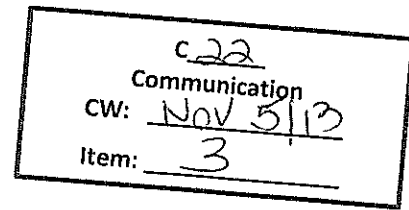


November 3, 2013



Dear Members of Council,

RE: Maple GO Station Secondary Plan- File 26.8 & OP.12.018

I am writing today as a concerned resident of Maple in regards to the Maple GO Station Secondary Plan and associated Official Plan Amendment. I have lived in Maple my entire life and I do not believe that this proposal fits with the existing fabric of my community. My main issues stem from the excessive density proposed in the secondary plan and the effects that it will have on the character of Maple and the traffic flow coming to and from the Maple GO Station.

The policies allowing maximum heights of 10 and 12 storeys on the north and south side of Eagle Rock Way are excessive in my opinion. The Secondary Plan area is not in the Maple Heritage Conservation Area, however, it directly borders the Maple Heritage Conservation Area and should at the very least respect the pattern of development in the Heritage Conservation Area. There is a reason that the Maple Heritage Conservation Area has policies encouraging Low-Rise Mixed-Use Development along Keele Street and Major Mackenzie Drive: to ensure that the integrity and existing heritage urban design elements are maintained.

I thoroughly believe that 10-12 Storey Mixed-Use Buildings do not provide an effective transition into the Low-Rise Mixed-Use Buildings along Keele Street and Major Mackenzie, or the existing Low-Rise Residential Neighbourhoods. The proposed 6 storey height for one of the parcels is at the very least more reasonable in maintaining the integrity of the surrounding area. Also, 10-12 Storey Mixed-Used Buildings would heavily detract from the City of Vaughan Civic Centre, which should be the highlight of the area and should not be in the shadow of Mixed-Use condos across the street.

In addition, this increase in density will bring an incredible amount of additional traffic to an area that is already facing traffic issues. The morning and afternoon rush to the GO station is insane and people resort to parking all along Eagle Rock Way due to the overflow of parking. Adding 1018 units will only add to the flow of traffic running through this area and create gridlock as well as safety issues for existing commuters and potential residents.

How will commuters react when a school bus is picking up children, creating a line-up of cars behind it, and causing commuters to miss their train? God forbid that there is an accident and a child is struck during the busy morning rush. Or how will future residents react when they are unable to exit their neighbourhood due to the constant flow of traffic? Even with a GO Station next door, it is safe to assume that not everyone commutes downtown and in order to commute east, west, or north, most people still heavily rely on their automobiles; this is a reality that cannot be ignored.

I know the community of Maple and the City of Vaughan are growing, and that higher densities are being promoted in appropriate areas, but please take into consideration that densities proposed in this Secondary Plan are much higher than anywhere in the vicinity and do not take into account the Maple Heritage Conservation Area. It is important to maintain the integrity of Maple, especially in the Keele and Major Mackenzie area where so many heritage urban design guidelines are being promoted.

Sincerely,

A handwritten signature in dark ink, appearing to read "Diana Brutto". The signature is fluid and cursive, with the first name "Diana" being more prominent than the last name "Brutto".

Diana Brutto
196 Butterfield Crescent
Maple, Ontario, L6A 1L1