

COMMITTEE OF THE WHOLE (1) – SEPTEMBER 10, 2024

COMMUNICATIONS

	<u>Item No.</u>
<u>Distributed September 9, 2024</u>	
C1. Presentation material	Presentation 2
C2. Mary Mauti, Vaughanwood Ratepayers Association, Forest Circle Court, Woodbridge, dated September 10, 2024	4
C3. Irene Ford, dated September 9, 2024.	8
<u>Distributed September 10, 2024</u>	
C4. Presentation material – Doug Peng, Wigwoss Drive, Vaughan	4

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Please note there may be further Communications.

May 2024



Parking Control
Services Group

PCS GROUP

Taking Parking Control To A New Level



Parking Solutions

apartments • condos • commercial & industrial sites • malls • paid parking lots

- PCS Group provides comprehensive solutions for parking enforcement on private property.
- We are licensed to do parking enforcement in most municipalities within the GTA.





Flexibility

We Also Work Alongside Security Companies

- We also work with properties where security is present. Security companies usually don't like issuing parking enforcement tickets to avoid harassment from residents.
 - This arrangement saves the property management company on enforcement fees (our fee structure is based on a flat rate).
 - It also creates an arm's length relationship between us, the security company and the property management company.
- 



Accountability

How do we know when you patrol our site?

- All of our vehicles are marked and all of our patrol officers are uniformed and trained.
- We will leave you a note in designated place on your property, in essence sign in.
- We provide weekly reports (no cost).





Licensing

ALREADY LICENSED

Toronto, Mississauga, Brampton and Ottawa
Richmond Hill

TO BE LICENSED SOON

Pickering and Newmarket

LICENSING UNDER PROCESSING

Lindsay, Brantford, Brockville, Bowmanville,
Kanata and Woodstock

If we are not licensed in a specific municipality, City or Province and you require our services we can become licensed.



We Are Different

What to Expect

1

Competition charges for ticketing, we don't.

2

Competition charges for court appearances, we don't.

3

Monthly Zoom meetings to review any concerns or issues.



Our Advantages

- Parking Audits - are tenants parking for free on your property? Is your parking monthly registration updated?
- All our vehicles are marked and all our patrol officers are uniformed and trained.
- We have Liability Insurance.
- We have WSIB coverage.
- We only have vehicles towed by Police Contract Companies.

CSIO CERTIFICATE OF LIABILITY INSURANCE						
This certificate does not amend, extend or alter the coverage afforded by the policies below.						
1. CERTIFICATE HOLDER - NAME AND MAILING ADDRESS		2. INSURED'S FULL NAME AND MAILING ADDRESS				
TBD		Parking Control Services Group o/a Lucro Technologies Inc. 46 Snowcrest Avenue Toronto, Ontario M2K 2K7				
3. DESCRIPTION OF OPERATIONS/LOCATIONS/AUTOMOBILES/SPECIAL ITEMS TO WHICH THIS CERTIFICATE APPLIES (but only with respect to the operations of the Named Insured)						
Proof of liability insurance re: Issuing of parking tickets on private property						
Additional Insureds are added for liability arising due to operations of the named Insured						
Medical payments are \$ 10,000 per person/\$25,000 per claim						
4. COVERAGES						
This is to certify that the policies of insurance listed below have been issued to the Insured named above for the policy period indicated notwithstanding any requirements, terms or conditions of any contract or other document with respect to which this certificate may be issued or may pertain. The insurance afforded by the policies described herein is subject to all the terms, exclusions and conditions of such policies. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS						
TYPE OF INSURANCE	INSURANCE COMPANY AND POLICY NUMBER	EFFECTIVE DATE YYYY/MM/DD	EXPIRY DATE YYYY/MM/DD	LIMITS OF LIABILITY (Canadian dollars unless indicated otherwise)		
				COVERAGE	DED.	AMOUNT OF INSURANCE
COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> Claims Made OR <input checked="" type="checkbox"/> Occurrence <input checked="" type="checkbox"/> Products and/or completed operations <input type="checkbox"/> Employer's Liability <input checked="" type="checkbox"/> Cross Liability <input type="checkbox"/> Waiver of Subrogation <input checked="" type="checkbox"/> Tenants Legal Liability <input type="checkbox"/> Pollution Liability Extension <input type="checkbox"/> <input type="checkbox"/> Non-Owned Automobiles <input type="checkbox"/> Hired Automobiles AUTOMOBILE LIABILITY <input type="checkbox"/> Described Automobiles <input type="checkbox"/> All Owned Automobiles <input type="checkbox"/> Leased Automobiles ** <small>** All Automobiles leased in excess of 30 days where the Insured is required to provide insurance</small> EXCESS LIABILITY <input type="checkbox"/> Umbrella Form <input type="checkbox"/> OTHER LIABILITY (SPECIFY) <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Excess Underwriting through Lloyd's ARG10268	2020/ 7 / 3	2021/ 7 / 3	Commercial General Liability		
				Bodily Injury and Property Damage Liability - - General Aggregate		2,000,000
				- Each Occurrence	2,500	2,000,000
				Products and Completed Operations Aggregate	2,500	2,000,000
				<input type="checkbox"/> Personal Injury Liability		
				<input type="checkbox"/> Personal and Advertising Injury Liability		
				Medical Payments		10,000
				Tenants Legal Liability	2,500	250,000
				Pollution Liability Extension		
5. CANCELLATION						
Should any of the above described policies be cancelled before the expiration date thereof, the issuing company will endeavor to mail 15 days written notice to the certificate holder named above, but failure to mail such notice shall impose no obligation or liability of any kind upon the company, its agents or representatives.						
6. BROKERAGE/AGENCY FULL NAME AND MAILING ADDRESS			7. ADDITIONAL INSURED NAME AND MAILING ADDRESS (Commercial general liability - but only with respect to the operations of the Named Insured)			
ThinkInsure Ltd. 11 Allstate Parkway Suite 206 Markham, Ontario L3R 9T8 BROKER CLIENT ID: PCS002						
8. CERTIFICATE AUTHORIZATION						
Issuer	ThinkInsure Ltd.	Contact Number(s)				
		Type	No	Type	No	
Authorized Representative	Patrick Vuong	Type Phone	No (905) 416-8800	Type Fax	No (905) 416-8876	
Signature of	E-SIGNED by Patrick Vuong	Date	E-Mail Address			
Authorized Representative	on 2020-09-29 19:50:00 GMT	2020 9 29	patrick@thinkinsure.ca			
CSIO - Certificate of Liability Insurance CA4301a 201608		© 2016, Centre for Study of Insurance Operations, All rights reserved.				

- 
- 24x7 patrol services throughout the property including the underground.
 - 24x7 Visitor Vehicle phone registration.
 - QR Codes through our web application.
 - Pay & Display Machine to create revenue (to be discussed if requested).
 - We supply and install signage (including custom signage) conforming to municipal bylaws.
 - Unlimited ticketing on the site (this revenue does not go to PCS it goes to the municipality).

Our Value Proposition



PRIVATE PROPERTY

**TENANT
PARKING
BY PERMIT
ONLY**

UNAUTHORIZED VEHICLES
WILL BE TAGGED AND / OR
TOWED AWAY AT
OWNER'S EXPENSE

TORONTO MUNICIPAL
CODE CHAPTER 915

Custom
Tenant Parking Sign
Single Sided

- 0.063" Aluminum BEP
- Height: 45 cm (17.81")
- Width: 60 cm (23.62")
- Radius Corner: 1.000"
- Slotted Holes: 16"
- Single Colour Digital Print
- Non-Refelctive
- Qty: 11 pcs



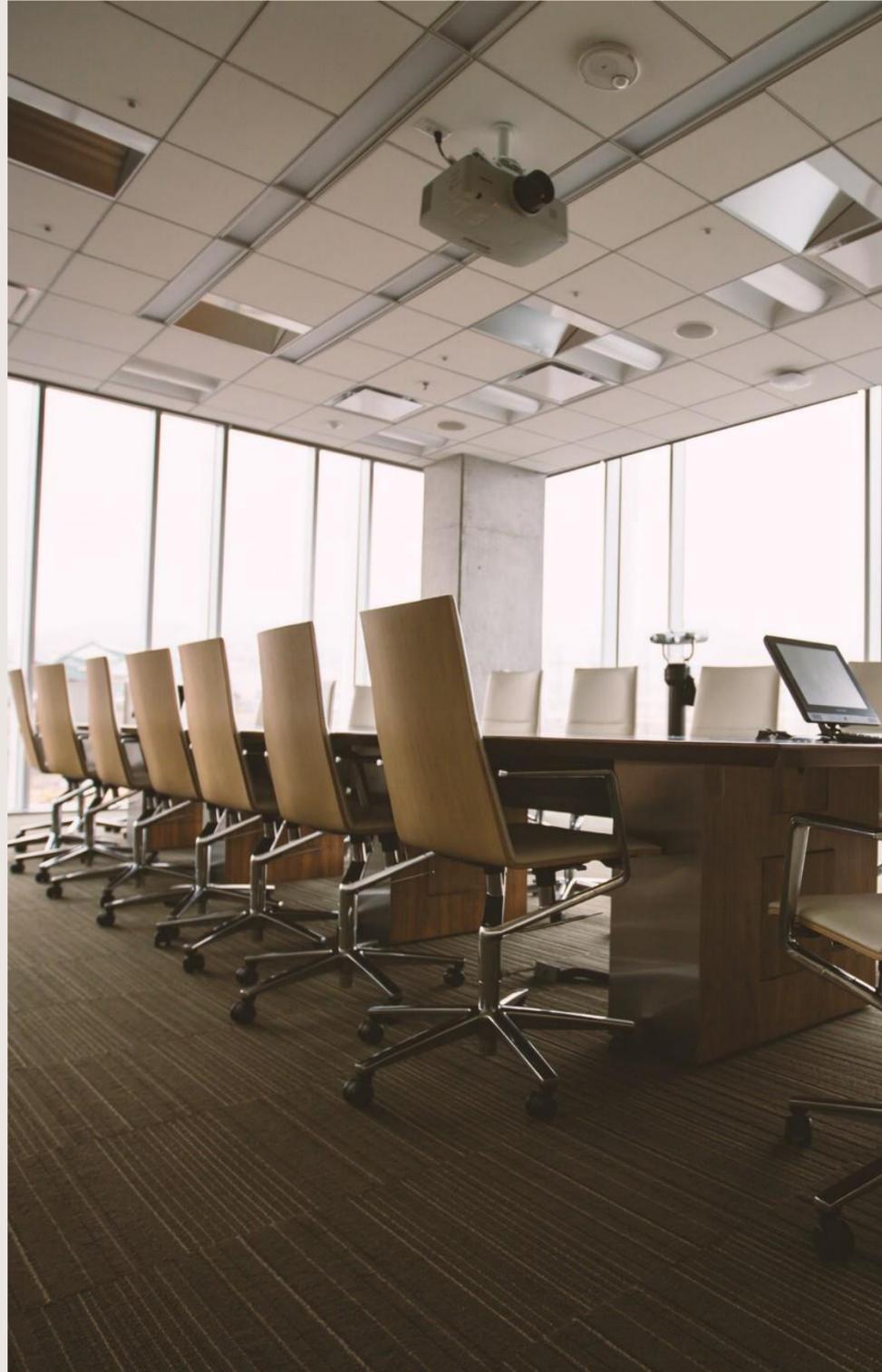
Best Practices

TOWING OF VEHICLES

We will never have a vehicle removed without written permission from your company. We do not advocate towing vehicles as this is rare, but sometimes required under extenuating circumstances.

ABANDONED VEHICLES

If you have abandoned vehicles in the underground or on the property we will arrange to have them removed. We do not profit from the towing of vehicles and if the vehicle is a derelict or has an expired valtag or no license plates the towing company will charge a fee for towing.



Experienced Management

DARREN FOX

- Degree in Economics from York University.
- 20+ years work experience in the Banking, Insurance and Parking Enforcement industry.

BLAIR WEEKS

- B.A in English from University of Toronto.
- Background of sales and marketing with Magna International.



Competitive Pricing

- \$40.00 per patrol and we usually recommend 12 patrols a month per site= \$480.00 a month taxes are extra.
Type your text
- Voice Mail for visitor registration \$50.00 building address + taxes.
Type your text
- Online QR Code Vehicle Registration with revenue split is 60 for the property management company and 40 PCS. Monthly report provided.

ADDRESS

1108 Consumers Road,
Suite 709, Toronto, Ontario

M2J 4V6

PHONE NUMBER

416-979-2203 ex 101

FAX NUMBER

416-925-9400

EMAIL ADDRESS

info@pcsgroup.ca, dfox@ocsgroup.ca

WEBSITE

www.pcsgroup.ca

Contact Us

VISITOR PARKING

PARK AND REGISTER

SITE CODE 1070

- 1** **PARK** in a designated visitor parking space
- 2** **REGISTER** your vehicle by scanning QR code or visit:
<https://pcsgroup.ca/pay-park/>



MANAGED BY **Parking Control Services Group**

ALL UNREGISTERED VEHICLES WILL BE TAGGED
AND TOWED AT OWNERS EXPENSE



**Parking Control
Services Group**

**THANK
YOU!**

WWW.PCSGROUP.CA

VAUGHANWOOD RATEPAYERS ASSOCIATION INC.

**FOREST CIRCLE COURT
WOODBIDGE, ONTARIO**

C2

Communication

CW(1) – September 10, 2024

Item No. 4

September 10, 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.22.016 & Z.22.036

**Wigwoss Investments Inc. & 2561658 Ontario Inc.
10, 20, 24 Wigwoss 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.

As stated in the recommendation, the Development Planning Department is not satisfied that the Development provides for an appropriate mix of uses as directed by the YROP 2022 to these areas (Policy 2.3) and does not provide for an appropriate transition of built form to adjacent areas (Policy 2.3.11) in a manner that complements the existing community, as envisioned by VOP 2010. On this basis, the Development does not conform to the YROP 2022.

I have attached the issues that were raised on February 6th 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:

- Transportation Impact Study update to reflect 2024 traffic and satisfaction with access design
- 45 degree angular plane not provided
- TRCA has outstanding comments which have not been addressed
- 1000m for archaeological assessment prior to the submission of the application
- No community meeting

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 May 26th to June 6, 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 INC.

**FOREST CIRCLE COURT
WOODBIDGE, ONTARIO**

February 6th, 2023

**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.22.016 & Z.22.036
Wigwoss Investments Inc. & 2561658 Ontario Inc.
10, 20, 24 Wigwoss Drive**

We, Vaughanwood Ratepayers Association oppose the application. The applicant is seeking approval for 12 storey FSI of 4.3 while the current designation is 6 storey FSI of 2.5 as per VOP 2010 The Schedule 13 indicates this area shall not exceed the height of 6 storey FSI of 2.5. This matter should also refer to the June 26, 2012, Council meeting minutes where the Commissioner of Planning recommended to cap the maximum height and density to 6 storey FSI of 2.5 for this area. It was also recommended to establish a step-down zone to ensure a transition in building heights to the sensitivity to the low rise residential to the north. This area has been reviewed several times not to exceed the 6-storey height. The proposed 12 storey building form does not provide the appropriate height or transition to the stable residential area to the north. As per VOP 2010 policy 9.2.3.5 permits mid-rise however it's regulated with the policy VOP 2010 9.2.14 Schedule 13 maximum of 6 storey density of FSI 2.5 in this area.

We recognize that growth and intensification is in the forefront of both Provincial and Regional agendas, however at this location, the current infrastructure does not support urban growth. There is a bottle neck of traffic due to the slope of Highway 7, CN Railway Bridge. Until this is addressed this area does not merit more 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.** This application would negatively affect the standard of living for the people residing in this predominantly low-rise neighbourhood and only add to the issues the other neighbouring condos have created around the area. When intensifying you must take into consideration how any new proposed developments will affect the architecture and landscape of the existing neighborhood. Existing residents, specifically the adjoining properties should not be subjected to change that will negatively affect their existing use. Intensification should not be filtering onto other existing mature settled residential areas. Vehicular access should be contained on highway 7 not impeding local street traffic in the existing mature settled community.

The Provincial Policy and Framework Including York Region is a general policy, and Local Official Plans are meant to provide details. For this site as noted in the beginning of my submission, Council decided to limit the height and density in 2012 after consideration and public input. This area from Wigwoss Drive to Islington Avenue should be considered an exception due to the sensitivity of many factors in the area. Stop adding more density than permitted to infill sites in place of urban sprawl! Silo applications should not be accepted until a secondary plan, or a control bylaw should be placed in the area to determine good planning, infrastructure, and transit can be built with the appropriate land and flow of traffic. The proposal for intensification before us, has a building orientation and access on low-rise local residential street, and not off the Regional Corridor.

The existing building to the west (4800 Highway 7) of the proposed site was approved in 2013 at the OMB. At the time the designation of OP 661 supported a maximum of 10 storey FSI of 3.0 on that site. The City had a new Official Plan which was adopted in 2010 however was appealed to the Board but not yet in force. VOP 2010 changed to 6 storeys FSI of 2.5, therefore the building was approved/settled at the OMB between the changes of the OP. No other building in this area obtained this height. Therefore, this application does not blend in with the existing community as stated by the applicant.

According to PAC it encourages the applicant to pre consultant with the ratepayers in the area prior to the submission which this was not done. This also was ignored for the residents of the area.

The site is 600m of the 1000 meter buffer for archaeological assessment as identified by the York Region archaeological mapping for potential ossuaries which should be completed according to the Mackenzie Woodland Village report and ROPA 6. To date an archaeological assessment has not been completed. According to VOP 2010 Policy section 10.2.2.2 which defines "Archaeological Potential" are determined using Provincial screening or criteria developed based on the know archeological record with the City and developed by a licensed archaeologist. Is this process in place in order to ignore 1000m buffer to determine the archaeological assessment prior to pre consultation? This area is the only area in Vaughan that has an indigenous burial site. Bodies have been removed from Almont Park in 1980 which is 600m from the site. As per part of the truth and reconciliation Act the City has an obligation and a duty to consult with the indigenous community! So much confusion with the 3 different levels of government on the mapping of archaeological and ossuary layers.

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 ramp to underground garage. The ramp to the underground garage should be facing highway 7 to avoid this issue. No reports have been provided to measure this noise level which will impact the existing residents.

A review of the proposed development infringes on the required lack of privacy due to the balconies, common roof terrace facing the resident to the north vs highway 7, shadowing on the neighbours, noise of garage doors, traffic, density, overflow parking on Wigwoss Drive. A chunk of the building is not within the 45-degree angular plane and towers over the low-rise neighbourhood to the north. **Its irregular degree and misleading!** It does not comply as per your VOP 2010 policy 9.2.3.5 c. The application is too large for the small property in which they want to build. Minimal setbacks, for example a .3m (1 foot) setback from garage structure to neighbouring properties limits space to install shoring and tiebacks for the garage structure. They will encroach on neighbouring properties. Crane swing over the properties, 4 years of construction in a settled existing area. A construction management plan will never support the undue impacts to the existing neighbourhood. The application is within 300 meters of highly vulnerable aquifers. Is this safe development?

Our Association has gone on **records prior to intensification** this area cannot permit additional density. Please consider all the facts stated this evening in determining your consideration for the area in respect **to good planning** for the existing residents for an infill site. The application does not comply with the City OP and Policy. Council and Staff in 2012 confirmed specifically to have restrictive height for this area.

STAFF AND COUNCIL ON THE FUTURE COUNCIL MEETING SHOULD RECOMMEND REFUSAL.

Mary Mauti
President
Vaughanwood Ratepayers Association

C 3 Communication CW(1) – September 10, 2024 Item No. 8

From: Clerks@vaughan.ca
To: [John Bitto](mailto:John.Bitto)
Subject: FW: [External] VMC SECONDARY PLAN UPDATE – HEIGHTS AND DENSITIES (TRANSMITTAL REPORT)
Date: Monday, September 9, 2024 11:53:45 AM

From: IRENE FORD [REDACTED]
Sent: Monday, September 09, 2024 11:51 AM
To: Clerks@vaughan.ca
Cc: Todd Coles <Todd.Coles@vaughan.ca>; Council@vaughan.ca; Land Use <landuse@navcanada.ca>; Navcanada Service <service@navcanada.ca>; ZG-Community Engagement <communityengagement@gtaa.com>; Growth Planning Ontario (MMAH) <growthplanning@ontario.ca>
Subject: [External] VMC SECONDARY PLAN UPDATE – HEIGHTS AND DENSITIES (TRANSMITTAL REPORT)

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Clerks,

Please add the following as my comments on Agenda Item 6.8: <https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=179121>

If the decision to allow unlimited heights in the VMC results in forcing NavCan to make operational decisions that result in increased air traffic over the low rise residential to the north, east or west this email serves to document that no public information was provided to determine if this concern was addressed or not. It is not evident if NavCan or the GTAA was consulted as stakeholders. While I appreciate that NavCan reviews development applications over a certain height they are still a commenting agency and have no authority over land use planning decisions. Ergo if the City of Vaughan chooses to ignore NavCan, GTAA concerns there is little they can do but adjust operations.

I would like to remind staff that the new provincial policy statement clearly states in Section 3.4 (2):

Airports shall be protected from incompatible land uses and development by:

- a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and
- c) prohibiting land uses which may cause a potential aviation safety hazard.

<https://www.ontario.ca/files/2024-08/mmah-provincial-planning-statement-en-2024-08-19.pdf>

The new RNP arrival path has been approved and it is very near the VMC Secondary Plan and possibly within the extension area. Further while departure paths are a set of procedures that do not follow an approved standard flight path. They do nonetheless result in a significant volume of planes flying through Highway 400/407 area and turning north over Highway 400. This creates significant noise over a large area. Due to the NEF being extremely dated (from 2002) it is unclear to me if this could be considered equivalent to the NEF 30. Even if it is not there is a growing concern in the community about changes in the GTAA/Pearson's airport operations and impacts to the Vaughan community especially in Maple and Woodbridge.

I hope that staff will endeavor to understand:

- 1) what a 'potential safety hazard' is considered;
- 2) if the decision to allow unlimited heights is consistent with the new PPS, 2024
- 3) review with Pearson and Transport Canada if the 2002, NEF will be updated and if updated could apply to any of the areas under any current or future protocol

Pearson also projects significant passenger aircraft it seems inevitable that the number of movements, volume and size of planes will continue to increase.

[100 million travellers a year could use Pearson Airport in Mississauga, Ontario by 2037 | INsauga](#)

This decision to allow unlimited heights does not seem mindful of Section 3.4 (1) in the provincial policy statement which states:

Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:

- a) their long-term operation and economic role is protected;

As per the Intergovernmental meeting in which the GTAA presented they are concerned about their ability to operate and asked for municipal support, see slide 8.

Airport Zoning & Land Use

- Prudent land use planning in the vicinity of airports is crucial to ensuring that operations are not impacted by new developments.
- Recent development proposals represent **a serious risk to airport operations and our supply chains**. High buildings cause serious disruptions to flight paths and reduce ability of planes to come into the airport and could threaten long-haul flights.
- In addition to operational issues, there is a huge economic loss to the regional economy.
- One proposed development in Toronto would require 787-9 Dreamliners to **reduce cargo by 4.4 tonnes** - at an economic cost of **\$533,000 per flight to our region**.
- Working with municipalities to advocate with us for the protection of airport operation and employment lands.



<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=166666>

As presented in the presentation that I gave there has been a serious influx of complaints in the Vaughan-Woodbridge area.

Vaughan-Woodbridge Riding [Complaints](#) 2023 vs. 2019

- 221% more individuals complaining
- 738% Increase in # of Complaints (15,606 vs 1,862)
- 6th Highest # of Individuals Complaining of all ridings
- 3rd Highest # of Complaints of all ridings
- Comparison Miss.-Malton (houses airport) 55 vs. 45 individuals complaining

<https://pub-vaughan.escibemeetings.com/filestream.ashx?DocumentId=166669>

Growth Planning Ontario,

Please consider these comments submitted proactively for the impending submission and approval of Vaughan's Official Plan.

Regards,
Irene Ford

Application OP.22.016 & Z.22.036

Deputation of Douglas Peng on behalf of [REDACTED] Wigwoss Dr., Vaughan ON



Douglas Peng

Sept 10, 2024

MEMBER'S RESOLUTION

Date: APRIL 3, 2012 – COMMITTEE OF THE WHOLE

Title: VAUGHAN OFFICIAL PLAN - AMENDMENT

Submitted by: REGIONAL COUNCILLOR MICHAEL DI BIASE

WHEREAS the current Vaughan Official Plan 2010 policy for the northeast corner of Wigwoss and Highway 7 designates the site as Mid Rise Mixed Use permitting a maximum height of 10 storeys with an floor space Index (FSI) of 3 .0.

WHEREAS concerns from owners to the north of this site have been raised about height and density at this location.

IT IS THEREFORE RECOMMENDED THAT the Vaughan Official Plan 2010 Land Use Schedule - Schedule 13 be amended to show a Low Density Residential designation at this location.

BE IT FURTHER RESOLVED THAT any policies and schedules of the Vaughan Official Plan 2010 be modified accordingly through the Region's approval process of the City of Vaughan Official Plan.

Respectfully submitted,



Michael Di Biase,
Regional Councillor

Former Mayor
Of Vaughan!

Not the
first VOP
amendment!

Resolution to
reduce density
and height

COMMITTEE OF THE WHOLE MAY 15, 2012

**MODIFICATIONS TO THE VAUGHAN OFFICIAL PLAN – 2010
NORTHEAST CORNER OF WIGWOSS DRIVE AND HIGHWAY 7
FOLLOW UP REPORT
WARD 3
FILE 25.1**

Recommendation

The **Commissioner of Planning** recommends that:

1. The Vaughan Official Plan 2010, Volume 1, be modified by re-designating the properties on the northeast corner of Wigwoss Drive and Highway 7, municipally known as 10, 20 and 24 Wigwoss Drive from "Mid-Rise Mixed-Use" with a maximum allowable height of 10 storeys and an FSI of 3 to "Mid-Rise Mixed-Use" with a maximum allowable height of 6 storeys and an FSI of 2.5; and
2. This report and Council minutes be forwarded to the Region of York as a recommended modification to the Vaughan Official Plan 2010, Volume 1, and that the Region of York be requested to consider this modification to the Plan accordingly, as part of the process leading to the approval of the Vaughan Official Plan 2010.

Report prepared by:

Steven Dixon, Planner, ext. 8410
Roy McQuillin, Manager, ext. 8211

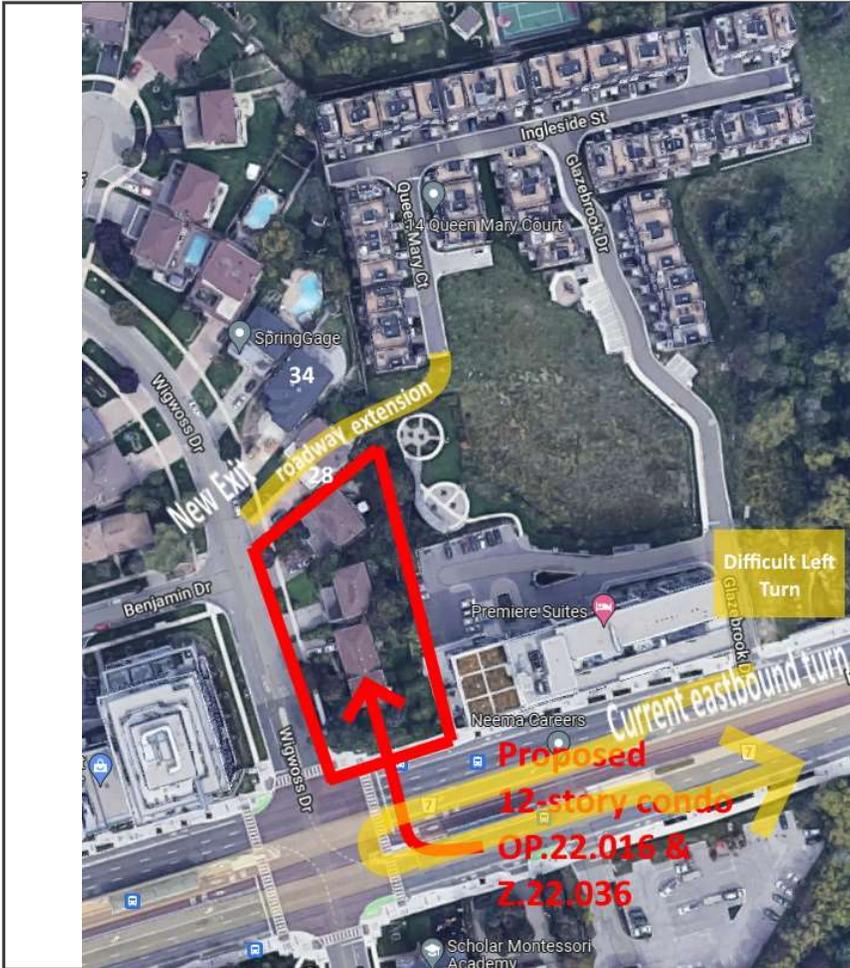
Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

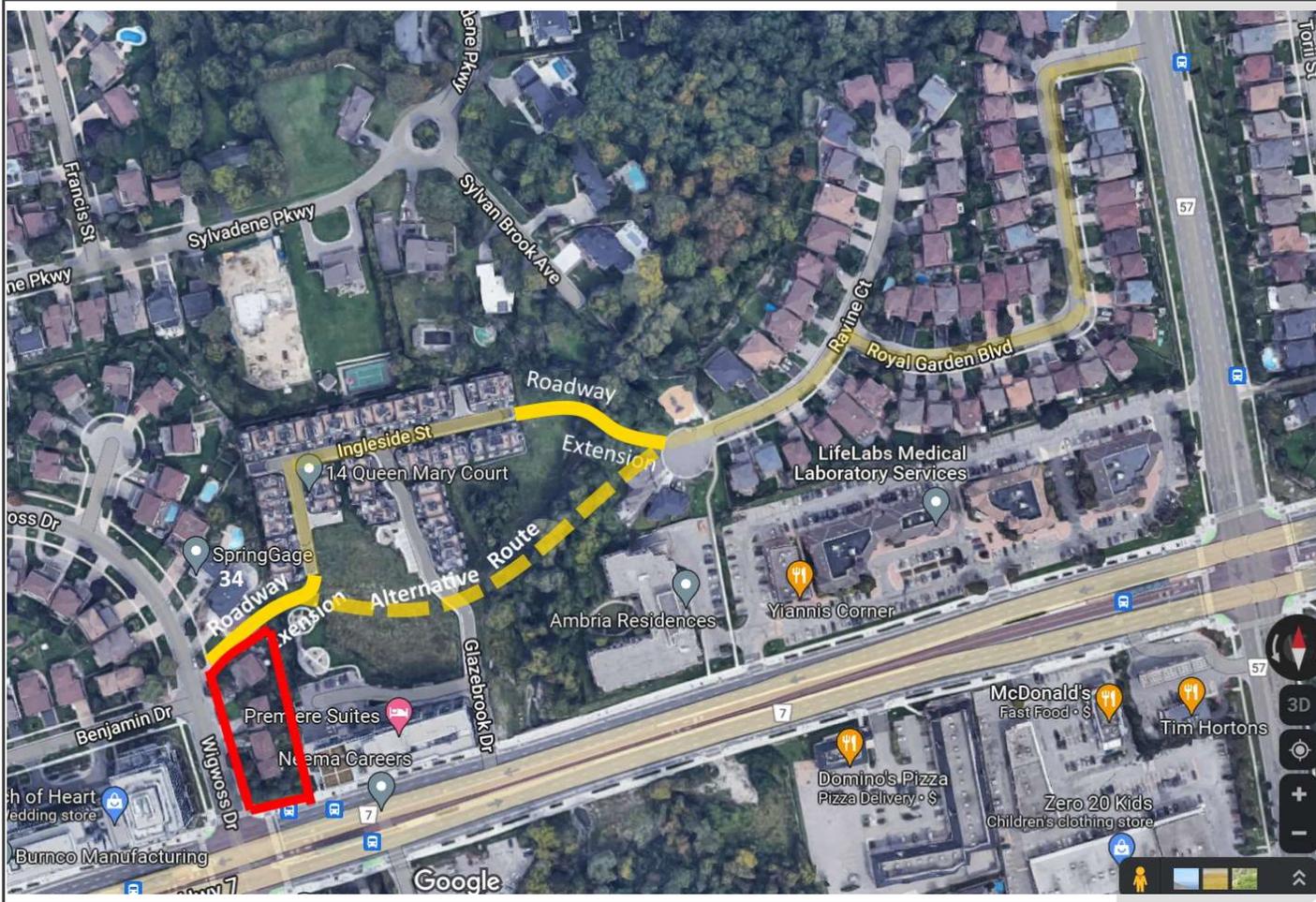
Reduction recommended by
Vaughan's Commissioner of Planning!
[Click here for link to study](#)

for: DIANA BIRCHALL
Director of Policy Planning

In 2012, Vaughan
Planning Dept
recommended
reducing density
and height at this
specific location



Buy my home
at cost for \$2.55M
and turn it into a
traffic relief roadway



Service Road for Hwy 7