

**C11**  
**COMMUNICATION**  
**Council – July 15, 2020**  
**SP CW Report No. 33, Item 1**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Magnifico, Rose](#); [Bellisario, Adelina](#)  
**Subject:** FW: [External] COW Special Meeting ICBL re: BOT Lands  
**Date:** July-08-20 1:06:16 PM  
**Attachments:** [Maria's Deputation - COW BOT Special Meeting Jul 8.pdf](#)

---

-----Original Message-----

From: Maria Verna <[REDACTED]>  
Sent: Wednesday, July 08, 2020 1:00 PM  
To: Clerks@vaughan.ca; Carella, Tony <Tony.Carella@vaughan.ca>  
Cc: Bob Moroz <[REDACTED]>; Nick Pinto <[REDACTED]>; Josie Fedele <[REDACTED]>;  
Richard Lorello <[REDACTED]>; Board of Director <[REDACTED]>; Gi Pi  
<[REDACTED]>; Jamie Maynard <[REDACTED]>; Pina Sacco <[REDACTED]>;  
Chris Andrews <[REDACTED]>; Mary Scott <[REDACTED]>; Doreen Smith  
<[REDACTED]>  
Subject: [External] COW Special Meeting ICBL re: BOT Lands

Good Afternoon Clerks Office and Councillor Carella

Please find attached our response to the Staff Report regarding the ICBL. Please ensure this document is included in the package and circulated to Member of Council

Thank you in advance, Maria

Good Afternoon Mayor Bevilacqua, Regional Councillors, Ward Councillors and City Staff

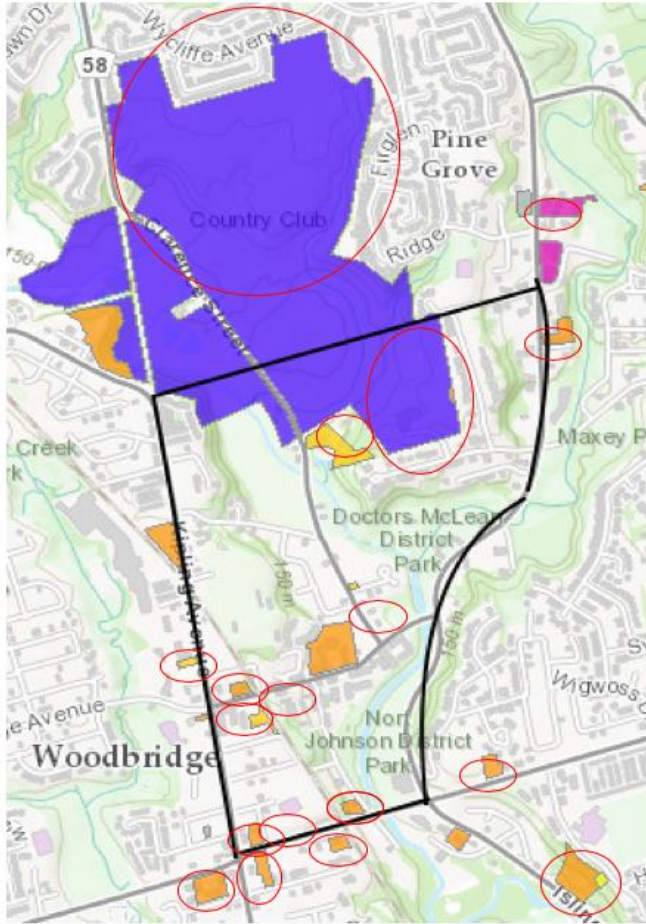
I am a taxpayer, a resident of Ward 1 and I am a member of the Village of Woodbridge Ratepayers Association. I am extremely disappointed in the City of Vaughan Staff's decision to not proceed with proposed Interim Control By-Law (ICBL) on the Clubhouse Application (known as the Board of Trade). The ICBL would have provided the City Vaughan and associates the time to review, study and challenge the said proposal and take the initiative to come into the community and hear the reactions of the residents regarding this proposal. This application will have a profound and direct impact on my community and association's area.

Looking back at several of the development applications that have been approved in the Village of Woodbridge, it is obvious to the residents that Village of Woodbridge Ratepayers Association represents, that decisions have been made with haste and no regard to the long-term impact. The approval of the ICBL would provide the City of Vaughan the opportunity to really analyze the full social, cultural, logistical and environmental impacts that this application will have as well as considering the feedback from those who will be directly impacted by this development.

Proceeding with the current Clubhouse application in its current state is yet another example to the community of another development application that does nothing to protect or improve the Village of Woodbridge. It is actually embarrassing when I refer to the area as the Village of Woodbridge because the 'village' is disappearing because of applications such as this one. The onslaught of development applications in our area has eroded the 'village' in the Village of Woodbridge. These developments discourage the 'pedestrian friendly' environment that our Councillor, Tony Carella, and City planners keep insisting they are trying to bring back to the Village of Woodbridge.

An Interim Control By-law is prudent. It allows the City of Vaughan the time that it needs to properly assess this application. This application is one of 15 applications that are currently open at one stage or another with the City of Vaughan Planning Department. Each one of these 15 applications has a direct impact on the Woodbridge Core area. This particular application is the largest application and therefore, will have the greatest impact.

My support for the ICBL is to provide the City of Vaughan the opportunity to review this application in alignment with the other 15 applications opened for this area. These applications will contribute approximately 3000 new residential units to our area. These 3000 new units will result in 4500 additional vehicles in the area. The major roads in this area are Kipling Ave, Woodbridge Ave, Clarence Ave, Islington Ave and Meeting House. These roads can be characterized as two-lane roadways and, in some areas, hilly, winding and narrow. The Woodbridge core area was not designed to sustain the increase volume that these developments will bring. The developer's proposal to manage the increased traffic is ridiculous. While I am not a traffic engineer I can only assume that the proposal to add left and right turning lanes on a two-lane roadway such as Clarence or the replacement of stop signs with traffic lights, will not effectively mitigate the traffic congestion that the residents will be facing day in day out 7 days a week. The existing natural environment does not support this increase in density.



## 15 Current Development Applications

8451/8457 Islington Ave – 36 Townhouse – 36 units  
 8307/8311 Islington Ave & Hayhoe – 37 Stached Towns - 72 units  
 4902/4908 Hwy 7 - & Storey Condo – 119 units  
 7553 Hwy 7/150 Bruce Street – 6 Condo Buildings – 490 units  
 158/166 Wallace Street – 3 Stacked Towns – 33 units  
 85 Mackenzie Street – 6 Townhouse – 6 units  
 5217/5225 Hwy & 26/32 Hawmen – 16 Storey Condo – 178 units  
 4/24 Lansdowne – 12 Storey Condo – 93 units  
 27 Lansdowne – 10 Storey Condo – 163 units  
 275 Woodbrige Avenue – 6 Storey Affordable Housing – 160 units  
 177, 185, 197 Woodbridge Ave – 6 storey – 85 units  
 248-252 Woodbridge Ave – 8 Storey Condo – 102 units  
 8010 Kipling Avenue – 3 Storey Rental - 45 units  
 31/55 Mounsey Street – 9 Storeys - 192 units  
 Clubhouse Developments North -1099 units in North area  
 ClubHouse Developments South -116 units in South area

15 current applications at different stages of development

**3000 new units**

**4500\* additional cars on the roads**

\*Apply StatsCanada vehicle:household ratio of 1.5

2

Our traffic and consequently safety concerns can be best summarized as the following:

1. Given the number of units up from the original 660 low rise units to 1,215 homes, townhomes and condos), the present infrastructure (Clarence, Woodbridge Ave, Islington, Gamble) will not be able to support the increase traffic that this development will bring to the area.
2. Traffic is already a problem presently along these routes and there is no plan to expand any of them to accommodate increase volume of traffic.
3. Commute and travel times for residents in the area will increase causing more frustration which will lead to more traffic accidents and safety concerns for pedestrians, which include primarily children and elderly along these routes.
4. Even major roadways, including Rutherford and Hwy 7, are already at gridlock at rush hour; increased volume will exacerbate the gridlock situation
5. The increase volume of automobiles will does not draw families and elderly back into the Village as safety, congestion and noise are elements of 'city-scape' not a 'village-scape'

And finally, the loss of this green space will further drive families and elderly away from Village and erode the aesthetics of the area, as well as a natural heritage of the area. Moreover, this loss will have a social impact of the residents of the area.

By ignoring our request for an Interim Control By-law the City is complicit in promoting the dangers to the community and the loss of heritage that this development will bring.

I ask the City to consider an Interim Control By-law so that it can properly evaluate this application and its impact on the community in its entirety.

Sincerely

Maria Verna

Resident, Taxpayer and Member of the Village of Woodbridge Ratepayers Association