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From: Maria Pizzitola [REDACTED]

Sent: Wednesday, November 11, 2020 11:46 AM

To: Clerks@vaughan.ca

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Subject: [External] Road Closure at Napier and Stegmans (Agenda#9: Nov.10/20 Meeting)

Good morning,

I was in attendance in yesterdays' Committee of the Whole Meeting, item # 9, as well as a speaker in full support of the closure of Napier and Stegmans Mill.

Please see attached letter for your review.

## Road Closure of Napier and Stegmans

It is disheartening to see how

- a list of signatures in support of closure,
- real accounts of residential experiences who live and breathe the reality on a daily,
- the obvious topography of the village (narrow streets, no sidewalks, 3 blind spots at the top hair pin turn, steep hill,
- not a modern day suburb,
- being a tourist attraction site, naturally drawing in cyclists, and families strolling the quaint streets,

are not enough reasons to deem it necessary for request of closure to be taken seriously with immediate action.

### **Does a child have to get hit and then action required?**

There are numerous studies conducted in the recent past. Just multiply and intensify the outcome. We are a *site-specific area*, with *unique circumstances* and as a resident who has gotten into an accident, am urgently requesting immediate action be taken.

In response to what some of the points Councillors DeFrancesca, Carella and Rocca said:

#### **In response to Councillor DeFrancesca's points:**

The Kleinburg core is unique:

- if a comparison be made, then it need be with apples to apples
- cannot compare a modern day suburban subdivision like Weston Downs as DeFrancesca did with the town of Kleinburg (I have family who lives in Weston Downs and children who go to school there so I know it well)*
- historic** community was built over **100 years ago**
- the roads are not wide,
- there are no sidewalks, and if there are, cars will ignore no parking signs and park on them
- homes are built practically on the street,
- meant for horse and buggy
- *Modern day* suburbs are built: –
  - to accommodate the large vehicles people now drive, like SUV's
  - accomodate traffic and volume
  - keep driving visibility open
  - keep pedestrians safe with designated walking areas
  - with the intent of having all the above in mind

***In addition, being an historic town, this draw in tourists, cyclists, and pedestrians to add to the already strained limited space.***

**Carella/Transportation** speaker: in response to your comment about more public consultation needed:

*-what more studies are needed when you have signatures pleading for the closure?*

-I would invite you to sit on my porch to get a first hand account of the fear I live in on a daily basis as my heart pounds out of my chest when my children walk and hope they will not be victim to a speeding driver. Or having to fear for the very life one is trying to maintain with a daily fitness regimen of walking when crossing the intersection of Stegmans and Napier as vehicles are going at great speeds with no visibility or concern for pedestrians.

**Does someone have to die before action is taken?**

**Councillor Carella** who stated that the 427 extension would be a solution:

-not sure if he is aware, the last 12 months literally thousands of new homes taken possession by home owners in neighboring communities

-living in the village, you begin to recognize the patterns of people

-many of the speeding vehicles are coming in from nearby neighborhoods to get to either Woodbridge, Maple or Richmondhill -905 destination -where they work or children go to school, not a relevant point for this specific street. Comment out of context.

***-This is a long overdue solution to a problem that has been left alone for too long.***

**Councillor Racco:**

-it is disappointing to be hearing comments from a Councillor who has not taken the time or done the research for this site specific neighbourhood

- **Councillor Jackson and Councillor Iafrate** seemed to be the only two who had taken the time to research the area, and seemed to know the area well

- Comments cannot be made if one does not know the facts and listens to the immediate residents who are *affected* by the problem on a *daily basis*.

*In Closing:*

Seeing these are city owned streets, it is possible to forego further studies to close off this intersection. It is imperative.

-unanimous decision by residents for closure with petition provided

-if fire truck access is a concern, removable barriers can be in place

-if money is a concern, inexpensive plants can be strategically placed to enhance the landscape as well as serve the purpose

A concerned resident,  
Maria