

Ron Moro
Deputation
May 12, 2021
Committee of the Whole
919819 Ontario Ltd. and 1891445 Ontario Ltd
Files OP.18.008 and Z.18.013
5217 & 5225 Highway 7 and 26 & 32 Hawman Avenue

Good afternoon Madame Chair and members of Vaughan Council.

My name is Ron Moro and I'm pleased to say that our family has resided at [REDACTED] Tasha Court for the last 30 years.

We appreciate having this as the *first* opportunity that Vaughan Council has provided today for our passionate community to provide feedback on this revised proposal.

In the past, we strongly asked that the low density residential line not be moved 200m south and north of Highway 7, on the portion between Woodstream Boulevard and Bruce Street. Furthermore, that a moratorium on intensification initiatives on this portion of Highway 7 be implemented until it is widened. This would have allowed a higher order of transit to be implemented and proper intensification. Unfortunately the City of Vaughan at that time did not implement this recommendation. This would have been good planning supported by the Local Planning Appeal Tribunal or LPAT.

We acknowledge that the revised proposal submitted by the developer has included single detached low density homes on the existing lot width on Hawman Avenue. Additionally, that the driveway has been removed from Hawman Avenue reducing the risk of traffic from a high density development spilling into a low density area. This represents good planning which would be supported by LPAT.

We are grateful that the applicant has purchased a number of old dilapidated homes in the area and will be developing new construction. Our first build form preference is to construct single detached homes or luxury townhomes which would complement the character of the surrounding neighbourhood. This preference would represent good planning and would likely be a proposal that we have not seen in Vaughan or in York Region in a very long time.

Unfortunately, I'm confident that the profit margin would not be sufficient for the applicant. Therefore it is the duty of the City of Vaughan, York Region, and the Province of Ontario to ensure the application "does not disrupt the existing stable

low density neighbourhood” as this is an integral goal of the Places to Grow Act and is strongly supported by LPAT.

As you have heard our residents are opposed to the proposed height, density, and the increase in traffic that will result from this application.

This proposal is not on a transit node with a higher order of transit but rather on the crest of a dangerous hill of Highway 7 which has seen its share of accidents.

Replacing two existing one storey, single detached homes fronting Highway 7 with a 12 storey, 166 unit building, with 192 underground parking spots represents a massive intensification. It is interesting that the applicant has proposed a 45 degree angular plane on the south side of the proposed building. We have to ask why this good planning tool is also not implemented on the east and west side of the proposed building where there are existing low density homes. The transition from the existing homes on McKenzie Street and Kipling Avenue to the proposed building on Highway 7 would be more gradual and visually pleasing.

It is not fair for the residents in the adjacent two storey homes to have their homes dwarfed by a 12 storey building. The 45 degree angular plane from all sides represents good planning supported by LPAT and will rectify this issue.

With regards to density, we oppose any density over a F.S.I. of 3.0 which complements the existing buildings constructed under the Places to Grow intensification effort. It is not fair that from the two existing family residences on Highway 7 this application is proposing 166 units. This land locked community has done its part towards the intensification effort, it is time to protect our stable low density residential neighbourhood. Consistent density and protection represents good planning supported by LPAT.

With regards to traffic, this application has proposed 192 parking spots, indicating that the applicant expects 192 vehicles present on property. This is a substantial increase in cars accessing this portion of Kipling Avenue. How many more vehicles can Kipling Avenue between Hawman Avenue and Highway 7 absorb? The right-in and right-out driveway on Highway 7 will reduce some of the Kipling Avenue traffic. Having said that, our land locked residents and emergency responders will have to navigate additional traffic and another large driveway on Kipling Avenue when entering or exiting at our only access point. This application will likely increase the concentration of vehicles in this small area more than two-fold. We ask that the applicant present creative methods to mitigate traffic concerns on Kipling Avenue, this would represent good planning.

We oppose applying Section 37 of the Planning Act to provide a financial contribution in order for the the City of Vaughan to grant increased height and density for this application. The City of Vaughan Planning Act indicates that a minimum payment should be 25% of the increase in the land value as calculated by an appraiser of the City of Vaughan's choice, paid for by the applicant. If we must entertain this we expect the funds should only be allocated in our neighbourhood. However, in order to apply Section 37 the act indicates that there must be a reasonable planning relationship between the increase in height and density and the community benefits. We do not see this relationship and request an independent formal study to assess this. Without indication that there is a reasonable planning relationship, this Section 37 payment is not aligned with good planning and will not be supported by LPAT.

With any construction in our area we expect that proper measures are implemented to protect our community, in particular, the children walking on Kipling Avenue. For example:

- All construction vehicles should not be permitted to use Hawman Avenue or Kipling Avenue
- All construction vehicles shall not be permitted to wait on any roads south of Highway 7 off Kipling Avenue
- Minimum of two construction vehicles are to be permitted on site at any one time
- Any construction related vehicles are be radioed into the site from a designated commercial parking lot
- Construction vehicles are forbidden to leave engine on causing excessive noise and pollution
- Construction workers are to leave their personal vehicles at a designated commercial area and walk, take transit, or be transported to the site by the Applicant
- If a crane is required we ask that a Luffer crane be used to minimize swing over homes and streets
- Streets to be cleaned hourly and at the end of the day.

In conclusion, we are proud that the vast majority of our residents have expressed their comments in opposition to this proposal as presented. More importantly, proud of the residents that stood up to give deputations today. We strongly want to protect our stable low density neighbourhood and have presented constructive comments and recommendations that can improve this application and make this proposal good planning. The number of requested Amendments indicates that the proposed building does not fit at this location.

Vaughan Council please be advised that the residents of South Kipling share the same stated vision as the applicant, and I quote from his website "to develop

great spaces that contribute to the existing fabric of the surrounding neighbourhoods". The South Kipling neighbourhood has spoken and would greatly appreciate the City of Vaughan, York Region, and the Province of Ontario to support our position. We would greatly appreciate if the Applicant could modify their proposal to align it with good planning and ultimately be recognized as a contributor to our neighbourhood.

Thank you for this opportunity, please continue to stay safe and healthy!!!