

Southwest O.M.B. Hearing

(Continued from Page 1)
 Many of the road rights-of-way in the area are very narrow, he noted, with road surfaces of only 18 to 20 feet with shoulders not more than two feet wide and ditches one to three feet deep. This takes up the total right-of-way.

In presenting plans for the proposed road reconstruction, he noted that storm sewers are not proposed for every foot of road since surface drainage can run down the road for approximately 200 feet. The proposed road would be asphalt surfaced with curbs, and have a width of 28 feet from face to face of the curbs.

43' ROAD ALLOWANCE
 He noted that as a rule 66 feet is required for roads but after discussion with the Department of Highways a compromise was arrived at to attempt to minimize property damaged and loss of trees. The road allowance, he reported, will be limited to 43 feet. This will be split as local conditions warrant, he said, noting that where sidewalks are included in the reconstruction program the road surface will be closer to the other side.

For safety, he maintained it is important to park a car and have two cars pass. In most cases as far as the eye is concerned, he felt, the 28 foot pavement would take less room than the present roads with ditches. The curbline would fall in the middle of the ditch or coming up the back slope, he stated.

He noted there were very bad intersections with these narrow rights-of-way. "I can personally vouch for the danger," he stated, adding that additional land would be acquired to permit daylighting of intersections, for jog elimination and for straightening of misalignment. "The Department of Highways has stipulated a 28 foot pavement with one exception, Bridgeford Street, where the right-of-way is 33 feet and placement of houses makes it impossible to widen this right-of-way. Here a 22 foot pavement with a rolled curb giving 26 feet of asphalt and no straight curb face will be installed. He noted that newer streets in the area have a 66 foot road allowance and 28 foot pavement width. He also noted that asphalt sidewalks in certain sections will reduce the number of trees removed.

TREE COUNT
 He reported a member of his firm had made a tree count from aerial photographs and it is estimated less than 5% of the total trees in the area and about 11% of the trees between the front of houses and the curb will be affected. The total number of trees to be eliminated is 124—28 on Centre Street, 17 on Richmond Street, 54 on Mill Street and 19 on Elizabeth.

The highway improvement work will be subsidized 50% by the Department of Highways with no local charges to residents in the area he noted. "This has been the policy of council for a few years and their long range policy, as I know it, is to bring up all residential streets to these standards," he stated.

He explained that the reason for selecting 28 feet for pavement width was that eight feet are required for a parking lane on one side of the street and two travelling lanes each require 10 feet of surface.

Asked about the department's requirements for a travelling lane, he reported it was 10 feet for residential streets and 11 or 12 feet on collector roads.

The homeowners' counsel, W. R. Hitch, asked if there were essential differences between 1956 and 1963 regarding problems in the area. The engineer reported there had been a few bits of redevelopment, one or two residential subdivisions and filling in some vacant lots. He stated pipes in the area are inadequate to carry drainage, there is flooding of ditches and at the high school there is a 10 inch pipe which cannot handle the demand and the overflow is discharged into the sanitary sewers.

He reported his firm's recommendations had been reached after their own investigation, consultation with town employees and members of council. He felt the work was necessary to permit redevelopment in the area. "Redevelopment on those properties close to Yonge Street might possibly be apartment or commercial," he stated.

Mr. Hitch asked if the pipes in the Richmond-Reaman area were cleaned out. The engineer did not know. He admitted that houses north of the trouble spot were built on lots on the average larger than lots in a new subdivision.

Mr. Redfern explained that the soil structure in the area was a mixture, from sandy to sand mixed with clay, above a perched water table. In some areas there was a fine, silty material. Absorption was good in some sections and very bad in others, he said.

He explained that in the 1956 report his firm had allowed 4 for drainage. In 1963 this had been increased to 7.5 to allow for parking lots already in the area and possible redevelopment for higher den-

sity. He could not locate any parking lots in the area, when requested to do so by council.

He could not recall any actual traffic count being made in the area and to his knowledge no attempt had been made to approach the Department of Highways to seek a subsidy on a pavement width less than 28 feet. He admitted, "There is a chance for a subsidy on a smaller pavement width." He also admitted the present road surface is good with no potholes or big cracks.

He also admitted no cut had been made on hedges which would have to be removed.

Questioned by Solicitor McCallum, he admitted there is, to his knowledge, no overall plan in existence for the town but said council had decided on a program which is comprehensive.

Asked about the changes from 1956 recommendations he noted that in that year 115 acres were included in the plans and in 1963 the total area was 125 acres.

He reported studies were being made on possible rezoning to allow apartment structure and an increase in commercial zones. He admitted that if there was no redevelopment the increased allowance would be a waste.

In 1956 he noted flooding in the high school area was a problem. Roof water was taken east through a 10 inch pipe to the Dufferin Street storm sewer. This has caused excessive flooding in that sewer, he noted, and the proposed storm sewer plan would permit this water to be returned to its natural drainage course.

He reported that two extensions to the high school had increased the run-off and that roof water was discharged into the storm-sewer. Asked if anyone had tried to deepen the ditches to provide more ponding area, he answered no. He said the commissioner of works had reported to his firm that there was internal flooding in the school.

Following the noon recess a telegram from K. Holbeck, 210 Richmond Street, was read objecting to both street widening and sewers unless the present character of the area can be retained.

RICHMOND - REAMAN FLOODING
 Mr. McCallum again took up the questioning of the engineer on the subject of flooding in the area of Richmond-Reaman Street. He suggested ponding in that area could be greatly alleviated by providing a larger manhole. Mr. Redfern stated the pipe throughout its length is too small to handle the volume of water. Mr. McCallum again suggested that the water could be taken away in a storm ditch. "All that needs to be done," he said, "is to deepen the existing storm ditch and the water will go off down the storm ditch to the west." Mr. Redfern said this would provide additional storage but suggested it would not be sufficient to clear up the problem. He said the recommended 48 inch pipe would have four times the carrying capacity of the present 24 inch pipe. "I suggest deepening of the ditch will not cure this," he stated. "We are recommending a proper system of storm sewers," he continued, "where basement drains may be attached."

He reported that a survey made in 1956 indicated fairly severe flooding from moderate storms. Noting that ratepayers in the area are not complaining, Mr. McCallum asked if the situation had worsened. Mr. Redfern, noting that no two storms are exactly alike, replied, "I would say yes it is worse. Additional development has taken place in the drainage area and no new outlets have been provided for carrying drainage. You will be getting approximately 15 to 20% more drainage."

Mr. McCallum called this mere speculation, but Mr. Redfern retorted, "Considered opinion."

Mr. McCallum then produced evidence that the western addition to the high school had been officially opened in January 1952. Mr. Redfern then estimated approximately 10 new houses had been built in the area since 1956. Mr. McCallum suggested that increased subsidies would be available from the Department of Highways if the travelled portion of the highways were not increased one inch. Mr. Redfern replied, "That's a matter for negotiation."

Asked by Mr. McCallum if any studies had been made indicating the need for a pavement width to accommodate three cars, Mr. Redfern's reply was no traffic counts were made to his knowledge. He said he had seen the accident statistics but not details as to whether these accidents were caused by the road width. He said he was not aware of any study being made by his or the municipality's staff as to the need for parking on the streets.

At the solicitor's request he named the intersections recommended for daylighting as Trench and Mill, Powell and Mill and a tight turn at Powell and Wright, Elizabeth and

Centre where there is a fair grade and large trees.

The engineer replied in the negative when asked if steps had been taken to ask the persons concerned to remove masking foliage.

He replied in the affirmative when asked if property lower than the new road which might experience drainage difficulties had been considered. Some potential problems had been taken care of on road grades, he reported, but it is quite common, he added, to handle some of these problems on the job. Approximately \$7,000 had been allowed in the estimates for driveway reconstruction, catch basins and contingencies, in these cases, he reported.

Asked if the program could be carried out in stages, Mr. Redfern reported certain costs would be higher, but it could be done.

Edward Hill, representing Dr. Helen Hogg, sought engineering reasons for the change of location of the storm sewer easement between 1956 and 1963 from a route parallel to the existing water course, to Dr. Hogg's property. Mr. Redfern reported that subsequent to 1956 land available for the easement had been built on.

Clerk-Treasurer Russell Lynett reported the population of town in 1956 was 5,021 and in 1963 was 18,606. He was not able to report if there had been an increase in population in the area under question during those years.

Mr. Victor Lane, superintendent of maintenance for York Central District High School Board for the past four years, was asked if there had been any flooding in the interior of Richmond Hill High School. He replied that, regardless of rainfall, up to six inches of water flooded the cafeteria floor during heavy rainstorms. From a moderate storm a quarter inch of water would appear on the floor. Last year flooding occurred 10 or 12 times.

Asked how he coped with the problem, he reported a staff of six men would build a dam of sand bags and scoop the water into this sump from where sump pumps discharged the water on to the grass by means of hose stretched through the front door of the school. About six or eight hours would be necessary for the mopping up operations, he said.

Asked by Mr. Hitch where the water came from, he replied up the drain and reported seeing the water bubble up three to four inches in height from the floor. He reported the cafeteria was a good six feet below grade level. The boiler room is about eight inches higher, he said. In reply to a question from Mr. McCallum he thought the water came from the storm sewer and that he had on occasion lifted the manhole cover on the high school lawn and found the storm sewer completely filled.

He reported that the drain from the west wing extension roof goes into the surface drain and that to his knowledge the other addition was not attached to the storm sewer. Mr. McCallum commented, "Mr. Redfern is going to be surprised."

Reeve James Haggart reported that the official plan of the town as it exists today is

incorporated into the Metropolitan Toronto draft plan. Mr. Hitch read from minutes of the Richmond Hill Planning Board and a report from M. Bacon, its planning consultant, that the latter is working on a revision of Richmond Hill's official plan and expects to have it ready by February 1965.

This report noted that the town's official plan was approved in 1953 and has since been amended nine times with some conflicts existing.

Reeve Haggart said the present official plan is completely out-dated and he had moved the motion, in planning board, asking for its revision because it has been altered nine times and there are conflicts. "If our planning consultant cannot understand these, how can laymen?" he asked.

Jack Vandermaas of the works department presented 23 photographs taken in the southwest section of town. He had marked them with blue lines representing existing situation of roads and with red lines representing the new situation. He admitted that "I might be a little couple of inches out," when questioned as to what scale he had used in determining location of these lines.

Police Chief Robert P. Robins, 10 year member of the town's force reported four accidents due to blind corners had occurred in the area over the last two years. "As a traffic and law enforcement officer, I would suggest that daylighting of intersections is necessary, he stated. Open ditches do not give room to allow emergency swingouts," he stated. The proposed road width in his opinion was based on ideal standards and with cars a full six feet wide and trucks much wider a 10 foot allowance was necessary in a travelling lane.

Asked why parking provisions were necessary, he stated that all homes in the area have guests, callers and deliveries. "If only one car is parked on a street where there isn't room you have problems," he stated, continuing, "If we haven't sufficient off-street parking, we have to provide it on the street." Every time you have an obstruction you have a problem, it's a potential danger when there is room for traffic only," he reported he had conferred with the commissioner of works on these problems at various times in the past few years.

The chief noted there was a traffic problem on Hall Street in the vicinity of the high school. "Would road widening relieve a need for parking created by the students?" he was asked. His reply was, "It would alleviate a traffic problem."

Dr. Helen Hogg stated that she lived at 98 Richmond Street from May 1937 and produced snapshots to show that in 1946 there were no houses between her home and the high school and none to the east to Hall Street. Her property, she said, had a frontage of 110 feet on Richmond Street, with 69 feet on Centre Street. Planting on this property was mostly 50 years old although some dated back only 25 years. Deeds in her possession go back more than 100 years, she reported.

After a notice had appeared in "The Liberal" in the spring

about the proposed work, Dr. Hogg reported she had phoned the town offices who said they would send people to discuss the matter with her. Mr. Reider and the works commissioner came and told her that a 20 foot easement would be required plus a 30 foot temporary easement.

"On my return from a trip I was rather flabbergasted to be told that 'we will take all the back portion as we can use the extra 10 feet for trucks and things', and an appraiser would call on me. On May 29 Mr. J. A. McMillan of Chambers & Meredith called and told me there would be nothing left in the whole swath and that it would be better for the town to buy the whole property and for me to get out," stated Dr. Hogg.

Referring to the lot on the water course to the east of her property, Dr. Hogg reported she had always understood it could not be built on because it was smaller than 50 feet. "I went away on a trip in 1958 and came back to find a house partially erected on the property. I protested as did several people in the area. The mayor called on me to apologize and explained that something in the original deed for that property prevented enforcement of the 50 foot frontage requirement," she said.

Asked by Mr. Johnson she identified a letter received by her from the town which promised her the minimum of inconvenience. She said she had been told the inconvenience would be controlled by the season, soil conditions and stated "I am against the proposed storm sewers and the installation of pavement." On redirect she stated Mr. McMillan had said "Really when they get through with their cutting you would not enjoy living here."

The board asked if any persons not represented by counsel and who would not be able to be present on Thursday wished to testify. Alfred A. Landers of 261 Richmond Street indicated his desire to testify. Since he is a member of the home owners' association which is represented by counsel, the board ruled that his testimony would not be taken.

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