



COMMITTEE OF THE WHOLE (PUBLIC HEARING) – JUNE 4, 2019
COMMUNICATIONS

Item

Distributed May 30, 2019

- | | | |
|----|--|---|
| C1 | Mr. Paul Cucci, Hawman Avenue, Woodbridge, dated May 22, 2019 | 1 |
| C2 | Ms. Audrey Black, Hawman Avenue, Woodbridge | 1 |
| C3 | Joseph and Cynthia Tusa, Hawman Avenue, Woodbridge, dated May 13, 2019 | 1 |

Distributed June 4, 2019

- | | | |
|----|--|---|
| C4 | Rose & Steve Tersigni, Graceview Court, Woodbridge, dated June 3, 2019 | 1 |
| C5 | Giampaolo & Linda Vascott, Angelina Avenue, Vaughan, dated June 4, 2019 | 1 |
| C6 | Mr. Jack Weinberg, Rosedale North Ratepayers Association, dated June 4, 2019 | 3 |

Distributed June 4, 2019 (at the meeting)

- | | | |
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| C7 | Ms. Rosina D'Alimonte, dated June 4, 2019 | 1 |
| C8 | Ms. Margaret Le Coche, dated June 4, 2019 | 1 |
| C9 | Petition | 1 and 2 |
| C10 | Ms. Ninetta Massarelli-Cucci, dated June 4, 2019 | 1 |
| C11 | Resident | 1 |

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Please note there may be further Communications.

Subject: 919819 Ontario Ltd. 1891445 Ontario Ltd. 5217 and 5225 Hwy 7, 26, 32 Hawman File # op.18.008 and z.18.013

**PUBLIC HEARING
COMMUNICATION** CI
Date: June 4/19 ITEM NO. 1

From: Fera, Eugene
Sent: Saturday, May 25, 2019 9:26 AM
To: Paul C
Cc: 'Rebekah Jean'; Bellisario, Adelina
Subject: Re: 919819 Ontario Ltd. 1891445 Ontario Ltd. 5217 and 5225 Hwy 7, 26, 32 Hawman File # op.18.008 and z.18.013

Mr. Cucci your email has been received and concerns noted. I have copied the City Clerks Department and to the Applicant. Thank You Eugene Fera

From: Paul C [REDACTED]
Sent: Wednesday, May 22, 2019 4:40 PM
To: Rosati, Gino; Ferri, Mario; Jackson, Linda; DeFrancesca, Rosanna; Bevilacqua, Maurizio; Fera, Eugene; Councillor Tony Carella
Subject: Fw: 919819 Ontario Ltd. 1891445 Ontario Ltd. 5217 and 5225 Hwy 7, 26, 32 Hawman File # op.18.008 and z.18.013

Dear members of City of Vaughan Council,

I am a resident of [REDACTED] Hawman Ave. in Woodbridge. I am writing to you to make you aware of my family's and many local residents' opposition to another proposed development on the south east side of Kipling and Hwy 7, a 16 story condo.

There is a proposed application which has been/will be presented to the City of Vaughan for a 16 story condo to be built on the south east section of Highway 7 and Kipling (along Mckenzie Street) which will be located directly east of a Petro Canada gas station. I am writing to you to express my opposition and local residents opposition to this proposed development. A number of residents along Hawman Ave, Mckenzie Street and in the southern section of Kipling Ave have met several times and are going to be rallying against this development. We have met with the developer on May 2 and expressed our opposition to it. A number of residents will be attending the public hearing on June 4, 2019 at 7pm. One of the main issues of contention in addition to the building itself is the proposed north to south lane way/road the developer is proposing to be built on the condo property from Mckenzie north, exiting south onto Hawman Ave. I don't believe this particular area is zoned for this type of development.

Reasons for our opposition:

1. **Safety concerns of local residents** as a result of builder's proposed ingress and egress street from Mackenzie drive to Hawman ave. or proposed ingress/egress from Kipling Ave. My daughter has a disability (cerbral palsy) and uses a walker to walk along Hawman Ave. to get to a bus stop. If a street/laneway is approved from Mckenzie St to Hawman ave., this will impact on her safety and

ability to walk down the street to the bus stops in a safe manner because of the additional car traffic exiting onto Hawman to make a right (go south) on Kipling that will be a result of this proposed road. The builder is proposing this street out of Hawman because the only other way out for his condo dwellers would be right on Hwy 7 from McKenzie or an almost impossible left on Hwy 7 from Mckenzie. This left on Hwy 7 from Mckenzie St. in itself risky and could lead to an increased number of collisions since it is not an intersection with traffic lights and the number of cars that come eastbound to Kipling and Hwy 7 will impact the ability to make this left turn for residents of this condo, putting their safety at risk as well. THIS REASON IN ITSELF SHOULD BE IMPORTANT ENOUGH TO NOT APPROVE THIS DEVELOPMENT. Many parents walk their children along Hawman Ave. to bus stops in the mornings. During rush hour there are many cars heading south on Kipling trying to access Hwy 7. There is only one lane that goes north or right and one lane that goes left. The additional cars from the dwellers of this 16 story building using Hawman will cause a safety hazard for pedestrians. If my daughter is injured as a result of the increased number of vehicles on Hawman because of this development, I would certainly file a claim against the city for her injuries.

2. **Insufficient Infrastructure:** This is a residential area with single family homes. To add a 16 story condo is not only inappropriate but not in keeping with the residential landscape of single family dwellings. This crowded area already houses a condo of 12 stories at the south west corner of Hwy 7 and Kipling. Stacked townhouses are being built along Coles Ave. and other low rise developments proposed south on Kipling near the Veneto Centre which may have been approved already. Why would all this development have been approved in such an already crowded area with no throughway makes no sense to me and local residents.
3. In addition, there are several other developments in progress south and north of Kipling that will impact vehicular traffic flow on Kipling to Hwy 7 negatively in addition to the proposed 16 story condo. The area does not have the infrastructure to accommodate the additional vehicles which will be the result of this 16 story building and the other developments in the area. If there are 180 units in this 16 story condo, you can certainly expect almost the same number of vehicles that will suddenly be using Hawman, Mckenzie and Kipling as the roads to get to Hwy 7. This is a safety concern for all pedestrians and other drivers, school bus pick up, children walking to bus stops, seniors walking on Hawman, etc. These vehicles will almost certainly use the streets for parking as well.
4. **Disaster and Evacuation:** The designation of this section of Woodbridge (Kipling/Hwy7) as an area of intensification is very poor planning on the city's part as the area does not have the infrastructure to accommodate the increased amount of vehicular traffic. There is only one way into south Kipling Ave and one way out. Rush hour traffic leaving this neighborhood is bad enough now. Add several hundred more cars and you will have the perfect storm of congestion and frustration. **There is no throughway to Steeles Ave from Kipling. If there is an emergency situation that will require evacuation of the area south of Kipling, it will be very challenging and dangerous with the addition of many more residents from both the low rise and high rise dwellings and additional vehicles as a result. The City of Vaughan would be accountable if such an evacuation became a disaster.**

I urge members of council and planning staff to oppose this application as it is very inappropriate for this location. There is no throughway on Kipling south, making only one exit from Kipling to highway 7 for an area with several hundred residential homes and condo/town homes. I believe safety of local tax paying residents who elected members into office should be paramount as this development will cause an inappropriate influx of vehicular traffic that is not sustainable south of Kipling Ave, a safety risk to children and senior pedestrian traffic and existing vehicular traffic, an increased risk of collisions to vehicles traveling along highway 7, and finally the demise of the character of one of the oldest residential neighborhoods in Vaughan. Not to mention that the value of our homes has already been negatively impacted with the news of the proposed 16 story condo with the premature signage

on Hawman and McKenzie This is what real estate agents have shared with me. Please do the right thing and do not accept this application for the 16 story condo, for the local tax paying residents who have raised their families and expect to live out their senior years in a safe, pedestrian friendly neighborhood. I have nothing against this developer but it needs to find a more appropriate place for this building and one that is zoned accordingly.

Thank you,

Paul Cucci

Condo Proposal - Hawman Ave.

Hawman Ave is a dead end residential street. Properties are well kept. Many owners have upgraded their houses. No place for a condo.

Traffic is a big concern. All vehicles exiting from the units must come out to Hawman Ave. & turn right onto Kepling to get to Hwy #7. Also when the town house units on Cole Ave are occupied, the same problem. They must turn left from Cole Ave. to proceed to Hwy #7.

This will be a "nightmare" every morning at rush hour, with so many people trying to get to their destinations or work. And all having to exit onto #7 Hwy from Kepling Ave.

Credney Block
Hawman Ave.

PUBLIC HEARING
COMMUNICATION

Date: June 4, 19 ITEM NO. 1

C2

Subject: Concerns from 20 Hawman Ave re Z.18.013 and OP.18.008 for First Avenue Properties
Attachments: Traffic Concern - 20 Hawman Ave.jpg; SUB1_April-9-2018_A201_Parking Levels_8.5x14_5225 Highway 7.pdf; SUB1_April-9-2018_Report_Arborist_5225 Highway 7.pdf; SUB1_April-9-2018_Report_FSR & SWM_5225 Highway 7.pdf

PUBLIC HEARING C3
COMMUNICATION
Date: June 4/19 ITEM NO. |

From: Fera, Eugene
Sent: Monday, May 13, 2019 6:32 PM
To: kregg@kfarchitecture.com
Cc: 'Rebekah Jean' <rebekah@firstavenue.ca>
Subject: FW: Concerns from 20 Hawman Ave re Z.18.013 and OP.18.008 for First Avenue Properties

Comments from neighbouring property respecting Highway#7 and Kipling applications OP.18.008. Thanks Eugene Fera

From: Joseph Tusa [REDACTED]
Sent: Thursday, May 9, 2019 2:52 PM
To: Fera, Eugene <EUGENE.FERA@vaughan.ca>
Cc: Carella, Tony <Tony.Carella@vaughan.ca>; [REDACTED]
Subject: Concerns from 20 Hawman Ave re Z.18.013 and OP.18.008 for First Avenue Properties

Hello Eugene and City of Vaughan

I am writing to document and express some concerns that I have regarding the submitted development proposal along Highway 7 / Kipling Ave / Hawman Ave by First Avenue Properties, KFA Architects & Planners and HUMPHRIES Planning Group Inc. (Z.18.013 and OP.18.008)

I am the owner/resident of [REDACTED] Hawman Ave, the property that the proposed development will be surrounding on the entire north and east side of my property.

The following are currently my concerns with this development;

In the official drawings of the proposal, there indicates the desire to have underground parking all along the entirety of the east side of my property. (Please reference PDF SUB1_April-9-2018_A201_Parking Levels_8.5x14_5225 Highway 7 submitted in proposal) During excavation for this work, what precautions will take place to ensure my 18 month old son does not walk into a giant pit in the ground? Will there be a fence put up? Also will this cause damage to the structural integrity of my land that my house is sitting on? What are the actions that will take place to ensure my house does not sink into the ground?

Another big concern is the proposed road/access point that this development wants to create that will stretch from Hwy 7, southbound to Hawman Ave. Currently Hawman Ave is a residential street with no exit, utilized by the local residents only. The only purpose this access road will serve is to allow traffic to flow in/out of the proposed site to travel west on Hawman Ave, then North on Kipling (no southbound exit on Kipling) and then West on Hwy 7. My main concern is that my house and driveway is the only house on Hawman Ave between the proposed road access point and Kipling Ave. I will quite literally be boxed in every morning and evening during rush hour when vehicles will be travelling on Hawman Ave. Not to mention the impact that this additional traffic will have on the residents of Hawman Ave. There is no other exit on Hawman Ave and this proposal concerns me, especially considering that my house in particular is the only one uniquely affected by vehicles that will be lined up in front of my driveway trying to make a right hand turn on to Kipling. Please see the attached jpg file titled "Traffic Concern - [REDACTED] Hawman Ave" that I have prepared which illustrates this concern. Also how will this increase of traffic from this proposed road affect school buses? Currently busses come

along Hawman Ave for pick up and drop off locations. Will this affect mail delivery? Mail trucks use Hawman Ave when delivering mail. Will this affect garbage trucks, recycling trucks and fire truck / ambulance access should they be needed?

Also another big concern is the fact that the proposed zoning for the building shows it to be engulfing the entire north and east sides of my property. I understand that the actual structure will not take up that entire surface area, however the construction that will take place most definitely will. This is a big concern as well. My wife and I have our own home business and the noise that this construction will cause I fear will interfere with our ability to properly conduct this business. Also, our 18 month old son is at home with us in our care all day. I am concerned for the safety of him as well as ourselves when we are outside in the backyard. What type of machines will be there? What noise decibels will they create? What kind of pollution will they emit? What kind of dust will be created? Will there be any cranes or other machinery that will be swinging over my house or property space? The close proximity of this construction that engulfs 2 whole sides of our property line is of great concern to the safety, well being and quality of life for my 18 month old son, my wife and myself.

Another item submitted for proposal (PDF SUB1_April-9-2018_Report_FSR & SWM_5225 Highway 7) mentions the need to connect sanitary sewers and storm water drainage to existing sewers on Hawman Ave. What type of construction will this cause on Hawman Ave? What will the impact of this construction be on the accessibility to Hawman Ave for the existing residents, city vehicles (garbage/recycling/mail) as well as fire trucks and ambulance?

Submitted PDF SUB1_April-9-2018_Report_Arborist_5225 Highway 7 shows that an arborist has indicated that written concurrence will be needed from both owners to remove trees which are currently along the property line shared between myself and the proposed development site. I have currently not been contacted regarding this. What will be put along our property in place of trees? Other trees? A fence? What if I do not want to give my consent for these trees to be removed? What happens next?

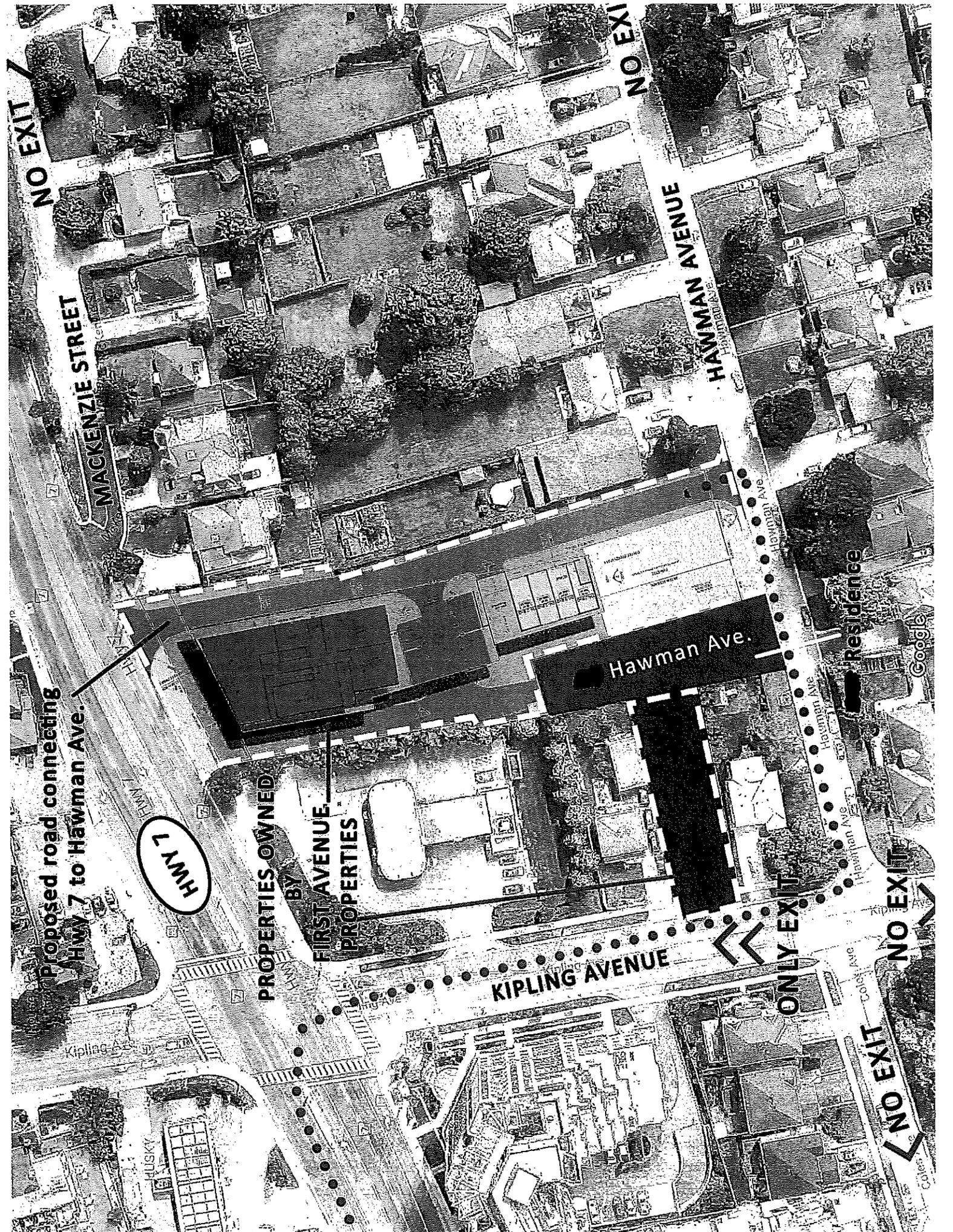
If this development is approved what steps will take place to ensure my safety during its construction?

I would like the city to keep my concerns in mind while making any approval decisions and if current plans are approved I would like to be involved with what actions are going to be taken to ensure my safety concerns mentioned above are adequately addressed. That said I still feel the appropriate solution would be to send the proposal back to the developer and require them to make modifications to their plan.

For convenience, attached to this note are 3 PDFs which were submitted to the city by the developers which I reference in my note above. Also attached is a jpg I prepared for consideration that I also have mentioned above.

Thank you

Joseph & Cynthia Tusa - [REDACTED] Hawman Ave



NO EXIT

MACKENZIE STREET

NO EXI

HAWMAN AVENUE

Proposed road connecting Hwy 7 to Hawman Ave.

Hwy 7

PROPERTIES OWNED BY FIRST AVENUE PROPERTIES

Hawman Ave.

Residence

KIPLING AVENUE

ONLY EXIT

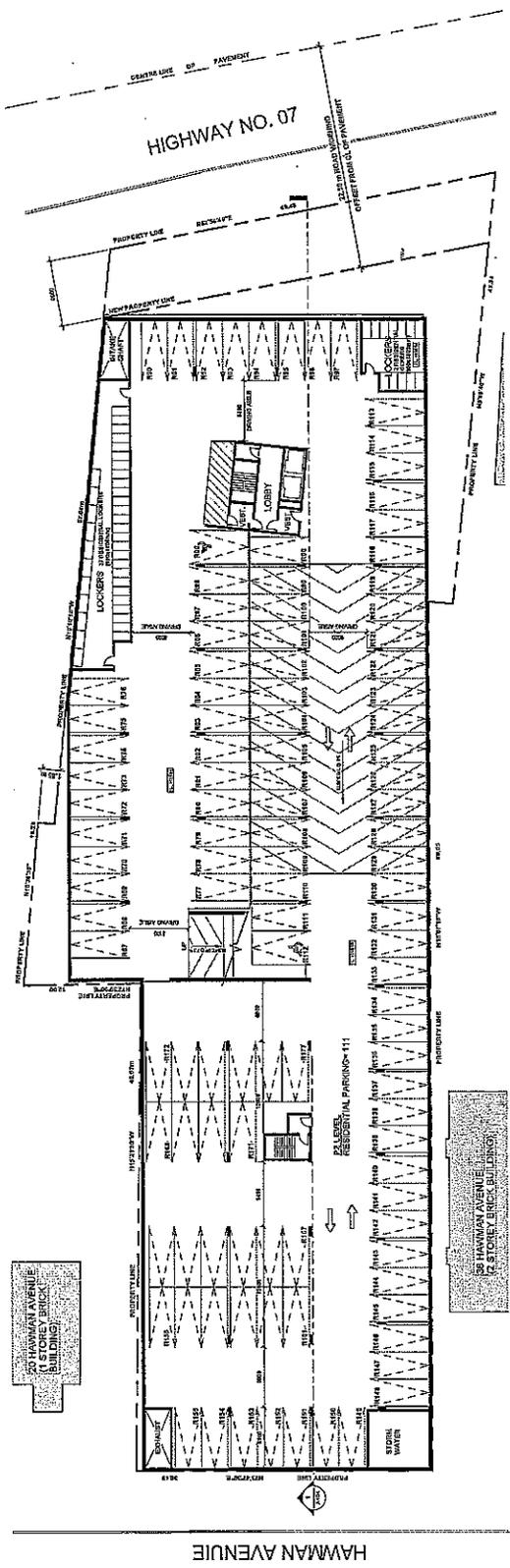
NO EXIT

NO EXIT

5225
HIGHWAY NO. 07

WOODBRIDGE, ON

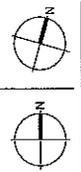
PROJECT NO.	1200
DATE	12/10/03
DRAWN BY	ALINE
CHECKED BY	ALINE
DATE	12/10/03



2. Parking Level 02
1:300

CLIENT
FIRST AVENUE

PROJECT NO.
1200



PROJECT NO.
1200

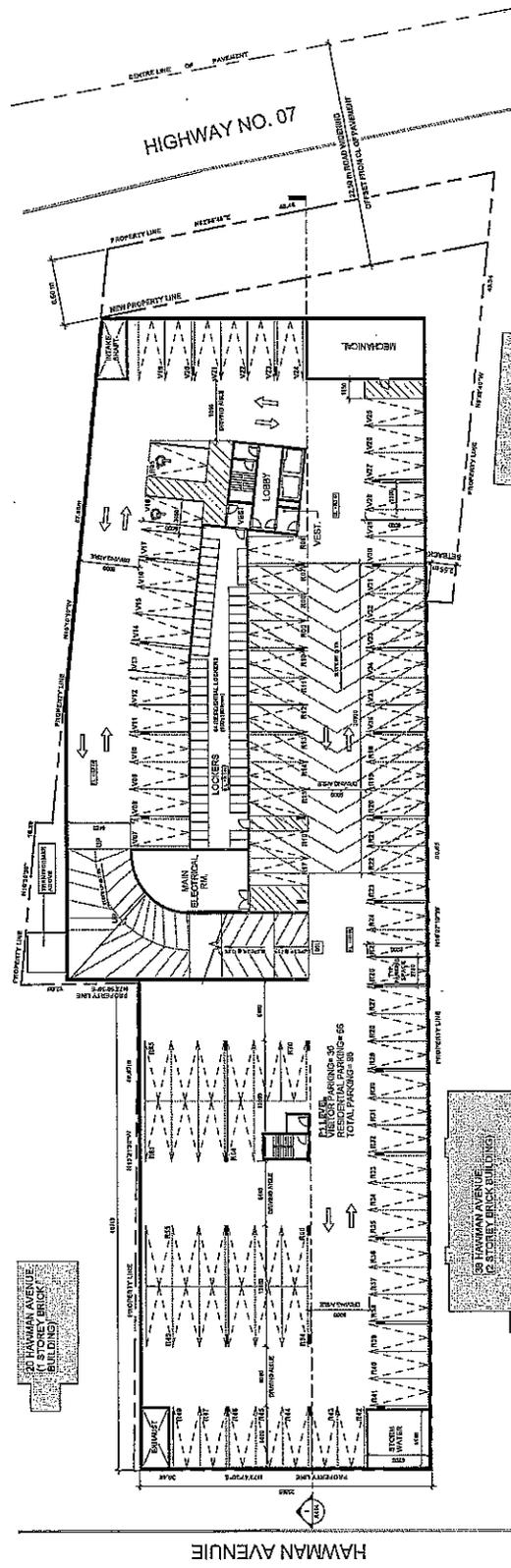
SCALE
1:200

DATE
12/10/03

DRAWN BY
ALINE

DRAWING TITLE
P2 & P1 Parking Level

DRAWING NUMBER
A201



1. Parking Level 01
1:200

ARBORIST REPORT FOR DEVELOPMENT APPLICATION

Prepared For:

Mr. Jack Morelli
First Avenue Properties
5451 Hwy. #7, Suite 200,
Woodbridge, Ontario
Tel. 905 856-3031

RE: 5225 Hwy. #7, Woodbridge
L6B 1A8

Prepared By: Peter Wynnyczuk
P & A Urban Forestry Consulting Ltd.
40 Brillinger Street, Richmond Hill, Ontario, L4C 8Y4 Cell 416 399-4490

Email: peter@paurbanforestryconsulting.com Web: paurbanforestryconsulting.com

Report #0596

March 23, 2018

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Introduction

The Owner proposes to construct a new multi-use housing complex to replace the existing homes at 5225 Hwy. #7, 26 and 32 Hawman Avenue and 5217 Hwy #7 infill, in Woodbridge.

P & A Urban Forestry Consulting Ltd. were retained to address the Development and Planning requirements of the City of Vaughan Tree Preservation requirements of the City as noted in the Private Tree Bylaw 2008-96 and Street Tree/Parks Bylaws 118-1999 and 2002-115. The information is based on a client provided site plan.

This report is based on the information provided up to March 22, 2018, in the form of;

- 1) Topographical Survey, by Askan Pillar Corp. Ltd., Project 17-24-9223-02, dated Apr. 21, 2017
- 2) Elevation Drawings and Parking Plans – KFA Architects/Planners, Project 17036, A 201 -401, Aug 8, Dec. 4, 2017
- 3) Site Plan by KFA Architects/Planners Project 17036, Plan A 101, Rev. 2 dated Dec. 4, 2017

If other relevant information/plans become available or there are revisions, it may be necessary to review and update the Arborist Report.

Tree Information Collection Process and Review

A site inspection was carried out on November 6, 2017, by ground visual means to assess the trees within and adjacent to the above noted Site Plan. Tree details are on the Tree Inventory Action Table Appendix A, separate Excel table. Details on protection and removals are provided in the attached Tree Protection + Removal Plan, Appendix "A", Mar. 23, 2018, which is to be read in conjunction with this Arborist Report. Trees were assessed for condition, as it relates to the development process with information to date, other condition/species factors, as well as their proximity to potential construction impacts. The Tree Protections Zones are proposed based on the information and site limitations available.

Street Tree Bylaw

There are no city trees fronting this site.

Front/Side Yard trees

The proximity of the front/side yard trees in relation to zero lot line excavation for a significant portion of the site for the 2 level underground parking and appropriate shoring limits opportunity to retain the trees on site or along the property line. Tree replacements are noted in the Tree Inventory Action Table Appendix A.

Rear Yard Trees

The proximity of the rear yard trees in relation to zero lot line excavation for the underground parking and appropriate shoring limit opportunity to retain the trees. Tree replacements are noted in the Tree Inventory Action Table Appendix A.

Offsite Trees

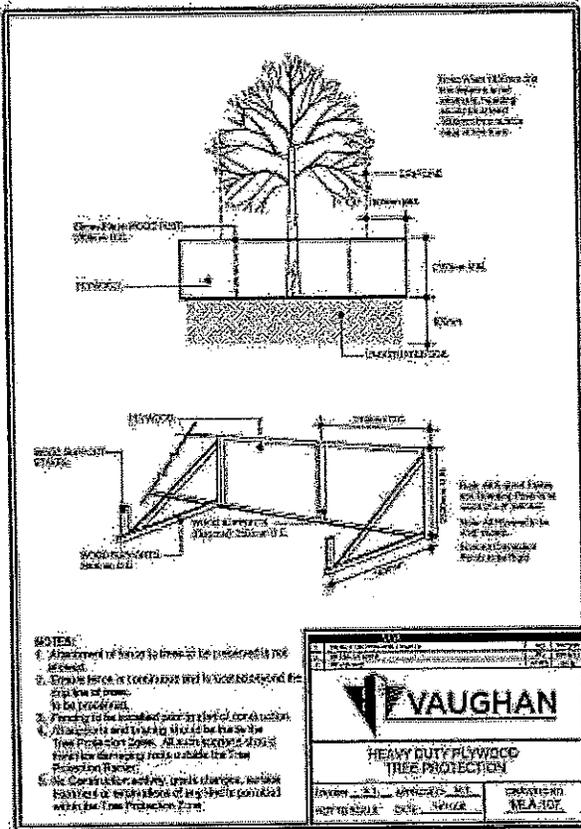
There is some existing landscaping on the property to the west at the Petro Canada Station at #5241 Hwy. #7. The planted Honey locust and Colorado Blue Spruce trees to varying degrees will be potentially impacted in circumstances of overhanging branches to be trimmed back or potential root damage at edge of shoring installation. It is suggested that exploratory root excavation be carried out within the Tree protection zone for the trees noted in the Tree Inventory Action Table Appendix 1.

#20 Hawman Avenue in the rear, along the East property line there are several trees and shrubs that form a multispecies hedge with some larger trees. It is important for the owner to seek cooperation and written consent to remove the trees along or just inside the property that are well within the tree protection zone needed as noted on the Tree Inventory Action Table Appendix "A" and shown on the 5225 Hwy #7 Tree Protection and removal plan Appendix "B", dated March 23, 2018.

#38 Hawman Avenue, rear yard has a White Cedar Hedge that appears to be near the east side of underground parking excavation and shoring work. At this time it is unclear how much of the cedar branching overhang is within the construction zone. It is suggested that the line of underground excavation be laid out in the field to help determine if there are impacts to this White Cedar Hedge. After site layout, further comments can be provided respecting any potential impacts and direction needed to address any issues.

Tree Protection Zone, TPZ, fencing. This is to be provided and installed as noted in the City of Vaughan Tree Protection Specifications as shown below. Details as to the placement of the TPZ, is noted on the Tree Protection + Removal Plan, Appendix "A, March 23, 2018.

City of Vaughan Tree Protection Specifications



City of Vaughan Tree Protection Zone Table
Table 1 - Tree Protection Distances

Trunk Diameter (DBH) ⁱ	Minimum Protection Distances Required	
	City Owned and Private Trees ⁱⁱ	Trees in Naturalized Areas <i>Whichever of the two is greater</i>
<10 cm	1.2 m	The drip line or 1.2 m
10 - 20 ^{iv} cm	1.2 m	The drip line ⁱⁱⁱ or 1.2 m
21 - 30 cm	1.8 m	The drip line or 3.6 m
31 - 40 cm	2.4 m	The drip line or 4.8 m
41 - 50 cm	3.0 m	The drip line or 6.0 m
51 - 60 cm	3.6 m	The drip line or 7.2 m
61 - 70 cm	4.2 m	The drip line or 8.4 m
71 - 80 cm	4.8 m	The drip line or 9.6 m
81 - 90 cm	5.4 m	The drip line or 10.8 m
91 - 100 cm	6.0 m	The drip line or 12.0 m
> 101 cm	6 cm protection for each 1 cm diameter	12 cm protection for each 1 cm diameter or the drip line ^v

ⁱ Diameter at breast height (DBH) is the measurement of the tree trunk taken at 1.4 metres above ground level.

ⁱⁱ Tree Protection Zone distances are to be measured from the outside edge of the tree base.

Replacement Plantings and Compensation

The City of Vaughan Replacement ratios based on DBH are as follows:

Greater than 51cm 4 to 1, 41 to 50cm 3 to 1, 31 to 40cm 2 to 1, 20 to 30cm, 1 to 1, lower limit 20cm

Trees 21 to 40cm DBH, #5, 6, 10, 14, 18, 25, 28, 34, 36, 10 x 1 = 10 trees

Trees 31 to 40cm DBH, Tree #12, 27, 35, 39, 4 x 2 = 8 trees

Trees 41cm to 50cm DBH, Tree #11, 26, 37, 3 x 3 = 9 trees

Trees >51cm DBH, Tree #41, 1 x 4 = 4 trees

Total trees to replant/replace = **31 trees** to be either cash in lieu @ \$550.00 each or 50mm Caliper trees planted.

All trees to be planted are to be reflected on the landscape plan provided by others, or as cash in lieu as determined by the Owner and City.

Pre, During, and Post Construction Arboriculture Supervision

It is recommended there be meetings and inspections scheduled to help address the Arborist Report recommendations as noted below;

Preconstruction

- 1) Pre-construction meeting with the Owner and General Contractor to mark out the TPZ areas and set the parameters for the various contractors who will be on site. Pre-construction exploratory digging on west side trees as noted in Tree Inventory and Action Table Appendix "A".
- 2) After to TPZ installation, pruning of overhanging branches by certified arborist.
- 3) Verification by the Arborist of TPZ installation with notification to the City and Client by email.

During Construction

- 1) Monthly onsite inspection, if required, to verify integrity of TPZ and identification of any issues related to the trees during the construction to final grading. Document findings and send report and recommendations, if any to the City and Client of any action needed as required to retain trees noted.
- 2) Site inspection as required by the City or the Client to address tree issues and make recommendations as issues arise.
- 3) Inspection prior to final site cleanup to verify trees condition and authorize removal of TPZ structures. Report any issues if needed for Client follow-up.

Post construction

- 1) Proposed inspection, upon completion of addition and after sod has been laid. This is to inspect retained trees to note any additional work, verify compliance to the City of Vaughan Tree Permit. This may include actions such as pruning, aeration, deep root fertilizing or other recommended work.

The information and recommendations noted in this report are based on the information provided at the time the report was written. Any updates or changes in design, require the review of the Arborist report in relation to the changes presented. There may be revisions to this Arborist report to address the site changes, as it relates to the tree protection/planting noted.

All tree work is to be carried out by a certified/apprentice Arborist by the Ontario College of Trades, Ministry of Labour, or the ISA program. Further by education and experience, to competently carry out the work to Arboricultural specifications.

It is the Owners responsibility to abide by and follow any conditions set out by the City of Vaughan related to Tree Removal/Protection/Planting activities for the duration of the development activity.

Prepared by:



Peter Wynnyczuk

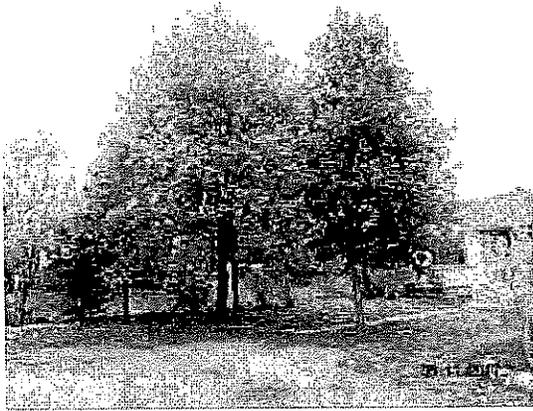
Hazard Risk Assessor Certified, ISA Utility Arborist #400113535 under MTCU
Butternut Health Assessor #691 ISA Certified Arborist ON-2067A



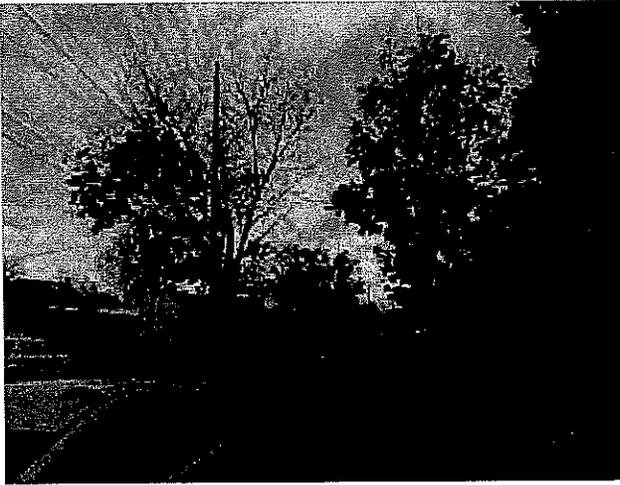
Picture 1. From West showing tree #1 in proximity to road and sidewalk. Tree #2 on right, both to be retained and exploratory activities to determine if roots affected.



Picture 2. From North, close up of tree #1, and #2 in rear. All to be retained with root exploration at edge of excavation under Arborist supervision.



Picture 3. From North West, from right to left, Tree # 5, 6, in foreground, behind #6 is #10. On left is Spruce #7, and #8 to left. All to be removed. Compensation plantings for trees >20cm DBH removed.



Picture 4. From West trees, 7, 8, 9, to be removed.



Picture 5. From West tree# 11 to be removed.

Replacement plantings.



Picture #6. From East in rear yard, from right to left, trees #4 at gas station, #12 to #19 . Trees inside fence to be removed, compensation planting as applicable for trees over 20cm DBH. Root exploration under Arborist Supervision for offsite trees.



Picture #7. From East, Left side spruces, #30, + 31 outside of parking garage excavation install tree protection. Trees inside fence and on left is part of hedgerow #21, to be removed.



Picture #8. From South East from #5217 Hwy #7, Flowering Crabapple, #24 right of centre, at left is the north end of Norway Maple row #22, all to be removed.



Picture # 9. From West, inside rear yard of 5225 Hwy #7 showing grouping #22, to be removed.



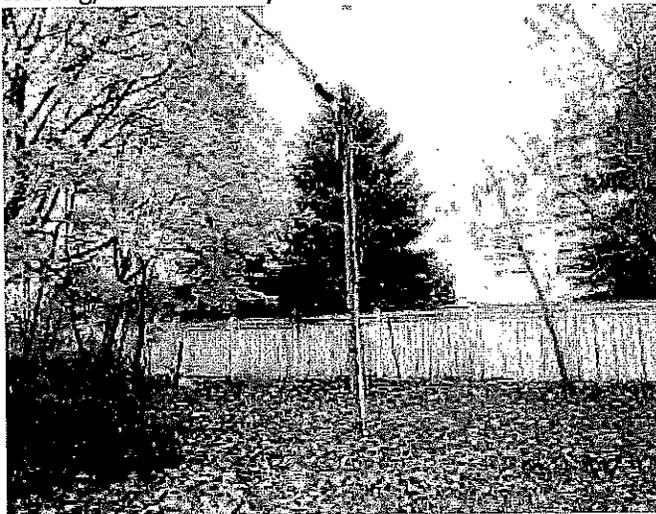
Picture #10. From North #24 showing condition, to be removed, compensation planting.



Picture 11. From South East, tree #25, to be removed.



Picture 12. From North East showing tree #26, to be removed, compensation planting and #38 Hawman Ave. Cedar hedge to be retained pending shoring/excavation layout.



Picture 13. From East showing tree #33 offsite to be protected. On left is grouping around #27 to be removed pending concurrence from both property owners.



Picture 14. From East on left tree #29, Pear to be retained. Trees on right to be removed pending written concurrence of both property owners.



Picture 15. From North East Tree #28 to be removed pending written concurrence form both property owners.



Picture 16. From North East showing cluster of trees #34 to #37, need written concurrence from both owners to remove, replacement plantings.



Picture 17. Tree grouping #38, need written concurrence from both owners to remove.



Picture 18. Ash trees #39 and #40 both along P/L, need written concurrence from both owners to remove. #40 is dead.



Picture 19. Tree #41, to be removed, compensation planting.



Picture 20. From South West showing cedar Hedge at #38 Hawman Avenue. Edge of excavation should be laid out to determine impacts on hedge.

Page 15 to 18. 5225 Highway #7 Tree Inventory/Action Table, March 23, 2018, Appendix "A"
Separate PDF Table

Page 19. 5225 Highway #7 Tree Protection, Removal Plan, March 23, 2018, Appendix "B"
Separate PDF Plan

X reference with Arborist Report March 22, 2017, and Tree Protection Removal Plan Appendix "B" by P & A Urban Forestry Consulting Ltd.

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Date compiled March 23, 2018		Tree Inventory Action Table		Site Observations/Condition.		Suggestion in relation to Development	
#	Species	DBH (cm)	Basal cm	TPZ m	Ownership/ Location	Good - G, Fair-F, Poor-P	/TPZ
1	Skyline Honey Locust Gleditsia triacanthos, 'Skyline'	Est. 40	Est. 45	2.4	#5241 Hwy 7, 1m W. Fence, at S/L	F/P, stubs, ddwd, low branches	Retain, offsite, Existing fencing is barrier
2	Skyline Honey Locust Gleditsia triacanthos, 'Skyline'	Est. 30	Est. 35	1.8	#5241 Hwy 7, .075m W. Fence, at S/L	F, stubs, low branches	Retain, offsite, Existing fencing is barrier, root exploration under Arborist supervision pre-construction
3	Skyline Honey Locust Gleditsia triacanthos, 'Skyline'	Est. 20	Est. 25	1.8	#5241 Hwy 7, 0.5m W. Fence, at S/L	F, stubs, low branches	Retain, offsite, Existing fencing is barrier, root exploration under Arborist supervision pre-construction
4	Skyline Honey Locust Gleditsia triacanthos, 'Skyline'	Est. 20	Est. 25	1.8	#5241 Hwy 7, 0.2m W. Fence, at S/L	F, stubs, ddwd, low branches	Retain, offsite, Existing fencing is barrier, root exploration under Arborist supervision pre-construction
5	Norway Maple, Acer platanoides	22	28	N/A	12m S. Sdwwk, 1m W. Ft. Door	F, stubs, ddwd, low branches, interfering growth	Remove, construction conflict, 1 to 1 replacement
6	Norway Maple, Acer platanoides	27, 30	44	N/A	11m S. Sdwwk, 3m E. Ft. Door	F, low branches, weak crotch, bark damage N. side	Remove, construction conflict, 1 to 1 replacement
7	White Spruce, Picea glauca	15.5	25	N/A	8m S. Sdwwk, 1m E. of NEC of house	F, stubs, low branches, crowded	Remove, DBH undersized for Bylaw, no compensation
8	Norway Maple, Acer platanoides	18.5	25	N/A	5m S. Sdwwk, 1.5m E. of NEC of house	F, low branches, included bark	Remove, DBH undersized for Bylaw, no compensation
9	Norway Maple, Acer platanoides	16, 17	33	N/A	1m S. Sdwwk, 2m E. of NEC of house	F, low branches, included bark, interfering growth	Remove, DBH undersized for Bylaw, no compensation
10	Norway Maple, Acer platanoides	23.5	27	N/A	E. Side, 12m S. Sdwwk, 0.5m E. P/L	F, low branches	Remove, construction conflict, 1 to 1 replacement
11	Manitoba Maple, Acer negundo	43	Est. 5	N/A	Front yard, 2m N. of NEC house	F/P, low branches, weak crotch, ddwd, decay at base, suckers	Remove, construction conflict, 3 to 1 replacement
12	Manitoba Maple, Acer negundo	39	47	N/A	Rear, 0.1m E. Fence, 1m from SWC house	P, low branches, weak crotch, hollow trunk, SE side, ddwd,	Remove, construction conflict, 2 to 1 replacement
13	Norway Maple, Acer platanoides	17	23	N/A	Rear, 0.1m E. Fence, 5m S. house	F, low branches, crowded	Remove, DBH undersized for Bylaw, no compensation

X reference with Arborist Report March 22, 2017, and Tree Protection Removal Plan Appendix "B" by P & A Urban Forestry Consulting Ltd.

Date compiled March 23, 2018 Tree Inventory Action Table

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#	Species	DBH (cm)	Basal cm	TPZ m	Ownership/ Location	Site Observations/Condition. Good - G, Fair-F, Poor-P	Suggestion in relation to Development /TPZ
14	Manitoba Maple, Acer negundo	25	31	N/A	5225, Rear, 0.1m E. Fence, 6m S. house	F/P, Limb decay, leaning, included bark	Remove, construction conflict, 1 to 1 replacement
15	Skyline Honey Locust Gleditsia triacanthos, 'Skyline'	Est. 30	Est. 35	3	5241 Hwy 7, 3m S. House, 1m W. Fence	F, Low branches, crowded, 1 sided canopy	Retain, offsite, Existing fencing is barrier, root exploration under Arborist supervision pre-construction, prune
16	Colorado Blue Spruce, Picea pungens	Est. 25	Est. 30	1.8	5241 Hwy 7, 8m S. house, 0.5m W. fence	F, Low branches, crowded, 1 sided canopy	Retain, offsite, Existing fencing is barrier, root exploration under Arborist supervision pre-construction
17	Colorado Blue Spruce, Picea pungens	Est. 25	Est. 30	1.8	5241 Hwy 7, 11m S. House, 1m W. Fence	F/P, low branches, dieback, crowded	Retain, offsite, Existing fencing is barrier, root exploration under Arborist supervision pre-construction
18	Manitoba Maple, Acer negundo	21	29	N/A	5225, Rear, 0.3m E. Fence, 13m S. house	F/P, Low branches, hangars, crowded	Remove, construction conflict, 1 to 1 replacement
19	Colorado Blue Spruce, Picea pungens	Est. 25	Est. 30	1.8	5241 Hwy 7, 14m S. House, 0.5m W. Fence	F, Low branches, crowded, 1 sided canopy	Retain, offsite, Existing fencing is barrier, root exploration under Arborist supervision
20	Manitoba Maple Hedge, Acer negundo (5)	Avg. 15	Avg. 20	N/A	Rear, along W. Side P/L	F/P, low branches, crowded	Remove, DBH undersized for Bylaw, no compensation
21	Norway Maple, Acer platanoides, other species hedge	Avg. 15	Avg. 20	N/A	Rear, along S. Side P/L	F/P, low branches, crowded	Remove, DBH undersized for Bylaw, no compensation
22	Norway Maple, Acer platanoides (8)	Avg. 15	Avg. 20	N/A	Rear, along E. Side P/L	F/P, low branches, crowded	Remove, DBH undersized for Bylaw, no compensation
23	White Cedar, Thuja occidentalis	Avg. 8	Avg. 1	N/A	5217 Hwy #7, E. P/L, 3m from SEC house	P/Dying, wild grape in canopy, low branches	Remove, DBH undersized for Bylaw, no compensation
24	Flowering Crabapple, Malus spp.	18	35	N/A	5217 Hwy #7, 2m E. P/L, 3m from SEC house	P/Dying, wild grape in canopy, stubs, major ddwd	Remove, DBH undersized for Bylaw, no compensation
25	Colorado Blue Spruce, Picea pungens	Est. 25	Est. 33	N/A	32 Hawman, Rear, In proximity to Bell cable 3m E. P/L	G, low branches	Remove, construction conflict, 1 to 1 replacement

X reference with Arborist Report March 22, 2017, and Tree Protection Removal Plan Appendix "B" by P & A Urban Forestry Consulting Ltd.

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Date compiled March 23, 2018		Tree Inventory Action Table					
#	Species	DBH (cm)	Basal cm	TPZ m	Ownership/ Location	Site Observations/Condition.	Suggestion in relation to Development
						Good- G, Fair-F, Poor-P	/TPZ
26	White Spruce, Picea glauca	47	63	N/A	32 Hawman, Rear, 2m N. Shed, 3m E. P/L	F/P, Low branches, dieback, ddwd	Remove, construction conflict, 3 to 1 replacement
27	Norway Maple, Acer platanoides	38	51	N/A	#26 Hawman, 3m E. Pole, 4m S. Pole, at corner	F/P, Low branches, major deadwood, interfering growth	Remove, construction conflict, 2 to 1 replacement
28	Norway Maple, Acer platanoides	24	30	N/A	#26 Hawman, 7m E. Pole, 8m S. Pole, at corner	F, stubs, low branches	Remove, construction conflict, 1 to 1 replacement
29	Pear, Pyrus spp.	19.5	24	N/A	#20 Hawman, 2m E. Pole, 7.5m S. Pole	F, crowded, ddwd	Retain, offsite, install tree protection barrier
30	Colorado Blue Spruce, Picea pungens	Est. 28	Est. 34	1.8	5241 Hwy 7, 3m N. Dog leg P/L, 1m W. Fence	F, Low branches, crowded	Retain, offsite, Existing fencing is barrier, install Tree Protection 1m E. P/L
31	Colorado Blue Spruce, Picea pungens	Est. 30	Est. 34	1.8	5241 Hwy 7, 3m S. Dog leg P/L, 1m W. Fence	F, Low branches, crowded	Retain, offsite, install Tree Protection 1m E. P/L
32	Colorado Blue Spruce, Picea pungens	Est. 30	Est. 34	1.8	5241 Hwy 7, 1m S. Pole, 1m W. Fence	F, Wild Grape, Low branches	Retain, offsite, install Tree Protection 1m E. P/L
33	Colorado Blue Spruce, Picea pungens	Est. 28	Est. 34	1.8	5241 Hwy 7, 1m N. SEC, 3m W. Fence	F, Low branches	Retain, offsite, Existing fencing is barrier
34	Manitoba Maple, Acer negundo	18, 22	22, 33	N/A	26 Hawman, Rear, 4.0m N. Garage, P/L	F/P, trunk decay at base, deadwood	Remove, written concurrence of adjacent owner required, construction conflict, 1 to 1 replacement
35	Manitoba Maple, Acer negundo	34	40	N/A	26 Hawman, Rear, 3.5m N. Garage, P/L	F, wk crotch, lean to east	Remove, construction conflict, 2 to 1 replacement
36	Norway Maple, Acer platanoides	29	34	N/A	26 Hawman, Rear, 3.0m N. Garage, P/L	F, crowded	Remove, written concurrence of adjacent owner required, construction conflict, 1 to 1 replacement
37	Manitoba Maple, Acer negundo	50.5, 38, 37	60	N/A	26 Hawman, Rear, 2.5m N. Garage, P/L	F, Basal rot, stubs, weak crotch, leaning	Remove, written concurrence of adjacent owner required, construction conflict, 1 to 1 replacement

X reference with Arborist Report March 22, 2017, and Tree Protection Removal Plan Appendix "B" by P & A Urban Forestry Consulting Ltd.

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Date compiled March 23, 2018		Tree Inventory Action Table					
#	Species	DBH (cm)	Basal cm	TPZ m	Ownership/ Location	Site Observations/Condition.	Suggestion in relation to Development /TPZ
38	Manitoba Maple Hedge, Acer negundo	Avg. 19	Avg. 25	N/A	26 Hawman, Rear, West Side, P/L	F/P, Low branches	Remove, written concurrence of adjacent owner required, construction conflict, 1 to 1 replacement
39	Manitoba Maple, Acer negundo	34	40	N/A	26 Hawman, 4.5m S. House, P/L	F/P, Basal injury	Remove, written concurrence of adjacent owner required, construction conflict, 1 to 1 replacement
40	White Ash, Fraxinus americana	41	46	N/A	26 Hawman, 1.5m S. House, P/L	Dead	Remove, written concurrence of adjacent owner required, construction conflict, 1 to 1 replacement
41	Schwedler Norway Maple, Acer platanoides 'Schwedleri	53	58	N/A	32 Hawman, Lawn, Centred	F, Low branches, interfering growth	Remove, construction conflict, 4 to 1 replacement
A	Lilac cluster,	Avg 5	Avg 10	N/A	P/L 32 Hawman and 5217 Hwy #7	Fair, low branches, interfering growth	Remove, DBH undersized for Bylaw, no compensation
B	Buckthorn, Manitoba Maple cluster	Avg 15	Avg. 18	N/A	5217 Hwy #7, east side rear SEC area	F, Low branches, interfering growth	Remove, construction conflict, 4 to 1 replacement
C	White Cedar Hedge, Thuja occidentalis	Avg. 8	Avg.1 1	1.2	38 Hawman Ave., Rear, along West P/L area	P/Dying, wild grape in canopy, low branches	Site layout of excavation extent to help determine potential impacts to off site hedge.

Replacement trees on Landscape Plan by others

Proposed total trees to replace = 31 trees

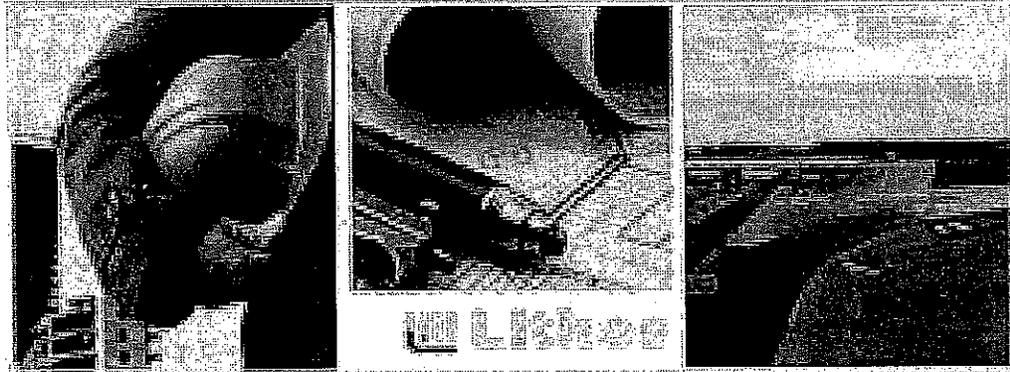
If any trees Cash in Lieu = \$550.00/tree



April 2018

UD17-078

Functional Servicing and Stormwater Management Report (Phase I)



Project: 5217-5225 Highway 7

First Avenue

Lithos Group Inc.

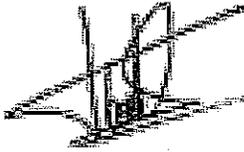
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LITHOS GROUP INC.

Issues and Revisions Registry

Identification	Date	Description of issued and/or revision
Functional Servicing and Stormwater Management Report (Phase I)	4-6-2018	Issued for Zoning Application

Statement of Conditions

This Report / Study (the "Work") has been prepared at the request of, and for the exclusive use of, the Owner / Client, the City of Vaughan and its affiliates (the "Intended User"). No one other than the Intended User has the right to use and rely on the Work without first obtaining the written authorization of Lithos Group Inc. and its Owner. Lithos Group Inc. expressly excludes liability to any party except the intended User for any use of, and/or reliance upon, the work.

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Executive Summary

Lithos Group Inc. (Lithos) was retained by First Avenue (the "Owner") to prepare a Functional Servicing and Stormwater Management Report (Phase I) in support of Zoning Application for a proposed residential use development at 5217 -5225 Highway 7 in the City of Vaughan, Region of York. The following summarizes our conclusions:

Storm Drainage

A more detailed Stormwater Management report (Phase II) will be prepared during the site plan application stage. The site stormwater discharge will be controlled to the 5-year pre-development flow and will be connected to the existing 600mm storm sewer on Hawman Avenue. In order to attain the target flows and meet the City's SWM, quantity controls will be utilized and up to 85.4 m³ of total storage will be required. The (SWM) system will be designed to provide enhanced level (Level 3) protection as specified by the Ministry of Environment (MOE). During Site Plan Application, a detailed analysis will be provided to assess the water quality on site and determine additional measures in order to achieve a minimum total suspended solids (TSS) removal of 80%.

Sanitary Sewers

The development will connect to the existing 350 mm sanitary sewer located on Hawman Avenue flowing west, via a 150mm diameter lateral pipe. The additional net discharge flow from the proposed development, is anticipated at approximately 7.30 L/s.

Water Supply

Water supply for the site will be from the existing 450 mm diameter watermain on south side of Highway 7. It is anticipated that a total design flow of 126.53 L/s will be required to support the proposed development. Upon receipt of the fire hydrant test results in spring of 2018, an addendum to this report will be prepared and submitted to the City on the "Client's" behalf.

Site Grading

The proposed grades will improve the existing drainage conditions to meet the City's/Regional requirements. Grades will be maintained along the property line wherever feasible and emergency overland flow will be directed to adjacent right of ways.

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- Appendix B – Background Information
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1.0 Introduction

Lithos Group Inc. (Lithos) was retained by First Avenue (the “Owner”) to prepare a Functional Servicing and Stormwater Management Report (Phase I) in support of zoning application for a proposed residential use development at 5217 -5225 Highway 7, in the City of Vaughan, Region of York.

The purpose of this report is to provide site-specific information for the City’s review with respect to infrastructure required to support the proposed development regarding storm drainage, sanitary sewers, and water supply.

We contacted the City’s engineering department to obtain existing information in preparation of this report. The following documents were available for our review:

- Plan and profile drawing of Highway 7, drawing No. P-016-7, June 1981;
- Plan and profile drawing of Hawman Avenue, drawing 85-5016-1, dated March 1986;
- Phase One Environmental Site Assessment prepared by Rubidium Environmental, dated December 8, 2017;
- Phase Two Environmental Site Assessment prepared by Rubidium Environmental, dated December 28, 2017;
- Hydrogeological Assessment prepared by Harden Environmental Services Ltd, dated February 27, 2018;
- Topographic Survey prepared by Aksan Piller Corporation Ltd, dated April 21, 2017;
- Site Plan and Statistics prepared by KFA Architects and Planners Inc., dated April 3, 2018.

2.0 Site Description

The existing site is approximately 0.447 hectares of residential use land. It is currently occupied by three (3) one-storey residential dwellings and one (1) single-storey wooden framed garage, as indicated by the topographic survey in **Appendix B**. The site is bound by Highway 7 to the north, commercial development to the west, Hawman Avenue to the south and residential dwellings to the east. Refer to **Figures 1 and 2** following this report and site photographs in **Appendix A**.

3.0 Site Proposal

The proposed residential use development will be a 16-storey building, with an additional mechanical penthouse level, which will be comprised of 178 residential units and will be serviced by two (2) underground parking levels. The proposed building will include a total of 15,952.0 m² of Gross Floor Area (GFA). Please refer to **Appendix B** for the proposed site plan and site statistics.

Note that there is approximately 0.027 ha portion of an area on the north side of the property, which will be dedicated to the City (future extension of Highway 7). Therefore, the future private property area, will be 0.420 ha. Please refer to **Appendix B** for the proposed site plan and site statistics.

4.0 Terms of Reference and Methodology

4.1. Terms of Reference

The Terms of Reference used for the scope of this report was based on:

- City of Vaughan Engineering Design Criteria & Standard Drawings, June 2013;
- Ministry of Environment: Guidelines for the Design of Sanitary Sewage Works – 2008;
- Ministry of Environment: Design Guidelines for Drinking Water Systems – 2008;
- Ministry of Environment: Stormwater Management Planning and Design Manual – 2003;
- Ontario Building Code 2012 (O.B.C.)

4.2. Methodology: Stormwater Drainage and Management

This report provides an overview of the pre and post-development conditions and comments on opportunities to reduce peak flows. A more detailed Stormwater Management (Phase II) report will be prepared at the site plan application stage.

The proposed development will be designed to meet the City’s Design Criteria and Standard Drawings, the TRCA’s Stormwater Management Criteria and the standards of the Province of Ontario as set out in the Ministry of Environment (MOE) 2003 Stormwater Management Planning and Design Manual (SWMPD). The following design criteria will be reviewed:

- Post-development peak flow for the 100-year from the site should be controlled to the five (5)-year target flow;
- A specified rainfall depth of 5 mm is to be retained on-site as required by the TRCA; and
- A safe overland flow will be provided for all flows in excess of the 100-year storm event.

4.3. Methodology: Sanitary Discharge

The sanitary sewage discharge from the site will be determined using sanitary sewer design sheets that incorporate the land use and building statistics as supplied by the design team. The calculated values provide peak sanitary flow discharge that considers infiltration.

The estimated sanitary discharge flows from the proposed site will be calculated based on the criteria shown in Table 4.1.

Table 4.1 – Sanitary Flows

Usage	Design Flow	Units	Persons
Residential	364	Litres / capita / day	Single Family Residential = 4.0 persons/unit Apartments = 2.5 persons/unit

Based on the calculated peak flows, the adequacy of the existing infrastructure to support the proposed development will be discussed.

4.4. Methodology: Water Usage

The domestic water usage was calculated based on the City’s design criteria outlined in **Table 4.2**.

Table 4.2 – Water Usage

Usage	Water Demand	Units
Multi-Unit Dwellings	300	Litres / capita / day

Pressure and flow testing will be conducted on hydrants, in the vicinity of the proposed development to obtain existing flows, residual and static pressure on the existing infrastructure along Highway 7. The results will be compared to the anticipated domestic and fire protection usage to determine if there is adequate capacity to support the development. Upon receipt of the test results, an addendum to this report will be prepared and submitted to the City on the “Client’s” behalf.

5.0 Stormwater Management and Drainage

5.1. Existing Conditions

The existing site is currently occupied by three (3) one-storey residential dwelling and one (1) single-storey wooden framed garage. The northern part of the property drains towards Highway 7, while the southern part drains towards Hawman Avenue. According to available records, there is an existing 600mm storm sewer on Hawman Avenue running west towards Kipling Avenue.

The existing site run-off coefficient is calculated to be 0.36 according to the City’s stormwater management guidelines. **Table 5.1** shows the input parameters which are illustrated on the pre-development drainage area plan in **Figure DAP-1** in **Appendix C**.

Table 5.1 – Target Input Parameters

Catchment	Drainage Area (ha)	C	Tc (min.)
A1 Pre	0.420	0.36	7

Peak flows calculated for the existing conditions are shown in **Table 5.2**. Detailed calculations are in **Appendix C**.

Table 5.2 – Target Peak Flows

Catchment	Peak Flow Rational Method (L/s)		
	2-year	5-year	100-year
A1 Pre	41.1	57.1	103.1

As shown in **Table 5.2**, the post-development flows will need to be controlled to the target flow of 57.1 L/s.

5.2. Stormwater Management

In order to meet the City’s SWM criteria, the development flow rate is to be controlled to the five (5)-year target flow established in Section 5.2. Any excess flow will be retained on-site and will ultimately outlet into the existing storm infrastructure on Hawman Avenue. The post-development drainage area and runoff coefficient are indicated on Figure DAP-2, located in Appendix C and summarized in Table 5.3 below.

Table 5.3 – Post-development Input Parameters

Drainage Area	Drainage Area (ha)	Runoff Coefficient for 5-Year Return Period "c"	Runoff Coefficient for 100-Year Return Period "c"	Tc (min.)
A1 Post	0.420	0.65	0.83	7

5.2.1. Water Balance

As required by TRCA’s current strategy of the water balance, a rainfall depth of 5 mm must be retained over the entire parcel area. A 5 mm rainfall over the entire site equates to a required water balance volume of 20.99 m³. In order to achieve this, the following low impact development (LID) techniques may be implemented.

- Additional capture due to landscape areas;
- Retained to an underground area;
- Green roof and planters;
- Reused for irrigation purposes.

5.2.2. Quantity Controls

Using the City’s intensity-duration-frequency (IDF) data, modified rational method calculations were undertaken to determine the maximum storage required during each storm event. Results for the 2, 5 and 100-year storm events are provided in Table 5.4. The detailed post-development quantity control calculations are provided in Appendix C.

Table 5.4 – Post-development Quantity Control as per City Requirements

Storm Event	Storm Event	Target Flow (l/s)	Required Storage Tank Volume (m ³)
A1 Post (Controlled)	2-year	57.1	7.6
	5-year		19.9
	100-year		85.4

As shown in Table 5.5, in order to control post-development flows to 5-year pre-development conditions, a target flow of 57.1 L/s is to be satisfied. This can be achieved through the design and installation of stormwater holding tanks, flow control devices and/or roof storage, details of which will be provided through the detailed design stage during site plan application.

5.3. Groundwater Flow

As per the Hydrogeological Assessment prepared by Harden Environmental Services Ltd, dated February 27, 2018, the elevation of the water table have been recorded at depths of approximately 6.62 to 1.33m below grade elevation. Given that the proposed lowest basement's elevation is at 8.06m below grade, the building's basement elevation is within the water table. The estimated long-term inflow of groundwater through the perimeter walls is 2.41 L/m (0.64 USGM, 0.04 L/s), thus permanent groundwater drainage will be required through the installation of a Private Water Discharge System. The anticipated temporary total dewatering discharge was calculated at 312,470 L/day. Therefore, a Permit to Take Water (PTTW) will not be required by the Ministry of Environment and Climate Change (MOECC), however an Environmental Activity and Sector Registry (EASR) will be needed.

According to Phase two Environmental Site Assessment prepared by Rubidium Environmental, dated December 28, 2017, groundwater samples from our site complied with the applicable Table 3 Site Condition Standards (SCS) thus, there is no significant source of contamination and no movement of contaminants through groundwater regarding our site area. Following that fact, we do not foresee any issues discharging the groundwater directly to the City's Storm network, without a filtration system.

5.4. Proposed Storm Connection

The proposed development will connect to the existing 600mm storm sewer along Hawman Avenue, via a 200 mm storm sewer service connection, with a minimum grade of 2.00% (or equivalent pipe design). The post-development 100-year storm will be designed to match the five (5)-year pre-development storm. Therefore, this development will not adversely affect flow conditions downstream and the existing infrastructure on Hawman Avenue will be adequate to service this development. Flows above the 100-year event will be conveyed within pipes and overland to the adjacent municipal right-of-way (ROW). The "Proposed Servicing" Figure 3 in Appendix F indicates the stormwater service connection.

6.0 Sanitary Drainage System

6.1. Existing Sanitary Drainage System

The existing site is currently occupied by three (3) one-storey residential dwelling and one (1) single-storey wooden framed garage. According to available records, there is one (1) 350 mm sanitary sewer on Hawman Avenue flowing east and two (2) 250 mm sanitary sewers on Highway 7, located on the north and south side, flowing west.

6.2. Existing and Proposed Sanitary Flows

The sanitary flow generated by the proposed development at 5217-5225 Highway 7 was compared to the existing flow in order to quantify the net increase in the sanitary sewer.

Using the design criteria outlined in Section 4.3 and existing site information, the sanitary discharge flow from the existing residential buildings is estimated at 0.32 L/s, including infiltration. Detailed calculations can be found in Appendix D.

Similarly, using the design criteria and the proposed development statistics, the new building will discharge 7.62 L/s into the City's infrastructure.

6.3. Proposed Sanitary Connection

The proposed development will connect to the existing 350 mm diameter sanitary sewer on Hawman Avenue through a 150 mm sanitary sewer lateral connection at a minimum grade of 2.00% (or equivalent pipe design). The “Proposed Servicing” Figure 3 in Appendix F indicates the sanitary service connection.

7.0 Water Supply System

7.1. Existing System

The existing watermain system consists of a 450 mm diameter watermain on the south side of Highway 7 and a 150 mm diameter watermain on the south side of Hawman Avenue. Upon receipt of the fire hydrant test results in spring of 2018, an addendum to this report will be prepared and submitted to the City on the Clients behalf.

7.2. Proposed Water Supply Requirements

The estimated water consumption was calculated based on the occupancy rates shown on Table 4.2, based on the City’s watermain design criteria. It is anticipated that an average consumption of approximately 1.55 L/s (133,920 L/day), a maximum daily consumption of 2.78 L/s (240,192 L/day) and a peak hourly demand of 4.64 L/s (16,704 L/hr) will be required to service this development with domestic water. Detailed calculations are found in Appendix E.

The fire flow requirements we estimated using the method prescribed by the Fire Underwriters Survey (FUS) be undertaken to assess the minimum requirement for fire suppression. The fire flow calculations is normally conducted for the largest storey, by area, and for the two immediately adjacent storeys.

As a result we have selected the equally greatest Levels 02, 03 and 04, which result to the greatest fire flow required for this development. Table 7.1 illustrates the input parameters used for the FUS calculations. According to our calculations, a minimum fire suppression flow of approximately 123.75 L/s (1961.48 USGPM) will be required. Refer to detailed calculations found in Appendix E.

Table 7.1 – Fire Flow Input Parameters

Parameter	Frame used for Building	Combustibility of Contents	Presence of Sprinklers	Separation Distance			
				North	East	South	West
Value according to FUS options	Ordinary Construction	Non-Combustible	Yes	Road	3.1m - 10m	Road	3.1m - 10m
Surcharge/reduction from base flow	0.8	25%	30%	0%	20%	0%	20%

In summary, the required design flow is the sum of ‘the minimum fire suppression flow’ and ‘maximum daily demand’ (123.75 + 2.78 = 126.53 L/s, 2006 USGPM).

Following the fire hydrant test, an addendum to this report will be prepared and submitted to the City on the Clients’ behalf, to confirm that the existing network can support the proposed development.

7.3. Proposed Watermain Connection

The proposed development will be serviced by a 200 mm diameter fire and a 100 mm domestic water service. According to City's standard drawing I-3, the water service will be split one (1) m from the property line, and valve and chamber will be installed at the property line. The proposed water service will be connected to the existing 450 mm diameter watermain on the south side of Kipling Avenue. The "Proposed Servicing" Figure 3 in Appendix F indicates the watermain service connection.

8.0 Site Grading

8.1. Existing Grades

The existing site is currently occupied by three (3) one-storey residential dwelling and one (1) single-storey wooden framed garage. The northern part of the property drains towards Highway 7, while the southern part drains towards Hawman Avenue.

8.2. Proposed Grades

The proposed grades will improve the existing drainage conditions to meet the City's/Regional requirements. Grades will be maintained along the property line wherever feasible and emergency overland flow will be directed to adjacent tight of ways.

9.0 Conclusions and Recommendations

Based on our investigations, we conclude the following:

Storm Drainage

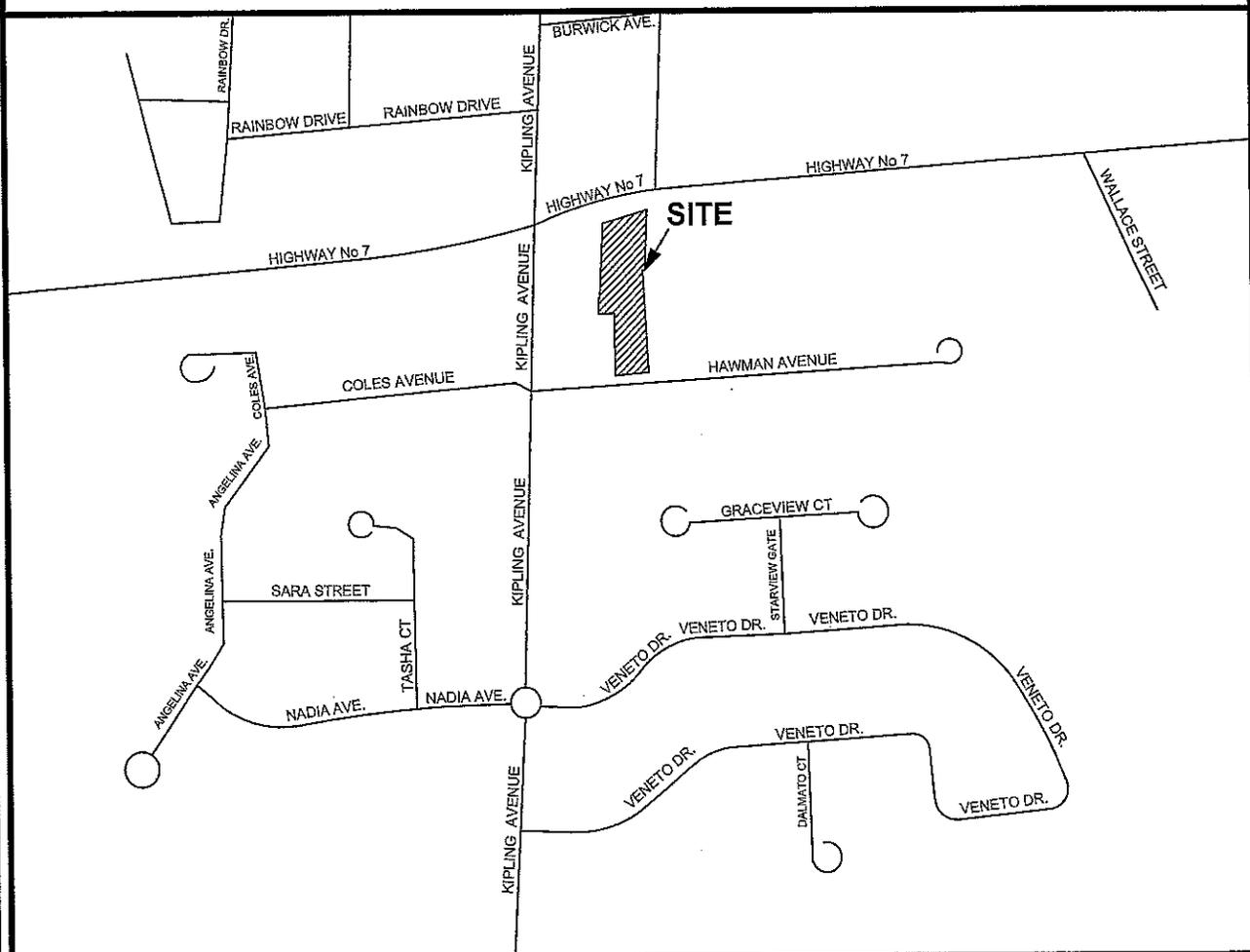
A more detailed Stormwater Management report (Phase II) will be prepared during the site plan application stage. The site stormwater discharge will be controlled to the 5-year pre-development flow and will be connected to the existing 600mm storm sewer on Hawman Avenue. In order to attain the target flows and meet the City's SWM, quantity controls will be utilized and up to 85.4 m³ of total storage will be required. The (SWM) system will be designed to provide enhanced level (Level 3) protection as specified by the Ministry of Environment (MOE). During Site Plan Application, a detailed analysis will be provided to assess the water quality on site and determine additional measures in order to achieve a minimum total suspended solids (TSS) removal of 80%.

Sanitary Sewers

The development will connect to the existing 350 mm sanitary sewer located on Hawman Avenue flowing west, via a 150mm diameter lateral pipe. The additional net discharge flow from the proposed development, is anticipated at approximately 7.30 L/s.

Water Supply

Water supply for the site will be from the existing 450 mm diameter watermain on south side of Highway 7. It is anticipated that a total design flow of 126.53 L/s will be required to support the proposed development. Upon receipt of the fire hydrant test results in spring of 2018, an addendum to this report will be prepared and submitted to the City on the "Client's" behalf.



LOCATION PLAN
 RESIDENTIAL USE DEVELOPMENT
 5217-5225 HIGHWAY 7
 VAUGHAN, ONTARIO

150 Bermondsey Road, Toronto, Ontario M4A 1Y1

DATE:	APRIL 2018	PROJECT No:	UD17-078
SCALE:	N.T.S.	FIGURE No:	FIG 1



Lithos

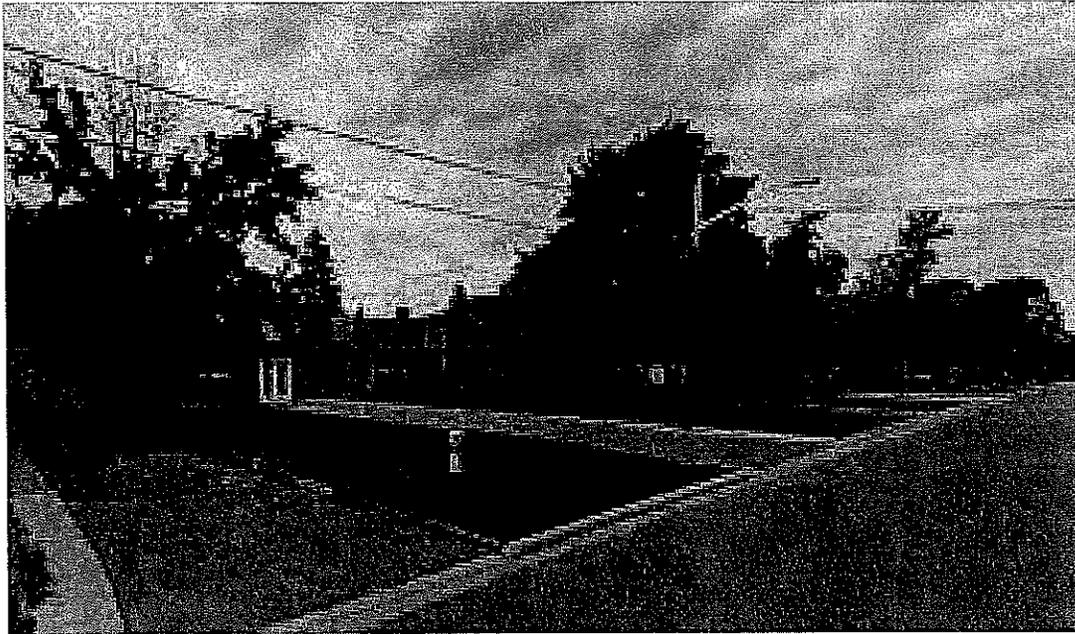
150 Bermondsey Road, Toronto, Ontario M4A 1Y1

AERIAL PLAN
 RESIDENTIAL USE DEVELOPMENT
 5217-5225 HIGHWAY 7
 VAUGHAN, ONTARIO

DATE:	APRIL 2018	PROJECT No:	UD17-078
SCALE:	N.T.S.	FIGURE No:	FIG 2

APPENDIX A

Site Photographs



South-West Corner of Property – Facing East towards North-East



South-East Corner of Property – Facing North-West



North-East Corner of Property – Facing South- West

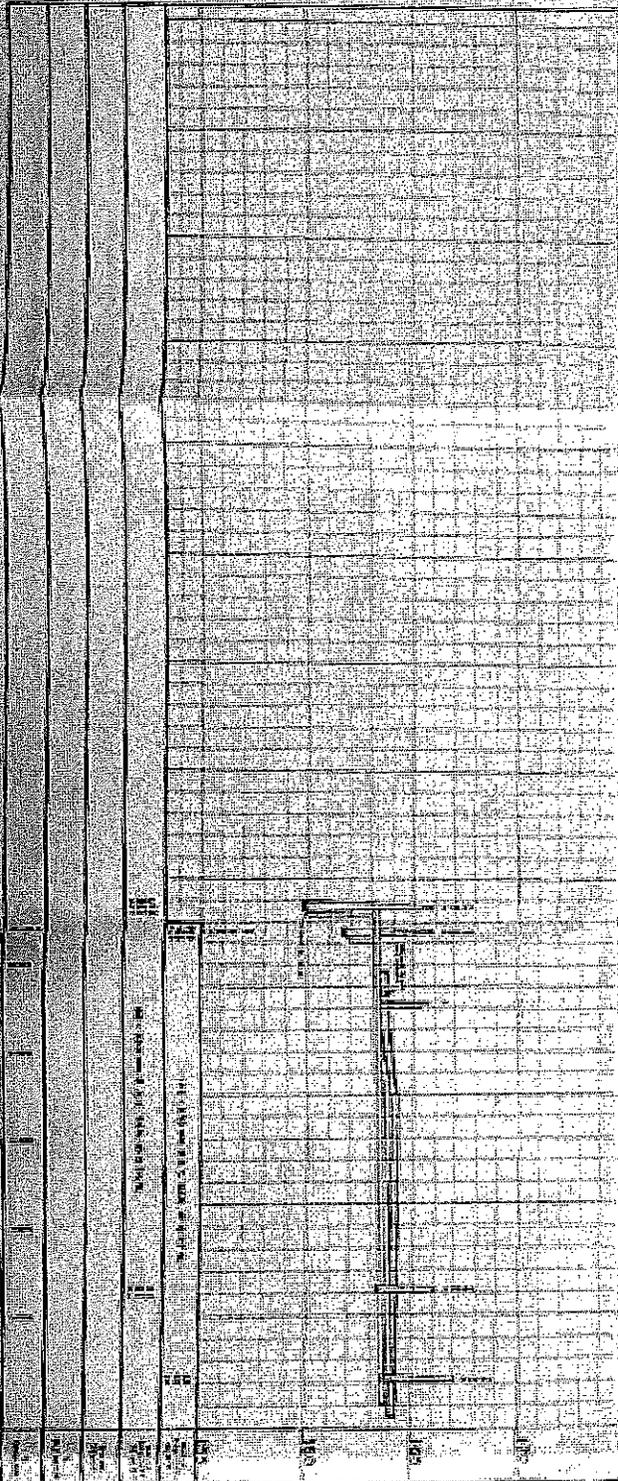
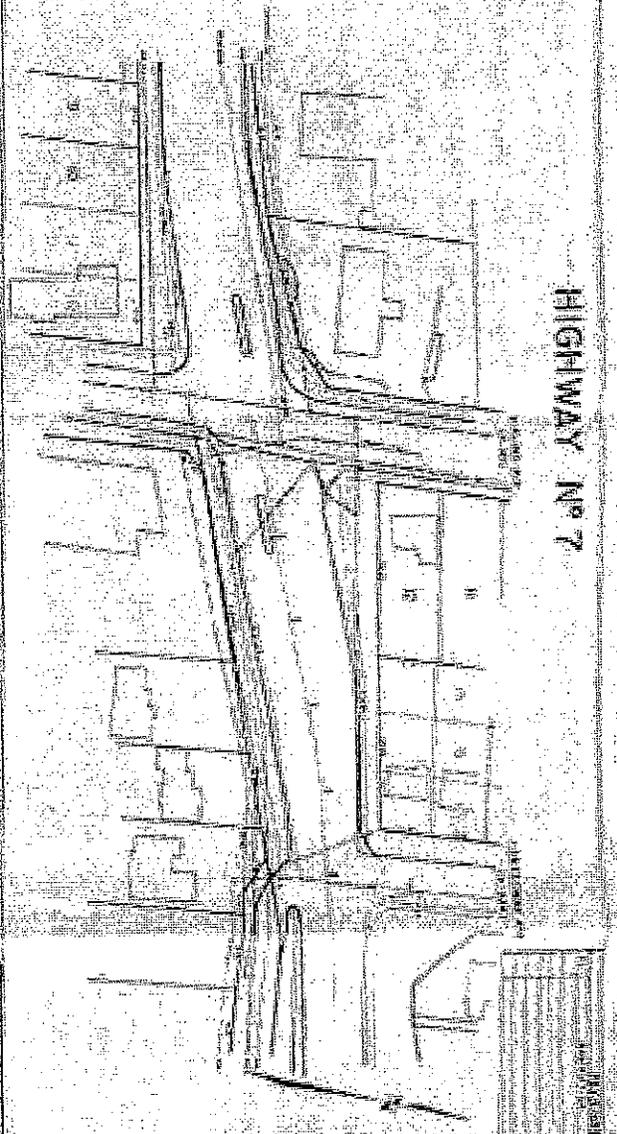


North-West Corner of Property – Facing South-East

APPENDIX B

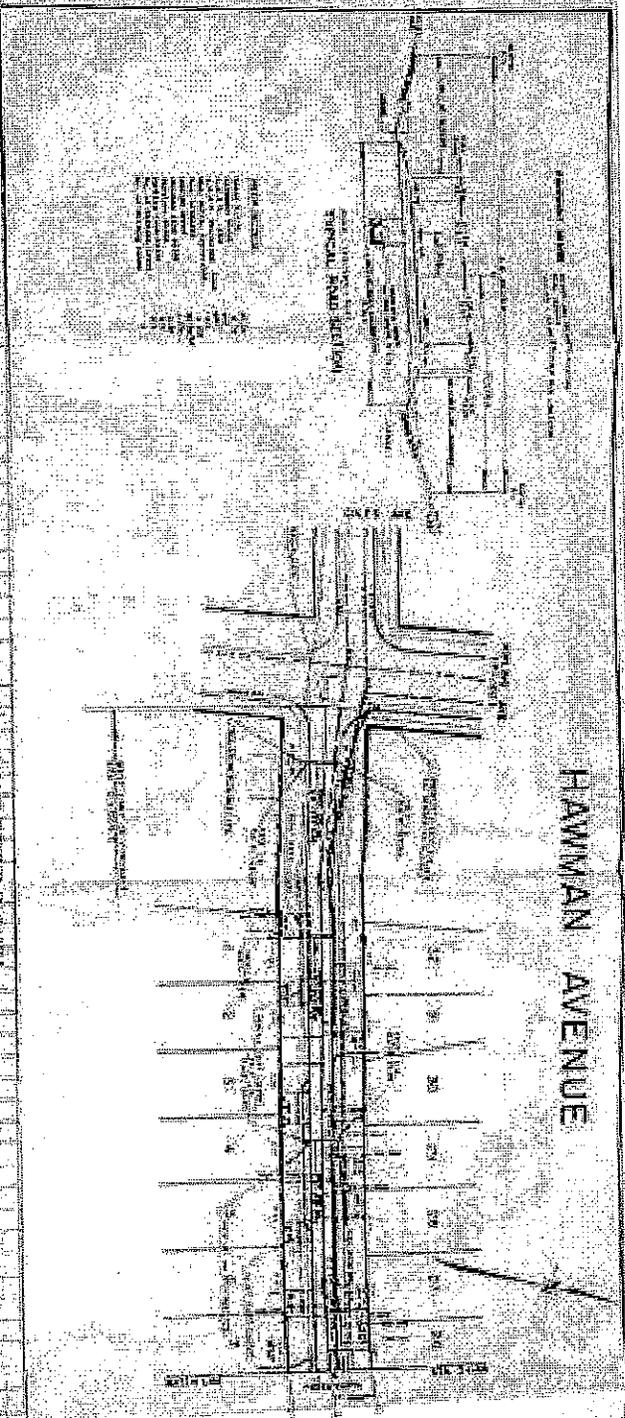
Background Information

HIGHWAY No 7



TOWN OF VALDRIAN	
HIGHWAY NO. 7	
SITE PLAN FOR IMPROVEMENTS	
DATE: 1958	
DRAWN BY: [Name]	
CHECKED BY: [Name]	
APPROVED BY: [Name]	
SCALE: 1" = 100'	
SHEET NO. 1 OF 1	

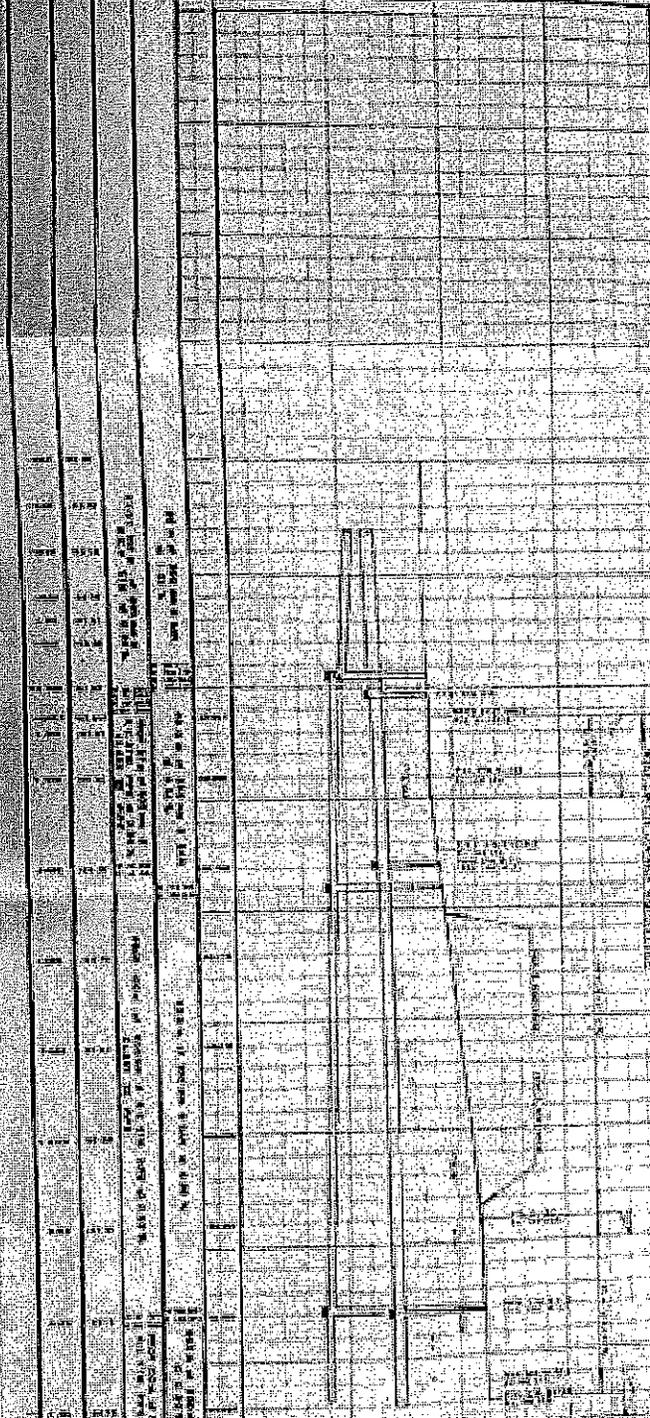
HAWAIIAN AVENUE



1. All lots shown on this map are subject to the provisions of the Hawaiian Avenue Improvement Act, Chapter 208, Acts of the Legislature of the Territory of Hawaii, 1913, as amended.

Lot No.	Area (sq. ft.)	Owner
1	10,000	John Doe
2	10,000	Jane Smith
3	10,000	Bob Johnson
4	10,000	Charlie Brown
5	10,000	Diana White
6	10,000	Frank Green
7	10,000	Grace Black
8	10,000	Henry Blue
9	10,000	Irene Yellow
10	10,000	Jack Purple

THE TOWN OF WAUGHMAN
 ENGINEERS AND ARCHITECTS
 1000 KAPUNUI AVENUE
 HONOLULU, HAWAII



TOWN OF WAUGHMAN
HAWAIIAN AVENUE
 KIPUNUI DRIVE TO STA. 0+00.00

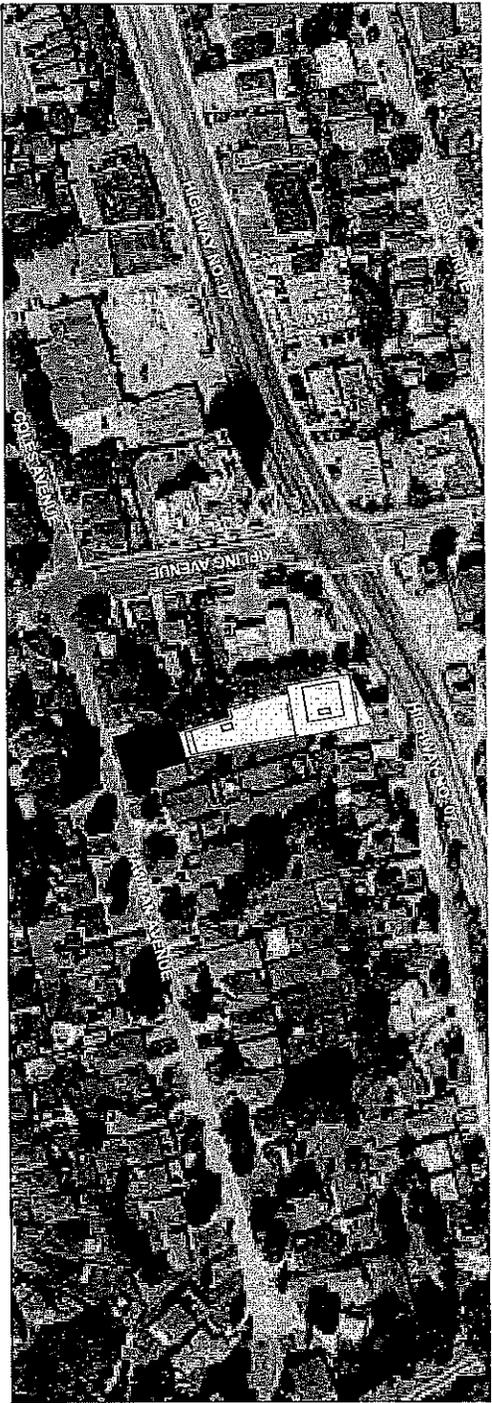
1. All lots shown on this map are subject to the provisions of the Hawaiian Avenue Improvement Act, Chapter 208, Acts of the Legislature of the Territory of Hawaii, 1913, as amended.

2. The area shown on this map is subject to the provisions of the Hawaiian Avenue Improvement Act, Chapter 208, Acts of the Legislature of the Territory of Hawaii, 1913, as amended.

3. The area shown on this map is subject to the provisions of the Hawaiian Avenue Improvement Act, Chapter 208, Acts of the Legislature of the Territory of Hawaii, 1913, as amended.

4. The area shown on this map is subject to the provisions of the Hawaiian Avenue Improvement Act, Chapter 208, Acts of the Legislature of the Territory of Hawaii, 1913, as amended.

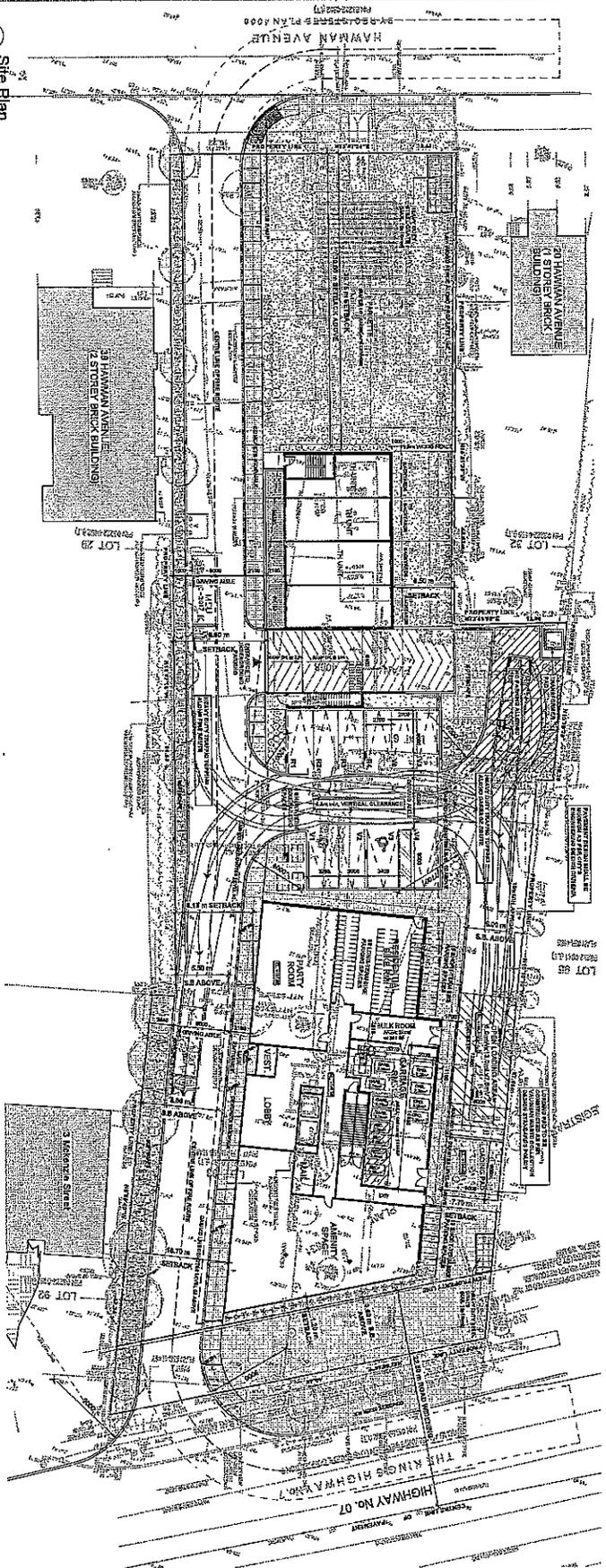
5. The area shown on this map is subject to the provisions of the Hawaiian Avenue Improvement Act, Chapter 208, Acts of the Legislature of the Territory of Hawaii, 1913, as amended.



2 Aerial Orthographic
1:1,000

SITE LEGEND

	PROPOSED USE
	SHADED EXTENSION
	PROPOSED EXTENSION
	SHADED EXTENSION/PROPOSED
	PROPOSED FOOT
	PROPOSED WALL
	PROPOSED ROOF
	PROPOSED FLOOR
	PROPOSED FOUNDATION
	PROPOSED STRUCTURE
	PROPOSED FOUNDATION
	PROPOSED STRUCTURE



1 Site Plan
1:1,200

5225
HIGHWAY NO. 07
WOODBRIDGE, ONT

CLIENT
THE KING'S HIGHWAY
1000 KING AVENUE
WOODBRIDGE, ONTARIO
L4L 1C4

PROJECT NO.
1700

SCALE:
AS SHOWN

DATE:
SEP. 15, 2017

DRAWN BY:
A101

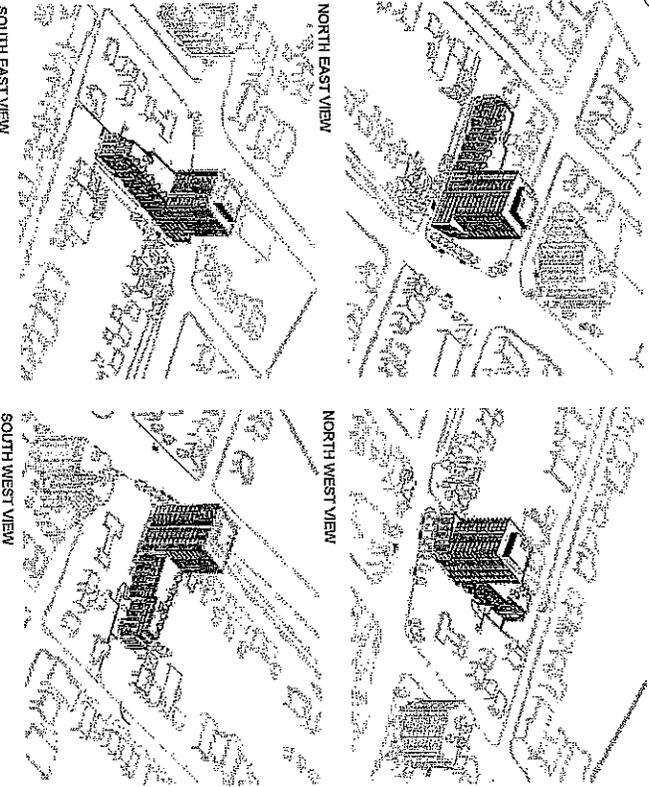
DRAWING TITLE
Aerial Orthographic &
Site Plan

DRAWING NUMBER
A101

NOTES:
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8. THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED BY HIM/HIS FIRM AND DOES NOT EXTEND TO ANY OTHER MATTER.
9. THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED BY HIM/HIS FIRM AND DOES NOT EXTEND TO ANY OTHER MATTER.
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1 Context Plan



Project Statistics

4203 Highway 07, Woodbridge, Ontario

Project Name: 4203 Highway 07, Woodbridge, Ontario
 Project Address: 4203 Highway 07, Woodbridge, Ontario
 Project Owner: [Redacted]
 Project Manager: [Redacted]
 Project Engineer: [Redacted]

Item	Description	Quantity	Unit	Notes
1	Site Preparation	1	Lot	
2	Foundation	1	Lot	
3	Structure	1	Lot	
4	Interior Finishes	1	Lot	
5	Exterior Finishes	1	Lot	
6	Landscaping	1	Lot	

Item	Description	Quantity	Unit	Notes
7	Site Preparation	1	Lot	
8	Foundation	1	Lot	
9	Structure	1	Lot	
10	Interior Finishes	1	Lot	
11	Exterior Finishes	1	Lot	
12	Landscaping	1	Lot	

Item	Description	Quantity	Unit	Notes
13	Site Preparation	1	Lot	
14	Foundation	1	Lot	
15	Structure	1	Lot	
16	Interior Finishes	1	Lot	
17	Exterior Finishes	1	Lot	
18	Landscaping	1	Lot	

Item	Description	Quantity	Unit	Notes
19	Site Preparation	1	Lot	
20	Foundation	1	Lot	
21	Structure	1	Lot	
22	Interior Finishes	1	Lot	
23	Exterior Finishes	1	Lot	
24	Landscaping	1	Lot	

Item	Description	Quantity	Unit	Notes
25	Site Preparation	1	Lot	
26	Foundation	1	Lot	
27	Structure	1	Lot	
28	Interior Finishes	1	Lot	
29	Exterior Finishes	1	Lot	
30	Landscaping	1	Lot	

Item	Description	Quantity	Unit	Notes
31	Site Preparation	1	Lot	
32	Foundation	1	Lot	
33	Structure	1	Lot	
34	Interior Finishes	1	Lot	
35	Exterior Finishes	1	Lot	
36	Landscaping	1	Lot	

Item	Description	Quantity	Unit	Notes
37	Site Preparation	1	Lot	
38	Foundation	1	Lot	
39	Structure	1	Lot	
40	Interior Finishes	1	Lot	
41	Exterior Finishes	1	Lot	
42	Landscaping	1	Lot	

Item	Description	Quantity	Unit	Notes
43	Site Preparation	1	Lot	
44	Foundation	1	Lot	
45	Structure	1	Lot	
46	Interior Finishes	1	Lot	
47	Exterior Finishes	1	Lot	
48	Landscaping	1	Lot	

5225
HIGHWAY NO. 07
WOODBRIDGE, ON

Item	Description	Quantity	Unit	Notes
49	Site Preparation	1	Lot	
50	Foundation	1	Lot	
51	Structure	1	Lot	
52	Interior Finishes	1	Lot	
53	Exterior Finishes	1	Lot	
54	Landscaping	1	Lot	

Item	Description	Quantity	Unit	Notes
55	Site Preparation	1	Lot	
56	Foundation	1	Lot	
57	Structure	1	Lot	
58	Interior Finishes	1	Lot	
59	Exterior Finishes	1	Lot	
60	Landscaping	1	Lot	

CLIENT

 Project Name: [Redacted]
 Project Address: [Redacted]

Scale: As indicated
Date: 04/15/2017
Drawn by: [Redacted]

Project No.: [Redacted]
Scale: As indicated
Date: 04/15/2017
Drawn by: [Redacted]

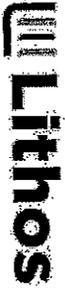
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Drawing Number: A001

Drawing Title: Context Plan, Project Statistics & Drawing List
Drawing Number: A001

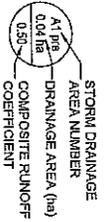
APPENDIX C

Storm Analysis

150 Bernersley Road, North York, Ontario M4A 1Y1

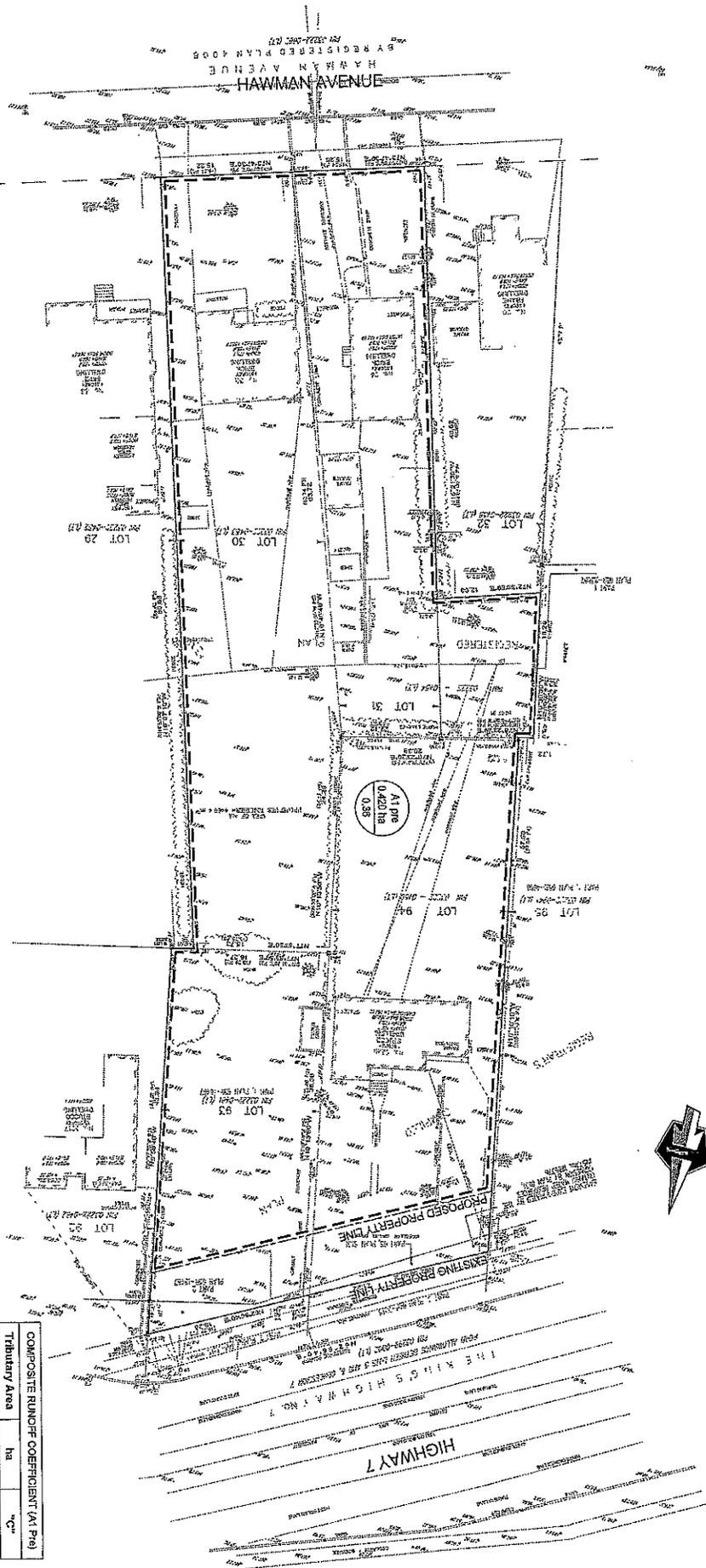


LEGEND



COMPOSITE RUNOFF COEFFICIENT (A1 P66)			
Tributary Area	ha	"c"	
Handicapped	0.069	0.90	
Landscaped	0.351	0.25	
Totals	0.420	0.35	

PRE-DEVELOPMENT DRAINAGE AREA PLAN
 RESIDENTIAL USE DEVELOPMENT
 6375 525 HOGANWAY
 VANDERBILT, ONTARIO
 DATE: APRIL 2018 PROJECT No: J017-078
 SCALE: N.T.S. FIGURE No: DAP-1





Prepared by: John Pasalidis, P.E., M.A.Sc.
 Reviewed by: Nick Moutzouris, P.Eng., M.A.Sc.

**Rational Method
 Pre-Development Flow Calculation**

5217-5225 Highway 7
 File No. UD17-078
 City of Vaughan
 Date: April 2018

Input Parameters

Area Number	Area (ha)	C	Tc (min.)
A1 pre	0.420	0.36	7

Rational Method Calculation

Event 2 yr
 IDF Data Set City of Vaughan
 a = 647.70
 b = 4.00
 c = -0.784

COMPOSITE RUNOFF COEFFICIENT (A1 Pre)		
	Area (ha)	"C"
Landscaped	0.351	0.25
Hardscaped	0.069	0.90
Composite (R5)	0.420	0.36

Area Number	A (ha)	C	AC	Tc (min.)	I (mm/h)	Q (m ³ /s)	Q (L/s)
A1 pre	0.420	0.36	0.15	7	98.8	0.041	41.1

Event 5 yr
 IDF Data Set City of Vaughan
 a = 929.6
 b = 4.0
 c = -0.798

Area Number	A (ha)	C	AC	Tc (min.)	I (mm/h)	Q (m ³ /s)	Q (L/s)
A1 pre	0.420	0.36	0.15	7	137.2	0.057	57.1

Event 100 yr
 IDF Data Set City of Vaughan
 a = 1770.0
 b = 4.0
 c = -0.820

Area Number	A (ha)	C	AC	Tc (min.)	I (mm/h)	Q (m ³ /s)	Q (L/s)
A1 pre	0.420	0.36	0.15	7	247.8	0.103	103.1

150 Bernonsey Road, North York, Ontario M4A 1V1

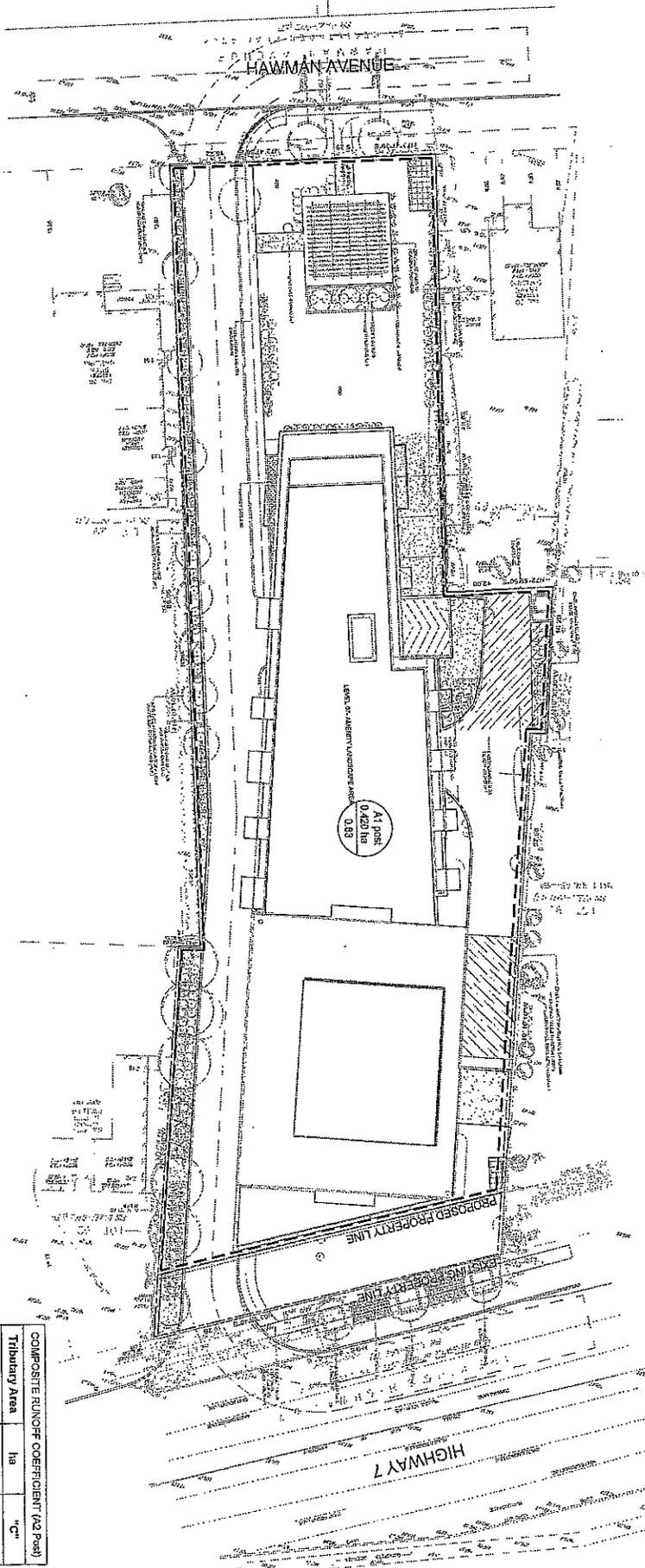


LEGEND

- STORM DRAINAGE AREA NUMBER
 DRAINAGE AREA (ha)
 COMPOSITE RUNOFF COEFFICIENT
- POST-DEVELOPMENT STORM DRAINAGE AREA
 PROPERTY LINE

COMPOSITE RUNOFF COEFFICIENT (A2 Post)		
Tributary Area	ha	"C"
Hardscaped	0.280	0.80
Landscaped	0.160	0.25
Totals	0.440	0.65
R ₁₀₀ = 0.54R ₁ + 0.5		

PRE-DRAWN/REVISION
 DRAINAGE AREA PLAN
 RESIDENTIAL USE DEVELOPMENT
 5475 52ND HIGHWAY 7
 VAUGHAN, ONTARIO
 DATE: APRIL 2018 PROJECT No: UD17-078
 SCALE: N.T.S. FIGURE No: DAF 2





**Modified Rational Method - 2 Year Storm
Site Flow and Storage Summary**

5217-5225 Highway 7

File No: UD17-078

Date: April 2018

Prepared by: John Pasalidis, P.E., M.A.Sc.

Reviewed by: Nick Moutzouris, P.Eng., M.A.Sc.

		Drainage Area A1 Post Controlled			
Minimum Residential Development Runoff Coefficient (Block townhousing, Stack townhousing, apartments) = 0.65		Area (A1) =	0.420	ha	
		"C" =	0.65		
		AC2 =	0.274		
		Tc =	7.0	min	
		Time Increment =	5.0	min	
		Max. Release Rate =	75.2	L/s	
		Site Release rate =	57.06	L/s	
		Groundwater =	0.04	L/s	
		5-yr Pre-Development Site Release Rate =	57.1	L/s	
2-Year Design Storm		Minimum Storage Required =	7.6	m ³	
a =	647.70	Area (ha)		"C"	
b =	4.00	Landscaped	0.160	0.25	
c =	-0.784	Hardscaped	0.260	0.90	
l =	a (b + t) ^a	Composite (R5)	0.420	0.65	
(1)	(2)	(3)	(4)	(4)	(5)
Time	Rainfall	Storm	Runoff	Target Released	Total Required
	Intensity	Runoff (A1 post)	Volume	Volume	Storage
(min)	(mm/hr)	(m ³ /s)	(m ³)	(m ³)	(m ³)
7.0	98.8	0.075	31.60	23.97	7.63
12.0	73.7	0.056	40.38	41.08	0.00
17.0	59.5	0.045	46.22	58.20	0.00
22.0	50.4	0.038	50.59	75.32	0.00
27.0	43.9	0.033	54.09	92.44	0.00
32.0	39.0	0.030	57.01	109.56	0.00
37.0	35.2	0.027	59.53	126.67	0.00
42.0	32.2	0.025	61.75	143.79	0.00
47.0	29.7	0.023	63.73	160.91	0.00
52.0	27.6	0.021	65.52	178.03	0.00
57.0	25.8	0.020	67.17	195.15	0.00
62.0	24.3	0.018	68.68	212.26	0.00
67.0	22.9	0.017	70.09	229.38	0.00
72.0	21.7	0.017	71.41	246.50	0.00
77.0	20.7	0.016	72.65	263.62	0.00
82.0	19.7	0.015	73.81	280.74	0.00
87.0	18.9	0.014	74.92	297.85	0.00
92.0	18.1	0.014	75.97	314.97	0.00
97.0	17.4	0.013	76.98	332.09	0.00
102.0	16.7	0.013	77.94	349.21	0.00
107.0	16.1	0.012	78.85	366.33	0.00
112.0	15.6	0.012	79.74	383.44	0.00
117.0	15.1	0.011	80.59	400.56	0.00
122.0	14.6	0.011	81.40	417.68	0.00
127.0	14.2	0.011	82.19	434.80	0.00
132.0	13.8	0.010	82.96	451.92	0.00
137.0	13.4	0.010	83.70	469.03	0.00
142.0	13.0	0.010	84.41	486.15	0.00
147.0	12.7	0.010	85.11	503.27	0.00
152.0	12.4	0.009	85.78	520.39	0.00
157.0	12.1	0.009	86.44	537.51	0.00
162.0	11.8	0.009	87.08	554.62	0.00
167.0	11.5	0.009	87.70	571.74	0.00
172.0	11.2	0.009	88.31	588.86	0.00
177.0	11.0	0.008	88.91	605.98	0.00
182.0	10.8	0.008	89.48	623.10	0.00
187.0	10.5	0.008	90.05	640.21	0.00
192.0	10.3	0.008	90.60	657.33	0.00
197.0	10.1	0.008	91.15	674.45	0.00
202.0	9.9	0.008	91.69	691.57	0.00
207.0	9.6	0.007	92.19	708.69	0.00
212.0	9.6	0.007	92.70	725.80	0.00
217.0	9.4	0.007	93.20	742.92	0.00
222.0	9.2	0.007	93.69	760.04	0.00
227.0	9.1	0.007	94.17	777.16	0.00
232.0	8.9	0.007	94.65	794.28	0.00
237.0	8.8	0.007	95.11	811.39	0.00
242.0	8.6	0.007	95.56	828.51	0.00
247.0	8.5	0.006	96.01	845.63	0.00
252.0	8.4	0.006	96.45	862.75	0.00
257.0	8.3	0.006	96.89	879.87	0.00



**Modified Rational Method - 5 Year Storm
Site Flow and Storage Summary**

5217-5225 Highway 7

File No: UD17-078

Date: April 2018

Prepared by: John Pasalidis, P.E., M.A.Sc.

Reviewed by: Nick Moutzouris, P.Eng., M.A.Sc.

		Drainage Area A1 Post Controlled			
Minimum Residential Development Runoff Coefficient (Block townhousing, Stack townhousing, apartments) = 0.65		Area (A1) =	0.420	ha	
		"C" =	0.65		
		AC2 =	0.274		
		Tc =	7.0	min	
		Time Increment =	5.0	min	
		Max. Release Rate =	104.4	L/s	
		Site Release rate =	57.06	L/s	
		Groundwater =	0.04	L/s	
		5-yr Pre-Development Site Release Rate =	57.1	L/s	
5-Year Design Storm		Minimum Storage Required =	19.9	m ³	
a =	929.60	Area (ha)		"C"	
b =	4.00	Landscaped	0.160	0.25	
c =	-0.798	Hardscaped	0.260	0.90	
l =	a (b + t) ^c	Composite (R5)	0.420	0.65	
(1)	(2)	(3)	(4)	(4)	(5)
Time	Rainfall	Storm	Runoff	Target Released	Total Required
	Intensity	Runoff (A1 post)	Volume	Volume	Storage
(min)	(mm/hr)	(m ³ /s)	(m ³)	(m ³)	(m ³)
7.0	137.2	0.104	43.85	23.97	19.88
12.0	101.7	0.077	55.74	41.08	14.66
17.0	81.9	0.062	63.56	58.20	5.36
22.0	69.0	0.053	69.37	75.32	0.00
27.0	60.0	0.046	73.99	92.44	0.00
32.0	53.3	0.041	77.82	109.56	0.00
37.0	48.0	0.037	81.11	126.67	0.00
42.0	43.8	0.033	84.00	143.79	0.00
47.0	40.3	0.031	86.57	160.91	0.00
52.0	37.4	0.028	88.89	178.03	0.00
57.0	35.0	0.027	91.01	195.15	0.00
62.0	32.8	0.025	92.96	212.26	0.00
67.0	31.0	0.024	94.77	229.38	0.00
72.0	29.3	0.022	96.46	246.50	0.00
77.0	27.9	0.021	98.04	263.62	0.00
82.0	26.6	0.020	99.54	280.74	0.00
87.0	25.4	0.019	100.95	297.85	0.00
92.0	24.3	0.019	102.29	314.97	0.00
97.0	23.4	0.018	103.57	332.09	0.00
102.0	22.5	0.017	104.79	349.21	0.00
107.0	21.7	0.017	105.95	366.33	0.00
112.0	20.9	0.016	107.07	383.44	0.00
117.0	20.2	0.015	108.15	400.56	0.00
122.0	19.6	0.015	109.18	417.68	0.00
127.0	19.0	0.014	110.18	434.80	0.00
132.0	18.4	0.014	111.15	451.92	0.00
137.0	17.9	0.014	112.08	469.03	0.00
142.0	17.4	0.013	112.99	486.15	0.00
147.0	17.0	0.013	113.86	503.27	0.00
152.0	16.5	0.013	114.72	520.39	0.00
157.0	16.1	0.012	115.54	537.51	0.00
162.0	15.7	0.012	116.35	554.62	0.00
167.0	15.4	0.012	117.13	571.74	0.00
172.0	15.0	0.011	117.90	588.86	0.00
177.0	14.7	0.011	118.64	605.98	0.00
182.0	14.4	0.011	119.37	623.10	0.00
187.0	14.1	0.011	120.08	640.21	0.00
192.0	13.8	0.010	120.77	657.33	0.00
197.0	13.5	0.010	121.45	674.45	0.00
202.0	13.2	0.010	122.12	691.57	0.00
207.0	13.0	0.010	122.77	708.69	0.00
212.0	12.7	0.010	123.41	725.80	0.00
217.0	12.5	0.010	124.03	742.92	0.00
222.0	12.3	0.009	124.64	760.04	0.00
227.0	12.1	0.009	125.24	777.16	0.00
232.0	11.9	0.009	125.83	794.28	0.00
237.0	11.7	0.009	126.41	811.39	0.00
242.0	11.5	0.009	126.98	828.51	0.00
247.0	11.3	0.009	127.54	845.63	0.00
252.0	11.1	0.008	128.09	862.75	0.00
257.0	11.0	0.008	128.63	879.87	0.00

APPENDIX D

Sanitary Data Analysis



SANITARY SEWER DESIGN SHEET
5217-5225 Highway 7
CITY OF VAUGHAN

LOCATION	RESIDENTIAL				INDUSTRIAL			INSTITUTIONAL		FLOW				INFILTRATION		TOTAL		SEWER DESIGN				
	SECTION AREA (ha)	Single Fam. Dwells @ 4.0 pps	Townhouse @ 25.0 pps	Apartments @ 25.0 pps	SECTION POP. (persons)	SECTION AREA (ha)	SECTION POP. (persons)	SECTION AREA (ha)	SECTION POP. (persons)	AVERAGE RESIDENTIAL FLOW @ 384 L/d @ (L/s)	HARBOR FLEADING FACTOR	RES. PEAK FLOW (L/s)	AVERAGE INDUSTRIAL FLOW @ 384 L/d (L/s)	AVERAGE INSTITUTIONAL FLOW @ 384 L/d (L/s)	TOTAL ACCUM. AREA (ha)	INFILT. @ 0.25 L/d/k (L/s)	DESIGN FLOW (L/s)	PIPE LENGTH (m)	PIPE DIA. (mm)	SLOPE (%)	FULL FLOW CAPACITY (L/sec)	% OF DESIGN CAPACITY (%)
Existing Condition	0.469	0	0	0	12	0	0	0	0	0.05	4.00	0.20	0.00	0.00	0.469	0.122	0.32	18	19	20	21	22
Proposed Condition	0.469	0	0	0	445	0	0	0	0	1.87	4.00	7.50	0.00	0.00	0.469	0.122	7.62	50	50	20%	21.24	39%
<p>Residential Flow Rate - 364 litres/cap/day Employment Flow Rate - 369 litres/cap/day Infiltration - 0.25 L/s Parking Factor = $1 + R/4 + P^{0.5}$, P=Population in thousands Site Area: 0.469 Ha</p>																						
Prepared by: John Pasalidis, P.E., M.A.Sc. Reviewed by: Nick Koutouris, P.Eng., M.A.Sc. Date: April 2018										Project: 5217-5225 Highway 7 City of Vaughan												
										Sheet 1 OF 1												

APPENDIX E

Water Data Analysis



WATER DEMAND

5217-5225 Highway 7

File No: UD17-078

Date: April 2018

Prepared by: John Pasalidis, P.E., M.A.Sc.

Reviewed By: Nick Moutzouris, P.Eng., M.A.Sc.

Fire Flow Calculation

1 $F = 220 C (A)^{1/2}$

Where F= Fire flow in Lpm

C= construction type coefficient

= 0.8 ordinary construction

A = total floor area in sq.m. including basement (main use)

	Area Applied	
Level 02=	1745.0 m ²	100%
Level 03=	1745.0 m ²	25%
Level 04=	1745.0 m ²	25%
=	2,618 sq.m.	

Note 1: The levels indicated, reference the floors with the largest areas

F = 9,004.43 L/min

F = 9,000 L/min Round to nearest 100 l/min

2 Occupancy Reduction

25% reduction for non-combustible occupancy

F = 6750 L/min

3 Sprinkler Reduction

30% Reduction for NFPA Sprinkler System

F = 4725 l/min

4 Separation Charge

0% North Road
 20% East 3.1m to 10m
 0% South Road
 20% West 3.1m to 10m
 40% Total Separation Charge

2700 L/min

F = 7,425.00 L/min

123.75 L/s

F = 1962 US GPM

Domestic Flow Calculations

Population =	445 from Sanitary Design Sheet	
Retail Population =	0 from Site Statistics - Retail	
Average Day Demand =	300 L/cap/day	1 US Gallon=3.785 L
=	1.55 L/s	
=	24 US GPM	1 US GPM=15.852L/s

Max. Daily Demand Peaking Factor = 1.80
 Max. Daily Demand = 2.78 L/s = 44 US GPM

or

Max. Hourly Demand Peaking Factor = 3.00
 Max. Hourly Demand = 4.64 L/s = 73 US GPM

Max Daily Demand = 2.78 L/s
 Fire Flow = 123.75 L/s

**Required 'Design' Flow = 126.53 L/s
 2006 US GPM**

Note: Required 'Design' Flow is the maximum of either:
 1) Fire Flow + Maximum Daily Demand
 2) Maximum Hourly Demand

APPENDIX F

Engineering Figures

150 Beaconsley Road, North York, Ontario M4A 1Y1



LEGEND

- PROPERTY LINE
- EX-COMBINED SEWER
- EX-STORMWATER SEWER
- EX-WATERMAIN
- PROP-SANITARY SEWER
- PROP-STORMWATER SEWER
- PROP-WATERMAIN

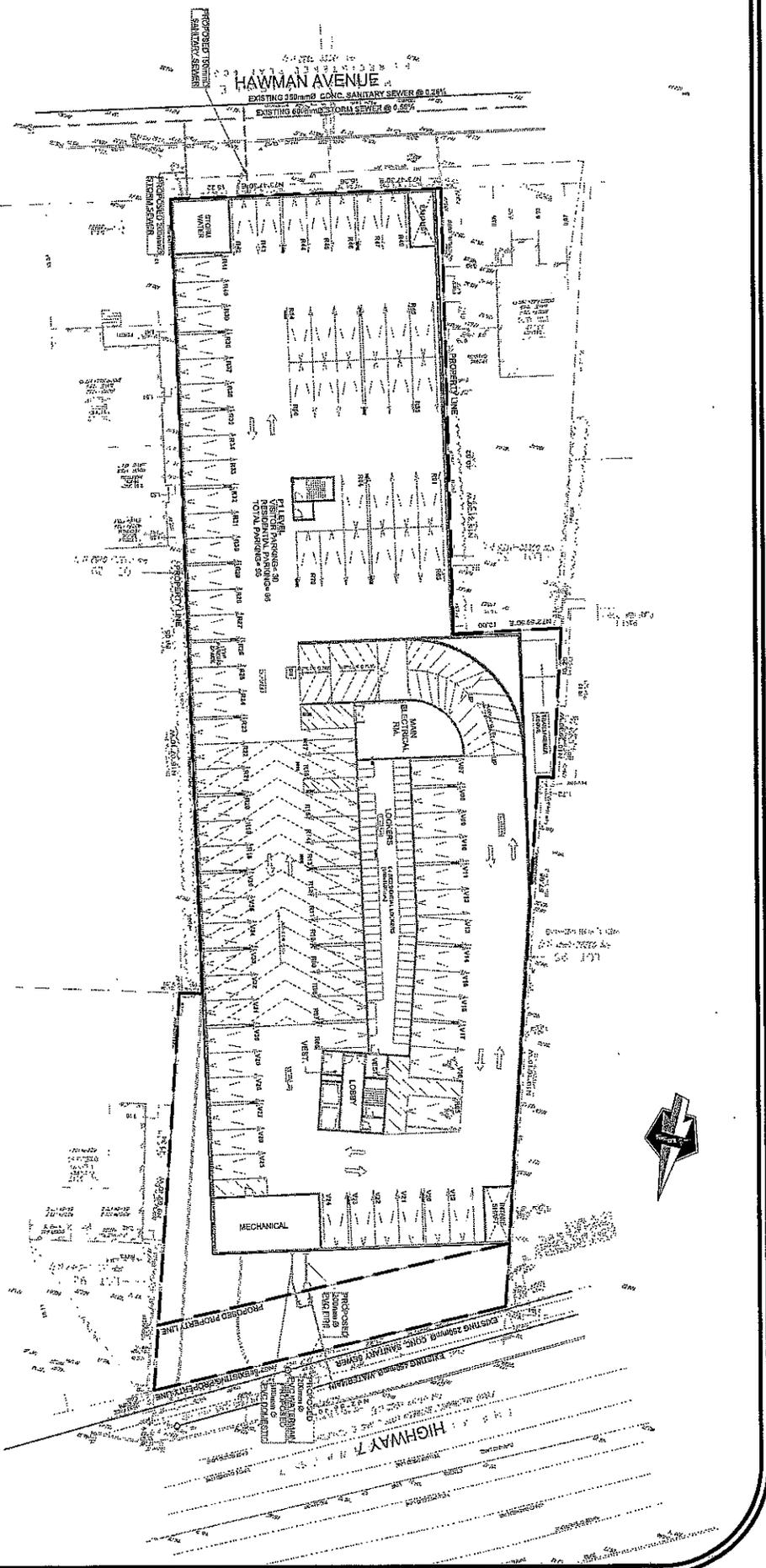
SCALE: N.T.S.

DATE: APRIL 2018

FIGURE No: FIG 3

PREPARED BY
 DRINAIE AREA PLAN
 5317225 HIGHWAY 7
 WILLOWDALE, ONTARIO

PROJECT No: UD17-078



Subject:

Proposed 16 Storey Tower @ Hwy 7 & Hawman

PUBLIC HEARING
COMMUNICATION

CA

Date: June 4/19 ITEM NO. 1

On Jun 3, 2019, at 5:59 PM, Rose Tersigni [REDACTED] wrote:

My name is Rose Tersigni and I live at [REDACTED] Graceview Court. I'm writing to voice my concern regarding the proposed 16 storey tower that the applicant, Jack Morelli, is proposing to build on Hawman Ave. and Hwy 7. I've lived in this community for nearly 22 years and I don't want the financial interests of people who do not live here to ruin the place I call home.

We the community want our area to remain R2 residential. We are opposed to the requests to change the zoning and are concerned about the safety of residents to access our community by foot as well as by car. As well the current traffic entering and exiting Kipling Avenue to Hwy 7 is already extremely congested at peak hours and this development will only make the matter worse.

I am unable to attend the Public Hearing meeting on June 4 so I ask that this email be on public record that myself and my husband Steve Tersigni oppose this proposed development.

Rose & Steve Tersigni
[REDACTED] Graceview Court
Woodbridge, ON
[REDACTED]
[REDACTED]

Subject:

Opposition to proposed condo development @ 5217 & 5225 Regional Road 7 and 26 & 32 Hawman Ave

**PUBLIC HEARING
COMMUNICATION**

C5

Date: June 4/19 ITEM NO. 1

From: pvascotto [REDACTED]
Sent: Tuesday, June 04, 2019 2:25 PM

To: Carella, Tony <Tony.Carella@vaughan.ca>; Cardile, Lucy <Lucy.Cardile@vaughan.ca>; Clerks@vaughan.ca

Subject: Opposition to proposed condo development @ 5217 & 5225 Regional Road 7 and 26 & 32 Hawman Ave

This email is written notification of our extreme displeasure and opposition to the proposed 16 Storey Tower apartment Building application on 5217 and 5225 Regional Road 7 and 26 and 32 Hawman Avenue.

The existing single family detached dwellings are not in harmony with the abomination being proposed on June 4, 2019. It is dramatically against residents' wishes and is unacceptable. The briefing to existing residents of the applicant's planners' rationale did nothing to adequately justify this tower application. The zoning determinations were completed in 1990; a time when there were no homes or residents to consider. They have not been re-visited or revised since then. In 2019 there are considerably more variables that must be included.

The access to whatever application is ultimately approved by the committee **must be confined to HWY 7 exclusively**. At this time Kipling is already inundated with traffic as there is one way in and one way out of our combined subdivisions. As you are aware there is a development in the works at the south end of Kipling that will contribute even more traffic. As well there is existing businesses: an Italian Social Club, the Veneto Tennis Club, the META Centre, the Veneto Centre and a daycare facility that each contribute to vehicular congestion.

Liability must be considered when providing for emergencies that occur within the subdivision. As an example, last year's FordFest brought our subdivision to its knees. As residents of Angelina Avenue we were unable to enter at Kipling and Hwy 7, having just left St. Peter's Church Service, and were halted on Woodbridge Avenue as traffic came to a standstill. **Had an emergency occurred that required evacuation of person or persons, it could not have been accomplished.**

Further to this, the residents cannot reconcile how Hwy 7 can be in plans to be heavily developed when the road has not been widened. With road construction ongoing along the Hwy 7 corridor east of Kipling, traffic has effectively come to a standstill most of the time and will not be any different when construction is completed as traffic funnels to two lanes west of Bruce Street.

In conclusion, residents would have to question the wisdom of allowing many high-rise towers to be constructed in this small area of Woodbridge between Islington and Woodstream Avenues? Nowhere along Hwy 7, except in the area just listed, are there towers as high as the existing ones and the ones proposed. Hwy 7 at Weston Road does have towers but that is an industrial and commercial area and therefore, towers do not bring down land value as this 16 Storey Tower Building in our neighbourhood surely will.

This small area is residential and has been largely ignored when it comes to updating; vis a vis the CN Rail bridge.

We urge the committee to seriously and thoroughly contemplate this proposed building application and consider the detriment to our neighbourhood.

Giampaolo & Linda Vascotto
[REDACTED] Angelina Avenue

PUBLIC HEARING
COMMUNICATION

C6

Date: June 4/19 ITEM NO. 3

Subject: Remarks for June 4th Meeting,
Attachments: June 04 Council Meeting.pdf

From: Jack Weinberg [REDACTED]
Sent: Tuesday, June 04, 2019 10:27 AM
To: Birch, Carol <Carol.Birch@vaughan.ca>; Ferrante, Assunta <Assunta.Ferrante@vaughan.ca>
Subject: Remarks for June 4th Meeting,

A copy of the remarks from Jack Weinberg, president of the Rosedale North Residents Association, at Vaughan Council Meeting, regarding the proposed development at 300 Atkinson Avenue.

Yours,
Jack Weinberg

Committee of Whole (Public Hearing) June 4, 2019
Official Plan Amendment File OP.18.008
Zoning By-Law Amendment File Z.18.013
Applicant: 919819 Ontario Ltd. /1891445 Ontario Ltd. Inc.
Ward 2 – Vicinity of Kipling Avenue and Regional Road 7

Good evening Chair, Honourable Mayor, Members of Council & Neighbours,

My name is Rosina D'Alimonte and I reside at [REDACTED] Hawman Avenue. I strongly oppose the official amendment and zoning by-law amendment that 919819 Ontario Ltd. is proposing, and know for a fact that the majority of the families residing in the area of Kipling Avenue, south of Highway 7 share the same opinion.

We purchased our property 13 years ago immediately right after we saw it. We fell in love with it immediately because of the serene and unique environment it was situated in. It was quiet, had many mature trees, all the homes were distinct, the lots were spacious and the community was like no other. We have neighbours of all ages on our street. Our goal was to build our dream home in place of the small bungalow that was on the huge lot. We hoped to raise a family there, retire there and eventually leave it to our son and his children. We dedicated much time, effort and money to building our home and did so abiding by the by-laws of the municipality and respecting our neighbours some of who had been living there for over 50 years. Our neighbours who built and renovated their homes on our street did the same. We all abided by Vaughan's New Official Plan 2010, which outlines Council's vision "that any new development in Community Areas with existing development be limited and designed to respect and reinforce the existing physical character and the surrounding area."

Shortly after we completed our home and moved in, the battles with developers began. This is the 4th deputation I am giving, three in this Chamber and 1 in front of the OMB. If my neighbours and I can abide by the by-laws why can't they. What gives developers the right to submit applications, walk into our neighbourhood expecting to change the zoning and construct their structures, in this case a 16 storey building, that don't conform with the surrounding low-rise one storey and two storey residential homes.

This is disrespectful to the residents and to the Municipal and Provincial officials who made the by-laws and laws we should all be abiding by. In addition it is a waste of time money that could be used to better our City. How would they like it we went into their neighbourhoods and disrupted their cohesive communities they have built? Its not that we are against development, we want development that is appropriate, reasonable, safe and that coincides with the existing development in the area.

Council, I implore you to support us, as we have elected you to safeguard our City and its citizens. Please listen to the residents of the Kipling and Highway 7 area and ensure that our "Community Area" is developed in a way that conforms, respect and reinforces the existing unique physical character of our neighbourhood.

Thank you

Good evening. My name is Jack Weinberg and I am the President of the Rosedale North Ratepayers Association, and tonight I am speaking on behalf of the members of this resident's association. The RNRA is a relatively new ratepayers association, and has been officially registered by the city of Vaughan and constituted to be the voice of the residents in this particular area. The RNRA is bounded on the **South** by Center St, on the **North** by Highway #407, on the **East** by Yonge Street, and on the **West** by Bathurst Street. This development is at the very centre of the RNRA. Our members are all residents of this particular area, and are very aware of this particular development.

We would like to start off by addressing a number of issues that have been raised about this development.

There has been some thought that this development will change the character of the area by building townhomes instead of single-family dwellings. We would like to draw your attention to the townhouse development that is currently under way on Clarke between Bathurst and New Westminster, or to the existing townhomes at 601 Clark. Nonetheless, we have noted that the developer has depicted the development in colors which are not consistent with the colors of the surrounding homes. We are offering a suggestion to the Architect and Developer to choose colors and styles which will complement the existing housing in the area. We hope that when the development is all finished, it will actually enhance the look of the area. As a matter of fact, there are some members of the RNRA who feel that the development at 300 Atkinson will actually increase house prices in the neighborhood.

There have been a number of individuals in the neighborhood who have indicated that they feel the development will be too crowded with too many people. I'd like to draw their attention to what happened just last night, on Monday June 3rd. Last night the existing school held a "goodbye" event in the evening, complete with hundreds of screaming kids, huge loudspeakers, and many food trucks on the premises. The only thing that was missing was the extremely loud school bells! This school was designed to hold around 1000 kids with dozens of staff. Although it may seem counter intuitive, we believe that 125 town homes will make the site quieter than it has been in years!

There has also been some mention of increased traffic in the area due to this new development. To all those who think that, I invite them to come to my door, on Rosedale Heights at two particular times of the day -- when school begins and when school is over. The current school was designed to handle around 1000 students, and 23 years ago they had approximately that many. I learned to avoid those two times

during the day, as I could barely make it through my street. It is the contention of the RNRA that 125 townhomes will not generate nearly the traffic as 1000 school drop offs. Furthermore, with the school, we had parking everywhere on the side streets near the school. As well, Atkinson is a feeder road with 2 lanes in each direction – just like Clark. We do not anticipate that residents of this development will be using the side streets to go anywhere. From what we have seen of the plans of this development, there is going to be a massive improvement in traffic congestion.

We would also like to comment on the transfer of some of the land in the development for the creation of a synagogue. any RNRA members are also attendees at the existing synagogue.

We applaud the decision by the developer to apportion a piece of the property towards the creation of a synagogue to replace the existing synagogue. In this day and age, such a simple act of inter-faith generosity, and getting along harmoniously in one neighborhood, should be highly praised.

In conclusion, the RNRA endorses the development at 300 Atkinson as proposed by the developer, with the proviso that colors and styles of the development more closely reflect the color and styles of the surrounding homes.

Committee of Whole (Public Hearing) June 4, 2019
Official Plan Amendment File OP.18.008
Zoning By-Law Amendment File Z.18.013
Applicant: 919819 Ontario Ltd. /1891445 Ontario Ltd. Inc.
Ward 2 – Vicinity of Kipling Avenue and Regional Road 7

Good evening Chair, Honorable Mayor and Members of Council,

My name is Margaret Le Coche; I live at [REDACTED] Hawman Avenue. I strongly oppose the official amendment and zoning by-law amendment that 919819 Ontario Ltd. is proposing, and strongly believe that the majority of the families residing in the area of Kipling Avenue, south of Highway 7 share the same opposition.

We purchased our home on Hawman Ave in the year 2000 and immediately fell in love with the community, the tree lined streets; how each home has its' own unique character and our safe, quiet street. During the years we have seen many changes to our neighborhood, some of the older homes were torn down and rebuilt and many were renovated....but each had something in common; each and every new development or addition followed the bylaws a set out by the city. Each new home respected and reinforced the physical characters of the current homes in the area adding beauty and charm. We are not anti-development but we want reasonable, safe development that coincides with the existing development in the area.

The Vaughan Official Plan 2010 recognizes our neighbourhood within Woodbridge as being a "Community Area". It characterizes these Community Areas as being predominantly low-rise residential housing, and that they provide access to the City's natural heritage and open spaces.

The proposed development application from 919819 Ontario Ltd. would replace existing one-storey detached residential homes with a 16-storey building; this does not conform with the surrounding one and two-storey detached residential homes and does not adhere to the policies.

As indicated in Vaughan's New Official Plan 2010, it is Council's vision: "that any new development in Community Areas with existing development be limited and designed to respect and reinforce the existing physical character and the surrounding area, paying particular attention to the following elements:

- a) the local pattern of lots, streets and blocks;
- b) the size and configuration of lots;
- c) the building type of nearby residential properties;

- d) the heights and scale of nearby residential properties;
- e) the setback of buildings from the street; and
- f) the pattern of rear and side-yard setbacks.”¹

It is evident that none of the above conditions are being met in the proposed application.

The height, size and density of this proposed 16-storey condo development is not appropriate nor compatible with the surrounding environment given the fact that there are 1 and 2-storey detached homes adjacent and neighboring it. This proposed development does not respect nor support the physical character of our well established neighborhood.

It is understood that developers are permitted to submit any application to the City for proposed development. It is then up to the City Planning Department and City Council to do what is right and just for the neighborhood. It is not just about intensification, it is about proper planning; it is about sustaining our neighborhood for years to come. It is about listening to and respecting the voices of the residents of the area who are requesting to participate in the decision-making that is affecting our neighborhood; for we are the ones who have to live with these developments each and every day.

We implore Council and City staff to listen to the residents of the area and ensure that if these lands are to be developed that the development conforms, respects and reinforces the existing physical character of our neighborhood.

Thank you,



PUBLIC HEARING COMMUNICATION **C9**
Date: **June 4/19** ITEM NO. **1+2.**

NOTICE OF PETITION

A petition has been submitted with respect to the following matter and a copy is on file in the Office of the City Clerk:

Meeting & Date: Committee of the Whole (Public Hearing), June 4, 2019

Agenda Item No.: Item 1, Report No. 22

Item Name: 919819 ONTARIO LTD. AND 1891445 ONTARIO LTD. OFFICIAL PLAN AMENDMENT FILE OP.18.008, ZONING BY-LAW AMENDMENT FILE Z.18.013, VICINITY SOUTH EAST OF REGIONAL ROAD 7 AND KIPLING AVENUE

Particulars of the Petition:

Dated: n/a

No. of Signatures: 131

Submitted by: Residents of Vaughan

Wording:

“We, the residents of the area are in support of this petition, and are opposed to the applications submitted to the City of Vaughan for the following proposed developments: 1. 5217 & 5225 Highway 7, 26 & 32 Hawman Avenue. File number(s): OP.18.008 and Z.18.013; 2. 85 McKenzie Street. File number(s): OP.18.023 and Z.18.039.”

For a copy of the petition contact:

**City of Vaughan, City Clerk’s Office, 2141 Major Mackenzie Drive, Vaughan, L6A 1T1
Tel: (905) 832-8504 Fax: (905) 832-8535**

June 4, 2019

Deputation City of Vaughan

Hello and good evening,

My name is Ninetta Massarelli-Cucci and I am a resident of [REDACTED] Hawman Avenue. I am here to express my opposition to the proposed 16 story condo building and the proposed street access way from Mackenzie Street south, exiting onto Hawman Avenue, which is a single dwelling, residential neighbourhood characterised with mature trees and one of the oldest remaining streets in Woodbridge. In addition, I oppose any plans to include a secondary road access from Mackenzie Street south onto Hawman Avenue, in order to enable admittance to the proposed 3 story stacked townhouses.

I strongly oppose this development because I fear for the safety and well-being of my daughter, who is disabled and requires a walker to walk to the bus stop at Kipling and Highway 7. Furthermore, I fear for welfare of pedestrians such as senior citizens and other children who live and play freely Hawman Avenue. This development will result in several hundred additional vehicles that will require access to Hawman Avenue for ingress and egress. The reason we purchased our home on Hawman Avenue, a residential, dead end court, as opposed to a busier subdivision, was to ensure my child was exposed to low vehicular traffic in order for her to access the road freely and independently, paramount for her daily living. The style of the home we purchased is a bungalow which allows my daughter the freedom to get around in her own home easier. In addition, we have spent thousands of dollars creating an effective accessible design both inside and outside, in order to support her needs.

The proposed 217 parking spaces will no doubt contribute to congestion along Hawman Avenue and Kipling Avenue. Keep in mind, as I am sure you are all aware, that Kipling Avenue is comprised of 1 left turn lane and 1 northbound lane which also serves as a right turn lane. In addition, the newly constructed town homes along Coles Avenue, will also result in traffic back up from the 2 stops signs and those waiting at the lights on along Kipling Avenue.

I am in favour of development and intensification, but the growth and expansion within Vaughan should be done responsibly, with infrastructure in place to support the growth, as well as in areas that not alter the characteristic of existing neighbourhoods. As you all can clearly see, many of us have come here to express our concerns with this condo development. I

strongly hope that the voices of hard working, tax paying residents of Vaughan, who have elected you to govern and represent us are received.

As a long-time resident of Woodbridge, I have slowly witnessed the disappearance of green space and unbearable road gridlock which has impacted pedestrian safety. As an example, two years ago my 84 year old mother was struck by a moving vehicle at Pine Valley and Highway 7. My mother was walking with her cane on the side walk. This incident occurred in broad daylight, at 2 pm and she was very lucky she was not killed. It took her two years to recover from her injuries but the pain in her shoulder and leg is something she must live with every day. The take away from this is that pedestrian safety is compromised with traffic congestion, even if sidewalks are used. I do not want the same fate for my child or anyone else. My daughter is entitled to live in a safe, barrier free, accessible neighbourhood, where she can live the best life possible. As a mother, I plead with you all to put her needs above everything else.

Regards,

Ninetta Massarelli-Cucci

Ninetta Massarelli-Cucci

It is respectfully submitted that the land use designation for properties southeast of Kipling Avenue and Highway 7 should remain Low Rise Residential. This is consistent with the Provincial Policy Statement and Growth Plan, which direct local planning authorities to identify and promote intensification in appropriate areas in their communities, and with the York Region and Vaughan Official Plans, which both recognize the importance of maintaining the character and integrity of local communities.

Local planning authorities understand local conditions and thus are in the best position to balance the dual emphasis of intensification on the one hand and maintaining the character of their well-established communities on the other. Quoting from the York Region Official Plan in the section describing intensification policies for Regional Corridors such as Highway 7:

“These policies encourage redevelopment in appropriate areas, while maintaining the character and integrity of areas where little change is expected, thereby supporting and strengthening local community character.”

The City of Vaughan undertook an ambitious three-year project to create a new Official Plan. The Plan was adopted in 2010 and has been approved in part by the OMB.

The primary objectives of the Vaughan Official Plan include identifying intensification areas as the primary locations for accommodating intensification and ensuring the character of established communities is maintained.

Schedule 13 of the Vaughan Official Plan shows land use designations for properties in Vaughan. The Subject Lands and surrounding properties

southeast of Kipling Avenue and Highway 7 have been designated as Low Rise Residential.

Please consider the following:

First, in a planning staff report that reviewed and outlined criteria as to what lands should be included within the boundary area of OPA 661 and redesignated for intensification, it was written, and I quote:

“Properties located on local streets internal to the neighbourhood...should not become the subject of development pressure.”

Hawman Avenue is a local street internal to the neighbourhood.

The second consideration is that it is not an oversight that the southeast area of Kipling and 7 is not designated for intensification. Council made its decision in 2008 after careful consideration, and post the introduction of the Provincial Policy Statement in 2005 and the provincial Growth Plan in 2006. At the time, Council had agreed to modifications to OPA 661. Quoting from the minutes of a June 3, 2008 special council meeting:

“The properties further to the east fronting McKenzie Street are excluded from the new designation owing principally to the difficult and unsafe access afforded by the intersection of McKenzie Street with Highway 7...”

Another quote from the special council meeting:

“The properties located further south and east of Kipling are part of a stable residential neighbourhood which has been experiencing renovation and new replacement and therefore should be maintained.”

A third consideration is that Schedule 14-B and area specific plan 12.10 of the Vaughan Official Plan show that the Kipling and 7 intersection is subject to an area specific plan. The southeast area is not identified by Council as an intensification area, except the Petro Canada property at the corner. Area specific plan 12.10 was approved by the OMB.

Finally, according to the Vaughan Official Plan, any future amendments must be consistent with the primary objectives of the Plan. It is respectfully submitted that passing an amendment to the Official Plan to allow the proposed development is not consistent with the primary objective of ensuring the character of established communities is maintained. Vaughan Council recognized this in 2008 and again when it adopted the Official Plan.

Specific to this proposed development application, the introduction of a new street perpendicular to both Highway 7 and Hawman Avenue to support a 16-storey residential tower will change the safe and stable character of our well-established community forever.

Thank you for listening.