use and has the potential to create compatibility issues. Is this fair to this residential community or to the employment uses?

More of the Same

This application proposes 1,222 one-bedroom units. This is not achieving the objectives of the Regional Official Plan which encourages larger family-sized units. Over 80% will be just more of the same, small one-bedroom units.

Prestige Employment Lands

This 1.64 hectare site is currently designated "Prestige Employment". Do not deplete our employment lands. This change will take away future career type jobs that result from the development of employment lands and instead replace them with no jobs (residential buildings). The subject lands are in proximity to the Langstaff/Highway 400 ramps and should be used to attract prestige employment which is so valuable to the citizens of Vaughan for career opportunities. The City of Vaughan needs prestige employment lands to attract companies where our citizens and their children can have careers in their own community. Do not keep perpetuating the City of Vaughan's image as a Bedroom Community.

Conclusion

In conclusion, York Region staff has clearly identified the planning issues with the proposal. Do not ignore the blatant poor planning that will result from a decision to support this application. The subject lands are not in a residential community, and it will be difficult for this community to become a healthy and vibrant community without proper schools, parks, community centres etc. By supporting this CIHA, you are perpetuating poor planning, rather than planning for a vibrant, healthy community. Communities are not built on isolated islands. Do not create problems for tomorrow.

Thank you for your time and consideration.

Yours truly,

Weston Downs Ratepayers Association

Per:

Rose Savage

Co-president, Weston Downs Ratepayers Association

Nadia Magarelli

Co-president, Weston Downs Ratepayers Association

Victor Lacaria

Co-president, Weston Downs Ratepayers Association



PINE VALLEY VILLAGE COMMUNITY ASSOCIATION • WOODBRIDGE • ONTARIO

September 12, 2023.

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

Dear David Harding:
Senior Planner, David.Harding@Vaughan.ca

File and Location: Battcorp Holdings (Vaughan) Ltd. CIHA.23.002 and OP.23.011, Z.23.020 AND Pac.23.030-- 661 and 681 Chrislea Rd. Woodbridge, Ontario (WARD 3)

The Pine Valley Village Community Association, PVVCA, acknowledges receipt of the community infrastructure and housing accelerator, CIHA, Notice by Battcorp (Holdings) Vaughan Ltd., for municipally known property 661 and 681 Chrislea Road, Woodbridge, Ontario, dated August 8, 2023, from the City of Vaughan Development Planning Department. This letter will serve as the PVVCA position with the proposed CIHA official Plan and Zoning Amendment within Ward 3, City of Vaughan.

Nature and Scope of the Application

The applicant has made an Official Plan and Zoning application in accordance with the Planning Act with a community infrastructure and housing accelerator, CIHA, process to be approved by Vaughan Council and then Minister of Municipal Affairs and Housing. This constitutes a precedent setting process in which, as confirmed by the Development Planning Department, *"a CIHA is like a Ministerial Order (MZO). For a CIHA the onus to ensure due diligence with respect to land development is placed upon CITY COUNCIL rather than the Minister of Municipal Affairs and Housing."* David Harding, City of Vaughan Senior Planner, August 15, 2023.

The PVVCA does not feel the CIHA application meets the criteria for a CIHA approval and process be used:

- A CIHA is necessary with protected lands as defined by Ontario Regulation "Designation of Greenbelt Area, and "any additional lands that may be added to the Greenbelt Area in the future." The subject property is within existing OP and Zoned lands within an urban environment.

Appendix 3

- A CIHA is a process in which can be considered with “Buildings or structures to support the quality of life for people and communities”. The OP and Zoning application is not a “quality of life for people and communities”. Specifically, CIHA considers due diligence considers quality of life to include health, long-term care, education, recreation, socio-cultural activities, security and safety, any type of housing including community housing affordable housing and market-based housing, development associated with transportation infrastructure or buildings that would facilitate employment and economic development.” The OP and Zoning application is a normal and typical development application and not a “quality of life” issue as it is long existing, operating, and not with any identifiable purpose required by a CIHA.

A CIHA application/order expressed purpose: “Minister MAY make a community infrastructure and housing accelerator order to expedite priority development”. In our view it is a stretch for the applicant to consider the application a priority given: it is not with any protected environmental lands, not within the broad range of opportunities from health, safety, and security, and NOT for a “priority development” concurrent with Secondary Plans now under review with the identical purpose and intent: convert employment lands to high density residential. This is a concern to the community, as the applicant has requested a CIHA approval which will exempt the applicant from such studies as *traffic infiltration report*, and the public consultation process needed, and Vaughan Council is aware of this issue with both Weston Downs Ratepayers Association and Pine Valley Village Community Association.

If Vaughan Council recommends approval of the CIHA, which would be precedent setting, Council must recognize that it would “prioritize” the Battcorp application against applications in which have been received identical OP and Zoning applications within the Weston/Hwy 7 Secondary Plan, WSP, due at the end of the year in which the City of Vaughan has to date received no less than 50 high rise density developments/towers converting “employment lands” to high density residential, including Rio Can/Colossus, Woodbridge Square, Smart Centre, Manor Place and abutting commercial/retail along Highway 7 from Highway 400 to 1 KM west to Whitmore Rd.

The PVVCA requests the applicant use and complies with the Planning Act process and requirements and not recommend the approval of a CIHA by the Minister based upon Vaughan’s request.

The CIHA order is to “expedite zoning” covering “use, height, and spacing” zoning requirements while the applicant has already prepared architectural, engineered reports addressing the zoning covering “use, height and spacing” in which leads us to conclude the intent of the CIHA is not to “expedite zoning” but to fast track the planning process away from the Planning Act and the Weston/7 Secondary Plan review to be completed by the end of the year. We conclude the applicant has been contracting and contrary by having:

- Prepared and submitted a Building Shadow Report, addressing the use, height and spacing.
- Prepared architectural drawings addressing the use, height and spacing. The applicant is proposing residential high density of 6.34 FSI, atypical and contrary to the existing Official Plan, 4 towers ranging from 32-35 storeys total 1,488 residential units along Langstaff Road and Weston Road.

The subject application is an Official Plan Amendment and Zoning Amendment to convert a long existing “two industrial plazas and a Husky gas station with an associated commercial use” to “proposed development consists of a high-rise mixed use residential building” - from employment to residential land

use. We support the need for intensification and the need to address the insatiable demand for housing and conclude an Official Plan and Zoning Amendment within the planning act process can and should be used.

Ratepayer Association Recommendation

PVVCA recommends:

1. The Official Plan and Zoning Amendment CIHA application be received.
2. The Official Plan and Zoning Amendment be deferred and referred to the Planning Department for a future meeting under the Planning Act following the Weston/Hwy 7 Secondary Plan final review.

Basis for the Recommendation

1. The long existing commercial and industrial plaza is within "employment lands" east of Weston Road from Steeles Ave to Langstaff Road as identified with the City of Vaughan Growth Plan needed for a healthy and viable community. The employment lands are required as per the Provincial Policy Statement requiring a municipality to have a 25-year supply of "employment lands". The CIHA would result in the applicant to be exempt of the Provincial Policy Statement, and City of Vaughan Official Plan and Growth Plan.
2. The application must be examined within the "employment land use" from Steeles Ave to Langstaff Road from Highway 400 to Weston Road corridor/blocks. If the City of Vaughan Council proceeds within the CIHA fast track process, this will result in preferential planning treatment with this property to be exempt of "employment land use" requirements. In doing so, a cascading impact will result in other properties likely wishing to have equal treatment and all contrary to the Official Plan, Growth Plan and Secondary Plans of the municipality. Greater policy discussion and analysis would be needed before the application would be removed from the "employment lands".
3. The application to convert commercial/industrial land use to residential high density is made concurrent with the City of Vaughan Weston Rd/Hwy 7 Secondary Plan in which has a DIRECT and FUNDAMENTAL impact with the employment lands from Steeles Ave to Langstaff Road east of Weston Road. The proposal needs to be considered within the Weston/Hwy 7 Secondary Plan policies along with the 50 proposed high density residential proposed for the quadrants.
4. The City of Vaughan Weston Rd/Hwy 7 Secondary Plan, WSP, now under review, concurrent with the Weston Road Traffic Plan, WTP, also under review and to be "in support of the WSP", provides the necessary planning framework needed for development. The proposal needs to be considered in context with the City of Vaughan secondary plan and traffic plan now under review.

Appendix 3

5. The subject property has been studied from a traffic and perspective basis, having identified both site accessibility and highway accessibility issues. Specifically, the site has restricted access to Langstaff Road in which the site plan was modified to have access from the sideroad (Silmar Drive) for the “gas bar”, “car wash”, and commercial units. In addition, the subject property easterly abuts Highway 400 and there has been an issue with Highway 400 accessibility north bound in which has not been allowed by MTO along Langstaff Road. Traffic gridlock is experienced because of the lack of Highway 400 accessibility and would be anticipated to increase with the addition of about 1,500 units or 3,375 vehicular additional movements daily. The CIHA would exempt the applicant from a traffic impact study, while it remains the community’s position, accessibility is critical for a healthy and viable community.
 - The applicant is assuming the City of Vaughan’s growth plan, based upon the generalization prepared by York Region allowing intensification along Langstaff Road, supports the removal of “employment lands”, while not considering the proposed secondary plan having the identical purpose and impact on land use planning with each retail/commercial plaza for each of the 3 quadrants at Highway 7 and Weston Road. We feel a comprehensive and holistic approach to land use planning to change from employment lands to residential land use.

Conclusion

The PPVCA recognizes the importance of “*more housing faster*” going to the insatiable demand and inability to supply. The process should be the Planning Act process and not CIHA process in which we consider premature and inappropriate, especially so, within the City of Vaughan secondary plan reviews now in process going to the heart of high density residential within employment lands. We encourage Vaughan Council to empower the Development Planning forward the applications to a future Public Hearing using the science of planning: appropriateness, accessibility, and affordability for a sustainable, healthy, and viable community.

Respectfully submitted,

Bernie DiVona

President, Pine Valley Village Community Association

████████████████████

C.C. Mayor and Members of Council

C.C. City Clerk

PINEWOOD ESTATES RATEPAYERS ASSOCIATION

December 8th, 2023

VIA EMAIL

Mayor and Members of Council

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

SUBJECT: OPPOSITION TO DEVELOPMENT APPLICATION – BATTCORP HOLDINGS (VAUGHAN) LTD. AND BATTCORP II HOLDINGS (VAUGHAN) LTD. CIHA.23.002 - 661 AND 681 CHRISLEA ROAD

Dear Todd Coles, Office of the City Clerk:

We are writing to express our strong opposition to the proposed development application by: *BATTCORP HOLDINGS (VAUGHAN) LTD. AND BATTCORP II HOLDINGS (VAUGHAN) LTD. (Application Number CIHA.23.002) concerning the properties at 661 and 681 Chrislea Road, in the vicinity of Langstaff Road and Highway 400.*

Our opposition is grounded in the fact that the proposed development is not within a Major Transit Station Area (MTSA) or an Intensification Area as outlined in the Official Plan. Moreover, the existing transportation infrastructure lacks the necessary capacity to support such a development adequately. We believe that if the City wishes to pursue intensification in this area, it should be done democratically through a Secondary Plan process, led by the City. Simultaneously, there must be a strategic investment in transit services to cater to the increased demands that such intensification of 1400+ units would inevitably bring.

It is evident that the City of Vaughan has identified other locations more suitable for intensification, particularly along major transit corridors such as Highway 7, Jane Street, and the Vaughan Metropolitan Centre. These areas have been designated as appropriate for densification, supported by existing planning policy. The proposed density in the BATTCORP application, however, is incongruent with the surrounding community's context and character. Such a level of density is more fitting for major intensification areas like the Vaughan Metropolitan Centre and the subject site is more suitable for a Low-rise or Midrise Mixed-use zone of 8-storys.

We urge the City Council to reconsider and reject this development application in its current form. Instead, we propose that the City undertakes a comprehensive Secondary Plan process for the area, ensuring that any intensification is in harmony with the surrounding community and supported by the necessary transportation and transit infrastructure.

An application with such disagreement with Vaughan's Official Plan should not be contemplated through the Community Infrastructure Housing Accelerator and the development could have a cascading impact for future land use conversions and high-density applications within this area.

PINEWOOD ESTATES RATEPAYERS ASSOCIATION

We echo the following comments from York Region that:

*"The site is surrounded by employment uses and would create an isolated community without access to schools, community facilities, walkable destinations, etc., which does not constitute comprehensive planning. **A CIHA Order should not be used to by-pass a comprehensive planning process and policies that consider the surrounding context, good planning principles, and create desirable, complete neighbourhoods.** Site-specific increases in height, densities and therefore total number of residential units, sets a precedence and expectation for other properties in close proximity as well as across the Region. The cumulative impacts of site-specific amendments have the potential to impact the ability to service areas where significant growth through intensification is intended to occur."*

Additionally, we encourage the City Council to consider this application as premature given the current review of the Vaughan Official Plan and prioritize investment in transit services to accommodate future growth and development in a sustainable and well-planned manner. This approach would not only benefit the proposed development area but also contribute to the overall livability and connectivity of the city.

Thank you for considering our concerns on this matter. We trust that the City Council will carefully weigh the impact of the proposed development on the community and make decisions that align with the long-term vision and sustainability goals outlined in the Official Plan.

The CIHA process is meant to accelerate housing projects that are consistent with the policy direction of the Official Plan but not to circumvent or make drastic changes to land use planning policy with minimal public input. For this reason, we request that the City deny this request and instead pursue a comprehensive policy planning initiative together with and after the City's Official Plan Review.

Sincerely,

Pia Famiglietti
Executive Committee Member
Pinewood Estates Ratepayers Association
210 Fenyrose Crescent
Woodbridge, Ontario L4L-7B1
Email: peracommunity@gmail.com

ATTACHMENT

**CC: WESTON DOWNS RATEPAYER ASSOCIATION
PINEWOOD ESTATES RATEPAYERS ASSOCIATION
NATIONAL ESTATES RATEPAYERS ASSOCIATION**