

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

From: Francis Dawson [mailto:francisdawson@sympatico.ca]

Sent: Tuesday, November 05, 2013 6:56 AM

To: Woolfson, Daniel

Subject: RE: OP.13.009 and Z.13.012

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COMMUNICATION
CW (PH) - <u>Nov 5/13</u>
ITEM - <u>1</u>

Dear Mr Woolfson,

I can not make it to the meeting tonight regarding the proposed high density development near Hillcrest cemetery on Highway 7. I would like to raise my concerns regarding this development in this email.

I really think a very high density unit situated on a hill which carries a huge volume of traffic is from a planning point of view asking for trouble. It is understood that high density development is a necessity going forward in order to make transit affordable and also to cover the costs of road repair, sewers and general upkeep once an area is fully developed, in other words, there are no new revenue streams. The alternative is to raise taxes considerably.

Here are my objections to this plan:

Highway 7 is a major conduit for truck traffic (not just passenger traffic) which will not go away and will get worse. Transit will not improve this situation. The section of Highway 7 from about Wigwoss to Martingrove is gridlock for substantial periods of time at or around rush hour and the root cause of this is the Highway 7 and Islington intersection and other intersections just north of Highway 7 on Islington.

For over the past 30 years, this intersection was a major accident site as cars or trucks came barreling down the hill and could not stop especially if the road was wet or icy. There is also a bit of a blind corner for those going north on Islington. The problem is more severe in winter when trucks are trying to move from standstill on an icy road on a slope. Now imagine how people living in a very high density building are supposed to get onto Highway seven on a hill? Ouch!! Are they planning on having Bruce street be the entrance for residents in the new building which is about 200 m from the edge of the hill? I do not see any traffic studies or where people are to gain access to the highway.

A larger problem is for the communities that live on Monsheen Drive and Wigwoss drive. They see irate drivers on Highway 7 use Wigwoss as a detour to get to Islington. Well our subdivision becomes a new highway. But to make things worse, the Islington Monsheen Drive intersection is only 100 metres from the intersection of Islington and Highway 7 and across from Monsheen is the arena. So now we have three intersections very close to each other which completely congest the area around the intersection of Highway 7 and Islington and then the traffic backs up in all directions. I am not sure what planners are paid for but this scenario suggests to me that someone dropped the ball.

Frankly, you would be better off to mirror the development near the Woodbridge High School which is about 4 stories. This is fine with me since it will not add to much additional volume or frustration at the location in question and is still high density. Large complexes should be placed at sufficient distance from a known problem area and on a stretch of land where access to Highway 7 will not be problematic.

Sincerely,

Francis Dawson