

David Rembacz
█ Tayok Drive
Woodbridge, Ontario
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City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

January 25, 2023

RE: Z.22.036/OP.22.016

Dear Council,

I wish to voice my families concern with the above noted application. As a resident of Seneca Heights over the last 42 years I have seen the monumental intensification and increased traffic along Highway 7.

We vehemently oppose the above noted application because of the applicant's request for relief on density and height. Council in 2012 met on at least two occasions once on May 29, 2012 and on June 26, 2012 in which the Commissioner of Planning recommended and adopted a policy that reduced the height to maximum of 6 stories and density of 2.5 (FSI).

In June 2012, planning and city staff analyzed and took into consideration intensification targets, the impact of the neighbouring homes, and existing traffic and concluded in reducing the maximum height to 6 stories. The Places to Grow Act created by the province was enacted on June 13, 2005 which set a mandate to intensify certain transit corridors. This Act had already in place for 6 years and staff took all these perspectives into consideration and agreed that 6 stories is an appropriate height for the narrow stretch along Wigwoss Drive to Islington Avenue. There are already numerous applications for high rise intensification east of Pine Valley and west of Kipling Avenue. The Smart VMC lands, Home Depot lands, AMC lands, Colossus lands, 177 Whitmore (Prince Bomboniere), No Frills (Martingrove) are just a tiny fraction of some of the development applications that will help the city achieve their intensification targets as well as increase transit ridership.

The site itself sits close to the historical part of Woodbridge and continues to suffer from major traffic due to the end of the Viva's rapid bus lanes and also the reduction of lanes from Wigwoss Drive to Kipling Avenue resulting in a bottleneck. To give an example during the snowstorm on January 25, 2023, a tractor trailer was stuck on the incline on Highway 7 which resulted in commuter chaos during the evening rush hour. Traffic going westbound was backing up to Pine Valley Drive. Commuters diverted to the Wigwoss and Seneca Heights neighbourhood and travelled all the way to Monsheen Drive and eventually exiting on Islington

Avenue. That evening it was nearly impossible to exit our neighbourhood during this time and this was not an isolated incident. Traffic is backed up to Pine Valley daily.

Other factors to consider will be the increased demand for on street parking so close to Highway 7 since many cars turn onto Wigwoss Drive. The planners for the adjacent condominium development at 4800 Highway 7 indicated that visitors would use underground and on-site parking for that development. Without a doubt, now that this development has been completed, residents along Benjamin Drive must deal with visitors parking all along Benjamin Drive for an entire days when the maximum limit is 3 hours. Residents must continually beg the City of Vaughan's parking enforcement department to ticket visitors who don't adhere to the rules. Concerned residents at the planning stage of this development were assured that parking for visitors wouldn't spill over onto Benjamin Drive.

This site itself is narrow in shape and constructing a building of that scale will only add to the congestion and dangers that are already present in this intersection. As an active, regular user of the Viva bus system, I have seen a fair share of automobile accidents and pedestrian close calls. One day, a car changed lanes to avoid a car that was stopped. The car abruptly shifted to the left lane and damaged the metal guarding for pedestrians that are waiting to cross the road. Every day I must zig zag between cars that are blocking the intersection after the lights have turned green and the pedestrian signal advises me to cross. I make constant videos of me crossing the road showing how pedestrians have to maneuver between cars that have should not be blocking the intersection. Requests for patrols and ticketing of these offenders have gone unanswered.

My opposition is not in any form of NIMBYism and I am not against development, however the City must follow it's own policy they have implemented and oppose the applicants proposal as submitted. Having travelled extensively to various cities, I have observed many cities that have neighbourhoods that have character and community feel because of a pattern of low or medium density which also gives it a sense of community. This stretch from Wigwoss Drive to Kipling Avenue along Highway 7 forms part of the historical part of Woodbridge and cannot handle the additional traffic, parking challenges, and will ultimately ruin the built form of the area. I cannot stress this enough.

Regards,

David Rembacz