



File: A040/19

Applicant: Faizan Bari and Tanjina Islam

Address: 23 Marywood Ct Woodbridge ON

Agent: None

Please note that comments received after the preparation of this Staff Report (up until 12:00 p.m. on the scheduled hearing date) will be provided as an addendum.

Commenting Department	<input checked="" type="checkbox"/> Positive Comment <input checked="" type="checkbox"/> Negative Comment	Condition(s) <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Committee of Adjustment	<input checked="" type="checkbox"/>	
Building Standards	<input checked="" type="checkbox"/>	
Building Inspection	<input checked="" type="checkbox"/>	
Development Planning	<input checked="" type="checkbox"/>	
Cultural Heritage (Urban Design)	<input checked="" type="checkbox"/>	
Development Engineering	<input checked="" type="checkbox"/>	
Parks Department		
By-law & Compliance		
Financial Planning & Development	<input checked="" type="checkbox"/>	
Fire Department		
TRCA		
Ministry of Transportation		
Region of York	<input checked="" type="checkbox"/>	
Alectra (Formerly PowerStream)	<input checked="" type="checkbox"/>	
Public Correspondence (see Schedule B)	<input checked="" type="checkbox"/>	

Adjournment History: None.

Background History: None.



Minor Variance
Application

A040/19

Agenda Item: 5

Ward: 2

Staff Report Prepared By: Lenore Providence, Assistant Secretary Treasurer

Date of Hearing: Thursday, July 11, 2019

Applicant: Faizan Bari and Tanjina Islam

Agent: None.

Property: 23 Marywood Court, Woodbridge ON

Zoning: The subject lands are zoned R1 9(658) and subject to the provisions of Exception under By-law 1-88 as amended.

OP Designation: Vaughan Official Plan 2010: "Low-Rise Residential"

Related Files: None.

Purpose: Relief of the by-law is being requested to permit the construction of the following:

- a proposed circular driveway (with access onto more than one street)
- and a proposed portico

Relief is also being requested to permit the existing:

- stairs located in the interior and exterior side yard (east and west of the dwelling)
- walkway and chimney located in the interior side yard (north).

The following variances are being requested from By-Law 1-88, as amended, to accommodate the above proposal:

By-law Requirement	Proposal
1. A driveway shall not be accessed by more than one street.	1. To permit a driveway to access more than one street.
2. A maximum combined driveway width of 9 metres is permitted.	2. To permit a maximum combined driveway width of 13.14 metres.
3. A maximum curb cut of 6.0 metres is permitted.	3. To permit a maximum curb cut width of 6.29 metres.
4. A minimum front yard landscaping of 50% is required.	4. To permit a minimum front yard landscaping of 42%.
5. A minimum exterior side yard setback of 2.7 metres is required to the stairs.	5. To permit a minimum exterior side yard setback of 1.6 metres to the stairs.
6. Exterior stairways located in the exterior side yard, shall exceed one-half storey in height.	6. To permit the exterior side yard stairs to exceed one-half storey.
7. A minimum interior side yard setback of 1.2 metres is required to the stairs.	7. To permit a minimum interior side yard setback of 0.0 metres to the stairs and walkway.
8. A minimum interior side yard setback of 1.2 metres is required to the chimney.	8. To permit a minimum interior side yard setback of 1.0 metres to the chimney.

Background (previous applications approved by the Committee on the subject land): None.

Adjournment History: None

Staff & Agency Comments

Please note that staff/agency comments received after the preparation of this Report will be provided as an addendum item to the Committee. Addendum items will shall only be received by the Secretary Treasurer until **4:00 p.m.** on the last business day **prior** to the day of the scheduled Meeting.

Committee of Adjustment:
Public notice was mailed on June 26, 2019

Applicant to confirm posting of signage in accordance with the Planning Act.

Property Information	
Existing Structures	Year Constructed
Dwelling	1996

Applicant has advised that they cannot comply with By-law for the following reason(s): Circular driveway to facilitate mobility of a disabled senior citizen occupant of the house. See Schedule B for more details.

Adjournment Request: None

Building Standards (Zoning Review):

Stop Work Order(s) and Order(s) to Comply: N/A

Building Permit No. 94-000452 for Single Detached Dwelling - Issue Date: May 30, 1994. Final inspections have not yet been completed.

A building permit is required. Please contact (905)832-8510 for building permit requirements.

The applicant has confirmed the following:

1. A maximum accessory building height (shed) shall be 2.5 metres measured from the average finished grade to the highest point. Further, the maximum eave and gutter projection is 0.30 metres.
2. The rear yard deck and stairs are unexcavated and uncovered.
3. The walkway near the exterior side lot line is on grade.
4. The rear yard setbacks to the deck and stairs are 7.95m and 8.85m respectively.

Please be aware that any hard landscaping beyond the property line may require an Encroachment Agreement which may be applied for through the Clerk's Department.

Building Inspections (Septic):

No comments or concerns

Development Planning:

Vaughan Official Plan 2010: "Low-Rise Residential"

The Owner is requesting permission to construct a circular driveway for accessibility purposes, make alterations to the front entrance of the dwelling and, maintain stairs and a chimney located in the interior side yard.

The Development Planning Department and Development Engineering Department visited the site on April 15, 2019. The subject property is an irregular interior lot located along a cul-de-sac (Marywood Drive); however, is considered a corner lot as per Zoning By-law 1-88. With respect to Variance #1, Zoning By-law 1-88 defines a corner lot to be "a lot situated at the intersection of and abutting upon two (2) or more streets provided that the angle of intersection of such streets is not more than 135 degrees". As the street line bends at an angle of less than 135 degrees, the subject property is deemed to be a corner lot. The Development Planning Department is of the opinion that Variance #1 is technical in nature as the subject property does not appear to be a typical corner lot and that the proposal will not cause adverse impacts to the streetscape.

Variances #2, #3 and #4 are considered minor in nature as they permit the circular driveway to accommodate accessible vehicles such as Mobility Plus (York Regional Transit) and Wheel-Trans (Toronto Transit Commission). Due to the definition of "Front Yard" in Zoning By-law 1-88, a sizeable portion of soft landscaping along the front façade of the dwelling is excluded from the front yard landscaping area calculations resulting in a minor deficiency. Variances #5 and #6 are considered minor as the height of the finished first floor from the average grade requires an elevated porch and is designed to eventually accommodate a future chair lift.

Variances #7 and #8 are existing site conditions and the relief requested is minor in nature. The wooden stairs located in the interior side yard do not appear to negatively impact drainage on the neighbouring lot.

The chimney is an original feature of the dwelling and does not impact the adjacent property.

The Owner has worked closely with the Development Planning Department and the Development Engineering Department with respect to the location and grading of the driveway. The Development Engineering Department has no objections to the proposed driveway for accessibility purposes provided the Owner obtains lot grading approval prior to commencing the works. Accordingly, the Development Planning Department is of the opinion that the proposal is minor in nature, meets the intent of the Official Plan and Zoning By-law and is desirable for the appropriate development of the land.

The Development Planning Department recommends approval of the application.

Cultural Heritage (Urban Design):

There are no cultural heritage concerns for this application.

Development Engineering:

The Development Engineering Department has reviewed minor variance application A040/19 for 23 Marywood Court and we provide the following comments and subsequent conditions to be placed in the Notice of Decision:

Further to the iterations of the grading design resulting from correspondence between the Owner of the subject lands and the Development Engineering (DE) Department, DE is confident that the proposed driveway additions and the surrounding lot fabric can be adequately graded to support the application. The final lot grading shall provide safe accessibility for patrons of the dwelling while minimizing steep slopes and excessive changes in slope. As such, DE offers the following items to be modified and added to the proposed grading plan, in an effort to finalize the grading details prior to construction. A redlined drawing, called Sketch 1, has been provided with these comments for reference purposes:

1. Please revise the grading drawing to show the average driveway slope from interface with the existing driveway to the streetline. Please note that changes in slope shall not exceed 5%;
2. Please revise the grading drawing to denote a constant driveway crossfall. The current site grading drawing shows a proposed driveway with a meandering crossfall;
3. Please revise the grading drawing to show additional streetline grades and driveway grades on the south-west edge of the proposed driveway; and subsequently, the sloping in this area shall be between 2 - 5%, or 3:1 max.;
4. Please note that the driveway slope from the streetline to the municipal curb shall not exceed 8%;

Further to the requested revisions to the grading drawing, DE offers no further comment or objection to minor variance application A040/19.

Update:

The Applicant has submitted a revised grading plan on June 26, 2019 in response to comments given by Development Engineering. Please note that Development Engineering has no further comment or objection to the subject application further to the revised plan.

Parks Development:

The attached minor variance application regarding the proposed circular driveway of a combined width of 10.19m. Based on the letter provided from Rexdale Community Health Centre and the York Region Transit Mobility Plus is sufficient evidence proving hardship for a person with a disability and as such I have no objection in the approval of the minor variance for the driveway. Approving the minor variance will not affect any City of Vaughan's trees or street furniture

A 2m, protection, "no touch" zone is to be established around the two City Linden trees. This minimum distance is for all construction including, grading and construction envelope.

The Protection Zone is to be established using the latest light duty tree protection specifications, to be approved by Forestry Staff prior to the start of construction (attached).

By-Law and Compliance, Licensing and Permit Services:

No Response.

Financial Planning and Development Finance:

No comment no concerns

Fire Department:

No Response.

Schedule A – Plans & Sketches**Schedule B – Public Correspondence**

Justification Letter (applicant)
Letter of Support – M. Strazzeri, 11 Marywood Court
Letter of Support – A. Sbergio, 22 Marywood Court
Letter of Support – D. Vogan, 18 Marywood Court
Letter from York Region Transit Mobility

Schedule C - Agency Comments

Alectra (Formerly PowerStream) – No concerns or objections
Region of York – No concerns or objections
MTO – Located outside of MTO permit control area

Schedule D - Previous Approvals (Notice of Decision)

None.

Staff Recommendations:

Staff and outside agencies (i.e. TRCA) act as advisory bodies to the Committee of Adjustment. Comments received are provided in the form of recommendations to assist the Committee.

The Planning Act sets the criteria for authorizing minor variances to the City of Vaughan's Zoning By-law. Accordingly, review of the application considers the following:

- ✓ That the general intent and purpose of the by-law will be maintained.
- ✓ That the general intent and purpose of the official plan will be maintained.
- ✓ That the requested variance(s) is/are acceptable for the appropriate development of the subject lands.
- ✓ That the requested variance(s) is/are minor in nature.

Should the Committee find it appropriate to approve this application in accordance with request and the sketch submitted with the application as required by Ontario Regulation 200/96.

Please Note:

Relief granted from the City's Zoning By-law is determined to be the building envelope considered and approved by the Committee of Adjustment.

Development outside of the approved building envelope (subject to this application) must comply with the provisions of the City's Zoning By-law or additional variances may be required.

Elevation drawings are provided to reflect the style of roof to which building height has been applied (i.e. flat, mansard, gable etc.) as per By-law 1-88 and the Committee of Adjustment approval. Please note, that architectural design features (i.e. window placement), that do not impact the style of roof approved by the Committee, are not regulated by this decision.

Conditions

It is the responsibility of the owner/applicant and/or authorized agent to obtain and provide a clearance letter from respective department and/or agency. This letter must be provided to the Secretary-Treasurer to be finalized. All conditions must be cleared prior to the issuance of a Building Permit.

Notice to the Applicant – Development Charges

That the payment of the Regional Development Charge, if required, is payable to the City of Vaughan before issuance of a building permit in accordance with the Development Charges Act and the Regional Development Charges By-law in effect at the time of payment.

That the payment of the City Development Charge, if required, is payable to the City of Vaughan before issuance of a building permit in accordance with the Development Charges Act and the City's Development Charges By-law in effect at the time of payment.

That the payment of the Education Development Charge if required, is payable to the City of Vaughan before issuance of a building permit in accordance with the Development Charges Act and the Boards of Education By-laws in effect at the time of payment

That the payment of Special Area Development charge, if required, is payable to the City of Vaughan before issuance of a building permit in accordance with the Development Charges Act and The City's Development Charge By-law in effect at the time of Building permit issuance to the satisfaction of the Reserves/Capital Department.

Notice to Public

WRITTEN SUBMISSIONS: Any person who supports or opposes this application, but is unable to attend the hearing, may make a written submission, together with reasons for support or opposition. Public written submissions on an Application shall only be received by the Secretary Treasurer until **4:00 p.m.** on the last business day **prior** to the day of the scheduled Meeting.

Written submissions can be mailed and/or emailed to:

City of Vaughan
Committee of Adjustment
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
CofA@vaughan.ca

ORAL SUBMISSIONS: If you wish to attend the meeting you will be given an opportunity to make an oral submission. Presentations to the Committee are generally limited to 5 minutes in length. Please note that Committee of Adjustment meetings are audio recorded. Your name, address comments and any other personal information will form part of the public record pertaining to this application.

PUBLIC RECORD: Personal information is collected under the authority of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), the Planning Act and all other relevant legislation, and will be used to assist in deciding on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will become property of the City of Vaughan, will be made available for public disclosure (including being posted on the internet) and will be used to assist the Committee of Adjustment and staff to process this application.

NOTICE OF DECISION: If you wish to be notified of the decision in respect to this application or a related Local Planning Appeal Tribunal (LPAT) hearing you must complete a Request for Decision form and submit to the Secretary Treasurer (ask staff for details). In the absence of a written request to be notified of the Committee's decision you will **not** receive notice.

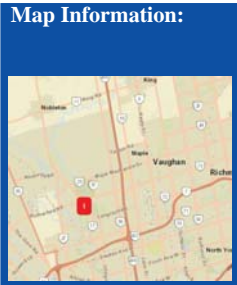
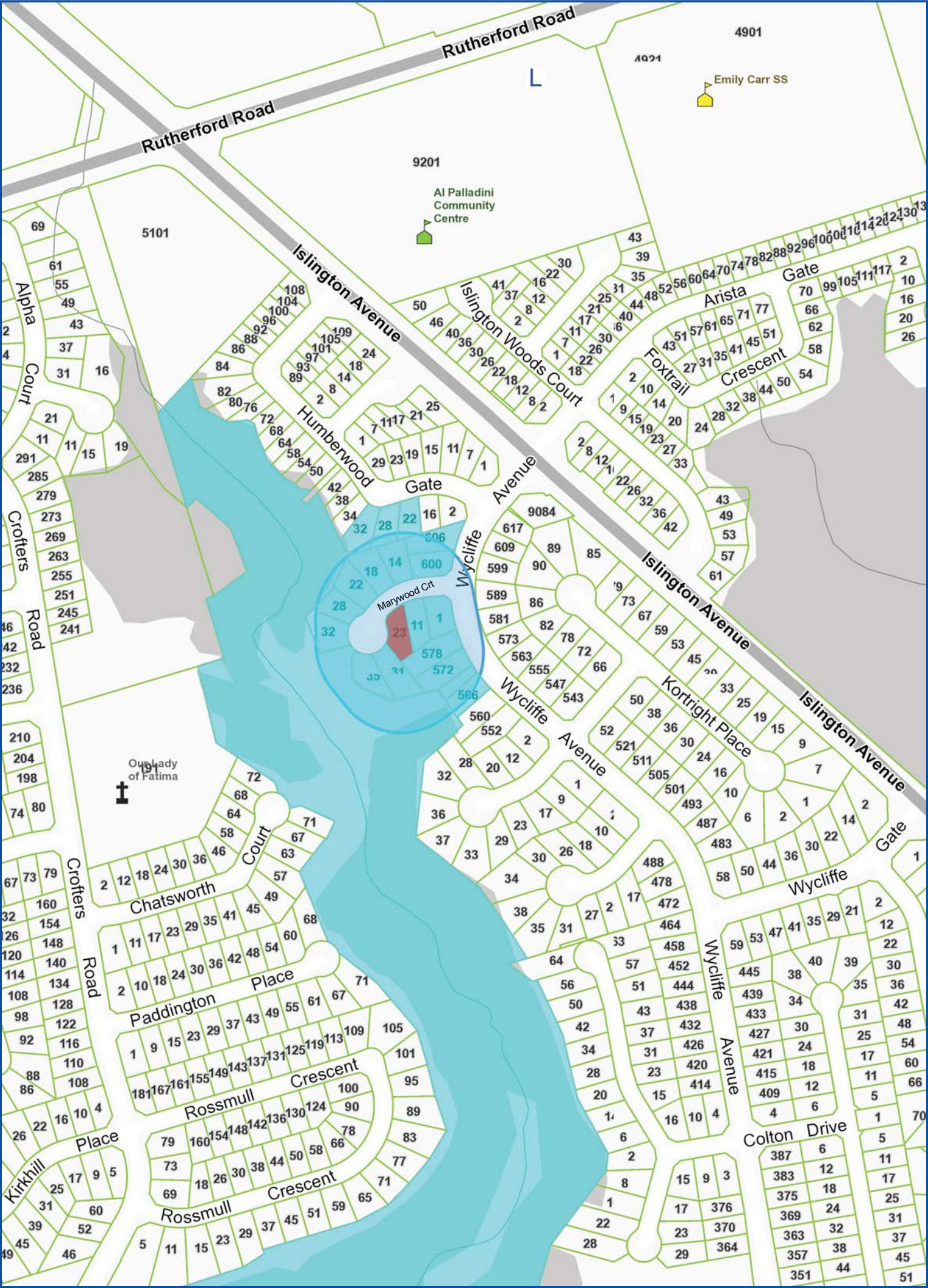
For further information please contact the City of Vaughan, Committee of Adjustment

T 905 832 8585 Extension 8394
E CofA@vaughan.ca

Schedule A: Plans & Sketches

Please note that the correspondence listed in Schedule A is not comprehensive. Plans & sketches received after the preparation of this staff report will be provided as an addendum. Correspondence will only be accepted until 12:00 p.m. on the date of the scheduled hearing.

Location Map
Sketches



Title: NOTIFICATION MAP - A040/19

23 Marywood Court, Woodbridge

Disclaimer:
Every reasonable effort has been made to ensure that the information appearing on this map is accurate and current. We believe the information to be reliable, however the City of Vaughan assumes no responsibility or liability due to errors or omissions. Please report any discrepancies to Infrastructure Programming.

VAUGHAN

Scale: 1:4,514
0 0.07 km

Created By:
Infrastructure Delivery
Department
March 27, 2019 3:00 PM

Projection:
NAD 83
UTM Zone
17N

1. To permit a driveway to access more than one street.
2. To permit a maximum combined driveway width of 13.14 metres.
3. To permit a maximum curb cut width of 6.29 metres.
4. To permit a minimum front yard landscaping of 42%.
5. To permit a minimum exterior side yard setback of 1.6 metres to the stairs.
6. To permit the exterior side yard stairs to exceed one-half storey.
7. To permit a min. interior side yard setback of 0.0m to the stairs and walkway.
8. To permit a minimum interior side yard setback of 1.0 metres to the chimney.

PRO LAND

LANDSCAPE CONSTRUCTION INC

CLIENT:

ADDRESS:

DRAWN BY:

CHECKED BY:

SCALE:

DATE:

PRO LAND LANDSCAPE CONSTRUCTION INC.

13 KENNEDY BLVD. UNIT 58

BRANDTOWN ON LRT 508

T: (905) 799-6100 F: (905) 799-6125

WWW.PROLANDCA

23 MARYWOOD

VARIANCE/PERMIT

APPLICATION

ARMOUR STONE

(HEIGHTS ON GRADING PLAN)

CONCRETE BLOCK WALLS

(HEIGHTS ON GRADING PLAN)

SOFTSCAPE

(500 & PLANTINGS)

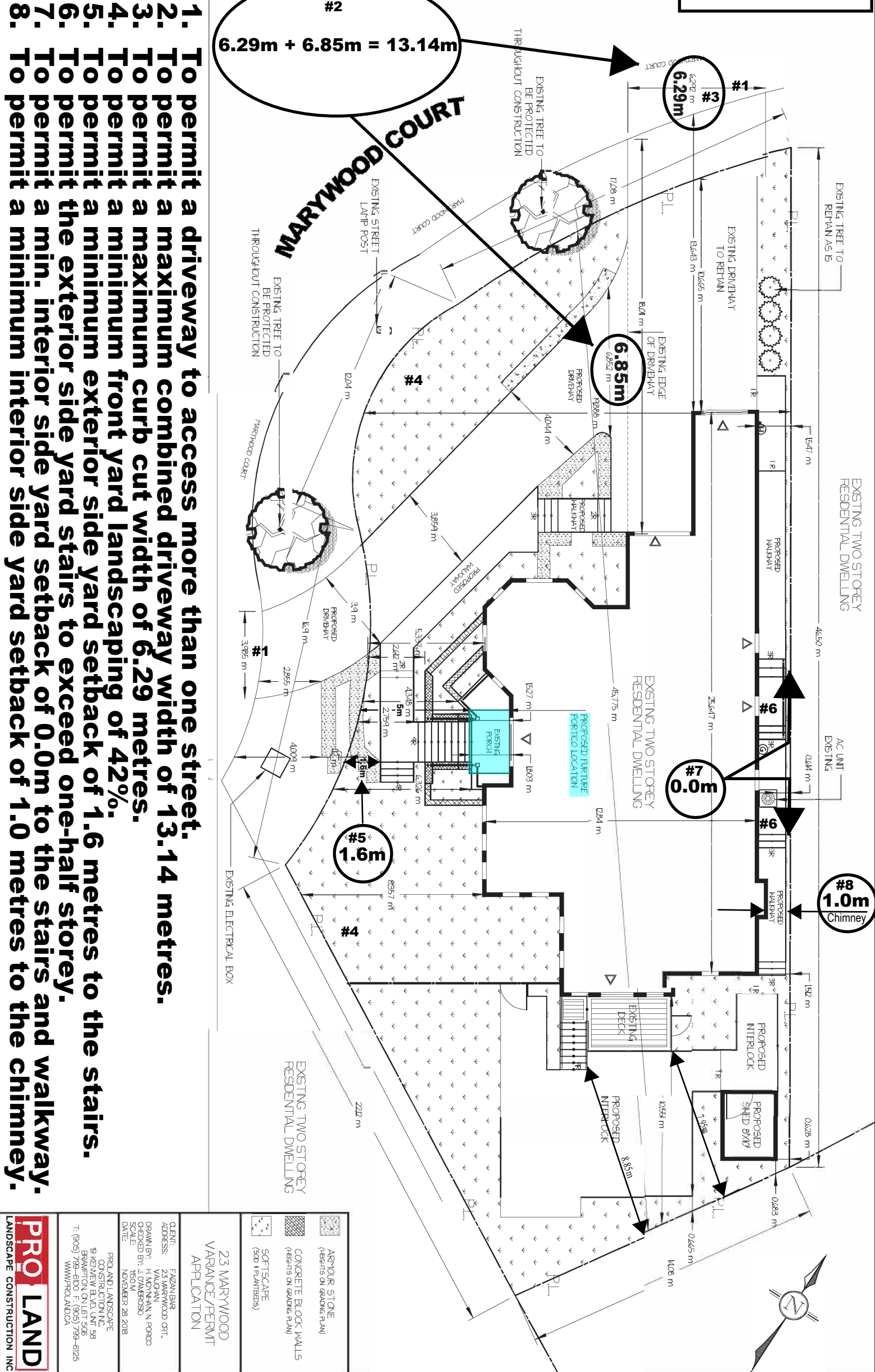
PRO LAND LANDSCAPE CONSTRUCTION INC.

13 KENNEDY BLVD. UNIT 58

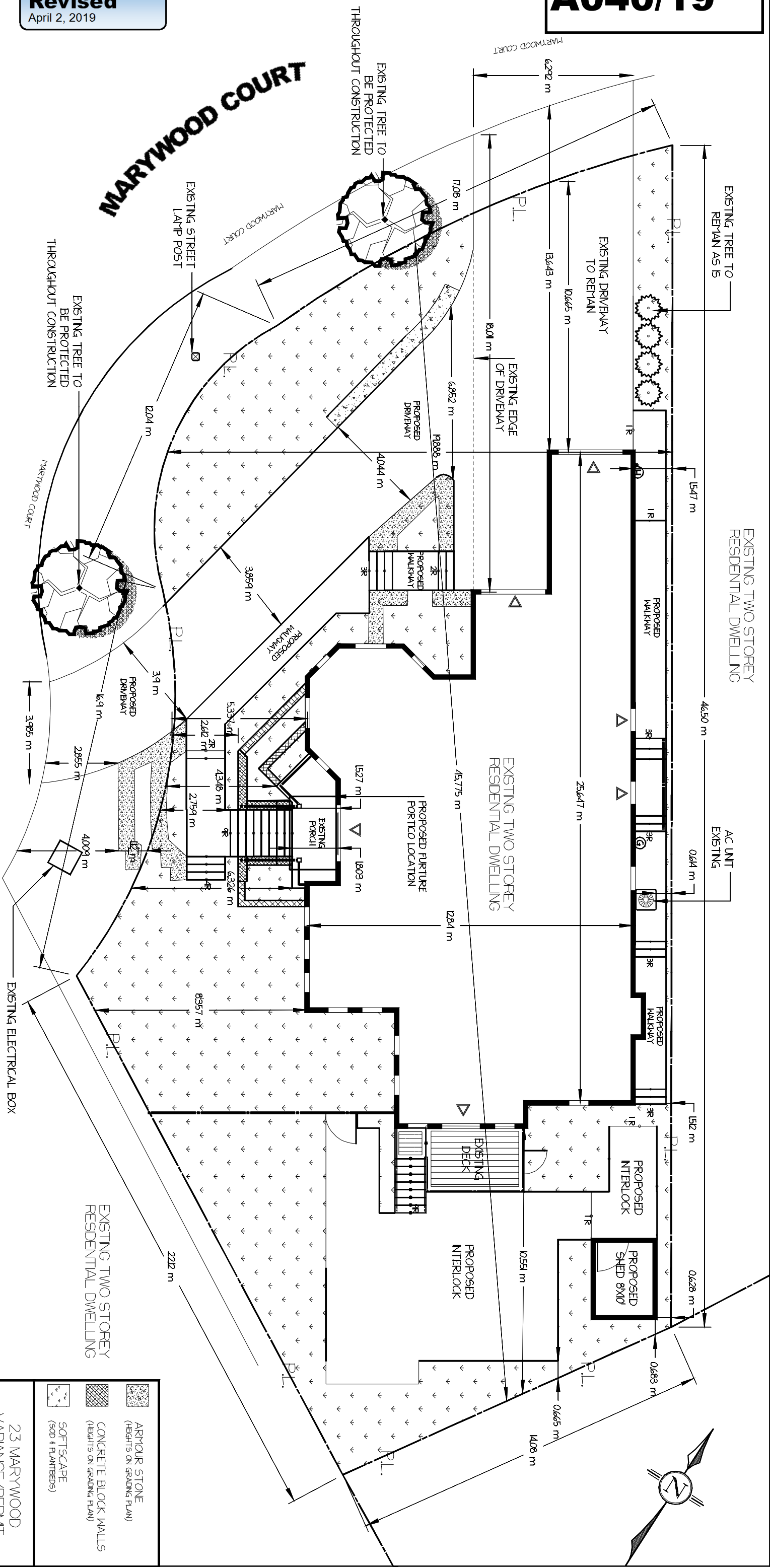
BRANDTOWN ON LRT 508

T: (905) 799-6100 F: (905) 799-6125

WWW.PROLANDCA



A040/19



AREA CALCULATIONS


TOTAL LOT SIZE: 897.607 M2
EXISTING DWELLING SIZE: 245,856 M2
EXISTING DWELLING LOT COVERAGE: 27.4 %
TOTAL LOT SOFTSCAPE: 308,519 M2
TOTAL LOT SOFTSCAPE PERCENTAGE: 34.4%
EXISTING DRIVEWAY COVERAGE: 83,373 M2 (9%)
PROPOSED DRIVEWAY COVERAGE IN FRONT: 20,886 M2
PROPOSED DRIVEWAY COVERAGE IN SIDE: 50,508 M2
TOTAL DRIVEWAY COVERAGE
(EXISTING & PROPOSED): 154,767 M2 (17.2%)


FRONT CALCULATIONS


FRONT YARD SIZE: 155.736 M2
FRONT SOFTSCAPE COVERAGE: 65.802 M2
FRONT SOFTSCAPE PERCENTAGE: 42%
EXISTING FRONT DRIVEWAY COVERAGE: 66.89 M2
PROPOSED DRIVEWAY COVERAGE IN FRONT: 20.886 M2
TOTAL DRIVEWAY COVERAGE IN FRONT: 87.77 M2
REAR YARD CALCULATIONS
REAR YARD SIZE: 190.478 M2
REQUIRED SOFTSCAPE: 55.478 M2
PROPOSED SOFTSCAPE: 86.307 M2 (45%)

EXTERNAL SIDE CALCULATIONS

EXTERNAL SIDE YARD SIZE: 26.58 M²
SIDE SOFTSCAPE COVERAGE: 148.56 M²
SIDE SOFTSCAPE PERCENTAGE: 57%
EXISTING SIDE DRIVEWAY COVERAGE: 16.423 M²
PROPOSED DRIVEWAY COVERAGE IN SIDE: 50.402 M²
TOTAL DRIVEWAY COVERAGE IN SIDE: 66.825 M²
PROPOSED COVERED PORCH
PROPOSED PORTICO: 15.27M X 2.273M WITH 1' ROOF OVERHANG
PORTICO SIZE: 3.47 M²
PORTICO LOT COVERAGE: 0.38%

- 

ARMOUR STONE
(HEIGHTS ON GRADING PLAN)
- 

CONCRETE BLOCK WALLS
(HEIGHTS ON GRADING PLAN)
- 

SOFTSCAPE
(SOD # PLANTBEDS)

23 MARYWOOD
VARIANCE/PERMIT
APPLICATION

CLIENT:	F. ALZANI B&A
ADDRESS:	233 MARWOOD CRT., VALUOHAN
DRAWN BY:	H. MONTANAN, N. PORCO
CHECKED BY:	J. DAMBROSIO
SCALE:	1/50 M
DATE:	NOVEMBER 28 2018

Schedule B: Public Correspondence Received

Please note that the correspondence listed in Schedule B is not comprehensive. Written submissions received after the preparation of this staff report will be provided as an addendum. Written submissions from the public will only be accepted / processed until 12:00 p.m. on the date of the scheduled hearing.

- Justification Letter (applicant)**
- Letter of Support – M. Strazzeri, 11 Marywood Court**
- Letter of Support – A. Sbergio, 22 Marywood Court**
- Letter of Support – D. Vogan, 18 Marywood Court**
- Letter from York Region Transit Mobility**

D4

We cannot comply with the By-law for the following reasons:

Background

- A) The lot is situated in a court with one road. Although the curvature of the lot lines might allow this lot to be classified as a corner lot, an argument can be made that the lot is not a corner lot based on where in the court this property sits. City staff has suggested that they would consider this lot to be a corner lot. When contacted, real estate brokers are unable to classify this lot as corner lot with a premium price as this lot does not qualify the criteria normally used for the real estate transactions.
- B) City staff have also suggested that although same road enters and exits the court, for purpose of the applicable By-laws, they would consider two roads in that court. This is rather difficult to understand as there is only one road that enters and exits the court.
- C) The lot is an irregular shaped lot where the parking and driveway are situated on one side of the property and the main entrance is on the other side of the property. It is a matter of debate as to where the front of the house would be due to the irregular shape of this lot. City staff has stipulated that they consider the portion of the lot where the driveway and parking garage is situated to be front of the house. This results in the portion of the lot that is in front of the main entrance to be deemed as "external side yard".
- D) We have spoken to all our neighbours in the court and when informed of the proposed circular driveway, on one has expressed any objection to it.
- E) We have one elderly relative with disability who lives with us. We are also expecting 2 other elderly relatives to come and live with us in the near future. All three of them have mobility and health issues. Since the driveway is quite far from the main entrance, EMS staff would have to park the car in the driveway and carry stretcher to the main entrance should there be any health emergency. This would be an extremely difficult exercise for the emergency staff and might add to the response time. Parking the ambulance on the court and carrying the stretcher to the main entrance would not be feasible for the EMS staff due to the hazard posed by un even grading of the area from the court to the stairs leading to the main entrance. Entrance and movement is not feasible through the other remaining entrance via the laundry room as the entrance and the walkway in that area is quite narrow. Furthermore, Mobility Plus vehicles would also have to park in the driveway and the elderly resident

would then have to walk to the main entrance. This would also pose difficulty and have risk of falls.

Reasons why we cannot comply with the By-laws:

- F) As mentioned, parking garage and driveway is currently situated at considerable distance away from the main entrance of the house. It is difficult for the current elderly occupant of the home with mobility issues to walk from the driveway to the main entrance of the house (a medical note is included with this application). This distance also poses considerable risk of fall for this elderly occupant. A circular driveway that extends to the main entrance of the house allows for the disabled elderly individual to be dropped off by the entrance of the house by both family vehicles as well as the Mobility Plus Service vehicles (assisted transit service for York region, letter of eligibility included). This would require access to two points of the same road. The city staffs maintain that there are two roads in that court with same name. if the committee agrees that there are two roads in the court with the same name, It would require minor variance approval from the committee. If the committee concludes there to be only one road in the court, there would not be the need for minor variance as the proposed driveway would enter and exit the same road.
- G) The current stairs to the main entrance have 7.5 inches rise. We are proposing to turn these sets of stairs into garden beds and to construct new steps up to the main entrance. We are proposing for the new steps to have rises of 5.5 inches to facilitate ease of access for the disabled elderly resident. This would not require any variance approval.
- H) Construction of circular driveway would result in a combined curb cut that is greater than 9 meters. This is due to current grading and shape of this irregular lot. This would require minor variance approval from the committee.
- I) Construction of this circular driveway to result in front landscape coverage to be at 42% vs. the By-law required 50%. The city staffs have determined the smaller portion of lot to be front yard of the property and the proposed circular driveway occupies a bigger portion of that front yard. This would require minor variance approval from the committee.

In conclusion

We have located multiple properties around our property that have circular driveway on corner lots with entrance and exists on different streets. We have also found

circular driveways on courts with similar curvature of property lines as ours and one street entering and exiting the court. The property next door to us (11 Marywood Court) does also sit in our court and has a circular driveway.

Furthermore, the proposed circular driveway in this court would pose little to no danger to any pedestrians as there are no pedestrian walk ways in the court and the non-resident vehicle/pedestrian traffic is close to zero in the court. Many of the houses back into a ravine and as such, there is little possibility of city constructing a road through this court in the future which might increase traffic through the court.

Based on all the evidence provided above, we think the proposed variance is minor in nature and maintains the general intent and purpose of the Official Plan and zoning By-law while also being desirable for the appropriate development of the land. We also believe that the proposed variances would be consistent with the character of the existing dwelling in the area. To that end, we request the committee to approve the minor variance proposed.

Providence, Lenore

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

From: Maria Strazzeri <[REDACTED]>

Sent: May-06-19 11:47 AM

To: Providence, Lenore <Lenore.Providence@vaughan.ca>

Cc: Bell, Brandon <Brandon.Bell@vaughan.ca>; Faizan Bari <[REDACTED]>

Subject: File number - A040/19

Good morning Lenore and Brandon,

This letter is to confirm that my family and I are in favour for the new construction plans my next door neighbour, 23 Marywood Crt, Woodbridge. Marywood Crt neighbours are all waiting for City of Vaughan approval. We are on a small court and most neighbours have been living on Marywood Crt for 25 years.

Faizan Bari has spent a lot of money on total home renovations and now he wants to finish his outside bringing great value to the community. We are all excited to see 23 Marywood Crt finally fit in with the rest of our court and surrounding area.

The previous owners did absolutely nothing to their home and landscape. The City should be happy to see a new home owner (Faizan Bari) who wants to create a beautiful landscape and bring value to our community.

All of us neighbours on Marywood Crt have been excited to see such improvements to 23 Marywood Crt since Faizan Bari and his family purchased the home.

23 Marywood Crt is built like a corner house only because the developer "Royal Pine" decided to build this house like that. This house is NOT on a corner lot. It is located in the middle of a court. We are only 10 houses on this court and 7 out of 10 homes are the original home owners, including my home. 2 out of the 10 homes are second time buyers but have been with us for many many years. They also brought value to our court when they moved in. They renovated their houses and fully landscaped the outside.

Now the last 1 out of 10 homes is Faizan's home. The original owners were there over 20 years and run the house down very badly. Now Faizan wants to make his house look beautiful inside and out. Great for all of us.

Please take this letter as our acceptance of the construction approval for 23 Marywood Crt. We are familiar with the new circular driveway and adjusting the outdoor stairs near the front door area. I'm sure it will be beautiful once it's completed.

If you have any questions or concerns please contact me through email.

Thank you for taking the time to read my letter.
Have a nice day and hope to see results soon.

Maria Strazzeri and Family
11 Marywood Crt
Woodbridge, Ontario
L4L 8S8

Sent from my iPhone

Providence, Lenore

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

From: Dennis Vogan [REDACTED]

Sent: May-07-19 9:10 AM

To: Bell, Brandon <Brandon.Bell@vaughan.ca>; Providence, Lenore <Lenore.Providence@vaughan.ca>

Cc: faizan.bari@hotmail.com

Subject: File A040/19 - proposed circular driveway

Dear Brandon/Lenore,

I am the owner of 18 Marywood Court: directly across the street from Faizan Bari at 23 Marywood. I understand Mr Bari will be going before the Vaughan Committee of Adjustment regarding his permit application for a circular driveway.

Mr Bari has discussed at length what he has proposed regarding his front landscaping and circular driveway. I have absolutely no issues with Mr. Bari installing a circular driveway and would fully support his proceeding with the proposed plans. Mr. Bari has already made significant investments to improve the appearance of the property and I fully trust that anything he does going forward will continue to be of the same calibre. Please feel free to contact me if there is anything I can do to assist further here.

Sincerely,

Dennis Vogan
18 Marywood Court
Woodbridge, Ontario
L4L 8S8
[REDACTED]

Providence, Lenore

Subject: FW: File #A040/19

From: D SBERGIO [REDACTED]

Sent: May-07-19 9:29 AM

To: Providence, Lenore <Lenore.Providence@vaughan.ca>; Bell, Brandon <Brandon.Bell@vaughan.ca>

Subject: Fw: File #A040/19

Hello

I live at 22 Marywood Court, in Woodbridge, my neighbor is Faizan, his family purchased the home right across from ours and has done a wonderful job fixing it for the comfort of his family. Faizans work is not over as of yet, now he has to work on the outside, to make it pleasing to the eye and also workable for his family.

My family is in the business of driveways, and is totally agreeing with Faizans' intentions of a circular driveway

Sincerely

Antonietta Sbergio

November 30, 2018



We are pleased to advise you that your application for York Region Transit Mobility Plus has been approved. You have been assigned the above identification number (I.D. #). Also attached to this letter is your registration card, which identifies you as an approved rider. Please carry it with you when travelling with Mobility Plus. Your eligibility status is MP-1FS. Should your disability require **that you travel with an attendant**, (denoted by “-A” after ID#), the attendant must be 18 years of age or older.

In March 2010, a review of client’s trips was completed by Mobility Plus Staff to determine where a passenger can utilize the conventional service for all or a portion of their required trip. Mobility Plus determined that many of your trips could be transported by the YRT, Family of Services, which is a combination of Viva, YRT, Community Bus and Mobility Plus.

This is a YRT initiative for all Mobility Plus clients who can access the “Family of Services”. Mobility Plus will continue to utilize both conventional and specialized transit to provide trips.

Staff are here to help you co-ordinate your requested trips and travel train you to ensure you reach your destination on time. Please advise the Trip Reservationist when booking that travel training is required. Please be advised that your eligibility status is MP-1FS and a new Mobility Plus card is enclosed.

When booking your ride please provide Mobility Plus staff with your registration number, your exact pick-up and destination address, the date and time of each trip and the number of persons you wish to have travel with you. Please note that with the substantial demand for service experienced by Mobility Plus that other than the requirement for a personal attendant your request for guests may be declined due to the lack of available vehicle space.

Advance bookings can be made 7 days in advance or as soon as the day before, if you call before 4:00pm. For example, a ride requested for Thursday can be requested no later than Wednesday at 4:00pm. Customers are advised to book return rides for at least one hour before facilities close to ensure passenger safety, shelter and telephone access should the ride be delayed.

Riders should call 2 hours prior to your scheduled ride to confirm your actual pick-up time. You can do this by calling 905-762-2112 or 1-866-744-1119. When you initially book a ride you will be given a 45 minute booking window e.g. 9:00 a.m pick up request may be scheduled between 9:00 a.m. and 9:45 a.m. Once you have confirmed your actual pick-up time please be ready 5 to 10 minutes prior to ensure prompt loading.

Should you have any questions with regards to the above information, please do not hesitate to contact me at 905-762-1282 ext. 75643.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Ayres', written in a cursive style.

Shelley Ayres
Supervisor Scheduling/Dispatch

SA/na

Schedule C: Agency Comments

Please note that the correspondence listed in Schedule C is not comprehensive. Comments received after the preparation of this staff report will be provided as an addendum. Correspondence will only be accepted until 12:00 p.m. on the date of the scheduled hearing.

Alectra (Formerly PowerStream) – No concerns or objections
Region of York – No concerns or objections



COMMENTS:

☐

We have reviewed the proposed Variance Application and have no comments or objections to its approval.

☒

We have reviewed the proposed Variance Application and have no objections to its approval, subject to the following comments (attached below).

☐

We have reviewed the proposed Variance Application and have the following concerns (attached below).

Alectra Utilities (formerly PowerStream) has received and reviewed the proposed Variance Application. This review, however, does not imply any approval of the project or plan.

All proposed billboards, signs, and other structures associated with the project or plan must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced.

In the event that construction commences, and the clearance between any component of the work/structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event construction is completed, and the clearance between the constructed structure and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.

References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings)
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

If more information is required, please contact either of the following:

Mr. Stephen Cranley, C.E.T
Supervisor, Distribution Design, ICI
Phone: 1-877-963-6900 ext. 31297
Fax: 905-532-4401
E-mail: stephen.cranley@alectrautilities.com

Mr. Tony D'Onofrio
Supervisor, Subdivisions & New Services
Phone: 1-877-963-6900 ext. 24419
Fax: 905-532-4401
Email: tony.donofrio@alectrautilities.com

Providence, Lenore

Subject: FW: A040/19 - REQUEST FOR COMMENTS (Vaughan - Committee of Adjustment)
Attachments: A040-19 - CIRCULATION revised Apr 10.pdf

From: Development Services <developmentservices@york.ca>

Sent: April-16-19 9:38 AM

To: Providence, Lenore <Lenore.Providence@vaughan.ca>; Attwala, Pravina <Pravina.Attwala@vaughan.ca>; MacPherson, Adriana <Adriana.MacPherson@vaughan.ca>

Subject: FW: A040/19 - REQUEST FOR COMMENTS (Vaughan - Committee of Adjustment)

Good Morning Lenore,

The Regional Municipality of York has completed its review of the above minor variance and has **no comment.**

Regards,

Gabrielle