

Date: January 24, 2023

To: Vaughan City Clerk
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From: Francis Dawson
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File: Z.22.036/OP.22.016 – Public Hearing of February 7TH, 2023
10, 20, 24 Wigwoss Drive Woodbridge, Ontario

I am in opposition to the proposed development of a 12-storey condominium with an FSI 4.5 designation at 10, 12 and 24 Wigwoss Drive. The current official plan VOP 2010 is for 6 storeys with an FSI of 2.5. Please refer to Council's meeting May, 29, 2012 and June 26, 2012 where Council adopted the maximum allowable height of 6 stories. I will quote what the staff at the time indicated for the 3 homes. "Staff recommended that the subject lands be designated Mid-Rise Mix 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 designation consistent with the current policies in OPA 661 and VOP 2010 for these 3 homes. Please refer to Council meeting of May 29th and June 26, 2012 for validation. This application does not reflect the vision of VOP2010.

I have been a resident of Woodbridge for over 60 years. I have seen the area around the intersection of Highway 7 and Wigwoss transition from a 2-lane highway and farmers field to a developed area. The OPA 661 allowed 10 stories but in the 2010 plan the maximum number of storeys was capped at 6.

I have the following five concerns:

- The steep hill into and out of the Humber valley and the proximity of intersections with timed traffic lights causes a traffic constriction at the intersection of Wigwoss and Highway 7. We have no control over the number of trucks driving along Highway 7 and their ability to climb a grade quickly backs up the traffic in both directions. It will only get worse, and the municipality has no plan on how to deal with the truck traffic and increased passenger traffic, even if there is a transit lane.

- Traffic from the proposed condominium will exit onto Wigwoss across from Benjamin Street and is adjacent to the Wigwoss-Highway 7 constriction point. The distance between Benjamin Street and Highway 7 is less than 100 metres. During rush hour and with school buses you will have utter chaos in this general area.
- Just because the zoning bill for buildings adjacent to Highway 7 has changed does not mean that a developer is justified in putting up a larger building. You must also look at the surrounding area to make sure it fits in. If the laws stated that a 20-storey building was permissible, the developer would build 20 stories if they could maximize their profit. This is where good municipal planning should step in and say that there are exceptions to the rules.
- Increased development outside of the designated area and the traffic backup between Pine Valley Drive and Kipling makes Wigwoss a choke point which has the following ripple effect: chaos at the Wigwoss Highway 7 intersection, and chaos at the intersections of Monsheen Drive, Islington Avenue and the Arena: the Monsheen Drive-Islington and Arena-Islington intersections are only 100 m from Highway 7.
- Passenger traffic is increasingly using Wigwoss and Monsheen as a thruway with no regards to speed limits and stop signs. We also have school buses coming through this area. Cars going westbound on Highway 7 and wishing to turn right onto Islington Avenue take the short cut through the subdivisions. Cars going southbound on Islington wishing to make a left hand turn onto Highway 7 choose to take the short cut through the subdivisions in order to make a left hand turn onto Highway 7 off of Wigwoss.

The definition of insanity is doing the same thing and expecting different results. Please think this through carefully since it is not just one proposed building, we are looking at between Wigwoss and Islington. This specific area does not fit any norm!

Respectively yours,

Francis Dawson