

Submission to Vaughan Committee of the Whole – Public Meeting

Submission By Humber Summit Residents' Association



October 5, 2021

Re: Official Plan Amendment File OP.21.014
Zoning By-law Amendment File Z.21.024

My name is Grant Evers. I reside at [REDACTED] Riverside Dr. in North York and have lived here for 28 years. I serve as President of the Humber Summit Residents' Association and have volunteered on its Board since its formation in 2016.

The Humber Summit Residents' Association represents the interests of residents residing in the City of Toronto directly south of the proposed project on the south-west and south-east quadrants of the intersection of Steeles Ave. and Islington Ave. We formed the residents' association in 2016 and are the successors of previous residents' associations in Humber Summit beginning in the 1970s.

This development application proposes to prepare zoning amendments to permit the construction of a 34-storey residential tower on the north-west quadrant of Islington Ave. and Steeles Ave. W., directly adjacent to the Esso Gas Station, Mr. Lube, CircleK convenience store and Tim Horton's outlet.

Although this proposal is entirely situated in the City of Vaughan, its impact will not entirely apply to Vaughan. It will greatly affect the residents of Humber Summit on a daily basis.

The requirement under the *Planning Act* of a city is to inform residents who reside within 120 metres of a proposed development. Was the notice of this public meeting mailed to any addresses south of Steeles Ave. in Humber Summit? We were informed of the meeting by the Councillor for Ward 7. We believe that it should be incumbent upon the City of Vaughan to inform residents of neighbouring communities for all proposed developments along municipal boundaries.

We recognize that the north-west quadrant of Steeles Ave. and Islington Ave. has been in need of redevelopment for many years. Living here as long as I have, I'm aware that the proposed site of this development and that of 7082 Islington Ave. are on the site of a former tire dump, and a duffers golf course. The need for redevelopment is clear.

However, we have concerns with the plans for redevelopment. We request Vaughan Planning thoughtfully consider the matters that we identify.

Our concerns focus principally on the following matters:

- over-intensification
- scale of proposed tower
- impact on traffic along Steeles Ave and Islington Ave.
- bicycle traffic
- *Walkscore* and Pedestrians
- the absence of planned retail – especially supermarkets
- types of units
- no land allocated for a future school and no day-care
- environmental impact from former Thackeray landfill site

Firstly, let our position be clear: we are not opposed to redevelopment. What we are opposed to is massive redevelopment that would burden our community and the new residents of the development.

Over-Intensification

We believe that the 34-storey tower is an unnecessary addition to a plan which already represents over-intensification.

The City of Vaughan has already approved:

- 2 residential apartment towers of 22 and 32 storeys of 547 units
- 103 4-storey-back-back stacked townhouses and street townhouses

In the proposal stage are:

- 2 residential apartment towers of 22 and 30 floors of 450 units

In addition the following projects are in the planning stages:

- 7386 Islington Ave, north of the 407: 43 3-storey townhouse units
- 7553 Islington Ave.: 2 19-storey condominium towers of 490 units (on the east side of Islington Ave.)

Anticipated Increase in Population From Development (our estimate)

Address	Towers/Townhouses	# of Units	Est. Residents / Unit	Total Residents
7034 and 7040 Islington	1 tower @ 34 storeys	295	3	885
7082 Islington	2 towers @ 22 and 32 storeys	547	3	1641
7082 Islington	4-storey stacked and street townhouses	103	4	412
7082 Islington	2 towers at 22 and 30 storeys	450	3	1350
7386 Islington	3-storey street townhouses	43	4	172
7553 Islington	2 towers @ 19 storeys	490	3	1470
Total Increase in Population				5 930

The population of Vaughan is expected to increase by around 6,000 from all of the development on Islington Ave, between Steeles Ave. to Highway 7.

Why 34 storeys? The present zoning allows for mixed-use with buildings up to 8 floors. The proponents already have achieved the goal of intensifying land use by the planned construction of 6 towers and 103 townhouses. Another tower of 34 floors is unnecessary. Islington Ave. and Steeles Ave. is not the site of a mass transit station where greater intensification may be justified by a subway or LRT.

The proposed new pumping station at 4742 Steeles Ave. further reveals that this planned community will place added stress on present infrastructure.

A policy of intensification need not compel municipalities to accept every high-rise development application that comes forward. The proposal must improve the community in which it is built. It is difficult to accept that this 34-floor tower complements the already approved structures. Intensification which will impose burdens on communities should be avoided. Enough is enough.

Scale of Proposed Tower

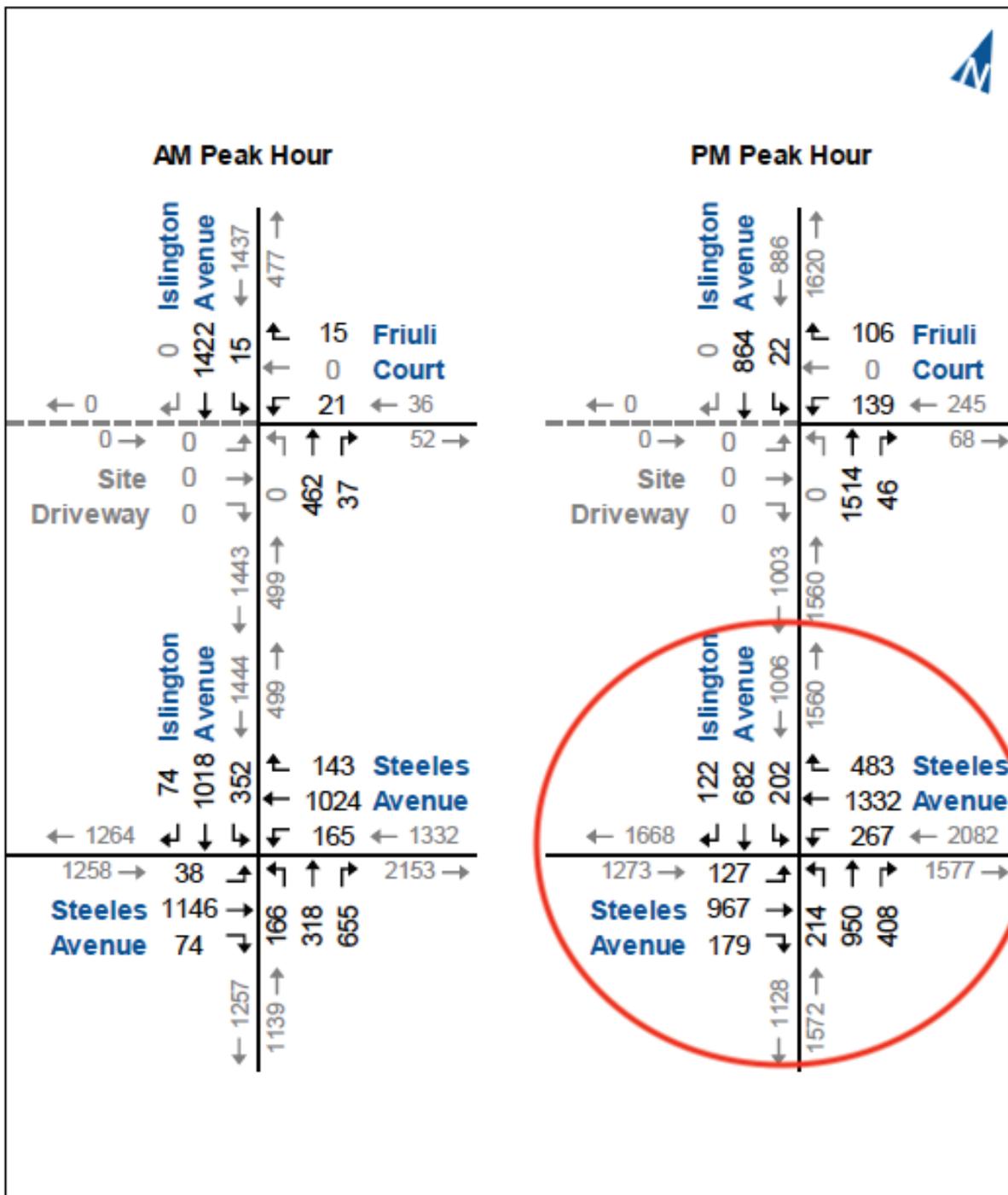
The 34-floor residential tower will block the southerly view of the proposed Hillmont towers of 22 and 30 floors. It will hover over the long-established commercial establishments on the north-west corner of Islington and Steeles.

Impact on Traffic on Steeles Ave. W. and Islington Ave. Intersection

The technically detailed *Residential Building Redevelopment Transportation Impact Study* submitted on behalf of this application by *Paradigm Inc.* notes that the Islington Ave. and Steeles Ave. intersection currently operates at over-capacity during the A.M. and P.M. peak rush hours. By 2025 - the date of the proposed completion - and 2030, it is clear that the intersection will continue to operate at over-capacity, notwithstanding any mitigation from changes in work routines in the post-Covid era. A redesign of the Steeles Ave. Islington Ave, intersection, perhaps similar to the Weston and Highway 7 intersection.

Assume an increase in population of 6000 on Islington Ave. – likely much higher – the impact on traffic congestion would be enormous. From this one building alone, approximately 100 trips in and out of the building during peak hours would be generated, according to *Paradigm's* estimate. *Paradigm* concludes that the spatial restrictions of the roads cannot be overcome. Perhaps this is a matter that should be reconsidered by the proponent and Toronto and Vaughan Transportation Services.

Examine *Paradigm's* predicted traffic volumes for 2025 and 2030 at the bottom of the charts on the following pages. We suggest that these are conservative estimates that do not consider all of the traffic volume that the developments on Islington Ave. will generate should they all be approved. Even so, for the P.M. Peak Hour alone, *Paradigm* predicts 6600 vehicles entering the intersection at Islington and Steeles in 2025 and 6827 in 2030



2025 Background Traffic Volumes

In spite of the thoroughness of the transportation data presented one matter isn't examined that in our view should be: collision data. Collision data, of course, is a reflection of driver habits, but also of infrastructure and the population that roads serve.

A few years ago our residents' association obtained from the City of Toronto relevant data for the Islington-Steeles intersection, for the time period 2011-2015. Our specific interest was traffic flowing south from Steeles Ave. to the first streetlight south of Steeles Ave. to Muir Ave./Millwick Dr. More recent data would be helpful, but we can assure you that the number of collisions are not likely to have been fewer over the past 5 years given the growth that has occurred in Vaughan.

The tables below indicate that 238 collisions were reported to the police in a 5-year period. The data does not include data from Steeles northward on Islington. Clearly, the data supports *Paradigm's* inference that the intersection is over capacity. This was the conclusion which it drew for the reports submitted for 7082 Islington Ave. Adding the 34-floor tower in this application will only exacerbate traffic congestion. We fear that the development on Islington Ave. will create a nightmarish traffic scenario. Instead of approving more high density development, we believe that the development should be scaled back.

Study Area: ISLINGTON AV - BTWN STEELES AV W & MUIR AV / MILWICK DR
 Report Type: Standard Report
 Field Sorted: Accident Number
 Index: Ascending

City of Toronto Collision Reporting System
 COLLISION DIRECTORY TABULATION REPORT
 Period: 2011/01/01 to 2015/12/31

Toronto

Date Printed: 16/09/21 09:07
 Investigator: XXX

Collisions by Year Class of Collision

Year of Collision	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2015	0	11	30	41
2014	0	13	38	51
2013	0	13	42	55
2012	1	13	24	38
2011	0	16	37	53
Total	1	66	171	238

Road Surface Condition by Class of Collision

Road Surface Condition	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Dry	1	56	138	195
Wet	0	10	22	32
Loose Snow	0	0	5	5
Slush	0	0	2	2
Ice	0	0	2	2
Uncoded	0	0	1	1
Packed Snow	0	0	1	1
Spilled liquid	0	0	0	0
Other	0	0	0	0
Mud	0	0	0	0
Loose Sand or Gravel	0	0	0	0
Blank	0	0	0	0
Total	1	66	171	238

Collision by CRC Unit Class of Collision

CRC Unit of Collision	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
CrcNorth	0	10	135	145
AccidRptgCen	0	31	18	49
A	0	3	5	8
Uncoded	0	4	3	7
TSV	1	2	3	6
E	0	5	1	6
D	0	3	1	4
CrcWest	0	2	2	4
B	0	3	1	4
CrcEast	0	1	1	2
C	0	2	0	2
D31	0	0	1	1
Total	1	66	171	238

Disclaimer

Raw data in this report has been provided by the Toronto Police Service. Interpretation of this data by the City of Toronto Traffic Safety Unit (TSU) is strictly subjective and therefore we cannot be held responsible for any misinterpretation of the data. Furthermore, TSU staff has validated 222 of 238 collisions. Please use the above mentioned tables/graphs at your own discretion. For further information, please contact Jim Smith at 416-392-5210.

Bicycle Traffic

According to *Weston Consulting's Planning Justification Report*, 192 parking spaces would be allocated to bicycles. It seems absurd that residents would choose to ride bicycles into the potentially dangerous traffic network that Islington and Steeles presents. If bicycle use is to become a viable, safe transportation option, developers must be required to contribute significantly to improving the transportation network where there are presently no bicycle lanes.

Walkscore and Pedestrians

The *Walkscore* for the proposed development is 31. A score this low indicates that residents in the building would be car dependent.

Absence of Planned Vital Retail

This proposal and 7082 Islington Ave. do not accommodate retail. All grocery shopping would have to be done by stepping into one's car. One of the goals of planning today is to reduce the reliance on vehicle use. This proposal clearly does not satisfy that goal. In order to purchase any major items, one would have to drive to stores that are not located nearby. The proponent should include retail shopping in its planned community. A supermarket is essential. The Yonge-Sheppard development has incorporated supermarket shopping into high-rise development. A planned community which does not provide any retail does not address the needs of families.

Types of Units

According to the proponent's proposal, the building would consist of 295 units, 71% of which would be 1-bedroom and 29% would be 2-bedroom. There would be no larger units. Does the proponent believe only singles and couples will be interested in this building? This allocation does not realistically address the housing needs of families for whom detached/semi-detached and townhouses are financially out of reach.

No Land Allocated for a School

As has been common in many developments for the past several decades, little concern for the education of children has entered into a developer's planning. This proposal does not set aside land for a future school. This means that all school-aged children would be required to be bussed to schools north of Highway 7. Some parents may elect to send their children to schools in Humber Summit if they could be accommodated. Besides the inconvenience of not having a community school for families, this means that more school busses would be added to the already overtaxed network of roads. The proposed building does not include a day-care facility.

A sound planned community must take into account the education of children. Coordination with the provincial government to determine educational needs should be undertaken. This proposal along with that of 7082 Islington Ave. do not.

Environmental Impact from former Thackeray Landfill Site

Will prospective purchasers of units be informed that their units will be situated directly across the Humber River from the former 45-acre Thackeray landfill site where 2.2 million tonnes of non-hazardous waste was buried? Have they been informed that the City of Vaughan is considering harvesting the methane gas that is emitted into the atmosphere to sell to the electricity grid?



Map of Former Landfill Sites (DiMatteo, Enzo, Toronto's Ticking Landfills, in NOW, March 17, 2011)

Conclusion

We are not opposed to redevelopment; we are opposed to this application as presently submitted. The need for zoning amendments is not apparent when the construction of an eight-floor building would be permitted under the mixed-use zoning designation.

We are concerned that the intensification that is proposed is beyond what the present and planned infrastructure will be able to accommodate. Another tall residential tower is not required for the community.

The traffic congestion that will result is unacceptable and no mitigating measures are proposed to address the potential nightmare for drivers, cyclists and pedestrians.

A community such as this requires retail and a school within walking distance or a very short drive. This proposal does not address the daily needs of residents.

The mix of types of units – one and two bedroom – does not offer acceptable alternatives. Residents must be assured that environmental concerns have been entirely addressed. In all, we propose that Vaughan Planning evaluate this development application through the lens of the site's limitations; it must consider the impact that this proposal will have on future residents and your Humber Summit neighbours to the south. We live in integrated communities, not entirely mutually exclusive ones.