

**C1**  
**COMMUNICATION**

**VAUGHANWOOD RATEPAYERS ASSOCIATION**  
**52 FOREST CIRCLE COURT**  
**WOODBIDGE, ONTARIO**  
**416-806-8203**

**COUNCIL – June 20, 2023**  
**CW (PM) - Report No. 26, Item 2**

**May 29<sup>th</sup>, 2023**

**RE: Official Plan Amendment Major Transit Station Areas**  
**Item #4 (2) on Committee of the Whole (Public Meeting) Agenda**  
**Tuesday May 30<sup>th</sup>, 2023 @7pm, Vaughan Council Chamber**

The Vaughanwood Ratepayers Association (VRA) are reaching out in relation to Public Meeting Item #4 (2) on the Agenda for May 30<sup>th</sup>, 2023. We understand that a Public Meeting is being held for consideration and comments relating to a Proposed Official Plan Amendment for Major Transit Station Areas.

The VRA have been actively involved in a series of development applications that are now built and proposed in PMTSA 69 – Wigwoss- Hellen BRT Station. The VRA supports responsible development in Vaughan and are supportive of intensification around Major Transit Station Areas that are well connected and have appropriate means of transit, roads and infrastructure to support both residents and jobs in an area. However, as much of Council has heard from us in the past, we are predominately concerned with PMTSA 69 -Wigwoss – Hellen BRT Station , as this area does not have the same characteristics as other PMTSA’s and new high-rise developments within its limits have become issues of contention.

Recognizing that the Report mentions that a final recommendation report will come forward later which will make refinements to the proposed Gross Minimum FSI. On a preliminary review of the report, and comparing the PMTSAs, **Staff should consider assigning less Gross Minimum FSI to PMTSA 69 – Wigwoss-Helen BRT Station.**

Take the neighbouring station at PMTSA 63 - Pine Valley PMTSA BRT Station as an example. Its boundaries not only serve a large amount of employment lands along Pine Valley but also include a lot of future residential development lands. The Minimum People and Jobs Per Hectare is 160 which is the same as PMTSA 69- Wigwoss Helen BRT Station (that contains no businesses), however, the Wigwoss Hellen BRT has a higher proposed minimum FSI than the Pine Valley PMTSA BRT. We are particularly interested in understanding how the proposed minimum gross FSI’s were derived, as we believe that the characteristic of the Wigwoss Helen BRT should inform a lower minimum FSI than the adjacent Pine Valley BRT area.

We recognize that growth and intensification is in the forefront of both Provincial and Regional agendas, however at the PMTSA 69- Wigwoss-Helen BRT Station, the current infrastructure does not support urban growth. The present rapid transit is underutilized and there is a bottle neck of traffic due to the slope of Highway 7, and the pinch point at the CN Railway Bridge in desperate need of widening. Until this is addressed this area does not merit intensification. The Province and York Region Plans are doing everything in respect to intensification and building more affordable homes for people. It does not, however support intensification if it causes detriment to the existing surrounding homes or where amenities and infrastructure are lacking to justify intensification.

**VAUGHANWOOD RATEPAYERS ASSOCIATION  
52 FOREST CIRCLE COURT  
WOODBIDGE, ONTARIO  
416-806-8203**

When intensifying you must take into consideration how any new proposed developments will affect the architecture and landscape of the existing neighborhood. Neighbourhood residents should not be subjected to change that will negatively affect their existing use. Intensification should not be filtering onto other existing mature settled residential neighbourhoods.

Please accept this correspondence on behalf of our Association to be put on the record and consider making adjustments to the minimum gross FSI for the Wigwoss Helen BRT Area. Intensification for this area is not appropriate to permit the densities we see being proposed. Please consider all the facts and studying this particular area to determine an appropriate amount of development for this PMTSA. This intersection should not be considered a Protected Major Transit hub and we urge the Decision Makers to take regard to our existing community.

Sincerely,

Mary Mauti

Vaughanwood Ratepayers Association