

Millwood-Woodend Rate Payers Association - Deputation

Special Committee of the Whole
March 25th, 2014

Applicant: 1678573 Ontario Inc. (Former Skyline Marina Site)
File Numbers: OP. 14.002 and Z.14.003

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COMMUNICATION	
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ITEM	1

My name is Tim Sorochinsky and I represent the Millwood-Woodend Ratepayers Association. Our neighbourhood is located approximately 2 km west of the subject property, and includes homes north and south of Major Mackenzie on the east side of Pine Valley.

Over the past 5 years, we have been working together with the Vellore Woods Ratepayers Association and representatives from other adjacent ratepayer groups with the proponent in an effort to come to a mutually agreeable plan. We are pleased to see that significant progress has been made in presenting scenarios with reduced densities, relative to the original proposal for this site.

Development Scenario A - 474 apartment units and 145 townhouse units.

Our association has significant concerns with this scenario. The proponent's property has no direct access to Regional Roads. In fact, the proponent's only access is via a narrow two lane neighbourhood local road, Eagleview Heights, which dead ends at Vellore Woods Blvd, a two lane collector road which connects to both Major Mackenzie and Rutherford. Our greatest concern with this application is that high density is being sought when the only access is a single local residential road.

The Vellore Woods block is bounded by Hwy 400, Rutherford, Weston and Major Mackenzie. The 2100 existing residential units in Vellore Woods has access via 7 signalized intersections with regional roads. The additional 619 units, which is 30% of the existing block of 2100 will need to be channeled through one local road intersection, before it disperses through the neighbourhoods to reach a Regional Road. This is not reasonable scenario. Clearly this would set a dangerous precedent for other future high density proposals.

The Ministry of Transportation Ontario (MTO) has denied the applicant a second access through the commuter parking lot to Major Mackenzie. MTO has also denied a request for an emergency access. Lack of emergency access to 619 units is a concern.

There are a number of traffic related issues we have with this proposal. Our key concern is maintaining level of service of Major Mackenzie to Highway 400, as this Regional Road services not only regional traffic, but also traffic from a significant portion of northwest Woodbridge. The ability of existing residents of Vellore Woods to access their homes is also a concern. We are concerned that the Major Mackenzie westbound left turn lane to Vellore Woods Blvd cannot support an additional 619 units in the pm peak hour considering that the entire Vellore Woods block contains just over 2100 units. The left

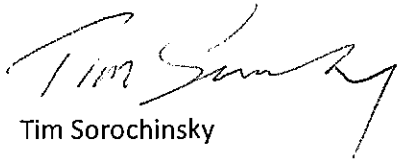
turn queue currently has been observed to block the fire station access and extend as far back as the Highway 400 southbound off ramp.

Based on these issues, we do not support Scenario A

Development Scenario B – 200 Three Storey Townhouse Units

This scenario has a significant reduction in units and densities compared with Scenario A, and represents less than 10% increase in the number of units of the entire block. We feel that this would result in a nominal increase in traffic along Major Mackenzie, and the local road network. The building heights in this scenario will complement the existing adjacent townhomes. This scenario is a better overall fit with the exiting Vellore Woods Community.

For these reasons, we fully support Scenario B.

A handwritten signature in black ink, appearing to read 'Tim Sorochinsky', written in a cursive style.

Tim Sorochinsky
President, Millwood-Woodend RPA