

Subject:

[External] File #: OP.19.014, Z.19.038 and 19T-19V007

Attachments:

Letter RE Files # OP.19.014, Z.19.038 and 19T-19V007.docx

**PUBLIC HEARING
COMMUNICATION**

C62

Date: Mar 3/20 ITEM NO. 4

From: Andrea Torrieri [REDACTED]**Sent:** Thursday, February 27, 2020 5:05 PM**To:** Messere, Clement <Clement.Messere@vaughan.ca>; DevelopmentPlanning@vaughan.ca; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Jackson, Linda <Linda.Jackson@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; Clerks@vaughan.ca**Subject:** [External] File #: OP.19.014, Z.19.038 and 19T-19V007

Good Day,

Please find the attached letter with comments and concerns regarding the planning application files OP.19.014, Z.19.038 and 19T-19V007.

Further, I would like to be notified by the city clerk relating to any public hearings, council or committee meetings where these application files appear on the agenda.

Regards,
Andrea Torrieri

[REDACTED] Port Royal Ave.
Kleinburg, ON
[REDACTED]

Andrea Torrieri



February 27, 2020

Clement Messere
Senior Planner – Development Planning Department
City of Vaughan
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Re: Clubhouse Developments Inc., 20 Lloyd Street (Board of Trade Golf Course), 241 Wycliffe Avenue,
737 and 757 Clarence Street

Files OP.19.014, Z.19.038 and 19T-19V007;

In regards to the above noted applications, I have reviewed the applicants' submissions and would like to submit my **formal objection to the above noted applications.**

The proposed infill development jeopardizes the quality of living within the surrounding neighborhoods and poses the following concerns:

- Destroys the natural biodiversity of the area; trees animal and open spaces will be clear cut and replaced with high density housing. This will eliminate the rich natural landscape that is home to a multitude of animals and wildlife.
- Creates an environment that is detrimental to the health and general well-being of the existing community members.
- This proposed infill development is not consistent with the City of Vaughan Official Plan (VOP). As per section 2.2.5 Intensification Areas, this site is not located in a corridor designated as an area for intensification.
- Proposal includes the addition of 3 major vehicular exit points into surrounding community streets, namely Wycliffe Ave and Clarence Street. The current traffic congestion on these streets is not sustainable for the current traffic patterns and flows.
- There is the proposed demolition of existing homes on Clarence Street and Wycliffe Ave, substantially and determinately affecting the residents within close proximity to a new roadway with high traffic flows, in immediate proximity to their homes.
- The capacity of the existing roadway infrastructure in the Rutherford-Clarence-Islington corridor is **inadequate to support the existing communities** and neighborhoods. Traffic growth in these corridors should be considered unsustainable.

- A transportation study (TIS) was conducted by the applicant (Appendix M, TIS), I note the following omissions and concerns with the study:
 - The travel demand forecast, outlined on page 10 of TIS, advises that there will be the addition of only “550 to 700 two-way person trips during weekday morning and afternoon peak rush hours, respectively”. This forecast is not consistent with the total quantity of units to be constructed. The proposed development is for 1215 units, likely to be inhabited by more than 1 resident. Therefore, a more appropriate figure to forecast estimated travel is a minimum of 2,430 two-way trips daily during peak hours.
 - Page 12 confirms the intent to provide 2,443 parking spaces for the residents. This reaffirms that the quantity of vehicle trips and general traffic flow has been underestimated in the travel demand forecast.
 - Kilaran Avenue currently acts as a bypass for traffic on Wycliffe Ave to access Islington Avenue. The street Kilaran Avenue and the signalized intersection of Kilaran Avenue and Islington Avenues were not assessed for traffic impact within the TIS.
 - Proposed development is not located in an urban centre nor is it adjacent to one. Primary mode of transportation will likely be a single occupant vehicle. Although there are planning requirements to incorporate use of multi-modal transportation and to suggest means of adopting transit, there is no requirement for residents to use this transit. Therefore, it is prudent to assess the impact of the proposed development being reliant on a single occupant vehicle as a primary mode of transportation.
 - There is no local transit on Clarence Street. There are no transit services operating within the neighboring subdivisions. There is a significant distance to be travelled to access local transit services without the use of a vehicle. The TIS has estimated this “last mile” could occur by foot. Given the large physical distance it is an unrealistic assumption.
 - There is no immediate access to rapid transit within these neighboring communities. Access to rapid transit has been predominantly reliant on the use of a personal vehicle to transit stations located on the GO Transportation network or the TTC Vaughan Metropolitan Centre.
 - Page 40, Section 4.3 of the report, outlines there is to be a “New Kipling Go Station” located at Kipling & Meeting house road. Although this study outlines it has obtained this information from the City of Vaughan Official Plan, it is imperative to note that Metrolinx has not yet committed funding or the build for the development of this site. Therefore, the “New Kipling Go Station” should not be considered as viable future rapid transit.

I believe that a detailed study supported by a Cultural Heritage Impact assessment, an Environmental Impact Study and a comprehensive Traffic Study (while taking into consideration other applications already approved by the City of Vaughan within the parameters of the affected community) a Health Impact and Social Impact Studies and other studies are critical and required to properly and effectively assess the subject lands’ proposed infill development.

These detailed studies will only be possible with the implementation of an Interim Control By-law. This in turn will facilitate the completion of a comprehensive report that will scientifically document the conservation priorities and facilitate a science based environment reviews as well as other necessary studies. In addition we request the City Council to provide the current landowners a Notice of Intervention to Designate to preserve the potential cultural character for the Board of Trade Golf Course property.

In addition to the aforementioned objection to this development application, there is overwhelming concern regarding the overarching negative implications for the residents residing of the immediate surrounding neighbourhoods of this development. I ask that this application and the matters within be given the priority and merit it deserves. Thank you in advance for your attention to this issue.

Sincerely,

Andrea Torrieri

cc: Mayor Bevilacqua

cc: City of Vaughan Council