

Subject:

FW: ITEM 18 REPORT 28 ZONING BY-LAW AMENDMENT FILE Z.12.007,  
ONTARIO INC. (VINCE LETO)

C	18
Item #	18
Report No.	28 (CW)
Council - June 25/13	

**From:** Lidia DiLeo

**Sent:** Tuesday, June 25, 2013 8:38 AM

**To:** Bevilacqua, Maurizio; Rosati, Gino; Di Biase, Michael; Schulte, Deb; Ciampa, Gina; Panicali, Adele; Barbieri, Enza; Ciafardoni, Joy; Iafrate, Marilyn; Tarantini, Maria; Carella, Tony; Cardile, Lucy; DeFrancesca, Rosanna; Tamburini, Nancy; Racco, Sandra; Shefman, Alan; Traub, Debi; Abrams, Jeffrey; MacKenzie, John

**Subject:** ITEM 18 REPORT 28 ZONING BY-LAW AMENDMENT FILE Z.12.007, SITE DEVELOPMENT FILE DA.12.018, 2245108 ONTARIO INC. (VINCE LETO)

Dear Mayor, Deputy Mayor and Members of Counsel,

I am writing you today to ask that you reject the following proposal at the Counsel meeting held today Tuesday June 25, 2013 at 11:30am:

ITEM 18 REPORT 28  
ZONING BY-LAW AMENDMENT FILE Z.12.007  
SITE DEVELOPMENT FILE DA.12.018  
2245108 ONTARIO INC. (VINCE LETO)  
WARD 2 - VICINITY OF REGIONAL ROAD 7 AND BRUCE STREET

My family and I live [REDACTED] of the aforementioned property and I unyieldingly deem that the owner, developers and planners must collaborate again to bring forward a better plan which will allow our community to grow with safety and class rather than congesting as many people into one spot regardless of potential harm and frustrations.

I fully understand that Vaughan is a rapidly growing city and it is important to encourage this growth so that every citizen may benefit along with the city. I am not against the idea of constructing many homes for many families on this property as it is a beautiful location to live on. I am also not opposed to a By-law change in order to allow for a certain amount of increase that is sustainable in this specific community. However, I am against abusing the space available and against not densifying in moderation. The Corridor of Hwy 7 has many potential locations for such an idea as 124 stacked condominium style town homes. Unfortunately, Bruce Street is not such a place for this amount of densification. This specific land should not be rezoned from R1 and R3 to RM2. If rezoning is necessary, it should be RM1 specifically to town homes. That is the maximum that should be allowed to fit on this amount of space, with this type of access. Also, the garage door to the property's underground parking garage should be held inside the property, not on Bruce Street.

I am not well versed in engineering, urban planning or city by-laws. However, these are my views as a citizen of Vaughan who lives and breaths in this community, specifically at Regional Road 7 and Bruce Street. Please take into account the following reasons that will support why this proposal must be rejected:

#### Traffic

I am a driver who turns into and out of Bruce street daily and at different times of the day and this is my experience. Bruce street is on a hill, in the middle of a bottle neck, along Regional Road 7. The 3-lanes eastbound and 3-lanes westbound on RR7 becomes 2-lanes each way, starting just West of Kipling until it opens back up to 3-lanes both ways just before reaching Helen Street. Currently, it is dangerous when a car slows down to turn right onto Bruce street while there are cars charging up the hill behind them at 60km or more while a right turn lane does not exist. If a car/delivery truck is parked on Bruce St. blocking the right of way for cars turning onto Bruce Street, even within 20 meters from RR7, this is dangerous for all the cars turning onto Bruce Street who need to get out of the way of RR7 traffic. If a car is parked on Bruce Street, as mentioned, and there is a backlog of cars wanting to turn right or left onto RR7 from Bruce Street, there is no space for cars coming from RR7 to go around the parked car. This creates a very dangerous backlog for all other cars who need to pull onto Bruce Street from RR7. Such a gridlock will be created whenever there is a cue to enter the parking garage at peak traffic times. This will cause the danger to spread onto Regional Road 7 if cars who need to turn onto Bruce Street cannot do so due to the backlog. Also, there is no sidewalk on this side of Bruce, however, many students walk along here, on the road, on the curb or on the grass of the Chiropodist office; it is already difficult to see them between cars with the current traffic that exists on Bruce Street.

Turning left onto Regional Road 7 can have a line up at several different times of the day (morning, afternoon and evening) depending on the functions of Woodbridge College, whether it be daily student transportation, after school hours recreation, community sports, assemblies, etc. without the added traffic of 124-174+ cars from the new site development. This cue from the cars turning right and left onto Regional Road 7 can reach well past the driveway of my home all the way to Woodbridge College.

Bruce street, although small and seemingly insignificant, has a lot of impact to Regional Road 7. When Regional Road 7 is congested to a crawl pace during rush hour, the cars turning left onto RR7 from Bruce street are sometimes not given any opportunity to turn onto RR7 because of the amount of cars already having gone through the intersection. If cars insist on not waiting for the next green light to exit, they end up blocking further traffic till finally the west bound traffic starts to move down the hill. And sometimes there is a dead stop going Westbound in the interception of Bruce Street as people are accelerating to reach the top of the steep hill. Just a few meters East of Bruce Street on the South side of RR7, is a YRT bus stop where the Eastbound #77 YRT bus stops here every 15-30 minutes bringing RR7 traffic to a complete stop until it continues moving after picking up/dropping of its passengers. I have witnessed 5-10 students getting on/off at a time. Usually, due to this stopped bus, traffic actually stops in the middle of the intersection, preventing Bruce Street vehicle from exiting at all onto RR7. This significantly slows down traffic already, without the aid of additional 124 families and their vehicles of the new proposed development for 26 Bruce Street.

We have never once complained about the traffic on this road regarding Woodbridge College because we knew what to expect when we chose to live here. However, after almost 20 years of living on this street, is not right to insist that we must in the close future have to live with the added traffic that will be created by bringing 124 families into such a small space directly across the street from our home and also will have to share Bruce Street as part of their driveway to the parking garage holding 144 parking spaces for the 124 families. Please keep in mind also that the proposed 144 resident parking spaces is an exception to the RM2 requirement of 186 spaces for 124 units.

Where does Vince Leto and the City of Vaughan think the overflow of cars from visitors and home owners will go? Onto Bruce Street or in the Woodbridge College parking lot. This will create a nuisance to all the residents on Bruce Street.

There is currently a good example of a well planned out town home community East of my home along RR7. This community has a couple entrances for all the cars to drive into and out of so that there is no backlog created on Helen Street or on Regional Road 7. They even have space for a little community play ground on their property. 2245108 ONTARIO INC. (Vince Leto) however, has only one entrance/exit and the vehicles do not go directly into the property; they need to wait for a garage door to open first. Why is it ok to grid lock the subdivision? This is unfair to all the current community dwellers who already have to deal with the traffic of Woodbridge College and the Regional Road 7 bottleneck.

### Light & Sound Pollution

Currently, the plan is to have the garage door opening to an underground parking lot encasing 174 parking spaces to be accessed via Bruce Street. [REDACTED] Excess light and sound will directly affect all the residents of [REDACTED] Bruce Street. The front of my home [REDACTED] Bruce Street. When I look [REDACTED] and imagine the future garage door where the planner has decided to place it, it upsets me to think that my Ward 2 Counsellor Tony Corella believes we should be satisfied with the suggestion of planting trees on our property as though that would actually be a solution in buffering light [REDACTED]

[REDACTED] The light of these cars will shine [REDACTED] as they turn towards RR7. Imagine the bright white headlights (some LEDs are as bright as high beams) from all the exiting cars constantly shining [REDACTED] Even worse are the attention seeking red from the tail lights that will be beaming [REDACTED] as each car waits for the garage door to open or in the cue to enter the garage as they return home each day. Tail lights are red for a specific reason, the human brain recognizes and reacts faster to the colour red than it does to any other colour. Imagine on and off red flickers all evening as you're trying to rest in your home after a long day of working and contributing to your community.

Unfortunately, planting trees on our property would not solve this problem because the location of the trees would not satisfy the need based on the angle and location that these lights are coming from in relation to our windows and the lack of soil on our paved driveway. Also, it is not fair to insist this solution on a family who does not want the upkeep of additional trees.

The proposal for 2245108 ONTARIO INC. (VINCE LETO) has too many homes with too many cars for such a small street. And the traffic that this dwelling will create, with regards to parking, should remain on its own property. The entire Bruce Street community should not have to suffer from dealing with the congestion, nor with any gridlocking that will occur from the addition of 174+ vehicles. And the location of the garage to the underground parking is in a terrible location! I have suggested putting a driveway, where the current garage ramp is located, that will reach the middle of the property where they can enter a garage door from that point instead. This way, the traffic will be contained within the property and the lights of the cars will not affect us neighbours.

### Woodbridge College

After talking to a couple of the secretaries at Woodbridge College, located three houses south of the proposed property site, and discussing with them the plan for 26 Bruce Street, the women expressed their disappointment with the increase in traffic, and what that would mean regarding the congestion on Bruce Street during the school year, especially at the beginning and end of the day. The secretaries informed us that there are approximately 900-1000 students attending the school with approximately 188 staff members. 225 vehicles park in the school parking lot daily. 5 buses carrying 50 students each and many other vehicles (of parents) drop off/pick up students in front of the school. Along with the regular parking and driving of staff and student vehicles, there are regular truck deliveries and visitors going in and out of the high school parking lot, all of which must use Bruce Street to access the school. All this currently increase the daily traffic on Bruce Street specifically between 8am-9:15am and 2:30pm-3:45pm. I can imagine what will happen when 174+ vehicles are added to the mix right at the beginning of Bruce Street where all these cars access RR7.

Thank you for your time in hearing and listening to my concerns. Thank you for serving our city as best as you possibly can. And thank you for your votes in good conscience regarding the above listed Item 18 Report 28. I am proud to know that the City of Vaughan has Regional Counsellors who are independent thinkers, working together for all the citizens, taking the time to look deeply into the matters at hand.

May you each hold in high regard the responsibility of your vote as you are entrusted the care of all your citizens' wellbeing and safety through this decision.

Blessings,

Lidia Di Leo

Resident of [REDACTED] Bruce Street, Vaughan, Ontario [REDACTED]  
[REDACTED]

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