

From: han kiewiet

Sent: March-13-12 11:31 PM

To: Swan, Joseph; White, Sandy; Henderson, Dale; Brown, Matt; Baechler, Joni; Van Meerbergen, Paul; Bryant, Judy; Usher, Harold; Orser, Stephen; Fontana, Joe; Branscombe, Nancy; Armstrong, Bill; Hubert, Paul; Polhill, Bud

Subject: Huron and Adelaide corner -Zoning)Z-7972

- 1) **Traffic:**

- Old North has just completed a traffic calming study that indicates measures are needed to reduce cut thru traffic and speed of that traffic.
- That intersection is 47% more dangerous than other intersections adding more traffic would only worsen that statistic.
- Safety for pedestrians due to the presence of nursery school, senior apartment, synagogue, jewish community centre activities, and the biking trail.
- A drive thru will draw traffic off an arterial into our neighbourhood and very likely draw customers from beyond the local "neighbourhood" area.
- That block is already congested with traffic at peak hours just when the drive thru would be most used.
- Any drive thru onto Huron would require cars to impede a west bound traffic or worse send them into the neighbourhood to find alternative exits.
- The current traffic feeds only onto a local street (William).
- Difficulty entering any existing driveways along that block would increase.
- A drive thru by its very nature will draw traffic from outside the neighbourhood (inconsistency with respect to zoning request) "this change (in use) will increase traffic generated by the site."
- Additional cost to city to extend the left turn lane on Huron St to accommodate additional traffic from this site. (extra lane, advance green etc...)
- This type of business will draw most of its consumer base from outside the neighbourhood (inconsistency with respect to zoning request)
- The drive thru is within 35 meters of the intersection.
 - Intensity and transportation concerns "concern was raised about the ability of the subject site to adequately accommodate peak hour traffic activity, provide safe access for vehicles entering/existing the site, and facilitate internal traffic flow" .
 - Planning objectives for commercial use land must "minimize the impact of commercial development on adjacent land uses and on the traffic carrying capacity of adjacent roads".
- University cut through traffic should be directed towards Windermere.

-2) Huron Street is designated a "**neighbourhood collector**" (the purpose of which is to collect neighbourhood traffic, not cut through traffic).

- This collector is only one block long... what does it collect? It feeds only into a local street (William).
- It was never designed or intended as a collector, but rather built as a local street and later "designated" as a collector in City plans after it was annexed in 1960s.
- Absence of curbs, sidewalk etc.
- 14 single family residential houses have direct driveway access to this stretch of Huron.
- It is time to distinguish the residential street from the commercial area (sign welcome to old North, grass bvl's with city trees).
- The suggested widening of Huron street by 10 feet by the City will cost Millions of \$ without any benefit to residents, only to benefit drive through.
- it will not strengthen the vitality of the area.
- Urban Forestry requires green space between sidewalk and parking with aim to enhance streetscape with new trees and shrubs.
- "While the objectives and policies of the Official Plan primarily relate to physical development of the municipality, they also have regard for social, economic and environmental matters".

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