

August 30, 2021

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

To whom it may concern,

**RE: 4850 Highway 7 and 79 Arrowhead Drive  
File Numbers OP.21.015 and Z.21.026**

This letter is in response to the application for development of the above-noted lands, which is in our established residential neighborhood. As tax-paying residents of Arrowhead Drive for the past 25 years, we truly believe that this application by Weston Consulting on behalf of "My Place on 7" is entirely inappropriate for numerous reasons.

Current Zoning By-Law:

The application proposes a 14-storey residential building consisting of 101 units and 77 parking spaces provided in 3 levels of underground parking. However, according to Zoning By-Law 01-2021, Schedule A, Map 46 under the City of Vaughan Comprehensive Zoning By-Law (Final-2021), the subject lands are currently zoned as R2A(EN) for 79 Arrowhead Drive and R1B(EN) for 4850 Highway 7. These zones permit **Single Family Detached Dwellings**.

As well, given that these lands are subject to the "EN" (Established Neighbourhood) provisions, the "Comprehensive Zoning By-law (Final-2021)" indicates that the maximum building height shall be the least (more restrictive) of: a. The requirement of the applicable zone; or b. The existing building height plus 3.0m.

Not only is the proposed height of 14 stories not aligned with the City of Vaughan Comprehensive Zoning By-Law, but **it would be the tallest structure within the entire Wigwoss-Helen BRT Station corridor** (MTSA 8).

Density:

We realize the subject lands could be rezoned Mid-Rise Mixed-Use (H6-D2) under the Official Plan. Weston Consulting, in their letter dated October 28, 2020, indicate that "the subject lands are located within the proposed Wigwoss-Helen MTSA and are to be served by bus rapid transit, there will be a minimum density target of 160 residents per hectare". We would kindly like to remind those involved that the City of Vaughan

April 2019 "Report of the Commissioner – Planning for Intensification Background Report" states that "Where there are four or more MTSA's along the same priority transit corridor, the **average of the targets** for those MTSA's must meet or exceed the applicable minimum density target." We do not believe that this proposed structure in a residential zone should be solely responsible for fulfilling the minimum density target of 160 residents per hectare. **Municipalities and residents have a better understanding of appropriate local land use, and developers should not be allowed to delve too deeply into local plans in their attempts to maximize profits.**

## Shade:

As residents of this established community, we take great pride in maintaining our home and property, including the many plants and trees in our front lawn. Given that our home is an east-facing dwelling, the front of our home receives sun exposure only in the mornings. According to the Shadow Study presented by "My Place on 7", **our entire property, including our front landscaping, would be engulfed in shadow from well before 9:18am to at least 11:18am**, resulting in not only loss of light for our front landscaping, but loss of natural light to our home.

## 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" 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 ...
  - Increased traffic congestion".

The subject lands fall within the western outer edge of the Wigwoss–Helen BRT Station corridor, which already suffers from traffic congestion as the current rapidway ends at Helen Street. **Beyond Helen Street, cars and rapid transit busses alike are forced to merge from a 4-line westbound highway into 2 lanes**, just east of this proposed development, creating much congestion during rush hour.

Additionally, according to VivaNext, a future rapidway extension is envisioned for west of Bruce Street to Highway 50. Should an extension be planned, and there is a recommendation to widen Highway 7 from 4 lanes to 6 lanes, an encroachment of the proposed lands may be necessary in order to fulfill the City's Zoning by-law 4.8 which indicates that any structure "shall be located a minimum distance of 14.0 m

from any lot line abutting a highway corridor". Currently, the Architectural Drawing Package provided by "My Place on 7" provides for **0m of clearance** on the Front Yard abutting Highway 7, **clearly contrary to the City of Vaughan's prescribed use of land and hampers a possible future extension of the rapidway or Highway 7 widening.** Furthermore, it is clearly counterintuitive to propose the building of any structure that purports to support transit, given the highway infrastructure is not built, and when in fact it would directly obstruct the future proposed widening of Highway 7 as it would be directly in its physical path.

#### Pedestrian Safety:

My children regularly use the sidewalk on the north side of the subject lands on Arrowhead Dr, as well as the path on the east side, in order to access public transit on Highway 7. We are thoroughly dismayed and concerned that a garbage access off of Arrowhead Drive is planned, approximately 7m from our property line. **To allow commercial garbage trucks to access the proposed development through a residential neighbourhood via Arrowhead Drive will not only be disturbing and unsightly to residents, but dangerous for pedestrians on the north side of the property.**

As well, the Architectural Drawing Package plans on a 0 (zero) meter setback on the east side adjacent to the walkway. We are also disconcerted at the total lack of regard for our community in planning for this structure, as the 0m setback also poses risks from above for those accessing the walkway, as there are, for example, many reported incidences of panes of glass falling from various structures.

#### Community safety due to Vehicular Congestion:

According to the report "Transportation Mobility Plan Report" provided by "My Place on 7", there are 77 parking spaces for tenants and visitors, servicing 101 units, and that there is also a parking deficiency of 99 spaces. **"My Place on 7" cannot guarantee that this deficiency will be offset by public transit use, which will result in increased parking and congestion on Arrowhead Drive.**

#### Noise:

Although a "Noise Impact Study" was provided, ensuring appropriate noise levels for tenants of the proposed structure, noise levels for surrounding residents must also be taken into consideration. "My Place on 7" intends on having noisy, heavy commercial garbage trucks access the property via Arrowhead Drive. As well, the access to the parking garage runs parallel to Arrowhead Drive. **This proposed arrangement will**

**result in a daily, ongoing disturbance as the large mechanical doors open and close throughout the course of the day and evening.**

Mental Well-Being and Good Faith in the Zoning Process:

The past several weeks has elicited a tremendous amount of discussion in our community, and the degree of anxiety, stress, and frustration that this application has created is palpable, given how audacious the proposal is with such little regard to residents. While this application is difficult to accept for individuals who are able to access online information, this process has proven to be difficult for our older neighbours, who possess little English and technological skills, who have spent a lifetime maintaining our neighbourhood and are now at the mercy of developers.

The subject lands are not a major parcel of land, such as the property that was developed at Wigwoss and Highway 7, or Kipling and Highway 7. Instead, it is a small parcel of land with 2 modest single dwelling homes, which are part of a long-established neighbourhood community in the Wigwoss-Arrowhead area. To build a condominium on the basis that one of the properties faces Highway 7, and to have no regard for its design and impact on our neighbourhood, is completely short-sighted, profit motivated and would ultimately negatively affect surrounding property values.

As long-time residents of [REDACTED] Arrowhead, we have lived in our home for 25 years, and over that time, our community has seen tremendous change in terms of intensification, including 2 condominiums at Highway 7 and Wigwoss, 180 townhomes built on the south side of Highway 7 between Helen and Bruce Streets, as well as townhomes built west of Bruce Street. Clearly, our neighbourhood and community has done more than its fair share to support intensification along this transit corridor. And as longtime residents, despite what we have seen in the past, one would like to think that at some point, some faith can be built into the development process in building structures that are appropriate for any given community.

We thank you in advance for taking the time to read our concerns about this proposed 14-storey condominium in our established residential neighbourhood. Should you have any questions, please contact us via phone or email.

Sincerely,

Tino and Carla Malta