

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](mailto:Jacquelyn.Gillis)
Subject: FW: [External] OP.22.016 & Z.22.036 --Wigwoss and & condo proposal
Date: Friday, January 27, 2023 9:18:38 AM
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From: Judy Lam <[REDACTED]>
Sent: Thursday, January 26, 2023 10:22 PM
To: Clerks@vaughan.ca; Doug Peng Husband <[REDACTED]>
Subject: [External] OP.22.016 & Z.22.036 --Wigwoss and & condo proposal

To the Office of the City Clerk,

Please accept this correspondence as our opposition to the condo proposed at 10, 20 and 24 Wigwoss Drive, a residential street in our community. Here are some of the reasons for our opposition:

A)Traffic will only get worst

This area needs to be considered as a whole. The current traffic study for this condo application does not take into consideration the future development of Boutik condo (4902 & 4908 Hwy 7) and MyPlaceon7/Arrowhead condo. If this condo proposal also gets approved, that would be five condos along a 700m stretch (from Vista Parc Premiere Suites, Wigwoss condo, Avenue on 7, My Place on 7/Arrowhead to Boutik). That would be approximately 700 units along a 700m stretch of Hwy 7.

Photo 1 (intersection Pine Valley/Hwy 7): during the evening rush hour, westbound cars on Hwy 7 frequently block the intersection making it impossible to turn west on Hwy 7 from northbound Pine Valley. In addition, it is difficult to travel northbound on Pine Valley on a green light as the westbound Hwy 7 traffic is often backed up between Islington to Pine Valley.

Photo 2 and 3 (intersection Wigwoss/7): pedestrian safety barrier down; unsafe for students who are crossing Hwy 7 to Woodbridge College; this intersection is very busy; there are already two existing condos on the NE and NW corners of Wigwoss and Hwy 7 as well as a large townhouse complex on the SW corner.

Photo 4 (intersection Wigwoss/7): evening rush hour; cars often straddle the pedestrian walk/crossing; pedestrian seen weaving through traffic to cross over

B) Insensitive to existing residential community directly to the north of the subject lands

This 12 storey condo proposal will front Wigwoss Drive, not Highway 7. The height and density is insensitive to the residential community directly to the north of the subject lands.

In 2012, the city staff prepared a report in regards to the subject lands under the direction of

council: https://meetingarchives.vaughan.ca/council_2012/pdf/CLAG0626-12_Referred%20Item%203.pdf

Steven Dixon, city planner, and Roy McQuillin, manager, the staff who prepared the report made clear the following:

It is important to recognize the sensitivity of the low-rise residential community to the immediate north of the subject lands. This was accommodated in OPA 661 by establishing a 30 metre buffer in which lower height and density provisions applied. This type of transition is necessary in order to achieve compatibility between the two different land uses. VOP 2010 also permits lower density building forms (townhouses, stacked townhouses and low-rise buildings) in the Mid-Rise Mixed-Use designation within 70 metres of an area designated Low-Rise Residential to facilitate this transition.

The limited area and dimensions of the site in comparison with the adjacent properties fronting Highway 7 may prove to be too restrictive to achieve the maximum height and density as currently provided for in VOP 2010. The immediately abutting property to the east is being developed with a stand alone building, thus limiting the potential for comprehensive redevelopment that might facilitate the ability to achieve a higher intensity development at this location. Further, given the low-rise residential dwellings to the north, and the maximum height allocations of 6 storeys for the properties to the east and west of the subject property, it is questionable as to whether a 10 storey, 3.0 FSI maximum is suitable for this location.

For these reasons, a more modest approach to achieving higher densities and a complete, mixed-use community reflective of the objectives of the Region of York Official Plan and VOP 2010 is appropriate for the subject lands. On this basis, staff can recommend that the properties located at the northeast corner of Wigwoss Drive and Highway 7, municipally known as 10, 20 and 24 Wigwoss drive, maintain their current designation of "Mid-Rise Mixed-Use", with a reduced height and density of 6 storeys and 2.5 FSI respectively, in recognition of both the significance of this intersection on a Regional scale, and the sensitivity of the adjacent residential community.

Due to the confined dimensions of the site, a 6 storey building may also be difficult to achieve due to parking, access and other road requirements. The feasibility of a 6 storey building would be dependent upon a site specific application and supporting studies. A step-down buffer between the low-rise residential uses and any proposed development is recommended and would need to be established during the review of any site specific applications.

Conclusion

The subject properties at the northeast corner of Wigwoss Drive and Highway 7 are located along a Regional Intensification Corridor and are adjacent to a future transit stop. The site is currently located between two properties designated Mid-Rise Mixed-Use, which are in the process of intensifying, and the subject properties would therefore support a Mid-Rise Mixed-Use designation. However, given the more sensitive land uses to the north of the study area, and the area and dimension of the subject properties, reducing the maximum height and density of the lands from what is currently permitted by VOP 2010, to be more consistent with the adjacent properties to the east and west is a suitable approach.

Therefore, it is recommended that the subject lands be designated Mid-Rise Mixed-Use, with a maximum height of 6 storeys and a maximum density of 2.5 FSI. It would also be appropriate at the zoning amendment stage to establish a step-down zone to ensure a transition in building heights between the Mid-Rise and Low-Rise designations, consistent with the current policies in OPA 661 and VOP 2010.

In addition, this condo does not front Highway 7 as its driveway/ entrance is on Wigwoss Drive. It is essentially squeezed between two existing condos to the east and west of Wigwoss Drive. On the northeast corner (4700 Hwy 7) is the existing Vista Parc Premiere Suites with 122 units and on the northwest corner (4800 Hwy 7) is the existing Avenue on 7 Condo with 276 units.

C) Intensifying the subject lands may not even conform to the Official Plan

Please clarify whether or not it is even appropriate to intensify the subject lands according to the Official Plan. This area has already absorbed its fair share of intensification along Hwy 7.

2.2.5.9. That for the purposes of interpreting, and in addition to, the York Region Official Plan, Key development areas in the City of Vaughan may include properties that front directly on the street forming the Regional Corridor. For clarity, properties that are rear-lotted against a Regional Corridor, or those that have frontage on a window street parallel to a Regional Corridor, are generally not considered appropriate for intensification and the and the Key development areas policies do not apply, unless a secondary plan has been prepared to recognize land consolidation opportunities.

2.2.5.14. That only properties with frontage directly on the street forming a Primary Intensification Corridor shall be considered appropriate for intensification. For clarity, properties that are rear-lotted against a Primary Intensification Corridor, or those that have frontage on a window street parallel to a Primary Intensification Corridor, are generally not considered appropriate for intensification.

Sincerely,
Judy Lam and Doug Peng
■ Tayok Drive

Sent from [Mail](#) for Windows



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PEDESTRIAN ONLY
YOUR SIGNAL
TWO STAGE CROSSING

Wigwoss-Helen





CLNV-035