

May 28, 2023

City of Vaughan, Office of the City Clerk
2141 Major Mackenzie Drive, Vaughan ON L6A 1T1

To whom it may concern,

RE: CITY OF VAUGHAN OFFICIAL PLAN AMENDMENT File 26.18

As residents on Arrowhead Drive in the City of Vaughan for 37 years, we would like to provide feedback with respect to the City of Vaughan Official Plan Amendment and the delineation of MTSA's.

Consideration for Established Communities

Although the Vaughan Official Plan contains minimum density goals to guide land use, development, and growth in Vaughan, **consideration must be given to residents who already reside within established, low-density communities along Highway 7.** Our family currently resides in an established community, Seneca Heights, adjacent to Highway 7. Although our community is located within the Wigwoss-Helen MTSA, **minimum density requirements cannot be applied "carte blanche" to all subject lands along Highway 7.** Improper planning, especially within an in-fill site in an established community, such as the current application of a 14-storey building at 4850 Highway 7 and 79 Arrowhead Drive, will have serious negative impacts on local residents, including invasion of privacy, increased parking congestion and traffic, increased shade and loss of natural light, and community safety. **Municipalities and residents have a better understanding of appropriate local land use, and developers should not be allowed to delve too deeply into provincial plans in their attempts to maximize profits.**

Traffic and Future Rapidway Extension along Highway 7:

While the City of Vaughan is dedicated to the promotion of growth and sustained prosperity, the Ontario document titled "A Place to Grow: Growth Plan for the GGH" also acknowledges that:

- "While growth is an important part of vibrant, diversified urban and rural communities and economies, the magnitude of growth that is expected over the coming decades for the GGH presents several challenges:
- Increased demand for major infrastructure driven by population growth, **the need to renew aging infrastructure and continuing infrastructure deficits** associated with unmanaged growth.

- Increased traffic congestion and the resulting delays in the movement of people and goods in the *GGH*, is costing billions of dollars in lost GDP every year.”.

(“A Place To Grow: 1.1 The Greater Golden Horseshoe”)

Our community is located on the outer edge of the Highway 7 Wigwoss–Helen BRT Station corridor, which already suffers from traffic congestion as the current rapidway ends at Helen Street. **Intensification within established communities must be reined in until proper transit and road infrastructures are in place and continue beyond Helen Street. It would seem preposterous to approve the development of high density structures, in particular along Highway 7 between Bruce Street and Islington Avenue, if the Rapid Transit Bus Route is not even in place.** Instead, growth should be focused within higher order transit areas, around subway stations such as the VMC.

Proposed Amenities, Mental Well-Being, Good Faith in the Zoning Process

Furthermore, any future proposed development **should include amenities which would benefit surrounding communities.** Many residents in our area are original owners, or children of original owners. We’ve stayed because we enjoyed our balanced community: we had amenities such as a supermarket, a bank, dry cleaners, a vet. But over the past 26 years there is no more retail or other amenity to benefit our area. We live in a “residential desert”. Appropriate planning is about planning for the **common good.**

Our community has seen tremendous change in terms of intensification, including 2 condominiums at Highway 7 and Wigwoss, and over 200 townhomes built on the south side of Highway 7 between Helen and Bruce Streets. Clearly, our neighbourhood has done more than its fair share to support intensification along this transit corridor. And as longtime residents, we would like to believe that some faith can be built into the development process in building structures that are appropriate for any established residential community, and to avoid senseless, profit-driven rezoning.

We thank you in advance for taking the time to read our concerns about the City of Vaughan Official Plan Amendment.

Sincerely,

Tino and Carla Malta