

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] My Place on Highway 7 Inc. 4850 Highway 7 & 79 Arrowhead, OP.21.015 & Z.21.026 Council Meeting October 22nd, 2024
Date: Monday, October 21, 2024 9:49:43 AM
Attachments: [OCTOBER 22, 2024 MY PLACE ON HIGHWAY 7 INC..docx](#)
[My Place on 7 Inc.docx](#)
[My Place on 7 Inc Public HEARING - OCT 5-21.docx](#)

From: [REDACTED]
Sent: Monday, October 21, 2024 9:39 AM
To: Clerks@vaughan.ca
Cc: Judy Jeffers <Judy.Jeffers@vaughan.ca>
Subject: [External] My Place on Highway 7 Inc. 4850 Highway 7 & 79 Arrowhead, OP.21.015 & Z.21.026 Council Meeting October 22nd, 2024

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Hi:

Please ensure my name is on the agenda to speak on this matter. I have filled out the appropriate form.

Attached are my deputations for current and past hearings. Please ensure they are part of the communications.

Mary

Mary Mauti

[REDACTED]

VAUGHANWOOD RATEPAYERS' ASSOCIATION INC.
FOREST CIRCLE COURT
WOODBRIIDGE, ONTARIO

October 22nd, 2024

City of Vaughan
Office of the City Clerk and Members of Council
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

WE REQUEST THAT THIS WRITTEN LETTER BE A PART OF THE PUBLIC DOCUMENT

RE: FILE OP.21.015 & Z.21.026
My Place on 7 Inc.
4850 Highway 7 & 79 Arrowhead Drive

The Vaughanwood Ratepayers agrees with the Staff recommendation for the **refusal** for the above site. The application does not satisfy the VROP2022 or conforms to or meet the general intend of the VOP2010.

The development is not compatible with the existing and planned surrounding land uses. The development with the new revision of 12 storeys with an FS1 6.35 times the area of the lot does not provide an appropriate transition to the adjacent area and is not compatible with the surround properties. The development height exceeds the max building heights within the surrounding area and does not provide an adequate transition to the low rise built immediate abutting the subject lands and within the surrounding neighbourhood. The development has a Zero setback to the east abutting a public pedestrian connection is only a 1m setback from the ultimate front yard property line once the lands on the Highway 7 road widening takes place which is not sufficient to establish an appropriate transition to the public realm or surround properties.

An incorrect 45-degree angular plane requirement was measured from the lot line of the property on the north side of arrowhead Drive instead of the rear line, 45-degree angular plane is not demonstrated properly to the immediate residential component to the west and east side.

Access to Arrowhead should be prohibited! This will create a traffic issue within the interior roadway of the existing settled mature areas of Seneca Heights. Penetration of new traffic should be contained on Highway 7 as defined in INTESFICATION not in settled, matured existing communities. No traffic update studies and analysis for Arrowhead drive and surrounding areas, including along Highway 7.

As stated in the recommendation, the Development Planning Department is not satisfied that the Development provides appropriate transition of built form to adjacent areas in a manner that compliments the existing community, as envisioned by VOP 2010. On this basis, the Development does not conform to the YROP 2022 or meet the general intent of Vaughan's Official Plan VOP 2010 as described in the City's report. Therefore, we agree on **Staff's recommendation of refusal!**

I have attached the issues that were raised on October 5th, 2021 public hearing therefore they do not need to be repeated in my deputation on behalf of the Vaughanwood Ratepayers Association Inc.

However, the issues raised were never brought forward by the applicant and are still outstanding issues:

- Zero setback to the public pedestrian connection
- Density height
- Transportation Impact Study update to reflect 2024 traffic and satisfaction with access design
- 45-degree angular plane not provided
- Adequate landscaping for the transition to low rise

Please note that the minutes of Council of June 26, 2012, indicates to cap the maximum height of this site to 6 stories. This area has been reviewed several times not to exceed 6 stories.

Vaughanwood Ratepayers Association Inc. is seeking direction from Council to ensure legal representation from the City of Vaughan will be present in representing the matter for the City at the OLT hearing on February 18 to 26th, 2025.

The residents at the time of the case management hearing had to incur expenses of hiring their own solicitor on the matter as the residents were not aware of where the City stood on this matter. This is a matter where the City needs to take ownership on the issue not the residents.

Mary Mauti
President of the Vaughanwood Ratepayers Association Inc.

VAUGHANWOOD RATEPAYERS ASSOCIATION
FOREST CIRCLE COURT
WOODBIDGE, ONTARIO

September 6th, 2021

RE: FILE OP.21.015 & Z.21.026
My Place on 7 Inc. 4850 Highway 7 & 79 Arrowhead Drive

We, The Vaughanwood Ratepayers Association are in opposition to this application. The residents of this area cannot support the massive change to their existing mature residential area.

The application is seeking approval for a 14 storey building (101 units), 77 parking spaces with 3 levels of underground parking. There are 77 parking spaces in total, of which 15 are allocated for visitors indoor, therefore, visitors will most likely park outside along Arrowhead to avoid going in for a permit parking. We have seen this episode on Benjamin Drive where it is full of visitor's parking which impacts existing residents.

No other building has been permitted by The City of Vaughan along this strip of highway 7 for this height allocation. Forest Green Homes which is closer to Pinevalley and Highway 7 with a surrounding commercial area, only received 10 stories under the old OP. The maximum FSI along this strip of road is a FSI of 3. The existing OP allows only 6 stories with a FSI of 2. The applicant is seeking double capacity of the existing OP in an area, which cannot even support 6 stories due to the geographical area of Highway 7.

Arrowhead Drive is not part of the intensification program. If Highway 7 is deemed to be intensified under the provincial guidelines, then any project should be supported within highway 7 only and not over use the surrounding areas. There should not be any filtering onto other existing mature residential area. For example, the loading dock and the ramp to the underground parking entrance cannot be accessed through highway 7 therefore they will most likely access the entrance on Arrowhead Drive of the existing quiet, mature homes. Is that fair to these residents? In order to use the loading dock and the ramp to the underground parking entrance, Wigwoss, Monsheen, Tayok will be affected as the movers and the condo residents will use the entrance off Monsheen to get to the entrance of the condo. Is this fair to the estate homes of this area? Eventually all residents of the condo will also use the Arrowhead Drive entrance as Highway 7 will have too much traffic and they will start using Arrowhead as the main entrance.....this is reality. Arrowhead Drive is not part of the intensification plan! The project should support its own merits on Highway 7. However the entrance off Highway 7 is in the middle of the intersection at the end of Bruce Street. Is this safe?

A noise report does not measure the consistent opening and closing of the garage doors. This will be an issue for the existing residents that are abutting the loading dock and ramp to underground garage. The loading dock and ramp to the underground garage should be facing highway 7 in order to avoid this issue. No reports have been given to measure this noise level which will impact the existing residents.

The base of the building and structure is built towards the residential area and not towards the commercial institute. There is also a zero set back to the common walkway for all residents to use. This is not appropriate having a zero set back to a common walkway as it may be unsafe. A wall abutting a common walkway is not safe to use. The west side has a 6.93m setback to a commercial building. Why is there no set back to the east where it affects the existing resident and the residents who use the walkway? It makes no common sense! Furthermore, does this project meet the 45-degree angle?

The Vaughanwood Ratepayers Association cannot support this application and we are asking City Staff to consider the concerns of the residents who may have to live with the errors of this project.



Mary Mauti

Vaughanwood Ratepayers Association

VAUGHANWOOD RATEPAYERS ASSOCIATION
■ FOREST CIRCLE COURT
WOODBRIDGE, ONTARIO

October 5th , 2021

RE: FILE OP.21.015 & Z.21.026
My Place on 7 Inc. 4850 Highway 7 & 79 Arrowhead Drive

Good evening Madam Chair, members of Council.

My name is Mary Mauti, I represent the members and residents of The Vaughanwood Ratepayers Association. We are in opposition to this application.

The existing residents of this area cannot support the massive change to their existing mature residential area. This application does not indicate proper planning, it only disturbs a settled existing community.

We have reviewed the reports provided by the city and the applicant's agent and have many concerns.

Height of the building and FSI is double of the existing OP. There is no proper transition area between low rise and mid-rise, this should comply with the FSI and height development standards on Highway 7 at the existing OP of 6 stories as per ROP policies.

Angular plan elevation shown which the applicant provides is from the building to the property across Arrowhead. There is no angular plan elevation from the building to the neighbour to the east or the west which is impacted the most.

Entrance to the garage and loading dock is on Arrowhead Drive. No entrance should be granted onto a settled existing community. This is not intensification. Intensification should be self-serving onto Highway 7 and not having access from a settled existing community. Nor can it be an emergency exit. Arrowhead Drive is not part of the mandate of the provincial legislation of intensification. Understand what you are causing in a settled existing community!

Parking requirements are in deficiency of 104 spots, walkable scale does not support this reduce rate of 1/3 of the units to have designated parking space. Accessible parking spaces size is dictated by OBC, zoning cannot change the minimum dimensions. I would like council to ask a peer review of the parking and traffic.

Lack of amenity space, the site does not have any common outdoor amenity, balcony space only! Not all units have balcony. Staff is asking for 1,000 sq.m. this is 1/3 of the required amenity space.

Lack of setbacks in the front area to below finish grade, underground structure shoring and or tiebacks are required, where will they encroach on Regional Right of Way, Common pathway, abutting neighbours? There is no site plan indicating how this building will be built.

Zero set backs to the rear, front and east side??????????

No landscaping at the front due to zero setback. Zero setback to the east side of building adjacent to a common community pathway. Having a block wall against the neighbour to the east causing shadowing!

North elevation facing existing residents lacks a friendly facade to blend into the existing settled community.

This application does not conform to the urban design built form in a settled existing area of VOIP 2010 respecting compatibility of policy 9.1.2.1, 9.1.2.2 building type, height, scale, setbacks of the building from the street, rear, sideyard in a settled existing community.

Is this proper planning??????????????

Please consider our concerns when completing the technical report.