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MEMORANDUM

TO: Allen Appleby, Director, Community Planning, North York District
Attention: Steve Forrester

FROM: Frank Clarizio, P. Eng.
Manager, Development Engineering, North York District

DATE: December 31, 2012

SUBJECT: Official Plan / Zoning Bylaw Amendment Application No:11 264854 NNY 26 OZ
Draft Plan of Subdivision Application: 12 280184 NNY 26 SB
Your Circulation Dated: November 21, 2012, and November 27, 2012

Applicant for Draft Plan of Subdivision Application: Mac Naughton Hermsen
Briton Clarkson Planning Ltd (On behalf of Wicksteed Development Ltd)

Applicant for Official Plan / Zoning Bylaw Amendment Application: Paula
Bustard (On behalf of Wicksteed Developments LI)

Location: 70 Wicksteed Ave **Ward: 26**

APPLICATION DESCRIPTION

The subject site is located east of Laird Drive, south of Vanderhoof Avenue and north of Wicksteed Avenue. The existing site is mostly vacant.

The applicant is proposing to construct a retail and commercial development with a total of 14,029 m² gross floor area (GFA).

The applicant is proposing to construct:

- Extension of Vaughan Street toward South as 18.5 m right-of-way to connect with Wicksteed Avenue, and extension of Parkhurst Blvd toward East and then South as 16.5 m right-of-way to connect with Wicksteed Avenue
- Commercial Centre comprising of new and existing buildings ranging in size from 415 square meters up to 7,569 square meters with a total GFA of 15,329 square meters.

In support of the application, the following drawings and study have been submitted for review:

- Draft Plan of survey drawing, by KRCMAR Surveyors Ltd, dated September 6, 2011,

stamped as received by planning on November 20, 2012;

- Functional Servicing & Stage-1 Stormwater management Report, prepared by Sernas Associates, revised dated November 2012, not stamped by Planning, received to Development Engineering on November 22, 2012
- Functional Designs–Parkhurst Boulevard-Vaughan Street drawing no. FD-3, dated November 14 2012, prepared by Transtech, stamped by planning November 16, 2012
- Draft Plan of Subdivision, dated November 14, 2012, prepared by MHBC, stamped by planning November 16, 2012
- Traffic Impact Study Revised Report, dated November 22, 2012, stamped by planning November 27, 2012.
- Other associated drawings and reports.

A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR ZONING BY-LAW AMENDMENT

A.1 Transportation Services

- a) **Satisfy all requirements related to the November 22, 2102 Traffic Impact Study that was prepared by Transtech in support of the development proposal, as further discussed in this report.**

A.2 Technical Services

- a) **We have not received revised a Functional Servicing & Stormwater management Report, and a revised Conceptual Site Servicing Plan. Therefore, please address our comments noted in previous memorandum dated December 5, 2012.**

B. OFFICIAL PLAN / ZONING BY-LAW AMENDMENT CONDITIONS

B.1 Transportation Services

- a) **The applicant shall provide parking at:**
 - **A minimum ratio of 1.5 parking space per 100m² of retail floor area;**
 - **A minimum ratio of 1.5 parking space per 100m² of general office floor area;**
 - **A minimum ratio of 2.5 parking spaces per 100m² of grocery floor area;**
 - **A minimum ratio of 4.0 parking spaces per 100m² of bank floor area;**
 - **A minimum ratio of 3.0 parking spaces per 100m² of restaurant floor area.**
- b) **Provide loading in the following amount:**
 - **Building A: 1 Type A and 2 Type B**
 - **Building B: 2 Type B**
 - **Building C: 1 Type B**
 - **Building D: 1 Type B**

- **Building E: 1 Type B**
- **Building F: 1 Type B**

Type A: 17m long x 3.5m wide x 4.3m high

Type B: 11m long x 3.5m wide x 4m high

B.2 Technical Services

No conditions provided at this time until the additional information mentioned in Section A is provided for the review and acceptance by the Executive Director of Technical Services.

C. REVISIONS AND ADDITIONAL INFORMATION REQUIRED PRIOR TO APPROVAL OF DRAFT PLAN OF SUBDIVISION

C.1 Transportation Services

- Remove the words "Future Conveyance" from Block 7 in the Area Schedule of the Draft Plan of Subdivision as Block 7 is to be conveyed to the City at the same time as Street A, B and B1.

C.2 Survey & Utility Mapping

- The plan does not comply with the City's requirement for integration with the Ontario Co-ordinate System.
- The label "Street A" should be replaced with "Parkhurst Boulevard" and the labels "Street B" and "Street B1" should be replaced with "Vaughan Street".

C.3 Technical Services

- Draft Plan of Subdivision, dated November 14, 2012, prepared by MHBC, stamped by planning November 16, 2012, and Functional Designs–Parkhurst Boulevard-Vaughan Street drawing no. FD-3, dated November 14, 2012, prepared by Transtech, stamped by planning November 16, 2012,**
 - As stated in previous memorandum, dated December 5, 2012, Functional Designs–Parkhurst Boulevard-Vaughan Street drawing no. FD-3 shows the following encroachments to the proposed easements and 6.1 m corner rounding :**
 - Drawing Fd-3 shows an encroachment from Building "F" onto the proposed easement. Please note that no encroachment is permitted within the proposed municipal easement. Please revise.

- Buildings D and E are encroaching to 6.1 m corner rounding. Please revise.(Please note that no strata easement is allowed)
- In addition of above comments, Rendered Site Plan drawing No. A001 that has been attached to Functional Servicing Report is inconsistent with aforementioned Functional Design Drawing in term of dimension of Building "F" and corner rounding.
- In the meantime revised drawing No. A001 shows "Watermain Easement" at north of Building "F"; however Conceptual Servicing Plan shows Storm easement. Please clarify and eliminate the discrepancies.
- The Draft Plan of subdivision has noted that "9.1 m STM easement". Please revise the annotation as the above easement is for Storm and Water main on Block "6".
- **The submitted Functional Design drawing No. FD-3** shows non-standard road cross sections different than DIPS as follows:
 - i. Section E-E has proposed an 18.5 meter right-of-way with 9.5 meter paved area.
 - ii. Sections A-A and B-B on Functional Design drawing have proposed 12.3 meter right-of-way, however Draft Plan of subdivision indicated that Block "7" as **"Future Conveyance (Parkhurst Blvd) " not as conveyance part. The above approaches between Functional Design and Draft Plan of subdivision are inconsistent.**
 - iii. In addition of above comment, Section C-C and D-D shows 16.5 meter right-of-way which is not accordance with DIPS standard cross sections.

As we stated in our previous memorandum (comment A.2.1.c), non standard streets must show the utilities too, to ensure that there are enough space for existing and proposed utilities. For minimum clearance and dimension between utilities please see DIPS. {Please note that as per submitted Draft Plan of Subdivision, Block "7' has noted as "Future Conveyance (Parkhurst Blvd)", therefore no existing or proposed municipal utilities can be located within that portion unless the municipal easement is proposed or the above noted block is conveyed to the City}. Please revise/clarify.

- **A stated in our previous memorandum, the easement shown on the Draft Plan of subdivision in favor of the lands at pin 10369-0244(LT) for use of**

parking must be released prior proceeding with re-zoning as it conflicts with proposed Building F.

D. PRELIMINARY DRAFT PLAN OF SUBDIVISION CONDITIONS

- 1.1 **Approval of this Subdivision application is conditional upon approval of the Zoning application for this site; file No. 11 264854 NNY 26 OZ**
- 1.2 Enter into the City's standard subdivision agreement and satisfy all pre-registration conditions.
- 1.3 Pay to the City (\$40.00) per lot/block towards the cost of geodetic and aerial survey.
- 1.4 Dedicate all roads and corner roundings shown on the plan.
- 1.5 Convey to the City all 0.3 metre (one foot) reserves shown on the plan.
- 1.6 Convey all necessary easements to the City.
- 1.7 Prepare all documents to convey lands in fee simple and easement interests to the City for nominal consideration, such lands to be free and clear of all physical and title encumbrances to the satisfaction of the Technical Services Division in consultation with the City Solicitor.
- 1.8 Submit a draft Reference Plan of Survey to the Executive Director of Technical Services, for review and approval, prior to depositing it in the Land Registry Office. The plan should:
 - (a) be in metric units and integrated to the 1983 North American Datum (Canadian Spatial Reference System) and the 3 degree Modified Transverse Mercator Projection);
 - (b) delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and
 - (c) show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan;
- 1.9 Pay all costs for preparation and registration of reference plan(s).
- 1.10 The Owner agrees to retain the services of a Qualified Person to conduct an environmental site assessment for the lands to be conveyed to the City, in accordance with the terms and conditions of the standard subdivision agreement, including providing payment for a peer reviewer and the submission of a Record of Site Condition (RSC).
- 1.11 Pay engineering and inspection fees in accordance with the terms and conditions of the standard subdivision agreement.
- 1.12 Submit financial security in accordance with the terms of the standard subdivision agreement and the prevailing City of Toronto policy.

- 1.13 Apply stormwater management techniques in the development of this subdivision to the satisfaction of Technical Services
- 1.14 Provide safe mitigation measures to protect the development, and /or cash-in-lieu contribution regarding sanitary wet weather issues on basement flooding to the satisfaction of Technical Services.
- 1.15 The City does not require an encroachment to the right-of-way at the location of existing building, shown on Draft Plan of subdivision as Block 2, and 3 to the extension of Parkhurst Boulevard, however the owner will convey necessary lands to the City if / when the existing buildings are demolished. The above condition must be registered in the title of the aforementioned properties.
- 1.16 The sanitary and storm outlets from this development are to Parkhurst Boulevard sewers which are partly clogged by calcite. The lining and removing calcite from aforementioned sewers will take place on 2014 by Toronto Water. The owner will schedule their development timing accordance to above time frame or any revised date by the City operation.
- 1.17 The owner agrees to purchase the land as identified as Block No. Street "B1" on Draft Plan of subdivision from the owner of the aforementioned land in order to extend the Vaughan St.
- 1.18 All external infrastructure improvements listed below must be constructed to the satisfaction of Transportation Services prior to the issuance of above grade permits:
- a. Laird Drive at Vanderhoof Avenue
- Widen Laird Drive to implement a 40 metre southbound left-turn storage lane;
 - Modify the westbound approach to include separate left and right-turn lanes;
- b. Wicksteed Avenue
- Modify the existing pavement markings on Wicksteed Avenue, between Laird Drive and Brentcliffe Road, to create dedicated left-turn lanes at the intersections west of Driveway "C" and a short centre two-way left-turn lane which transitions into a dedicated left-turn lane at the Brentcliffe Road intersection;
- c. Laird Drive at Wicksteed Avenue/McRae Drive
- Increase the traffic signal cycle length from 70 seconds to 100 seconds and introduce a protected westbound left-turn phase for the weekday PM and Saturday peak periods; and;
- d. Wicksteed Avenue at Vaughan Street
- Install a new traffic control signal at the intersection

- 1.19 Submit detailed design plans related to the external and internal infrastructure improvements (Pavement Markings & Signage Plan) to the satisfaction of Executive Director, Technical Services;
- 1.20 The land in Block 3 will have to be conveyed to the City when the building in Block 3 redevelops;
- 1.21 Provide a cost estimate for all transportation improvements. The applicant is required to prepare and submit for review a cost estimate for any required road and intersection improvements/constructions as per the approved functional design (functional design still to be approved). The cost estimate must separate the internal improvements from the external improvements. The cost estimate may include but not limited to the following components:
 - Any identified roadway modifications/construction;
 - Any identified sidewalk and curb modifications; and
 - Any identified signage and pavement markings.
 - Any identified utilities and infrastructure modifications, relocations, or improvements as a result of above works.

E. DRAFT PLAN OF SUBDIVISION COMMENTS

These comments are preliminary and are subject to change based on submissions for subsequent planning approval applications. They are provided for the owner's information only.

1. GENERAL

- 1.1 All services to be installed by the Owner shall be according to City of Toronto standards and specifications as laid down by the Executive Director of Technical Services and shall be secured 65% by irrevocable letter of credit.
- 1.2 The Owner shall pay a 5% fee for City's engineering review and inspection services, based on the cost of all proposed infrastructure works for the subdivision, as estimated by the Owner's consultant and satisfactory to the Executive Director of Technical Services.
- 1.3 Prior to the registration of the draft plan of subdivision, the Owner shall agree to construct and make satisfactory financial arrangements including any financial security required to ensure the construction of all proposed infrastructure works necessary to service the subdivision to the satisfaction of the Executive Director, Technical Services in accordance with the prevailing City of Toronto policy as determined by the Executive Director of Technical Services.
- 1.4 There is no Site Plan Control Application at this time. Any relevant issues will be reviewed in detail upon receipt of future site plan control application(s);
- 1.5 The Owner's consulting engineer shall submit to the Executive Director of Technical Services three complete sets of the following drawings/documents for examination to the satisfaction of the Executive Director of Technical Services:

- Plan and Profile of all services and proposed infrastructure;
- General Plan;
- Grade Control Plan;
- Storm Sewer Drainage Plan including the external area;
- Sanitary Sewer Drainage Plan including the external area;
- Water Distribution Analysis and skeleton model.
- Stormwater Management Report ,
- Servicing Report
- Drawings of Miscellaneous Details and Notes;
- Pavement Markings Plan;
- Design Sheets for Storm and Sanitary Sewers;
- An Erosion and Sediment Control Plan;
- Composite Utility Plan prepared by a licensed municipal servicing engineer, who will coordinate, on behalf of the City and to City standards, all utility company installation proposals and the street tree planting proposal within the public right-of-ways. This same consulting engineer will provide a composite utility plan, indicating the respective utility company's installations of services and the planting of street trees within the municipal road allowances created and/or extended to service this development. Such plan will be prepared to the satisfaction of the Executive Director of Technical Services and the General Manager of Urban Forestry; and

2 FINANCIAL IMPLICATIONS ON THE CITY

No comments.

3 ROADWAYS

3.1 Public roads within the plan of subdivision shall include the following:

Minimum 8.5 metre, and 8 metre wide residential asphalt pavement roadways with curbs on 18.5 metre and 16.5 metre road allowances respectively, designed in accordance with T.P.U.C.C. Dwg. No. S-1 (Local Residential Streets). Turning circles must have minimum 12.5 metre pavement radii and minimum 18.5 metre road allowance radii.

- a) 6.1 metre radius corner roundings must be provided at the intersection of all streetlines on public roads within the plan and at all intersections to existing public roads.
- 3.2 The minimum and maximum permitted longitudinal roadway gradients are 0.7% and 6.0% (percent) respectively.
- 3.3 The owner shall convey to the City, at nominal cost, such lands to be free and clear of all encumbrances, save and except for utility poles and subject to a right-of-way for access purposes in favour of the Grantor until such times as said lands have been laid out and dedicated for public highway purposes.
- a) Public roads within the plan of subdivision.
 - b) **6.1 metre radius corner roundings must be provided at the intersection of all streetlines on public roads within the plan and at all intersections to existing public roads.**
 - c) Any necessary easements that may be required in favour of City of Toronto.

Deeds for these lands, in a satisfactory form, shall be deposited with the City Solicitor upon the execution of a Site Plan agreement and shall be registered by the City.

The owner shall convey all road widenings and/or servicing easements at no cost to the City and free of all encumbrances to the satisfaction of the Executive Director of Technical Services and the City Solicitor.

A draft Reference Plan of Survey shall be submitted to the Executive Director of Technical Services, for review and approval, prior to depositing in the Land Registry Office, in metric units and integrated with the Ontario Co-ordinate System, showing as separate PARTS thereof the lands to be conveyed to the City and the remainder of the site including any appurtenant rights-of-way.

The owner shall pay all costs for registration and preparation of reference plan(s).

4 SIDEWALKS / PUBLIC BOULEVARDS / STREETSCAPING

- 4.1 1.7 metre concrete sidewalks, located 1.0 metre from the streetline, shall be constructed on both sides of all streets as per Council policy.
- 4.2 All sidewalks must continue through the private driveways;

5 STREET LIGHTING

- 5.1 Street Lighting approval and security requirements

6 PUBLIC WALKWAYS, LANEWAYS

- 6.1 Public walkways within the plan shall be a minimum 3.0 metres wide, concrete

paved, fenced and illuminated as required by the Transportation Services Section. If sewer and water services are proposed within the walkway, the walkway shall be a minimum 6.0 metres wide or wider depending on the infrastructure requirements.

7 ENCROACHMENTS

- 7.1 The City does not require an encroachment to the right-of-way at the location of existing building, shown on Draft Plan of subdivision as Block 2 and 3, to the extension of Parkhurst Boulevard, however the owner will convey necessary lands to the City if / when the existing buildings are demolished. The above condition must be registered in the title of the aforementioned properties.
- 7.2 No encroachments are permitted on the City's road allowance or into existing or proposed easements except as noted on above noted item 7.1.
- 7.3 Note that Building B, D and E are within the corner rounding and must be adjusted to be completely within private property;

8 DRIVEWAY ACCESS AND SITE CIRCULATION

- 8.1 The proposed driveway on City property must have a 2% to 6% slope positively graded towards the roadway.

9 LOADING

- 9.1 The locations of loading spaces for buildings D and E (submitted by e-mail) must be revised to a location adjacent to the building where loading does not occur across a driveway;
- 9.2 Clearly identify and dimensions all loading spaces.

10 TRAFFIC ASSESSMENT

- 10.1 The City is currently reviewing the location of medians along Laird Drive which may impact the site. A review of existing and future access along Laird Drive must be undertaken before a median can be approved;
- 10.2 Parkhurst Avenue on both sides of Laird Drive may have restricted turning movements subject to a review by Transportation Services;
- 10.3 Align the driveway adjacent to Building F with the driveway to the south, change to be made during site plan;
- 10.4 Revise the functional plan at the intersection of Parkhurst Boulevard, Driveway B and the E/W Drive Aisle so that the curbs line up in an appropriate manner;
- 10.5 All unprotected crossings must be removed;

10.6 All way stop at Parkhurst Blvd and Parkhurst Blvd is not allowed as per the Highway Traffic Act;

11 **SOLID WASTE & RECYCLING**

11.1 The City does not collect trade waste, which is defined as any solid waste originating from any one or more industrial process or business, industry or commercial establishment. Therefore, the owner must arrange for private waste collection.

11.2 The owner should be aware that the access route and loading platform must be designed in such a way to allow a collection vehicle to enter the site, collect the garbage and exit without the need to backup onto a public road

12 **Conceptual Site Servicing Plan no. CSP-1, prepared by Sernas Associates, revised dated November 21 2012, not stamped by Planning.**

12.1 Technical Services

a) As stated in our previous memorandum, the consultant engineer has proposed future extension of sanitary sewer on Wicksteed Ave for the proposed buildings D, E, and F. Please note that:

- Subject to future review and approval of the proposed sanitary extension on Wiksteed Ave and Vaughan St, the following comments must be addressed:

1) The minimum allowable size for a sanitary sewer will be 250 mm diameter. Please revise.

2) The first leg of the top end of sanitary sewer will be sized at with a minimum grade of one percent. Please revise.

b) As stated in our previous memorandum, please include the latest City of Toronto General notes. For further information or to obtain a digital copy of the revised map, please contact Pezhman Imani, 416-395-6181

c) As stated in our previous memorandum, the submitted servicing drawings do not show control maintenance holes for the proposed Sanitary and Storm connections. Please revise.

d) The submitted drawings and report have proposed to remove the existing municipal watermain and sanitary sewer within the site, and have proposed 9 meter easement for existing storm sewer within the site. Please note that:

- The submitted drawing has proposed to remove existing sanitary within the site, however no CCTV been submitted to verify that no

other properties been connected to the above noted sanitary at east of Vaughan St. Please submit the CCTV.

- e) As stated in our previous memorandum, please show the approximate location of existing sanitary service for the existing building at Block 2.
- f) In addition of above comment please note that if the proposed building in Block 1, which is proposed to connected to existing building in Block 1, is an addition to existing building and both buildings will be one entity under one ownership ,then one set of connections(Sanitary, storm, and water) are allowed for one building. Please provide a written confirmation in the revised submission to clarify.
- g) As stated in our previous memorandum, 6.1 meter corner rounding must be shown at the intersection of public streets.
- h) As stated in our previous memorandum, it seems the difference in invert elevations at storm MH#1 is more than 1.22 metres. Please show the drop structure.
- i) As stated in previous memorandum, in addition of above comment, please show the proposed 1.7 m width sidewalk at standard location of 1.0m from the property line frontage of the site on Vanderhoof Ave.
- j) As stated in previous memorandum, in addition of above comment, please show the proposed 1.7 m width sidewalk frontage of the site on Vaughan Street.(the location of the sidewalk will be based on the proposed road cross on the Vaughan St extension)
- k) As stated in previous memorandum, in addition of above comment please show the proposed 1.7 m width sidewalk at standard location of 1.0m from the property line frontage of the site on Laird Dr.
- l) In addition of above comment, as stated in previous memorandum, please show the proposed 2.0 m width sidewalk (in addition of the curb width) adjacent to the curb frontage of the site on Wicksteed Ave.
- m) As stated in previous memorandum, please include a cross section of storage tank(s) in the revised report.
- n) As stated in previous memorandum, the drawing has proposed a 150mm watermain connection for each building. Our understanding from FSR report is that the buildings have sprinkler systems and therefore as "h" connection is required as per the City standard T-1105.02-1
- o) As stated in previous memorandum, please note that proposed water service shut off valves must be located within the City's road allowance at the property line. Please note that meter chamber is required whenever building

mechanical room setback is greater than 30.0m from the streetline where water service connection is located;

- p) As stated in previous memorandum, the City requires a control maintenance hole located on the property of the owner, as close to the property line as possible as per Section 681-10-A.(1) of the Toronto Municipal Code. This requirement will apply to all multi-family, commercial, industrial and institutional developments.
- q) As stated in previous memorandum, please note that for connection of storm sewer main to storm sewer main an appropriate size maintenance hole must be used. Please propose a MH to north end of storm pipe between MH1 to 975 mm storm sewer.
- r) As stated in previous memorandum, please submit cross section of all the service connections within municipal right-of-way to ensure that there is no conflicts with existing and proposed utilities and there is proper clearance as per the City of Toronto Design Criteria and MOE.
- s) As stated in previous memorandum, the consultant engineer has shown the arrows which may represent the overland flow routes on the drawing on some portion of the development. Please note that overland flow routes must be shown on entire site and also the must show the overland flow routes from external areas toward site too.
- t) The preliminary grading on the drawing may result the road longitudinal less than City acceptable limit. Please note that the minimum and maximum permitted longitudinal roadway gradients are 0.7% and 6.0% (percent) respectively.

13 STORM DRAINAGE

13.1 **Functional Servicing & Stage-1 Stormwater management Report, prepared by Sernas Associates, revised dated November 2012, not stamped by Planning.**

13.1.1 Technical Services

- a) As stated in previous memorandums, Page 8, Stormwater Management Criteria, has mentioned that the site post development allowable release rate is 327.5 L/sec, but as it noted on the page 8 of the report for the pre-development scenario "*Based on data obtained from the City, and our field investigations, we have estimated that prior to the demolition of the original commercial buildings, and area of approximately 20,050 m² (Incl. roof and surface storm runoff) was draining uncontrolled to the 975 mm diameter Parkhurst Boulevard storm sewer*". Moreover, page 13, Proposed Storm Servicing, has noted that "*Post –development storm flows from the site are to be directed to the existing Parkhurst Boulevard 975 mm diameter storm*

sewer located within the site". As per above information, therefore the allowable release rate must be revised based on the portion of the site which is currently draining to each sewer in pre-development scenario. Please revise or address the following comments:

- The submitted existing and revised proposed drainage pattern are not clear because it must show each areas, any **external** drainage to the site for the site as part of the revised Stormwater Management. The above patterns must show the area was draining to each storm-shed.
- Calculate the allowable release rate for the portion of the site that is currently draining to the proposed storm sewer in pre-development situation.(the allowable release rate on the report has been calculated based on the site total area, not the portion of the site that site is draining to now). Please revise.
- Please show the existing and proposed overland flow routes on both drawings.
- Please note, if the subject development causes an increase in storm drainage (minor or major system) as a result of changing the drainage pattern, a comprehensive storm analysis (for minor and major systems) must be submitted as part of the Stormwater Management Report **PRIOR TO REZONING APPROVAL** to ensure that there won't be any adverse impacts on the existing and proposed properties.
- Post Development Drainage Plan shows encroachment to the proposed sewer easement. Please revise.
- To address our previous memorandum, to address the "Flood Flow Management" criteria the consultant has included the result of VO2 model by using 12 hour SCS. Please note that:
 - i. **As stated in our previous memorandum, in addition to the (Flood Flow / Runoff Attenuation) criteria, WHERE HYDROLOGIC MODELS ARE USED TO DESIGN CONVEYANCE WORKS, a 4 hour Chicago Design Storm with 10 minute time step, and 0.333 to peak, based on Toronto IDF shall be used to determine the design flows. Use of alternative design storms must be approved by Toronto Water. The SCS12 hours is only to address Flood Flow Management Criteria, but in order to address Discharge criteria to municipal system (either Minor or Major system), Chicago 4 hours Design Storm must be used. Where Rational or Modified Rational Method is used for conveyance design (in accordance with City & Provincial Standards) the use of a Chicago Storm is not required**

ii. As stated in our previous memorandum, in addition of above comment, the Hydrology model input and output information must be included in the report. The report has included a table in response to our previous memorandum and summarized the parameters used in the model such DPSI, LOSS, LG, the command which have been used, CN values, etc for further review by Toronto Water. Please address the below comments. We defer our comments on the model after :

- It is obvious that the modeling results cannot be understood without schematic. Please submit it as stated in our previous memorandum.
- City of Toronto IDF curve parameters have not been shown. Please demonstrate the parameters as stated in our previous memorandum.
- CN Soil's SCS or Modified Curve Number for the pervious area has not been shown on the table.
- LGI has been calculated incorrectly. Our understanding from VO2 model is that $A=1.5(LGI)^2$. Please revise.
- How much IA values have been considered d for pervious areas.(Please see below table on comment "f" for the acceptable range)
- As stated in our previous memorandum, the Hydrology model input and output information must be included in the report.
- The entire site has been model, however only portion of the site which is draining to the sewer shed in pre development must be modeled to determine the allowable release rate and then entire site must be modeled for post development scenario.

Therefore, we defer our comment on allowable release rate provided by the consultant after we receive the revised model.

b) As stated in our previous memorandum, page 9, Quantity Control Section, has divided the site in post development scenario to six drainage areas. Please address below comments:

1. Block 1, Revised Drainage Area-5,793 m², and Block2 Revised Drainage Area-6,764 m², Block 3 Revised Drainage Area-8,140 m²,

i. As stated in our previous memorandum, before applying any

stormwater management approach, the existing drainage pattern including **external drainage area**, the sewer-shed area, and uncontrolled areas must be verified and shown on a plan, and then we can comment on allowable release rate, storage requirements, and etc. Therefore, we defer our comment after we receive these detail information.

- ii. As stated in our previous memorandum, as per Drainage Act any and all the external drainage must be accounted for and addressed as per the overall Stormwater Management for the entire site.
- iii. As stated in our previous memorandum, we defer our comment on the required storage after our comments noted in our previous memorandum and this memorandum is addressed.
- iv. As stated in our previous memorandum, the pre-development Runoff Coefficient factor must be evaluated and indicated for the blocks. The stormwater management must be revised accordingly based on the "C" factor.
- v. As stated in our previous memorandum, we defer our comments on the orifice discharge rate provided in page 9 until we receive more information regarding the spill-over elevation, sketch and cross section of the storage tank including the inverts.
- vi. As stated in our previous memorandum, WHERE HYDROLOGIC MODELS ARE USED TO DESIGN CONVEYANCE WORKS; a 4 hour Chicago Design Storm with 10 minute time step, and 0.333 to peak, based on Toronto IDF, (please contact City of Toronto for Design Storm distribution), shall be used to determine design flows; use of alternative design storms must be approved by Toronto Water.
- vii. The consultant engineer has used 12 hour SCS method to evaluate the post development flow for above noted blocks, please address our comment noted on above comment C.12.1.(Modeling section).
- viii. It is a City guideline not to permit service connections to City infrastructures within easements. If the intention is only to connect the portion of storm sewer within proposed public roads, the City has no objection on this approach subject to address the requirements of WWFM guidelines.
- ix. The consultant also noted that 100-year post development flow from Block 1, 2, and 3 are 31 l/s, 32 l/s, 44 l/s respectively.

The above 100 year post flows are much lower than flow calculated based on Rational Method. Please note that:

- If the above flows have been estimated by using VO2 model, please address our comments in previous comments regarding the modeling parameters before using the above values to design the site storage and conveyance facilities.
- Please use the Rational Method too. If the value obtained in Rational Method is more conservative than the VO2 model, please use the values resulted in Rational Model.

Therefore, we defer our comments on site stormwater management facilities after we receive and review the revised VO2 model which is correctly calibrated , revised parameters, schematic, IA values, and other design storm as noted above, and Rational Method output. At this stage the stormwater management design submitted by the consultant engineer is NOT acceptable to us.

2. Vaughan Street Extension Drainage Area-1,056 m², and Parkhurst Boulevard Extension Drainage Area-2,528 m²

- i. As stated in our previous memorandum, before applying any stormwater management approach, the existing drainage pattern including **external drainage area**, the sewer-shed area, and uncontrolled areas must be verified and shown on a plan, and then we can comment on allowable release rate, storage requirements, and etc. Therefore, we defer our comment after we receive these detail information.
- ii. As stated in our previous memorandum, as per Drainage Act any and all the external drainage must be accounted for and addressed as per the overall Stormwater Management for the entire site.
- iii. As stated in our previous memorandum, the consultant engineer has noted that" *Post-Development flows for this drainage area will sheet drain uncontrolled onto the proposed extension of Vaughan Street...*" The consultant also noted that 100-year post development flow from Vaughan Street extension is only 16.0 l/s and 33 l/s for Parkhurst Blvd Extension. The above 100 year post flows are much lower than flow calculated based on Rational Method. Please note that:
 - If the above flows have been estimated by using VO2 model, please address our comments in previous

comments regarding the modeling parameters before using the above values to design the site storage and conveyance facilities.

- Please use the Rational Method too, if the value obtained in Rational Method is more conservative than the VO2 model, please use the values resulted in Rational Model.

Therefore, we defer our comments on site stormwater management facilities after we receive and review the revised VO2 model which is correctly calibrated , revised parameters, schematic, IA values, and other design storm as noted above, and Rational Method output. At this stage the stormwater management design submitted by the consultant engineer is NOT acceptable to us.

- iv. As stated in our previous memorandum, we do not have any issue for uncontrolled flow draining to the proposed public roads **subject** to over-controlling the private blocks. If this approach is not feasible please contact City of Toronto for more detail discussion.

3. Block 4 Drainage Area-2,487 m2

- i. As stated in our previous memorandum, page 8 of the report has indicated that the post development runoff from this area will be uncontrolled to the Parkhurst Blvd and it has indicated that the 100-year post development flow for Block 4 is approximately 14 l/s. Based on the information on the report by using rational method the 100-year runoff from this area is about 140 l/s.
- ii. As stated in our previous memorandum, please provide background information as to why the consultant engineer is not able to address quantity control on this block utilizing roof storage, or other techniques. In addition of quantity control, Please explain in detail how the quality control of runoff is being addressed.
- iii. As stated in our previous memorandum, The model info as per above comment 10.1.b must be submitted for evaluation why there is huge difference between rational method and hydrologic model
- iv. As stated in our previous memorandum, before applying any stormwater management approach, the existing drainage pattern including **external drainage area**, the sewer-shed area, and uncontrolled areas must be verified and shown on a

plan, and then we can comment on allowable release rate, storage requirements, and etc. Therefore, we defer our comment after we receive these detail information.

- v. As stated in our previous memorandum, please show the existing service connections on the drawing. A CCTV from the existing services must be provided as part of the revised submission. The consultant engineer should propose utilizing the existing connections unless the existing services are substandard or not adequate. In this case the existing connections must be decommissioned at the owner's expense. Please note that if the proposed building in Block 1, which is proposed to connect to existing building in Block 1, is an addition to existing building and both buildings will be one entity under one ownership, then one set of connections (Sanitary, storm, and water) are allowed only for one building. Please provide a written confirmation in the revised submission to clarify.

4. Block 5 Drainage

- i. As stated in our previous memorandum, there is no stormwater management strategy has been proposed for this commercial block. Please revise.
- c) The thickness and the slope of the proposed Green Roof must be indicated in the report and the drawings and the runoff coefficient factor must be revised as per above. Please note that if there is any ponding has been proposed as part of stormwater management, the confirmation from qualified person must be submitted to the City that vegetation is not damaged as a result of ponding.
- d) As stated in our previous memorandum, the following acceptable criteria for Initial Abstraction, and TSS removal must be applied to Stormwater Water Management:

Surface Type	Initial Abstraction	TSS Removal	Runoff Coefficient
Impervious roof	1mm	80%	0.90
Asphalt pavement	1mm	0%	0.90
Landscape	5mm	80%	0.25
Green Roof	7mm max for intensive roofs otherwise 5mm	80%	0.45-0.5
Permeable Pavers	5mm	80% with storage bed otherwise 50%	0.40
Concrete pavers	1mm	0%	0.9
Grassed swale	5mm	50% for a min length of 16m	0.25

When using any other numbers, all pertinent backup information is required and will be reviewed on a case by case basis.

- e) As stated in our previous memorandum, Page 11 Water balance Section, has indicated that 134 m³ of total site storage toward on-site specific water retention measures will likely be required that will be investigated further at the time of detailed design during the 'Site Plan Approval' stage of this project. Please note that if infiltration system is proposed then an **In-Situ** infiltration test by a qualified geotechnical company must be submitted to support the assumptions. Please include drawdown time calculations, and the MOE and OBC requirements for proposed infiltration system. We defer our detailed comments after we receive the detailed design of the above system including the cross section and plan of the system.
- f) In conjunction with above comment and as stated in our previous memorandum, if any re-use for irrigation or other reuse is proposed to address Water Balance, the supportive calculation per **annual** base must be submitted and must be compared to corresponding annual volume as per WWFM guideline.. For landscape irrigation consumption, the detail confirmation form landscape company must be submitted.
- g) The consultant engineer has chosen a different approach compared to previous submission regarding quality control of Storm runoff for the site. It has been indicated that on page 13 "*under the post-development conditions, the majority of the site will consist of rooftop areas and paved areas, with minimal landscape areas. As such, it is likely that specific on-site water quality control measures will be required for this development to achieve the City of Toronto's requirement for 80% T.S.S. removal. However, this matter will be investigated at the time of detailed design prior to the 'Site Plan Approval' stage of this project.*". We do not comment on quality control at this point, since there is no detail approach regarding above requirement of WWFM guideline provided. We defer our comments after we receive the detail approach as per WWFM guideline criteria.
- h) As stated in previous memorandum, Page 13 has indicated that post-development storm flows from the site are to be directed to the existing Parkhurst Boulevard 975 mm diameter storm sewer located within the site. Please note that the connections to the easement are not permitted unless there are no other options, subject to approval from Toronto Water. If the intention is only to connect the portion of storm sewer within proposed public roads, the City has no objection on this approach subject to address the requirements of WWFM guidelines.
- i) As stated in previous memorandum, please note that the water and fire servicing and metering shall be as per the recent City of Toronto "Water Servicing and Metering manual", 1st edition.
- j) Please note the consultant engineer has noted on page 17 of the report, Section

3.3" that " *Although our analysis shows there are no downstream capacity issues as a result of the proposed development , as precautionary measure we have sized sanitary holding tanks for all the proposed buildings.*" Please note that the City agrees that under the PRELIMINARY APPROXIMATE inflow/infiltration provided to the consultant by the City there is no issues under wet weather, however upon further reviewing the area in detail, finding the accurate pipe information which are missed from consultant spreadsheets, and by consultation with Toronto Water there might be more wet flow as a result of combined system. At this stage we agree with the proposed sanitary holding tanks, but during detail design of subdivision and site plan control the following approaches may be taken as per further discussion with Toronto Water and detailed design :

- More accurate IA values than the ones that have already been provided to the consultant engineer by the City.
 - If under the revised IA values, the development is still safe, cash-in-lieu payment for the contribution of this development to downstream basement flooding will be evaluated. The cash-in-lieu amount will be discussed in detail based on the further detailed analysis.
- k) As stated in previous memorandum, the following statements are to be included in the Stormwater Management report:
- There may be runoff from rain storms that exceeds the capacity of the City's storm service connections. Therefore, the owner shall be responsible to provide flood protection or a safe overland flow route for the proposed development without causing damage to the proposed and adjacent public and private properties.
 - Existing drainage patterns on adjacent properties shall not be altered and stormwater runoff from the subject development shall not be directed to drain onto adjacent properties
- l) A gravity storm sewer system is required to service the plan of subdivision. All foundation drains must be pumped to the surface.

14. GRADING

- 14.1 The final grading of the lands shall be such that the surface water originating on or tributary to the said lands, including roof water from buildings and surface water from paved areas, will be discharged in a manner satisfactory to the Executive Director of Technical Services.
- 14.2 Minor storm drainage from the plan of subdivision shall not be drained overland onto adjacent properties.
- 14.3 Existing drainage patterns on adjacent properties shall not be altered.

15. SANITARY DRAINAGE

15.1 A gravity sanitary sewer system with minimum 250mm diameter pipes is required to service the plan of subdivision. Separate service connections must be made to each dwelling and/or building unit, including freehold condominium units, to be held under separate ownership. Combined connections are not permitted. For single entity development such as a condominium, co-operative or rental property, only one sanitary service will be permitted.

16 WATER SUPPLY

16.1 150mm diameter watermains are required within the plan. Separate service connections must be made to each dwelling and/or building unit, including freehold condominium units, to be held under separate ownership. Combined connections are not permitted. For single entity development such as a condominium, co-operative or rental property, only one water service connection will be permitted.

17 Please address the comments noted in our previous memorandum regarding "Rendered conceptual Plan drawing no. A101, by Diamond and Schmitt Architects, revised dated March 21, 2012, stamped as received by Planning on September 24 2012"

And

"Draft Plan of Subdivision drawing no. 1, by MHBC Planning Urban Design & Landscape Architecture, dated August 27, 2012, stamped as received by Planning on September 14 2012"

18 As stated in our previous memorandum, regardless of size for all development sites, temporary erosion and sediment control for construction must be provided on-site.

All erosion and sediment control BMPs shall be designed, constructed and maintained in all development sites in accordance with the GTA CA's Erosion & Sediment Control Guidelines for Urban Construction (2006) and/or other City of Toronto requirements on a site-by-site basis. (A sediment and erosion control plan must be submitted to the City for review and acceptance)

19 As stated in our previous memorandum, the owner is required to submit a Site Grading Plan prepared by registered professional engineer qualified in municipal engineering to the Executive Director of Technical Services for review and acceptance. We defer our comments in this regard after we receive the above noted plan.

20 EASEMENTS

20.1 The subject site includes existing City easements. Proposed buildings and/or structures in this development must not encroach into this easement, either above or below ground, unless the easement is quit claimed by the City. No construction may take place within the easement until the easement is legally quit claimed.

20.2 There is an existing easement on the subject site. No structures in the proposed development are permitted to encroach onto this easement.

- 20.3 As stated in our previous memorandums and indicated in our meeting with the applicant, the loading study shall be submitted to the City for review and approval to ensure that there is no adverse impacts on the existing infrastructure as a result of the proposed structures and buildings.
- 20.4 As stated in previous memorandum, convey to the City, at nominal cost, the following:
- a) Municipal easement(s) for the existing sewers and watermain traversing inside the subject property.
- Such easements are to be free and clear of all physical and title encumbrances, all to the satisfaction to the Executive Director of Technical Services in consultation with the City Solicitor.
- Submit a draft Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, showing the easement lands as separate PARTS, to the Executive Director of Technical Services, for review and approval.
- 20.5 Submit all environmental site assessment reports prepared in accordance with the Record of Site Condition Regulation (O. Reg. 153/04) describing the current conditions of the easement lands and the proposed remedial action plan based on the site condition standards approach, to the Executive Director, Technical Services, for peer review and concurrence.
- 20.6 Pay all costs associated with the City retaining a third-party peer reviewer including a 7% administrative cost to the City, and submit a certified cheque payable to the City of Toronto in the amount of \$3,000.00, as an initial deposit towards the cost of the peer review to the Executive Director; Technical Services. Submit further deposits when requested to cover all costs of retaining a third-party peer reviewer.
- 20.7 At the completion of the site remediation process, submit a Statement from the Qualified Person, to the Executive Director, Technical Services, for peer review and concurrence, that is based on all necessary supporting environmental documents, the easement lands meets the Site Condition Standards of the most environmentally sensitive adjacent land use.
- 20.8 As per recently submitted Draft Plan of Subdivision the sites includes easement for Hydro and Parking for other properties. Please contact other agencies regarding requirements for other utilities.

21 SOIL CONTAMINATION

- 21.1 The Owner agrees to undertake the development of the Lands in a manner which promotes safe and healthy environmental conditions both on the Lands and in the immediate adjacent areas.
- 21.2 The Owner agrees to retain the services of a Qualified Person to ensure the Lands are developed in accordance with the legislative and regulatory requirements for

assessing the environmental condition, cleanup and the filing of Records of Site Condition (RSC) in the Ministry of the Environment's Environmental Site Registry.

- 21.3 Prior to the earlier of the Release for Construction of Services or Registration of the Plan of Subdivision, the Owner agrees to submit environmental assessment reports to Technical Services prepared in accordance with the Record of Site Contamination Regulation (O. Reg. 153/04) describing the current conditions of the lands and the proposed remedial action plan based on the site condition standards approach, for lands to be conveyed to the City, in fee simple and as easements interests, both internal and external to the subdivision Lands, , for third-party peer review and concurrence.
- 21.4 The Owner agrees to pay all costs associated with the City retaining a third-party peer reviewer and submit a certified cheque payable to the City of Toronto in the amount of Five Thousand Dollars (\$5,000.00) as a deposit towards the cost of the peer reviewer, and to make further deposits in the specified amount as required by the City from time to time.
- 21.5 Prior to the Registration of the Plan of Subdivision, the Owner agrees to environmentally remediate the Lands in accordance with the accepted Remedial Action Plan and following such environmental remediation, up submit a statement from the Qualified Person to Technical Services, that based on all necessary supporting environmental documents:
- a) All lands to be conveyed to the City in fee simple and as easement interest both internal and external to the Lands within the Subdivision meet the Ministry of Environment standards and regulations to the most environmentally sensitive adjacent land use; and
 - b) It is unlikely that there is any off-site contamination, resulting from past land uses on the subdivision lands, that has migrated from the site to the adjacent public rights-of-way, that would exceed applicable Ministry of the Environment standards and regulations.
- 21.6 Prior to the Registration of the Plan of Subdivision, the Owner agrees to file a Record of Site Condition (the "RSC") on the Ontario's Environmental Site Registry for all lands to be conveyed to the City in fee simple and as easement interest both internal and external to the Lands within the Subdivision, and submit the Ministry of the Environment's Letter of Acknowledgement of filing of RSC confirming that the RSC has been prepared and filed in accordance with O. Reg 153/04 and that Ministry of Environment will not audit the RSC at this time or that the RSC has passed the Ministry of Environment's Audit.

22. UTILITIES

- 22.1 A co-ordinated utilities plan which shows all utilities (Bell, Hydro, Consumers Gas and Rogers Cable) in accordance with TPUCC Dwg. No. S-1 and is approved by all utility companies must be submitted to the Technical Services Division as part of the Engineering Design drawings.

23. CONSTRUCTION PERMITS

23.1 Construction Management Plans.

The Owner will be required to provide the City with a Construction Management Plan outlining the following:

- a) Dust/mud control on and offsite;
- b) Location of truck loading points, trailer parking;
- c) Location of temporary material storage areas;
- d) Access/truck routing;
- e) Provision of hoarding, temporary fencing & covered walkways;
- f) Location and extent of aerial crane operations; and
- g) Parking for construction trades;

for any work within the public right-of-way. For further information, please contact the Right-of-Way Management Section, North York District, at 416-395-6221.

24. GENERAL

24.1 All new or revised development proposals must be forwarded to the Technical Services Division for review and a new report will be provided by this Division.

24.2 The applicant is advised to contact Mr. John House, Property Records Supervisor, Survey and Utility Mapping Services, at 416-392-8338 to obtain or verify new municipal addresses prior to submitting a building permit application. It should be noted that all addressed parcels and structures must have the correct municipal addresses posted. Please see <http://www.toronto.ca/mapping/numbers/index.htm> for details.

24.3 Road Allowance Permits.

The applicant must obtain the necessary authorisations and permits from our Right-of-Way Management Section before excavating or encroaching into municipal road allowance. The applicant is advised to contact our Right-of-Way Management Section at (416) 394-8422 regarding site-specific permit and licensing requirements.

24.4 Encroachments.

Any encroachments within Municipal Road Allowances will not be permitted unless they are explicitly approved by the Right-of-Way Management section of Transportation Services. The applicant is required to contact the section through the permit approval process to obtain the exact particulars of these requirements. For further information, please contact the Right-of-Way Management Section, North York District at (416) 395-7112.

24.5 Toronto Hydro Approval.

The applicant must obtain approval from Toronto Hydro Street Lighting Incorporated before removing and/or relocating any utility with attached municipal street lighting.

F. BACKGROUND

TRAFFIC IMPACT ASSESSMENT

The revised Traffic Impact Study report that was received from Transtech Inc. (dated November 22, 2012) provides additional information regarding future traffic operations on the area road network. The consultant continues to conclude that site traffic can be adequately accommodated on the area road network provided that a number of road improvements are implemented, which include the following:

Laird Drive at Vanderhoof Avenue

- Widen Laird Drive to implement a 40 metre southbound left-turn storage lane;
- Modify the westbound approach to include separate left and right-turn lanes instead of the previously proposed traffic control signal;

Wicksteed Avenue

- Modify the existing pavement markings on Wicksteed Avenue, between Laird Drive and Brentcliffe Road, to create dedicated left-turn lanes at the intersections west of Driveway "C" and a short centre two-way left-turn lane which transitions into a dedicated left-turn lane at the Brentcliffe Road intersection;

Laird Drive at Wicksteed Avenue/McRae Drive

- Increase the traffic signal cycle length from 70 seconds to 100 seconds and introduce a protected westbound left-turn phase for the weekday PM and Saturday peak periods; and

Wicksteed Avenue at Vaughan Street

- Install a new traffic control signal at the intersection.

Despite the above-noted conclusion from the consultant, additional information is required to justify the treatment of left-turning vehicles during the inter-green period that was used in the traffic analyses. This issue must be addressed prior to accepting the traffic impacts of the development.

MEDIAN

A median may be required along Laird Drive. The locations of any potential medians are currently being determined by the City. The median is not required for Transportation purposes. A review of existing accesses from Laird Drive must be completed before implementation of the median.

EGLINTON LRT

The Eglinton Avenue LRT is scheduled for construction between 2011 and 2020 from Jane/Black Creek to Scarborough Centre based on Metrolinx/Toronto Transit Plan dated April 28, 2011. The Laird Drive station is proposed to be underground.

BOULEVARDS/STREETSCAPING

The applicant must restore those sections of municipal boulevard where they propose to close existing driveway(s), replacing the access point(s) with appropriate landscaping and continuous poured raised concrete curb.

The applicant must ensure that any streetscape designs proposed within municipal right-of-way comply with the requirements of this Division. We emphasise that anything other than municipal sidewalks, street trees and sod are encroachments that the property owner must recognise in either a site plan or encroachment agreement that is registered on-title to the property. The property owner is responsible for designing, constructing and maintaining these encroachments.

PARKING

The applicant is proposing to use the parking rates from the repealed By-law 1156-2010 for the rest of city policy area. It is not clear what the specific use of each building is and therefore the minimum parking requirements cannot be calculated. The applicant is proposing 494 parking spaces both at grade and below grade. If the applicant is proposing a use not in the above zoning by-law it should be added to the zoning by-law or the parking requirements of Leaside Zoning By-law 1916 will be in effect.

LOADING

The loading requirements as per by-law 1156-2010 are being applied to the site. A summary of the loading requirement is listed below. Transportation Services has assumed that Building A will have grocery use in it and therefore a more stringent loading requirement will be applied.

1156-2010

	GFA (m ²)	Loading Required	
		Type A	Type B
Building A	7,984	1	2
Building B	2,396	0	2
Building C	1,520	0	1
Building D	640	0	1
Building E	640	0	1
Building F	849	0	1
Total		1	8

Building A has a loading area with multiple loading spaces. The location of loading spaces for buildings B, D and E still need to be determined.

The loading space for Building B cannot occur in the public lane or be accessed from the public lane as the future use of the lane may change and winter maintenance of the lane cannot be relied upon. The applicant has started the road closure process to purchase the lane.

Frank Clarizio, P. Eng.
 Manager, Development Engineering, North York District

PI/pi

c.c. Director, Transportation Services, North York District