

**PETITION SUPPORTING THE REVISED SITE PLAN, DRAFT PLAN OF  
SUBDIVISION AND ZONING BY-LAW AMENDMENT SUBMITTED BY  
GRANDFIELD HOMES**

**Attn: Development Service Committee, City of Markham, Ontario**

<b>Mayor:</b>	<b>Mr. Frank Scarpitti</b>	<b>Ward Councillors:</b>	<b>Ms. Carolina Moretti</b>
<b>Deputy Mayor:</b>	<b>Mr. Jack Heath</b>		<b>Ms. Valerie Burke</b>
<b>Regional Councillors :</b>	<b>Mr. Joe Li</b>		<b>Mr. Don Hamilton</b>
	<b>Mr. Gordon Landon</b>		<b>Mr. Logan Kanapathi</b>
	<b>Mr. Jim Jones</b>		<b>Mr. Colin Campbell</b>
			<b>Mr. Alex Chui</b>
			<b>Mr. Alan Ho</b>
			<b>Mr. Howard Shore</b>

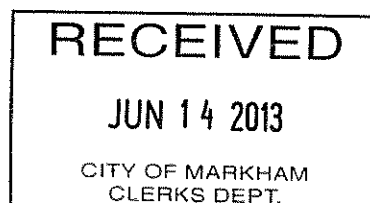
**RE: Grandfield Homes (Oakford) Limited  
Draft Plan of Subdivision SU 12 120199  
Zoning By-Law Amendment ZA 12 120199**

Further to the community public meeting hold on February 19, 2013, we noticed that the development applicant has taken into the consideration of the comments given by our residences. We, the neighbourhood property owners and residents have an opportunity to see different site plans presented: and we believe the revised site plan (As attached – Figure 1) is the one we can live with and would like to support. We also like all the Development Service Committee members to support and approve the revise site plan and the draft plan and Zoning By-Law Amendment, so that the only vacant land in our community can be developed and completed. We have summarized the followings to support our standpoint.

**Background**

The comments/concerns given at the previous community public meeting that are mainly focus on the type of dwelling (i.e. single-detached vs. semi-detached), the total number of units, the maximum net density, the traffic volume, and the parkland.

As informed by the notification letter of development application, we glad to see that the development applicant agreed to remove all the semi-detached from the original application and proposed only single-detached as responses to the residents' main concern. We appreciate the development applicant making lots of compromises and promise to build more spectacular single-detached homes to enhance the housing price of surroundings.



We noticed that due to the decreasing number of the units from 60 to 48 (i.e. 20% deduction), the new net density is now less than the 30 units/Ha which is significantly less than the maximum net density permitted by Markham Official Plan of 37 units/Ha. As a result, the originally requested OPA (i.e. Official Plan Amendment) is no longer needed for this application.

Most importantly, these 48 single-detached units have comparable lot frontage and depth to its surroundings. All the units will face eight North or South like others such as the dwellings on the West of Moss Creek Blvd and the East of Willow Height Blvd; the orientation of the 48 units perfectly matches what the existing community looks like. We hardly see any residents want these units to be faced on West and East direction. The west and east orientation simply does not match the fabric of existing community. We believe the single-detached units and the revised site plan are reasonable and acceptable.

The existing roads (Bartlett Rd and Woodruff Rd, Stoneheath Cres and Gardenia Cres, etc.) on the West of Moss Creek Blvd and the East of Willow Height Blvd were all locked, the traffic heavily relies on the only two roads in west-east direction namely, Oakford Dr. and Hillmount Rd.. Meanwhile, the pedestrians and all others have to utilize these two roads to go from one side to the other side. In the winter especially the snow days, these people shall use the sidewalk on the new street, instead of a small trail on the park. The new streets (i.e. Street 1 & 2) will unlock the roads and traffic. It not only enhances the traffic follow and minimizes the traffic congestion, but also provides alternative routes to pedestrian, joggers and runners, cyclists, drivers, and all the residences. It is also the community design guidelines promoted to develop an optimal road network with efficient movement of traffic and minimal traffic congestion. We would expect the road and traffic condition to be significantly improved.

For the infill development of 48 units which is a typical small-scale development project, the traffic volume generated is insignificant and can't be compared to the traffic of the large-scale condominium or community centre project. From the Woodbine North Community Guidelines, we noticed that the development traffic generated here is less than what the initially proposed for school parking. The removal of the semi-detached units further minimizes the traffic. Moreover, no traffic study/report was required at the development applications submission. We don't see there will be any traffic congestion problems.

We have heard a resident (i.e. senior citizen) who doesn't want the municipal road (i.e. Street 2); he tried to overstate/exaggerate all the facts and misled the others to signing up the petition forms against the revised site plan. The senior citizen argued the parkland shall keep as it is, and requested the city to purchase the development land for building new fitness center, community centre, dance facility, or arts and crafts classes and so on.

We noticed that the senior citizen was promoting his plan all the time. He didn't take any factors of planning and engineering into consideration, at the same time he kept requesting other residences, development applicant, city staff, and the councillors to accept what he wanted. Basically, he didn't want a street but allow the new homes to be built directly adjacent to the park. His plan has not been reviewed by the staff, and our residents can tell directly the plan doesn't make sense to them, since his plan (and any plans without the municipal Street 2 connecting west and east streets) simply locks the community, roads and sidewalks, and traffic; moreover, it prevents the majority of residences from accessing park and enjoying the parkview and facilities. It seems to us the senior citizen really wants to overrule the community. We would like to remind all the Development Service Committee members not to be influenced by the his overstated/exaggerated statements, and we respectfully request our members to look at the big picture of the community and support the site plan that is best for the interest of the entire community.

Our community was developed in accordance with the Woodbine North Community Guidelines. From previous public meeting, we already realized that there will be 20 foot wide strip of parkland requested for completing a new municipal road. Now we were updated that there will be only 8 foot wide strip of parkland is requested. We thought it is a win-win for the all the residents and development applicant. The residents get what they actually needed and the development applicant utilized a minimal amount of parkland for completing a new municipal road. It can be seen from attached petition supporting forms, our residents believe it is necessary to have municipal roads especially the Street 2 connecting existing west and east streets, and they would like to support the new streets and the revised site plan for the following reasons.

- The woodbine north community was served by a number of existing parks such as Willow Height Park, Starhill Parkette, Hillmount Park, and Milton Fierheller. The community has exceeded parkland dedication. The small portion of parkland (i.e. 8' wide strip) requested for completing a new municipal street is insignificant and not effects on the use of the existing parkland.
- The idea of utilizing a small portion of parkland used for completing a new street was initially identified in Woodbine North Community Guidelines in the scenario of the land was alternated for other developments purposes. It was designed to improve the community's infrastructure (i.e. road pattern), and also encouraged more people to utilized the roads (i.e. sidewalks) to walk around the community to enjoy the beautiful park and street landscapes. The Guidelines was approved by Councillors on June, 1998.

- The requested parkland doesn't affect the kids playing toboggan. The park continuously offers kids the sufficient playing area, so the opportunity of playing toboggan wasn't taken away. We would like to see a row of the mature trees planted on the south of the new street to provide a clear distinction of the boundary of the existing park and the new street. We also suggested "no parking" on both directions of the new street, and limited the traffic speed. So far we don't see any safety concerns arise to our kids. It shall be aware that the existing park is directly adjacent and exposed to the Moss Creek Blvd to the West and Willow Height Blvd to the East.
- The Street 2 will create and bring more open space and green area to the community. As we can image a picture of the mature trees planted along the new street, and the green lawn on the boulevard. A new sidewalk will be provided for pedestrians, joggers, runners, and all the residences. We can wake up in the morning and grab a coffee or tea perhaps and walk around the park and enjoy the beautiful weather and parkview. It shall be encouraged and promoted in the whole community.
- The revised site plan was city's planning staff preferred and supported plan, and it was accepted and supported by city's engineers after reviewing with Operation, Waterworks, Planning and Urban Design Departments. We fully trust the staff's professionalism and expertise and believe the revised site plan is appropriate and acceptable to the community.

## Conclusion

We, the residents would like to support the attached revised site plan with a total of 48 single-detached homes and two new municipal streets. The plan is well designed and responses to the concerns/comments given at previous community public meeting. It is responsible for the community and the home proposed conforms to the size and quality of existing. It further contributes towards enhancing the value and fabric of the community. The plan also conforms to the community design guidelines, and ensures the properly use of the vacant land and a modest form of residential intensification. It is a plan that the staff willing to support, also a plan that we would like to support. By looking at the big picture of the community, we truly believe this site plan is the one designed to perfectly match the existing community. As a result, we again respectfully request the Mayor, Deputy Mayor, and all Councillors to approve the site plan and its subdivision development applications, so that the underutilized land can be well developed and bring our community together.

DION CHEN

The following is revised site plan we would like to fully support. It is important for all the residents to have an equal opportunity to access / walk around the park and enjoy the recreation activities.

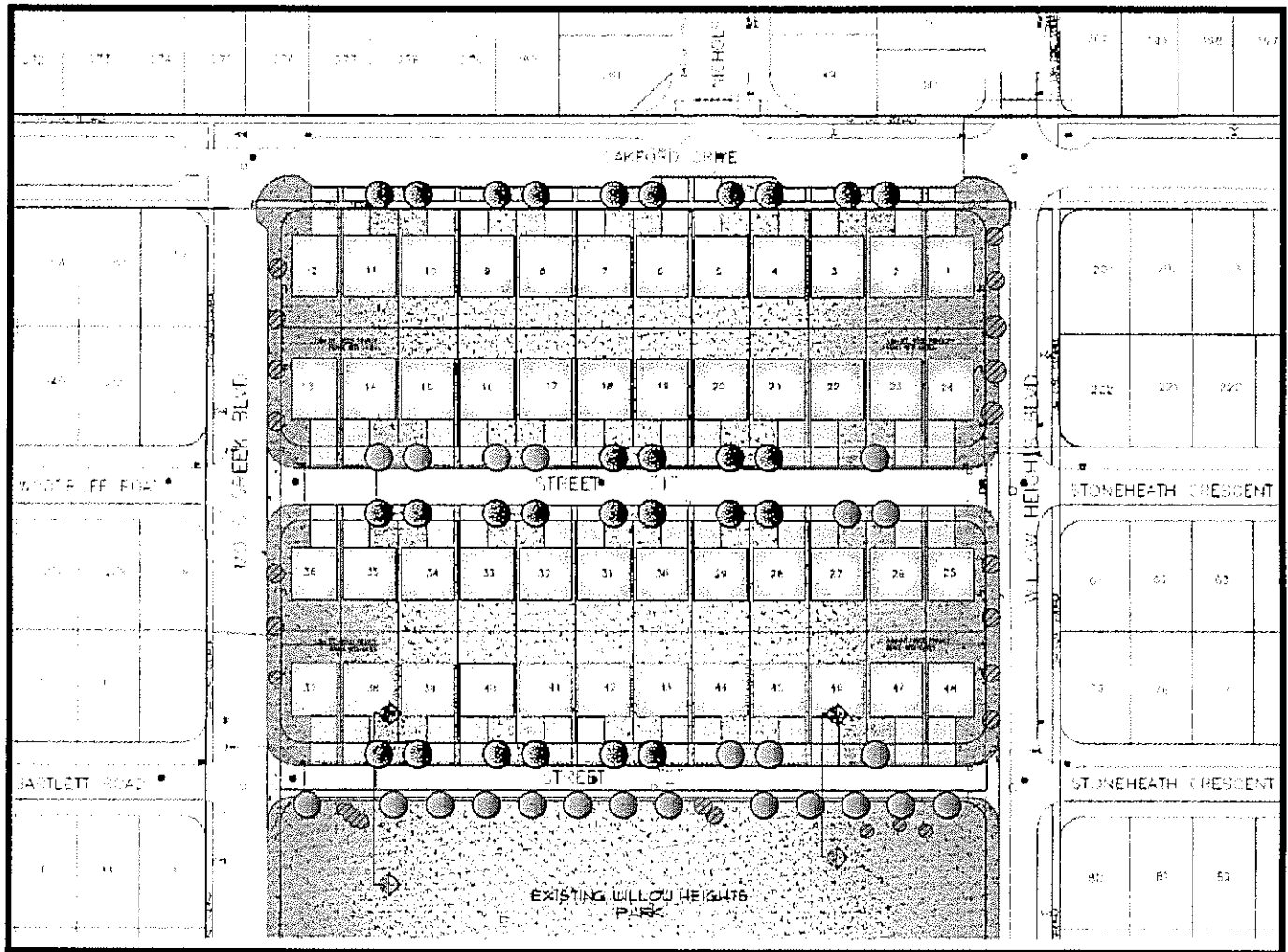
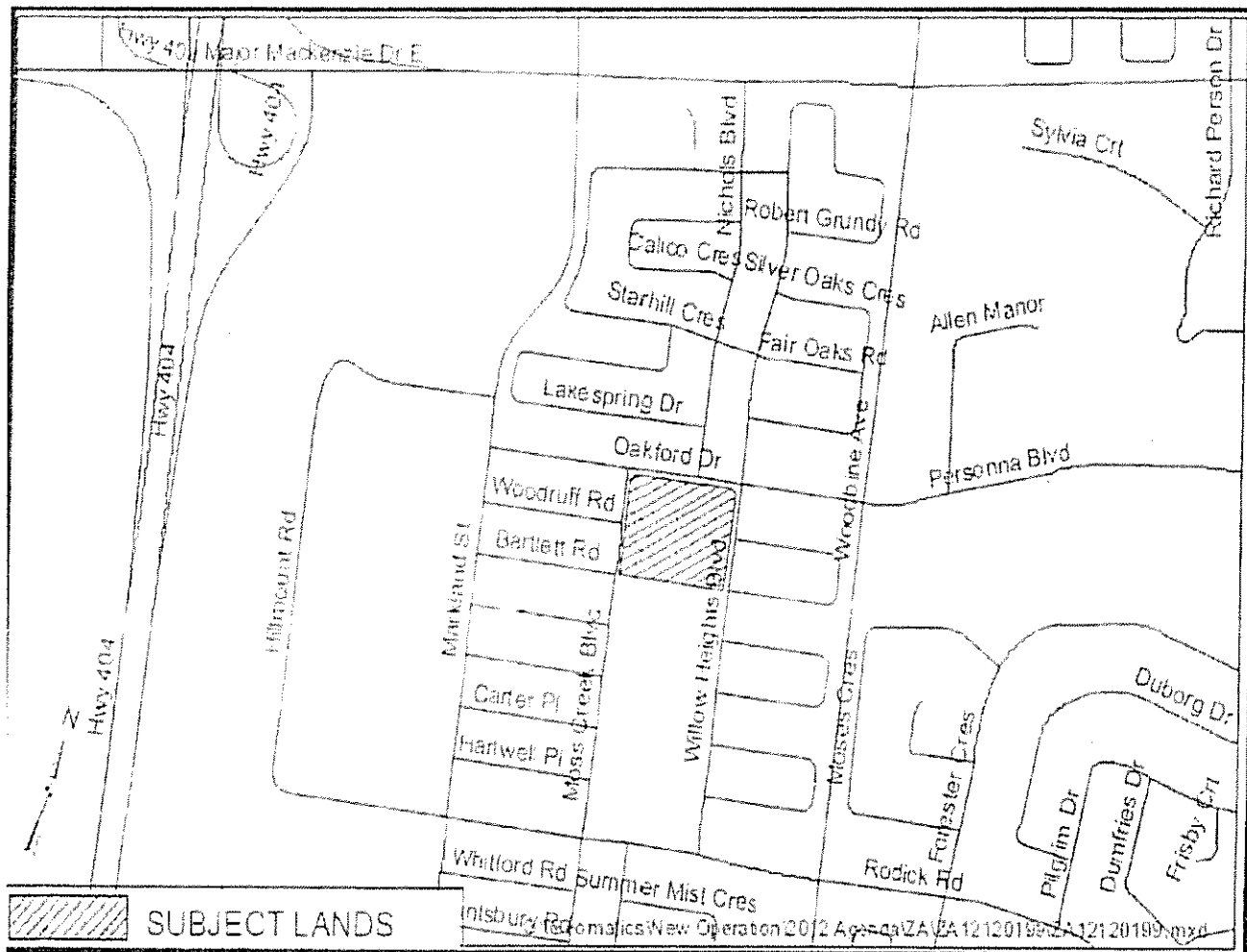


Figure 1

The subject land enclosed by HWY 404 to the West, Woodbine Ave. to the East, and Major Mackenzie Dr. to the North, and HWY 16 Ave. to the South.



**Petition Supporting the Revised Site Plan and The Subdivision  
Development Applications**

[Note: The petitioners' name, house address, contact information, and signature/date, as well as the comments that were shown on the following attached forms]

# Petition Form

Subject	Grandfield Homes (Oakford) Limited
	Draft Plan of Subdivision and Zoning By-Law Amendment to permit
	48 Residential Units, Block 226, Plan 65M-3526
	(OP 12 120199, SU 12 120199 & ZA 12 120199)
Support to complete the 13.0 meters wide road for building the "Street 2"	<p>1. "Street 2" (connecting Bartlett Drive and Stoneheath Crescent) is city owned minor local street. It is a public street open to the residences, and only 2.5m wide parkland is requested to complete the new street.</p> <p>2. It is city staff supported design which is consistence with existing physical character of neighborhood, and conforms to community design guidelines</p> <p>3. "Street 2" also conforms to the design treatments identified for similarly designated roads and primary streets with the existing fabric of the residential district. It is approved and known as Woodbine North Community Plan, June 1998.</p> <p>4. The street will be an alternative travel route to direct the traffic to the major arterial road. Also, it accelerates the traffic follow, and eliminate the traffic congestion on the Oakford Dr. and Hillmount Rd</p> <p>5. It is a street that can be utilized by pedestrian, joggers, and all residences. The enhanced landscape trees will be planted on both side of the street, people can walk around the park in the morning and enjoy all the green</p> <p>6. The street prevents the park from become someone's private backyard (or directly benefit for a small portion of the residences). It ensures every residence has an equal opportunity to access the park and enjoy the beauty of the park</p> <p>7. The street even offers more green space by planting trees and green sod /grasses on its northerly boulevard</p> <p>8. By looking at the big picture of the community, I will fully support the site plan with new "Street 2"</p>