

<u>C 1</u> COMMUNICATION CW (PH) - <u>Nov 6/12</u> ITEM - <u>5</u>
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From: Morris Samel [<mailto:msamel@rogers.com>]

Sent: Thursday, October 25, 2012 07:45 PM

To: Abrams, Jeffrey

Subject: The Carrville District Centre Plan - Official Plan Amendment 651 - proposed changes to Northeast of Dufferin Street and Rutherford Road, City of Vaughan

Attached is my objection to the proposed amendment to be addressed by the Committee of the whole on November 6, 2012, and my proposals that:

1. That the application be rejected due to safety and traffic congestion concerns and that it does not seem to contribute to the Carrville District Centre Plan's objectives, principles and policies; and,
2. That an assessment be conducted of the progress made on Carrville District Centre Plan – Official Plan's main objectives, principles and policies and that assessment be completed and the Plan reassessed before any further construction/development takes place.

Morris Samel

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905-771-3811 to November 2nd

561-477-8208 after November 6th

Written Submission to the City of Vaughan
On the proposed changes to Northeast of Dufferin Street
and Rutherford Road, City of Vaughan, to amend the City's
Official Plan, Specifically OPA #600, as amended by OPA #651

The City of Vaughan, Carrville District Centre Plan – Official Plan Amendment 651 states that a strong 'live/work' relationship is a key objective, wherein residents in the District Centre and surrounding community have opportunities to work and shop within the Centre, rather than commuting to jobs or services elsewhere.

Section 2.8, Efficient Transportation, states that an efficient transportation network will be developed to serve the Carrville District Centre and the surrounding Carrville community, ***which permits efficient vehicular movement*** while encouraging travel by non-auto modes, including on foot, bicycle and public transit. The objectives associated with this principle are...a) To develop a grid network of continuous and interconnected arterial, primary and local streets and laneways, and clearly defined development blocks, complemented by a public transit network, ***facilitating efficient movement by all modes of transportation.***

Furthermore, Section 2.9, Anticipate the Growth, states that planning and development will proceed in a comprehensive and progressive manner that anticipates the needs of the forecast resident population. The objectives associated with this principle are...a) ***Where a development proposal does not achieve all of the development potential afforded by this Plan, the City shall require the preparation of a Development Concept Report and Phasing Plan that provides for the logical progression of development from its initial phase to a mature state reflecting the urban form envisioned by this Plan, and achieving certain minimum development objectives.***

Finally the City of Vaughan Strategic Plan 2020 – Looking to Our Future, states that planning for the future through the strategic plan will position the City to deal with the many pressing issues impacting the organization such as community safety, access to health facilities, environment, ***traffic congestion*** and issues related to growth and the quality of municipal services.

The proposal has not addressed any aspect of traffic congestion. I am concerned that expansion of the York population has increased traffic very significantly on Bathurst and Dufferin. As well, the increase in population arising from the proposed buildings will negatively affect traffic on Rutherford.

In terms of Thornhill Woods community traffic, Pleasant Ridge Drive already has heavy traffic during morning and afternoon rush hours. I am concerned that another increase in the traffic would make it dangerous for pedestrians (mainly

students and seniors) should the development and changes to the Plan proceed. I want to emphasise that there is a high school and a community centre on Pleasant Ridge and a primary school on Apple Blossom near Pleasant Ridge Drive. Many drivers use the Thornhill Woods community roads as a means to avoid traffic on Dufferin/Bathurst and to get onto Highway 7. This seems contrary to the Plan's statement that the development encourage pedestrian travel throughout the community through {the}... creation of a comfortable, **safe** and attractive walking environment.

I have not seen any reports that confirm that the objectives, principles and policies set out in the 2006 Carrville District Centre Plan – Official Plan have been met. I believe that they have not been met. Therefore, I propose:

1. That the application be rejected due to safety and traffic congestion concerns and that it does not seem to contribute to the Plan's objectives, principles and policies; and,
2. That an assessment be conducted of the progress made on Carrville District Centre Plan – Official Plan's main objectives, principles and policies and that assessment be completed and the Plan reassessed before any further construction/development takes place.

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October 24, 2012