

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 19, 2013**

Item 1, Report No. 49, of the Committee of the Whole (Public Hearing), which was adopted, as amended, by the Council of the City of Vaughan on November 19, 2013, as follows:

***By approving the following:***

***That Communications C1 and C2 from Ms. Mary Mauti, dated November 6, 2013, be received.***

**1**

**OFFICIAL PLAN AMENDMENT FILE OP.13.009  
ZONING BY-LAW AMENDMENT FILE Z.13.012  
CAMELOT ON 7 INC.  
WARD 2 - VICINITY OF REGIONAL ROAD 7 AND ISLINGTON AVENUE**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning and the Director of Development Planning, dated November 5, 2013, be approved, subject to adding the following:

“and that staff also report on the possibility of an Interim Control By-law for the area”;

- 2) That the following deputations and communications be received:

1. Mr. Kurt Franklin, Vice President, Weston Consulting Group Inc., Millway Avenue, Vaughan, on behalf of the applicant;
2. Mr. Sal Vitiello, Principal, Richmond Architects Inc., College Street, Toronto, on behalf of the applicant;
3. Mr. Guido Masutti, Riverview Avenue, Woodbridge;
4. Ms. Mary Mauti, Forest Circle Court, Woodbridge, and Communication C8, dated November 5, 2013;
5. Ms. Clara Astolfo, Vaughanwood Ratepayers Association, Francis Street, Woodbridge;
6. Ms. Elisa Testa, Bruce Street, Woodbridge;
7. Mr. Donald Morrison, Wigwoss Drive, Woodbridge;
8. Ms. Sandra Morrison, Wigwoss Drive, Woodbridge;
9. Ms. Teresa Marando, Forest Circle Court, Woodbridge;
10. Mr. Flavio Comberlato, Forest Circle Court, Woodbridge;
11. Mr. Hesam Ahmad, Forest Circle Court, Woodbridge;
12. Ms. Emily Prangle, Forest Circle Court, Woodbridge;
13. Ms. Gurbinder Kaur Singh, Forest Circle Court, Woodbridge;
14. Mr. Massimo Giannetti, Forest Circle Court, Woodbridge, and Communication C9, dated November 5, 2013; and
15. Mr. Larry Berenz, Bruce Street, Woodbridge, and Communication C10, dated September 7, 2013; and

- 3) That the following communications be received:

- C1. Mr. Oliver Dawson, Monsheen Drive, Vaughan, dated October 24, 2013;
- C2. Mr. Salvatore Marando, Forest Circle Court, Woodbridge, dated October 26, 2013;
- C3. Mr. Peter Vona, Forest Circle Court, Vaughan, dated October 31, 2013;
- C4. Mr. Frank Mills, Park Lawn Corporation, Linelle Street, Toronto, dated November 4, 2013;
- C5. Mr. Francis Dawson, Monsheen Drive, Vaughan, dated November 5, 2013;

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- C6. Ms. Elena D'Alessio, Wigwoss Drive, Vaughan, dated November 5, 2013;  
and  
C7. Petition, dated November 5, 2013.**

#### **Recommendation**

The Commissioner of Planning and the Director of Development Planning recommend:

1. THAT the Public Hearing report for Files OP.13.009 and Z.13.012 (Camelot on 7 Inc.) BE RECEIVED; and, that any issues identified be addressed by the Development Planning Department in a comprehensive report to the Committee of the Whole.

#### **Contribution to Sustainability**

The contribution to sustainability will be determined when the technical report is considered.

#### **Economic Impact**

This will be addressed when the technical report is completed.

#### **Communications Plan**

- a) Date the Notice of a Public Meeting was circulated: October 11, 2013
- b) Circulation Area: 150 m and to the Woodbridge Core and Vaughanwood Ratepayer Associations
- c) Comments Received as of October 23, 2013:
  - i. Email correspondence was received from Gurbinder Singh, area resident, which identifies concerns related to a reduction of privacy, removal of mature growth trees, increased traffic and potential traffic issues, and the proposed development being a detriment to the existing residential area.
  - ii. Email correspondence was received from Mary Mauti, area resident, which identifies concerns related to the proposed building height and density of the development, the location of the common terrace proposed to be located at the rear of the building on the roof of the 4<sup>th</sup> floor, increased traffic, the proposed location of the ingress/egress driveway on Regional Road 7, and the lack of privacy for neighbouring residents.
  - iii. Email correspondence was received from Alberto Milan, area resident, which identifies concerns related to the devaluation of his property and traffic issues.
  - iv. Email correspondence was received from Susan Morgan, area resident, respecting concerns related to the overall size of the proposed development, traffic issues, and a disregard for the affected residents; and,
  - v. Email correspondence from Clara Astolfo, President of Vaughanwood Ratepayers' Association and area resident, respecting concerns related to the height and density of the proposed development, increased traffic and the location of the ingress/egress driveway on Regional Road 7.

The above-noted comments together with any additional comments received will be reviewed and addressed by the Development Planning Department in a future technical report to the Committee of the Whole.

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### Purpose

The Owner has submitted the following applications on the subject lands shown on Attachments #1 and #2 to facilitate the development of the subject lands with a 10-storey, mixed-use residential apartment building, with 520.9 m<sup>2</sup> of ground floor commercial uses, 200 parking spaces located within 3 levels of below-grade parking and a Floor Space Index (FSI) of 3.6, as shown on Attachments #3 to #5:

1. Official Plan Amendment File OP.13.009 to amend the policies of in-effect OPA #240 (Woodbridge Community Plan), as amended by OPA #661 (Avenue Seven Land Use Future Study), specifically the policies for “Interstitial Lands” located on Regional Road 7 as follows:

	<b>Policies of Official Plan Amendment #240, as amended by OPA #661</b>	<b>Proposed Amendments to OPA #240, as amended by OPA #661</b>
a.	The maximum density permitted on any individual development parcel shall be a Floor Space Index (FSI) of 2.5, based on the net developable land area as defined in OPA #661.	Permit a maximum density of 3.6 FSI based on the net developable area of the subject lands, as defined in OPA #661.
b.	The maximum height of any building shall be 8 storeys or 25.6 m, whichever is less.	Permit a maximum building height of 10-storeys and 33.65 m to the main roof line and 42.15 m to top of mechanical penthouse.
c.	The maximum building height of development within 30 m of a “Low Density Residential” designation shall be 4 storeys or 12.8 m, whichever is less.	Permit a maximum building height of 4-storeys and 16.95 m within 30 m of a “Low Density Residential” designation. (abutting the site along the north and partial east property lines).

2. Zoning By-law Amendment File Z.13.012 to amend Zoning By-law 1-88, specifically to rezone the subject lands from R1 Residential Zone to RA3 Apartment Residential Zone together with the following site-specific zoning exceptions:

	<b>By-law Standard</b>	<b>Zoning By-law 1-88, RA3 Apartment Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Apartment Residential Zone</b>
a.	Minimum Front Yard Setback (Regional Road 7)	7.5 m	4 m
b.	Minimum West Interior Side Yard Setback	4.5 m	1 m (to Cemetery)

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c.	Minimum Landscape Strip Width Abutting Regional Road 7	6 m	4 m
d.	Minimum Parking Requirements	<p>152 units @ 1.5 spaces/unit = 228 spaces</p> <p>+ 152 units @ 0.25 visitor spaces/unit = 38 spaces</p> <p>+ 520.9 m<sup>2</sup> Commercial GFA @ 6 spaces/100 m<sup>2</sup> = 32 spaces</p> <p>Total Parking Required = 298 spaces</p>	<p>152 units @ 1.1 spaces/unit = 167 spaces</p> <p>+ 152 units @ 0.15 spaces/unit = 23 spaces</p> <p>+ 520.9 m<sup>2</sup> Commercial GFA @ 1.9 spaces/100 m<sup>2</sup> = 10 spaces</p> <p>Total Parking Provided = 200 spaces</p>
e.	Permitted Commercial Uses in a RA3 Apartment Residential Zone	<ul style="list-style-type: none"> <li>- Apartment Dwelling;</li> <li>- Day Nursery;</li> <li>- Home Occupation;</li> <li>- Private Home Day Care; and,</li> <li>- Private Home Tutoring.</li> </ul>	<p>Permit the following additional commercial uses on the ground floor of the proposed building fronting onto Regional Road 7 only:</p> <ul style="list-style-type: none"> <li>- Bank or Financial Institution;</li> <li>- Business or Professional Office;</li> <li>- Eating Establishment;</li> <li>- Eating Establishment, Convenience;</li> <li>- Eating Establishment, Take-Out;</li> <li>- Health Centre;</li> <li>- Personal Service Shop;</li> <li>- Pharmacy;</li> <li>- Photography Studio;</li> <li>- Retail Store; and,</li> <li>- A Club with no Accessory Billiard Tables.</li> </ul>

Additional zoning exceptions may be identified through the detailed review of the applications, and will be considered in a technical report to a future Committee of the Whole meeting.

**Background - Analysis and Options**

Location	<ul style="list-style-type: none"> <li>▪ The subject lands are located on the north side of Regional Road 7, east of Islington Avenue, shown as "Subject Lands" on Attachments #1 and #2.</li> </ul>
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Official Plan Designation	<ul style="list-style-type: none"><li>▪ The subject lands are designated “Prestige Areas – Centres and Avenue Seven Corridor” by in-effect OPA #240 (Woodbridge Community Plan), as amended by OPA #661 (Avenue Seven Land Use Future Study), which is intended to provide for the development of major concentrations of business, corporate, civic, residential, institutional and community service activity at locations featuring high visibility and accessibility to major transportation links and the planned high order transit facilities along Regional Road 7.</li><li>▪ OPA #661 establishes a series of Centres along Regional Road 7 (the Avenue Seven corridor). The Centres are located at the intersections of Regional Road 7 and Martin Grove Road, Islington Avenue, Pine Valley Drive, and Weston Road.</li><li>▪ The subject lands are subject to the policies for “Interstitial Lands on the Avenue Seven Corridor”. These policies apply to lands that are located between the series of designated centres along Regional Road 7, listed above. The policies for “Interstitial Lands on the Avenue Seven Corridor” permits residential development with a maximum Floor Space Index (FSI) of 2.5 and a maximum building height of 8-storeys or 25.6 m, whichever is less. The policies also maintain that older residential neighbourhoods be protected, and therefore establishes a building height transition between development along the Avenue Seven corridor and adjacent, sensitive land uses. For lands that abut a “Low Density Residential” designation, including the subject lands, development within 30 m of this designation is restricted to a maximum building height of 4-storeys, or 12.8 m, whichever is less.</li><li>▪ The proposed 10-storey residential building, with ground floor commercial uses and an FSI of 3.6, does not conform to in-effect OPA #661.</li><li>▪ The subject lands are also designated “Mid-Rise Mixed-Use” by the new City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011, March 20, 2012 and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and approved, in part, by the Ontario Municipal Board on July 23, 2013. This designation permits a mix of residential, retail, community and institutional uses and a maximum building height of 6-storeys and an FSI of 2.0, on the subject lands. The “Mid-Rise Mixed-Use” designation requires that the ground floor frontage of buildings facing arterial streets (i.e. Regional Road 7) shall predominantly consist of retail uses or other active uses to animate the street. The proposal includes a mix of residential and ground floor retail uses, however, the 10-storey building with an FSI of 3.6 does not conform to VOP 2010.</li></ul>
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Zoning	<ul style="list-style-type: none"> <li>The subject lands are zoned R1 Residential Zone by Zoning By-law 1-88. An amendment to Zoning By-law 1-88 is required to rezone the subject lands from R1 Residential Zone to RA3 Apartment Residential Zone and to permit the proposed site-specific development standards to implement the residential apartment building with ground floor commercial uses.</li> </ul>
Surrounding Land Uses	<ul style="list-style-type: none"> <li>Shown on Attachment #2.</li> </ul>

### Preliminary Review

Following a preliminary review of the application, the Development Planning Department has identified the following matters to be reviewed in greater detail:

	MATTERS TO BE REVIEWED	COMMENT(S)
a.	Conformity with Provincial policies, Regional and City Official Plans	<ul style="list-style-type: none"> <li>The applications will be reviewed in consideration of the applicable Provincial policies, and Regional and City Official Plan policies.</li> </ul>
b.	Appropriateness of the Proposed Rezoning and Site-Specific Zoning Exceptions	<ul style="list-style-type: none"> <li>The appropriateness of the proposed rezoning of the subject lands, together with the site-specific zoning exceptions will be reviewed in consideration of the requirements in Zoning By-law 1-88 and the surrounding existing and planned land uses with particular consideration given to site design and built form, including building height, FSI, building setbacks and achieving appropriate transition to adjacent existing land uses.</li> </ul>
c.	Urban Design and York Region Transit-Oriented Development (TOD) Guidelines	<ul style="list-style-type: none"> <li>The proposed development will be reviewed in consideration of the Urban Design objectives and the overall vision articulated in the Avenue Seven Land Use Futures Study (OPA #661) and the design guidelines outlined in the York Region Transit-Oriented Development (TOD) Guidelines.</li> </ul>
d.	Arborist Report, Tree Inventory and Plan of Preservation	<ul style="list-style-type: none"> <li>The Owner has submitted an “Arborist Report, Tree Inventory and Plan of Preservation”, prepared by 7 Oaks Tree Care and Urban Forestry Consultants Inc. in support of the applications, which must be reviewed and approved by the Development Planning Department and the Toronto and Region Conservation Authority.</li> <li>The subject lands and the easterly portion of the abutting cemetery lands contain several mature growth trees. Consideration will be given to preserving as many of these trees as possible on the subject lands, and ensuring the trees on the cemetery lands are not impacted.</li> </ul>

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e.	Adjacent Private Cemetery	<ul style="list-style-type: none"> <li>▪ The subject lands abut an existing privately-owned and operated cemetery (Hillcrest Cemetery). The Provincial Ministry of Consumer Services, Cemeteries Regulation Unit has advised the Development Planning Department of the following: <ul style="list-style-type: none"> <li>- the boundary for the existing cemetery may have changed over time, and it maintains a possibility that human remains extend beyond the current property boundary. It is recommended that an Archaeological Assessment be conducted prior to any construction activity should the application be approved by Vaughan Council; and,</li> <li>- if human remains are discovered, all works must be ceased immediately, and the Ministry of Consumer Services may conduct an investigation of the subject lands.</li> </ul> </li> <li>▪ The Owner is proposing grading works on the cemetery lands to accommodate the proposed development.</li> <li>▪ The Owner will be required to satisfy all requirements of the Ministry of Consumer Services, Cemetery Regulation Unit.</li> </ul>
f.	City of Vaughan Design Review Panel	<ul style="list-style-type: none"> <li>▪ The applications will be reviewed in consideration of the recommendations of the City of Vaughan Design Review Panel of May 30, 2013.</li> <li>▪ The proposal must be considered at a second City of Vaughan Design Review Panel meeting prior to the Development Planning Department preparing a technical report for consideration by Vaughan Council.</li> </ul>
g.	Traffic, Transportation Management and Parking	<ul style="list-style-type: none"> <li>▪ A Traffic Impact Study, Transportation Demand Management Plan, and Parking Study, prepared by Paradigm Transportation Solutions Limited, has been submitted in support of the applications and must be reviewed and approved by the Region of York and the Vaughan Development/Transportation Engineering Department.</li> <li>▪ The location, design and configuration of the proposed driveway access to Regional Road 7, and confirmation of any required road widening(s) is required from the Region of York.</li> </ul>
h.	Water and Servicing Capacity and Allocation	<ul style="list-style-type: none"> <li>▪ The availability of water and sanitary servicing capacity for the proposed development must be identified and formally allocated by Vaughan Council, if the proposed development is approved. Should servicing capacity not be available, the use of a Holding Symbol "(H)" will be considered for the subject lands.</li> </ul>

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i.	Additional Studies	<ul style="list-style-type: none"> <li>▪ The Phase 1 Environment Site Assessment (ESA), prepared by Soil Engineers Ltd., and the Functional Servicing and Stormwater Management Report, prepared by Urbtech Engineering, and submitted in support of the applications, must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.</li> <li>▪ The Geotechnical and Soils Report, prepared by Soil Engineers Ltd., and submitted in support of the applications, must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department and the Toronto and Region Conservation Authority.</li> <li>▪ The Noise Feasibility Study, prepared by HGC Engineering, and submitted in support of the applications, must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department and the Region of York.</li> <li>▪ A Sun/Shadow Study, prepared by E.I. Richmond Architects Ltd. and a Pedestrian Wind Study, prepared by RWDI Consulting Engineers and Scientists, submitted in support of the applications, must be approved to the satisfaction of the Vaughan Development Planning Department.</li> <li>▪ Review will be given to determine if any additional studies are required.</li> </ul>
j.	Toronto and Region Conservation Authority	<ul style="list-style-type: none"> <li>▪ The subject lands are located within the Toronto and Region Conservation Authority's (TRCA) Regulated Area. The proposal is subject to review by the TRCA, and the requirement of any additional permits and/or studies as required by the TRCA, will be identified through the review of the applications and identified in the future technical report.</li> </ul>
k.	Future Site Development Application	<ul style="list-style-type: none"> <li>▪ A future Site Development application is required, should the applications be approved, which would be reviewed to ensure, but not limited to, appropriate building and site design, sustainable site and building features, pedestrian connectivity, sun, shadow and wind impacts, access, internal traffic circulation, barrier free accessibility, garbage/recycling, snow storage, mail collection areas, landscaping, stormwater management, servicing and grading.</li> <li>▪ Opportunities for sustainable design, including CEPTD (Crime Prevention Through Environmental Design), LEEDS (Leadership in Energy and Environmental Design), permeable pavers, bio-swales, drought tolerant landscaping, bicycle racks to promote alternative modes of transportation, energy efficient lighting, reduction in pavement and roof-top treatment to address the "heat island" effect, green roofs, etc, will be reviewed and implemented through the site plan approval process, if approved.</li> </ul>



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I.	Future Draft Plan of Condominium Application	▪ A Draft Plan of Condominium (Standard) Application will be required to establish tenure for the proposed building, if the applications are approved.
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**Relationship to Vaughan Vision 2020/Strategic Plan**

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

**Regional Implications**

The applications have been circulated to the Region of York for review and comment. Any issues will be addressed when the technical report is considered.

**Conclusion**

The preliminary issues identified in this report and any other issues identified through the processing of these applications will be considered in the technical review of the applications, together with comments from the public and Council expressed at the Public Hearing or in writing, and will be addressed in a comprehensive report to a future Committee of the Whole meeting.

**Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Elevations

**Report prepared by:**

Daniel Woolfson, Planner, ext. 8213  
Carmela Marrelli, Senior Planner, ext. 8791  
Mauro Peverini, Manager of Development Planning, ext. 8407

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

**Subject:** FW: 4902 Highway 7 - Camelot 7 Inc.

C	1
Item #	1
Report No.	49 (PH)
Council - November 19/13	

**From:** [mary.mauti@bell.ca](mailto:mary.mauti@bell.ca) [<mailto:mary.mauti@bell.ca>]

**Sent:** Wednesday, November 06, 2013 2:45 PM

**To:** Council; Bevilacqua, Maurizio; Rosati, Gino; Schulte, Deb; Michael DiBiase; Carella, Tony; DeFrancesca, Rosanna; Iafrate, Marilyn; Racco, Sandra; Shefman, Alan; [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)

**Cc:** Clara Astolfo; Eileen Burrell; [larryberenz@gmail.com](mailto:larryberenz@gmail.com); Eliana DiBiase ([eliana.dibiase@rogers.com](mailto:eliana.dibiase@rogers.com))

**Subject:** 4902 Highway 7 - Camelot 7 Inc.

Mayor and Members of Council:

Last night Councillor Iafrate asked a very usual question which I never have heard in all of the public hearings I have attended. Valid question. How long ago was the property purchased? Kirk Franklin answer 4 years ago. 4902 Highway was purchased September, 2012. If you do the math it is only 1 year ago. The property to the west was purchased approximately 6 months prior to this one. Both homes were owned by a mother and daughter who lived next door to each other and shared the same driveway as the exit for the last 40 years. One sold, the other followed.

A check at the registry office or a Teranet check to confirm. The proof is in the pudding, see below for the date of closure.

My question is why would they have lied. No reason.

Also, why are they running their business out of this home when it is stilled zoned residential and not commercial, with commercial vehicles parked? I stated that in my submission last night, however no questioned the facts.

Regards,

Mary

*Mary Mauti*

*Right of Way Manager*

*Toronto, York, Durham and Peel Regions*

*5115 Creekbank Road - E3-M1*

*Mississauga, Ontario L4W 5R1*

*905-219-4047 - office*

*905-219-6200 -fax*

**From:** Brenda Roulston [<mailto:broulston@trebnet.com>]

**Sent:** November-06-13 10:34 AM

**To:** Mauti, Mary (N165154)

**Subject:** Fwd: hwy 7

Sent from my iPhone

Begin forwarded message:

**From:** "MARILYN A. ROULSTON, Salesperson" <[listings@trebnet.com](mailto:listings@trebnet.com)>

**Date:** 6 November, 2013 10:27:02 AM EST

**To:** <[broulston@trebnet.com](mailto:broulston@trebnet.com)>

**Subject:** hwy 7

**Reply-To:** <[mrroulston@trebnet.com](mailto:mrroulston@trebnet.com)>

Listed below is a link to properties that may be of interest to you. Click on the link to view the properties. This link will be active for a two-week period. MARILYN A. ROULSTON, Salesperson  
ROYAL LEPAGE MAXIMUM REALTY, BROKERAGE 416-324-2626

Click [here](#) to view Properties of Interest

IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately by email and delete the message. Thank you.

To reply to this email, please click [here](#) to email MARILYN A. ROULSTON, Salesperson

**Subject:**

FW: 4908 Highway 7 - Camelot 7 Inc. SOLD date

C	<u>2</u>
Item #	<u>1</u>
Report No.	<u>49 (PH)</u>
<u>Council - November 19/13</u>	

**From:** [mary.mauti@bell.ca](mailto:mary.mauti@bell.ca) [mailto:[mary.mauti@bell.ca](mailto:mary.mauti@bell.ca)]

**Sent:** Wednesday, November 06, 2013 3:27 PM

**To:** Council; [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); Bevilacqua, Maurizio; Rosati, Gino; Schulte, Deb; Michael DiBiase; Carella, Tony; DeFrancesca, Rosanna; Racco, Sandra; Iafrate, Marilyn; Shefman, Alan

**Cc:** Clara Astolfo; Eileen Burrell; Larry B; Eliana Dibiase ([eliana.dibiase@rogers.com](mailto:eliana.dibiase@rogers.com))

**Subject:** 4908 Highway 7 - Camelot 7 Inc. SOLD date

Mayor and Members of Council:

I did some easy digging.

If you scroll down you will see that 4908 Highway 7 sold in June, 2011, not 4 years ago as stated by the applicant's agent last night at the public hearing. Ensure this information is captured in the minutes of the meeting..

Mary

*Mary Mauti*

*Right of Way Manager*

*Toronto, York, Durham and Peel Regions*

*5115 Creekbank Road - E3-M1*

*Mississauga, Ontario L4W 5R1*

*905-219-4047 - office*

*905-219-6200 -fax*

MY SERVICES

LISTINGS

BUYING

SELLING

CONTACT 

 HOME

**SOLD**

# Vaughan Real Estate - Vaughan Homes For Sale

Find homes that sold in Vaughan Ontario from June 21 to July 7, 2011

Kleinburg, Woodbridge, Maple, Concord and Thornhill Real Estate are neighbourhoods in Vaughan

In alphabetical order by street name

For more information or to find out what your home is worth, please contact Joe Andreoli, Remax Real Estate Agent  
or email us at [joeandreoli@yahoo.ca](mailto:joeandreoli@yahoo.ca)

St #	Street Name		Municipality	Community	List Price	Sold Price	Type	Style	BR	
28	Abell	Ave	Vaughan	West Woodbridge			Detached	2-Storey	3	Detached
136	Adriana Louise	Dr	Vaughan	Sonoma Heights			Semi-Detac	2-Storey	3	Attached
32	Alliston	Rd	Vaughan	East Woodbridge			Semi-Detac	Backsplit	3	Attached
47	Ambassador	Cres	Vaughan	East Woodbridge			Detached	2-Storey	4	Attached
197	America	Ave	Vaughan	Vellore Village			Att/Row/Tw	2-Storey	3	Detached
59	Amparo	Dr	Vaughan	Vellore Village			Detached	2-Storey	3	Built-up
55	Ampezzo	Ave	Vaughan	Vellore Village			Detached	2-Storey	4	Attached
16	Andrea	Lane	Vaughan	East Woodbridge			Semi-Detac	2-Storey	3	Built-up
14	Attorneys	Lane	Vaughan	West Woodbridge			Detached	2-Storey	4	Attached
203	Bachman	Dr	Vaughan	Maple			Detached	2-Storey	4	Built-up
129	Bellini	Ave	Vaughan	Vellore Village			Semi-Detac	2-Storey	4	Built-up
81	Benjamin	Dr	Vaughan	East Woodbridge			Detached	2-Storey	4	Attached
38	Birch Hill	Rd	Vaughan	East Woodbridge			Detached	2-Storey	4	Built-up
85	Blackthorn	Dr	Vaughan	Maple			Detached	2-Storey	3	Attached
55	Boticelli	Way	Vaughan	Vellore Village			Detached	2-Storey	3	Built-up
44	Brahm	Crt	Vaughan	Vellore Village			Att/Row/Tw	2-Storey	3	Built-up
53	Brougham	Dr	Vaughan	East Woodbridge			Semi-Detac	2-Storey	3	Attached
10	Brownlee	Ave	Vaughan	East Woodbridge			Detached	2-Storey	4	Attached
23	Bush	Dr	Vaughan	Islington			Detached	Bungalow	3	Attached

16	Cappella	Dr	Vaughan	Woods Vellore Village	Detached	2-Storey	4	Attach
45	Carrillo	St	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	3	Built-
85	Carron	Ave	Vaughan	Maple	Att/Row/Tw	2-Storey	3	Built-
61	Casabel	Dr	Vaughan	Vellore Village	Semi-Detac	Backsplit	4	Built-
28	Chart	Ave	Vaughan	Vellore Village	Semi-Detac	2-Storey	3	Attach
1351	Clarence	St	Vaughan	Sonoma Heights	Att/Row/Tw	2-Storey	3	Built-
11	Cooperage	Rd	Vaughan	Kleinburg	10Detached	Bungalow	3	Attach
289	Cranston Park	Ave	Vaughan	Maple	Detached	2-Storey	5	Built-
126	Deepsprings	Cres	Vaughan	Vellore Village	Semi-Detac	2-Storey	4	Built-
20	Denton	Circ	Vaughan	Maple	Semi-Detac	2-Storey	3	Built-
134	Dolce	Cres	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	3	Built-
2	Dolomite	Crt	Vaughan	Vellore Village	10Detached	Bungaloft	3	Attach
63	Dunstan	Cres	Vaughan	West Woodbridge	Detached	2-Storey	4	Attach
81	Echo Ridge	Cres	Vaughan	Sonoma Heights	Semi-Detac	2-Storey	4	Built-
201	Embassy	Dr	Vaughan	East Woodbridge	Detached	2-Storey	4	Built-
54	Fieldstone	Dr	Vaughan	East Woodbridge	Att/Row/Tw	2-Storey	3	Built-
611	Fossil Hill	Rd	Vaughan	Vellore Village	Detached	2-Storey	3	Attach
115	Foxchase	Ave	Vaughan	East Woodbridge	Att/Row/Tw	2-Storey	3	Attach
123	Gianmarco	Way	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	4	Attach
45	Gianmarco	Way	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	4	Built-
143	Gianmarco	Way	Vaughan	Vellore Village	Semi-Detac	2-Storey	4	Built-
29	Golden Spruce Lane		Vaughan	Maple	Att/Row/Tw	3-Storey	3	Built-
260	Hansard	Dr	Vaughan	Vellore Village	Semi-Detac	2-Storey	3	Built-
157	Hansard	Dr	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	3	Attach
32	Heathcliff	Dr	Vaughan	Vellore Village	Detached	2-Storey	4	Attach
14	Helmsdale	Ave	Vaughan	Maple	Detached	2-Storey	4	Attach
4908	Highway 7		Vaughan	East Woodbridge	Detached	1 1/2 Stor	3	Detach
61	Hollywood Hill	Circ	Vaughan	Vellore Village	Semi-Detac	2-Storey	3	Built-
106	Impala	Cres	Vaughan	West Woodbridge	Detached	2-Storey	4	Attach

128	Jeanne	Dr	Vaughan	East Woodbridge	Detached	2-Storey	4	Attach
65	Jordan Hoffer	Way	Vaughan	Vellore Village	Detached	2-Storey	4	Built-
116	Keystar	Crt	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	3	Built-
95	Lamp	Cres	Vaughan	West Woodbridge	Detached	2-Storey	4	Attach
39	Laurelhurst	Cres	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	3	Built-
115	Laurelhurst	Cres	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	3	Attach
29	Leith	Crt	Vaughan	Maple	Detached	2-Storey	4	Attach
47	Macbride	Cres	Vaughan	Maple	Detached	2-Storey	3	Built-
55	Macbride	Cres	Vaughan	Maple	Detached	2-Storey	3	Built-
51	Maple Meadowss	Lane	Vaughan	Maple	Att/Row/Tw	2-Storey	3	Detach
133	Marconi	Ave	Vaughan	East Woodbridge	Detached	2-Storey	4	Attach
8938	Martin Grove	Rd	Vaughan	Elder Mills	Detached	2-Storey	5	Attach
8570	Martin Grove	Rd	Vaughan	West Woodbridge	Detached	2-Storey	4	Built-
7935	Martin Grove	Rd	Vaughan	West Woodbridge	Detached	2-Storey	4	Attach
35	Mckenzie	St	Vaughan	Vaughan Grove	Detached	Bungalow	3	Detach
130	Melville	Ave	Vaughan	Maple	Att/Row/Tw	2-Storey	3	Attach
28	Montreaux	Cres	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	3	Built-
123	Morning Star	Dr	Vaughan	West Woodbridge	Detached	2-Storey	4	Attach
870	Napa Valley	Ave	Vaughan	Sonoma Heights	Detached	2-Storey	3	Built-
1	Native	Tr	Vaughan	Vellore Village	Detached	2-Storey	4	Built-
182	Oliver	Lane	Vaughan	Maple	Detached	Bungalow-R	3	Attach
44	Parktree	Dr	Vaughan	Maple	Att/Row/Tw	2-Storey	3	Attach
53	Patna	Cres	Vaughan	Maple	Detached	2-Storey	3	Attach
131	Pentland	Cres	Vaughan	Maple	Detached	2-Storey	3	Attach
35	Powseland	Cres	Vaughan	West Woodbridge	Att/Row/Tw	3-Storey	3	Built-
209	Purcell	Cres	Vaughan	Maple	Semi-Detac	2-Storey	3	Attach
176	Purcell	Cres	Vaughan	Maple	Detached	2-Storey	3	Built-
12	Railway	St	Vaughan	Maple	Detached	2-Storey	3	Detach
111	Rainbow's	End	Vaughan	Kleinburg	Detached	2-Storey	4	Built-
34	Redtail	Dr	Vaughan	Vellore Village	Detached	2-Storey	3	Built-
193	Rosanna	Cres	Vaughan	Maple	Semi-Detac	2-Storey	3	Built-
436	Sonoma	Blvd	Vaughan	Sonoma Heights	Detached	2-Storey	4	Attach
103	Southlawn	Dr	Vaughan	Islington Woods	Detached	2-Storey	4	Attach

27	Stern	Gate	Vaughan	Vellore Village	Detached	2-Storey	4	Attach
23	Stonebriar	Dr	Vaughan	Maple	Att/Row/Tw	2-Storey	3	Attach
11	Stonebriar	Dr	Vaughan	Maple	Att/Row/Tw	2-Storey	3	Attach
227	Stonebriar	Dr	Vaughan	Maple	Att/Row/Tw	2-Storey	3	Attach
151	Sunset	Rdge	Vaughan	Sonoma Heights	Detached	Bungalow-R	3	Attach
52	Timberwolf	Cres	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	3	Built-
10	Triton	Ave	Vaughan	West Woodbridge	Detached	2-Storey	4	Attach
25	Umbria	Cres	Vaughan	West Woodbridge	Detached	2-Storey	4	Built-
57	Umbria	Cres	Vaughan	West Woodbridge	Detached	2-Storey	4	Attach
25	Ursini	Crt	Vaughan	Islington Woods	Detached	2-Storey	4	Attach
293	Vellore	Ave	Vaughan	Vellore Village	Detached	2-Storey	4	Attach
733	Vellore Park	Ave	Vaughan	Vellore Village	Att/Row/Tw	3-Storey	3	Built-
169	Venice Gate	Dr	Vaughan	Vellore Village	Att/Row/Tw	2-Storey	3	Attach
130	View North	Crt	Vaughan	West Woodbridge	Detached	2-Storey	4	Attach
14	Willow Tree	St	Vaughan	Maple	Detached	2-Storey	4	Attach
21	Windward	Cres	Vaughan	Vellore Village	Semi-Detac	Bungalowloft	3	Built-
38	Zucchet	Crt	Vaughan	East Woodbridge	Detached	2-Storey	3	Attach

Can't find the home you were interested in? Call Joe directly at 416-574-8778 or email us at [joeandreoli@yahoo.ca](mailto:joeandreoli@yahoo.ca) to  
You can also look at our left menu for other recent sales in Vaughan for different time periods.



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<u>C</u> <u>1</u>
COMMUNICATION
CW (PH) - <u>Nov 5/13</u>
ITEM - <u>1</u>

-----Original Message-----

From: Oliver Dawson [<mailto:odawson@sympatico.ca>]

Sent: Thursday, October 24, 2013 12:04 PM

To: [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca)

Subject: OP.13.009 and Z.13.012

To whom it may concern,

With regard to the proposed development on 4902 and 4908 Regional Road 7, please note my strong disapproval of this plan. While I do not in principal object to the intensification of residential density in the town of Woodbridge, the location of this proposed development will prove a disaster given it's location. Hwy 7 between Kipling Avenue and Weston Road is already a traffic nightmare. Additionally, the Islington avenue and #7 intersection has always been one of the more dangerous intersections in the province! A large apartment complex on the hill will require traffic lights which will further frustrate traffic flow on an already congested road that cannot be widened. No traffic lights and you will have chaos. Don't even think about letting this happen!!

It will reflect VERY poor planning if this is allowed to go through.

Thank you for your time.

Oliver Dawson

[odawson@sympatico.ca](mailto:odawson@sympatico.ca)

October 28, 2013

The City of Vaughan Council Chamber  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

C	2
COMMUNICATION	
CW (PH) -	Nov 5/13
ITEM -	1

Via Fax: 905-832-6080

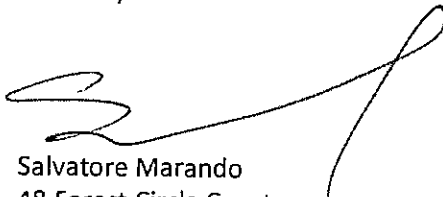
Attention: Daniel Woolfson  
Development Planning Department

Re: **File Name:** Camelot on 7 Inc  
**File Numbers:** OP.13.009 and Z.13.012  
**Location Information:** 4902 and 4908 Regional Road 7, Part of Lot 6, Concession 7 City of Vaughan  
**NOTICE TO THE PUBLIC OF COMPLETE APPLICATION**

These are the comments and concerns of Salvatore & Constandina Marando.

1. This is a single residential area with existing single homes
2. The proposal to build a 10 storey condominium. Do not take any consideration the age of families, their life style or how this unit would devalue our property and our own comfort
3. We do not believe that anyone is allowed to change the existing single resident building code into a high rise condominium
4. Presently there are single family homes on this property and should stay that way as it has been for the past approximately 100 years
5. I refuse to believe that the concern and needs of existing families seems to be neglected
6. We are the only ones that will be effected by building close to our side and back yard and will lose our privacy

Sincerely



Salvatore Marando  
48 Forest Circle Court  
Woodbridge, ON L4L 1N9

**From:** peter vona [mailto:peter@bidderschoice.com]  
**Sent:** Thursday, October 31, 2013 3:52 PM  
**To:** Bevilacqua, Maurizio  
**Subject:** 4908 & 4902 Hwy 7 proposal  
**Importance:** High

<b>C 3</b>
<b>COMMUNICATION</b>
CW (PH) - Nov. 5/13
ITEM - 1

Dear Maurizio Bevilacqua,

I am writing to you with respect to a proposed high density residential development at 4902 & 4908 Hwy #7. This development involves constructing a High Density condominium consisting of 152 residential units and approximately 520 square meters of commercial space.

I'm sure you will be receiving reports from the different departments regarding this development and I would like to point out that this planned development does not meet the minimum bylaw requirements nor zoning, they are asking for:

- An increase in the allowable maximum density of over 40%
- An increase in the permitted allowable height of the building by 65%
- An increase in the maximum height of a building adjacent to "low residential" designation
- Reduction in front yard setback from 7.5m to 4m
- Reduction in west side yard set back from 4.5m to 1m
- Reduction in landscape strip fronting Hwy #7 from 6m to 4m
- Zoning change from to a RA3 commercial with a sundry of additional uses

All the while with their requests they plan on doing this with 30% (200 vs. 298) less parking spaces than the minimum required.

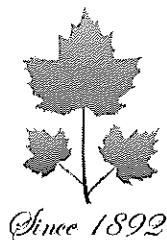
I don't know how familiar you are with the Hwy #7 and Islington area you are, what other developments have been approved or pending but I believe there is somewhere between 2000-2500 additional residential units approved, also I don't know how familiar you are of the current traffic congestion in this area, ever travel on Hwy 7 on morning or evenings, I encourage you to try it, you won't be getting anywhere fast.

This brings me to another point, I am a resident of the immediate area I live in Seneca Heights which is directly behind this development. Current traffic conditions on Hwy 7 from Pinevalley to Islington has created hi-volume of flow thru traffic in our development, I often joke and call it the "Wigwoss Expressway". This is normally a quiet mature development with many seniors and young children, there is NO safety of sidewalks, this flow thru traffic is a high risk, most often the drivers are speeding and not stopping at stop signs, even the installation of speed bumps has not discouraged this abuse.

I feel this will certainly increase as the current proposed developments are built, I'm not a civil engineer but do live in this area, given the difficulty of entering and exiting Hwy 7 especially on a busy downhill grade is dangerous to both pedestrians and motorists. I also feel that allowing this particular development will impact our development the most, I think that it will be very difficult to exit left onto Hwy 7 from their proposed driveway and I feel that residents leaving this development will turn right on Hwy 7, travel to Islington, turn right and then right again to Monsheen Dr. up to the "Wigwoss Expressway", I believe this to become a reality if this development is approved, I'm normally pro development, developments that improve areas without causing significant impact, developments that are a "good fit", this is NOT a "good fit" and should be turned down.

Sincerely,

Peter Vona



<u>C 4</u> <b>COMMUNICATION</b> CW (PH) - <u>Nov. 5/13</u> ITEM - <u>1</u>
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**PARK LAWN CORPORATION**

57 Linelle Street, Toronto, Ontario M2N 2J4 Tel: (416) 231-1462 Fax: (416) 233-8155

November 4<sup>th</sup>, 2013

**File name:** Camelot on 7 Inc.

**File Numbers:** OP.13.09 and Z 13.012

**Location:** 4902 and 4908 Regional Road 7 Part Lot 6, Concession 7, City of Vaughan

Dear Clerks office

I am writing to provide the position of Park Lawn Corporation, owner of Hillcrest Cemetery located immediately west of the site of the above application. The proposed development could have a deleterious impact on the use and operation of the Hillcrest cemetery land. We are concerned with the proposed drive access located at the west end of the property which is adjacent to the Hillcrest Cemetery. As both properties require appropriate access to Regional Road 7, we would urge the City to provide better coordination of access and egress for the 2 adjacent properties. We have not been approached by the developer or the city to attempt to coordinate these matters.

In addition, we are concerned with the scale of the development particularly in light of the one meter side yard setback adjacent to Hillcrest Cemetery. The by law currently requires a 4.5 meter side yard setback.

We would ask that the Committee of the Whole defer this matter to allow consultations with the developer, the City, and ourselves. If the matter is approved by the Committee, please accept this as our objection to the proposed amendments to the Official Plan and Zoning By-Law for future deliberation of the matter at the Ontario Municipal Board.

Yours sincerely

Frank Mills

Park Lawn Corporation

-----Original Message-----

From: Francis Dawson [mailto:francisdawson@sympatico.ca]

Sent: Tuesday, November 05, 2013 6:56 AM

To: Woolfson, Daniel

Subject: RE: OP.13.009 and Z.13.012

<b>C 5</b>
<b>COMMUNICATION</b>
CW (PH) - <u>Nov 5/13</u>
ITEM - <u>1</u>

Dear Mr Woolfson,

I can not make it to the meeting tonight regarding the proposed high density development near Hillcrest cemetery on Highway 7. I would like to raise my concerns regarding this development in this email.

I really think a very high density unit situated on a hill which carries a huge volume of traffic is from a planning point of view asking for trouble. It is understood that high density development is a necessity going forward in order to make transit affordable and also to cover the costs of road repair, sewers and general upkeep once an area is fully developed, in other words, there are no new revenue streams. The alternative is to raise taxes considerably.

Here are my objections to this plan:

Highway 7 is a major conduit for truck traffic (not just passenger traffic) which will not go away and will get worse. Transit will not improve this situation. The section of Highway 7 from about Wigwoss to Martingrove is gridlock for substantial periods of time at or around rush hour and the root cause of this is the Highway 7 and Islington intersection and other intersections just north of Highway 7 on Islington.

For over the past 30 years, this intersection was a major accident site as cars or trucks came barreling down the hill and could not stop especially if the road was wet or icy. There is also a bit of a blind corner for those going north on Islington. The problem is more severe in winter when trucks are trying to move from standstill on an icy road on a slope. Now imagine how people living in a very high density building are supposed to get onto Highway seven on a hill? Ouch!! Are they planning on having Bruce street be the entrance for residents in the new building which is about 200 m from the edge of the hill? I do not see any traffic studies or where people are to gain access to the highway.

A larger problem is for the communities that live on Monsheen Drive and Wigwoss drive. They see irate drivers on Highway 7 use Wigwoss as a detour to get to Islington. Well our subdivision becomes a new highway. But to make things worse, the Islington Monsheen Drive intersection is only 100 metres from the intersection of Islington and Highway 7 and across from Monsheen is the arena. So now we have three intersections very close to each other which completely congest the area around the intersection of Highway 7 and Islington and then the traffic backs up in all directions. I am not sure what planners are paid for but this scenario suggests to me that someone dropped the ball.

Frankly, you would be better off to mirror the development near the Woodbridge High School which is about 4 stories. This is fine with me since it will not add to much additional volume or frustration at the location in question and is still high density. Large complexes should be placed at sufficient distance from a known problem area and on a stretch of land where access to Highway 7 will not be problematic.

Sincerely,  
Francis Dawson

## PROXY

c 6
COMMUNICATION
CW (PH) - Nov 5/13
ITEM 1

THIS NOTES MY OPPOSITION TO ALL AMENDMENTS NOTED IN THE PROPOSAL FOR REVIEW BY THE CITY TODAY, ON NOVEMBER 5<sup>TH</sup>, 2014 REGARDING THE PROPERTY ON 4902 and 4908 REGIONAL ROAD 7, BY THE APPLICANT: Camelot on 7 Inc, File Numbers OP.13.009 and X.13.012

I believe the city of Vaughan has grossly allowed a vast amount of development within our city, mainly across the Hwy 7 area, in the form of condominiums.

This greatly concerns me! Woodbridge has always been the staple of class, unique subdivisions, high quality and high valued properties, which have allowed for premium living and has kept property values at a desired level. In the past 3 years, there has been a massive influx in development, at an alarming rate, having low rise condo's being put up in residential areas amongst million dollar homes! The most recent is the site proposal at 4902/4908 Hwy 7, beside the cemetery! This development would sit adjacent to one of the most prestigious and old style communities in Woodbridge, that has been known for its' old charm character, and now the city wants to ruin the area but urbanizing the space with a condo! What's more concerning is that Hwy 7 is already extremely congested during the entire day, and even more so during the rush hour. Having this condo and an additional influx of vehicles in the area, would create additional flow thru traffic in our subdivision, which is already a problem with speeding and vehicles not adhering to Stop signs! Furthermore, the sheer location of the condo presents numerous other traffic issues and safety concerns, with vehicles trying to make lefts from the condo building onto Hwy 7 and vehicles trying to enter the building travelling east bound. This would be complete chaos during rush hour, with sight lines being extremely low due to the slope in the road and the speeds of vehicles traveling it.

I am very disappointed with the direction this City, that I was once proud to live in is going. When did the city of Vaughan, especially Woodbridge become a "sell out" to rich developers?! How many more condos is council going to allow before it realizes that its' made this beautiful city just another urbanized congested space with numerous eye sores of multi level buildings?!!

I understand that population numbers need to increase with the expansion of the subway line, however at what cost when the City has not taken the congestion issue into consideration when approving multiple condominium complexes? It is crucial to include road expansion when considering increased living space! This is not a society that will change its lifestyle and start taking transit! It will only create havoc, increased safety and noise issues and severe congestion!

I hope that our City Council will respect the views of its citizens!

SIGNED BY



Elena D'Alessio, 246 Wigwoss Drive, Vaughan, ON L4L 2R4



C	7
COMMUNICATION	
CW (PH) -	Nov. 5/13
ITEM -	1

**Communication C7**

**Committee of the Whole (Public Hearing) – November 5, 2013**

**Item - 1**

The City Clerk's Office has received a petition with respect to the summary wording below. The total number of signatures on the petition are: 10

This notes the opposition to all amendment noted in the proposal for review by the City today, on November 5, 2013 regarding the property on 4902 and 4908 Regional Road 7, by the applicant: Camelot on 7 Inc., File Number OP.13.009 and Z.13.012

A copy of the entire petition document containing a total of <Inset page total> pages is on file in the office of the City Clerk.



MARY MAUTI  
52 FOREST CIRCLE COURT  
WOODBIDGE, ONTARIO L4L 1N9

C	8
COMMUNICATION	
CW (PH) -	Nov 5/13
ITEM -	1

November 5<sup>th</sup>, 2013

Members of Council for the City of Vaughan

Committee of the Whole (Public Hearing)

Re: File #OP.13.009 and Z.12.012 -4902 and 4908 Highway 7 – Camelot on 7 Inc.

My name is Mary Mauti and I live at 52 Forest Circle Court. I will be speaking in opposition to this application.

My family and I have been residents of Seneca Heights for the last 37 years.

This area is called Seneca Heights and is one of the oldest and historical sites in Woodbridge. Residents have purchased their estate lots and custom built their own homes. The area is a dormant community where people call home. They purchased or built their home and do not move away.

It is a unique pocket within Vaughan.

Most of the homes are a minimum of 80feet frontage and have an irregular shape in the rear and some go up to 120 feet in the rear. (WIDTH)

The density of a building of this size does not fit into this pocket. This application ~~is~~ does not conform to the region of York Official Plan and the City of Vaughan Official Plan OP, Growth Plan.

The proposal when considered comprehensively, in context with the low density residential community and the planned vision for Regional road 7 does not represent good planning. These types of applications represent piecemeal planning. The regional planning policies respecting intensification do not mean that intensification can occur anywhere and everywhere throughout the city regardless of the local planning context.

The property is outside of the transit hub of 200 m which according to the current OP and only allows 8 storeys. If the new OP plans gets approved at the Region, it will allow 6 storeys not 10 stories plus the mechanical penthouse room of 42m in height.

Our homes and the existing application are zoned for R1 which has a height maximum of 9.5m. The applicant is asking for a total of 42m in height. That is a large difference to be compatible within the existing homes.

Yes, I understand that within 30m they must start at 4 storeys with a setback of 10m which backs onto the existing residences. Residences will be looking at 17m vs. 9m.

The layout of the 4 storeys impacts the privacy of the residences. No screening can be accommodated to block the privacy from the proposed balconies. The common terrace with the dog patio is all laid out in the rear of our homes.

The applicant could have been sensitive to the homes in the area and placed the common terrace to the west property line overlooking the cemetery which would have no impact on the existing residents. Having the common terrace and dog patio located on the 4 storey overlooking the existing residents will provide 24 – 7 noise, lighting issues and no privacy to our homes. Our bedroom windows are in the rear of the homes which overlook the common terrace with all of the noise, dog barking from the dog patio, lighting and no privacy.

Does this layout fit into a good plan for the existing residents?

That is only one component of the application. There are so many deficiencies to address without the proper reports, which I understand will be coming at a later date.

The traffic on Highway 7 is a serious issue. The subject matter has an ingress less than 200 feet away from the main intersection of Islington, is on a steep hill and there have been many accidents. In order to design the ingress/egress properly on Highway 7 there can only be a right in and right out. The flow through traffic will impact the area of Wigwoss and Monsheen. People will use this small pocket to drive through to get to their destination called home at 4908 and 4902 Highway 7. This will be further compounded by the approved developments at Wigwoss and Bruce Street on Highway 7. Is this good planning for the area?

We have already witnessed an increase traffic pattern from non residents of the area. As I mentioned earlier, let's not forget the Vaughanwood Mall (250 units) and Vista Parc (120 units) will also use this short cut to get to their destination. We can rename Wigwoss as the "Wigwoss and Monsheen Expressway". The residents of Forest Circle Court and Monsheen will have an issue getting out of their own streets.

There is a deficiency 98 parking spaces. Where are the future residents, visitors and commercial customers going to park? Will it be on Highway 7 or on the cemetery property?

Density is too high for this area and the property itself.

There is no infrastructure in place to accommodate this type of building. This application is not a good fit for the area.

The applicant is already using this property as commercial. Currently the property is designation of R1, no commercial allowed.

Today at Committee of the Whole, Council refused application of OP12.0003 and Z12.0008 by John Duca for Kipling and Highway 7 of 180 stacked townhouses units and 225 parking spaces. Planning's recommendation stated that the application does not represent good planning for the area, for the Highway 7 frontage or the low density community to the south. This application has less impact than the application you have in front of you now.

I'm asking you to consider the same thought pattern in planning's recommendation and refuse the Camelot 7 Inc. application.

Thank you for your consideration on the matter.

I can answer any questions you have.

From: Massimo Giannetti  
49 Forest Circle Crt  
Woodbridge ON  
L4L 1N8

C	9
COMMUNICATION	
CW (PH) -	Nov 5/13
ITEM -	1

Please excuse any errors with the terms and language i may have used in this letter. I believe the overall representation will be sufficiently clear.

**To: Members of the Council of Vaughan, The Commissioner of planning and the Director of Development Planning.**

5<sup>th</sup> November 2013

**Your Ref:      Official Plan Amendment File OP.13.009  
                     Zoning By-Law Amendment File Z.13.012  
                     Camelot ON 7 Inc.  
                     Ward 2 – Vicinity of Regional Road 7 and Islington Avenue.**

Dear Members of Council,

I am writing to you with regard to the planning application put forward to you by Bremont Homes in ref: Camelot on 7, 4902 & 4908 Hwy 7, Woodbridge, Ontario of the proposed erection on the subject land located on the north side of Hwy. 7, East of Islington Avenue, of a 10-storey, mixed use residential apartment building, with 520.9m<sup>2</sup> of ground floor commercial uses, 200 parking spaces located within 3 levels of below-grade parking and a Floor Space Index (FSI) of 3.6, ~~on the subject land located on the north side of Hwy. 7, East of Islington Avenue~~

**Having studied the plans available, I feel I must strongly express my objection to this project altogether.**

The reasons for my objection are:

**1.      Direct Contravention of existing guidelines and policies:**

The proposal is a direct contravention of the councils own publicly-available policies and guidelines: Policies of Official Plan in-effect OPA #240 (Woodbridge Community Plan), as amended by OPA #661 (Avenue Seven Land Use Future Study), specifically the policies for "Interstitial Lands" located on Regional Road 7, and the Zoning By-law 1-88 deeming the subject lands as R1 (Residential Zone) and NOT RA3 (Apartment Residential zone).

**2.      Detrimental visual impact upon residential amenities:**

This development will certainly not be of a sympathetic design, and similar in scale and proportion to fit in with neighbouring properties. I believe that the proposed development is a direct contravention of policies designed to respect local context and street pattern or in particular , the scale and proportions of surrounding buildings, and would be entirely out of the character of the area, to the detriment of the local environment and neighbourhood.

### **3. Loss of privacy and overlooking.**

Imagine sitting on your front or back porch, in your yard or deck by the pool, knowing your privacy is protected by the trees, fences, and bushes planted in part for this purpose. All the while overlooking balconies and patios extending up 10-floors peer down at your very privacy, your every move in full view. There is nothing "prestigious" about this picture.

### **4. Unacceptable Noise & Increased Traffic**

We already suffer from unacceptable noise levels and traffic. The last thing this neighbourhood needs is more noise generated by more cars.

### **5. Creating a precedent:**

I fear that approval of such a development in our neighbourhood will create a precedent allowing other buildings of such nature to follow into our area, with all that it entails in terms of impact on our environment including protected trees, the local eco-system, ground stability and drainage, highway safety and quality of life in general. Some such buildings have already begun to infiltrate our community. For this reason we look to our elected members in council to follow existing policy and guidelines and furthermore in future tighten them further to prevent undesirable consequences.

### **6. No benefits to our local community:**

We have an overabundance of: banks & financial institution, business or professional offices, eating establishments, convenience stores and take-out, health centres, personal service shops, pharmacies, clubs and all manner of retail stores within walking distance from the proposed development.

Members of council, I can't see any benefit or necessity to our community by approving this application! And it definitely doesn't align with the promises of, in the words of our honourable mayor, Maurizio Bevilacqua **"The Place To Be."**

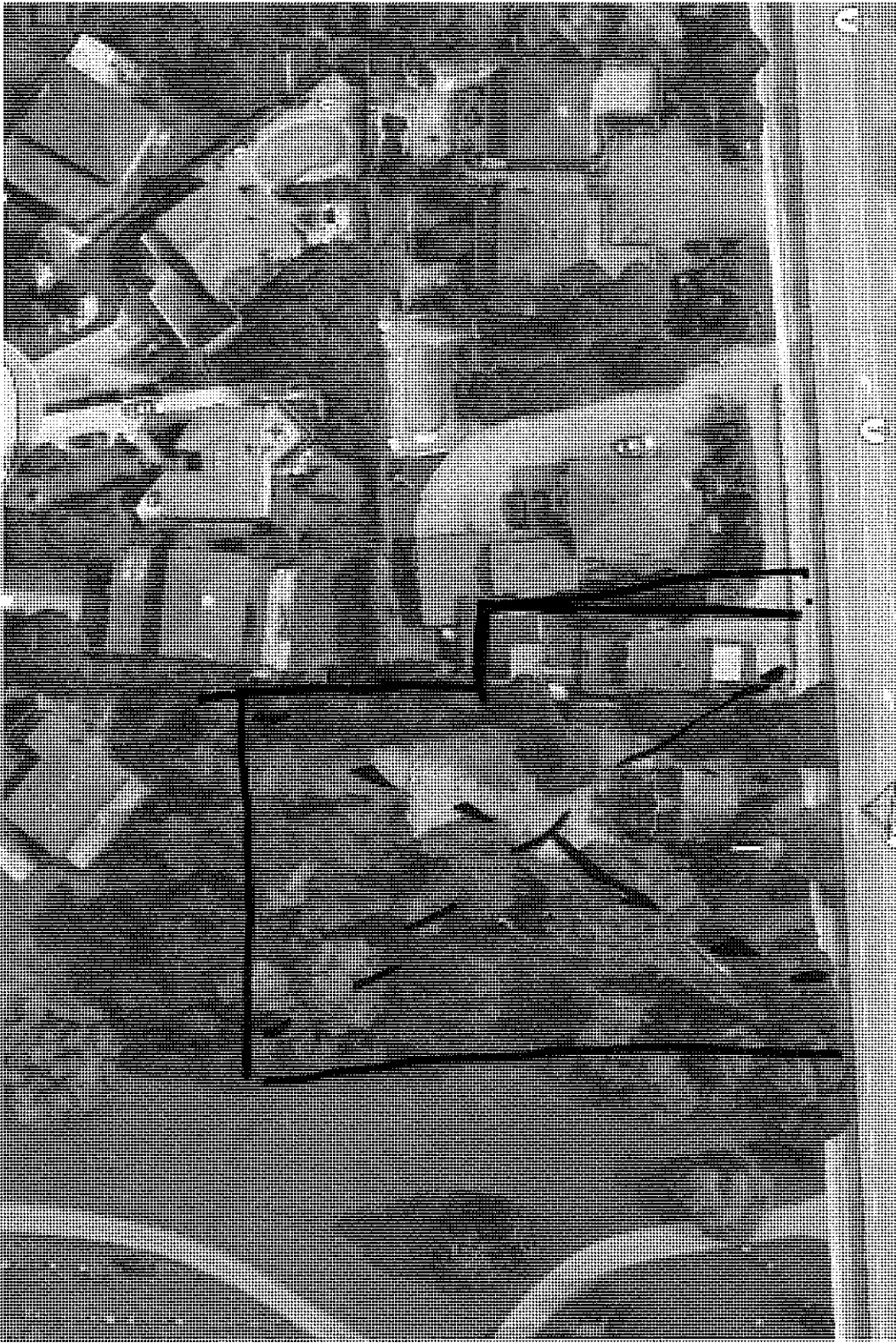
I sincerely hope that you and your colleagues will take all of the above into consideration when contemplating this planning application

Kind regards

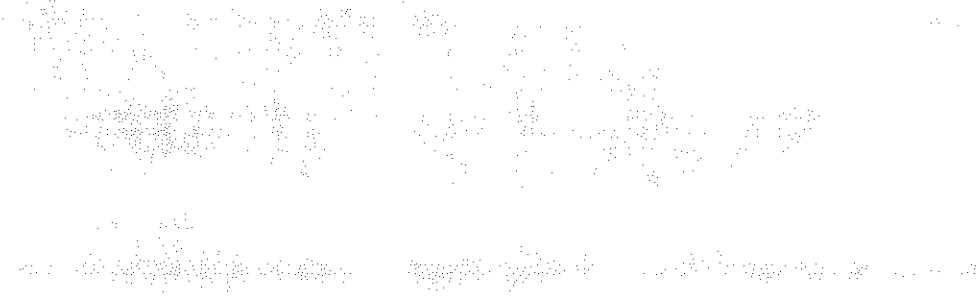
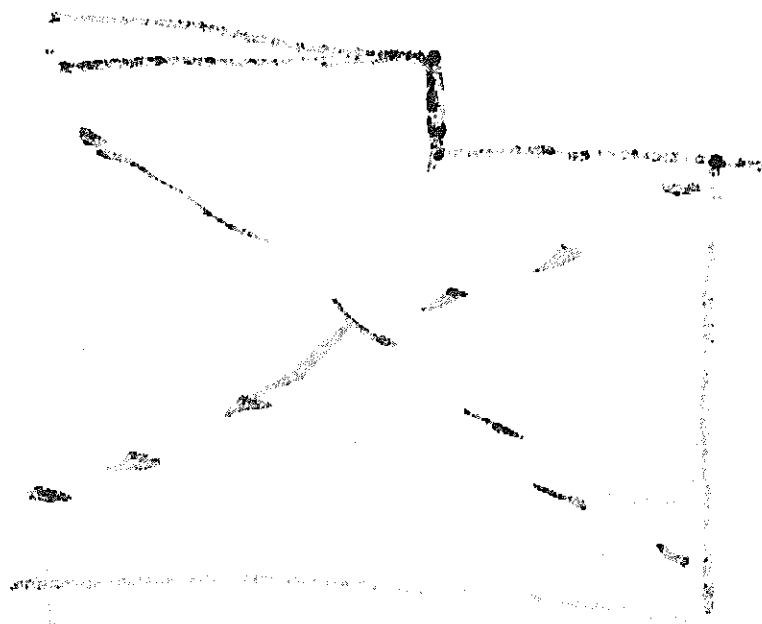
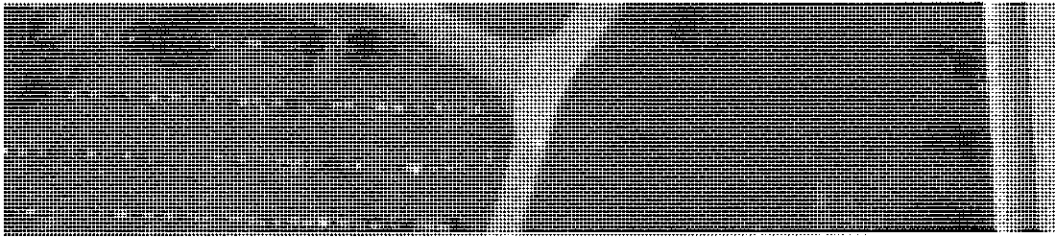
**Massimo Giannetti**

PS:

Please allow me a word about "prestige" as mentioned in the "Official Plan Designation" in describing the subject lands. Wikipedia defines 'prestige' as "a good reputation or high esteem, though in earlier usage, it meant showiness." I can certainly appreciate the earlier usage in the appropriate situation. However in matters such as the environment we live in, I believe we should strive for the more current usage. No site exemplifies the earlier usage than that of our little town of Woodbridge... over built, poorly designed and ravaged by opportunistic whims of the day.



*Proposed development*



# TRAFFIC STATISTICS

## York Region Collision Statics

VRA

C 10	
COMMUNICATION	
Sept. 7	Nov 5/13
ITEM - 1	

The following figures were taken from the collision statistics from York Region. They cover the period from January 1, 2010 – April 30, 2013. The areas covered are from Hwy. 7 and Weston Road to Hwy. 7 and Islington Avenue. They highlight all major intersections and the areas in-between those intersections.

Total number of collisions for the three year and four month period on Hwy. 7	895
Total number of collisions for the year 2010	327
Total number of collisions for the year 2011	293
Total number of collisions for the year 2012	235
Total number of collisions for the 4 month period in 2013	40

Some highlights for the three year and four month period are as follows:

Hwy. 7 and Weston Road	244
Hwy. 7 and Pine Valley	152
Hwy. 7 and Wigwoss-Helen St.	58
Hwy. 7 and Bruce St.	19
Hwy. 7 and Islington Ave.	125
Hwy. 7 between Helen St. and Pine Valley	55
Hwy. 7 between Bruce St. and Wigwoss- Helen St.	10
Hwy. 7 between Bruce St. and Islington Ave.	18

895

This above is for your information. What you make of it is up to you!



## Condominiums Update October 2013

Update on numbers:	Units
Vista Park –by cosmetic hospital	122
Beside Ward funeral home proposal	132
Vaughanwood Mall	254
Helen Street to Bruce Street existing Townhouses	175
Bruce Street proposed stacked townhouses	120
Beside Cemetery proposed on Hwy.7 east of Islington	152
	955
Kipling condo	<i>Pine Valley to Islington</i> 120
Kipling proposed stacked townhouses; beside existing condo	180
Allegra on Woodstream and Hwy 7	400
Prima Vera -77 Woodstream proposal	<i>2034</i> 379
Grand Total of approx. Units from Pine Valley to Woodstream	<i>2034</i>

This is just the beginning. Add in the hundreds of units at Weston Road and Hwy. 7 and then hundreds at Pinevalley and Hwy. 7. If the people in these units don't take the bus like the politicians think they will; we will all be doomed to sit in massive traffic jams forever.

**1.    OFFICIAL PLAN AMENDMENT FILE OP.13.009  
      ZONING BY-LAW AMENDMENT FILE Z.13.012  
      CAMELOT ON 7 INC.**

**P.2013.41**

**WARD 2 - VICINITY OF REGIONAL ROAD 7 AND ISLINGTON AVENUE**

**Recommendation**

The Commissioner of Planning and the Director of Development Planning recommend:

1.        THAT the Public Hearing report for Files OP.13.009 and Z.13.012 (Camelot on 7 Inc.) BE RECEIVED; and, that any issues identified be addressed by the Development Planning Department in a comprehensive report to the Committee of the Whole.

**Contribution to Sustainability**

The contribution to sustainability will be determined when the technical report is considered.

**Economic Impact**

This will be addressed when the technical report is completed.

**Communications Plan**

- a)        Date the Notice of a Public Meeting was circulated: October 11, 2013
- b)        Circulation Area: 150 m and to the Woodbridge Core and Vaughanwood Ratepayer Associations
- c)        Comments Received as of October 23, 2013:
  1.        Email correspondence was received from Gurbinder Singh, area resident, which identifies concerns related to a reduction of privacy, removal of mature growth trees, increased traffic and potential traffic issues, and the proposed development being a detriment to the existing residential area.
  2.        Email correspondence was received from Mary Mauti, area resident, which identifies concerns related to the proposed building height and density of the development, the location of the common terrace proposed to be located at the rear of the building on the roof of the 4<sup>th</sup> floor, increased traffic, the proposed location of the ingress/egress driveway on Regional Road 7, and the lack of privacy for neighbouring residents.
  3.        Email correspondence was received from Alberto Milan, area resident, which identifies concerns related to the devaluation of his property and traffic issues.
  4.        Email correspondence was received from Susan Morgan, area resident, respecting concerns related to the overall size of the proposed development, traffic issues, and a disregard for the affected residents; and,
  5.        Email correspondence from Clara Astolfo, President of Vaughanwood Ratepayers' Association and area resident, respecting concerns related to the height and density of the proposed development, increased traffic and the location of the ingress/egress driveway on Regional Road 7.

The above-noted comments together with any additional comments received will be reviewed and addressed by the Development Planning Department in a future technical report to the Committee of the Whole.

### **Purpose**

The Owner has submitted the following applications on the subject lands shown on Attachments #1 and #2 to facilitate the development of the subject lands with a 10-storey, mixed-use residential apartment building, with 520.9 m<sup>2</sup> of ground floor commercial uses, 200 parking spaces located within 3 levels of below-grade parking and a Floor Space Index (FSI) of 3.6, as shown on Attachments #3 to #5:

1. Official Plan Amendment File OP.13.009 to amend the policies of in-effect OPA #240 (Woodbridge Community Plan), as amended by OPA #661 (Avenue Seven Land Use Future Study), specifically the policies for “Interstitial Lands” located on Regional Road 7 as follows:

	<b>Policies of Official Plan Amendment #240, as amended by OPA #661</b>	<b>Proposed Amendments to OPA #240, as amended by OPA #661</b>
a.	The maximum density permitted on any individual development parcel shall be a Floor Space Index (FSI) of 2.5, based on the net developable land area as defined in OPA #661.	Permit a maximum density of 3.6 FSI based on the net developable area of the subject lands, as defined in OPA #661.
b.	The maximum height of any building shall be 8 storeys or 25.6 m, whichever is less.	Permit a maximum building height of 10-storeys and 33.65 m to the main roof line and 42.15 m to top of mechanical penthouse.
c.	The maximum building height of development within 30 m of a “Low Density Residential” designation shall be 4 storeys or 12.8 m, whichever is less.	Permit a maximum building height of 4-storeys and 16.95 m within 30 m of a “Low Density Residential” designation. (abutting the site along the north and partial east property lines).

2. Zoning By-law Amendment File Z.13.012 to amend Zoning By-law 1-88, specifically to rezone the subject lands from R1 Residential Zone to RA3 Apartment Residential Zone together with the following site-specific zoning exceptions:

	<b>By-law Standard</b>	<b>Zoning By-law 1-88, RA3 Apartment Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Apartment Residential Zone</b>
a.	Minimum Front Yard Setback (Regional Road 7)	7.5 m	4 m

	By-law Standard	Zoning By-law 1-88, RA3 Apartment Residential Zone Requirements	Proposed Exceptions to the RA3 Apartment Residential Zone
b.	Minimum West Interior Side Yard Setback	4.5 m	1 m (to Cemetery)
c.	Minimum Landscape Strip Width Abutting Regional Road 7	6 m	4 m
d.	Minimum Parking Requirements	<p>152 units @ 1.5 spaces/unit = 228 spaces</p> <p>+</p> <p>152 units @ 0.25 visitor spaces/unit = 38 spaces</p> <p>+</p> <p>520.9 m<sup>2</sup> Commercial GFA @ 6 spaces/100 m<sup>2</sup> = 32 spaces</p> <p>Total Parking Required = 298 spaces</p>	<p>152 units @ 1.1 spaces/unit = 167 spaces</p> <p>+</p> <p>152 units @ 0.15 spaces/unit = 23 spaces</p> <p>+</p> <p>520.9 m<sup>2</sup> Commercial GFA @ 1.9 spaces/100 m<sup>2</sup> = 10 spaces</p> <p>Total Parking Provided = 200 spaces</p>
e.	Permitted Commercial Uses in a RA3 Apartment Residential Zone	<ul style="list-style-type: none"> <li>- Apartment Dwelling;</li> <li>- Day Nursery;</li> <li>- Home Occupation;</li> <li>- Private Home Day Care; and,</li> <li>- Private Home Tutoring.</li> </ul>	<p>Permit the following additional commercial uses on the ground floor of the proposed building fronting onto Regional Road 7 only:</p> <ul style="list-style-type: none"> <li>- Bank or Financial Institution;</li> <li>- Business or Professional Office;</li> <li>- Eating Establishment;</li> <li>- Eating Establishment, Convenience;</li> <li>- Eating Establishment, Take-Out;</li> <li>- Health Centre;</li> <li>- Personal Service Shop;</li> <li>- Pharmacy;</li> <li>- Photography Studio;</li> <li>- Retail Store; and,</li> <li>- A Club with no Accessory Billiard Tables.</li> </ul>

Additional zoning exceptions may be identified through the detailed review of the applications, and will be considered in a technical report to a future Committee of the Whole meeting.

### **Background - Analysis and Options**

Location	<ul style="list-style-type: none"> <li>▪ The subject lands are located on the north side of Regional Road 7, east of Islington Avenue, shown as “Subject Lands” on Attachments #1 and #2.</li> </ul>
Official Plan Designation	<ul style="list-style-type: none"> <li>▪ The subject lands are designated “Prestige Areas – Centres and Avenue Seven Corridor” by in-effect OPA #240 (Woodbridge Community Plan), as amended by OPA #661 (Avenue Seven Land Use Future Study), which is intended to provide for the development of major concentrations of business, corporate, civic, residential, institutional and community service activity at locations featuring high visibility and accessibility to major transportation links and the planned high order transit facilities along Regional Road 7.</li> <li>▪ OPA #661 establishes a series of Centres along Regional Road 7 (the Avenue Seven corridor). The Centres are located at the intersections of Regional Road 7 and Martin Grove Road, Islington Avenue, Pine Valley Drive, and Weston Road.</li> <li>▪ The subject lands are subject to the policies for “Interstitial Lands on the Avenue Seven Corridor”. These policies apply to lands that are located between the series of designated centres along Regional Road 7, listed above. The policies for “Interstitial Lands on the Avenue Seven Corridor” permits residential development with a maximum Floor Space Index (FSI) of 2.5 and a maximum building height of 8-storeys or 25.6 m, whichever is less. The policies also maintain that older residential neighbourhoods be protected, and therefore establishes a building height transition between development along the Avenue Seven corridor and adjacent, sensitive land uses. For lands that abut a “Low Density Residential” designation, including the subject lands, development within 30 m of this designation is restricted to a maximum building height of 4-storeys, or 12.8 m, whichever is less.</li> <li>▪ The proposed 10-storey residential building, with ground floor commercial uses and an FSI of 3.6, does not conform to in-effect OPA #661.</li> <li>▪ The subject lands are also designated “Mid-Rise Mixed-Use” by the new City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011, March 20, 2012 and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and approved, in part, by the Ontario Municipal Board on July 23, 2013. This designation permits a mix of residential, retail, community and institutional uses and a maximum building height of 6-storeys and an FSI of 2.0, on the subject lands. The “Mid-Rise Mixed-Use”</li> </ul>

	<p>designation requires that the ground floor frontage of buildings facing arterial streets (i.e. Regional Road 7) shall predominantly consist of retail uses or other active uses to animate the street. The proposal includes a mix of residential and ground floor retail uses, however, the 10-storey building with an FSI of 3.6 does not conform to VOP 2010.</p>
Zoning	<ul style="list-style-type: none"> <li>The subject lands are zoned R1 Residential Zone by Zoning By-law 1-88. An amendment to Zoning By-law 1-88 is required to rezone the subject lands from R1 Residential Zone to RA3 Apartment Residential Zone and to permit the proposed site-specific development standards to implement the residential apartment building with ground floor commercial uses.</li> </ul>
Surrounding Land Uses	<ul style="list-style-type: none"> <li>Shown on Attachment #2.</li> </ul>

### **Preliminary Review**

Following a preliminary review of the application, the Development Planning Department has identified the following matters to be reviewed in greater detail:

	<b>MATTERS TO BE REVIEWED</b>	<b>COMMENT(S)</b>
a.	Conformity with Provincial policies, Regional and City Official Plans	<ul style="list-style-type: none"> <li>The applications will be reviewed in consideration of the applicable Provincial policies, and Regional and City Official Plan policies.</li> </ul>
b.	Appropriateness of the Proposed Rezoning and Site-Specific Zoning Exceptions	<ul style="list-style-type: none"> <li>The appropriateness of the proposed rezoning of the subject lands, together with the site-specific zoning exceptions will be reviewed in consideration of the requirements in Zoning By-law 1-88 and the surrounding existing and planned land uses with particular consideration given to site design and built form, including building height, FSI, building setbacks and achieving appropriate transition to adjacent existing land uses.</li> </ul>
c.	Urban Design and York Region Transit-Oriented Development (TOD) Guidelines	<ul style="list-style-type: none"> <li>The proposed development will be reviewed in consideration of the Urban Design objectives and the overall vision articulated in the Avenue Seven Land Use Futures Study (OPA #661) and the design guidelines outlined in the York Region Transit-Oriented Development (TOD) Guidelines.</li> </ul>
d.	Arborist Report, Tree Inventory and Plan of Preservation	<ul style="list-style-type: none"> <li>The Owner has submitted an "Arborist Report, Tree Inventory and Plan of Preservation", prepared by 7 Oaks Tree Care and Urban Forestry Consultants Inc. in support of the applications, which must be reviewed and approved by the Development Planning Department and the Toronto and Region Conservation Authority.</li> </ul>

	<b>MATTERS TO BE REVIEWED</b>	<b>COMMENT(S)</b>
		<ul style="list-style-type: none"> <li>▪ The subject lands and the easterly portion of the abutting cemetery lands contain several mature growth trees. Consideration will be given to preserving as many of these trees as possible on the subject lands, and ensuring the trees on the cemetery lands are not impacted.</li> </ul>
e.	Adjacent Private Cemetery	<ul style="list-style-type: none"> <li>▪ The subject lands abut an existing privately-owned and operated cemetery (Hillcrest Cemetery). The Provincial Ministry of Consumer Services, Cemeteries Regulation Unit has advised the Development Planning Department of the following: <ul style="list-style-type: none"> <li>- the boundary for the existing cemetery may have changed over time, and it maintains a possibility that human remains extend beyond the current property boundary. It is recommended that an Archaeological Assessment be conducted prior to any construction activity should the application be approved by Vaughan Council; and,</li> <li>- if human remains are discovered, all works must be ceased immediately, and the Ministry of Consumer Services may conduct an investigation of the subject lands.</li> </ul> </li> <li>▪ The Owner is proposing grading works on the cemetery lands to accommodate the proposed development.</li> <li>▪ The Owner will be required to satisfy all requirements of the Ministry of Consumer Services, Cemetery Regulation Unit.</li> </ul>
f.	City of Vaughan Design Review Panel	<ul style="list-style-type: none"> <li>▪ The applications will be reviewed in consideration of the recommendations of the City of Vaughan Design Review Panel of May 30, 2013.</li> <li>▪ The proposal must be considered at a second City of Vaughan Design Review Panel meeting prior to the Development Planning Department preparing a technical report for consideration by Vaughan Council.</li> </ul>
g.	Traffic, Transportation Management and Parking	<ul style="list-style-type: none"> <li>▪ A Traffic Impact Study, Transportation Demand Management Plan, and Parking Study, prepared by Paradigm Transportation Solutions Limited, has been submitted in support of the applications and must be reviewed and approved by the Region of York and the Vaughan Development/Transportation Engineering Department.</li> <li>▪ The location, design and configuration of the proposed driveway access to Regional Road 7, and confirmation of any required road widening(s) is required from the Region of York.</li> </ul>

	<b>MATTERS TO BE REVIEWED</b>	<b>COMMENT(S)</b>
h.	Water and Servicing Capacity and Allocation	<ul style="list-style-type: none"> <li>▪ The availability of water and sanitary servicing capacity for the proposed development must be identified and formally allocated by Vaughan Council, if the proposed development is approved. Should servicing capacity not be available, the use of a Holding Symbol "(H)" will be considered for the subject lands.</li> </ul>
i.	Additional Studies	<ul style="list-style-type: none"> <li>▪ The Phase 1 Environment Site Assessment (ESA), prepared by Soil Engineers Ltd., and the Functional Servicing and Stormwater Management Report, prepared by Urbtech Engineering, and submitted in support of the applications, must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.</li> <li>▪ The Geotechnical and Soils Report, prepared by Soil Engineers Ltd., and submitted in support of the applications, must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department and the Toronto and Region Conservation Authority.</li> <li>▪ The Noise Feasibility Study, prepared by HGC Engineering, and submitted in support of the applications, must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department and the Region of York.</li> <li>▪ A Sun/Shadow Study, prepared by E.I. Richmond Architects Ltd. and a Pedestrian Wind Study, prepared by RWDI Consulting Engineers and Scientists, submitted in support of the applications, must be approved to the satisfaction of the Vaughan Development Planning Department.</li> <li>▪ Review will be given to determine if any additional studies are required.</li> </ul>
j.	Toronto and Region Conservation Authority	<ul style="list-style-type: none"> <li>▪ The subject lands are located within the Toronto and Region Conservation Authority's (TRCA) Regulated Area. The proposal is subject to review by the TRCA, and the requirement of any additional permits and/or studies as required by the TRCA, will be identified through the review of the applications and identified in the future technical report.</li> </ul>
k.	Future Site Development Application	<ul style="list-style-type: none"> <li>▪ A future Site Development application is required, should the applications be approved, which would be reviewed to ensure, but not limited to, appropriate building and site design, sustainable site and building features, pedestrian connectivity, sun, shadow and wind impacts, access, internal traffic circulation, barrier free accessibility, garbage/recycling, snow storage, mail collection areas, landscaping, stormwater management, servicing and grading.</li> </ul>



	<b>MATTERS TO BE REVIEWED</b>	<b>COMMENT(S)</b>
		<ul style="list-style-type: none"> <li>▪ Opportunities for sustainable design, including CEPTD (Crime Prevention Through Environmental Design), LEEDS (Leadership in Energy and Environmental Design), permeable pavers, bio-swales, drought tolerant landscaping, bicycle racks to promote alternative modes of transportation, energy efficient lighting, reduction in pavement and roof-top treatment to address the "heat island" effect, green roofs, etc, will be reviewed and implemented through the site plan approval process, if approved.</li> </ul>
I.	Future Draft Plan of Condominium Application	<ul style="list-style-type: none"> <li>▪ A Draft Plan of Condominium (Standard) Application will be required to establish tenure for the proposed building, if the applications are approved.</li> </ul>

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

#### **Regional Implications**

The applications have been circulated to the Region of York for review and comment. Any issues will be addressed when the technical report is considered.

#### **Conclusion**

The preliminary issues identified in this report and any other issues identified through the processing of these applications will be considered in the technical review of the applications, together with comments from the public and Council expressed at the Public Hearing or in writing, and will be addressed in a comprehensive report to a future Committee of the Whole meeting.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Elevations

**Report prepared by:**

Daniel Woolfson, Planner, ext. 8213

Carmela Marrelli, Senior Planner, ext. 8791

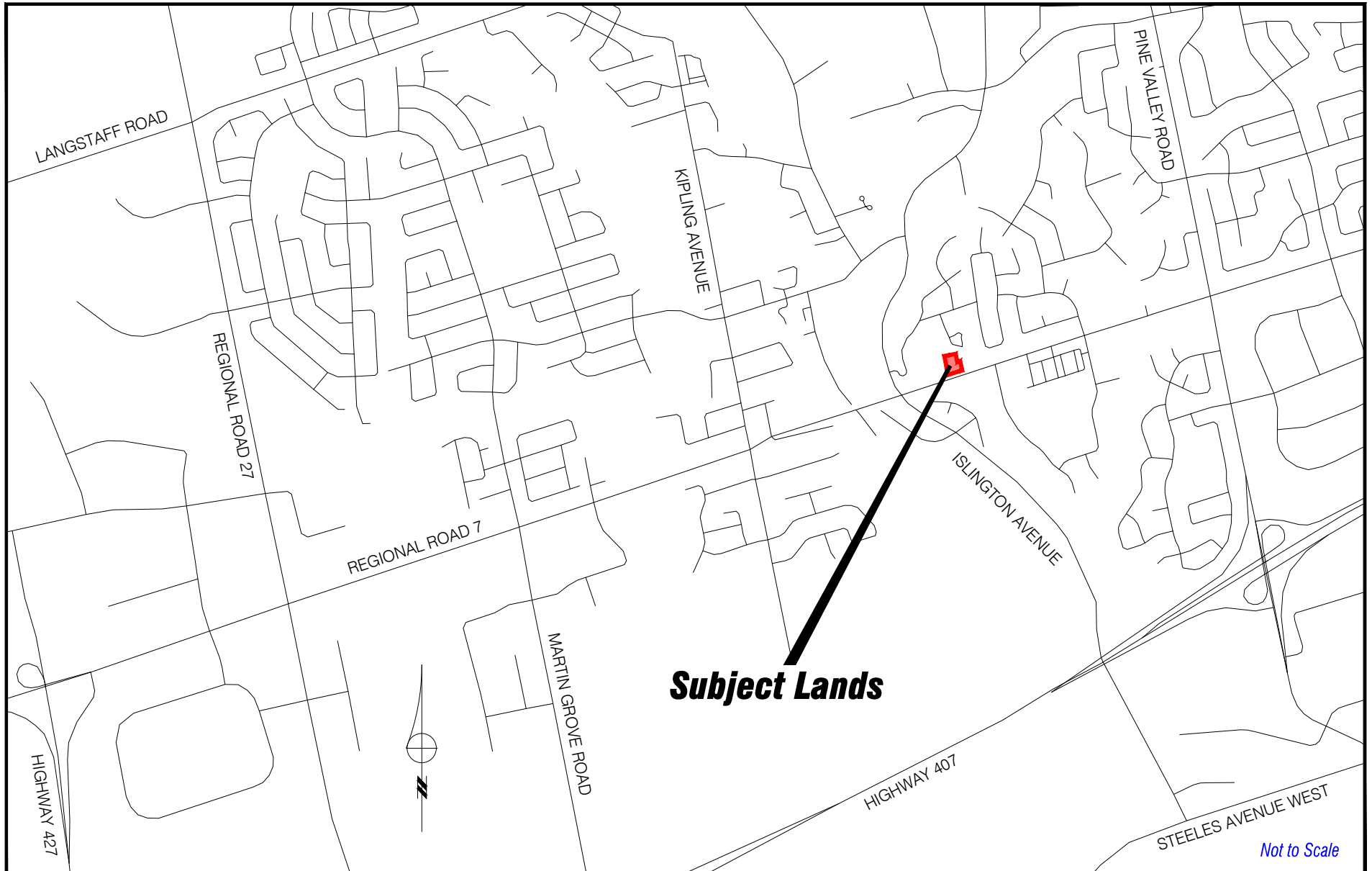
Mauro Peverini, Manager of Development Planning, ext. 8407

Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

GRANT UYEYAMA  
Director of Development Planning

/LG



## Context Location Map

LOCATION:  
Part of Lot 6, Concession 7

APPLICANT:  
Camelot on 7 Inc.

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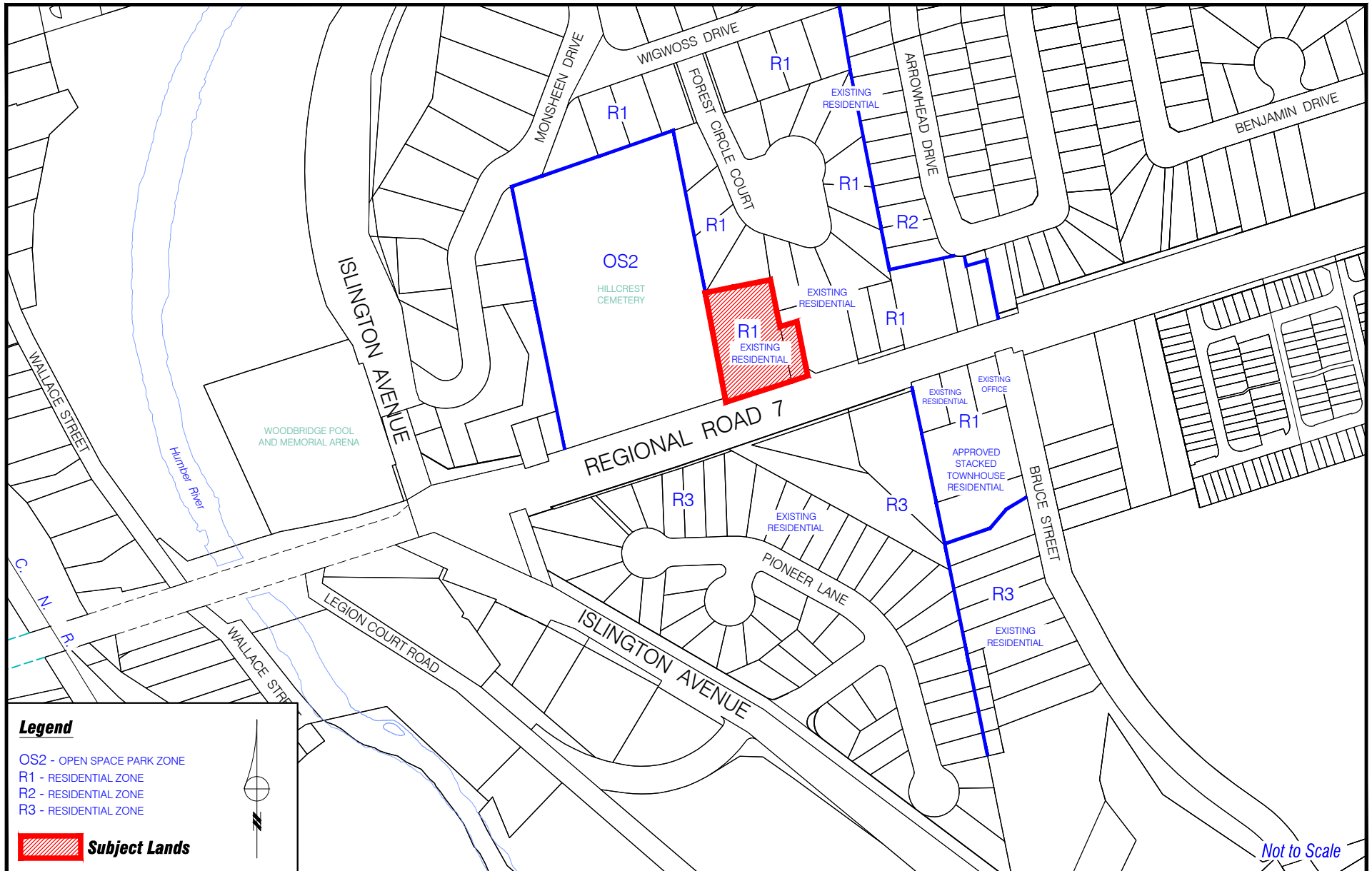
## Attachment

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OP.13.009, Z.13.012

DATE:  
October 01, 2013

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*Not to Scale*



## Location Map

LOCATION:  
Part of Lot 6, Concession 7

APPLICANT:  
Camelot on 7 Inc.

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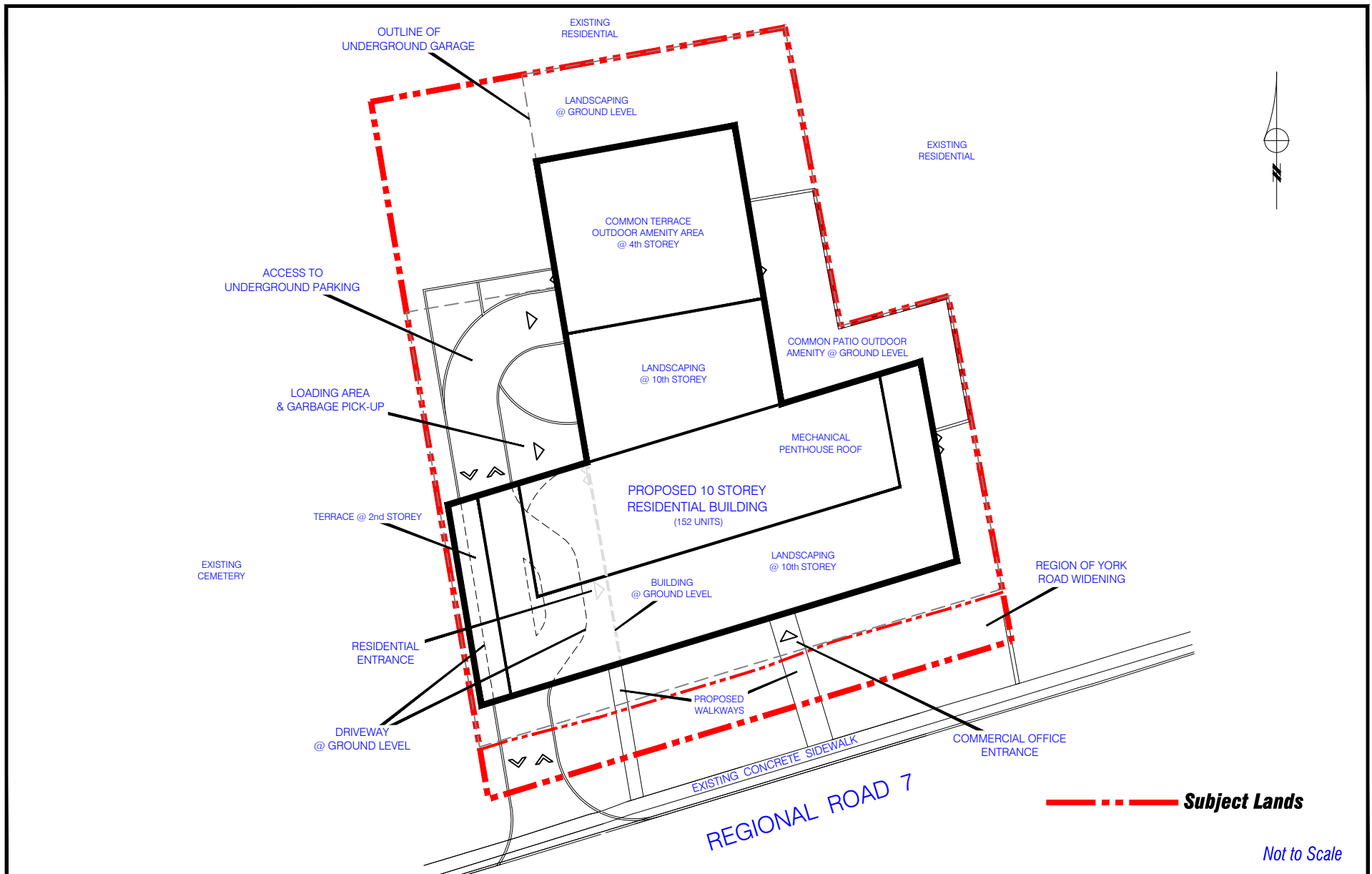


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## Site Plan

LOCATION:  
Part of Lot 6, Concession 7

APPLICANT:  
Camelot on 7 Inc.

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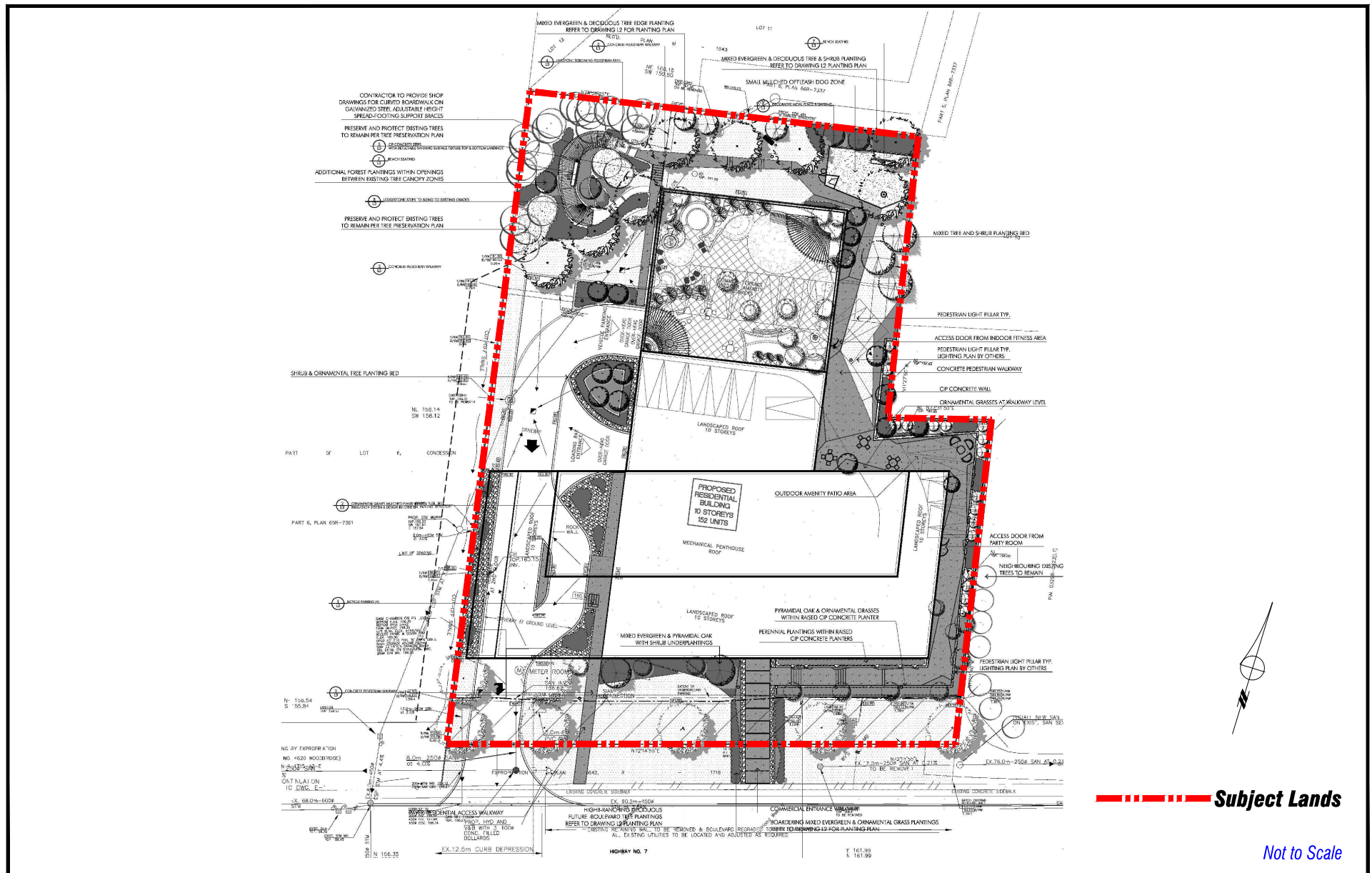


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DATE:  
October 01, 2013

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# Landscape Plan

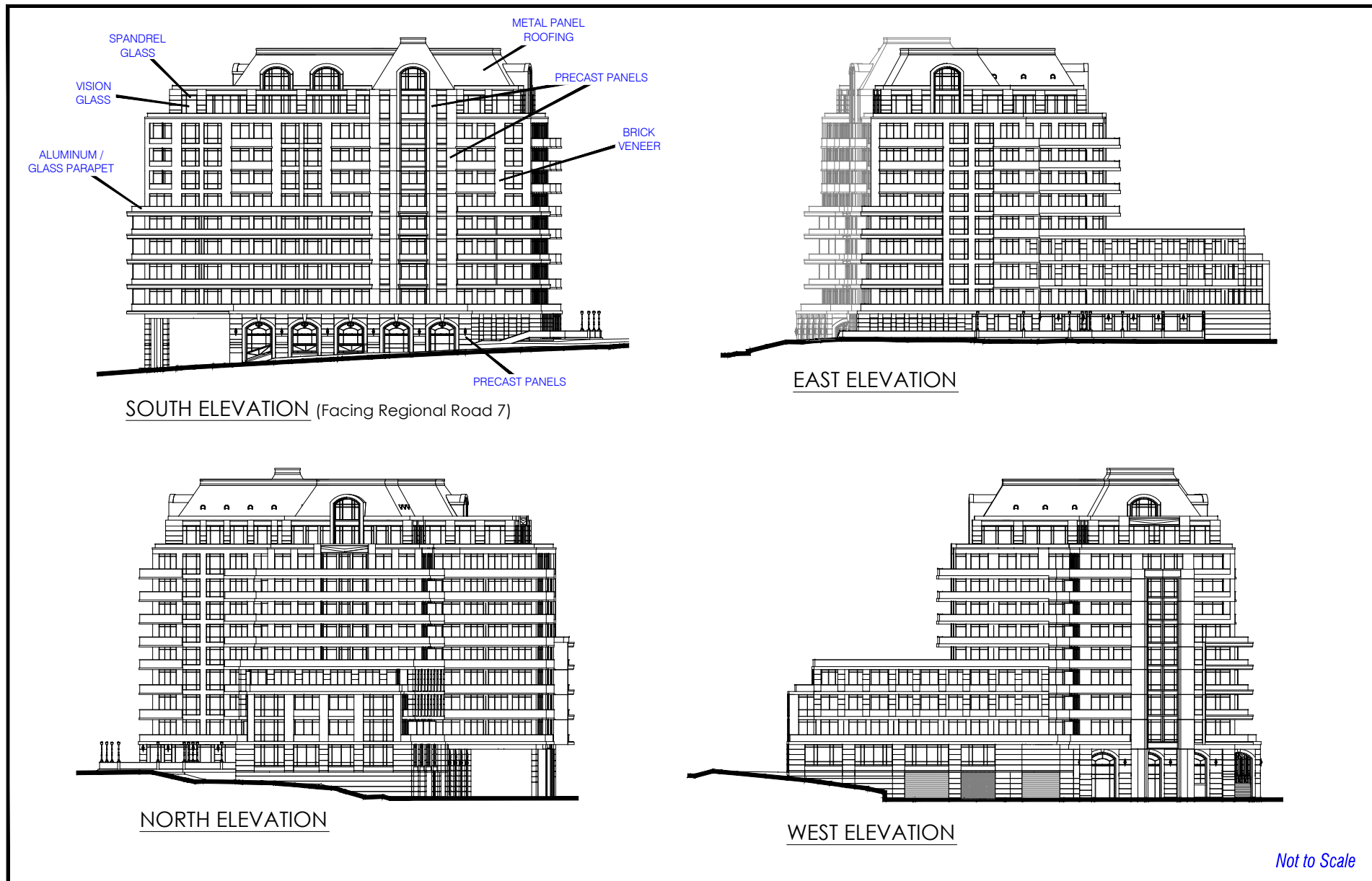
LOCATION:  
Part of Lot 6, Concession 7

APPLICANT:  
Camelot on 7 Inc.

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Attachment  
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DATE:  
October 01, 2013  
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## Elevations

LOCATION:  
Part of Lot 6, Concession 7

APPLICANT:  
Camelot on 7 Inc.

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## Attachment

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October 01, 2013

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