

Longbridge Petition

We are petitioning

**Linda Jackson, Mayor City of Vaughan
Dalton McGuinty, Premier of Ontario**

To please **re-consider** the decision

To use the Hydro One/Ontario Realty Corporation lands located to the North of the Uplands as a commuter parking lot.

The plan is to build a parking lot similar to Finch Subway station. Underground tunnels will accommodate passengers and connect them to the proposed Longbridge/Langstaff subway station. The parking lot has been projected to accommodate 1900 vehicles.

"We" are the Uplands community. We have collected 216 signatures from the homes in this community, a clear majority given our small size. This is a **strong** show of support by and for the community and against this proposed parking lot.

The parking lot will include passenger pickup and drop off, and an easement will be built. It has been suggested that exit/entrance(s) to this parking might be in our street and could cut right through our community and open up at Riverside and Longbridge.

Our community is a small, safe, neighbourly environment. We have very limited traffic and we can recognize all the cars. There is no need for sidewalks and we have none. We do have school buses, community pedestrians (joggers & dog walkers) and children.

When the YRT was implementing the VIVA system, Longbridge Rd did not get a VIVA stop because our community did not have enough commuters. Yet, we are getting a subway station. The idea is that over 2,000 cars can park in our backyard and that we won't notice the noise, the pollution, the run off to the Don River and the sheer traffic volume. Anyone who has driven in Toronto lately, knows that these days most drivers will go anywhere to avoid inconveniencing themselves by a brief stop at a park & ride. They will be on our street and there will be many. Several long-term residents have already absorbed the health impacts Hydro pylons & the 407 ETR.

As well as access to our street and quality of life, our concerns are:

- Pollution from additional car exhaust
- Noise – horns, traffic, late night car activity, car locking
 - The 407 highway noises will be amplified by the pavement on the new parking lot
- Lights – lights for safety reasons could be on & shining into homes and car headlights at night.
- Loss of Privacy for homeowners adjacent
- Wall situated 6 feet from property lines.
- Pollution from car run off & impact to the East Don River and to any vegetable gardens in the surrounding gardens
- Loss of Flood Plain (remember the August 19, 2006 floods)
- Increased Crime goes hand in hand with parking lots
- Traffic Congestion (2002 traffic study showed 55 K cars per day at Longbridge / Yonge this has increased since then and will increase dramatically with the proposed Markham development & the parking lot)
- Traffic realities. If Yonge & Finch has 4 exits & 1 kiss and ride for only 30 % more cars; how will one exit work? Really?

We ask our government(s) to consider alternatives, such as

- The Langstaff lands on the Markham side could support a multi level lot with better access for the public from Bayview, Yonge and the proposed tunnel under Highways 7 & 407.
- Why not augment the existing lots at Richmond Hill Centre with multi level parking & multi entrances to the subway. Transit parking means business for the retail users.
- Use the green space for green activities such as a bike trail to the new subway from Bathurst, urban gardens and increase the existing hiking trails to link to Markham.
- Delay the extension beyond Steeles to study traffic and determine if the volume is from the north or is traffic forced onto Yonge by transit planners
- Better local bus routes allow transit users to reach the subway in an integrated fashion decreasing reliance on cars.
- Integrated fares
- Integrate the GO system plans into the Subway & YRT plans

The message from Councillor Alan Shefman, who is on the Yonge St Subway committee, is that the parking lot **is** going to happen. The community was not informed of the use of the Langstaff lands prior to the approval by the City of Vaughan in late October. On December 2nd a meeting was held at the Uplands Golf and Country Club to address the Uplands community. 140 residents, all of whom condemned the use of this green space for a concrete parking lot attended this meeting. We **object** to having the parking lot at the proposed site – in the backyards of the homes on the North side Longbridge.

We **object** to having a wall a mere 6 feet away from the property lines.

We **object** to the increased pollution and traffic caused by this parking lot to the East Don River and our community.

We **object** to the loss of a true community, where people walk the streets and know their neighbours.

If the parking lot is a done deal

- None of these streets should be used as a drop off spot for commuters.
- All entrances must be on Yonge St or the 407 (perhaps via an additional ramp)
- Any wall must be at a minimum 50 metres from the property line of the Longbridge residences
- Any wall must end at a minimum of 300 metres from the woodlot adjacent to the East Don Tributary
- The parking lot must be built so that car run off can drain properly away from homes and the East Don.
- The lot must be made from porous asphalt to limit the environmental damage to the Community & the environment.
- The parking lot must be built so that precipitation and snow piles will not cause flooding into adjacent homes or the East Don.
- Any additional parking after the fact must be on the Markham or Richmond Hill side of Yonge / Highway 7

Persons signing this petition feel that the community was not advised by our councilor of his proposal to use these lands for parking. We object to the placement of the 1900 car parking lot as proposed.

Alan Shefman has stated that the parking lot is going to happen because there is no other alternative. We suggest & petition you that there **must be** an alternative.

We want to stress that if this is a done deal our community **MUST BE** protected against crime, traffic and must not have any access to the parking lot either by foot or by vehicle.