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January 22, 2019 Public Hearing - File Numbers: Z.18.033 + 19T-18V003 - Kleindor

Developments Inc.

Attachments:

Letter RE 19T-18V003 and Z.18.pdf

PUBLIC HEARING COMMUNICATION

Date: Jan 30 19 ITEM NO. 7

From: paul turco

Sent: December-19-18 4:25 PM

To: Jeffers, Judy < Judy Jeffers@vaughan.ca > Cc: Andrea Torrier

Subject: File Numbers: Z.18.033 + 19T-18V003

Good afternoon,

Please find the attached letter with comments in regards to Planning Application File #: Z.18.033 + 19T-18V003.

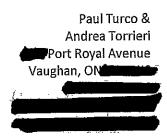
I wish to be notified by the city clerk relating to any public hearings, council or committee meetings where this application file appears on the agenda.

Kind regards,

Paul Turco

Port Royal Avenue

Kleinburg, ON



December 19, 2018

Judy Jeffers
Planner – Development Planning Department
City of Vaughan
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Ms. Jeffers

RE: Kleindor Developments Inc.
Block 200, Plan 65M-438
Northeast Intersection of Timber Creek Boulevard + Woodgate Pines Drive
File Numbers: 19T-18V003 and Z.18.033

In regards to the above noted planning applications, we the homeowners of Port Royal Avenue have reviewed the applicant's submission and have the following concerns:

1. Placement of T-junction Intersection

Currently, Port Royal Avenue begins at Woodgate Pines Drive to the north, travels in a southerly direction to roughly the point that it reaches the applicants lands and then turns east. The applicant has proposed that a three way T-junction intersection be installed where Port Royal Avenue reaches their lands and the new street, referred to in the application as "Street 1", extend south to Woodgate Pine Drive. This proposed T-Junction intersection creates an awkward situation where the north / south extension of Port Royal Avenue would intersect with itself, the east / west section of Port Royal Avenue as shown in Figure 1. The placement of the Tjunction intersection providing access to the new street, "street 1" appears to maximize the use of the applicant's land, however the placement and creation of a new intersection is illogical and has not considered the existing street layout. We would ask the city and applicant to consider an alternative site plan and street layout (possibly a cul-de-sac) that does not require a new street entrance off of the existing Port Royal Avenue, or consider an alternative placement of the intersection where it would not create this awkward T-junction intersection resulting in two streets having the same name intersect in a north south / east west direction. We are certain there would be very few if any similar intersections in Vaughan that could be pointed to as precedence. While intersections that have the same street name do occur in some places in the world, New York City as an example, it is commonly understood that this is a result of the colonial era practise where little to no planning occurred and streets were constructed around existing structures and environmental features.

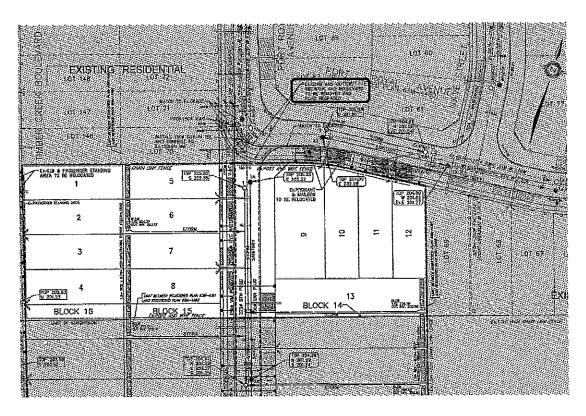


Figure 1.

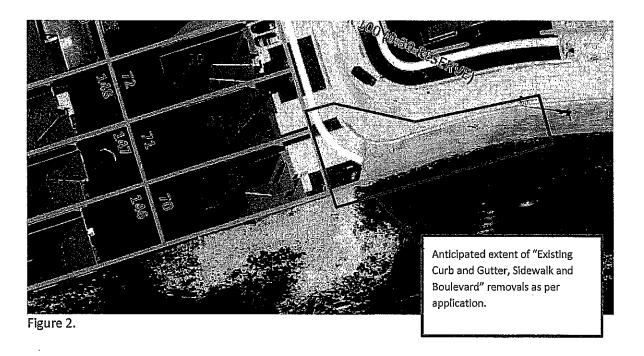
2. Impact to our Property during Civil Construction

As we have highlighted in figure 1 above, the applicants plan calls for the "Existing Curb and Gutter, Sidewalk and Boulevard to be removed and Road Regarded". Based on these notations on figure 1 and comparing the areas to be demolished on figure 2 below, it is our assertion that the proposed civil construction work creates a reasonably high probability of risk of property damage to our driveway and boulevard, for which we have paid a considerable expense to have a permeable interlock concrete paving system installed. Any approvals by the city of this application should consider this reasonably high probability of property damage and put in place appropriate terms and conditions that would require the applicant to reinstate the driveway and boulevards to original condition, including surface paving materials and appropriately constructed base and sub-base materials, being acceptable to both we the property owners and the city and warrantied for a period of two years after acceptance. To further mitigate risk of property damage, it would be advisable that the applicant provide the city and we the homeowners with a detailed plan outlining the extent of civil construction work affecting our property and the boulevards, outlining what appropriate measures will be taken prior to and during construction to avoid property damage and a plan to reinstate the driveways and boulevards to original condition acceptable to the homeowner and the city.

3. Access to our Property during Civil Construction

It is foreseeable that the location of the proposed civil construction work to install the new "street 1" and connect and relocate the existing fire, water and storm water utilities will disrupt access to our property and prevent our ability to use our driveways and garage. While this may at the surface appear to be a minor inconvenience, it is nonetheless an inconvenience that we

will have to live through which could be compounded if this work were to be undertaken during the winter months. Further to our point made in part 1 of this letter, this could be avoided to a large extent if the city and applicant were to consider an alternative site plan and street layout that does not require a new street entrance off of the existing Port Royal Avenue, or consider an alternative placement of the intersection and connection point to existing utilities where it would have less of an impact to access and use of our property.



Finally we would like to share with the city planning staff, Vaughan city council members and the applicant that we are not opposed to the applicant's rights to develop this land. We are however concerned with the extent to which the proposed plan impacts our property and do not feel that good planning principles have been considered or implemented in the development of this application.

Sincerely,

Paul Turco

and

Andrea Torrieri