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VIA E-MAIL

June 5, 2008

Regional Planning and Economic
Development Committee
Regional Municipality of York
17250 Yonge Street,
Newmarket, ON L3Y 6Z1

Attention: Karin Price

Dear Ms. Price:

Re: Planning and Economic Development Committee Meeting – June 11, 2008

And Re: City of Vaughan Official Plan Amendment #661 ("OPA #661")

I live in the community south of the Kipling Road and Highway 7 intersection. This letter and the views expressed in it reflect the views of many of the residents of the area. I am writing to:

- (a) subject to the amendment requested below, express my support for OPA #661, as modified by City of Vaughan Council at the Special Meeting on June 3, 2008; and
- (b) request the Region to consider an amendment to OPA #661 which will respond to the unique nature of the area and the concerns expressed by the residents.

Please note: I do not oppose intensification in the Kipling and Highway 7 area. However, I submit that the intensification needs to recognize and reflect the unique nature of the area as well as the planning issues and concerns expressed by the residents.

(a) Support for OPA #661

Subject to the amendment discussed below, I support OPA #661, as modified by the City of Vaughan Council at its Special Meeting on June 3, 2008.

(b) Request for an Amendment

At the same time, I would ask the Region to consider amending OPA #661 to classify the Kipling and Highway 7 as a special policy area and to reduce the 10-storey maximum height of buildings in that area. In my respectful submission, 10-storey buildings are not appropriate in this area. In support, I submit the following planning considerations:

- The stretch of Highway 7 between Rainbow Creek and Bruce Street is the only place (within OPA #661) where Highway 7 has only 2 through lanes in each direction.

Although Highway 7 was widened only a few years ago, this was only to Rainbow Creek (west of Kipling) and from Bruce Street (east of Kipling). The York Region Transportation and Works 10-Year Capital Program 2006-2015 does not contemplate any widening work at the intersection of Kipling and Highway 7. The fact Highway 7 has not been widened will also make it difficult, if not impossible, to implement LRT through this area.

- Kipling Avenue ends in an unopened road allowance approximately 1000 m south of Highway 7. Consequently, there is no public transit south on Kipling. And, the community of over 400 families south of Highway 7 is a "land-locked" community, in that Kipling is the only route in or out.
- Contrary to OPA #661, there is no parallel east-west collector road network south of Highway 7 to provide alternate routes for traffic, nor will it be possible to develop such a network south of Highway 7 due to the geographical location of the community (located between Rainbow Creek to the west and the Humber River valley to the east).
- Finally, and importantly, the neighbourhood is undergoing a positive transition, which is evidenced by replacement home construction and the renovation and/or expansion of established residences. This shows increasing neighbourhood stability which, I submit, will be adversely affected by increased traffic south on Kipling resulting from intensification which does not consider the unique characteristics of the area.

I submit that the intersection of Kipling and Highway 7 is unique and should receive and be treated as a special policy area, justifying a reduced maximum building height. This would be in line with what was done with respect to the property fronting Highway 7 east of Wigwoss Drive (see para. 8.3(f)(3)(vii) of OPA #661).

I continue to have an interest in this item and would ask that I be provided with notice of any future Committee or Council meetings which are proposed to consider OPA #661.

Yours truly,



Drazen Bulat