

Additions & Corrections to the Agenda

Additional items to this Agenda are shown under the Addendum heading.

Declarations of Pecuniary Interest

Presentations & Recognitions

1. Mr. Jim Gragtmans, Chair, Newmarket Economic Development Advisory Committee to address the Committee with a presentation regarding the Gigabit Corridor Pilot Project.
(Presentation will be provided when available)

Deputations

2. Ms. Melanie Bell and Mr. Paul Harrison to address the Committee with a petition regarding Tom Taylor Crescent Proposed Walkway. p. 1
3. Ms. Phyllis Brady to address the Committee regarding a petition to have No Parking signs installed on Queen's Crescent. p. 6

Consent Items (Items # 4 to 20, 22 and 23)

4. Community Services Report - Economic Development 2014-20 dated August 11, 2014 regarding Implementation Strategy for Gigabit Corridor Pilot Project. p. 7

The Commissioner of Community Services and the Economic Development Officer recommend:

a) THAT Community Services Report - Economic Development 2014-20 dated August 11, 2014 regarding the Implementation Strategy for Gigabit Corridor Pilot Project be received and the following recommendations be adopted:

i) THAT Council receive the 'Initial Stakeholder Meeting and Economic Development Impact Statement' report prepared by Sandel and Associates (Attachment A);

ii) AND THAT staff be directed to issue a Request for Proposals (RFP) seeking interested Internet Services providers (ISP's) willing to provide specified service levels and cost structure;

iii) AND THAT staff provide a further report to Council with the RFP results, including alternate options if necessary, implementation recommendations and budget impact.

5. Newmarket Economic Development Advisory Committee Minutes of March 20, 2014 and July 21, 2014. p. 48

The Newmarket Economic Development Advisory Committee recommends:

a) THAT the Newmarket Economic Development Advisory Committee Minutes of March 20, 2014 and July 21, 2014 be received.

6. Item 2 of the Newmarket Economic Development Advisory Committee Minutes of July 21, 2014 regarding Gigabit Corridor Draft Report. p. 54

The Newmarket Economic Development Advisory Committee recommends to Council:

i) WHEREAS the Newmarket Economic Development Advisory Committee reaffirms that broadband is a key economic driver;

ii) AND WHEREAS the Newmarket Economic Development Advisory Committee endorses the Sandel & Associates report in principle;

iii) THEREFORE BE IT RESOLVED THAT Council implement a gigabit corridor pilot project in early 2015.

7. Correspondence dated July 15, 2014 from Ms. Donna Pelrine, Support Committee, Queen's York Rangers Army Cadet Corps. 2799 requesting permission to conduct tag days on September 13 and 14, 2014 at various retail outlets in Town. p. 55

Recommendations:

a) THAT the correspondence dated July 15, 2014 from Ms. Donna Pelrine, Support Committee, Queen's York Rangers Army Cadet Corps, 2799, be received and the following recommendations be adopted:

i) THAT permission be granted to permit the Queen's York Rangers Army Cadet Corps (#2799) to conduct tag days in the Town of Newmarket on September 13 and 14, 2014;

ii) AND THAT the announcement be advertised in the Town Page advertisement and on the Town's website www.newmarket.ca

8. Correspondence dated July 30, 2014 from Mr. Geoff Morgan, Vice-President, Public Relations, The Court of Blarney Toastmasters requesting proclamation of October, 2014 as 'Toastmasters Month'. p. 56

Recommendations:

a) THAT the correspondence dated July 30, 2014 from Mr. Geoff Morgan, Vice-President, Public Relations, The Court of Blarney, Toastmasters be received and the following recommendations be adopted:

i) THAT the Town of Newmarket proclaim October 2014 as "Toastmasters Month" in the Town of Newmarket;

ii) AND THAT the proclamation be advertised in the Town Page advertisement and on the Town's website www.newmarket.ca

9. Correspondence dated July 31, 2014 from Ms. Stephanie Blum, Administrative Assistant, Prostate Cancer Canada requesting proclamation of September, 2014 as 'Prostate Cancer Awareness Month'. p. 57

Recommendations:

a) THAT the correspondence dated July 31, 2014 from Ms. Stephanie Blum, Administrative Assistant, Prostate Cancer Canada be received and the following recommendations be adopted:

i) THAT the Town of Newmarket proclaim September, 2014 as 'Prostate Cancer Awareness Month';

ii) AND THAT the proclamation be advertised in the Town Page advertisement and on the Town's website www.newmarket.ca

10. Heritage Newmarket Advisory Committee Minutes of June 3, 2014. p. 59

The Heritage Newmarket Advisory Committee recommends:

a) THAT the Heritage Newmarket Advisory Committee Minutes of June 3, 2014 be received.

11. Newmarket Public Library Board Minutes of May 21, 2014. p. 66

The Newmarket Public Library Board recommends:

a) THAT the Newmarket Public Library Board Minutes of May 21, 2014 be received.

12. Central York Fire Services - Joint Council Committee Minutes of May 13, 2014. p. 70

The Joint Council Committee recommends:

THAT the Central York Fire Services - Joint Council Committee Minutes of May 13, 2014 be received.

13. Correspondence dated July 2, 2014 from Ms. Dora Boylen-Pabst, Vice President, Philanthropy and Engagement, Southlake Regional Health Centre Foundation requesting waiving of fees for billboard permit and stamping. (See Item 14) p. 75

Recommendation:

a) THAT the correspondence dated July 2, 2014 from Ms. Dora Boylen-Pabst, Vice-President, Philanthropy and Engagement, Southlake Regional Health Centre Foundation be received.

14. Joint Corporate Services - Legislative Services and Development and Infrastructure Services - Planning and Building Services Report 2014-38 dated August 14, 2014 regarding a Development Charges Exemption and Request to Waive and Refund Fees for the Proposed Hospice. p. 76

The Commissioners of Corporate Services, Development and Infrastructure Services and the Director of Planning and Building Services recommend:

a) THAT Joint Planning and Building Services, Financial Services, and Legislative Services Report 2014-38 dated August 14, 2014 regarding a Development Charges Exemption and a request to waive Building Permit and Sign Permit fees and refund planning application fees be received and the following recommendations be adopted:

i) THAT staff be provided with confirmation that the Hospice qualifies for the new Development Charges exemptions by By-law 2014-42, once it is in full force and effect;

ii)AND THAT the request from the Southlake Regional Health Centre Foundation for waived and refunded fees be denied;

iii) AND THAT staff be directed to undertake a review of the impacts of creating a policy to reduce fees for charitable foundations, community organizations, public agencies and other similar uses;

iv)AND THAT Dora Boylen-Pabst, Vice President, Philanthropy and Engagement, Southlake Regional Health Centre Foundation 102-581 Davis Drive Newmarket, L3Y 2P6 be notified of this action.

15. Corporate Services Report - Legislative Services 2014-17 dated August 13, 2014 regarding Relief from Fees and Charges related to Signs on Davis Drive. p. 82

The Acting Commissioner of Corporate Services and the Director of Legislative Services recommend:

a)THAT Corporate Services Report – Legislative Services 2014-17 dated August 13, 2014 regarding Relief from the fees and charges related to signs on Davis Drive be received;

i) AND THAT the request to waive fees and charges related to signs on Davis Drive be denied.

16. Corporate Services Report - Financial Services 2014-29 dated August 11, 2014 regarding 2015 Pre-Budget Approval. p. 84

The Acting Commissioner of Corporate Services and the Director of Financial Services recommend:

a) THAT Corporate Services Report - Financial Services 2014-29 dated August 11, 2014 regarding 2015 Pre-Budget Approval be received and the following recommendation be adopted:

i) THAT Council provide pre-budget approval for the replacement of vehicles and equipment replacement in the attached list.

17. Development and Infrastructure Services - Engineering Services Report 2014-51 p. 88 dated August 25, 2014 regarding Kingsmere Avenue/Ataire Road – All-way Stop Review.

The Commissioner of Development and Infrastructure Services and the Director of Engineering Services recommend:

a) THAT Development and Infrastructure Services Report – ES2014-51 dated August 25, 2014 regarding Kingsmere Avenue/Ataire Road – All-way Stop Review be received and the following recommendations be adopted:

i) THAT the existing stop control at the Kingsmere Avenue/Ataire Road intersection remain as is due to:

- not meeting the warrants outlined in the Transportation Management Policy as approved by Town Council
- safety concerns as outlined in the Ontario Traffic Manual (Book 5) of the Ontario Ministry of Transportation.

18. Development and Infrastructure Services - Engineering Services Report 2014-52 p. 92 dated August 25, 2014 regarding Foxtail Ridge - Parking Review Update.

The Commissioner of Development and Infrastructure Services and the Director of Engineering Services recommend:

a) THAT Development and Infrastructure Services Report 2014-52, dated August 25, 2014 entitled “Foxtail Ridge – Parking Review Update” be received and the following recommendation be adopted:

i) THAT the parking restrictions remain as they currently exist.

19. Development and Infrastructure Services Report - ES 2014-38 dated June 3, 2014 p. 96 regarding Final Acceptance and Assumption of Underground and Aboveground Works - Mattamy-Toth Residential Subdivision -Phase 2.

The Commissioner of Development and Infrastructure Services and the Director of Engineering Services recommend:

a) THAT Development and Infrastructure Services Report - ES 2014-38 dated June 3, 2014 regarding the Final Acceptance and Assumption of Underground and Aboveground Works be received and the following recommendations be adopted:

i) THAT the request for Final Acceptance and Assumption of Underground and Aboveground Works of the Mattamy Toth Farm Phase 2 Residential Subdivision as shown on the attached map be finally accepted and assumed by the Town;

ii) AND THAT Mr. Gary Gregoris of Mattamy (Newmarket) Ltd., and Mr. Dragan Zec, P. Eng., of Urbantech Consulting Ltd. be notified of these recommendations.

20. Joint Procurement Corporate Services - Financial Services and Development and Infrastructure Services - Public Works Services Report 2014-45 dated August 11, 2014 regarding RJT and Magna Solar Photovoltaic FIT Project Updates. p. 100

The Commissioners of Corporate Services and Development and Infrastructure Services, the Director of Financial Services and the Director of Public Works Services recommend:

a) THAT Joint Procurement Corporate Services - Financial Services and Development and Infrastructure Services - Public Works Services Report 2014-45 dated August 11, 2014 regarding RJT and Magna Solar Photovoltaic FIT Project Updates be received and the following recommendations be adopted:

i) THAT the RFP 2012-27 Solar Photovoltaic FIT contract be extended to include an estimated value of \$1,493,321.00 for the Magna Centre (excluding bonding fees, maintenance, LDC connection fees and applicable taxes);

ii) AND THAT the Director, Public Works Services and the Manager, Procurement Services be authorized to execute the contract and all agreements and documents necessary to give effect to the Magna Solar project on Council's behalf;

iii) AND THAT staff be authorized and directed to do all things necessary to give effect to the foregoing recommendations;

iv) AND THAT staff be directed to fund the Magna FIT project through implementation of an internal loan with an amortization period not to exceed ten (10) years, and that this loan be provided for in conjunction with the 2015 budget and align with the proposed investment strategy;

v) AND THAT staff be directed to include the revenue surplus as outlined in the Loan Repayment Schedule contained in the Budget Impact section of this report in the 2015 and subsequent years Operating Budgets.

Action Items

Correspondence & Petitions

Reports by Regional Representatives

Notices of Motion

Motions

New Business

Closed Session (if required)

The Closed Session Agenda and Reports will be circulated under separate cover (Goldenrod).

1. Corporate Services (Legal Services) Closed Session Report 2014-18 dated July 14, 2014 regarding potential litigation, including matters before administrative tribunals affecting the municipality. (Committee of Adjustment Decision)
2. Community Services - Recreation and Culture (Closed Session) Report 2014-22 dated August 25, 2014 regarding personal matters about an identifiable individual.
3. Verbal Report of the Chief Administrative Officer regarding a proposed acquisition of land by the municipality. (Ward 7)
4. Office of the Chief Administrative Officer and Corporate Services (Legal Services) Joint (Closed Session) Report 2014-20 dated August 25, 2014 regarding a proposed acquisition of land by the municipality. (Ward 5)
5. Development and Infrastructure Services - Planning and Building Services (Closed Session) Report 2014-39 regarding a potential acquisition of property by the municipality. (Ward 5)

Public Hearing Matters

21. Public Meeting Notice and Related Council Extract - Development and Infrastructure Services Report - Planning and Building Services 2014-32 dated July 21, 2014 regarding Application for Zoning By-law Amendment - Green and Rose Developments Inc., 212 Davis Drive. p. 103

Addendum # 1 (Additions and Corrections to the Agenda)

- 2a) Photographic Images related to deputation by Ms. Melanie Bell and Mr. Paul Harrison with respect to Tom Taylor Crescent Proposed Walkway. (Related to Item 2) p. 121
- 10a) Item 6 of the Heritage Newmarket Advisory Committee Minutes of June 3, 2014 - Designated Maintenance Property and Concerns. (Related to Item 10) p. 124

The Operational Leadership Team recommends that the following recommendation of the Heritage Newmarket Advisory Committee be referred to staff:

Whereas some Newmarket historic buildings are deteriorating due to lack of proper maintenance;

And whereas such inaction leads to demolition by neglect;

And whereas the loss of our built heritage weakens the distinctiveness of our community and our cultural identity;

And whereas other municipal jurisdictions have by-laws that would prevent demolition of heritage buildings by neglect;

Therefore be it resolved that the Heritage Newmarket Advisory Committee recommends that a by-law to prevent demolition of heritage properties by neglect be considered for the Town of Newmarket and that Council direct staff to conduct the necessary research and analysis to said by-law.

CARRIED

- 21a) Public Comments received regarding Application for Zoning By-law Amendment - Green and Rose Developments Inc. - 212 Davis Drive. (Related to Item 21 - Public Hearing Matter 7:00 p.m.) p. 125
- 21b) Corporate Services (Legal Services) Report 2014-22 dated August 20, 2014 regarding Tools to Support Rental Housing (Pilot Project) (Related to Item 21 - Public Hearing Matter - 7:00 p.m.) p. 137

The Commissioner of Corporate Services and the Director of Legal Services recommend:

a) THAT Corporate Services (Legal Services) Report 2014-22 dated August 20, 2014 the tools, terms and conditions related to a Pilot Project for a proposed rental housing development at 212 Davis Drive be received and the following recommendations be adopted:

i) THAT staff be directed to finalize the Development Charges Deferral Agreement for the Pilot rental housing Project at 212 Davis Drive on the basis that the applicable Town of Newmarket Development Charges fees to be deferred are those in effect as at August 25, 2014 (including applicable indexing) under By-law 2009-73 and set out in Schedule "A";

ii) AND THAT the deferral of the Development Charges for the Pilot Project is conditional on the issuance of a building permit within 18 months from the date of Site Plan approval of the development application;

iii) AND THAT Staff be authorized to do all things necessary to finalize the Development Charges Deferral Agreement together with any related mortgage, collateral security or other required agreements and documents with Malter Holdings Ltd. and its affiliated entities;

iv) AND THAT Staff be authorized to execute and electronically register all agreements and documents necessary to give effect to the foregoing and that the Associate Solicitor or her staff be authorized to electronically sign and register all Agreements;

v) AND THAT all other tools, terms and conditions of the Pilot Project previously approved by Council are conditional on issuance of a building permit within 18 months of the date of Site Plan approval of the development application.;

vi) AND THAT the applicable Planning Application fees to be deferred are those fees in effect on the date the Planning Application was submitted;

vii) AND THAT the applicable Building Permit fees to be deferred are those fees in effect on the date the Building permit(s) is/are issued.

22. Community Services - Recreation and Culture Report 2014-24 dated August 25, 2014 regarding Municipal Asset Naming Program - Penn Avenue Parkette. p. 142

The Commissioner of Community Services and the Director of Recreation and Culture recommend:

a) THAT Community Services Report - Recreation and Culture Report 2014-24 dated August 25, 2014 regarding Municipal Asset Naming Program - Penn Avenue Parkette be received and the following recommendations be adopted:

i) THAT the Penn Avenue Parkette in Ward 4 be named as outlined in Community Services - Recreation and Culture (Closed Session) Report 2014-22;

ii) AND THAT staff prepare an official ceremony in Spring, 2015.

23. List of Outstanding Matters.

p. 144

Recommendation:

a) THAT the list of Outstanding Matters be received.

Addendum # 2 (Additions and Corrections to the Agenda)

- 16a) Corporate Services Report – Financial Services 2014-29 dated August 11, 2014 p. 84 regarding 2015 Pre-Budget Approval. – WITHDRAWN (Related to Item 16)
(To be considered in new term of Council)
- 3a) (Closed Session) Agenda – Item 3 – Verbal Report of the Chief Administrative Officer regarding a proposed acquisition of land by the municipality (Ward 7) - WITHDRAWN

Adjournment

1
Deputation and Further Notice Request Form

Please complete this form to speak at a meeting of Town Council or Committee of the Whole. If filling out by hand please print clearly.

Please email to clerks@newmarket.ca, fax to 905-953-5100 or mail or drop off at Legislative Services Department, Town of Newmarket Municipal Offices, 395 Mulock Drive, PO Box 328, STN Main, L3Y 4X7

Subject:

Date of Meeting: Agenda Item No.:

☒ I wish to address Council / Committee

☐ I request future notification of meetings.

Name:

Organization / Group/ Business represented:

Address: Postal Code:

Email:

Home Phone: Business Phone:

Be advised that all Council and Committee of the Whole meetings are audio-video recorded and live streamed online. If you make a presentation to Council or Committee of the Whole, your presentation becomes part of the public record and you will be listed as a presenter in the minutes of the meeting. We post our minutes online, so the listing of your name in connection with the agenda item may be indexed by search engines like Google.

Personal information on this form will be used for the purposes of sending correspondence relating to matters before Council. Your name, address, comments, and any other personal information, is collected and maintained for the purpose of creating a record that is available to the general public in a hard copy format and on the internet in an electronic format pursuant to Section 27 of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56, as amended. Questions about this collection should be directed to the Director of Legislative Services/Town Clerk, Town of Newmarket, 395 Mulock Drive, P.O. Box 328, STN Main, Newmarket, ON L3Y 4X7; Telephone 905 895-5193 Ext. 2211 Fax 905-953-5100.

Mayor Tony Van Bynen and Town Council,

The Town of Newmarket has sent residents of Tom Taylor Crescent notice that construction of a walkway behind the homes of 260 to 294 Tom Taylor Crescent will commence later this year.

This letter, along with a petition signed by residents, is to provide awareness to Council that the homeowners of Tom Taylor Crescent oppose the construction of the walkway behind 260 to 294 Tom Taylor Crescent.

We have obtained the support of our ward 6 Councillor Maddie Di Muccio to join our opposition of this sidewalk. Our intention is to identify reasonable concerns, in a collective effort, to discontinue plans for the development of any such walkway.

1) There was no indication or formal plans from neither the Town of Newmarket nor the developer made to residents of Tom Taylor Crescent of a walkway just bordering our property line. Had there been awareness of such a proposal, it may have altered our decision to purchase our current homes.

2) As residents of Tom Taylor Crescent, we genuinely believe our safety and privacy will be in jeopardy if a new walkway is constructed behind our property line; as this borders just meters from our glass doors.

3) The construction of this walkway threatens the existing vegetation; including shrubbery and trees; as well as vulnerable habitats.

We note that there was no communication informing the residents of Tom Taylor Crescent from the Town of Newmarket of this construction until after it was decided and passed at Council. We feel that the existence of this walkway will be encroaching and intrusive; and ask for Council to reconsider their decision at the next scheduled Committee of the Whole and ask for it to be placed on the agenda for a new vote and after allowing us to make a deputation to Council.

The residents of Tom Taylor Crescent

Name	Address	Signature
	Newmarket 266 Tom Taylor Cres. L3X3E8	
	264 Tom Taylor Cres. Nmt., L3X3E8	
	260 Tom Taylor Crescent, Newmarket	
	282 Tom Taylor Cres. NWMT	
	284 Tom Taylor Cres. NMT	
	Sparkes 280 Tom Taylor Cres.	
284 Tom Taylor		
	171 Tom Taylor Cres	

Name	Address	Signature
	250 Tom Taylor Cr	
	272 Tom Taylor	
	286 Tom Taylor Cres. Neenah, WI	
	288 Tom Taylor Cres	" "
	288 Tom Taylor Cres	
	169 Tom Taylor Cr	
	185 Tom Taylor Cres.	
	194 Tom Taylor Cres.	
	202 Tom Taylor Cres	
	218 Tom Taylor Cres	
	220 Tom Taylor Cres.	
	228 Tom Taylor Cres.	
	212 Tom Taylor Cres.	
	172 Tom Taylor Cres	
	168 Tom Taylor Cres	
	166 Tom Taylor Cres	
	166 Tom Taylor Cres	
	196 Tom Taylor Cres	
	164 Tom Taylor Cres	
	292 " " "	
	165 Tom TAYLOR Cres	
	73 Tom Taylor Cres.	

Name	Address	Signature
	174 Tom Taylor Cres	
	179 Tom Taylor Cres	
	179 Tom Taylor Cres	
	176 Tom Taylor Cres	
	170 TOM TAYLOR cres	
	294 TOM TAYLOR CAESI	
	184 tom TAYLOR	
	180 Tom Taylor Cres	
	186 TOM TAYLOR CRES	
	200 Tom Taylor Cres Newmarket	
	237 " " " "	
	239 Tom Taylor Cres	
	247 TOM TAYLOR CR	
	163 Tom TAYLOR cres	
	210 Tom Taylor Cres	
	226 Tom Taylor Crescent	
	178 Tom Taylor Cres	
	198 Tom Taylor Cres	
	204 Tom Taylor Cres	
	222 Tom Taylor Cres	
	222 Tom Taylor Cres	
	233 Tom Taylor Cres	

July 6/2014

Petition to have no parking signs installed
along south side of Queen's Crescent from
Queen Street to Pleasantview Avenue.

NAME	ADDRESS	SIGNATURE
-	624 Queen's Cres.	
	642 Queen's CRES	
	645 QUEEN'S CRES	
	685 QUEEN'S CRES	
	645 QUEEN'S CRES	
	644 " "	
	631 Queens Cres	
	626 Queen's Cres.	
	636 Queen's CRES	
	622 Queens's Cres	
	639 Queen's Cere	
	639 QUEENS CRES	
	630 Queen's Cres.	
	630 Queen's Cres.	
	646 Queen Cres	



COMMUNITY SERVICES – Economic Development
TOWN OF NEWMARKET
 395 Mulock Drive
 P.O. Box 328
 Newmarket, ON L3Y 4X7

www.newmarket.ca
 info@newmarket.ca
 905.895.5193

August 11, 2014

REPORT # 2014-20
COMMUNITY SERVICES – ECONOMIC DEVELOPMENT

TO: Mayor Van Bynen and Members of Council

SUBJECT: Implementation Strategy for Gigabit Corridor pilot project

ORIGIN: Community Services – Economic Development

RECOMMENDATIONS

THAT Community Services/Economic Development Report 2014-20 dated August 11, 2014, regarding the implementation of a gigabit corridor pilot project be received and the following recommendation be adopted:

- 1. THAT Council receive the “Initial Stakeholder Meeting and Economic Development Impact Statement” report prepared by Sandel and Associates (Attachment A);**
- 2. AND THAT staff be directed to issue a Request for Proposals (RFP) seeking interested Internet Service providers (ISPs) willing to provide specified service levels and cost structures;**
- 3. AND THAT staff provide a further report to Council with the RFP results, including alternate options if necessary, implementation recommendations and budget impact.**

COMMENTS

Council identified within their 2012 – 2014 Strategic Priorities a corporate action to pursue a “Broadband Initiative and Innovation Centre” with specific reference to, “explore opportunities, partnerships, and business cases”. The recommendations within this report build upon these strategic priorities. Most recently in January, 2014 a joint NEDAC/Council workshop directed that staff research and report back to Council on the economic impact and cost of implementing a “gigabit corridor” pilot project in Newmarket. The firm of David Sandel and Associates was subsequently engaged to identify and recommend a pilot project area and prepare the economic impact assessment. The Sandel report is attached (Attachment A).

Sandel Report Summary

The Sandel report clearly states that the “time to act is now” for Newmarket to establish a leadership position and competitive advantage within the regional market. Three inter-connected areas are proposed for the pilot project, including Main Street from Water Street to Davis Drive, Davis Drive from Main Street to Leslie Street, and the Leslie Street/Harry Walker Parkway area. Future phase(s) could include Davis Drive west of Main Street swinging south on the Yonge Street corridor from Davis Drive to Mulock Drive.

Using available economic impact modelling software, the report suggests that the creation/attraction of approximately 17 firms with 205 employees could result from the implementation of the phase one gigabit corridor, despite the modest geographic coverage of the project. An additional 126 indirect jobs would also be generated from this activity. It is important to note that this is over and above projected growth anticipated from the natural evolution/transformation of Davis Drive upon the completion of the vivaNEXT rapid transit project. Further, and as noted in the report comments received during community consultations, high-speed competitively-priced broadband will ensure stability and ongoing growth from existing companies demanding increased bandwidth within their business processes.

A number of recommendations are provided in the Sandel report to facilitate broadband implementation, with two of critical importance. First, ongoing community engagement to build awareness and support, possibly led by the already-established Innovation Team, is fundamental to the success of the pilot project and to potential future implementation of Town-wide community broadband. It is anticipated this public engagement beyond what has occurred to date would be targeted for early 2015. Second, the report recommends that the Town issue a Request for Information (RFI) seeking internet service providers (ISPs) as partners to develop the phase one pilot using fiber and/or wireless solutions based on specified expectations of broadband speed and costs.

Staff considered RFI vs RFP and specifically what would be a better approach. Staff has determined that that an RFP would enable Council to make a more informed decision in Q1, 2015. It is important to note that the RFP will be structured in such ways to ensure Council has no obligation to award.

An RFP, albeit primarily focused on the Phase One corridor identified, could provide options that extend to additional phases. The RFP could outline some of the advantages the Town offers for the short and/or longer term to help attract private sector ISPs to act. Examples could include items such as potential access to install WIFI antennas on up to 7,500 street lights being retrofitted to LED; potential access along the trail systems (above grade via WIFI or below grade); and potential access to major Town and community facilities (Town of Newmarket owned/operated and potentially other community partners with conversations facilitated by the Town) to help with deployment.

Next Steps

Newmarket is serviced by literally dozens of internet service providers (ISPs) with the ability to purchase bandwidth at wholesale rates if they do not own their own fibre networks. By offering to partner with ISPs and potentially leveraging Town-owned assets for infrastructure installation as required to build out and manage a high speed phase one pilot project broadband network through an RFP process, the Town anticipates strong interest from the private sector. The overarching goal of the RFP is to set the standards for speed, service and pricing, and seek partner ISPs willing to accept these standards.

The RFP award would be subject to Council approval and would recommend potential partner(s) with an interest and capability in providing the specified level of high speed services/pricing. The RFP preparation and screening of interested parties would occur in the fall, with staff reporting back to Council early in its new term with recommendations based on the information received. Staff would also investigate alternate funding and operational options to support this initiative as required/necessary and report to Council.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

Living Well

- Health education, wellness services and state of the art medical facilities

Well Balanced

- Educational, hotel and meeting/conference facilities

Well Equipped and Managed

- Leadership excellence and leading edge management
- Clear vision of the future and aligned corporate/business plans
- Efficient management of capital assets and municipal services to meet existing and future operational needs
- Ideal mix of residential, commercial, industrial and institutional land use
- Small town feel with big city amenities
- Appropriate mix of jobs to population and people to industry

Well Planned and Connected

- Long term strategy matched with short term action plan
- Revitalization of neighbourhoods starting with the downtown area
- Telecommunications infrastructure and policies for an increasingly wired world

Well Respected

- Discovering innovative and creative solutions for future well being

CONSULTATION

Since the wrap-up of the Shared Digital Infrastructure (SDI) project in 2012, the community partners involved in this project—the Town of Newmarket, Southlake Regional Health Centre, Newmarket Chamber of Commerce, Newmarket-Tay Hydro, Newmarket Public Library and others —have continued to meet and embrace the concept of Newmarket as an Intelligent Community, using high speed broadband as the platform to advance innovative technology projects to drive future employment growth.

An Intelligent Community also requires a cooperative and collaborative approach between private and public sector partners. Over the past two years, companies and organizations such as IBM, Cisco, York Region, and ventureLab have since partnered in this broad-based coalition. While the group has evolved in name from SDI to the Community Collaborative Ecosystem (CCE) and more recently (and simply), the Innovation Team, the core objective of community collaboration combined with the application of innovative technologies to drive economic growth remains fundamental.

The Innovation Team has identified a number of implementation projects through its own strategic planning process. First and foremost is the recognition that competitively-priced, ultra-high-speed and ubiquitous broadband service is needed but unavailable within the Town, and that current providers have to date not expressed interest in upgrading broadband services in the short term.

A number of initiatives, originating with Newmarket's interest, resulted in growing support for a broadband enabled community. The YRBiz Series Business and Bandwidth conference in May 2013 served as a catalyst for York Region to develop a York Region Broadband Strategy. In January 2014, invited industry leaders to a Council/NEDAC workshop session spoke of the growing need for high-speed broadband within communities, and endorsed broadband infrastructure as a critical enabler of business growth through its role as a competitive differentiator within the economic and community development marketplace.

The Sandel report included consultation with the Newmarket Chamber of Commerce Board and various members as well as approximately 20 IT related local businesses. The draft Sandel report was circulated to NEDAC and discussed at the July meeting that resulted in NEDAC reaffirming broadband's role as an economic driver and supporting the report recommendations in principle. As per the minutes of its July 21st 2014 meeting, NEDAC also encouraged Council to move forward with a gigabit corridor phase one pilot by early 2015. The final Sandel Report was also circulated to NEDAC for review.

HUMAN RESOURCE CONSIDERATIONS

Staffing levels remain the same.

BUDGET IMPACT

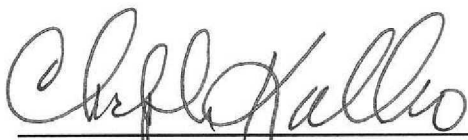
Operating and Capital Budget (Current and Future)

Issuing an RFP and assessing its results can be managed internally without additional resources. This is expected to be completed during the fourth quarter. As stated, a full accounting of our options will be provided to Council in early Q1 2015 in order for Council to consider and provide direction with respect to implementation.

Costing Option	Scope	Estimated Cost Range (high level estimate subject to additional research and costing)
A (Preferred option and recommended starting approach)	Partner with an existing ISP on the delivery of service	Town cost to range from \$ 0 - \$TBD subject to the outcome of an RFP process
B (Town makes the capital investment)	RFP (Option A) does not garner a level of interest from the private sector or an acceptable framework resulting in the Town considering options to deliver service through a Town funded broadband infrastructure	Phase I High Level Estimate: Sandel Report estimates a range from \$290,000 to \$1.1 million depending on extent of WIFI vs below grade fibre vs above grade fibre. Note: There is a peer review ongoing related to this high level cost estimate.

CONTACT

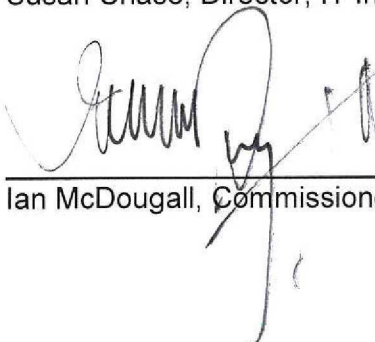
For more information on this report, contact: Chris Kallio, Economic Development Officer, (905) 953-5131, ext. 2, ckallio@newmarket.ca



Chris Kallio, Economic Development Officer



Susan Chase, Director, IT Innovations



Ian McDougall, Commissioner, Community Services

Town of Newmarket



Newmarket

Initial Stakeholder Meeting and Gigabit Corridor Economic Impact Statement.

July 21st, 2014

Prepared by:

SANDEL & ASSOCIATES

"We Build a Smarter City, We Shape a Better Gigabit World"

6900 Delmar Blvd
St. Louis, MO 63130

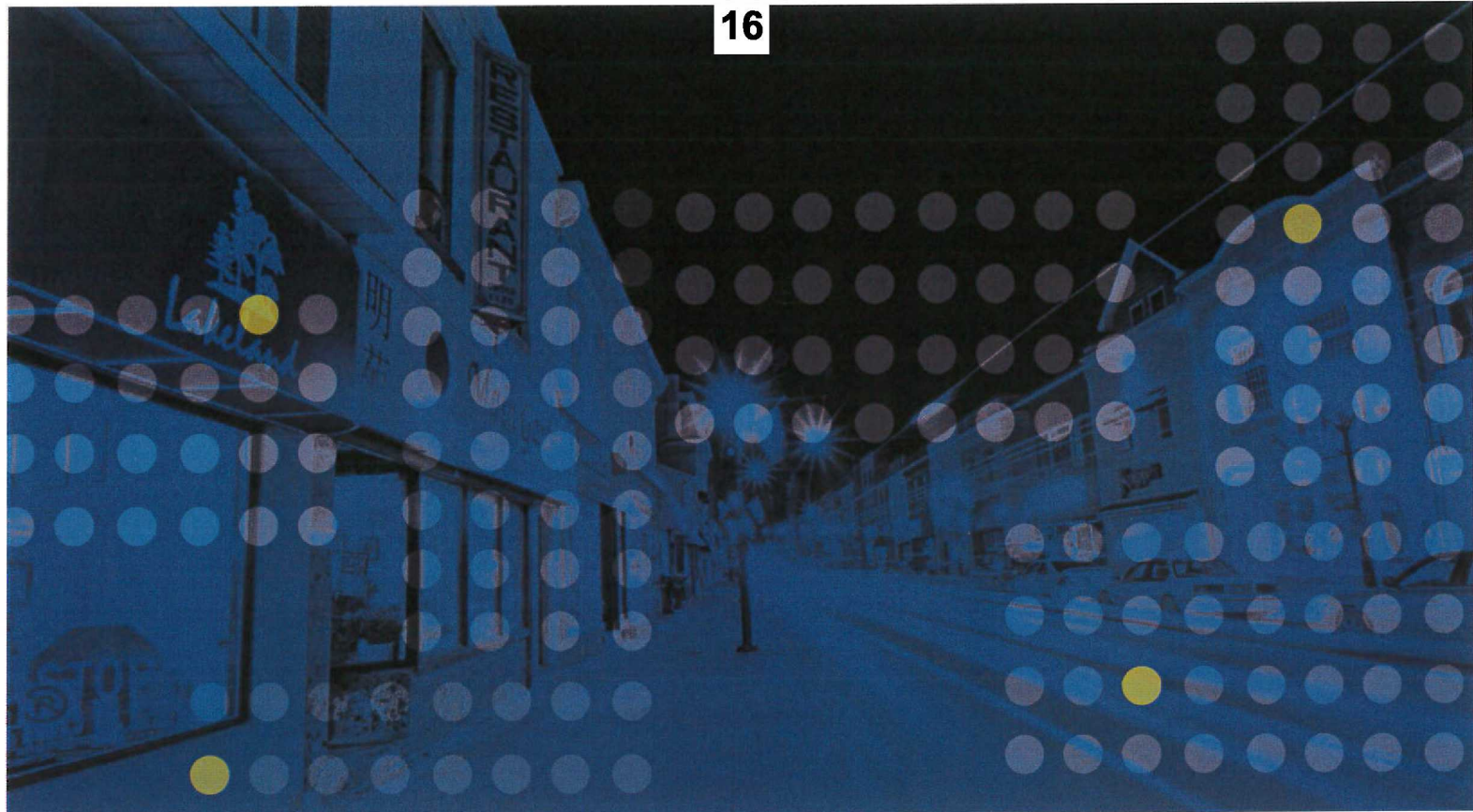
TABLE OF CONTENTS

Executive Summary /5	General Recommendations /23
Primary Recommendation /6	Ducts /23
The Opportunity at Hand /7	Street Lights /23
Newmarket Interview Highlights /8	Education /23
Business Case /11	Feasibility Study /24
International Perspective /11	Accelerating Ecosystem Development /24
Singapore /11	Community Visioning /25
Chattanooga and Kansas City /12	Community Engagement /25
St. Louis Area – Loop Data Rail /14	Realizing Economic Impact /26
Newmarket Perspective /15	Short Term Organization /26
Estimate of Newmarket Economic Development Impact /17	Gigabit Pilot /27
Purpose /17	Progress to Date and Next Steps /28
Methodology /17	Phase 1 – General Recommendations /28
Project Assumptions /18	Phase 2 – Next Steps - Implementation and Execution Plan /29
Hydro Diligence /21	Phase 3 – Town Wide Build-Out Appendix /30
Main/Davis to Main/Millard /21	Hydro Routes /31
Davis/Leslie to Davis/Roxborough /21	RIMS II Input-Output Multiplier /32
Leslie/Greenlane South to Leslie/Davis /22	Relevant Links /35
Davis/Roxborough to Davis Main Street /22	

Figure 1 Loop Data Rail – Gigabit Main Street Two Mile Route /14
 Figure 2 Innovation Ecosystem Corridor /16
 Figure 3 Hydro Routes Explored /21
 Figure 4 Innovation Ecosystem Pilot /27

Figure 5 High Level Cost Projection /27
 Figure 6 Main-Davis to Main-Millard /30
 Figure 7 Davis-Leslie to Davis-Roxborough /31
 Figure 8 Leslie-Greenlane South to Leslie-Davis /32

NEWMARKET IS WELL POSITIONED TO TAKE ADVANTAGE OF THE “WINDOW OF OPPORTUNITY”



Executive Summary

In March of 2011, Kansas City was announced as the first market to receive Google Fibre. In April 2013, Austin, Texas was announced, soon followed by Provo, Utah. AT&T declared its entry into the Gigabit market, hours after Google Fibre's Austin announcement, with its GigaPower offering. In the past several months, Google Fibre has raised the stakes by announcing another nine metropolitan area candidates; again, AT&T quickly followed by announcing another twenty-one metropolitan area candidates.

This recent activity from Google Fibre and AT&T — when combined with current network development taking place in community initiatives around the United States and across Canada such as The Toronto Water Front project, I-Canada and CATA — signals that the next round of metropolitan Internet development has begun.

During the technology economic bubble (1994-2000), a common strategy was simply to “get into the game”: buy a server or a PC with Netscape, and get connected. The focus of the tech economy has since shifted, and its next wave (2014-2020) centers on high-speed internet connectivity, with cities and community organizations facilitating as players or negotiators. The greatest reward will go to those cities that will thoughtfully align organizations and resources to create high-impact innovation communities. With a marked de-emphasis on chasing the elusive “next big employer,” economic development favors communities with interesting neighborhood amenities, flexible and trained workforce, arts and culture, high quality education, affordable housing options, and robust mass transportation systems. These communities will be the one that thrives in the future.

In other words, forward-thinking communities have a window of opportunity now to establish regional leadership positions and accelerate the economic development of the organizations and resources associated with their high-speed fibre infrastructure.

Since Newmarket has already completed considerable planning work in key areas with the Intelligent Community Forum, developed a Community Collaboration Ecosystem Innovation Team, participated in The York Region Broadband Strategy, and developed working relationships with I-Canada and CATA, the evaluation team believes Newmarket is a community well prepared to move forward.

PRIMARY RECOMMENDATION

The evaluation team has identified an Innovation Ecosystem Corridor comprised of the following target areas: (1) the Main Street Business District from Davis Drive to Water Street, (2) the Davis Drive Health/Life Sciences Corridor, and (3) the Leslie Street/Harry Walker Parkway Business Corridor. Furthermore, the evaluation team recommends a Gigabit pilot project targeted on those areas as they present unique and high-potential opportunities for economic growth based upon increased access to lower-cost Gigabit Internet service. Given the initial pilot in place, the evaluation team has also identified the next progression to expand along the Davis Drive and Yonge Street corridor, south to the city limits in conjunction with planned redevelopment efforts, and then again in the final expansion, to the entire Town of Newmarket.

PHASE 1 - GENERAL RECOMMENDATIONS

Recommendation #1 – Call to Action

Take advantage of this window of opportunity, realize **the economic opportunity at hand**, and adopt the **Innovation Ecosystem Corridor** concept, as well as designate it as the pilot area for new Gigabit infrastructure. **The time to act is now.**

Recommendation #2 – Leadership Organization

Lead the pilot project development for the Innovation Ecosystem Corridor, with the Innovation Team or other organizational alternative working in concert with the Town of Newmarket.

Recommendation #3 – Economic Development

Begin to identify regional, national, and international partners that would have an interest in the success of the Newmarket innovation ecosystem.

Recommendation #4 – Education

Develop the requirements for a continuing education program for Newmarket staff. Engage local educators to participate in the development of the requirements for the continuing education program and community outreach.

Recommendation #5 – Ongoing Technology

Develop a matrix of the actual expiration/renewal dates for the utility pole positions and whether there are any options to recover the spaces (legal or financial), and a policy for common duct, hand-hole architecture, and lease pricing. As street lights are upgraded to LED standards, develop a plan to include Wi-Fi access points within the street light enclosures.

PHASE 2- NEXT STEPS - IMPLEMENTATION AND EXECUTION

Goal #1 – Lead with the Innovation Team to develop the Innovation Ecosystem Corridor pilot.

Step #1 – The Innovation Team should engage the **Community Visioning** process to develop consensus on specific opportunities that exist — in the community as a whole, in specific geographic areas such as the Innovation Ecosystem Corridor, and in or across specific market verticals — and to ensure that the pilot be executed in ways that allow the realization of those opportunities.

Goal #2 – The Innovation Team should develop and engage a RFI process for the pilot.

Step #2 – The Innovation Team should develop a simple Request For Information and associated requirements document. The RFI document will set clear guidelines for technology providers to offer innovative technical solutions or business proposals, to fulfill the vision and requirements of the pilot.

Goal # 3 – Select the best response and develop a tactical pilot action plan.

Step # 3 – The Innovation Team will work with each provider to shape a formal recommendation and a clear and simple step-wise plan with associated costs for review by the Town Council.

Goal # 4 – Develop community interest, economic impact and awareness – Community Engagement.

Step # 4 – The Innovation Team would implement the Community Engagement plan, monitor its progress, and use this information to tune the pilot as it moves forward.

Goal # 5 – The Innovation Team would proceed to implement the Phase 2 pilot.

Step # 5 – Implement plan as described from the previous steps and selected RFI proposal. Retain relationship with industry experts to monitor and guide the Innovation Team and pilot as it progresses.

PHASE 3 – TOWN WIDE BUILD-OUT

Goal # 5 – Create a Gigabit Town.

Given the results of the pilot, develop a strategy, a clear action plan, and next steps for a build-out that would encompass the entire Town.

The Opportunity at Hand

*Given that the Town of Newmarket is in the early planning stages of developing an Information and Communications Technology (ICT)-based innovation economy and has successfully planned for infrastructure investments over the last ten years, the Town of Newmarket is well positioned to take advantage of this **window of opportunity**. By considering the establishment of an Innovation Ecosystem Corridor and Gigabit pilot, Newmarket could attract and create high-value jobs, improve real-estate values, and bring new public and private-sector opportunity to the Town of Newmarket.*

THE TIME TO ACT IS NOW.

NEWMARKET INTERVIEW HIGHLIGHTS

The evaluation team conducted interviews or participated in briefings with more than fifty stakeholders in Newmarket. The team used the research from those meetings to formulate the economic impact estimate and drive the next step recommendations on deployment, community visioning, and community engagement. It is important to highlight three elements from those meetings in this document:

First are the results of a brainstorming session with approximately twenty stakeholders. Second is the CCE team, on what this deployment could mean from a civic perspective and for one of its primary assets, Southlake Regional Health Centre. Third are the perspectives from a technology firm about how Gigabit connectivity would impact technology-dependent businesses in Newmarket.

GROUP BRAINSTORMING RESULTS

From this group of approximately twenty stakeholders, whom the evaluation team specifically probed for their ideas and opinions in four areas: 1) perceived or anticipated benefits, 2) perceived or anticipated obstacles, 3) who they felt should be involved in supporting the project, and 4) what they believed should be the scope of both near-term and long-term deployment.

1. What would the biggest benefits of a Gigabit Main Street or Community be to your organization? How critical would it be for the future growth/development of your organization?

- Greater equalizer between urban and rural.
- Attraction to the community of businesses as well as retention of existing businesses—may be an image thing, or it could be a need—they wanted to expand in an area that offers this.
- Enhanced research capacity, enhanced resources.
- International cooperation.
- Access to better and more technologies – cloud-based, VoIP, work-from-home, analytics, better Netflix streaming, 4k
- From a manufacturing standpoint, fast transmission of CAD 3D models.
- Even though I don't know what they are yet, the ability to handle customer processes that come down to us—if we can work with them on their level, they could give us some advantage.
- Customers are going to want access to our networks to come in and look at our production processes. They don't right now, but they may well want access to come in and look at streaming video.
- Increase product for non-profit organizations in this area with back-office and service integration—there is a lot of talk and noise in shared services, some in the purchasing and procurement area though success is mixed right now.
- Use regular video chat and Skype right now for conversations with Japan and India, and it always fails.
- We would like to be able to have our sales people come into our office and walk around and talk to people using virtual telepresence devices.
- Digital inclusion to eliminate poverty.
- If you don't do it, you're going to become a digital peasant.

2. What do you see as the biggest obstacles? Why? How would you overcome it?

- Funding source—who's paying for it?
- Identifying the drivers—who is responsible for this? Leadership and responsibility.
- IT support post implementation—who's going to provide support, once it's built?
- Business structure around it, probably not commercial.
- Where do we start? How do we prioritize where this is going to go first?
- How do we get around or get through big blue and big red?
- Try to negotiate simplification of government policy at all levels.
- Education of stakeholders in the community—change management.
- Cost to build vs. return on investment – a lot of unknown costs to infrastructure.
- Lack of understanding on the part of traditional lenders... They don't know the lifecycle and profitability. Hard to get traditional lending at good rates.
- Municipalities have the capacity to borrow at very favorable rates.
- In a bond issue situation, the municipality can own the network until the bonds are paid off.

- Getting broad community buy-in.
- Population density and space—we don't have innovation areas, entrepreneurs; nothing is really set aside for people who would use this at this time; we don't have that density.
- Newmarket is full of all kinds of different landowners—basically, you've created an advantage for new builders. You're creating a competitive advantage in a rental environment that wouldn't have existed before.
- Permitting, construction schedules.

3. Who should support the development?

- Financially, who's going to benefit? Whoever is going to make revenue or own it should be the one to foot the bill.
- If there isn't someone with enough money to pay for it, and there are businesses that rely on it, then we're going to lose those businesses.
- York region police HQ are here, RCMP, OPP, major school boards, a lot of players in that broader public-sector side.
- You need a business model where it's the end users that will drive it.
- Vianet in partnership with the Town of Newmarket.
- I think we have our local council on board; I'm not sure about the regional council.
- The region has an RFP on the street now on their private network . . .to assess what the business models are moving forward.

4. How big should it be? What should be its speed/capacity? What locations or geography should it cover?

- Ultimately town-wide. If we had to pick a smaller corridor, Davis, down Main St., up Leslie a bit.
- There are certain areas of this town that have very bad connectivity.
- Back where I am on Leslie, it doesn't matter if you have Rogers or Bell, you're up and down all day (on Leslie, north of Davis—Harry Walker Pkwy); Rogers rep came in, "Yeah, I keep hearing this."
- On Davis from Main to Alexander St. (CreateIT Now) if you really had to limit it, then move on to Harry Walker, Leslie.
- Yonge and Davis just because of everything that's going on there, how can you push to make it bigger?
- The places that don't get it are really going to be at a disadvantage.
- What about the Magna complex? (Magna Corporation)
- If we're doing it, let's do it where people need it.
- If we're going to start with a small corridor, choose a place where you can subsequently demonstrate return on investment.

II. CCE INNOVATION TEAM – CIVIC AND HEALTHCARE PERSPECTIVE

Civic perspective

- I'm not satisfied with us just being one of the 1.3 million. We're going to turn into a bedroom community.
- People are looking for something to brag about, looking for a vision.
- Hospital needs to become more about health entrepreneurship, we need to find ways to create our own income – there's a group of doctors that need to start developing programs, then lets market that and take some percent.
- The connectivity can become important if we're going to attract international business.

Southlake Perspective

- To the extent that we would be directly involved in something is a little bit uncertain. The hospital could participate in supporting a local neighborhood to get engaged, to get passionate, to create a sense of urgency...that's something we may be able to do.
- Gigabit community isn't a specific driver for the hospital; our principal mission is not that, though we are happy to be a support to the town.
- Our physician group being able to connect to the institution is important now and will continue to be important.
- We need our patients to be connected because increasingly that is going to be the immediate push and the new demand for services. We are engaging in strategies right now to enable our patients to be able to connect online. From a simple transaction of appointment booking to much more demanding bandwidth applications to exchange large data files . . .we as an organization are beginning to contemplate that already. Staff connectivity is important, patient connectivity probably even more important.

III. BUSINESS PERSPECTIVE - TECHNOLOGY SOLUTIONS PROVIDER (NOT ISP)

Q. What is the benefit to your company if Newmarket gains ultra-high-speed connectivity?

- There is tremendous value to that. In our world, everything is going IP, everything is becoming centralized.
- Video is becoming the standard. Not just a nice-to-have or for Fortune 100 companies. That is a huge keynote to the whole initiative—we're having video collaboration discussions with everyone who is a client or prospective client.
- If you'd have asked the question 6 years ago, I would have said that would be kind of nice. Now it's mission critical.
- Bandwidth-sucking applications—that's what we do. That's what Avaya does. That's what Cisco does. That's the business we're in. Somewhere there has to be pipe to support all that. And it has to be managed. You need to be able to control the service level.
- As a Newmarket resident it's awesome, as a Newmarket business it's 100x more awesome.

Q. Can and will the private sector provide what you need?

- Maybe at some point, it's certainly not going to come at the rate that our company will need it. 6 years from now maybe Rogers will step up and put all sorts of stuff in here. But the key word is maybe.
- That's an awesome thing that brings a ton of value [if the town decides to expand the infrastructure]. Maybe in a decade, I'll be able to take our business to the next level. But a decade isn't working for me. This business changes so fast, I need to be thinking 2-3 years out.
- Any business that has a dispersed business. If you have 2-3 offices, you need the bandwidth—voice, apps, data and the whole video thing that's coming screaming onto the field.

Q. What are the biggest obstacles to the community taking action?

I don't know how prepared the town is as far as existing infrastructure. I don't know if it's a hopscotch leap or a rocket shot across the Grand Canyon. You've got to have buy-in from the community.

Q. What should the timeframe of Newmarket taking action be?

- I don't know. Is this something that could be accomplished in 2 years? 1 year, 2 years – that starts to sound rational to me. My business plans don't last for 90 days now. I'm finding that the best of intentions aside, When I see a 3 year plan I put stock in it, when I see a 10 year plan I don't think it means much.

Q. What impact could this have on people working in Newmarket?

- Remote employees—de facto standard now. More and more companies want to do that. Everyone that we talk to – they want as many soft phones, mobility devices. They all live here. It's not just the bandwidth at your business, but you need to have it where they hang their hat.
- A huge trend for businesses is to encourage the remote worker. They want their employees to be able to work from home. They need to be able to do the voice and video and collaborative applications . . . guess what, half their employees may be working from home.
- Hypothetically, I have a business in Richmond Hill but I have a lot of employees in the Newmarket area in fact, I'd be encouraging new employees coming in from out west to live in Newmarket.



BUSINESS CASE

International Perspective

A variety of technology related movements have sprung up around the world to address issues of globalization, sustainability, innovation and the growing demands placed upon governments as urban populations increase. These initiatives include the Smart Cities, Intelligent Communities, Smart and Connected Communities, Gigabit Cities, and the Broadband Community movement. Although each may have a different perspective or operating philosophy, they all are ultimately focused on improving quality of life through the thoughtful inclusion of technology to drive socio-economic impact. Cities involved in these initiatives include Amsterdam, London, Barcelona, San Francisco, Singapore, Kansas City, Hyderabad, Songdo, and the Toronto Waterfront project.

Singapore

Most noteworthy of the aforementioned initiatives is Singapore's effort, led by The Singapore IDA. Since originally developing a network to interconnect public sector facilities back in the mid-1990s, the IDA has catapulted forward with an impressive infocomm development plan to integrate holistic ICT planning and associated infrastructure build-outs, with educational and leadership planning for all aspects of residential, business, and organizational life. Recently, the IDA announced plans to develop the first Smart Nation ecosystem strategy. "Our goal is to establish Singapore as a smart nation that taps the potential of infocomm and media (ICM), and that nurtures innovative talent and enterprises. In this way, the ICM sectors can bring about economic growth and social cohesion, and better living for our people," said Dr. Yaacob Ibrahim, Minister for Communications and Information.

"Our goal is to establish Singapore as a smart nation that taps the potential of infocomm and media (ICM), and that nurtures innovative talent and enterprises"
– Dr. Yaacob Ibrahim, Singapore Minister for Communications and Information (July 2014)

The economic implications are staggering as Singapore leaders move away from the legacy industrial ecosystem toward an information-based ecosystem at a national level. This initiative easily places most North American cities almost ten years behind Singapore's digital effort. However, it is also a great moment of opportunity for the Town of Newmarket, in that Newmarket has prepared well by working closely with the ICF, I-Canada, and CATA. Newmarket has already assessed its broadband environment, partnered with local organizations (Innovation Team and CreateITNow), and set a foundation from which to nurture digital enterprise and talent, as well as bring about economic growth, social cohesion, and a better quality of life.

Chattanooga and Kansas City

Particularly unique to Gigabit City initiatives in the U.S. is their focus on entrepreneurship as a pathway to innovation and job creation. Chattanooga and Kansas City, described below, posit that long-term economic impact will come primarily through the creation of new technology companies which impact community and local and state governments (bottom-up); whereas, the Singapore IDA initiative represents a high-level approach to planning from the city and state government levels, which includes programs for entrepreneurship (top-down).

Chattanooga

Forty years ago, the U.S. industrial city of Chattanooga, Tennessee, was voted the dirtiest city in the country, but today it is attracting the sort of business investment that makes other cities envious.

The Electric Power Board EPB, Chattanooga's non-profit electricity provider, built a fibre optic communication system with \$111.5 million in stimulus funds that anchor the city's smart grid. The grid includes one-Gigabit internet service to its entire population with an accompanying high-speed wireless service, making it one of the fastest cities in the world.

According to the city's chief information officer Mark Keil, "Gigabit has been a key element in the region's ability to attract investment from companies such as Amazon, which has offered 1,500 jobs so far at two massive new distribution centers being built in the region." The German automaker Volkswagen has also opened a manufacturing plant in Chattanooga.

"It is very hard to find a global industry that doesn't think in terms of technology, so that does sweeten the pie by having technology as part of your ingredients," Keil said, adding that he had also been in discussion with other well-known high-technology companies. Furthermore, in a recent interview **Keil also acknowledged that it was important to move quickly.**

In addition, Chattanooga has benefited from visits from municipal utilities, government officials, community leaders, and private companies from around the globe, including Japan, Australia, New Zealand, Israel, Ireland, Brazil, and cities throughout the USA. These groups are all looking at EPB as a model for a successful, sustainable Gigabit network combined with a Smart Grid electric distribution system.

"Amazon has cited Chattanooga's world-leading networks as a reason for locating a distribution center in the area, as has Volkswagen when it chose Chattanooga as its headquarters for North American manufacturing." – Tom Wheeler, FCC Chairman (June 2014)

Since Gigabit connectivity was made available to all city residents and businesses, **it has begun to transform Chattanooga's economic profile**, attract new companies, and enliven the city's entrepreneurial culture — which has emerged as a haven for innovative and next generation businesses, with programs like GigTank, that welcome entrepreneurs and startups to stay and work in the city.

Furthermore, Tennessee Governor Bill Haslam and Volkswagen Group of America officials announced in July that the company would expand its sole U.S. manufacturing facility in Chattanooga, Tennessee. Volkswagen would add an additional manufacturing line and create the National Research & Development and Planning Center of Volkswagen Group of America. Volkswagen's total global investment for the expansion will be \$900 million, with \$600 million invested in Tennessee and 2,000 new jobs being created in Hamilton County.

IMPORTANT NOTE: Chattanooga built out a Gigabit network as an operational improvement to the utility and to provide Gigabit service as an economic development initiative. Conversely, the Google Fibre initiative in Kansas City is a residential, next-generation cable television rollout, which makes use of utility and telecom infrastructure to reach its customers. Kansas City community leaders then responded with a variety of economic development initiatives centered on entrepreneurship.

Kansas City

In March of 2011, Google announced Kansas City as the first market selected to receive Google Fibre. Then two months later Kansas City Missouri followed as the second Google Fibre City and within three years the fourteen surrounding municipalities.

However, by the summer of 2011, both Kansas City Mayors decided to create The Mayor's Bi-State Innovation Team from which to determine a plan and roadmap to drive the long term economic development of Google Fibre. Then in June of 2012 the playbook, *Playing to Win in America's Digital Crossroads*, was released.

“As part of the Greater Kansas City Chamber of Commerce’s ‘Big 5’ initiative, Kansas City Mayors Sly James and Joe Reardon have declared that Kansas City should be ‘America’s Most Entrepreneurial City.’” – Kauffman Foundation

Noteworthy of the Playbook was a recommendation for a regionally collaborative effort to take advantage of KC’s unique infrastructure and establish Kansas City as a global leader in digital innovation. KC Digital Drive is charged with the implementation and stewardship of *Playing to Win in America’s Digital Crossroads*, the digital playbook produced by the Mayor’s Bi-State Innovations Team.

Other key Playbook Initiatives that KC Digital Drive is collaborating with includes LaunchKC, Digital Sandbox, KC Startup Village, US Ignite, Code for America and K-20 Librarian all aimed at developing the greater Kansas City innovation community and accelerating the development of successful start-ups. KC Startup Village is a growing cluster of Google Fibre-minded tech startups in a Kansas City, Kansas neighborhood near 45th Avenue and State Line Road. It has captured the fancy of numerous newspapers and tech blogs covering the November lighting up of Google’s Internet network. Examples include The Wall Street Journal, GigaOM, VentureBeat and Mashable, not to mention the onslaught of local media coverage.

Current Kansas City Economic Impact

Kansas City Google Fibre is a very large scale Gigabit build-out which encompasses two cities and fourteen municipalities over a wide service area and will take several more years to complete. Construction over the last three years has been focused on residential build-out and not focused on an innovation district or a specific corridor. As a result, current economic impact centers on the development of numerous initiatives such as KC Start Up Village, LaunchKC, Digital Sandbox, Kansas City Startup Village, US Ignite, Code for America and K-20 Librarian all aimed at developing the greater Kansas City innovation community and accelerating the development of successful start-ups.



“The mission of Digital Sandbox KC is to provide proof-of-concept resources to support early-stage commercialization processes including access to technology, business and market experts and funding for early stage market validation, prototyping and beta testing services”.

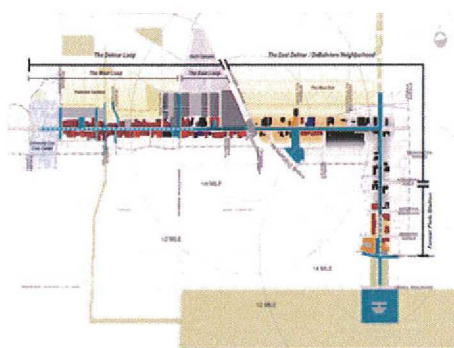
Current Kansas City Construction Impact

Currently there are over 1,000 people working on the project in Kansas City Missouri now. These include employees of three general contractors and over fifty subcontractors from seventeen states. Google also has approximately one hundred Google Fibre service vehicles on the road every day. PAR Electric estimates they will have replaced 8% of Kansas City Power & Light's utility pole infrastructure by the end of the Google Fibre project. Construction is nearing completion in the central portion of the project and is underway in the north and south portions of the city at this time. Suppliers have leased warehouses in Kansas City Missouri to serve the project.

Given the rapidly developing Smart and Gigabit City global business case perspective and Newmarket's success with planning for and implementing infrastructure investments over the last ten years, Newmarket is well positioned to propose a pilot project.

The goals of the pilot project should be to: 1) stimulate the development of the local innovation economy through demonstration, 2) allow business and residents the opportunity to interact with high speed ICT technologies and 3) allow local residents, businesses and organizations to experience the benefits and challenges high speed ICT technologies might have on local business, social and cultural ecosystems.

ST. LOUIS AREA - LOOP DATA RAIL



The combination of the proposed, 1Gbps high speed, fibre optic networking capability for businesses in the University City Loop, along with the inclusion of an expected local area wireless network targeted at supporting smartphones and other connected devices in the local consumer population, will create a new and technologically sophisticated state of the art environment in the city, that when implemented, will likely be the first of it's kind in the region.

On a smaller scale, the Loop Media Hub, will be the technologically equivalent peer, yet dramatically lower cost peer of Kansas City's highly profiled Google project effort. Based on the smaller size, more defined scope and the current highly collaborative environment, the Loop may well be in production long before the Kansas City project is complete.

In terms of the capabilities under consideration, it is appropriate to place these local efforts in a more global context in order to better understand the reach, reality and possibilities of what is currently under consideration. In November 2011, the UK announced a publicly subsidized, national effort to build similar high-speed networks in their major cities. This program was specifically aimed at making the UK the technological hub of Europe. The first of these cities to be connected under this program will be Belfast, with an identical target speed (1Gbps) to that being proposed in the Loop. The expectation from the UK is that this effort will place their cities on at least equal footing with the most advanced localities in Asia.

Impact

Leveraging this type of capacity, **the Loop Media Hub has the potential to significantly redefine the overall economic development opportunities within the community over both the intermediate and long term.** When the project is completed, the new Loop Media Hub Ecosystem, will provide numerous potential benefits for University City, it's residents and local institutions as well as the greater St. Louis Metropolitan Area.

At the higher orders, these capabilities should entice, new high tech businesses to the area, which based upon recent history in other locations such as San Francisco, New York, Boston and Chicago, has demonstrated the potential to create substantial economic value.

"In addition, we see the opportunity for a dynamic work force expansion in our area as new companies would see the advantages of locating along Delmar to access the Gigabit fibre. It could be the demand driver that we have been looking for to fully develop the Delmar corridor east of Skinker. Our firm would certainly be willing to pay to have access to a manifold increase in internet speed. We are looking forward to a successful effort to bring this high-tech tool to the Loop".

- Dave Mastin CEO St. Louis Design Alliance.

Entrepreneurship is already an area of growing strength within the region that should be fortified by a connectivity initiative of this nature. There is a flurry of startup activity occurring across Missouri in general and the St. Louis area in particular. According to the annual Kauffman Index of Entrepreneurial Activity, Missouri currently ranks 6th nationally for entrepreneurial activity. The state overall has risen rapidly up the ranks in terms of this measurement. As may be expected, the greater St. Louis area is instrumental in shaping this trend. In the latest annual report published by the St. Louis County Economic Development Counsel, St. Louis County, St. Louis City and St. Charles County hold down the number 1, 3 and 4 spots statewide in terms of new business starts, accounting for roughly 70% of the activity across the top four spots.

Furthermore the area is directly adjacent to Washington University in St. Louis and The Skandalaris Entrepreneurial Institute as well as home to other creative, innovative and artistic organizations. Moreover in the last seven years, this part of town has also been a home to Twitter and Square (both billion dollar companies) and Answers.com a rapidly growing search engine business and other successful start-ups. **Moreover, because of the known history of this corridor as a successful creative community, we are able to project the following economic development impacts:**

When projected forward over the next five years for similar types of economic activity in the project corridor, here are the reasonable estimate economic impact numbers for St. Louis City and St. Louis County only:



- 1,000 high tech jobs (i.e. computer programmers, software development) paid at industry standard
- 972 additional jobs across a number of industries including real estate, employment services, food service & drinking establishments, hospitals/healthcare providers, telecommunications and wholesale trade
- \$132,590,000 in wages and benefits
- \$172,227,000 in additional economic benefit (i.e. sales, rents, services, etc.)
- Total annual economic output in excess of \$265,000,000

Further information regarding the original report can be found at loopdataarail.org

NEWMARKET PERSPECTIVE

The Town of Newmarket has a small town charm, with big city conveniences. Newmarket's close proximity to Toronto makes it attractive to investment, business growth and residents. A gentle blend of land-uses makes Newmarket a perfect location for young families and professionals alike. Newmarket is the home of primary economic drivers -- York Regional Government headquarters and operations; and Southlake Regional Health Centre. Its proximity to the Holland River Trail System and Fairy Lake allows for recreational, cultural and arts activities. Local businesses provide boutiques, patio eateries, live theatres and a seasonal farmer's market in a vibrant setting.

Newmarket is also in the early stages of developing an attractive, innovation ecosystem which has three major components:

- **The first being an innovative and creative business area along Main Street.** It has a unique experience with early 1800s styled historic architecture, streetlights, and custom grown flower barrels gives Main Street a very real sense of place and neighborhood amenities that would be highly attractive to innovative, creative, cultural, media and arts oriented businesses. The Main Street area is particularly important as the street, its collection of small business fronts, restaurants, cultural organizations and easy access to the trail system will be attractive to entrepreneurs and small business startups.
- Together the aspects of community along Main Street will provide a cultural cross roads and social fabric from which more conversations take place, ideas created and inspirations experienced which ultimately will result in the formation of more companies. As it has been said, "high impacts Gigabit Cities are 90% sociology and 10% infrastructure" and in the beginning, Main Street's social and cultural fabric will drive the expansion of the overall Innovation Ecosystem Corridor.

NEWMARKET INNOVATION ECOSYSTEM CORRIDOR

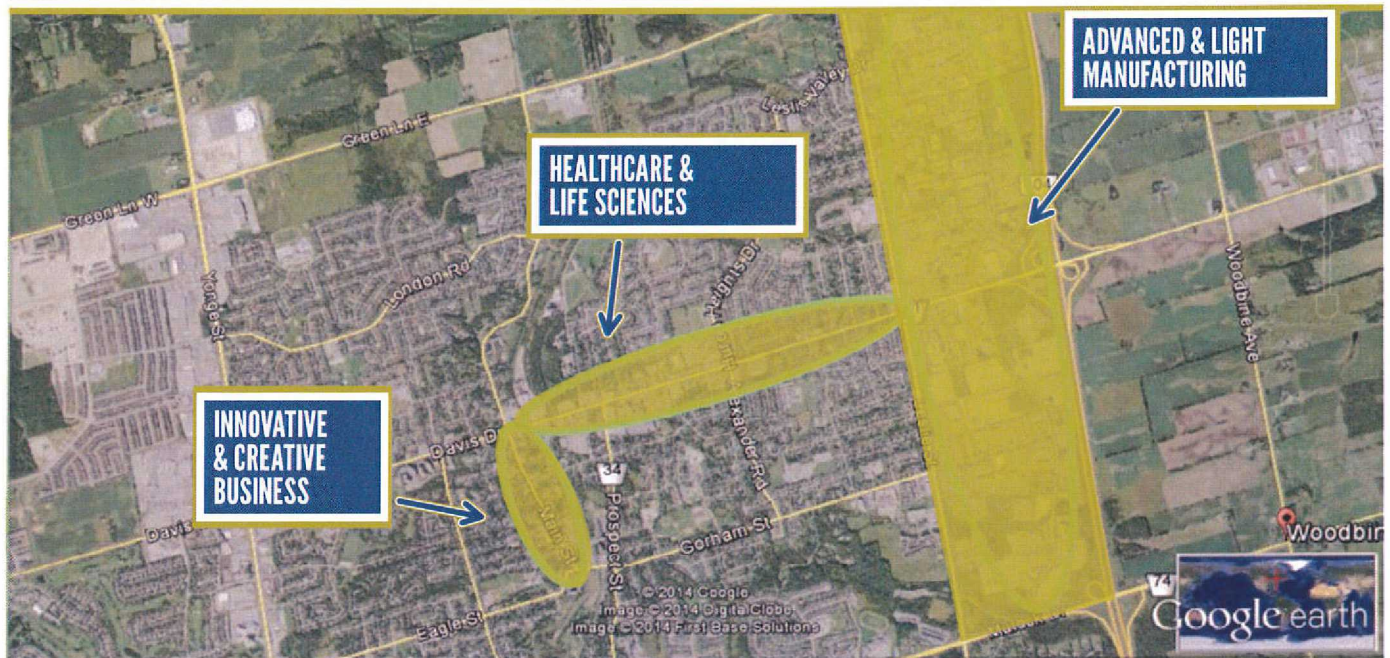


FIGURE 2 INNOVATION ECOSYSTEM CORRIDOR

The second component is the Southlake Regional Health Centre. Southlake is a full-service hospital with a regional, clinically advanced focus. As a regionally designated site, Southlake is responsible for developing and providing advanced levels of care to the more than one million people. Southlake also has almost 200 clinical trials underway, and is connected to both of Canada's research and education networks Orion and Canarie. In addition to its world-class healthcare, Southlake Regional has developed the CreateITNow incubator. Located in a large 60,000sf warehouse with 5,000sf presently allocated to CreateITNow, the incubator serves as a business, educational and mentoring center for developing medical or life sciences related technologies or devices and network access point to Southlake Regional's partner research and education networks.

The third component is the business/industrial park area at Leslie Street and Harry Walker Parkway. This area is an ideal location for light or advanced manufacturing, call center operations, and technology companies.

Together, when combined with Gigabit Internet infrastructure, these three areas potentially form an emerging Innovation Ecosystem. This ecosystem would have the ability to attract and create high value jobs, increase real-estate values and generate new public-private partnership opportunities.

For example, with Gigabit infrastructure in place, small creative, media and culturally oriented businesses would naturally be attracted to the availability of lower cost, high speed Internet in combination with the local neighborhood amenities and the social, cultural and recreational fabric around Main Street. As these businesses grow, some will develop a need for advanced manufacturing and/or assembly operations in nearby locations taking advantage of ease of access and high speed connectivity. This combination makes the Main Street – Leslie Street combination more attractive and scalable.

Southlake Regional's CreateITNow incubator provides the capacity to incubate and accelerate new technologies for the healthcare or life sciences industries. With the advantages of Gigabit infrastructure in place, these new businesses have the ability to grow quickly and expand office operations to the Main Street area or manufacturing/assembly facilities in the Leslie Street/Harry Walker Parkway corridor.

When all three components are combined as an Innovation Ecosystem, they have the ability to attract economic investment and high value jobs. As jobs are created and innovative businesses thrive within the ecosystem, residents will reap the benefits of greater opportunities, stronger real-estate values, improved public and private sector opportunity and improved quality of life.

Area of Pilot's Next Progression

As discussed previously, the three areas combined would form the initial Innovation Ecosystem Corridor. As the development of the ecosystem progresses and small companies grow, the areas along Davis Drive and Yonge Street will become attractive to companies as they begin to look for more office space to grow their businesses. In particular, as work along Davis Drive and Viva transit complete, the ecosystem will mature and expand making Davis Drive and Yonge Street part of a growing ecosystem. Companies that look towards the Davis Drive and Yonge Street area (and south to Newmarket's border) will be attracted to office space that has either flexible or innovative work space options nearby quality neighborhood amenities.

ESTIMATE OF NEWMARKET ECONOMIC DEVELOPMENT IMPACT

Purpose

A major component of this study is to estimate the economic impact of a publicly led project to install and activate lower cost, Gigabit level Internet system to a select number of business and economic activity locations. The economic impact estimate generated in this study would be used to:

1. inform local decision-makers of the potential short-term and long-term economic return on investment in a lower cost, Gigabit level Internet system deployed within designated areas of the community;
2. determine which areas of deployment would generate the greatest of economic benefit; and
3. provide local officials with preliminary benchmarks for tracking future economic activity.

While the estimated economic impact provides guidance to and justification for future investment in Internet infrastructure, the process and final calculations has many limitations. These estimates are based upon a series of assumptions developed through project research, informational meetings with stakeholders, one-on-one interviews, and target area tours along with prior experience and expertise of the evaluation team. Any of decisions made by local officials and/or decision-makers must take into account the large number of economic variables, future policy decisions and local/regional economic initiatives that will influence the final economic output from any infrastructure investment.

Methodology

During the site visit (May 27 – 30, 2014) the evaluation team was provided a wealth of information about the Town of Newmarket and future development plans. The evaluation team also participated in a series of stakeholder meetings along with a tour of the primary business corridors. Based upon the information collected, the evaluation team quickly recognized several Gigabit-related economic opportunities within Newmarket. The evaluation team received permission to consider a number of different deployment scenarios with reasonable limitations on the project timing, scope, size or cost.

While having multiple economic opportunities is a positive for Newmarket, they created a serious test for the evaluation team. Each potential option brings new and multiple variables that will affect the economic impact estimate. When combined with factors related to the timing on deployment and activation of the system, the economic impact estimate has the potential of ranging widely.

With these conditions in mind, the next step was to select an appropriate economic impact model to provide the most accurate analysis. There are standard tools used in North America for economic impact analysis. Each brings a number of advantages and limitations depending upon certain key elements, including the project location and impact area, quality of the inputs (i.e. predicted number of jobs, estimated wages, and forecasted capital investment), and interpretation of the results. Another issue related to this study is Newmarket's location in a major metropolitan area with an interdependent economy and labor market. The evaluation team conferred with Town representatives in June regarding these issues/concerns and agreed upon a reasonable economic impact strategy that would account for these elements.

The evaluation team selected the RIMS regional input-output (I-O) multiplier tool to calculate the economic impact estimate. RIMS (Regional Input-Output Modeling System) provides the ability to identify and isolate economic benefit for Newmarket through to use of individual industry multipliers. (see appendix for further explanation.) The final report data – estimated earnings, economic activity, and jobs – was produced using the following steps:

1. Defining the pilot project area(s);
2. Modeling potential economic development projects with timeline for economic activity;
3. Entering project parameters – capital investment, jobs, wages – into RIMS economic multiplier tool; and
4. Comparing data results to similar projects and evaluation team experience to ensure relevance and appropriateness for the decision-making process.

The evaluation team is fully aware that results from this multi-step process will be heavily influenced by a multitude of factors, many of which are beyond the scope of and control by this study. ¹

Project Assumptions

Location(s): The evaluation team first considered two prime areas for broadband deployment: (1) Davis Drive west of Prospect Street; and (2) the Yonge Street Business Corridor. In both cases, the evaluation team concluded that these areas were not suitable for a Phase One pilot project. As for Davis Drive, the team observed large scale infrastructure development was underway, including the installation of new roads, a rapid transit lane, pedestrian walkways, and streetscape. A recommendation to install new Gigabit level infrastructure in this area would clearly cause project disruption and delays in completion. The incumbent internet service providers had planned to upgrade their existing systems with dominant position on new utility poles and control of underground conduit.

The Yonge Street Business Corridor was at the other end of the redevelopment spectrum. The Town's secondary plan indicated large scale redevelopment in the near future within the corridor. The redevelopment would include significant infrastructure upgrades, vertical development to accommodate higher population densities, and a planned shift from "big box" retail to pedestrian friendly commercial/retail districts. Again, the evaluation team concluded that any new Gigabit level infrastructure within this corridor should coordinated with these future redevelopment activities and conducted in cooperation with the Regional Government and public transportation agency.

After careful analysis and lengthy discussion, the evaluation team recommended a multi-phase pilot project focused on three target areas: (1) **Main Street Business District** from Davis Drive to Water Street; (2) the **Davis Drive Health/Life Sciences Corridor**; and (3) the **Leslie Street/Harry Walker Parkway Business Corridor**. All three target areas present unique and high potential opportunities for economic growth based upon increased access to lower cost, Gigabit level Internet service. The following is a summary of these advantages as identified by the evaluation team and Newmarket representatives:

Main Street Business District:

- Community's historic business district and traditional gathering place for social activities and celebrations;
- Eclectic commercial, retail and office space attractive to highly desirable "creatives" and new economy entrepreneurs looking to enjoy a unique work/lifestyle environment;
- Highly integrated residential areas accessible to a wide range of income levels, family sizes and lifestyle choices;
- Access to local and regional transportation systems, including highways and mass transit; and
- Highly desirable "live and play" amenities with restaurants, coffee shops, bakeries, library, cultural centers, recreation areas, government services, bike/walking trails, etc.

These factors may include, but not limited to, (1) Aggressive Timeline – the willingness of decision-makers to move forward quickly on implementation of the pilot project(s); (2) Supporting Economic Development Initiatives and Programs such as availability of and access to investment incentives, public-private partnerships, advanced transportation systems, high quality educational assets, and trained labor availability/cost; (3) Growth Oriented Policy Policies – regulatory and permitting process that encourage development; (4) External Economic Factors – a vibrant regional/national economy with growth opportunities; and (5) Regional Competition – the ability to establish and retain a market leader position within the region's economy.

Davis Drive Health/Life Sciences Corridor:

- Primary east-west corridor through the community with multiple mass transit stops and nearby light rail station;
- Location of Newmarket's largest employer, Southlake Regional Health Centre, with significant growth potential in both capital expenditures and employment;
- Area identified in previous studies to entice, capture and retain healthcare related innovation and economic activity complementary to Southlake's mission;
- Location of the CreateIT Now business incubator with existing access to Gigabit level Internet service; and
- Experiencing a multi-million dollar infrastructure redevelopment project that will spur private sector redevelopment and new vertical construction in the near future.

Leslie Street/Harry Walker Parkway Business Corridor:

- Newmarket's primary business park for light manufacturing/assembly, distribution and/or service sector firms with highway access requirements;
- Only location of "greenfield" industrial property within Newmarket;
- Wide variety of building types/sizes available for rent and purchase;
- Immediate access by two interchanges to Highway 404; and
- Active employers located within the corridor with opportunities to grow and increase local investment.

Potential Economic Opportunities: Within each of the pilot project areas there are a wide range of development activities with associated economic impacts. The evaluation team, for the purpose of this analysis, focused on businesses most likely enticed by lower cost, Gigabit level Internet service. For example, an engineering firm with an international client base would value access to high speed Internet connections for communications and document exchange. A security alarm services firm would utilize high speed connections to monitor real-time video and data from customer sites. Other prospects include Internet publishing firms, independent music labels, photography studios and concert/event promotion companies which use high speed connectivity to transfer images and work collaboratively with artists, clients and/or customers. The following is a list of businesses with potential Gigabit needs along with a targeted location and industry averages for employment/wages:

Businesses with Potential Gigabit Needs	RIMS Code	Targeted Pilot Area(s)	Industry Average Employment and Wages (Annual) ¹
Accounting	541200	Main Street/Davis Drive	4 -- \$261,712
Audio Production Studio	512200	Main Street/Davis Drive	2 -- \$71, 048
Concert/Event Promotion	711A00	Main Street/Davis Drive	3 -- \$85,971
Data Processing/Hosting Services	51A000	Davis Drive/Leslie-Harry Walker	8 -- \$571,432
Diagnostic/Medical Laboratory	621511	Davis Drive	8 -- \$495,000
Engineering	541300	Main Street/Leslie-Harry Walker	7 -- \$557,291
Internet Publishing	541511	Main Street	2 -- \$131,492
Laboratory Testing Services	621B00	Davis Drive	11 -- \$651,959
Management Consulting	550000	Main Street	2 -- \$114,280
Market Research	5419A0	Main Street	3 -- \$150,114
Medical Device Manufacturing	339112	Leslie-Harry Walker	106 -- \$9,203,662
Music Production (Independent Label)	512200	Main Street	3 -- \$203,880
Photography Studio	541920	Main Street	1 -- \$22,456
Scientific Research and Development	541610	Davis Drive	14 -- \$1,417,360
Security Alarm Services	561600	Davis Drive/Leslie-Harry Walker	11 -- \$515,361
Sports/Celebrity Agency	711A00	Main Street	1 -- \$37,995
Telemarketing/Call Centre	561400	Davis Drive/Leslie-Harry Walker	19 -- \$444,353

Estimated Economic Impact Scenario: After an extensive review of the research materials, interview notes, real estate data, and locational analysis, the businesses listed above are prime candidates for locating within the relatively small pilot project area. The evaluation team, based upon a small investment pilot project within the three target areas and timeframe presented, estimated the following initial economic impact directly in Newmarket:

FIVE YEAR PILOT PROJECT (2015 -2019)

- 17 new firms with 205 employees
- Annual wages at \$14,935,366.
- 126 in-direct jobs generated across the community
- \$13,174,963 of additional economic output value as a result of wages spent.

The value and appropriateness of these estimates must be taken within the context of the planned initiative. As stated in 2005 journal article on the impact of broadband deployment, "Broadband does not act on the economy in isolation, but as a complement to other information technologies."

These same circumstances apply to Newmarket and its efforts to generate economic impact leveraged through a small investment pilot projects. To maximize the economic impact of broadband deployment within the next five years, the following additional actions are recommended:

1. The Town of Newmarket immediately proceeds with an investment project leading to the installation of Gigabit level Internet service within the three pilot project areas;
2. Building owners and developers within the pilot project areas receive encouragement and/or incentives to connect existing physical spaces to the new system;
3. Through partnership with the Town, Gigabit level Internet provider(s) within the pilot project areas offer the end-user an attractive offering;
4. Newmarket officials and Innovation Team develop programs and services to attract, sustain, and retain firms seeking market advantage through Gigabit level Internet services; and
5. City officials, Innovation Team members, and Chamber leaders develop a strategy to expand lower cost, Gigabit level internet services into additional pilot areas (i.e. Davis Drive West and Yonge Street Business Corridor) and, eventually throughout the full community.

If this aggressive plan is followed, the evaluation team believes the City of Newmarket would have the opportunity to easily increase the estimated economic impact by threefold.

Summary: As stated earlier in this section, the purpose of this analysis is to provide an estimate of economic impact that will guide decision-makers on the question of investing in Gigabit level Internet infrastructure. The evaluation team is convinced that any investment to provide lower cost, Gigabit Internet service to areas within Newmarket will produce net new investment, job creation and economic activity beneficial to the community. In addition, businesses and residents within the project areas will also reap economic and quality of life benefits from the investment.

Special Note: *Given that Southlake has two hundred clinical study trials in process, the chances are good that this activity will generate new economic movement which draws benefits from a proactive Gigabit deployment strategy. CreatelNow at the Southlake Innovation Incubator and business landing/launching areas along Main Street and Leslie Street/Harry Walker Parkway Business Corridor also provide significant opportunities to capture this activity. Moreover, having the pilot led by a community leadership organization which combines "intentional focus" with an effective community engagement and market communications process during the term of the pilot enhances those opportunities.*

"A successful Internet economy is 90 percent sociology and 10 percent technology."

Kansas City Playbook – Playing to Win in America's Digital Crossroads.

² IBISWorld – Industry, Company and Business Research Reports (inflation adjusted 2014 dollars)

³Adjusted multiplier (0.48)

⁴Ibid

⁵"Measuring Broadband's Economic Impact" by William Lehr, Carlos Osorio, and Sharon Gillett (MIT) in collaboration with Marvin Sirbu (Carnegie Mellon University)

HYDRO DILIGENCE

Local utilities can be a source of high speed Internet connectivity either through pole attachments, ducts with conduits or a combination of both. Since the local utility is owned by The Town of Newmarket and The Township of Tay, the possibility exists for Hydro to be used for pole attachments or duct access on a pilot or long term basis. Since the focus of this document is short term in nature with pilot areas along Main Street to Davis, and along Davis towards the business park, a request was submitted to Hydro to determine what infrastructure might be available on a short term or pilot basis.

HYDRO ROUTES EXPLORED

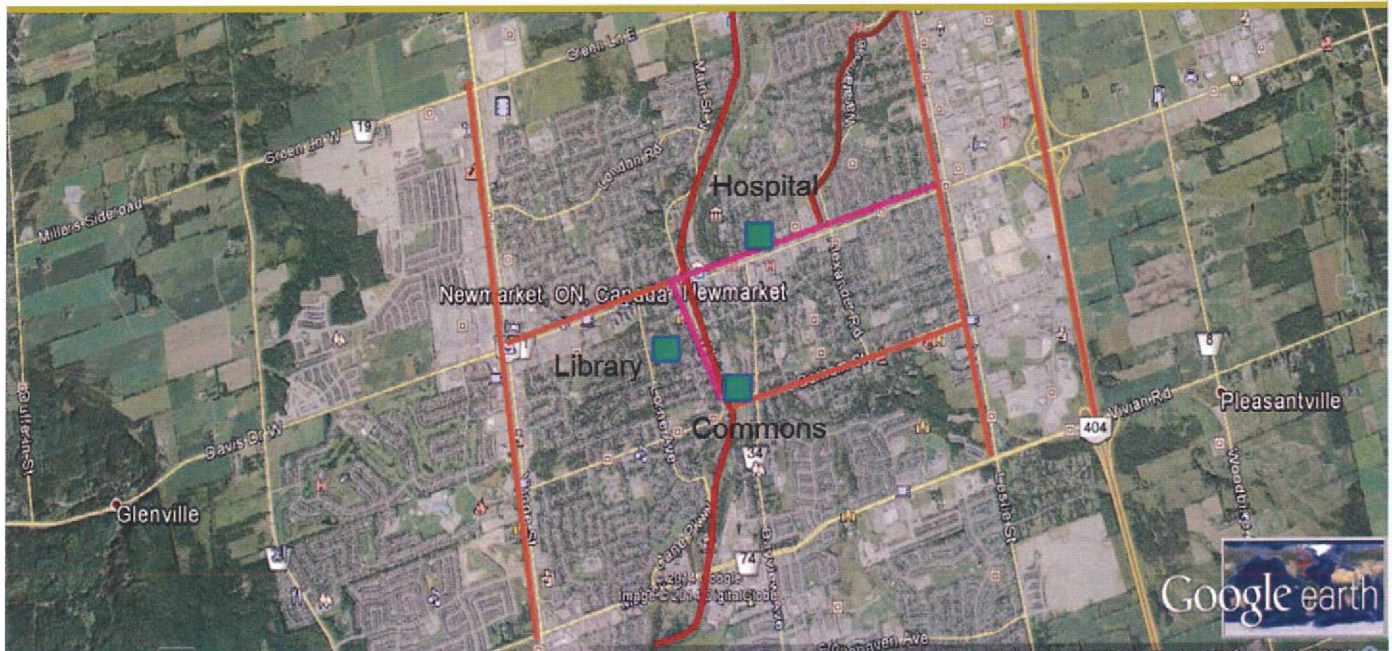


Figure 3 Hydro Routes Explored

Main/Davis to Main/Water

This is a much older section of infrastructure with minimal opportunity to attach to existing poles.

Davis/Leslie to Davis/Roxborough

North Side: No poles Leslie to Hamilton, then several poles, one joint use Atria, until Davis new re-build/re-design by Rogers not yet complete, nothing in place until Roxborough.

South Side: poles along the south side until new re-build/re-design section of Davis, no joint use available, Shaw/Rogers/Atria, unless agreement to lash onto existing provider.

^o In some cases the existing provider may allow another provider to attach (lash) onto existing fibre, however Hydro cannot cause them to do so. Also, in some locations there are two registered providers, Rogers, and/or Shaw, or Atria taking up two joint use positions. Rogers now owns Shaw and Atria. A request could be made where Rogers could combine existing two joint use positions into one and open up space on pole. Again, subject to negotiations, could save them some joint use costs or cost to re-locate.

Leslie/Greenlane South to Leslie/Davis

East Side: pole line until Janette St, combination of joint use already in place with Atria (Rogers) and Bell, no additional space available unless an agreement could be arranged to lash onto existing provider. West Side: pole line all the way, however no space available unless agreement* to lash onto existing provider.

Davis/Roxborough to Davis Main Street

New re-build/re-design with no opportunity to attach to new super poles as per York Region. There is a need to determine from York Region if any spare communication ducts have been installed or opportunity to access current providers, (Bell/Rogers/York Region). There appears to be no provision for radial take off points.

There are no pole attachments available in the short term along the route of interest due to the time and cost associated with lashing existing providers together. It would be helpful to develop a matrix of actual expiration/renewal dates for the pole positions and whether there are any options to re-patriate the spaces (legal or financial).

Actual study route data can be found in the Appendix.



GENERAL RECOMMENDATIONS

Ducts

Ducts are the most common vehicle for delivering fibre optic cables around the world. They are inexpensive and long lasting and whenever the opportunity arises should be installed in or along city right of way. Ducts can also be installed anytime there is a street, sidewalk or street light replacement program.

“Compared again with the slowest type of broadband, FTTH consumers spend 49 fewer annual hours waiting for things to load. FTTH users work from home more often and enjoy a home value premium of over \$5,000 versus other types of broadband”. – FTTH Impact and Data Report 2014

For example, The Town of Newmarket is the proud owner of more than 44 kilometers of walking and biking trails. The final portion of the trail was completed along the Nokiidaa Trail system linking more than 20 kilometers of trail from East Gwillimbury south to Aurora. The trail system right of way could be used for a duct system (fibre back bone or for trail Wi-Fi) to interconnect other areas or neighborhoods around Newmarket. The same system could also be used to interconnect Newmarket with other surrounding public or not for profit sector organizations.

Ducts can also generate revenue when leased to local providers or other significant organizations.

Street Lights

Street lights are also a valuable tool for placement of Wi-Fi access points since they can be easily integrated with LED lighting systems. As Newmarket upgrades its existing seventy five hundred light standards, Newmarket should also develop a plan to include Wi-Fi access points in Newmarket's LED based lighting systems.

Develop a policy in conjunction with local infrastructure providers for a common duct, hand-hole architecture and lease pricing. Once the policy is in place, procure and install the duct system along the 44 KM trail system right of way. As street lights are upgraded to LED standards, develop a plan to include Wi-Fi access points within street light enclosures.

Education

In September 2012, The Gigabit City Summit held a global roundtable regarding the need for Smart or Gigabit City education. Summit member locations included Greece, Switzerland, The Netherlands, Kansas City, St. Louis and Barcelona. During the session, the summit members concluded that the greatest need in moving Smart or Gigabit City initiatives forward was to address the lack of quality education related to regionally deployed technology and its socio-economic effects.

Uneven familiarity with technology related social, economic and educational impact, and sometimes a lack of awareness, speaks to a community's ability to embrace new tools, make use of new learning methodologies and participate in the workforce. Given the rapid pace of change and the inevitable arrival of a whole new realm of Smart and Gigabit related technologies and services, **pervasive and ongoing education will be the foundation upon which the Newmarket economy can grow.** An education plan should also be developed to bring all students into the technology education and socialization process starting at an earlier age. An ongoing educational program for community leadership and persons associated either directly or indirectly with business and economic development should also be developed. In other words, for cities to thoughtfully harvest the benefits of technology, education is needed across all sectors of the local economy and its leadership.

Develop the requirements for a continuing education program for all members of Newmarket government. Engage local educators to participate in the development of the requirements for the continuing education program.

Feasibility Study

It is common place for municipalities interested in developing high speed broadband infrastructure to develop a community engagement process and then make use of a traditional feasibility study process followed by releasing a RFP for services.

Our experience with these kinds of studies has led us to conclude that **they are generally not that effective at advancing a project**. They usually take a long time and they can be expensive. When the muni-broadband market was nascent, these studies were more important. But the market has evolved to a point where there's lots of prior work to draw from, and a short-list of models and approaches that have become commonplace.

Moreover, Newmarket has already done considerable work in key areas by working with the Intelligent Community Forum, is in the process of developing a Community Collaboration Ecosystem Innovation Team, participated in the York Region Broadband Strategy and has benefited from relationships with I-Canada and CATA. This work also now includes the results of this study and recommendations related to Community Visioning, Community Engagement, Realizing Economic Impact, Short Term Organization and Gigabit Pilot Areas and the Next Steps required to move forward.

Because Newmarket has already laid a foundation from which to move forward, we recommend a **clear and concise Phase II Implementation and Execution Plan** that will insure that the next steps moving forward ignite a natural and organic community based economic development process.

In addition, the **Phase II Implementation and Execution Plan** will help to insure that Newmarket enjoys the advantage of working with smaller, more easily executable bite size steps, each with a clear vision of goals and achievable economic development impact.

Accelerating Ecosystem Development

The purpose of a visioning and engagement strategy is to create a feedback loop which ensures the solutions you develop in building Newmarket's Internet ecosystem are both responsive to the wants and needs of citizens and aligned with the overall vision for the community held by community leaders, both political and otherwise.

Each of the three suggested target areas (Main Street, Southlake, Business Park) appeal to a unique constituency; a holistic strategy suggests visioning and engagement for these groups needs to assess each independently and on its own merits, but also with a combined view to maximize the impact on Newmarket as a whole and pave the way for broader expansion.

Two additional approaches for pilot exploration, which can complement any of these deployments (but should be explored together), are

1. A neighborhood pilot, to identify one or several neighborhoods for a more traditional residential deployment; potentially using a community driven marketing approach like Google Fibre in Kansas City or C-Spire in Mississippi
2. Providing service to schools, libraries and health care institutions as a way to connect on a closed circuit with the neighborhood(s) and business district(s) selected above
3. It is important to strike a balance between this fibre effort bringing an exciting, forward-looking project to Newmarket that allows the community to pursue new strategies for community development and the appearance of launching something completely new. These new strategies should sit within (or at least comfortably alongside) existing strategies, programs and objectives. The visioning and engagement approach serves to calibrate how to balance this aspect by keeping the pulse of the community and giving members some ownership over the process.

A suggested visioning and engagement approach for Newmarket is outlined below. A similar process can be applied to another specified area, or alternatively a neighborhood/anchor institution model that covers Newmarket more comprehensively.

COMMUNITY VISIONING

Objective

Communities, like Newmarket, who take the initiative to gain access to ultra-high-speed Internet connectivity, have the opportunity to have greater influence and control over how that service is deployed to best fit its needs and interests. We believe a vital part of seizing that opportunity is to go through a community visioning process. This process serves to:

- A. Develop consensus on specific opportunities that exist—in the community as a whole, in specific geographic areas, and in specific market verticals—and plan/require that the installation be done in ways that allows those opportunities to be realized.
- B. Identify the critical success factors that need to be in place for the project to be successful. These can range from funding mechanisms to communication programs to institutions or persons that can serve as either facilitators or roadblocks to successful implementation. The visioning process works to understand the nature of these success factors and develop strategies to ensure they are in place or accounted for as the project moves forward.
- C. Prioritize the benefits that the community wants to obtain from the installations. The old saying is that you can have it fast, cheap, or good—pick any two. In fact, projects like this require even more nuanced balancing of costs and benefits. Gaining the perspective of significant stakeholder on how different elements should be weighted makes planning faster, and execution easier and implementation more likely to be successful.
- D. Build a platform upon which the community engagement phase can be carried out. If significant elements of the community have had an upfront say in providing the vision for how various elements of the projects should proceed, engaging the entirety of the community—whether that community be a neighborhood, a business district, or all the people of Newmarket—is much more easily done.

Process

THERE ARE TYPICALLY FOUR STEPS TO THE VISIONING PROCESS.

1. Work with the sponsoring organization to identify stakeholders for all elements of the project.
2. Do investigative work to determine the challenges, issues, and opportunities that stakeholders identify along with their opinions and attitudes. This typically involves both individual consultations and broader survey elements.
3. Using information and insights developed in steps 1 and 2, bring stakeholders together for ½ or full-day sessions to interactively and collaboratively brainstorm strategies and plans to accomplish A, B, C, and D.
4. Write and present to the community a report/blueprint detailing how the community's vision will be used to both guide the parameters of project development and move it forward toward successful implementation and execution.

One of the added benefits of these visioning sessions is they serve as natural opportunities for public relations initiatives to announce that Newmarket is moving to become a "Gigabit City" and a statement to the community that multiple and diverse viewpoints are being considered as plans are put together.

Community Engagement

The ongoing process, following the roadmap towards a community playbook, is the engagement process for the Newmarket Gigabit initiative. Once the roadmap is complete, initiative "owners" will convene appropriate parties to drill down more specifically, over time, into the community needs associated with that area. The nature and scope of these meetings may vary widely by initiative, and is designed to supplement existing activity around the topic area.

Goal: Program development with high degree of specificity for inclusion in community playbook.

Audience: Stakeholders from target initiative, including subject matter experts, customers/end users, relevant third party institutions, and creatives without domain expertise.

Content: Meetings and one-on-one conversations, largely led by community leaders, to be scheduled as needed based on existing community activity.

Output: One or more "plays" with institutional owner, timeline, success metrics and proposed funding mechanism for inclusion in playbook.

As an example, let's look at the Business Park area to better understand how the engagement process might work.

1. During Community Visioning, a concentrated need for certain high bandwidth services (cloud infrastructure, better access to high quality video conferencing) or simply service levels (lower latency, higher bandwidth, less downtime) are suggested/identified.
2. During the visioning session, an initial inventory of potential stakeholders (in addition to those already at the table) emerges, as well as existing activities/programs with some relevancy.
3. The initiative owner responsible for convening Business Park stakeholders creates a matrix of proposed solutions from the visioning work, along with potential users and vendors.
4. Collectively, the group assesses feasibility and appeal of the solutions. The group creates a plan and timeline for evaluation; or identifies other groups (e.g., a corporate partner, local business or institution, economic development official) already active in the space to carry forth the effort.
5. Results feed back into the community playbook and, more importantly, into an implementation cycle to ensure follow through on recommendations and continue to iterate to improve processes.

The Innovation Team/CCE is a natural candidate (or other not-for-profit or for-profit organization newly established for such purposes), to "own" the Visioning and Engagement work locally, and doing so will help this informal group gain credibility and build momentum within the community. This group has the flexibility to be nimble and the broad stakeholder inclusion to get community buy-in and move forward with the recommendation and implementation of a plan. By leading the Visioning and Engagement process, the Innovation Team is able to ensure that the community is supportive at each step along the way.

It is also critical that the Visioning and Engagement strategy be closely tied to the RFI process and be driven and informed by the scope and outcomes the community is likely to support.

REALIZING ECONOMIC IMPACT

The "window of opportunity" is very real and opens the door for establishing new local national and international relationships or partners **that would not have been possible otherwise**. The relationships or partners could then be used to develop additional market share for Newmarket and support existing community or business initiatives or create new ones. Newmarket should develop a set of economic development goals for the Innovation Ecosystem Corridor which is **attractive regionally, nationally and internationally**.

Furthermore, these partnerships will not develop from the presence of high speed Internet infrastructure alone. It will take intentional focus, organizational leadership and commitment to realize these outcomes.

Begin to identify regional, national and international partners that would have a mutual interest in the success of the Newmarket innovation economy.

Short Term Organization

The Innovation Ecosystem Corridor **could benefit from** an organization whose purpose is to accelerate the economic development of the corridor as well as to help facilitate the delivery of Internet services in conjunction with technology providers. By creating an independent organization, you can also mitigate the tension and political concerns that sometimes occur between community and technology providers.

Furthermore, a well-conceived organization would have a collaborative foundation by which to engage a wide range of regional stakeholders and thus help to realize the economic development potential of the Innovation Ecosystem Corridor.

The Innovation Team (originally conceived as the Community Collaboration Ecosystem or CCE and also the subject of a study done by the ET Group) would be worthy of consideration as the lead organization for the Innovation Ecosystem Corridor pilot, as would an alternative not-for-profit or for-profit organization newly established for such purposes.

GIGABIT PILOT

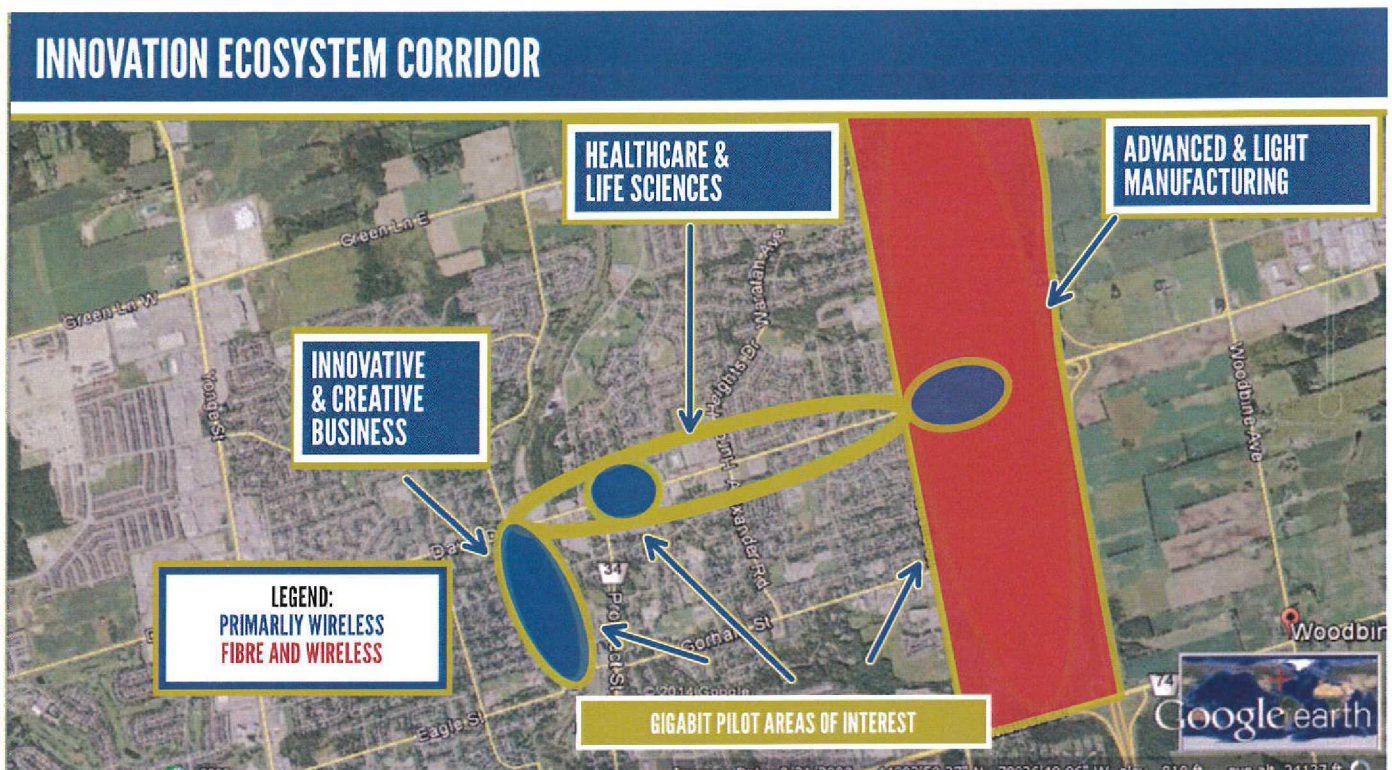


Figure 4 Innovation Ecosystem Pilot

Given that we now understand that an Innovation Ecosystem is a viable method of community revitalization provided the right combination of variables exist, and that its economic impact can be accelerated by the introduction of high speed Internet infrastructure technology, the purpose of the pilot is allow both the public and private sector to experience this capability from a variety of fixed and mobile locations. The public will be interested to experience the potential of speed and mobility and how it affects their application capabilities and productivity. The private sector will be interested to consider the pilot from an investment perspective either as a technology provider or from a business development or real-estate development perspective.

Newmarket Innovation Ecosystem Pilot - High Level Infrastructure Cost Projection				
Technology	Main Street	Hospital	Business Park	Totals
Fibre	\$400,000	\$150,000	\$300,000	\$850,000
Wireless	\$150,000	\$70,000	\$70,000	\$290,000
Wireless Only Total				\$290,000
Fibre Only Total				\$850,000
Estimated Range				\$290,000 - \$1,140,000

Figure 5 High Level Cost Projection

To solicit potential responses from providers who would participate in the pilot, a RFI would be used in conjunction with a community engagement and visioning process to generate interest. Since providers usually have very different technologies and infrastructure capabilities. **RFI responses will be quite different from one another** and will propose different ratios of fibre or wireless technologies **or in some cases make use of only wireless or only fibre technology or both**. Furthermore, some responses may address all aspects of the pilot, while it may also be necessary to make use of more than one provider to fulfill the RFI requirements, or consider some form of public – private participation.

Because of this, the report can only provide general cost guidelines for the pilot. In addition, keep in mind pricing is high level and could change significantly based on businesses proposals, volume, on site conditions and other variables.

PROGRESS TO DATE AND NEXT STEPS

Over the last ten years, Newmarket has enjoyed success implementing policies designed to encourage revitalization of the downtown area as well as with implementing city wide infrastructure upgrades.

Current Newmarket performance tracking shows that for every 1\$ the town invests in its downtown, Newmarket is generating \$3.50 of private sector investment. This is in part because of the use of the CIP funding program as well the Town's other investments in Riverwalk Commons, the Old town hall, etc. Newmarket is also often cited as an outstanding example of a successful CIP program for revitalizing downtowns.

In recent years the new global information economy clearly shows that new forms of technology infrastructure are shaping the future of successful information based communities which includes the use of high speed Internet. With that said, Newmarket has clearly been making strides in this area to encourage an innovative and creative economy for the Town of Newmarket as well as take further steps to achieve revitalization of the downtown area.

Recent planning in this regard includes Building a Community Collaborative Ecosystem or CCE (November 2013 –**now referred to as Innovation Team**) as well as participating in the York Region Broadband Strategy (January 2014).

Current work includes this study, an Initial Stakeholder Meeting and Economic Development Impact Statement – July 2014 whose primary purpose is **to describe the economic development potential of a pilot and also to highlight a clear path of steps and recommendations from which to move forward.**

Phase 1 – General Recommendations

RECOMMENDATION #1 – CALL TO ACTION

Take advantage of the “window of opportunity”, **realize the economic opportunity at hand** and adopt the Innovation Ecosystem Corridor, as well as designate it the pilot area for Gigabit infrastructure. **The time to act is now.**

RECOMMENDATION #2 – LEADERSHIP ORGANIZATION

Working in conjunction with the Town of Newmarket, the Innovation Team or other organizational alternative would lead the pilot for the Innovation Ecosystem Corridor.

RECOMMENDATION #3 – ECONOMIC DEVELOPMENT

Begin to identify regional, national and international partners that would have an interest in the success of the Newmarket innovation economy.

RECOMMENDATION #4 – EDUCATION

Develop the requirements for a continuing education program for Newmarket staff. Engage local educators to participate in the development of the requirements for the continuing education program and community outreach.

RECOMMENDATION #5 – ONGOING TECHNOLOGY

Develop a matrix of actual expiration/renewal dates for the pole positions and whether there are any options to re-patriate the spaces (legal or financial).

Develop a policy for common duct, hand-hole architecture and lease pricing in collaboration with local infrastructure providers. As street lights are upgraded to LED standards, develop a plan to include Wi-Fi Access points within the street light enclosures.

Phase 2 – Next Steps - Implementation and Execution Plan

GOAL #1 – LEAD WITH THE INNOVATION TEAM TO DEVELOP THE INNOVATION ECOSYSTEM CORRIDOR PILOT.

Step # 1 – The Innovation Team should engage the Community Visioning process to develop consensus on specific opportunities that exist—in the community as a whole, in specific geographic areas such as the Innovation Ecosystem Corridor, and in or across specific market verticals—and plan/require that the pilot be done in ways that allows those opportunities to be realized. Furthermore, based upon the findings of the Community Visioning process, refine the Community Engagement recommendation for pilot deployment.

GOAL #2 – THE INNOVATION TEAM SHOULD DEVELOP AND ENGAGE A RFI PROCESS FOR THE PILOT.

Step # 2 – The Innovation Team should develop a simple RFI and associated requirements document. In the RFI document set clear guidelines which will enable technology providers to propose innovative technical solutions or business proposals to fulfill the vision and requirements of the pilot.

Goal # 3 – Select the best response and develop a tactical pilot action plan.

Step # 3 – The Innovation Team will work with each provider to shape a formal recommendation and a clear and simple step wise plan with associated costs for review by the city council.

Goal # 4 – Develop community interest, economic impact and awareness – Community Engagement.

Step # 4 – The Innovation Team would implement the Community Engagement plan; monitor its progress and use this information to tune the pilot as it moves forward.

Goal # 5 – The Innovation Team would proceed to implement the Phase 2 pilot.

Step # 5 – Implement plan as described from the previous steps and selected RFI proposal. Retain relationship with industry experts to monitor, and guide the Innovation Team and pilot as it progresses.

Phase 3 – Town Wide Build-Out

Goal # 5

Given the results of the pilot, develop a strategy, a clear action plan and next steps that would lead to a build-out that would encompass the entire Town.

Keep in mind that the pilot (and the pilot's final report), will have a significant effect on determining how the city is eventually built out. Some longer term suggestions to keep in mind at this outset are that, 1) the pilot vendors and providers might be selected to build-out the entire city and 2) other vendors and providers may step in after the pilot and make a proposal to build-out the city or 3) the city might need to develop a public-private partnership.

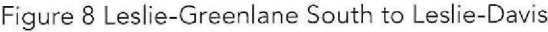
This is a detailed electrical map of a residential area in Niagara Falls, New York. The map shows a network of power lines and transformers. Key features include:

- Streets:** Davis Dr, M8, Simcoe St, Ontario St, Main St, Queen St, Raglan St, Tecumseh St, Millard Ave, Victoria St, Church St, Joseph St, and Niagara St.
- Transformers:** Various types are labeled, including T497 100kVA, T498 50kVA, T601 50kVA, T603 50kVA, T607 75kVA, T612 50kVA, T614 100kVA, T624 50kVA, T625 100kVA, T626 500kVA, T632 167kVA, T633 100kVA, T639 167kVA, T640 167kVA, T641 167kVA, T642 167kVA, T643 167kVA, T644 167kVA, T645 167kVA, T646 167kVA, T647 167kVA, T648 167kVA, T649 167kVA, T650 167kVA, T651 167kVA, T652 167kVA, T653 167kVA, T654 167kVA, T655 167kVA, T656 167kVA, T657 167kVA, T658 167kVA, T659 167kVA, T660 167kVA, T661 167kVA, T662 167kVA, T663 167kVA, T664 167kVA, T665 167kVA, T666 167kVA, T667 167kVA, T668 167kVA, T669 167kVA, T670 167kVA, T671 167kVA, T672 167kVA, T673 167kVA, T674 167kVA, T675 167kVA, T676 167kVA, T677 167kVA, T678 167kVA, T679 167kVA, T680 167kVA, T681 167kVA, T682 167kVA, T683 167kVA, T684 167kVA, T685 167kVA, T686 167kVA, T687 167kVA, T688 167kVA, T689 167kVA, T690 167kVA, T691 167kVA, T692 167kVA, T693 167kVA, T694 167kVA, T695 167kVA, T696 167kVA, T697 167kVA, T698 167kVA, T699 167kVA, T700 167kVA, T701 167kVA, T702 167kVA, T703 167kVA, T704 167kVA, T705 167kVA, T706 167kVA, T707 167kVA, T708 167kVA, T709 167kVA, T710 167kVA, T711 167kVA, T712 167kVA, T713 167kVA, T714 167kVA, T715 167kVA, T716 167kVA, T717 167kVA, T718 167kVA, T719 167kVA, T720 167kVA, T721 167kVA, T722 167kVA, T723 167kVA, T724 167kVA, T725 167kVA, T726 167kVA, T727 167kVA, T728 167kVA, T729 167kVA, T730 167kVA, T731 167kVA, T732 167kVA, T733 167kVA, T734 167kVA, T735 167kVA, T736 167kVA, T737 167kVA, T738 167kVA, T739 167kVA, T740 167kVA, T741 167kVA, T742 167kVA, T743 167kVA, T744 167kVA, T745 167kVA, T746 167kVA, T747 167kVA, T748 167kVA, T749 167kVA, T750 167kVA, T751 167kVA, T752 167kVA, T753 167kVA, T754 167kVA, T755 167kVA, T756 167kVA, T757 167kVA, T758 167kVA, T759 167kVA, T760 167kVA, T761 167kVA, T762 167kVA, T763 167kVA, T764 167kVA, T765 167kVA, T766 167kVA, T767 167kVA, T768 167kVA, T769 167kVA, T770 167kVA, T771 167kVA, T772 167kVA, T773 167kVA, T774 167kVA, T775 167kVA, T776 167kVA, T777 167kVA, T778 167kVA, T779 167kVA, T780 167kVA, T781 167kVA, T782 167kVA, T783 167kVA, T784 167kVA, T785 167kVA, T786 167kVA, T787 167kVA, T788 167kVA, T789 167kVA, T790 167kVA, T791 167kVA, T792 167kVA, T793 167kVA, T794 167kVA, T795 167kVA, T796 167kVA, T797 167kVA, T798 167kVA, T799 167kVA, T800 167kVA, T801 167kVA, T802 167kVA, T803 167kVA, T804 167kVA, T805 167kVA, T806 167kVA, T807 167kVA, T808 167kVA, T809 167kVA, T810 167kVA, T811 167kVA, T812 167kVA, T813 167kVA, T814 167kVA, T815 167kVA, T816 167kVA, T817 167kVA, T818 167kVA, T819 167kVA, T820 167kVA, T821 167kVA, T822 167kVA, T823 167kVA, T824 167kVA, T825 167kVA, T826 167kVA, T827 167kVA, T828 167kVA, T829 167kVA, T830 167kVA, T831 167kVA, T832 167kVA, T833 167kVA, T834 167kVA, T835 167kVA, T836 167kVA, T837 167kVA, T838 167kVA, T839 167kVA, T840 167kVA, T841 167kVA, T842 167kVA, T843 167kVA, T844 167kVA, T845 167kVA, T846 167kVA, T847 167kVA, T848 167kVA, T849 167kVA, T850 167kVA, T851 167kVA, T852 167kVA, T853 167kVA, T854 167kVA, T855 167kVA, T856 167kVA, T857 167kVA, T858 167kVA, T859 167kVA, T860 167kVA, T861 167kVA, T862 167kVA, T863 167kVA, T864 167kVA, T865 167kVA, T866 167kVA, T867 167kVA, T868 167kVA, T869 167kVA, T870 167kVA, T871 167kVA, T872 167kVA, T873 167kVA, T874 167kVA, T875 167kVA, T876 167kVA, T877 167kVA, T878 167kVA, T879 167kVA, T880 167kVA, T881 167kVA, T882 167kVA, T883 167kVA, T884 167kVA, T885 167kVA, T886 167kVA, T887 167kVA, T888 167kVA, T889 167kVA, T890 167kVA, T891 167kVA, T892 167kVA, T893 167kVA, T894 167kVA, T895 167kVA, T896 167kVA, T897 167kVA, T898 167kVA, T899 167kVA, T900 167kVA, T901 167kVA, T902 167kVA, T903 167kVA, T904 167kVA, T905 167kVA, T906 167kVA, T907 167kVA, T908 167kVA, T909 167kVA, T910 167kVA, T911 167kVA, T912 167kVA, T913 167kVA, T914 167kVA, T915 167kVA, T916 167kVA, T917 167kVA, T918 167kVA, T919 167kVA, T920 167kVA, T921 167kVA, T922 167kVA, T923 167kVA, T924 167kVA, T925 167kVA, T926 167kVA, T927 167kVA, T928 167kVA, T929 167kVA, T930 167kVA, T931 167kVA, T932 167kVA, T933 167kVA, T934 167kVA, T935 167kVA, T936 167kVA, T937 167kVA, T938 167kVA, T939 167kVA, T940 167kVA, T941 167kVA, T942 167kVA, T943 167kVA, T944 167kVA, T945 167kVA, T946 167kVA, T947 167kVA, T948 167kVA, T949 167kVA, T950 167kVA, T951 167kVA, T952 167kVA, T953 167kVA, T954 167kVA, T955 167kVA, T956 167kVA, T957 167kVA, T958 167kVA, T959 167kVA, T960 167kVA, T961 167kVA, T962 167kVA, T963 167kVA, T964 167kVA, T965 167kVA, T966 167kVA, T967 167kVA, T968 167kVA, T969 167kVA, T970 167kVA, T971 167kVA, T972 167kVA, T973 167kVA, T974 167kVA, T975 167kVA, T976 167kVA, T977 167kVA, T978 167kVA, T979 167kVA, T980 167kVA, T981 167kVA, T982 167kVA, T983 167kVA, T984 167kVA, T9

30 | TOWN OF NEWMARKET 2014 // WWW.NEWMARKET.CA



Figure 7 Davis-Leslie to Davis-Roxborough



RIMS II INPUT-OUTPUT MULTIPLIER

Calculation of the total economic impact of direct expenditures must take into account specific inter-industry relationships within a region. These relationships largely determine how the regional economy responds to expenditures and changes in expenditures. Inter-industry relationships are factored into the calculation of total economic impact by using regional input and output multipliers provided by the Regional Input-Output Modeling System (RIMS II) of the U.S. Department of Commerce. RIMS II is widely used by public and private sectors throughout the country. For example, the Department of Defense uses RIMS II to estimate the regional impacts of changes in defense expenditures, and the Florida Department of Transportation uses RIMS II to estimate the regional impacts of constructing and operating transportation facilities.

Following is an overview of how these multipliers are derived.

1. The Bureau of Economic Analysis [BEA] categorizes all national production into 471 detailed industries and summarizes these details into 60 aggregate industries.
2. National surveys are conducted to determine how much of the output (i.e., product) of each industry is used in the production of each industry. For example, a survey of industry X would ask "How much (in \$) of the output of industries A, B, C, D, etc. is used to produce a dollar's worth of the product of industry X? " These input amounts are the direct requirements for the production of \$1 of output by industry X. The data from these surveys are compiled on national input-output tables maintained by the BEA.

3. The BEA determines how much the demand for each product is caused by the earnings paid to workers in each industry. The Total Requirements Coefficients for the production of \$1 of product X include estimates of the increase in demand for product X which is caused by earnings paid to employees of industry X as well as each of its supplying industries. Because these coefficients are dollar multiples of the initial dollar spent to produce a product, they are referred to as Output Multipliers.
4. The BEA also compiles wage and salary data for every county in the nation including the ratio of jobs to earnings in each region. This database is used to adjust the BEA's national input-output table to reflect each region's industrial structure and trading patterns. It is also used to determine Employment Multipliers.
5. Employment Multipliers estimate the number of jobs required in each industry which contributes to the production of \$1 million of each product. For example, for the production of \$1 million of product X, how many jobs are required in industry X as well as in each of its supplier industries?

Additional information is available from the U.S. Department of Commerce, Bureau of Economic Analysis, BE-61, Washington, DC 20230, 202-606-5343. The Bureau's website is located at www.bea.gov.

The following is a list of business types identified as seeking benefits of low-cost, Gigabit level internet services; the associated RIMS Code; potential pilot project area(s) within Newmarket and needs along with a targeted location and industry averages for employment/wages:

Business with Potential Gigabit Needs	RIMS Code	Potential Pilot Area(s)	Industry Average Employment and Wages (Annual) ²
Accounting	541200	Main Street/Davis Drive	4 -- \$261,712
Audio Production Studio	512200	Main Street/Davis Drive	2 -- \$71, 048
Concert/Event Promotion	711A00	Main Street/Davis Drive	3 -- \$85,971
Data Processing/Hosting Services	51A000	Davis Drive/Leslie-Harry Walker	8 -- \$571,432
Diagnostic/Medical Laboratory	621511	Davis Drive	8 -- \$495,000
Engineering	541300	Main Street/Leslie-Harry Walker	7 -- \$557,291
Internet Publishing	541511	Main Street	2 -- \$131,492
Laboratory Testing Services	621B00	Davis Drive	11 -- \$651,959
Management Consulting	550000	Main Street	2 -- \$114,280
Market Research	5419A0	Main Street	3 -- \$150,114
Medical Device Manufacturing	339112	Leslie-Harry Walker	106 -- \$9,203,662
Music Production (Independent Label)	512200	Main Street	3 -- \$203,880
Photography Studio	541920	Main Street	1 -- \$22,456
Scientific Research and Development	541610	Davis Drive	14 -- \$1,417,360
Security Alarm Services	561600	Davis Drive/Leslie-Harry Walker	11 -- \$515,361
Sports/Celebrity Agency	711A00	Main Street	1 -- \$37,995
Telemarketing/Call Centre	561400	Davis Drive/Leslie-Harry Walker	19 -- \$444,353

Comparable Region: To conduct the economic impact analysis of a pilot project(s) in Newmarket within the study timeframe, the evaluation team selected a comparable region with existing RIMS II data. The team selected the metropolitan division of Lake County, IL – Kenosha County, WI for the purposes of this analysis. Situated along the Illinois-Wisconsin border and bounded by Lake Michigan to the East, Lake County/Kenosha County is a northern suburb of the Chicago MSA. Similarities to York Region in population size, income distribution, and education attainment, development patterns made this U.S. metropolitan division a logical choice for this study.

Research/background materials used during project included, but not limited to, the following:

- The Effects of Broadband Deployment on Output and Employment: A Cross-sectional Analysis of U.S. Data (Robert Crandall, William Lehr and Robert Litan)
- York Region Broadband Strategy – Final Draft – January 3rd, 2014
- The Contribution of Broadband to the Economic Development of First Nations in Canada (CSLS Research Report 2013-04)
- Town of Newmarket: Official Plan Amendment # 10 Draft Newmarket Urban Centres Secondary Plan and Associated Amendments to the Official Plan And Official Plan Amendment # 11 Active Transportation Network
- McKinsey Global Institute: “The great transformer: The impact of the Internet on economic growth and prosperity” by James Manyika and Charles Roxburgh (October 2011)
- Elsevier’s Telematics and Informatics Journal: “Businesses and the need for speed: The impact of broadband speed on business presence” by Elizabeth A. Mack (December 2013)
- Public Policy Institute of California: “Does Broadband Boost Local Economic Development?” by Jed Kolko with research support from Davin Reed (January 2010)
- Elsevier’s Information Economics and Policy 14 (2002) 75-93: “Strategic use of the Internet by small- and medium-sized companies: an exploratory study” by B.M. Sadowski, C. Maitland, J. van Dongen.

⁷ IBISWorld – Industry, Company and Business Research Reports (inflation adjusted 2014 dollars)

RELATED LINKS

[Kansas City Building the Gigabit City](#)

[Kansas City Building the Gigabit City 2.0](#)

[Chattanooga Gigabit Impact](#)

[The Economics of Google Fibre](#)

[Loop Data Rail – “Main Street” Prepares](#)

[Playing to Win in Americas Digital Crossroads](#)

[Google Fibre KC Product Launch](#)

[KC Digital Drive Homepage](#)

[Kansas City Startup Village](#)

[GigTank](#)

[Kansas City, City of Entrepreneurs Sketch Book](#)

(Footnotes)

- 1 IBISWorld – Industry, Company and Business Research Reports (inflation adjusted 2014 dollars)
- 2 IBISWorld – Industry, Company and Business Research Reports (inflation adjusted 2014 dollars)



Town of Newmarket MINUTES

NEWMARKET ECONOMIC DEVELOPMENT ADVISORY COMMITTEE

Thursday, March 20, 2014 at 5:00 PM
Cane Room

The meeting of the Newmarket Economic Development Advisory Committee was held on Thursday, March 20, 2014 in the Cane Room, 395 Mulock Drive, Newmarket.

Members Present: Mayor Van Bynen
Regional Councillor Taylor (5:00 – 6:13 p.m.) (6:18 – 6:22 p.m.)
Jim Gragtmans (Chair)
Barbara Bartlett (5:35 – 7:17 p.m.)
Donna Fevreau (5:00 – 6:55 p.m.)
Jim Lotimer
Paul Montador (5:00 – 7:05 p.m.)
Jackie Playter (5:09 – 7:17 p.m.)
Gary Ryan

Members Absent: Jim Alexander
Michael Croxon
Beric Farmer
Rick Henry
Ian Proudfoot
David White

Guest: Jackie Schach, Delta Consulting Group (5:00 – 6:15 p.m.)

Staff Present: R.N. Shelton, Chief Administrative Officer
I. McDougall, Commissioner of Community Services
C. Kallio, Economic Development Officer
Chrisanne Finnerty, Council/Committee Coordinator

The meeting was called to order at 5:00 p.m.

Jim Gragtmans in the Chair.

Additions

None.

Declarations of Pecuniary Interest

None.

Approval of Minutes

3. Newmarket Economic Development Advisory Committee Minutes of October 17, 2013.

Moved by Mayor Van Bynen
Seconded by Jackie Playter

THAT the Economic Development Advisory Committee Minutes of October 17, 2013 be approved.

Carried

Items for Discussion

4. Post-Secondary Update and Facilitated Discussion

Regional Councillor Taylor provided a verbal update on the progress of the Post-Secondary Working Group and background information on the proposed plans, site and associated timelines. He introduced Jackie Schach, Delta Consulting Group, who provided a PowerPoint presentation on the current post-secondary plans and next steps in the process.

Discussion ensued regarding the proposal process, campus location and strategic partnership opportunities.

Regional Councillor Taylor left the meeting at 6:22 p.m.

5. NEDAC/Council Workshop January 16, 2014: Update on Outcomes

The Economic Development Officer distributed the broadband strategy summary prepared by Susan Chase, Director of Information Technology. No pole space is available therefore alternative options including use of underground fibre or seeking out empty conduit on Davis Drive must be explored. An economic impact assessment will be completed and a meeting with the service providers will occur in order to determine if competitive pricing can be obtained. Discussion ensued regarding publically owned broadband as an alternative to entering into an agreement with a private internet service provider and cost management measures.

6. Community Collaborative Ecosystem – Funding Model

The Chair advised that the Community Collaborative Ecosystem (CCE) has established a group and have been meeting twice per month. He summarized the four main projects that the group has been working on. Discussion ensued regarding the evolution of the CCE, potential funding models for the first year and subsequent years in order to maximize the success of the program.

Donna Fevreau left the meeting at 6:55 p.m.

Paul Mondator left the meeting at 7:05 p.m.

New Business

- a) The Economic Development Officer advised that CreateIT at Southlake incubator is moving forward. Discussion ensued regarding blending the CreateIT project with the CCE venture.

Adjournment

Quorum was lost at 6:55 p.m.

June 26, 2014
Dated



Jim Gragtmans, Chair

Monday, July 21, 2014 at 5:00 PM
Cane A & B, 395 Mulock Drive

The meeting of the Newmarket Economic Development Advisory Committee was held on Monday, July 21, 2014 in the Cane Room, 395 Mulock Drive, Newmarket.

- Members Present: Mayor Van Bynen
Regional Councillor Taylor
Jim Gragtmans (Chair)
Jim Alexander
Beric Farmer
Rick Henry
Paul Montador
Jackie Playter
Gary Ryan
David White
- Members Absent: Barbara Bartlett
Donna Fevreau
Michael Croxon
Jim Lotimer
Ian Proudfoot
- Staff Present: R.N. Shelton, Chief Administrative Officer
I. McDougall, Commissioner of Community Services
C. Kallio, Economic Development Officer
C. Finnerty, Council/Committee Coordinator
T. Horton, AMCTO Intern
- Guests: Karen Dubeau, Vice-President, Newmarket Chamber of
Commerce
Ron Gordon, Cisco
Debra Scott, President & CEO, Newmarket Chamber of
Commerce
Tracy Walter, Business Development Manager, Newmarket
Chamber of Commerce

The meeting was called to order at 5:04 p.m.

Jim Gragtmans in the Chair.

Declarations of Interest

None.

Additions & Corrections to the Agenda

None.

Items

1. Welcome and Introduction of Guests

The Commissioner of Community Services introduced Ted Horton, AMCTO Intern who will be working with the Town for the next year.

2. Gigabit Corridor Draft Report

David Sandel, President, Sandel and Associates LLC, and Patrick McKeehan, President, PMcK Consulting LLC addressed the Committee via teleconference with a PowerPoint presentation regarding the draft report. Summarized in the presentation were the gigabit pilot areas of interest, business case for the corridor, economic impacts, general recommendations, estimated cost projections and a high level overview of the next steps.

Discussion ensued regarding performance differences between wireless and fiber installations, business cases and examples of economic benefits in other pilot areas, future network flexibility, links to the Economic Development Strategy, what is proposed in the estimated costs and the community engagement component of the corridor pilot.

Moved by: Paul Montador
Seconded by: Jackie Playter

WHEREAS the Newmarket Economic Development Advisory Committee reaffirms that broadband is a key economic driver;

AND WHEREAS the Newmarket Economic Development Advisory Committee endorses the Sandel & Associates report in principle;

THEREFORE BE IT RESOLVED THAT Council implement a gigabit corridor pilot project in early 2015.

Carried

3. Next Steps - Preparing for the August 25 Committee of the Whole Meeting

The Economic Development Officer encouraged Committee members to attend the Committee of the Whole meeting on August 25. Discussion ensued regarding a presentation from the Chair and members of the innovation team at the Committee of the Whole meeting.

New Business

None.

Adjournment

Moved by: Rick Henry
Seconded by: Mayor Van Bynen

THAT the meeting adjourn.

Carried

There being no further business, the meeting adjourned at 7:03 p.m.

Date

Jim Gragtmans, Chair

Item 2 of the Newmarket Economic Development Advisory Committee Minutes of July 21, 2014.

The Newmarket Economic Development Advisory Committee recommends to Council:

WHEREAS the Newmarket Economic Development Advisory Committee reaffirms that broadband is a key economic driver;

AND WHEREAS the Newmarket Economic Development Advisory Committee endorses the Sandel & Associates report in principle;

THEREFORE BE IT RESOLVED THAT Council implement a gigabit corridor pilot project in early 2015.

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QUEEN'S YORK RANGERS ARMY CADET CORPS

SUPPORT COMMITTEE

John Graves Simcoe Armoury
c/o: 6-14845 Yonge Street, Suite 363
Aurora, Ontario L4G 6H8

Phone: (905) 726-8600

VIA FACSIMILE

(905) 953-5100

July 15, 2014

Ms. Anita Moore
 Town of Newmarket
 395 Mulock Drive
 PO Box 328
 Newmarket, ON L3Y 4X7

CORPORATE SERVICES		
INCOMING MAIL	REFD TO	COPY TO
JUL 15 2014		

Dear Ms. Moore,

RE: TAGGING/FUNDRAISING, QUEEN'S YORK RANGERS ARMY CADET CORPS

I write to you on behalf of the Queen's York Rangers Army Cadet Corps (#2799) to request permission to conduct tagging in the Town of Newmarket on Saturday September 13th and Sunday September 14th, 2014.

With the retailers' permission, our cadets would be stationed at the entrance and exits of retail outlets in the Town of Newmarket to solicit donations for the corps.

Many of the cadets are residents of the Town of Newmarket and we hope our presence will not only serve as a fundraising activity but also promote interest in joining the Corps.

The Cadet Program takes young adults and teaches them how to be fair and responsible leaders. Cadets benefit from increased self-confidence, physical fitness, learning how to take initiative, and how to make decisions. Cadets are encouraged to become active, responsible members of their communities. They learn valuable life and work skills including teamwork, leadership, and citizenship.

Thank you for your consideration. If you require further information or have any questions, I can be reached directly at 905-656-0460 or through the corps number above. We will await your reply.

Sincerely,

Donna Pelrine
 Support Committee
 Queen's York Rangers Army Cadet Corps, 2799



Geoff Morgan

Vice President Public Relations
The Court of Blarney Toastmasters
Newmarket, Ontario
email: vp.pr@courtofblarney.freetoasthost.org

July 30, 2014

Proclamation Request

Mayor Tony Van Bynen,
Town of Newmarket
395 Mulock Dr.,
P.O. Box 328, STN Main,
Newmarket, ON L3Y 4X7

Dear Mayor Van Bynen,

I am writing to request that you proclaim **October 2014**, as "**Toastmasters Month**", as it has been designated for the past several years. I also request that the proclamation be advertised in the Town Page advertisement and on our Town's website.

Toastmasters International is a non-profit organization, which has been teaching valuable communication and leadership skills to people around the globe for over 85 years. There are currently over 250,000 members in over 13,000 clubs in 116 countries.

The Court of Blarney, Newmarket, has been an active member of the community for over 17 years. Our members take pride in their contributions to the development of skills benefiting the people of our Town.

We thank you for your consideration and also for your dedication to our community.

Sincerely,

Geoff Morgan
Vice President Public Relations,
The Court of Blarney Toastmasters

Prostate cancer is the most common cancer to affect Canadian men. 1 in 8 men will be diagnosed with the disease in their lifetime. The good news is that the survival rate for prostate cancer can be over 90% when detected early. That's why, during the month of September, we raise awareness for this disease.

Consider helping us encourage men in their 40s, as part of a shared decision making process, to talk to their doctors about getting a PSA test to establish their baseline. This September in Newmarket, proclaim Prostate Cancer Awareness Month and support the estimated 23,600 Canadian men who will be diagnosed this year.

Please find attached a draft proclamation.

Thank you for your help.

Best regards,
Stephanie

Stephanie Blum

Administrative Assistant, Mission, MarComm, Philanthropy
stephanie.blum@prostatecancer.ca

Prostate Cancer Canada
2 Lombard Street, 3rd Floor
Toronto, Ontario M5C 1M1
416-441-2131, Ext. 259

Cancer de la Prostate Canada
2, rue Lombard, 3^e étage
Toronto (Ontario) M5C 1M1
416-441-2131 poste 259



Thank you to the 27,000 Canadians who ran, walked, climbed stairs, shared a photo, or made a donation helping to raise \$2 million. Visit the [Do it for Dads photo gallery](#) and read the inspiring Father's Day tributes that were submitted.

Merci aux 27 000 Canadiennes et Canadiens qui ont couru, marché, monté des escaliers, partagé une photo ou fait un don pour nous aider à recueillir 2 millions de dollars. Visitez la [Galerie de photos Pour les papas](#) et lisez les hommages inspirants laissés à l'occasion de la fête des Pères.

PROSTATE CANCER AWARENESS MONTH**September 2014**

WHEREAS, prostate cancer is the most common cancer to affect Canadian men; and

WHEREAS, 1 in 8 Canadian men will be diagnosed with the disease in his lifetime; and

WHEREAS, an estimated 23,600 Canadian men will be diagnosed with prostate cancer this year; and

WHEREAS, the survival rate for prostate cancer can be over 90% when detected early; and

WHEREAS, those with a family history of the disease or those of African or Caribbean descent are at a greater risk of developing prostate cancer; and

WHEREAS, Prostate Cancer Canada recommends that men get a PSA test in their 40s to establish their baseline;

THEREFORE, I, <NAME>, Mayor of the <PLACE>, do hereby proclaim **September 2014 as Prostate Cancer Awareness Month** in <PLACE>.

Tuesday, June 3, 2014, 2014 at 7:00 p.m.
Mulock Room, 395 Mulock Drive

The regular meeting of the Heritage Newmarket Advisory Committee was held on Tuesday, June 3, 2014 at 7:00 p.m. in the Mulock Room, 395 Mulock Drive, Newmarket.

Members R. Caister
Present: S. Fuller
 A. Hart
 B. Locke
 M. Watts
 N. Friend
 Councillor Hempen

Staff: D. Ruggle, Senior Planner, Community Planning
 B. Mendonca, Administrative Assistant

The meeting was called to order at 7:00 p.m.

Athol Hart in the Chair.

ADDITIONS TO THE AGENDA

None.

DECLARATIONS OF INTEREST

None.

PRESENTATIONS/DEPUTATIONS

None.

1. **HERITAGE NEWMARKET ADVISORY COMMITTEE MINUTES – JUNE 3, 2014 – ITEM 1 – HERITAGE NEWMARKET ADVISORY COMMITTEE MEETING MINUTES OF JUNE 3, 2014**

**Moved by Ross Caister
Seconded by Billie Locke**

THAT the Heritage Newmarket Advisory Committee Minutes of May 6, 2014 be approved.

CARRIED

2. HERITAGE NEWMARKET ADVISORY COMMITTEE MINUTES – JUNE 3, 2014
ITEM 2 – CORRESPONDENCE

a) Notice of passing of zoning By-law 2014-28.

Moved by Councillor Hempen
Seconded by Sandra Fuller

THAT the Notice of passing of zoning By-law 2014-28 be received for information purposes.

CARRIED

b) Notice of complete application for 212 Davis Drive.

Moved by Councillor Hempen
Seconded by Sandra Fuller

THAT the notice of complete application for 212 Davis Drive be received for information.

CARRIED

c) Nominees for the Ontario Medal for Good Citizenship.

Moved by Ross Caister
Seconded by Billie Locke

THAT the Heritage Newmarket Advisory Committee members will present nominations for the Ontario Medal for Good Citizenship at the July 8, 2014 meeting.

CARRIED

d) Proposed Zoning By-law Amendment and Site Plan Application for 212 Davis Drive (Green and Rose Developments Inc.)

Moved by Sandra Fuller
Seconded by Billie Locke

THAT the Proposed Zoning By-law Amendment and Site Plan Application for 212 Davis Drive (Green and Rose Developments Inc.) be received for information.

CARRIED

e) Recommendation for adoption of the Official Plan Amendment #10 and #11.

**Moved by Ross Caister
Seconded by Sandra Fuller**

THAT the recommendation for adoption of the Official Plan Amendments #10 and #11 be received as information.

CARRIED

**3. HERITAGE NEWMARKET ADVISORY COMMITTEE MINUTES – JUNE 3, 2014
ITEM 3 – FINANCIAL REPORT**

The Treasurer provided a verbal update.

**Moved by Billie Locke
Seconded by Norman Friend**

THAT the Heritage Newmarket Advisory Committee Financial Report be received.

CARRIED

**4. HERITAGE NEWMARKET ADVISORY COMMITTEE MINUTES – JUNE 3, 2014
ITEM 4 – PLAQUES**

a) Site plaques

The Chair will meet with the Manager of Culture, Marketing and Special Events concerning a plaque that is currently being worked on.

b) Residence plaques

The Senior Planner, Community Planning, advised that ten written requests were received to have the buildings removed from the designation list.

**Moved by Ross Caister
Seconded by Sandra Fuller**

THAT Heritage Newmarket Advisory Committee members review the designation registry and provide information to the Senior Planner, Community Planning by Monday, June 9, 2014;

AND THAT the Senior Planner, Community Planning forward the designation registry to Council for endorsement.

CARRIED

- c) Heritage location plaque

The Chair advised that there was no update at this time.

**5. HERITAGE NEWMARKET ADVISORY COMMITTEE MINUTES – JUNE 3, 2014
ITEM 5 – INVENTORY SUB-COMMITTEE**

The Chair advised that there was no update at this time.

**6. HERITAGE NEWMARKET ADVISORY COMMITTEE MINUTES – JUNE 3, 2014
ITEM 6 – DESIGNATED MAINTENANCE PROPERTY AND CONCERNS**

**Moved by Councillor Hempen
Seconded by Sandra Fuller**

Whereas some Newmarket Historic Buildings are deteriorating due to lack of proper maintenance;

And whereas such inaction leads to demolition by neglect;

And whereas the loss of our built heritage weakens the distinctiveness of our community and our cultural identity;

And whereas other municipal jurisdictions have By-laws that would prevent demolition of heritage buildings by neglect;

Therefore be it resolved that the Heritage Newmarket Advisory Committee recommends that a By-law to prevent demolition of heritage properties by neglect be considered for the Town of Newmarket and that Council direct staff to conduct the necessary research and analysis to said By-law.

CARRIED

Sandra Fuller suggested that the title of item six be Designated Properties Maintenance and Concerns and be divided to include a) designation requests b) designation property maintenance.

**Moved by Sandra Fuller
Seconded by Billie Locke**

THAT the title of item six be changed to Designated Properties Maintenance and Concerns and be divided to include a) designation requests b) designation property maintenance.

CARRIED**7. HERITAGE NEWMARKET ADVISORY COMMITTEE MINUTES – JUNE 3, 2014
ITEM 7 – REPORTS OF COMMITTEE MEMBERS****a) Historical Society**

Norman Friend provided an update regarding the Historical Society.

b) Museum

Ross Caister gave an update regarding the Museum.

c) A.R.C.H.

The Chair advised that the following will take place:

- a) Use of the Logo from the contest that was held earlier.
- b) The Chair will meet with the Manager of Culture, Marketing, Special Events regarding next steps.
- c) Funding is available for the WW1 event.
- d) Rebel Heartland will be held in conjunction with the opening of the Old Town Hall.

d) Street Naming Committee

There is no report at this time.

**Moved by Ross Caister
Seconded by Sandra Fuller**

THAT the reports of Committee members be received.

CARRIED**8. HERITAGE NEWMARKET ADVISORY COMMITTEE MINUTES – JUNE 3, 2014
ITEM 8 – NEW BUSINESS**

- a) The Chair advised that nominations are being accepted for the Archeological Conservancy awards.

**Moved by Sandra Fuller
Seconded by Ross Caister**

THAT the owner of the Widdifield building be nominated for the Peter Stokes award for restoration.

CARRIED

Moved by Ross Caister
Seconded by Billie Locke

THAT the Region of York building receive the post 1945 Design Award.

Carried

Moved by Malcolm Watts
Seconded by Sandra Fuller

THAT the Cawthra House receive the Adopted Re-use Award.

CARRIED

Moved by Councillor Hempen
Seconded by Billie Locke

THAT the Student Planner, Planning and Building Services receive the Next Generation Award for his work on the Designation document;

AND THAT if the name nominated doesn't qualify for this award, permission be granted to the Chair to remove the name for the Award.

CARRIED

- b) Discussion ensued regarding the hiring of a student to transfer Heritage files.

Moved by Ross Caister
Seconded by Billie Locke

THAT the Chair of the Heritage Newmarket Advisory Committee request applications for the position of a summer student to transfer files to the Library to digitize them.

CARRIED

Moved by Ross Caister
Seconded by Billie Locke

THAT the meeting adjourn.

CARRIED

There being no further business the meeting adjourned at 8:11 p.m.

July 8/14
Date

Athol Hart
Athol Hart, Chair



**Newmarket Public Library Board
Regular Board Meeting
Wednesday, May 21, 2014
Newmarket Public Library Board Room**

Present: Joan Stonehocker – Chair
Tom Vegh – Vice Chair (arrived at 5:30 pm)
Tara Brown
Michael Castro
Tom Hempen (arrived at 5:20 pm)
John Taylor (left at 6:35 pm)

Regrets: Wes Playter

Staff Present: Todd Kyle, CEO
Linda Peppiatt, Deputy CEO
Lianne Bond, Administrative Coordinator

The Chair called the meeting to order at 5:15 p.m.

1. Adoption of Agenda Items

- i) Adoption of Regular Agenda
- ii) Adoption of the Closed Session Agenda
- iii) Adoption of Consent Agenda items

The Chair asked if there were any additions to the agenda.

Motion 14.05.308

**Moved by John Taylor
Seconded by Michael Castro**

That Agendas i) to iii) be adopted as presented.

Carried

2. Declarations

None were declared.

3. Consent Agenda Items:

- i) Adoption of the Regular Board Meeting Minutes for Wednesday, April 16, 2014
- ii) Adoption of the Closed Session Meeting Minutes for Wednesday, April 16, 2014
- iii) Strategic Operations Report for April, 2014
- iv) Library Statistical Data
- v) Monthly Bank Transfer

Motion 14.04.309

Moved by Tom Hempen
Seconded by Tara Brown

That Consent Agenda Item i) be received as amended and items ii) to v) be received as presented.

Carried

4. Motion to Convene into a Closed Session**Motion 14.05.310**

Moved by Tara Brown
Seconded by Michael Castro

That the Library Board convene into a closed session at 5:18 pm for the purposes of discussing labour relation matters.

Carried

Motion 14.05.311

Moved by John Taylor
Seconded by Tara Brown

That the Library Board move out of the closed session at 5:25 pm.

Carried

5. Reports**i) 2013 Draft Audited Financial Statements**

The CEO provided an overview and clarification of the results of the 2013 Audit.

Motion 14.05.312

Moved by John Taylor
Seconded by Michael Castro

That the Library Board approve the 2013 Audited Financial Statements of the Town of Newmarket Public Library Board as presented.

Carried

ii) Electronics Materials Budget

The CEO advised the Library Board of the need for expanded electronic resources as this service continues to grow. The CEO proposed that the Library can reduce the Building Repairs and Maintenance account by \$10,000 per year as contingency funds are built into this budget line, in order that it can be transferred to the Electronic Materials & Subscriptions line. Should unforeseen building repairs arise, Operating Reserves could be used to pay for one-time unplanned expenditures.

Motion 14.05.313

Moved by John Taylor

Seconded by Michael Castro

That the Library Board approve additional expenditure of \$10,000 in the Electronic Materials and Subscriptions budget line offset by reduced expenditure in the Building Repairs and Maintenance budget line for fiscal year 2014.

That the Library Board grant the CEO authority to approve unplanned emergency building expenditures from the Operating Reserve to a value of up to \$10,000.00, subject to immediate communication with the Chair and subsequent reporting to the Board.

Carried

iii) Fundraising Reserve

The Library Board reviewed the report on the Fundraising Reserve and the request to spend the balance of the Fundraising Reserve on additional related equipment on the expanding Library's maker related programming.

Motion 14.05.314

Moved by Michael Castro

Seconded by Tara Brown

That the Library Board receive the report on the Fundraising Reserve and approve the use of the existing Fundraising Reserve balance for equipment supporting maker programs for young people.

Carried

6. Business Arising

i) Town of Newmarket e-Agenda System

The Library has been asked to participate in the Town of Newmarket's e-Agenda system in order that Library public minutes, agenda's and documents can be accessed through this system. Leading Boards Electronic Repository system the Library Board subscribes to has similar applications, however is not publicly accessible. The Library Board agreed

to continue with the Leading Boards subscription for one year with a review of renewing it in March of 2015.

ii) Provincial Candidate Advocacy

A Provincial Candidate letter will be sent to all candidates in the riding of Newmarket-Aurora advocating Library services.

iii) Action List

The Board reviewed and updated the Action List

Motion 14.05.315

Moved by Tara Brown

Seconded by Tom Hempen

That the Library Board receive the Action List as presented.

Carried

iv) Green Reads Book Vending - Update

The CEO updated the Library Board on the crowding funding campaign for the Green Reads Vending machine. The campaign did not meet the target therefore the Library will go ahead with the purchase of the vending machine. The Library Board directed the CEO to see if a "buy back" option could be negotiated in the purchase of the vending machine.

7. New Business

There was no new business.

8. Date(s) of Future Meetings

The next regular Library Board meeting will be Wednesday, June 18, 2014 at 5:00 pm in the Library Board room

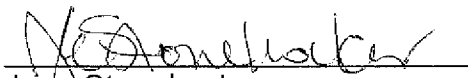
9. Adjournment


Motion 14.05.316

Moved by Michael Castro

Seconded by Tara Brown

That there being no further business meeting adjourned at 6:40 pm


Joan Stonehocker
Chair


Todd Kyle, CEO
Secretary/Treasurer

Moved by: Councillor Kerwin
 Seconded by: Councillor Emanuel

THAT Central York Fire Services – Joint Council Committee Minutes of March 4, 2014 be approved.

Carried

2. Joint Council Committee (Closed Session) Minutes of March 4, 2014.

Moved by: Councillor Emanuel
 Seconded by: Councillor Gallo

THAT Central York Fire Services – Joint Council Committee (Closed Session) Minutes of March 4, 2014 be approved.

Carried

Items

3. Fire Services Report 2014-04 regarding Automatic Sprinklers in all Vulnerable Occupancies.

Moved by: Councillor Emanuel
 Seconded by: Councillor Kerwin

THAT Fire Services Report 2014-04 Automatic Sprinklers in all Vulnerable Occupancies dated March 12, 2014 be received for information purposes.

Carried

4. Central York Fire Services 2013 Annual Report presented by the Fire Chief.

The Fire Chief presented the Central York Fire Services 2013 Annual Report. Discussion ensued regarding service targets and orientation for new JCC members.

Moved by: Councillor Kerwin
 Seconded by: Councillor Emanuel

THAT the Central York Fire Services 2013 Annual Report be received for information purposes.

Carried

An amendment to the main motion was presented.

Moved by: Councillor Emanuel
Seconded by: Councillor Gallo

THAT the Central York Fire Services 2013 Annual Report be received;

AND THAT the Fire Chief provide a presentation to the Councils of Newmarket and Aurora.

Carried

5. Joint Central York Fire Services and Corporate Services - Finance Report 2014-13 regarding the 2013 Central York Fire Services Budget Report - Fourth Quarter.

Moved by: Councillor Emanuel
Seconded by: Councillor Kerwin

THAT Joint CYFS/Corporate Services Report - Financial Services - 2014-13 dated April 28, 2014 regarding the 2013 CYFS Budget Report - Fourth Quarter be received for information purposes.

Carried

6. Joint Central York Fire Services and Corporate Services - Finance Report 2014-17 regarding 2014 Central York Fire Services Budget Report - First Quarter.

Moved by: Councillor Emanuel
Seconded by: Councillor Gallo

THAT Joint CYFS/Corporate Services Report - Financial Services - 2014-17 dated April 28, 2014 regarding the 2014 CYFS Budget Report - First Quarter be received for information purposes.

New Business

- a) The Fire Chief advised that the Master Fire Plan requires new information and that the Ontario Fire Marshall needs to be included. He proposed that the June meeting be cancelled and the July date be rescheduled.

Moved by: Councillor Kerwin
 Seconded by: Councillor Gallo

THAT the June 17, 2014 CYFS-JCC Meeting be cancelled;

AND THAT the July meeting be held in Newmarket on July 15, 2014.

Carried

- b) Councillor Emanuel requested an update on the renovation project at Station 4-2. Deputy Chief Comeau advised that renovations are underway and staff have been relocated. Completion of the renovations is anticipated in mid-June. Councillor Emanuel requested that an opening of the Station occur in this term of Council.

Moved by: Councillor Emanuel
 Seconded by: Councillor Kerwin

THAT the Joint Council Committee direct Staff to organize a re-opening event at Station 4-2 at the earliest opportunity in consultation with the Fire Chief.

Carried

- c) Councillor Abel read aloud a letter from the Ontario Municipal Management Institute and Ontario Association of Fire Chiefs regarding the Fire Chief's recent award of the CMM III Fire Suppression Professional enhancement to his Certified Municipal Manager designation.

Closed Session

There was no requirement for a closed session.

Adjournment

Moved by: Councillor Gallo
 Seconded by: Councillor Emanuel

THAT the meeting adjourn.

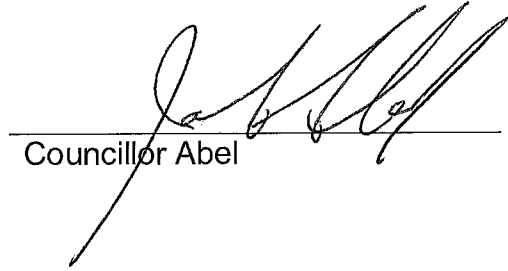
CARRIED

There being no further business, the meeting adjourned at 10:40 a.m.

Date

July 15/14

Councillor Abel

A handwritten signature in black ink, appearing to be 'J. Abel', written over a horizontal line.



July 2, 2014

ATTN: Mayor Tony Van Bynen

Town of Newmarket
395 Mulock Drive
P. O. Box 328, Station Main
Newmarket, ON L3Y 4X7

Re: Billboard Permit and Stamping Fees

Dear Mayor Van Bynen,

As Vice-President of Philanthropy and Engagement for the Southlake Regional Health Centre Foundation, I would like to personally thank you for the support that you have shown our organization over the years, and am writing to ask if you, in your capacity as Mayor, have the ability to support us once again.

The Foundation is embarking on a new campaign this summer/fall to build a residential hospice on the Southlake campus. Demolition and site preparation have already begun and we would like to be able to share with the community surrounding the site, what is going to be built there.

To do so, the Foundation plans to erect two 4" x 8" signs (facing each direction of the street), that announce the project and how the community to donate to such a worthy cause. The signs require the following fee be paid to the town to be able to build them:

- A town permit to build the signs at: \$400.00

As a charitable organization, we have to make every dollar count. Our signage vendor is donating a portion of the cost of these signs, and we are hoping that for this project, the Town of Newmarket could wave the fees listed above.

Please let me know at your earliest convenience. We truly appreciate your commitment to not only our hospital, but our community as a whole.

Sincerely,

Dora Boylen-Pabst
Vice President, Philanthropy and Engagement



DEVELOPMENT AND INFRASTRUCTURE SERVICES – PLANNING DIVISION
 TOWN OF NEWMARKET
 395 Mulock Drive
 P.O. Box 328
 Newmarket, ON L3Y 4X7

www.newmarket.ca
 info@newmarket.ca
 905.895.5193

August 14, 2014

JOINT PLANNING & BUILDING SERVICES, FINANCIAL SERVICES, AND LEGISLATIVE SERVICES REPORT 2014-38

TO: Committee of the Whole

SUBJECT: Development Charge Exemption and Request to Waive and Refund Fees for the Proposed Hospice
 Southlake Regional Health Centre Foundation
 653 Queen Street
 Planning File No.: D11-NP1313

ORIGIN: Requests Submitted to the Town

RECOMMENDATIONS

- a) **THAT joint Planning & Building Services, Financial Services, and Legislative Services Report 2014-38 dated August 14, 2014 regarding a Development Charges exemption and a request to waive Building Permit and Sign Permit fees and refund planning application fees be received and the following recommendations be adopted:**
- i. **THAT staff be provided with confirmation that the Hospice qualifies for the new Development Charges exemptions by By-law 2014-42, once it is in full force and effect;**
 - ii. **AND THAT the request from the Southlake Regional Health Centre Foundation for waived and refunded fees be denied;**
 - iii. **AND THAT staff be directed to undertake a review of the impacts of creating a policy to reduce fees for charitable foundations, community organizations, public agencies and other similar uses;**
 - iv. **AND THAT Dora Boylen-Pabst, Vice President, Philanthropy and Engagement, Southlake Regional Health Centre Foundation, 102-581 Davis Drive, Newmarket, L3Y 2P6, be notified of this action.**

BACKGROUND

Southlake Regional Health Centre (SRHC) has submitted applications for Official Plan and Zoning By-law Amendments and Site Plan Approval for a proposed one-storey, 10 bed residential hospice with storage, offices and common rooms. It is proposed on the 0.272 hectare parcel of land of 649, 653 and 657 Queen Street. The Official Plan and Zoning By-law Amendments were approved in 2010. The Site Plan Approval process is on-going and nearing completion. A Building Permit application has not yet been made.

Request

The Southlake Regional Health Centre Foundation submitted letters to the Town dated July 2, 2014 and July 28, 2014 requesting:

1. That the Building Permit fees for the Hospice be waived;
2. That fees paid to date be refunded (specifically the Official Plan and Zoning By-law Amendment, the Site Plan Approval, and the Demolition Permit application fees); and
3. That the Sign Permit application fee related to two ground signs for the Hospice be waived.

The Official Plan and Zoning By-law Amendment application fees paid in March 2010 were \$37,889.86 (including GST). The Site Plan Approval application fee paid in June 2013 was \$12,295.26 (including HST). Two Demolition Permits were provided in 2014; the fees were \$650 (\$325 each). The Sign Permit application fee is \$400 and has not yet been paid.

As the Building Permit application has not yet been submitted staff have estimated the approximate amount of the fees. Based on the size of the proposed Hospice the Building Permit fee would be approximately \$18,000 to \$19,000.

COMMENTS

Planning Application Fees

At this time, staff do not support a refund of the planning application fees. The costs associated with processing the Official Plan and Zoning By-law Amendments is based on the Activity Based Costing Review of Development Application Approvals Process (DAAP), completed in 2005. The fees represent cost recovery for staff time spent on processing each application. The monetary amount of staff time has been spent processing the three applications.

In 2010, Council considered and denied a requested exemption from the Official Plan and Zoning By-law Amendment fees for the Hospice.

In 2003, Council reviewed a request to issue a grant which would reduce the levies collected for the Residential Care Village at 640 Grace St. This request was also denied; however, instead Council did not require the posting of a security for the development.

In 2000, Council provided Southlake with a grant to assist with the hospital expansion project. This resulted in approximately \$900,000 of fees and charges not collected. Council has also provided grants for planning application fees and other site plan approval related charges to another community focused development project.

Building Permit Fees

Staff do not support the refunding of the Demolition Permit fees nor the waiving of the Building Permit fees. It is noted that Newmarket's Building Permit fee for this type of facility is already one of the lowest in the province. Our fee is on average about 50% less than the typical fee collected for this type of facility in other municipalities. Both the Provincial *Building Code Act* and the Building Bylaw requires that fees be paid in order to obtain a Building Permit. In order to make changes to the manner in which fees are charged or collected, the *Building Code Act* requires certain notifications through a public process and/or an amendment to the Building By-law.

The Demolition Permit fee is relatively small (\$325 each) and is subsidized by other Permit categories. Any reduction, waiving or deferral of Building Permit fees would have an impact on other department revenue streams since these fees also include indirect costs.

The Chief Building Official advises the Building Permit fee structure is under review and as part of that process the consultant will be asked to include comments in respect to waiving, reducing or deferring Building Permit fees. This may result in a different approach to dealing with similar projects in the future.

Sign Permit Fee

Current Sign Permit fees came into effect on January 1, 2014 following a public consultation process on the Sign By-law which included outreach and input from various community and non-profit organizations. Governmental authorities (for example, the Federal and Provincial governments) are exempt from the provisions of the current Sign By-law, so would not be subject to Sign Permit fees. A hospital or hospice facility would not be exempt from the Sign By-law.

During the public consultation process for the current Sign By-law, alternate or no Sign Permit fees for hospitals, community, and non-profit organizations, was not specifically raised.

Like other fees, the Sign Permit fees are intended to recover costs associated with the review and administration of the permit and serves as an incentive for submitting a complete application, including any required documentation. For these reasons, staff do not support waiving Sign Permit fees entirely. Further review would be required for any potential reduced Sign Permit fees.

It should be noted that the Town has established a for-profit and non-profit fee structure for licensing fees associated with charitable donation bins.

Analysis

While denial of this specific request is recommended, it is further recommended that staff investigate developing a policy with regard to exemptions for these types of uses (i.e. charitable foundations, community organizations, public agencies, etc.). A policy would allow for fair and equitable application of any exemptions, grants, deferrals etc. The policy could be consistently applied to requests by all community organizations without the need for ongoing Council approval.

Investigating the policy would also allow staff the ability to understand the budget impacts of the loss of revenue. The policy would not be retroactive; it would be on a go-forward basis from the time the policy (if approved) came into effect.

It should be noted that by the time this proposal receives its building permit, it will be subject to the new Development Charges By-law (if no appeals to the By-law are received). The new DC By-law exempts "a public hospital receiving aid under the *Public Hospitals Act*". Should the Southlake Foundation provide documentation that the Hospice is receiving aid under the *Public Hospitals Act* they will be automatically exempt from the Town and the Region's Development Charges. Under the old Development Charges By-law the Town's portion of Development Charges would be \$35,125.10. The Region's Development Charges for a non-exempt institutional use of a building this size (1783sq.m) is \$375,214.52 (this exemption has been in place for some time). In essence they have been granted a savings of \$410,339.62 from the Town and the Region's institutional development charges.

Council has the ability to defer the payment of the Building Permit and Sign Permit fees over a defined period of time at a reduced interest rate. Staff is supportive of this project and would be willing to meet with the applicant and discuss some options to defer part of the fees, if Council so directs.

COMMUNITY CONSULTATION POLICY

If Council wishes to make any changes to the Fees and Charges By-law or the Building By-law, public consultation will be required.

HUMAN RESOURCE CONSIDERATION

Not applicable to this report.

BUDGET IMPACT (CURRENT AND FUTURE)

The following summarizes the requested fees which could be reduced, waived or refunded, a total of approximately **\$70,235.12**.

Official Plan and Zoning By-law Amendment fees:	\$37,889.86
Site Plan Application fee:	\$12,295.26
Demolition Applications fees:	\$650.00
<i>Estimated</i> Building Permit fee:	\$19,000.00
Sign Permit fee:	\$400.00
Total:	\$70,235.12

As noted above, reducing or waiving fees could be problematic. The most straightforward manner in which to deal with this issue, should Council decide to provide some relief, would be to refund fees through a grant. This would maintain the cost and pricing integrity of the departments involved and would be the easiest option to implement. Council could direct staff to refund all or a portion of the fees with funding from a reserve. As there is no directly related reserve, the Rate Stabilization Fund would be the recommended source. There would be no immediate budget impact, but there would be fewer monies available for future uses.

CONCLUSION

Staff are recommending that an investigation into the creation of a policy regarding grants, exemptions, or reductions be undertaken with respect to uses similar to the proposed hospice.

It is recommended that the requests for a refund of fees paid and a waiving of fees still required to be paid be denied as the fees represent cost recovery for staff's time spent processing the applications.

CONTACT

For more information on this report, contact: Meghan White, Planner, at 905-953-5321, ext 2458; mwhite@newmarket.ca.



Commissioner, Development and Infrastructure
Services



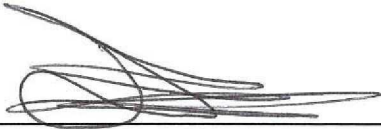
Acting Commissioner, Corporate Services
Services



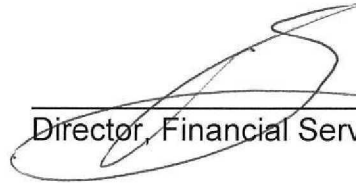
Director, Planning & Building Services
Services



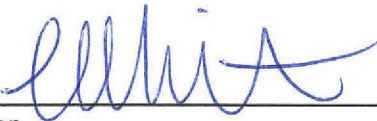
Director, Legislative Services/Town Clerk



Chief Building Official



Director, Financial Services/Treasurer



Planner

August 13, 2014

**CORPORATE SERVICES REPORT –
LEGISLATIVE SERVICES 2014-17**

TO: Committee of the Whole

SUBJECT: Relief From the Fees and Charges related to Signs on Davis Drive

ORIGIN: Director, Legislative Services/Town Clerk & Supervisor, By-law
Enforcement

RECOMMENDATIONS

THAT Corporate Services Report – Legislative Services 2014-17 dated August 13, 2014, regarding Relief from the fees and charges related to Signs on Davis Drive be received; and

- 1) THAT the request to waive fees and charges related to signs on Davis Drive be denied.**

COMMENTS

The purpose of this report is to inform Council of a request for an exemption from the fees and charges Bylaw 2013-57 associated with signs (permit application and variance fees) for business located on Davis Drive. The request was filed by the owner/operator of Rick's Cookhouse on Davis Drive.

On January 20, 2014 Council approved reduced fees and charges for businesses located on Davis Drive for all sign types between January 20, 2014 and December 31, 2015. The owner/ operator of Rick's Cookhouse is the first request to waive sign fees and charges on Davis Drive.

Sign related fees and charges are intended to recover costs associated with administration of the permit and to compensate the Appeal Committee should the applicant wish to review the Director's decision regarding a sign variance. Fees and charges also act as an incentive to ensure a complete application and any required documentation is filed.

VIVANext has established a construction sign program along Davis Drive to assist with advertising and way-finding for affected businesses.

Corporate Services Department

TOWN OF NEWMARKET
395 Mulock Drive
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For these reasons, staff do not support the request to waive sign fees and charges.

Should Council wish to waive sign fees and charges, an amendment to the fees and charges by-law, By-law 2013-57 would be required (and considered at the September 29th Council meeting to ensure compliance with the Town's notice policy). Should Council agree with the request, staff suggest that the amendment apply to all businesses along Davis Drive and be in effect to December 31, 2015 to ensure consistency (rather than relief for one applicant at a time).

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

This report relates to the "Well Equipped and Managed" link of the Town's community vision implementing policy and processes that reflect sound, accountable governance.

CONSULTATION

If Council wishes to make any changes to the Fees and Charges By-law, public notification will be required in the form of notice in a local newspaper, at least two weeks prior to Council's consideration of the matter.

HUMAN RESOURCE CONSIDERATION

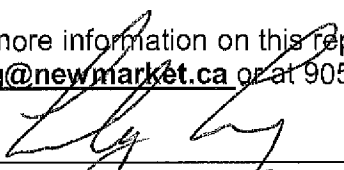
There are no human resources considerations related to this report.

BUDGET IMPACT (CURRENT AND FUTURE)

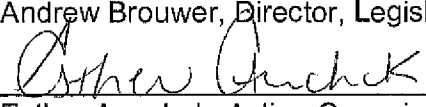
Waiving sign related fees and charges will represent a loss in the Legislative Services budget during the time such waiver is in effect. The total value of such loss is based on the number of applicants, sign types and matters dealt with by the Appeal Committee if any, and the total value is unknown. Since the reduced sign fees and charges were established by Council for Davis Drive businesses, to date there have been 33 applications for various signs representing \$3,270.00 in revenue for the Town.

CONTACT

For more information on this report, please contact Lesley Long, Supervisor of Bylaws at llong@newmarket.ca or at 905 953-5300, ext. 2222


Lesley Long, Supervisor of Bylaw Enforcement


Andrew Brouwer, Director, Legislative Services /Town Clerk


Esther Armchuk, Acting Commissioner of Corporate Services



**Mike Mayes, Director
Financial Services/Treasurer**

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August 11, 2014

CORPORATE SERVICES REPORT - FINANCIAL SERVICES - 2014-29

TO: Mayor Tony Van Bynen and Members of Council
Committee of the Whole

SUBJECT: 2015 Pre-Budget Approval

ORIGIN: Director, Financial Services/Treasurer

RECOMMENDATION

THAT Corporate Services Report - Financial Services – 2014-29 dated August 11, 2014 regarding 2015 Pre-Budget Approval be received and the following recommendation be adopted:

THAT Council provide pre-budget approval for the replacement of the vehicles and equipment in the attached list.

COMMENTS

Purpose

The purpose of this report is to seek pre-budget approval of the listed vehicles and equipment replacement.

Budget Impact

The listed vehicles and equipment to be replaced with a total amount of \$1,372,850 will be included in the 2015 Capital Budget requests and are to be funded by the Asset Replacement Fund.

Summary

Some vehicles and equipment in the Public Works Services Department need to be replaced in 2015. These vehicles and equipment are used for roads, water and wastewater, facilities and parks daily maintenance purposes. Due to the election, the 2015 budget will not be approved before the end of 2014, however, tenders need to go out in December 2014. Therefore, pre-budget approval is required for these items.

Background

The vehicles and equipment in the attached list are used for roads, water and wastewater, facilities, and parks maintenance and are due to be replaced in 2015. These replacement requests totaled \$1,372,850 and will be included in the formal 2015 Capital Budget submission. Due to the election, the 2015 Budget will not be approved before the end of 2014.

Early approval is required to ensure tenders for equipment can be issued in 2014, this will ensure we receive delivery of the equipment early in 2015. Early approval will also ensure operational efficiencies are maintained. As an example, having the new equipment in place before the spring season starts ensures start-up maintenance is performed on one piece of equipment rather than two. Therefore, pre-budget approval is required for these items.

Pre-budget approval means Council is authorizing the expenditures, but it is not formal budget approval, which requires appropriate public notice.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

This report links to Newmarket's key strategic directions in being Well Managed through fiscal responsibility.

CONSULTATION

Requests were provided by the Director of the Public Works Services Department who confirmed the urgency of the need.

BUDGET IMPACT

The Town's usual practice is to adopt its budgets prior to the start of the fiscal year. When this has not been possible, the Town, similar to most municipalities, works within an interim appropriation allowing expenditures to a maximum of 50% of the prior year's budget. This is supported by section 317 of the Municipal Act which allows a pre-budget tax levy of up to 50% of the prior year's levy.

Operating Budget (Current and Future)

Not applicable.

Capital Budget

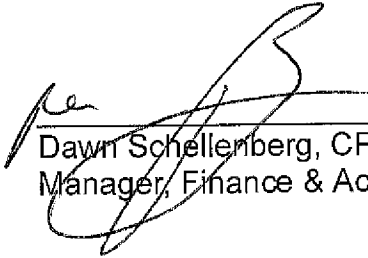
The listed vehicles and equipment to be replaced total \$1,372,850 and will be included in the 2015 Capital Budget requests and are to be funded by the Asset Replacement Fund.

CONTACT

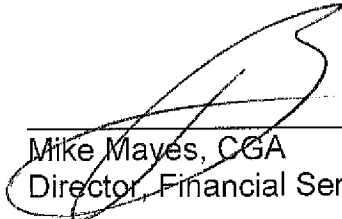
For more information on this report, contact: Mike Mayes at 905-953-5300, ext. 2102 or via e-mail at mmayes@newmarket.ca



Frank Wu, MBA
Senior Financial Analyst



Dawn Schellenberg, CPA, CA
Manager, Finance & Accounting



Mike Mayes, CGA
Director, Financial Services/Treasurer

FW/nh
Attachment



Anita Moore, AMCT
Commissioner, Corporate Services

1. 2015 Vehicles & Equipment Replacement Requests – Public Works (1 pg.)

2015 Vehicles & Equipment Replacement Requests - Public Works

Vehicles & Equipment Description	Area	Unit Cost
Van	Facilities	\$ 34,000
UtilityTruck \Spray Applicator	Facilities	\$ 38,000
Zamboni 520	Facilities	\$ 84,000
16 ft. Mower	Parks	\$ 78,700
10' Rotary Mower-R311T	Parks	\$ 60,000
10' Rotary Mower-R311T	Parks	\$ 60,000
10' Rotary Mower-R311T	Parks	\$ 60,000
Sidewalk Tractor (Trackless)	Parks	\$ 137,600
Field Sweeper 77-100-BH	Parks	\$ 33,900
2500 Pickup White 4x4 with Plow	Parks	\$ 43,000
3500 Pickup White 4Door	Parks	\$ 67,000
2 Ton Dump F350 White	Parks	\$ 61,000
Ton Dump Truck White Plow/Sander	Parks	\$ 92,500
Jacobson Tri King 1900D Mower	Parks	\$ 37,650
Culvert Steamer	Road/Water/Waste	\$ 19,000
Olympian Cat Genarator D30p1	Road/Water/Waste	\$ 49,000
924G CAT Loader	Road/Water/Waste	\$ 193,000
Trailer	Roads	\$ 3,500
F350 Superduty	Roads	\$ 72,500
3 Ton Dump Truck White/Plow	Roads	\$ 67,500
1 Ton Cube Van	Roads	\$ 48,750
Water Meter Van	Water	\$ 32,250
TOTAL		\$ 1,372,850



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August 25, 2014

DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT ENGINEERING SERVICES 2014-51

TO: Committee of the Whole

SUBJECT: Kingsmere Avenue/Ataire Road – All-way Stop Review
 File No.: T08 T.30 Kingsmere

ORIGIN: Director, Engineering Services

RECOMMENDATIONS

THAT Development and Infrastructure Services Report – ES2014-51, dated August 25, 2014 regarding Kingsmere Avenue/Ataire Road – All-way Stop Review, be received and the following recommendation(s) be adopted:

- 1. THAT the existing stop control at the Kingsmere Avenue/Ataire Road intersection remain as is due to:**
 - a. not meeting the warrants outlined in the Transportation Management Policy as approved by Town Council**
 - b. safety concerns as outlined in the Ontario Traffic Manual (Book 5) of the Ontario Ministry of Transportation.**

BACKGROUND

At its regular meeting of May 5, 2014, Town Council adopted recommendations under “New Business” that stated:

“57. That staff conduct a traffic feasibility for a 3-way stop installation at Kingsmere Avenue and Ataire Road.”

As a brief history, the following changes/additions were enacted regarding the local road network:

1. Ataire Road – the parking restrictions were amended in 2009 and 2011.
2. Ivsbridge/Kingsmere intersection – an all-way stop was implemented in 2010.
3. Kingsmere Avenue – an extensive review was conducted for speeding concerns in 2011.
4. Kingsmere Avenue – a Community Safety zone was implemented around Notre Dame Public School in 2012.

COMMENTS

1. WARRANTS:

As per the Town's Council-approved Transportation Management Policy, a standard intersection count was taken at the Kingsmere/Ataire intersection (see map of the study area on Page 4 of this report). These counts were 5 hours in duration (7:00am to 9:00am and 3:00pm to 6:00pm).

The All-Way Stop warrants consist of three (3) parts. The first part does not apply, since the warrant deals with future signalization of the intersection. In this case, traffic signals are not planned for this intersection.

The second warrant examines the number of recorded vehicle collisions in, or adjacent to, the intersection over the last twelve (12) months. Records indicate that no vehicle collisions occurred at the intersection.

The third warrant is divided into two parts, both relating to traffic and pedestrian volumes. The first part of this warrant examines all the vehicles approaching the intersection on an hourly basis. The minimum traffic and pedestrian volume required is an "average hour-vehicle/pedestrian volume" of 500.

The second part of this third warrant examines traffic and pedestrian volumes on an hourly basis along the minor street (Ataire Road in this case). The minimum traffic and pedestrian volume required is an "average hour-vehicle/pedestrian volume" of 200.

Both warrants need to be met at 100% or greater to warrant an all-way stop control. The results of the all-way stop warrant analysis indicate that the all-approach warrant scored 41%, and the minor street warrant is at 20%. Therefore, neither intersection meets the warrants required for an all-way stop control.

2. SAFETY

There are safety issues that need to be considered. More specifically, in regards to the Ontario Traffic Manuals (OTM), the Ministry of Transportation of Ontario outlines additional information and considerations for all-way stop controls. In OTM Book 5 (Regulatory Signs), the Ministry outlines situations in which some uses of all-way stop controls are inappropriate and are to be avoided. When considering the Kingsmere and Ataire intersection, OTM Book 5 discourages the use of all-way stop controls for safety reasons based on the following purposes or conditions:

- As a speed control device;
- Where the protection of pedestrians, school children in particular, is a prime concern.
- As a means of deterring the movement of through traffic in a residential area.

There is a general misconception that All-Way Stop Controls increase safety and reduce speeding. However, this is not the case and All-Way Stop Controls are intended only to govern the right-of-way at an intersection. They are not to be installed for other purposes.

PUBLIC CONSULTATION

No public consultation was undertaken in the preparation of this report.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

- Well-planned and connected...strategically planning for the future to improve information access and enhance travel to, from and within Newmarket.

HUMAN RESOURCE CONSIDERATIONS

No impact on current staffing levels.

IMPACT ON BUDGET

Operating Budget (Current and Future)

No impact on the Operating Budget.


Capital Budget

No impact on the Capital Budget.


CONTACT

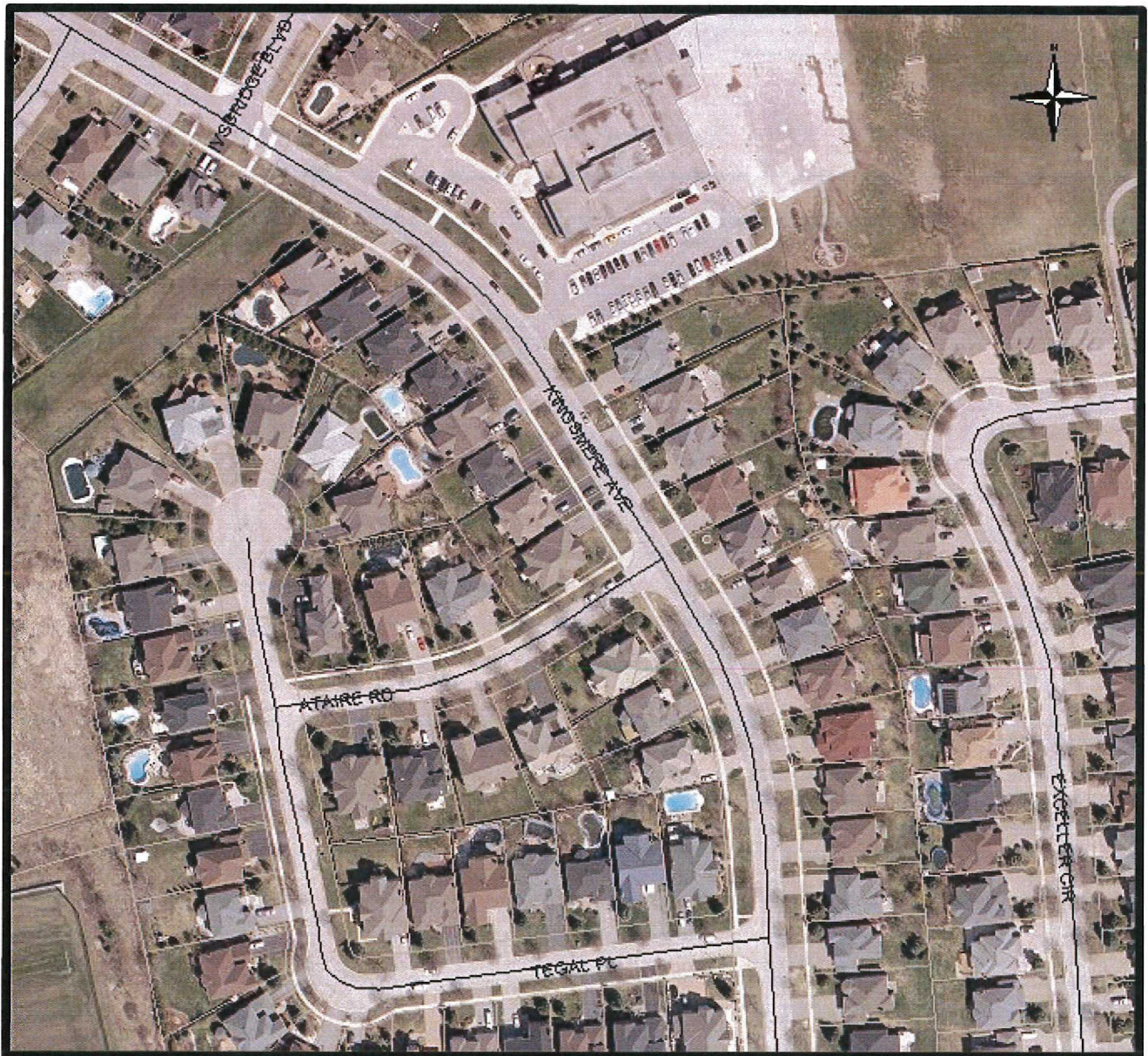
For more information on this report, please contact Mark Kryzanowski at 905-895-5193 extension 2508; mkryzanowski@newmarket.ca.

Prepared by:


M. Kryzanowski, M.C.I.P., R.P.P.
Senior Transportation Coordinator


R. Bingham, C.E.T.
Manager, Engineering & Technical Services


R. Prudhomme, M.Sc., P. Eng.
Acting Commissioner,
Development and Infrastructure Services



Study Area
Kingsmere Avenue - From
Ivsbridge Boulevard to Tegal Place



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August 25, 2014

DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT ENGINEERING SERVICES 2014-52

TO: Committee of the Whole

SUBJECT: Foxtail Ridge - Parking Review Update
File No.: T08 T.30 Foxtail Ridge

ORIGIN: Director, Engineering Services

RECOMMENDATIONS

THAT Development & Infrastructure Services Report 2014-52, dated August 25, 2014 entitled “Foxtail Ridge – Parking Review Update” be received and the following recommendation(s) be adopted:

- 1. THAT the parking restrictions remain as they currently exist.**

BACKGROUND

In 2013, Engineering staff received a request through the Ward Councillor to review the current parking restrictions on Foxtail Ridge. In accordance with the Town's Corporate Parking Policy, Engineering staff conducted a survey of the community at that time to determine whether there was support for the proposed changes and/or any other solutions forwarded by residents. The 2013 survey contained the Town's proposal to restrict parking on the north side of the street (sidewalk side). The majority of the residents who responded to the survey stated that they were against any changes to the current parking restrictions and therefore, staff recommended that Council not make any changes to the parking restrictions.

At its regular meeting of December 2, 2013, Town Council adopted the recommendations in the “Development & Infrastructure Report – Engineering Services Report 2013-50”, and added:

“ii) AND THAT staff undertake a new parking review of the street known as Foxtail Ridge in the spring of 2014”.

This report outlines the findings of the study.

COMMENTS

The purpose of the additional study was to determine if there was any correlation between the number of residents using the trail connection and the number and concentration of cars parked on Foxtail Ridge. Mitigation measures were to be recommended if needed. To ensure the most success, staff waited until the weather was more favourable to trail usage to observe the parking patterns on the street to ensure that the results would not be skewed because of cold or inclement weather.

Foxtail Ridge was divided into three distinct areas which were labeled as East, Centre and West, as shown in the map below.



The following table outlines the study results.

Day	Date	Time	West	Centre	East
Thursday	May-29	1440	1	2	2
Friday	May-30	856	0	2	0
Monday	Jun-02	1400	4	3	2
Tuesday	Jun-03	1315	1	3	1
Thursday	Jun-05	1120	1	1	0
Saturday	Jun-07	1400	3	5	1
Saturday	Jun-07	2300	2	1	0
Sunday	Jun-08	1700	6	3	2
Sunday	Jun-08	2110	9	2	0
Monday	Jun-09	710	1	2	1
Wednesday	Jun-11	1410	2	2	1
Thursday	Jun-12	820	1	1	2
Friday	Jun-13	1340	1	1	2

Several different times and days were chosen to obtain a broad examination of the parking patterns on the street. Overall, the results do not show excessive chronic parking on the street. The only concentrated parking demand was in the West section on a Sunday evening. It should be noted that this would not be associated with the trail system, as potential users of the trail would likely park in the Centre and East sections. The number of parked cars in the Centre and East section that might be due to trail users is small. Overall, the parking operations observed on Foxtail Ridge is consistent with normal residential parking patterns.

Therefore, it is recommended that there be no change to the current parking restrictions on Foxtail Ridge.

PUBLIC CONSULTATION

No public consultation was undertaken in the preparation of this follow-up study.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

- Well-planned and connected...strategically planning for the future to improve information access and enhance travel to, from and within Newmarket.

HUMAN RESOURCE CONSIDERATIONS

No impact to current staffing levels.

IMPACT ON BUDGET

Operating Budget (Current and Future)

No impact to the Operating Budget.

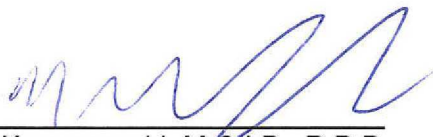
Capital Budget

No impact to the Capital Budget.

CONTACT

For more information on this report, please contact Mark Kryzanowski at 905-895-5193 extension 2508; mkryzanowski@newmarket.ca.

Prepared by:


M. Kryzanowski, M.C.I.P., R.P.P.
Senior Transportation Coordinator


R. Bingham, C.E.T.
Manager, Engineering & Technical Services

R. Prudhomme, M.Sc., P. Eng.
Acting Commissioner,
Development & Infrastructure Services





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June 3, 2014

DEVELOPMENT AND INFRASTRUCTURE SERVICES REPORT – ES2014-38

TO: Committee of the Whole

SUBJECT: Final Acceptance and Assumption of Underground and Aboveground Works
 for the Mattamy Toth Farm Residential Subdivision Phase 2 – RP-65M-4045

ORIGIN: Director, Engineering Services

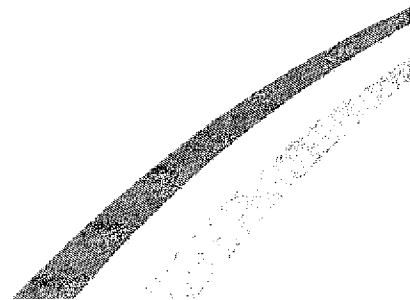
RECOMMENDATIONS

THAT Development and Infrastructure Services Report – ES 2014-38 dated June 3, 2014 regarding the Final Acceptance and Assumption of Underground and Aboveground Works be received and the following recommendation(s) be adopted.

- 1. THAT the request for final Acceptance and Assumption of Underground and Aboveground Works of the Mattamy Toth Farm Phase 2 Residential Subdivision as shown on the attached map be finally accepted and assumed by the Town;**
- 2. AND THAT Mr. Gary Gregoris of Mattamy (Newmarket) Ltd., and Mr. Dragan Zec, P. Eng., of Urbantech Consulting Ltd. be notified of these recommendations.**

COMMENTS

We are in receipt of an application from Urbantech Consulting Ltd. on behalf of the Mattamy (Newmarket) Limited pursuant to the Mattamy - Toth Farm Residential Subdivision Agreement - Phase 2, wherein a request for final acceptance and assumption of the underground and aboveground works is made.



The maintenance period for works and services has been satisfied and all requirements for assumption have therefore been met.

All required documentation has been provided and reviewed by our checking consultant, R.J. Burnside & Associates Ltd., and at this time no recommendation to release the performance security has been made.

All other Departments with a vested interest in the development have confirmed all financial and legal obligations have been fulfilled.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

- Well Equipped and Managed...provides a thorough and timely consideration of applications for development and redevelopment in accordance with all statutory requirements;
- Well Planned and Connected...continues to improve the quality of the road network within the Town of Newmarket.

CONSULTATION

There is no public consultation with this recommendation.


BUDGET IMPACT

Operating Budget (Current and Future)

With this recommendation, the above captioned Mattamy Toth Farm Phase 2 Residential Subdivision will now be under the Town's Operating Budget.

CONTACT

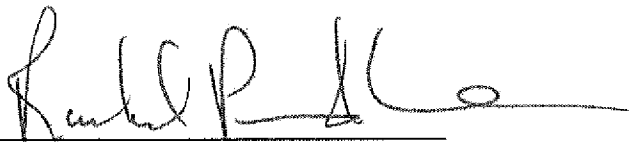
For more information on this report, contact Victoria Klyuev at 905-895-5193 extension 2513 or by e-mail at, vklyuev@newmarket.ca



V. Klyuev, C.E.T.,
Senior Engineering Development Coordinator - Residential



R. Bingham, C.E.T.,
Manager, Engineering and Technical Services



Rachel Prudhomme, M.Sc., P.Eng.
Director, Engineering Services

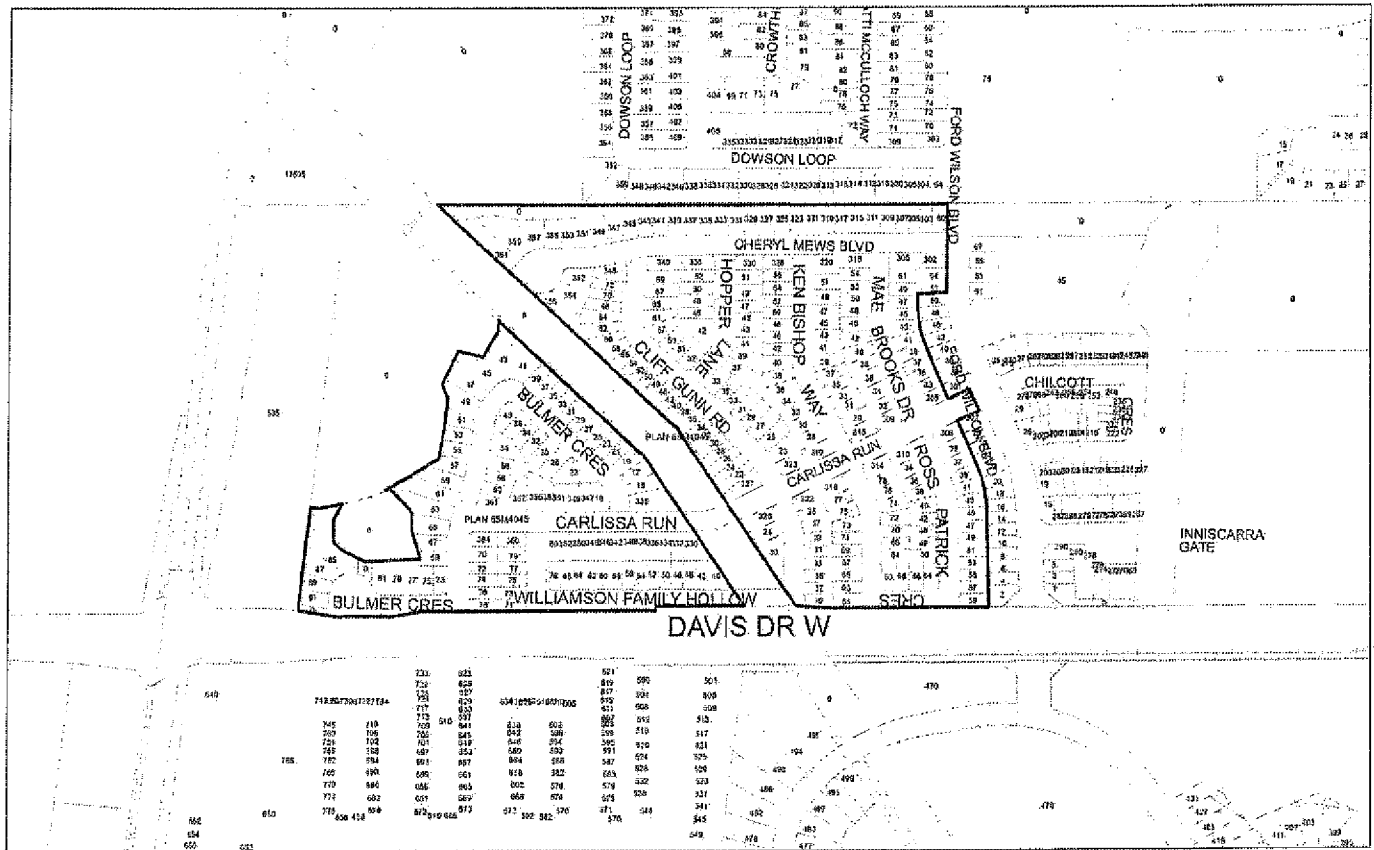


Rob Prentice, Commissioner
Development and Infrastructure Services

Development and Infrastructure Services Report ES2014-38

June 3, 2014

Page 4 of 4



2010 Census Data Summary - Final Census Data Summary, 2010 Census Data Summary
 Prepared by: D. Thompson and D. Thompson, 1007 & PLAN OF MARY, 1011
 Prepared by: D. Thompson and D. Thompson, 1007 & PLAN OF MARY, 1011

Mattamy-Toll Farm Phase 2 Plan 65M-4045
 Final Acceptance and Assumption and Underground and Aboveground Works

2010 Census Data Summary - Final Census Data Summary, 2010 Census Data Summary
 Prepared by: D. Thompson and D. Thompson, 1007 & PLAN OF MARY, 1011
 Prepared by: D. Thompson and D. Thompson, 1007 & PLAN OF MARY, 1011



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August 11, 2014

JOINT PROCUREMENT CORPORATE SERVICES – FINANCIAL SERVICES AND DEVELOPMENT & INFRASTRUCTURE SERVICES - PUBLIC WORKS SERVICES REPORT 2014-45

TO: Committee of the Whole

SUBJECT: Ray Twinney Complex & Magna Solar Photovoltaic FIT Project Updates

ORIGIN: Director, Public Works Services

RECOMMENDATIONS

THAT Joint Procurement Corporate Services – Financial Services and Development and Infrastructure Services – Public Works Services Joint Report 2014-45 dated August 11, 2014, regarding RJT & Magna Solar Photovoltaic FIT Project Updates, be received and the following recommendations be adopted:

1. THAT the RFP2012-27 Solar Photovoltaic FIT contract be extended to include an estimated value of \$1,493,321.00 for the Magna Centre (excluding, bonding fees, maintenance, LDC connection fees and applicable taxes);
2. AND THAT the Director, Public Works Services and the Manager, Procurement Services be authorized to execute the contract and all agreements and documents necessary to give effect to the Magna Solar project on Council's behalf;
3. AND THAT staff be authorized and directed to do all things necessary to give effect to the foregoing recommendations
4. AND THAT Staff be directed to fund the Magna FIT project through implementation of an internal loan with an amortization period not to exceed ten (10) years, and that this loan be provided for in conjunction with the 2015 budget and align with the proposed Investment Strategy;
5. AND THAT Staff be directed to include the revenue surplus as outlined in the Loan Repayment Schedule contained in the Budget Impact section of this report in the 2015 and subsequent years Operating Budgets.

BACKGROUND

As noted in the January 9, 2013 Joint Corporate Services – Procurement Services Department and Development and Infrastructure Services – Facility Services Report 2013-02, Strathcona Solar Initiatives was awarded the contract to proceed with installing solar panels for 6 MicroFIT projects and 1 FIT project. The 6 MicroFIT projects are complete and Town staff is working with Newmarket Hydro to connect the Ray Twinney Complex (RJT) FIT project to the grid, once this connection takes place within in the next couple of weeks this project will be complete and the Town will begin to recognize revenue.

Development and Infrastructure Services Information Report Commissioner 2013-63, dated November 26, 2013, regarding the installation of solar panels on Magna indicated that upon approval by the OPA of the application and design staff would be seeking approval for the project under a single source approval based on the criteria relating to standardization of maintenance contracts and that financing and allocation of the revenues would be addressed.

COMMENTS

At this time the Town has been notified by the OPA that the application made on our behalf by Strathcona has been approved. Town staff seeks funding for this project with an internal loan charging the prime interest rate (currently 3%), amortized over a 10 year period, immediate annual savings can be realized and budgeted. This investment would be comparable and competitive with other options and is currently being done for the RJT project.

The interest rate and repayment term are consistent with the Town's other solar panel investments. The 10-year term was chosen to be conservative. The equipment is expected to have double that life cycle but we wanted to mitigate risk on a new venture. Our experiences in 2014 with the equipment and revenues will allow us to review this position and consider possibly extending the term to 15 or 20 years. This would allow a better matching of benefits with costs: the bulk of the benefits are currently deferred to 10 years in the future. This review will form part of the 2015 budget proposal.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

The current contract is estimated to provide the Town with financial returns over the life of the 20 year contract of approximately \$4,086,659 for an investment of approximately \$1,493,321. In addition, the use of existing facilities to create green sustainable energy supports the environmental goals of the municipality.

CONSULTATION

Internally, the following staff were consulted; Development and Infrastructure Staff, Director Financial Services/Treasurer, Newmarket Hydro Staff and the Manager, Procurement Services.

HUMAN RESOURCE CONSIDERATIONS

Staffing levels are not impacted as a result of the recommendations in this report. All works may be completed with existing staff.

BUDGET IMPACT

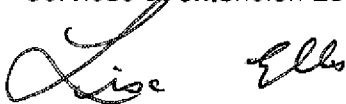
In consultation with the Director Financial Services the final contract amount will be funded internally at the prime banking rate which is currently 3%. The interest earned on the loan would be allocated according to the Town's Investment Strategy.

The projected loan repayment schedules for the Magna FIT project is provided below:

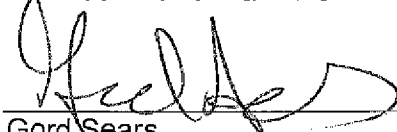
Magna Fit Project Funding - 10 Year Payback								
Year	Beginning Balance of Loan	Annual Interest Payment @ 3%	Value of Loan Including Interest	Annual Revenue Generated from Solar Panel	Annual Repayment	Revenue (After Loan Repayment)	Avg. Annual Operating Costs	Net Operating Impact
2015	1,493,321	44,800	1,538,121	204,333	175,063	29,270	20,000	9,270
2016	1,363,058	40,892	1,403,950	204,333	175,063	29,270	20,000	9,270
2017	1,228,887	36,867	1,265,753	204,333	175,063	29,270	20,000	9,270
2018	1,090,691	32,721	1,123,411	204,333	175,063	29,270	20,000	9,270
2019	948,349	28,450	976,799	204,333	175,063	29,270	20,000	9,270
2020	801,736	24,052	825,788	204,333	175,063	29,270	20,000	9,270
2021	650,726	19,522	670,247	204,333	175,063	29,270	20,000	9,270
2022	495,185	14,856	510,040	204,333	175,063	29,270	20,000	9,270
2023	334,977	10,049	345,027	204,333	175,063	29,270	20,000	9,270
2024	169,964	5,099	175,063	204,333	175,063	29,270	20,000	9,270
10 Year Summary	1,493,321	257,307	1,750,628	2,043,330	1,750,628	292,702	200,000	92,702
2025				204,333		204,333	20,000	184,333
2026				204,333		204,333	20,000	184,333
2027				204,333		204,333	20,000	184,333
2028				204,333		204,333	20,000	184,333
2029				204,333		204,333	20,000	184,333
2030				204,333		204,333	20,000	184,333
2031				204,333		204,333	20,000	184,333
2032				204,333		204,333	20,000	184,333
2033				204,333		204,333	20,000	184,333
2034				204,333		204,333	20,000	184,333
20 Year Summary	1,493,321	257,307	1,750,628	4,086,659	1,750,628	2,336,031	400,000	1,936,031

CONTACT

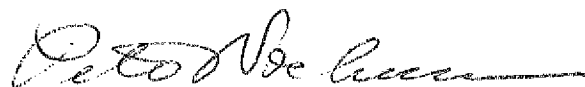
For additional information on this report, please contact Christopher Kalimootoo, Director, Public Works Services at extension 2551.




Lisa Ellis
Business Performance Coordinator



Gord Sears
Manager, Procurement Services



Peter Noehammer, Commissioner
Development & Infrastructure Services



Bob Shelton
CAO



Christopher Kalimootoo
Director, Public Works Services



Mike Mayes
Director, Financial Services



Anita Moore, Commissioner
Corporate Services

TOWN OF NEWMARKET COUNCIL - EXTRACT - MONDAY, JULY 21, 2014

	REF'D TO	COPY TO		REF'D TO	COPY TO
Mayor Tony Van Bynen			Development & Infrastructure Services, Commissioner of		
Reg. Councillor Taylor			Community Services, Commissioner of		
Councillor Vegh			Corporate Services, Commissioner of		
Councillor Kerwin			Planning & Building Services, Dir. of		
Councillor Twinney			Recreation & Culture, Dir. of		
Councillor Hempen			Human Resources, Dir. of		
Councillor Sponga			Engineering Services Dir. of		
Councillor Di Muccio			Public Works Services, Dir. of		
Councillor Emanuel			Financial Services, Dir. of		
			Legal Services, Dir. of		
CAO			Legislative Services, Dir. of		
OTHER:			Corporate Communications, Dir. of		
			Chief Building Official		
PENDING AGENDAS: COW			Economic Development Officer		
COUNCIL			Information Technology, Dir. of		
JCC			Fire Chief		
			Purchasing Manager		
Letter: File:			ORIGINAL REPORT IN DEPARTMENT BINDER	√	

4. a) THAT Development and Infrastructure Services - Planning and Building Services Report 2014-32 dated July 21, 2014 regarding Proposed Zoning By-law Amendment Application D 14-NP-14-04 - 212 Davis Drive be received and the following recommendations be adopted:

i) THAT the Application for a Zoning By-law Amendment submitted by Green and Rose Developments Inc. for lands municipally known as 212 Davis Drive be referred to a public meeting;

ii) AND THAT following the public meeting, the issues identified together with comments from the public, Committee and those received through the agency and departmental circulation of the application, be addressed by staff in a comprehensive report to the Committee of the Whole, if required;

iii) AND THAT Brad Rogers of Groundswell Urban Planners, 30 West Beaver Creek Road Unit 109 Richmond Hill, ON L4B 3K1 be notified of this action.



Planning and Building Services

TOWN OF NEWMARKET
395 Mulock Drive
P.O. Box 328
Newmarket, ON L3Y 4X7

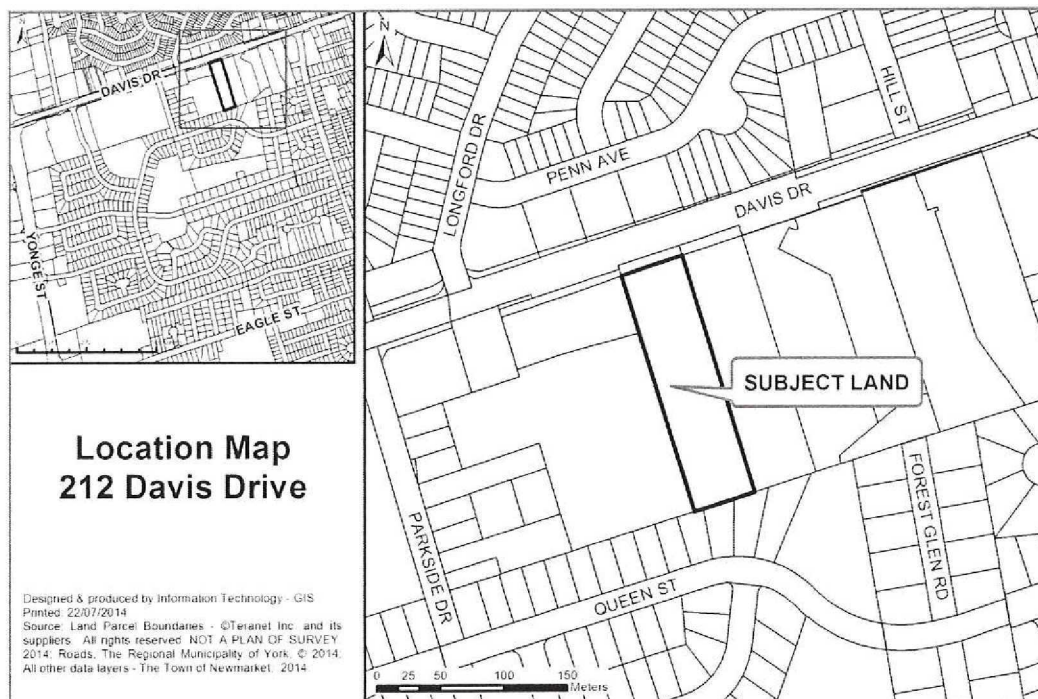
www.newmarket.ca
planning@newmarket.ca
905.953.5321

**PUBLIC MEETING CONCERNING A
PROPOSED ZONING BY-LAW AMENDMENT (D14 NP 14 04)**

TAKE NOTICE that the Council of the Corporation of the Town of Newmarket will hold a Public Meeting on:
MONDAY, AUGUST 25, 2014 AT 7:00 P.M.

in the **Council Chambers at the Municipal Offices, 395 Mulock Drive**, to consider a proposed Zoning By-Law Amendment under Section 34 of the Planning Act, RSO 1990, c. P. 13 as amended.

Green and Rose Developments Inc. has submitted a Zoning By-law Amendment application to amend the Zoning By-law provisions at 212 Davis Drive to permit a fifteen(15) storey apartment building containing 225 units. The Zoning amendment proposes changes to the height, density, parking and related provisions of the Zoning By-law.



ANY PERSON may attend the public meeting to make written or verbal representation either in support of or in opposition to the proposed Zoning By-Law Amendment. If you wish to use the Town's audio/visual system, please contact the Clerk's Office not later than noon on the day of the meeting to make the appropriate arrangements. Should you be unable to attend the public meeting, your written submission will be received up to the time of the meeting.

IF YOU WISH TO BE NOTIFIED of the adoption of the proposed Zoning By-Law Amendment, you must make a written request to the Town of Newmarket, 395 Mulock Drive, P.O. Box 328, STN MAIN, NEWMARKET, ON, L3Y 4X7.

IF A PERSON OR PUBLIC BODY does not make oral submissions at a public meeting or make written submissions to the Town of Newmarket before the by-law is passed, the person or public body is not entitled to appeal the decision of the Town of Newmarket to the Ontario Municipal Board.

IF A PERSON OR PUBLIC BODY does not make oral submissions at a public meeting, or make written submissions to the Town of Newmarket before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there is reasonable grounds to do so.

ADDITIONAL INFORMATION relating to the proposed Zoning By-law Amendment is available for inspection between 8:30 a.m. and 4:30 p.m. Monday to Thursday and between 8:30 a.m. and 4:00 p.m. on Fridays at the Municipal Offices, 395 Mulock Drive, Newmarket.

Dated July 31, 2014

Direct any inquiries to the
Planning Department 905-953-5321
Please refer to File No. D14 NP 14 04



DEVELOPMENT AND INFRASTRUCTURE SERVICES – PLANNING DIVISION
 TOWN OF NEWMARKET
 395 Mulock Drive
 P.O. Box 328
 Newmarket, ON L3Y 4X7

www.newmarket.ca
 info@newmarket.ca
 905.895.5193

July 21, 2014

**DEVELOPMENT AND INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES –
 PLANNING REPORT 2014-32**

TO: Committee of the Whole

SUBJECT: Proposed Zoning By-law Amendment
 212 Davis Drive
 Green and Rose Developments Inc.
 File No: D 14-NP-14-04

ORIGIN: Application Submitted to the Planning Department

RECOMMENDATIONS

THAT Development and Infrastructure Services/Planning & Building Services - Planning Report 2014-32 dated July 21, 2014 regarding Proposed Zoning By-law Amendment Application D 14-NP-14-04 be received and that the following recommendations be adopted:

1. THAT the application for a Zoning By-law Amendment submitted by Green and Rose Developments Inc. for lands municipally know as 212 Davis Drive, be referred to a public meeting;
2. AND THAT following the public, the issues identified, together with comments from the public, Committee and those received through the agency and departmental circulation of the application, be addressed by staff in a comprehensive report to the Committee of the Whole, if required;
3. AND THAT Brad Rogers of Groundswell Urban Planners, 30 West Beaver Creek Road, Unit 109, Richmond Hill, Ontario L4B 3K1 be notified of this action.

COMMENTS

1. Purpose of the Report

The purpose of this report is to recommend that the above noted application for a Zoning By-law Amendment to permit a 15 storey, 225 unit rental apartment building at 212 Davis Drive be referred to a public meeting.

2. Location and Site Description

The subject property is located on the south side of Davis Drive, approximately mid-distance between Parkside Drive and Lorne Avenue and is municipally known as 212 Davis Drive. The property has an area of 0.9731 ha (2.4 acres), a frontage of 49.85 m (163.55 ft.) on Davis Drive and a depth of 193.5 m (634.84 ft.). The property is currently vacant.

A tributary of the Western Creek traverses the frontage of the property in an open channel. A small drainage swale located on the south-west corner of the property drains the subject property and the adjoining properties to the west. The property has been previously filled and as a result is generally higher in elevation than the surrounding landscape.

The surrounding land uses are:

- East: the property adjacent and to the east is owned by Newmarket Church of Christ (230 Davis Dr.), and the existing development is a church and associated parking lot. This property is identified in the Newmarket Urban Centre Secondary Plan as Parkland. East of 230 Davis Drive are 5 apartment buildings varying in height in the range of 9 -10 storeys.
- South: a small drainage swale and the rear yards of the adjacent residential subdivision that fronts on Queen Street
- West: a mix of commercial and industrial uses that have access onto Deerfield Road and Davis Drive
- North: Davis Drive and on the north side of Davis Drive a number of vacant parcels.

See attached **Location Map**.

3. Proposal

Green and Rose Developments Inc. has submitted an application for a Zoning By-law Amendment to permit a 45.11 m (15) fifteen storey rental apartment building containing approximately 225 units and having a gross floor area of 17,923 m² and a density of 1.836 FSI.

The Zoning By-law Application proposes to increase the density, height, and front yard setback beyond what is provided for in the current zoning by-law.

The primary access is proposed onto Davis Drive as a joint access and is located at the current driveway to the adjacent property to the east, 230 Davis Drive, owned by Newmarket Church of Christ.

A secondary access is proposed to be provided to the proposed public Minor Collector identified in the Newmarket Urban Centres Secondary Plan (adopted June 23, 2014) and located across the rear of the subject property. This secondary access is currently proposed through the proposed parking structure. No vehicular or pedestrian connectivity is proposed to the east or the west.

See attached **Streetscape & Landscape Plan**.

The complete set of plans and supporting documents filed in support of this application can be viewed through the following link to the Town's web site:

<http://www.newmarket.ca/en/townhall/plannotic.asp#212davisdrive>

4. Related Applications

a) Consent Application

A consent application has been filed to sever the subject lands (212 Davis Drive) from the adjoining lands to the west (175 Deerfield Road). A conditional approval was granted February 19, 2014. The conditional approval is valid until February 26, 2015.

b) Site Plan Application D11 NP 14 04

Concurrent with the filing of the Zoning By-law Application, a Site Plan Application has been filed. Once the Zoning By-law application is advanced to the appropriate stage, the Site Plan Application will be processed.

c) Deferral of Development Charges

In the fall of 2014, the Town of Newmarket and the Region of York both supported a 36 month deferral of the development charges in support of purpose built market rental with approximately 56 affordable housing units, as a pilot project at 212 Davis Drive. This application has been submitted in response to the Town and Regional support and is regarded as providing a much needed contribution to the rental stock in Newmarket and the Region as a whole.

The Town also agreed to defer the Planning Application fees and the Building Permit fees for the same time period, with no Letter of Credit required.

Cash in lieu of parkland would also be deferred for the 36 months from the issuance of the Building Permit.

The agreement (under preparation) requires that the apartment remain as rental for a minimum of 20 years.

5. Preliminary Review

a) Newmarket Official Plan Considerations

The subject property is designated Urban Centre and is identified within the Yonge Street Regional Centre area. The Urban Centre designation permits a broad range of residential, commercial, office and institutional uses. Densities for residential uses are established in Section 4.4 as follows:

- a residential density of 30-125 units per net hectare;
- a maximum Floor Space Index (FSI) of 1.0 in Phase 1 (prior to the preparation of the Urban Centres Secondary Plan); and greater than 1.0 through appropriate studies;
- a target of approximately 60-250 persons and jobs per hectare in Phase 1 (Section 4.4 - Table 1).

Section 4.4.3 provides that increased densities from those identified above may be permitted through a zoning by-law amendment, provided supporting studies are submitted that demonstrate that the proposed

development will not create an unacceptable level of traffic, will be compatible with the existing surrounding development and in conformity with the intent of the applicable provisions of the Official Plan.

This application has provided the requisite studies (subject to the comments below) to support an increase in density in accordance with the above provisions.

The general policies of the Urban Centres also directs that:

- provide for a transition with Stable Residential Areas(Policy 4.2.2 b)
- a safe pedestrian environment be provided(Policy 4.2.2 c)
- provide good access and circulation(Policy 4.2.2 d)
- a high quality of urban design(Policy 4.2.3)
- provide maximum pedestrian, bicycle, vehicular connectivity and route choices(Policy 4.2.4)

In addition, there are a number of other Official Plan policies that apply to the consideration of the form and function of the proposed zoning-by-law amendment application, including:

- Section 3.10.2 - Affordable Housing;
- Section 12.0 - Urban Design and Compatibility Policies (including but not limited to urban design principles, vehicular and pedestrian connectivity, common areas, safety, sustainability in design, transit amenities, and urban centre character);
- Section 16.1.6 Recreational needs and park dedication; and
- Section 15.0, Transportation Network which includes accessibility and streetscaping.

The above is not meant to be an exhaustive list of the provisions of the Official Plan, but aims to illustrate several of the main considerations.

b) Region of York Official Plan

The subject property is designated "Urban Area" in the Region of York Official Plan. Several Regional policies apply and will be identified in part through Regional comments.

c) Growth Plan for the Greater Golden Horseshoe(Growth Plan)

The Growth Plan for the Greater Golden Horseshoe does not specifically designate the subject lands as they are outside the Provincial Urban Growth Centre, however, the general intensification policies apply. The Town's Official Plan is in conformity with the Growth Plan and provides for intensification as addressed above. The recently adopted Secondary Plan addresses the intensification policies of the Growth Plan and the Regional Plan in detail.

d) The Big Move - Regional Transportation Plan

The subject property is located on the Rapid Transit way along Davis Drive and is between two mobility hubs identified at the Go-train station and the at the Yonge Davis Provincial Urban Growth Centre. The proposed development proposes additional density to sustain the investment in rapid transit and is within walking distance of the Yonge Davis Anchor Hub.

e) Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Decisions affecting planning matters “shall be consistent” with the PPS. The proposed Zoning By-law Amendment is impacted by a number of provisions including Section 1.1 Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns, Section 1.4 Housing, Section 2.2 Water with respect to protecting the quality and quantity of municipal drinking water and Section 1.8 Energy and Air Quality with respect to promotion of alternative and renewable energy. Subject to the issues below, consistency with the PPS is expected to be achievable.

f) Official Plan Amendment 10 - Newmarket Urban Centres Secondary Plan (Secondary Plan) - Adopted June 23, 2014

Through the consideration of this application, regard should be had to the policies of the Secondary Plan, including but not limited to, the density and height policies, rental and Affordable and Rental Housing (Policy 6.4.3 & 4), Urban Design and Sustainability (Policy 7.0), Block Structure and Street Network (Policy 8.0), Transportation and Mobility (Policy 9.0), Parks, Open Space and Natural Heritage (Policy 10.0), and Servicing, including underground hydro facilities (Policy 13.0).

The Secondary Plan has deferred the two Private Roads/Lanes identified on Schedule 5 – Street Network, to allow for the details of their location to be addressed through this application.

The portion of the property proposed to contain the 15 storey (45.11 m high) apartment is within the Medium-high Density designation on Schedule 4: Height and Density. The southern portion of the property proposed for an above ground parking structure is within the Medium Density designation. The height of the proposed apartment is 45.11(15 storeys) while the proposed density is 1.836 FSI. The proposed height is within the height range that is Discretionary and subject to bonusing in the Secondary Plan, while the density is within the permitted density of 2.0 FSI for the Medium-high designation.

An agreement with the Region and the Town will be required to address the appropriate provisions that warrant an increase in density and height beyond the current Zoning provisions and the intent of the Secondary Plan, e.g., purpose built rental, affordable housing, public road dedication, parkland, road and pedestrian connectivity, etc.

The list of additional policies of the Secondary Plan identified above will also be considered in the assessment of this application.

g) Official Plan Amendment 11 - Newmarket's Active Transportation Network -Adopted June 23, 2014

Through the consideration of this application, regard should be had to the policies and Schedules of OPA # 11, the Active Transportation Network.

The Active Transportation Network identifies a Primary Off-Road linkage in the vicinity of the subject property (212 and 230 Davis Drive). This part of the Active Transportation Network provides an integral link between Haskett Park and the existing neighbourhood to the south, through to Davis Drive. The final

location of this connection should be addressed to the greatest extent possible in conjunction with this application.

Davis Drive is also identified as a Primary Active Transportation Network within the Right-of-Way in conformity with the Regional Cycling Network in the Regional Official Plan (Map 10) and the Town's Official Plan (Schedule D On-Street Bike Lane Plan). However, the provision for a cycling facility and widened sidewalks on Davis Drive cannot be achieved within the current regional right-of-way. The additional land required to provide the necessary space to accommodate the cycling facility and wider sidewalks at the ground level is proposed to be secured through the provision for additional land along the Davis Drive right-of-way for the future burying of the Hydro services provided for through the Town's Secondary Plan. Therefore, the zoning application will need to consider and address the required setbacks from Davis Drive to ensure there is sufficient space for the future burying of the hydro and associated utilities and the associated surface considerations e.g., wider sidewalks and cycling facility. The dedication of the land and/or an easement for the additional land should form part of the agreement with the applicant.

6. Comments Received (July 9, 2014)

Region of York – Supports the principle of the zoning by-law application and indicates that the following issues be addressed at the site plan stage final site servicing, hoarding and crane swing, grading and landscaping, erosion control, etc.

The following technical issues have also been identified.

- A Draft 65R-Plan is required to show the access easement and interconnection between the subject property and the adjacent property to the east (230 Davis Dr.).
- That the shared access be confirmed as a right-in/right-out access and is consistent with the YRRTC detailed design.
- Provision for sidewalks along the proposed shared right of way with 230 Davis Dr.
- Provision for a connection to the west property limit to allow for access to a future extension of Deerfield Drive should be provided.
- Specific measures be included to support active transportation and public transit e.g., internal and external shared pedestrian and cycling connections, bicycle parking and reduced parking rates.
- Internal vehicular circulation and pickup areas is required to provide continuous flow-through circulation for YRT/Viva Mobility Plus specialized vehicles as these vehicles do not manoeuvre in a reverse direction.
- There is no objection in principle to the development at this time from a water resource impact perspective, however, potential water quality and quantity threats to the municipal water supply is required to be identified and a Source Water Impact and Assessment Mitigation Plan submitted and approved by the Region prior to Site Plan approval.
- In accordance with policy 2.3.37 of the York Region Official Plan Low Impact Development (LID) measures including but not limited to rainwater harvesting, phosphorous reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation.

Newmarket Engineering Services – Review under consideration.

Newmarket Building Services - no concerns with the Zoning Bylaw Amendment Application.

Lake Simcoe Region Conservation Authority – Review is under consideration of the Functional Stormwater Management Report, the Streetscape & Landscape Plan and Landscape Elevations.

The Authority advised that:

- the Zoning By-law be subject to the Floodplain and Other Natural Hazards Zone and their appropriate buffers being applied as it relates to the watercourse across the frontage of the property (watercourse and erosion hazards);
- the owner obtain an agreement from the adjacent owner (175 Deerfield Road) to permit the relocation of the drainage feature to the adjacent property;
- it is the responsibility of the applicant to obtain the necessary approvals from the Federal Department of Fisheries with respect to any alteration of the watercourse that traverses the frontage of the property.

North-South Environmental (Environmental Peer Reviewer on behalf of the Town) –

- there are no significant outstanding natural heritage issues;
- the re-alignment or the small watercourse onto the adjacent property will require the agreement of the adjacent landowner;
- technical updates to the Environmental Impact Assessment is required to more thoroughly address: other related reports (arborist report), features and functions including the trees and shrubs, surface and groundwater functions, etc., including clear representation of the features in the required reports.

Arborvalley Urban Forest Co. Inc. (Arborist Peer Reviewer on Behalf of the Town) –

- written permission is required from the adjacent landowner (175 Deerfield) before the Town can consider permission to remove trees from the adjacent property;
- calculations are required to identify the cm of all trees proposed to be removed and also the total cm of those trees proposed to be replaced in accordance with the Town's Tree Preservation, Protection, Replacement and Enhancement Policy;
- trees impacted by the proposed bioswale need to be identified;
- clarification is required to address the impact of grading on trees identified as #60, 61, 63 and 64;
- The Grading Plan and the conclusions of the Arborists report appear in conflict and the apparent conflict is required to be addressed; and
- The tree inventory should be reviewed for accuracy and update.

Aiolos Engineering Corporation (Noise Peer Reviewer on behalf of the Town) –

- A detailed noise assessment is required (current assessment is considered a feasibility study only).
- The determination of noise levels from adjacent sources including Davis Drive are and the conclusion that no physical barriers are required, is acceptable.
- The recommendation that the day-time noise level exceedances from Davis Drive traffic be addressed through central air conditioning and appropriate warning clauses in the appropriate agreement with tenants is acceptable.
- The following two issues are required to be addressed:
 - Appropriate mitigation measure if the industrial uses to the west employ tanker trucks with blowers to supply resin to the plant silos.
 - The impact of truck traffic to and from the two main industries need to be addressed in the updated noise assessment.

York Region District School Board - no school site is required.

Central York Fire Services - CYFS has no objection to the application to amend the zoning by-law subject to the following:

- Site servicing plans shall detail all water supply mains and fire lines with sizes that ensure an adequate water supply for firefighting.
- The fire department connection for an automatic sprinkler system shall be located so that the distance from the fire department connection to a hydrant is not more than 45 m and is unobstructed. (Drawings indicate ~38m from existing hydrant to sprinkler connection, but also indicates retaining wall c/w guard and landscape activities).
- Authorized signs shall be placed at the points of commencement and termination of the fire route, respectively, and at 23.0 metre intervals in between the said points of the commencement and termination.
- Where the fire route abuts the face of a building, fire route signs may be affixed to the face of the building at a minimum height of 2.0 metres, and a maximum height of 2.75 metres.
- Where the fire route abuts a sidewalk or landscaped area, fire route signs shall be erected on permanent posts at a minimum height of 2.0 metres, and a maximum height of 2.75 metres.

Enbridge - all costs of relocation services and/or easements will be responsibility of the applicant.

Bell - applicant is required to confirm that the communication/telecommunication infrastructure is proposed both to and within the proposed apartment to serve the residents and to deliver emergency management services; and indicates that the cost of connection to such services will be at the developer's expense.

7. Preliminary Issues

The following preliminary issues address matters that are of a design and/or are of a technical basis that may impact the location of the proposed building and therefore the provisions of the proposed Zoning By-law Amendment.

1. Connectivity - Has the proposed plan adequately addressed the pedestrian connectivity to the site from Davis Drive (sidewalks as required by the Region) or connectivity in conjunction with 230 Davis Drive for the Active Transportation Network linkage between Haskett Park and Davis Drive?
2. Parks and Open Space - Has the application adequately addressed Parks and Open Space, including Urban Squares?
3. Internal Vehicular Flow - Is the internal vehicular flow and access at Davis Drive appropriate to meet the Town and the Regional requirements, connectivity and fine grain grid, Mobility Plus vehicles, Emergency Services, moving and garbage pick-up, etc.?

4. Underground Hydro Facilities - Has the application made appropriate provision for the future burying of hydro and associated utilities and companion benefitting surface facilities e.g., wider sidewalks and cycling facilities on Davis Drive?
5. Grading - Is the proposed grading appropriate to ensure that there is appropriate grading transitions to the adjacent properties and connectivity to the proposed public Primary Collector identified in the Newmarket Urban Centre Secondary Plan located across the southern periphery of the subject property; and has suitable connectivity been provided to the development block adjacent and to the west?
6. Stormwater Management - Has the Stormwater Management Plan adequately addressed the provisions of the Regional Plan and the Secondary Plan including but not limited to Low Impact Development and other measures aimed at increasing infiltration, improving water quality and quantity, reducing flooding and connection to the appropriate stormwater receptor?
7. Floodplain, Natural Hazards and Fisheries - Has the application adequately addressed the requirements of the Conservation Authority and the Department of Fisheries and Oceans with respect to floodplain and other natural hazards and fisheries?
8. Urban Design and Sustainability - Have the applicable Urban Design and Sustainability considerations as set out in the Secondary Plan been given appropriate consideration, e.g., podium height, shadow impacts, outdoor amenity space, bird friendly practices, streetscapes and boulevards, energy and water conservation, etc.
9. Affordable and Rental Housing - Has the requirements of the Regional Plan and the provisions of the Secondary Plan been appropriately address through the necessary provisions for agreement(s) to address rental and affordable housing, mix of housing units, etc.?
10. Noise and Air Quality - Has noise and air quality impacts from the adjacent industrial uses been adequately addressed?
11. Servicing - Has the servicing of the site been adequately addressed?

The above issues will be address in conjunction with the outstanding comments and the public input following the statutory public meeting.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

The proposed application addresses the following Strategic Directions:

Well-planned and Connected

- furthering the provisions of the Official Plan
- improved inter-connectivity and interaction amongst neighbours and neighbourhoods

Well-equipped & Managed

- provides for varied housing types, affordability and densities

Living well by:

- implementing traffic and growth management strategies.

CONSULTATION

Consultation has been carried out with Internal and external agencies as addressed above, and Legal Services. The recommendation of this report refers the application to a statutory public meeting as required by the *Planning Act*.

HUMAN RESOURCE CONSIDERATIONS

None applicable to this report.

BUDGET IMPACT

The Town will receive the planning application and development charges fees following the 36 month deferral and will receive increased tax revenue.

Capital Budget

Parkland fees will be applied to the acquisition of parkland and the development charges will contribute to the public Minor Collector road located at the rear of the property as identified in the Newmarket Urban Centres Secondary Plan.


CONTACT

For more information on this report, contact Marion Plaunt, Senior Planner, Policy at 905 953-5300 x. 2459 or at mplaunt@newmarket.ca.

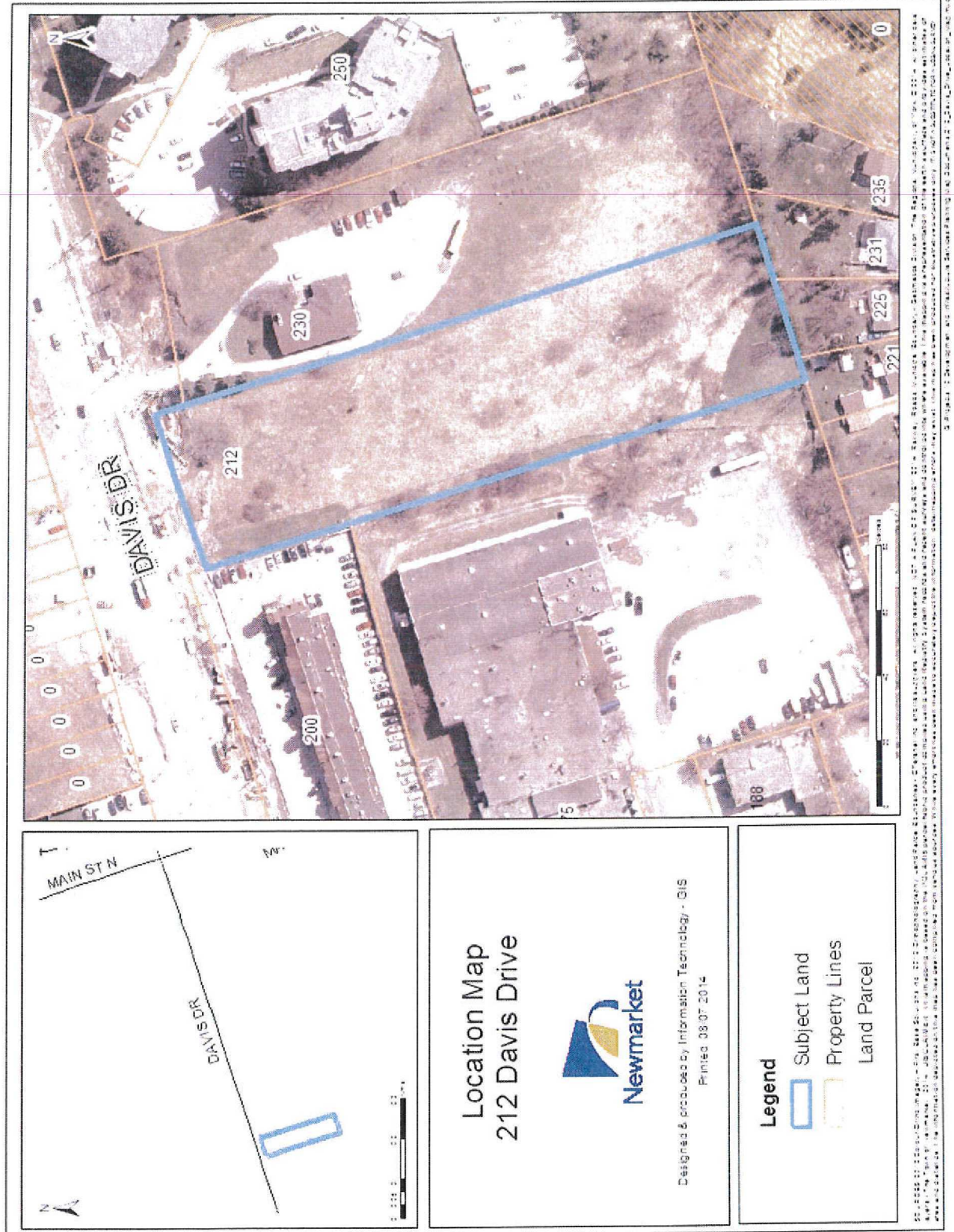

 Marion Plaunt, M.E.S., MCIP, RPP
 Senior Planner – Policy
 Planning & Building Services


 Jason Unger, B.E.S., M.P.I., MCIP, RPP
 Assistant Director of Planning
 Planning & Building Services

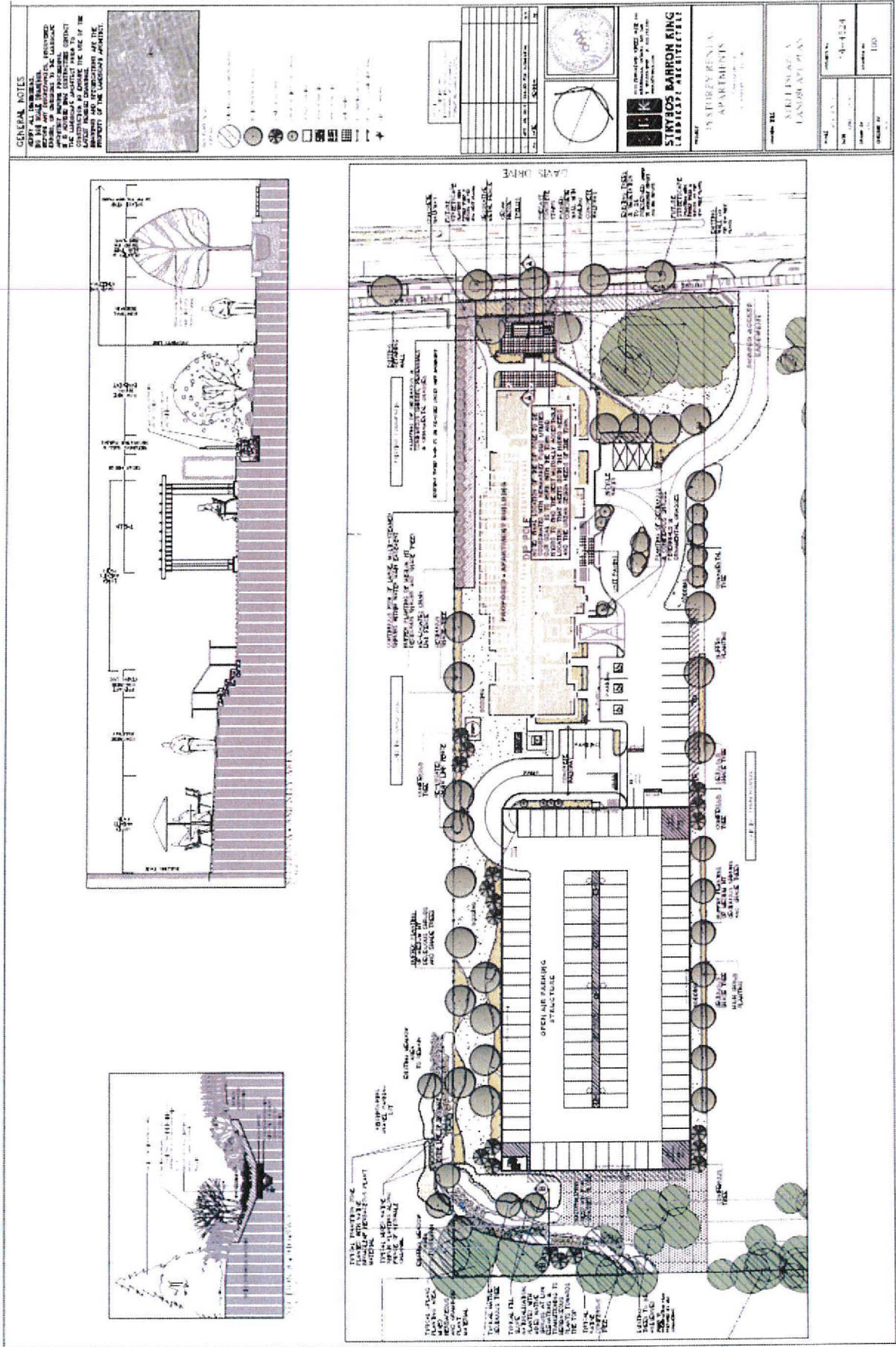

 Richard Nethery, B.E.S., MCIP, RPP
 Director of Planning & Building Services


 Rob Prentice
 Commissioner
 Development and Infrastructure Services

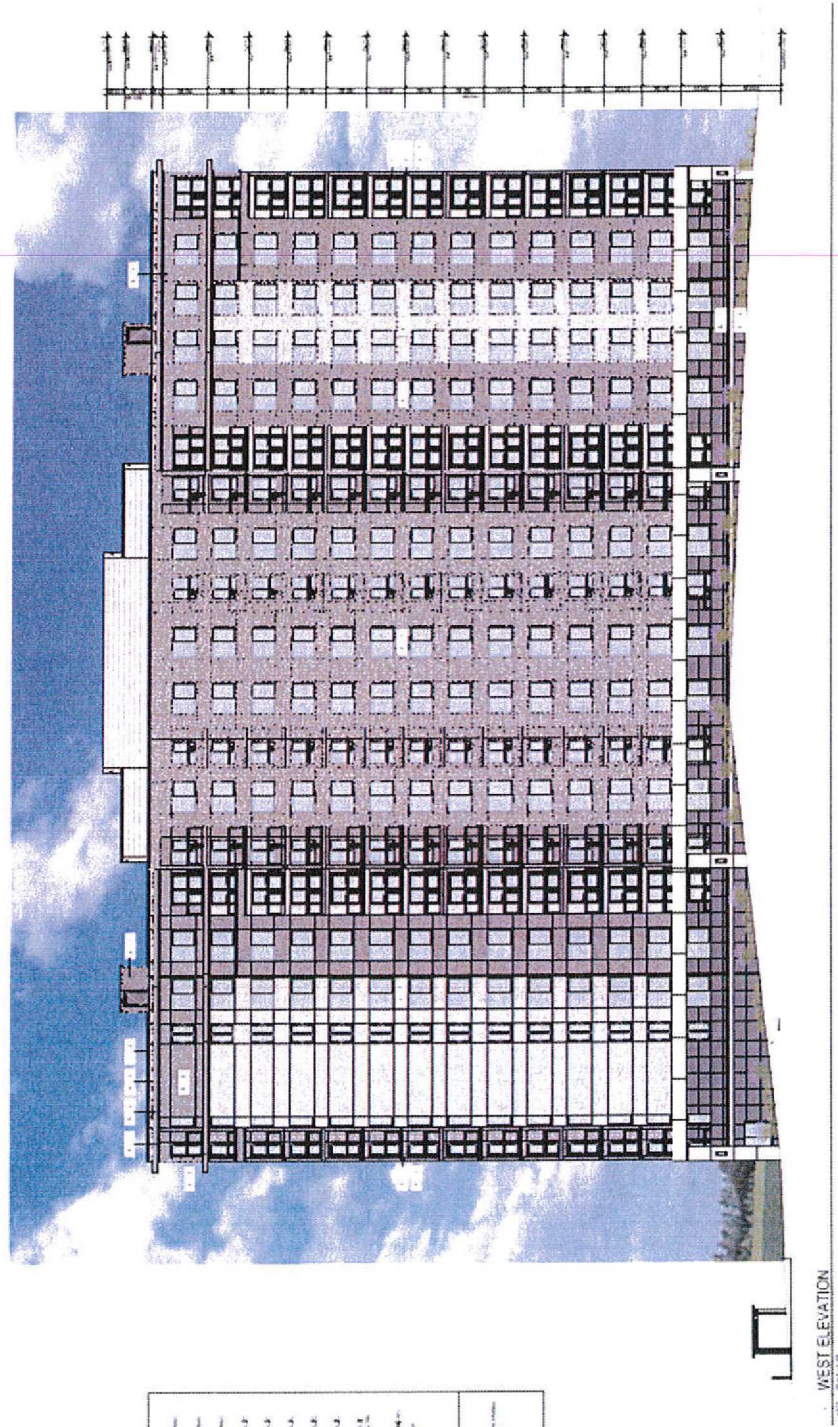
Location Map



Streetscape and Landscape Plan



Elevation Plans



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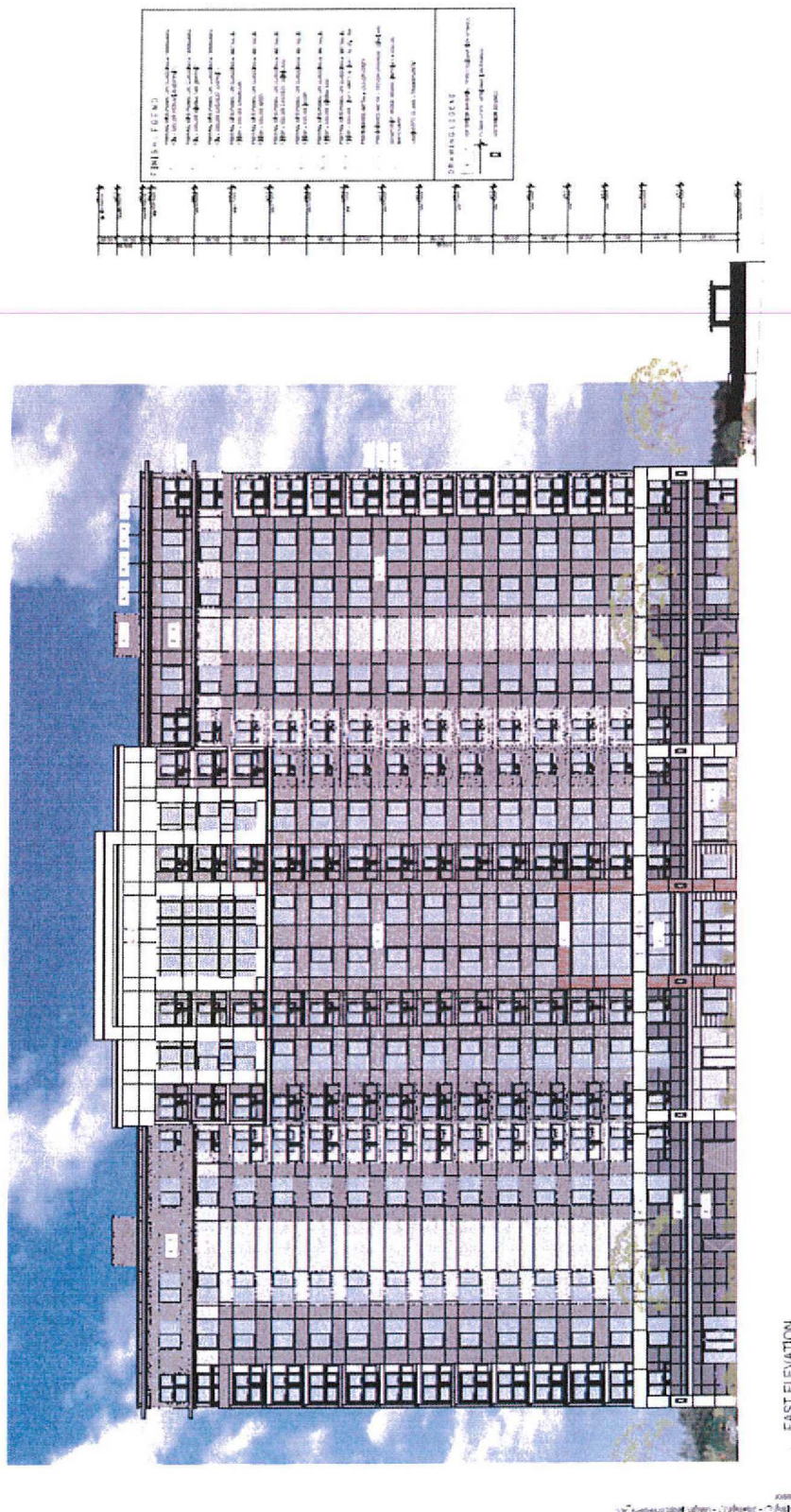
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Elevation Plans



EAST ELEVATION

31000

1

PLATE 1

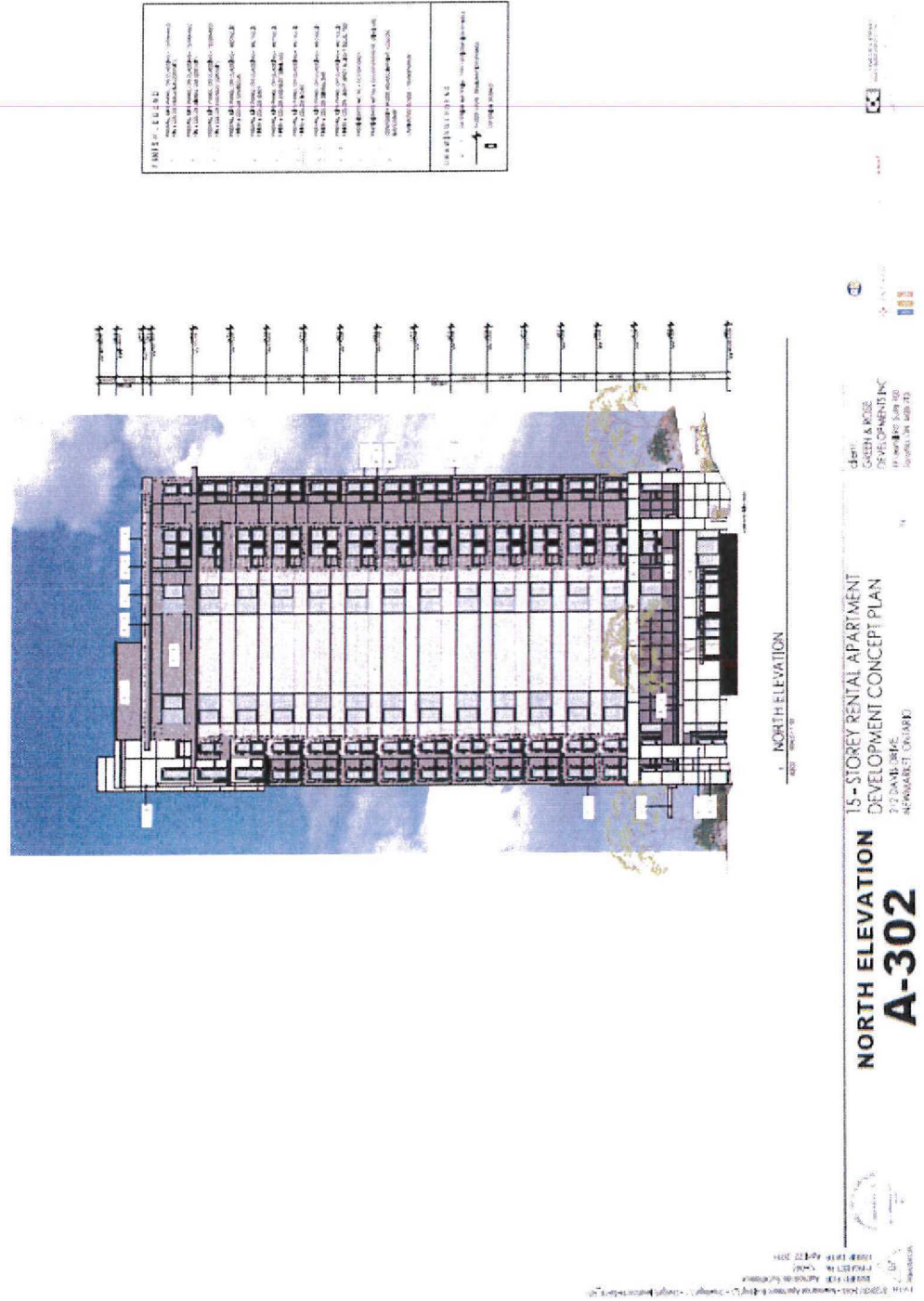
EAST ELEVATION
A-301

15-STOREY RENTAL APARTMENT
DEVELOPMENT CONCEPT PLAN
2-2 DAVIS DRIVE
NEWARK, ONTARIO

John
GARY & ROSE
DEVELOPMENTS INC
14000 14th Ave S.E.
Burien, WA 98148



Elevation Plans



SOUTH ELEVATION

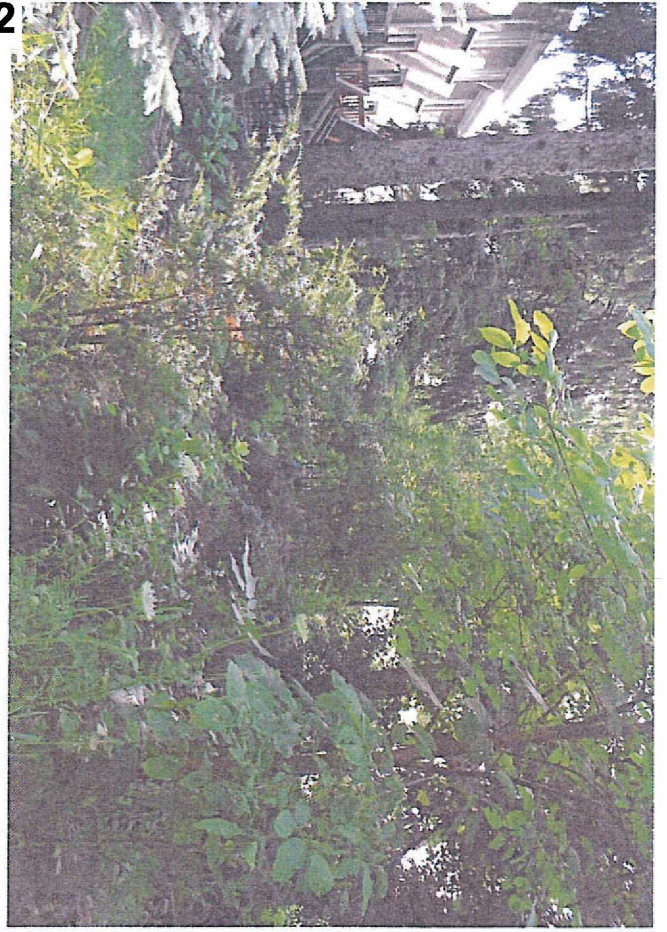
SOUTH ELEVATION
A-304
15-STORY RENTAL APARTMENT
DEVELOPMENT CONCEPT PLAN
210 DAYS (1986)
ARCHITECT: GRIECO

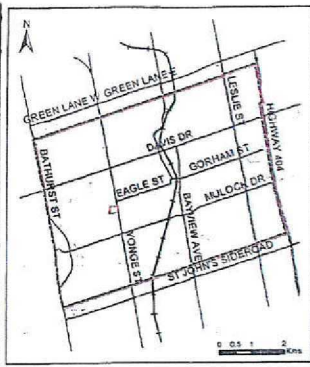


Green & Noble
THE VULCANIZATION CO.
1111 - 12th St. N.W.
Washington, D.C. 20004









Location Map



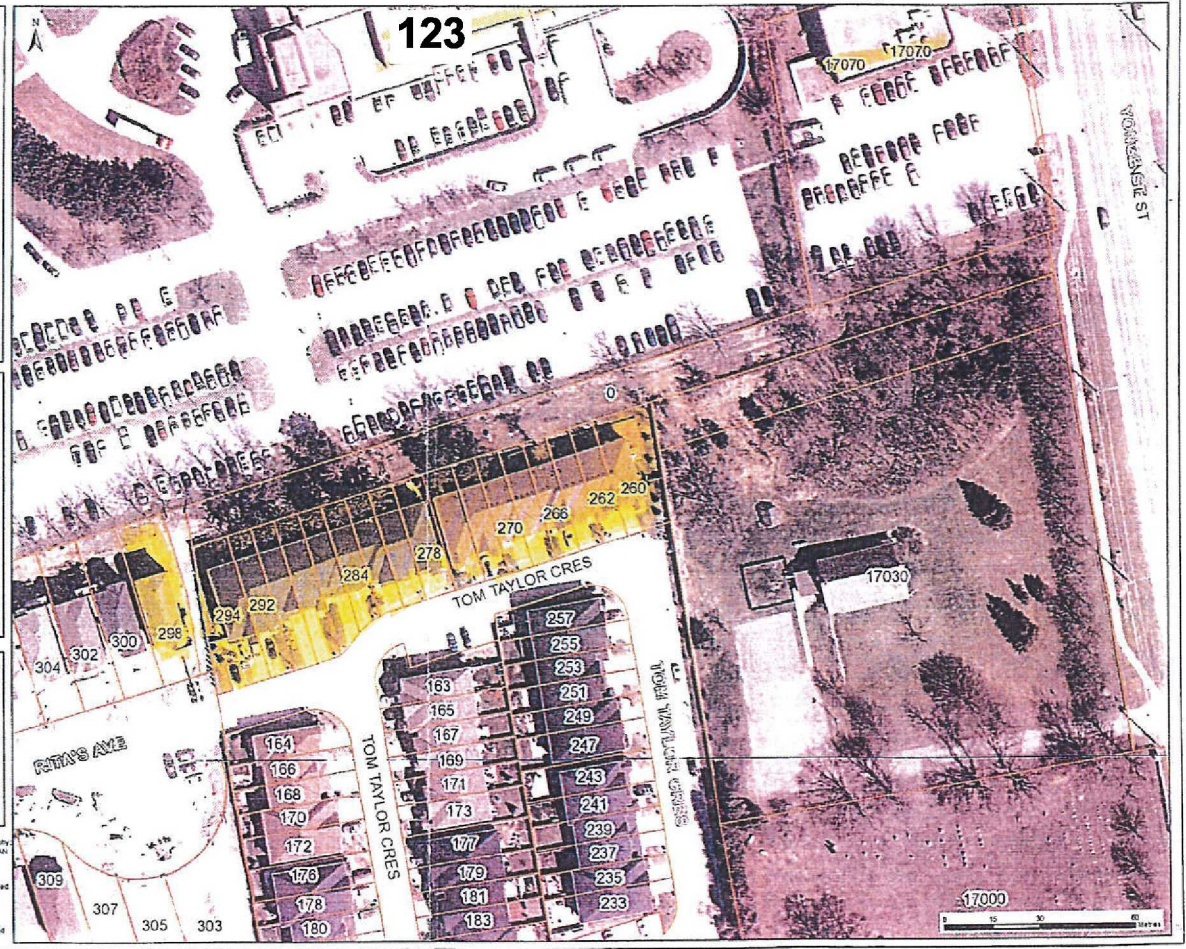
Designed & produced by Information Technology - GIS
User-generated by Staff Online GIS on: 27/05/2014.

Legend

- Subject Lands
- Railway
- Land Parcel
- Municipal Boundary

SOURCES: 2013 Colour Ortho Imagery - GeoBase Solutions Inc. 2013 Orthophotography, Land Parcel Boundaries - © Terrestrial Inc. and its suppliers. All rights reserved. 2014 A Plan of Survey, 2014, Road, Railway, Water Features - Government of Ontario © 2014 The Regional Municipality of York. All other data - Town of Newmarket, 2014.

DISCLAIMER: This mapping is based on the POLARIS parcel fabric product compiled using Land Registry System records and recent surveys and contains errors where available. This mapping is a representation of the earth's surface and provides estimates of area and distance. The information depicted on this map has been compiled from various sources. While every effort has been made to accurately depict the information, some mapping errors may exist. This map has been produced for illustrative purposes only. IT IS NOT A SUBSTITUTE FOR A LEGAL SURVEY.



HERITAGE NEWMARKET ADVISORY COMMITTEE MINUTES – JUNE 3, 2014
ITEM 6 – DESIGNATED MAINTENANCE PROPERTY AND CONCERNS

The Operational Leadership Team recommends that the following recommendation of the Heritage Newmarket Advisory Committee be referred to staff:

Moved by Councillor Hempen
Seconded by Sandra Fuller

Whereas some Newmarket Historic Buildings are deteriorating due to lack of proper maintenance;

And whereas such inaction leads to demolition by neglect;

And whereas the loss of our built heritage weakens the distinctiveness of our community and our cultural identity;

And whereas other municipal jurisdictions have By-laws that would prevent demolition of heritage buildings by neglect;

Therefore be it resolved that the Heritage Newmarket Advisory Committee recommends that a By-law to prevent demolition of heritage properties by neglect be considered for the Town of Newmarket and that Council direct staff to conduct the necessary research and analysis to said By-law.

CARRIED

Comments Received Since the July 21, 2014 Committee of the Whole Meeting

**Re: Zoning By-law Amendment Application D14-14-04
 Green and Rose Developments Inc.
 212 Davis Drive**

1. June Palmer
2. Gisella Imbrogno
3. Engineering Services
4. Gary Scott
5. Newmarket Hydro

Public Comments Received

Zoning By-law Amendment Application D14-14-04

Green and Rose Developments Inc.

212 Davis Drive - Comments Received from the Public		
Date	Name	Comment
August 6, 2014	June Palmer	<p>I am a resident of 212 Davis Dr., west side of the building, ground floor. I have no objections to the building of the proposed apartment building above. However, I do have objections to a variety of amendments to the bylaw, allowing it to proceed as the developers would like.</p> <p>1) Exceeding the height restriction. The existing buildings are 10-12 stories high, all with allocated parking per unit. The proposed building will stick out like a sore thumb, as it is not only higher than the existing buildings, but also built on higher ground. Effectively appearing to be an 18 storey building. Also, as parking will be above grade, and perhaps not enough for the residents, it will impact parking for the church, which has been long established.</p> <p>2). Building access off Davis Dr. Through the church driveway will impact Davis Dr traffic in both directions. The town already eliminated one stop light by realigning Parkside and Longford. Access to the existing 5 buildings is via Calgain. Planners for the existing buildings, realized the negative impact of multiple driveways off Davis, was not feasible. Where are the planners minds, in permitting adding another driveway access through the church. Deerfield is there. Cut the driveway in through that access. Lights are already at Parkside, to facilitate, traffic flow to the proposed building,</p>
		<p>Staff Response</p> <p>Thank you for your taking the time to provide detailed comments. They will be considered in the Town's review of the application.</p> <p>I have attached the Notice of Public Meeting to this acknowledgement should you wish to provide comments at the Public Meeting Scheduled for August 25, 2014. (August 13, 2014)</p>

2112 Davis Drive - Comments Received from the Public		
Date	Name	Comment
		<p>just like they are at Lorne, for the existing buildings.</p> <p>3) with all the work on Davis Dr, to facilitate traffic movement through town, including busses, ambulances, etc. why are you even considering, adding additional congestion, by permitting access to the proposed building off Davis especially given the grade change and hill on Davis. It's an accident looking for a place to happen. Use Deerfield.</p> <p>I believe the developer is just loathe to the expenditure required to extend Deerfield. Davis is starting to look so promisingly attractive, and then you are adding more construction equipment through the church, that could damage, and will impact the finished product on Davis. Who will pay for any damages to a beautiful thoroughfare through our town. If the developer has to, you know it will be a patchwork job.</p> <p>I agree, the town is growing, and development is necessary, however, proper planning, and looking at the longer term plan, please do not permit these negative amendments be passed, just for higher density to continue. The by laws are there for a reason, especially in established areas of the town.</p> <p>Thank you for taking my objections into consideration. Remember, we are working hard to create a beautiful new Newmarket we can all be proud off. Don't mess it up unnecessarily.</p> <p>Please advise me of the outcome of the bylaw amendments.</p> <p>Sincerely</p>
		Staff Response

212 Davis Drive - Comments Received from the Public			
Date	Name	Comment	Staff Response
August 8, 2014	Ms Gisella Imbrogno	<p>This is my written request to the Town of Newmarket that I wish to be notified by return mail, about the status of the "adoption of the proposed zoning by-law amendment" which will be discussed and voted or decided on at the public meeting held on Monday, August 25th, 2014 at 7:00 PM. In particular I wish to be informed as to when the proposed zoning change will occur, when the shovels for construction will start, and if the building is a rental apartment or condo adult lifestyle building; also if this will be the only building on the site.</p>	<p>Thank you for your request to be notified regarding the future decision with respect to the above noted application. Your name has been included on the list of those to be notified.</p> <p>By way of clarification, Council will not be making a decision at this meeting. The Public Meeting on Monday, August 25, 2014 at 7:00 PM is the opportunity for the applicant to present their proposed application and to provide the opportunity for the public to ask any questions and/or provide comments on the proposal.</p> <p>You will be notified when the staff report containing the recommendation on the proposed by-law amendment will be brought before the Committee of Council and Council for a decision.</p> <p>In response to your specific question regarding when the zoning change will be effective, the following is provided. Once Council makes a decision, there is a 20 day appeal period following the decision. If there are no appeals, the By-law will come in effect the day the by-law was passed by Council. If there is an appeal of the decision, the by-law comes into effect when the appeal is resolved or decided by the Ontario</p>

2112 Davis Drive - Comments Received from the Public			
Date	Name	Comment	Staff Response
			<p>Municipal Board.</p> <p>Construction commencement is up to the applicant/builder. The applicant has indicated they wish to commence construction early in 2015.</p> <p>The application is proposed as a rental apartment and is proposed as a 15 storey building, containing 225 units. I have attached the site plan and the building schematic for your reference. The full application and supporting documents may be viewed at the Town of Newmarket Planning Department or through the following link to the Town's web site.</p> <p>http://www.newmarket.ca/en/townhall/p/annotic.asp#212davisdrive</p> <p>Thank you for your interest.</p>
August 20, 2014	Mr. Gary Scott	Please stop sending me this junk mail. I have lived here long enough to know that any and all such projects will be approved by this Towns Council etc. Mail of this type is a joke.	
August 21, 2014	Newmarket Hydro	<p>There are several constraints to this site in terms of the conservation authority, setbacks, and congestion of utilities that need more in-depth discussion with the proponents for contemplating alternate servicing.</p> <p>With regard to eliminating the need for a dip pole, it is not feasible at this point in time for reasons as outlined further.</p> <p>Alternatives to a "44kV dip pole" type service supply require</p>	

212 Davis Drive - Comments Received from the Public			
Date	Name	Comment	Staff Response
		<p>either:</p> <p>i. The developer/customer to invest in (and maintain) 44kV switchgear which is not readily available, therefore requiring custom 44kV switchgear which is not cost-effective for the owner as it typically also requires significant amount of space; OR</p> <p>ii. The electricity servicing supply to be at a lower voltage of 13.8kV and not at the 44kV level, however this is a longer term solution. There is insufficient capacity at the 13.8kV distribution system level because our current distribution system was originally designed to have capacity at the 44kV level for this size project (more energy efficient and cost-effective rather than at the 13.8kV level). In order to supply at 13.8kV, we need another transformer station to increase 13.8kV feeder supply. As well, we require land be acquired from adjacent properties along the Davis Dr. for right-of-way (York Region) to bury the 13.8kV feeder that would supply 212 DD. These constraints leading up to the property along DD will take time and/or significant funding to implement. At this time, we neither have the station or the adjacent right-of-way for buried 13.8kV feeders. Also, of concern for the developer likely would be the additional cost and timing; my understanding is that currently, any additional cost to have buried supply to 212 DD would be at the developer's cost i.e. bourn by other than Newmarket Hydro.</p> <p>In order to position the owner of 212DD to be able to readily convert to a complete ug system in the future, provisions should be made to (A) provide an easement and space to us</p>	

2112 Davis Drive - Comments Received from the Public			
Date	Name	Comment	Staff Response
		for a future readily available 13.8kV switchgear (replaces the dip pole in the future); and (B) either i) ensure the padmount transformer concrete base is suitable for a 13.8kV-600/347V transformer to replace the 44kV padmount transformer, OR, provide space for a future transformer vault room in the building. We would expect that these conditions for space/easements would be the standard site planning requirements for DD and Yonge St. developments within Newmarket and communicated accordingly to developers as a matter of routing going forward. Given the new official plan, we would be pleased to work with the Town on the specific requirements.	



DEVELOPMENT AND INFRASTRUCTURE SERVICES - ENGINEERING SERVICES
 Town of Newmarket www.newmarket.ca
 395 Mulock Drive engineering@newmarket.ca
 P.O. Box 328, STN Main T: 905 896.5193
 Newmarket, ON L3Y 4X7 F: 905 953 5138

MEMORANDUM

TO: M. Plaunt, MES, MCIP, RPP, Senior Planner
 FROM: B. Ewart, B.A.Sc., Senior Engineering Development Coordinator - ICI
 DATE: August 15, 2014
 RE: Proposed Zoning Bylaw Amendment and Site Plan Application – 1st Submission
 Engineering Review Comments
 212 Davis Drive
 ES File No.: D.21.60.1

We are pleased to provide herewith our comments regarding the Application for Zoning Bylaw Amendment and Site Plan Approval for the above noted site. The drawings and reports received by our department for review and comment included the following:

- 1) Cover Letter – Site Plan & Survey, Dated April 29th, 2014
- 2) Traffic Impact Study, Dated April 2014
- 3) Parking Study, Dated April 28th, 2014
- 4) Preliminary Geotechnical Report, Dated April 16th, 2014
- 5) Phase One Environmental Site Assessment, Dated April 21, 2014
- 6) Phase Two Environmental Site Assessment, Dated April 21, 2014
- 7) Barrier Free Considerations, Appendix 'A'
- 8) Functional Servicing Report, Dated April 28th, 2014
- 9) Conceptual Grading Plan: Drawing 13021-02, Dated April 2014
- 10) Conceptual Site Servicing Plan: Drawing 13021-01, Dated April 2014
- 11) Site Plan: Drawing ASP-100, Issued April 22, 2014
- 12) Survey: Signed and Dated April 16, 2014
- 13) Streetscape and Landscape Plan: Drawing L100, Rev. No.: 1, Dated April 29, 2014
- 14) Landscape Elevations: Drawing L200, Rev. No.: 1, Dated April 28, 2014

Based on our review of the aforementioned drawings and reports, we offer our comments below. We note that additional comments will be provided during the formal site plan review process.

SECONDARY PLAN

- 1) The recently adopted Secondary Plan has two private roads noted on or in proximity of the site. These types of private roads have sidewalks, lighting and an asphalt width similar to a local road, and a road allowance width of approximately 16 metres. As well, these private roads would

typically have an easement in favour of the Town so that the general public can use these roads while prohibiting land owners or condominium corporations from blocking/restricting access. There has been some indication that this private road (north-south) is to be accommodated through the proposed driveway and parking aisles including going through the parking structure. This is unacceptable.

SITE PLAN

- 1) The topographic survey shows existing pipes in the southwest corner of the site. How will flow from these pipes be addressed post development? It is our understanding that these culverts are part of a drainage path that serves the properties fronting onto Deerfield.
- 2) Snow storage will not be permitted within the proposed 20m R.O.W. at the rear of the parking structure.
- 3) A minimum 3 metre buffer strip shall be provided along the frontage of the future minor collector at the rear of the site for landscaping and future grading.
- 4) Demonstrate that flow from the existing culvert on the east side of 175 Deerfield is compatible with the proposed bio-swale.
- 5) The 11.2% circular ramp needs to be heated and designed for the weather to improve traction and safety.
- 6) A clear distinction must be made between visitor and tenant parking.

SITE SERVICING PLAN

- 1) It appears the sanitary manhole within the amenity area. Will adequate clearance from obstructions be provided to allow for maintenance activities? The site plan agreement shall include a clause permitting the Town to access manholes, water valves, catch basins, etc...
- 2) Confirmation is required that the water valves will be accessible. It appears that there is a decorative fence which may prevent access to the valves.
- 3) The watermain insulation detail indicates a minimum cover of 0.75m to the invert of the fireline servicing 175 Deerfield. This amount of cover is not acceptable. It is requested that obvert information be provided along the fireline.
- 4) Public Works Services has requested the connection detail be provided for the water connection on Davis Drive. The Town would prefer to have control access to the tapping valve at the municipal watermain with a valve box brought to the surface. The valve box should be located in the asphalt roadway.
- 5) The FSR indicates the domestic watermain to be 150mm and the Servicing Plan 100mm. The Engineer shall confirm the minimum size and capacity requirements for the proposed development. Supporting calculations to be included in the FSR.
- 6) As is typical for site plan agreements the owner shall grant to the Town a license in nature of an easement to enter upon the subject lands to inspect, repair, renew or modify the stormwater management system for the subject site. This license shall also include the portions of the stormwater management system that are not located on the subject lands.
- 7) Potentially being in a flood prone and high ground water location, the sanitary MH shall be waterproof and the frame and cover shall be a bolt down water tight seal type to the reduce potential for infiltration.

- 8) Any existing water services to the property shall be disconnected at the municipal main per Newmarket standard protocol. This cost is deemed to be that of the development owner and should be coordinated with VivaNext.
- 9) A shared driveway with 230 Davis Drive property is proposed which includes a fire route for the benefit of development. The drawings indicate a proposed heavy duty asphalt pavement along this driveway. Existing on 230 Davis Drive is a private shallow buried water supply line which historically has been susceptible to freezing during the winter. To avoid future repairs to the 230 Davis Drive water service and the shared driveway and disruption to access, the water service shall be lowered and if required insulated to eliminate the potential for freezing.
- 10) Bio-swale detail on L100 indicates a subdrain to be connected to a catchbasin. This connection should be shown on the servicing plan.

SITE GRADING PLAN

- 1) We note that the proposed storm outlet and the bio-swale will require construction on private property. Confirmation is required that the necessary agreements are in place.
- 2) Further detail is required for the proposed storm outlet to the Haskett Park creek connection.
- 3) We require written confirmation on effects the bio-swale will have on quality, quantity, erosion, etc...
- 4) Details are required for the parking structure pedestrian ramp. Accessibility requirements to be confirmed with the Town's building department.
- 5) To ensure site grading at the rear of the site is compatible with the proposed minor collector road additional grading information is required at the limits of the site. The Town will be engaging a consultant to determine a centerline profile for the future road connection and to establish grades at property line. Thus an increased conveyance may be required above the currently shown 20m to accommodate additional roadway structures, e.g. retaining walls.
- 6) Provide and indicate direction of the emergency overland flow route.

SEDIMENT AND EROSION CONTROL

- 1) A sediment and erosion control plan will be required during the site plan review process.

STORMWATER MANAGEMENT REPORT

- 1) The general stormwater management concept appears to meet Town guidelines. A detailed review will be completed during the site plan review process.

FUNCTIONAL SERVICING REPORT

- 1) As indicated in the FSR an updated hydrant flow test will be required. The FSR shall be revised to include the results of the hydrant flow test and confirm the requirements of Section D of the Town's Engineering Standards have been met. Supporting calculations shall also be included.
- 2) The sanitary component of the FSR has been circulated to the Town's peer review consultant.

PRELIMINARY GEOTECHNICAL INVESTIGATION

- 1) SPL Consultants Limited advises that the "format and contents of the report does not conform to generalized standards for services due to client needs and economics." Engineering Services deems the subject incomplete and requires a full and complete report be resubmitted.
- 2) SPL Consultants Limited recommends that additional boreholes be advanced within the footprint of the proposed building prior to final design of the development. The applicant is requested to advise of the timeline for the additional investigative work and applicable revisions to the geotechnical report.

TRAFFIC REPORT

- 1) Since the primary access is onto Davis Drive, York Region's comments are required to determine acceptability of the impact of the site traffic.
- 2) Under Section 4.1 the arbitrary reduction in trip generation based on future transit (10% in this case) is not an acceptable methodology. However, the 10% trip reduction if added back would not have a significant impact of traffic operations.
- 3) The site plan shows an internal road connection with the proposed minor collector, however there is no statement or analysis regarding future connections to the Secondary Plan road system.

PARKING REPORT

- 1) There is a concern that the parking supply, which is below the bylaw rate, will not be enough for tenant parking. There is no on-street temporary alternative, and tenants would begin to park in the visitor areas, and thereby forcing visitor parking into parking areas nearby like the church parking lot.
- 2) The parking rate reduction is based on a 2-day (Friday and Saturday) proxy review of 2 sites in the Town. These proxy sites are both rental properties, but are low rise. It would have been more useful for the study to include or compare to the similar density buildings to the east of the site along Calgain Road, and conduct a study for more than one weekend.
- 3) Based on the above there is not enough supporting evidence to reduce the parking rates from 1.25 per unit to 0.98 per unit (over a 25% reduction based on one study).

LANDSCAPE REVIEW

- 1) Painted hatch lines are not permitted. To the greatest extent possible provide curbed islands with trees, shrubs, and perennials.
- 2) Provide minimum 3 meter landscape buffer between parking lot structure and proposed roadway along rear lot line.
- 3) There is a concern regarding grading compatibility with 230 Davis Drive. This can be reviewed further once grades have been determined for the future minor collector.
- 4) Provide an opportunity for future pedestrian connection from the subject property to 230 Davis Drive.
- 5) Add feature garden beds along the street frontage consisting of trees, shrubs, and perennials. Ensure there is four seasonal interest.

ENVIRONMENTAL REVIEW

Phase One and Two Environmental Site Assessment's (ESA) were completed by SPL Consultants Limited (SPL) in accordance with O.Reg 153/04 in April 2014. SPL has advised that all soil samples met the requirements of MOE Table 8 Standards with the exception of surficial soils at BH13-2. SPL further advises that a RSC will be filed and the soil exceeding the MOE Table 8 Standards removed.

Prior to Engineering Services recommending approval of the zoning bylaw amendment we request that a Holding Provision be applied. Once the RSC is prepared and acknowledged by the MOE this provision would be removed. The Applicant shall also provide the Town a reliance letter for all associated environmental reports including, but not exclusive to, the Phase One & Two ESA's.

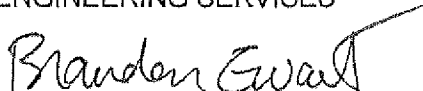
CLOSURE

To address the preceding comments another submission is required. A memo detailing how each comment has been addressed should accompany revised drawings and reports. Furthermore, drawing revisions should be "clouded" for clarity

Should you have any questions regarding the above, please contact the undersigned.

Sincerely,

ENGINEERING SERVICES



B. Ewart, B.A.Sc.

Senior Engineering Development Coordinator - ICI

BTE062M

Copy: R. Prudhomme, M.Sc., P.Eng., Director, Engineering Services
R. Bingham, C.E.T., Manager, Engineering and Technical Services
M. Kryzanowski, MCIP, RPP, Senior Transportation Coordinator
M. Ashworth, B.L.A., Capital Projects Parks Development Coordinator
B. Wilson, Manager of Water/Waste Water
M. O'Brien, LEL, QP(ESA), Roads and Infrastructure Maintenance Coordinator
M. Brymer, Law Clerk
File: Hardcopy (D21.60.1) and digital

August 20, 2014

**CORPORATE SERVICES (LEGAL SERVICES)
REPORT 2014-22**

TO: Committee of the Whole

SUBJECT: Tools to Support Rental Housing (Pilot Project) – Town of Newmarket Terms and Conditions

ORIGIN: Director, Legal Services/Municipal Solicitor

RECOMMENDATIONS:

THAT Corporate Services (Legal Services) Report 2014-22 dated August 20, 2014 regarding the tools, terms and conditions related to a Pilot Project for a proposed rental housing development at 212 Davis Drive be received and the following recommendations be adopted:

- a) THAT staff be directed to finalize the Development Charges Deferral Agreement for the Pilot rental housing Project at 212 Davis Drive on the basis that the applicable Town of Newmarket Development Charges fees to be deferred are those in effect as at August 25, 2014 (including applicable indexing) under By-law 2009-73 and set out in Schedule "A."
- b) AND THAT the deferral of the Development Charges for the Pilot Project is conditional on the issuance of a building permit within 18 months from the date of Site Plan approval of the development application.
- c) AND THAT Staff be authorized to do all things necessary to finalize the Development Charges Deferral Agreement together with any related mortgage, collateral security or other required agreements and documents with Malter Holdings Ltd. and its affiliated entities.
- d) AND THAT Staff be authorized to execute and electronically register all agreements and documents necessary to give effect to the foregoing and that the Associate Solicitor or her staff be authorized to electronically sign and register all Agreements.
- e) AND THAT all other tools, terms and conditions of the Pilot Project previously approved by Council are conditional on issuance of a building permit within 18 months of the date of Site Plan approval of the development application.

- f) **AND THAT the applicable Planning Application fees to be deferred are those fees in effect on the date the Planning Application was submitted.**
- g) **AND THAT the applicable Building Permit fees to be deferred are those fees in effect on the date the Building permit(s) is/are issued.**

COMMENTS

Green and Rose Developments Inc. has submitted an application for a Zoning By-law amendment to permit a 45.11m (15) storey rental apartment building containing 225 units. Detailed information about the proposal is contained in Development and Infrastructure Services/Planning & Building Services – Planning Report 2014-32 dated July 21, 2014.

In October 2013, Council approved tools, terms and conditions of a pilot project for the proposed rental housing development at 212 Davis Drive (“Pilot Project”). Those tools, terms and conditions are set out in Infrastructure Services/Planning & Building Services Report 2013-54 dated October 28, 2013.

Regional Council also approved tools, terms and conditions for the Pilot Project through Regional Corporate and Strategic Planning Report – Private Market Rental Development Charges Deferral Site Specific Pilot Project in the Town of Newmarket dated November 14, 2013.

Town and Regional Staff have been working collaboratively to process the Pilot Project application, and to develop the various Agreements including the Development Charges Deferral Agreement to support the Pilot Project. The Statutory Public Meeting in connection with the Pilot Project development application is scheduled for Monday, August 25 at 7:00 pm.

In July 2014, Town Council adopted a new Development Charges By-law 2014-42. It was the developer’s expectation to have the Development Charges Deferral Agreement and all related agreements finalized prior to the Town’s new Development Charges coming into effect on September 1, 2014. The Development Charges Deferral Agreement is a tri-party Agreement with the Region, Town and Developer. It is a complex agreement that has required input from many Region and Town departments. Although the parties are working collaboratively and in good faith, the Agreement will likely not be finalized by September 1, 2014. As a result, staff are seeking direction from Council to finalize the Development Charges Deferral Agreement on the basis that the applicable Town of Newmarket Development Charges to be deferred are those in effect as of August 25, 2014 (attached on Schedule “A”). The new residential Development Charges in effect as at September 1, 2014 are set out in Schedule “B.”

The Regional rates are not affected (subject to applicable indexing), as the Region’s new DC by-law came into effect in June, 2012 (Regional By-law 2012-36).

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

The recommendations support the *well-equipped* and *managed* objectives of the Town's strategic plan by supporting varied housing options, affordability and densities.

CONSULTATION

The Planning and Finance departments were consulted.

HUMAN RESOURCE CONSIDERATIONS

There are no Human Resource requirements as a result of the recommendation in this report.

BUDGET IMPACT

The Town will receive Development Charges, Planning Application, Building fees and cash-in-lieu of parkland payments within 36 months of the issuance of Building Permits. These fees will be secured through a mortgage in favour of the Town, registered against the lands. As well, the Town will receive additional assessment revenue once the Pilot Project is complete.

CONTACT

For more information on this report, contact: Esther Armchuk, Director of Legal Services/Municipal Solicitor at 905-953-5300, Ext. 2432.



Esther Armchuk, B.A. (Hons.), LL.B, DPA
Director of Legal Services/Municipal Solicitor



Anita Moore,
Commissioner of Corporate Services

Schedule "A"
Development Charges as indexed under
By-law 2009-73

Town of Newmarket
Residential Development Charges (Town-Wide)
As of July 01, 2014

Note: There are separate Newmarket rates for the NorthWest Quadrant
This is not a quote

TOWN OF NEWMARKET SERVICE

	Single	Semi-Detached	Multiple Unit Dwelling	Two bedrooms and greater	Apartments Bachelor and One Bedroom
GENERAL GOVERNMENT					
LIBRARY	332.58	263.97	240.72	184.90	112.80
FIRE SERVICES	1,284.97	1,018.66	927.96	712.84	437.24
RECREATION	423.28	334.90	305.84	234.90	144.19
PARKS	5,831.75	4,627.02	4,213.05	3,238.57	1,982.68
YARDS & FLEET	5,106.12	4,050.25	3,688.59	2,835.05	1,736.15
PARKING	455.84	361.65	329.09	253.50	154.67
SUB-TOTAL GENERAL SERVICES	373.28	296.53	269.78	206.99	126.76
SUB-TOTAL ENGINEERED SERVICES	13,807.82	10,953.00	9,975.03	7,666.75	4,694.49
	1,166.35	924.48	841.91	647.72	396.54
TOTAL TOWN-WIDE CHARGE PER UNIT	14,974.17	11,877.48	10,816.94	8,314.47	5,091.03

Regional Municipality of York

General services
Hard services
- collected by Town with issuance of building permits

York Region & Catholic District School Board

Education development charge
- collected by Town with issuance of building permits

Security Reduction Review

Engineering administration, design review & field monitoring

Site Plan Agreements handled fully in-house
Agreements requiring Town's engineering consultant

Building permit

Plumbing inspection

Security required

Insurance required

	greater than or equal to 650 sq.ft.		less than 650 sq.ft.	
\$	3,335	\$	2,821	\$
\$	37,720	\$	33,096	\$
\$	41,055	\$	35,917	\$

\$	4,340	\$	4,340	\$	4,340	\$	4,340
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5% of the value of security required to the maximum of \$50,000.

6% of estimated cost of works and services

2.75% admin. + 2.75% for checking consultant, of estimated cost of works and services

charge is based on the current Building & Bylaws User Fees and Charges Schedule

charge is based upon number and type of fixtures, appliances, drains, traps, etc.

cost of all works and services required + 10% for engineering and contingencies

Commercial - \$10 million for subdivisions, \$5 million for site plan agreements

Automotive - \$5 million for subdivisions, \$2 million for site plan agreements

Professional - \$2 million for subdivisions

Environmental - \$2 million for subdivisions, \$1 million for site plan agreements

Other costs may include (but are not limited to): signs, anti-tampering devices, sidewalks, legal fees, provision for parkland, playground equipment, storm water management, voluntary trail system contribution, bluebox/green bin fees, agreement preparation.

Schedule "B" Residential Development Charges under By-law 2014-42

Town of Newmarket Residential Development Charges (Town-Wide) As of September 01, 2014

Note: There are separate Newmarket rates for the NorthWest Quadrant
This is not a quote

****FULL RATE****

TOWN OF NEWMARKET SERVICE
GENERAL GOVERNMENT
LIBRARY
FIRE SERVICES
RECREATION
OUTDOOR RECREATION
YARDS & FLEET
PARKING
SUB-TOTAL GENERAL SERVICES
SUB-TOTAL ENGINEERED SERVICES
TOTAL TOWN-WIDE CHARGE PER UNIT

Single	Semi-Detached	Multiple Unit Dwelling	Apartments	
			under 650 sq.ft.	650 sq.ft. or greater
399.12	399.12	316.60	200.62	247.14
838.15	838.15	664.86	421.30	518.99
578.72	578.72	459.07	290.90	358.35
6,106.55	6,106.55	4,843.98	3,069.49	3,781.25
4,569.92	4,569.92	3,625.07	2,297.10	2,829.75
1,077.62	1,077.62	854.82	541.67	667.28
339.25	339.25	269.11	170.53	210.07
13,909.33	13,909.33	11,033.51	6,991.61	8,612.83
6,046.67	6,046.67	4,796.49	3,039.39	3,744.17
19,956.00	19,956.00	15,830.00	10,031.00	12,357.00

****PHASE IN RATE****

Conditions:

Relevant time frame:

TOWN OF NEWMARKET SERVICE
GENERAL GOVERNMENT
LIBRARY
FIRE SERVICES
RECREATION
OUTDOOR RECREATION
YARDS & FLEET
PARKING
SUB-TOTAL GENERAL SERVICES
SUB-TOTAL ENGINEERED SERVICES
TOTAL TOWN-WIDE CHARGE PER UNIT

Applies to Apartments only
Building permit issuance must take place from Sept. 01, 2014 to December 31, 2015
September 01, 2014 to December 31, 2015

Single	Semi-Detached	Multiple Unit Dwelling	Apartments	
			under 650 sq.ft.	650 sq.ft. or greater
N/A	N/A	N/A	151.22	206.72
N/A	N/A	N/A	317.56	434.11
N/A	N/A	N/A	219.27	299.74
N/A	N/A	N/A	2,313.67	3,162.83
N/A	N/A	N/A	1,731.47	2,366.94
N/A	N/A	N/A	408.29	558.14
N/A	N/A	N/A	128.54	175.71
-	-	-	5,270.02	7,204.19
N/A	N/A	N/A	2,290.88	3,131.81
N/A	N/A	N/A	7,561.00	10,336.00

****TRANSITION RATE****

Conditions:

Relevant time frame:

TOWN OF NEWMARKET SERVICE
GENERAL GOVERNMENT
LIBRARY
FIRE SERVICES
RECREATION
OUTDOOR RECREATION
YARDS & FLEET
PARKING
SUB-TOTAL GENERAL SERVICES
SUB-TOTAL ENGINEERED SERVICES
TOTAL TOWN-WIDE CHARGE PER UNIT

Subdivision Agreement must be registered on or before January 16, 2015
and Building permit application must be submitted on or before March 16, 2015
and Building permit issuance must take place on or before May 29, 2015
September 01, 2014 to May 29, 2015

Single	Semi-Detached	Multiple Unit Dwelling	Apartments	
			under 650 sq.ft.	650 sq.ft. or greater
340.38	279.07	249.00	122.87	191.82
1,237.76	1,014.80	905.44	446.80	697.52
433.22	355.18	316.90	156.38	244.13
5,863.89	4,807.61	4,289.52	2,116.71	3,304.50
5,059.34	4,148.00	3,700.99	1,826.30	2,851.11
526.05	431.29	384.81	189.89	296.45
371.33	304.44	271.63	134.04	209.26
13,831.97	11,340.39	10,118.29	4,992.99	7,794.79
1,640.03	1,344.61	1,199.71	592.01	924.21
15,472.00	12,685.00	11,318.00	5,585.00	8,719.00

Regional Municipality of York

General services
Hard services
- collected by Town with issuance of building permits

					greater than or equal				
					less than 650 sq.ft	to 650 sq.ft.			
\$	3,335	\$	3,335	\$	2,821	\$	1,399	\$	2,007
\$	37,720	\$	37,720	\$	33,096	\$	15,865	\$	23,429
\$	41,055	\$	41,055	\$	35,917	\$	17,264	\$	25,436

York Region & Catholic District School Board

Education development charge
- collected by Town with issuance of building permits

\$	4,340	\$	4,340	\$	4,340	\$	4,340	\$	4,340
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Security Reduction Review

5% of the value of security required to the maximum of \$60,000.

Engineering administration, design review & field monitoring
Site Plan Agreements handled fully in-house
Agreements requiring Town's engineering consultant

6% of estimated cost of works and services
3% admin.+ 2.75% for checking consultant, of estimated cost of works and services

Building permit

charge is based on the current Building & Bylaws User Fees and Charges Schedule

Plumbing inspection

charge is based upon number and type of fixtures, appliances, drains, traps, etc.

Security required

cost of all works and services required + 10% for engineering and contingencies

Insurance required

Commercial - \$10 million for subdivisions, \$5 million for site plan agreements
Automotive - \$5 million for subdivisions, \$2 million for site plan agreements
Professional - \$2 million for subdivisions
Environmental - \$2 million for subdivisions, \$1 million for site plan agreements

Other costs may include (but are not limited to): signs, anti-tampering devices, sidewalks, legal fees, provision for parkland, playground equipment, storm water management, voluntary trail system contribution, bluebox/green bin fees, agreement preparation.



COMMUNITY SERVICES – RECREATION AND CULTURE
TOWN OF NEWMARKET
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 info@newmarket.ca
 905.895.5193

August 25, 2014

**COMMUNITY SERVICES- RECREATION AND CULTURE
 REPORT – 2014-24**

TO: Committee of the Whole

SUBJECT: Municipal Asset Naming Program – Penn Avenue Parkette

ORIGIN: Community Services, Recreation and Culture

RECOMMENDATIONS

THAT Community Services Report – Recreation and Culture Report 2014-24 dated August 25, 2014 regarding Municipal Asset Naming Program – Penn Avenue Parkette be received and the following recommendations be adopted:

- a) THAT the Penn Avenue Parkette in Ward 4 be named as outlined in Community Services- Recreation and Culture (Closed Session) Report 2014-22;**
- b) AND THAT staff prepare an official ceremony in Spring 2015.**

COMMENTS

The purpose of this report is to seek approval to name Penn Avenue Parkette, in Ward 4, as outlined in Community Services – Recreation and Culture Report (Closed Session) Report 2014-22.

BACKGROUND

An application has been received through the Municipal Asset Naming Program to name a park in the Town of Newmarket on behalf of family member.

Council adopted the Municipal Asset Naming Program on March 11, 2011 in Community Services-Recreation and Culture Report 2011-13.

“Parkland: This relates to all parkland designations defined through existing Town of Newmarket processes and included in Town GIS mapping. Specific examples include “town parks” (e.g. Fairy Lake Park: “community parks” (e.g. Haskett Park) and “parkettes” (e.g. Best Family Parkette)

Note: *Parkland to be named after individuals (living or deceased) who have contributed significantly to the quality of life in the Town of Newmarket. (Summary: no corporate naming)*

BUSINESS PLAN AND STRATEGIC LINKAGES:

Living Well

- . Environmental protection and natural heritage presentation

Well Balanced

- . Green and open spaces, parks and playing fields
- . Arts, culture, entertainment and heritage preservation

Well Respected

- . Being tradition based and forward looking

HUMAN RESOURCE CONSIDERATIONS

Staffing levels will not be impacted as a result of the recommendations in this report.

BUDGET IMPACT

Operating Budget (Current and Future)

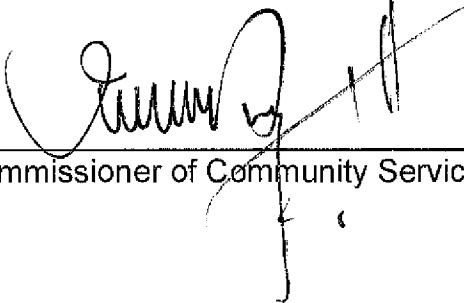
The signage and events that would occur Spring, 2015, will be funded from 2015 operating budgets.

CONTACT

For more information on this report, please contact Colin Service, at 905-953-5300 ext. 2601, cservice@newmarket.ca



Director of Recreation and Culture



Commissioner of Community Services



TOWN OF NEWMARKET
Outstanding Matters
Reviewed by Operational Leadership Team
August 12, 2014

Item Subject	Recommendation	Date to come back to Committee	Staff Comments
1. Committee of the Whole Minutes – March 21, 2011 – Item 6 Community Services Report – E/S 2011-15 Northwest Newmarket Quadrant – Traffic Monitoring Status Update	<ul style="list-style-type: none"> THAT Engineering Services staff bring a report back to Town Council with the results of all studies including mitigation measures if required, and next steps. 	Q2 2014	Part of Active Transportation Plan coordinated by Planning Dept.
2. Committee of the Whole Minutes – April 30, 2012 – Item 16 Corporate Services Report – Legislative Services 2012-13 – Canadian Coalition Of Municipalities Against Racial Discrimination (CCMARD) Membership	<ul style="list-style-type: none"> AND THAT staff report to Committee of the Whole with a draft Action Plan in support of the Ten Common Commitments. 		
3. Committee of the Whole Minutes – April 8, 2013 – Item 13 Community Services – Recreation and Culture Development and Infrastructure Services – PWS/ES Planning & Building Services Joint Report 2013-05 Future use of Fernbank Farmhouse	<ul style="list-style-type: none"> THAT staff be authorized to issue a request for proposals with the intent of securing a suitable charitable and/or not for profit organization dedicated to serving Newmarket for use of the Fernbank Farmhouse; AND THAT staff report back recommending a tenant along with operating and capital projections. 	Q3 2014	Information Report circulated
4. Committee of the Whole Minutes – April 29, 2013 – Item 17 Hospital Parking Charges	<ul style="list-style-type: none"> AND THAT the request to endorse the resolution regarding reduction and capping of parking charges be referred to staff to obtain feedback and input from Southlake Regional Health Centre and report back. 	Q3 2014	

Strikethrough indicates that the item will be removed from the outstanding list prior to the next OLT meeting
 Bold indicates that the item will be on the upcoming agenda

Last revisions made on August 12, 2014
 (Updated and including Committee of the Whole Minutes of June 16, 2014)

Item Subject	Recommendation	Date to come back to Committee	Staff Comments
5. Special Committee of the Whole –August 1, 2013 -- Item 4 Development and Infrastructure Services Report – Commissioner 2013-34 Old Town Hall Renovations	<ul style="list-style-type: none"> • AND THAT staff authorize a peer review on the due diligence aspect of the project within a 120 day time frame. 	Q3 2014	RFQ was awarded. Report to follow upon completion of review.
6. Committee of the Whole Minutes – November 4, 2013 – Item 12 Development & Infrastructure Services Report – ES 2013 – 44 Davis Drive – vivaNext Construction Traffic Infiltration Status Report # 2	<ul style="list-style-type: none"> • THAT staff continue to work with York Region and vivaNext staff to address issues that arise from construction and continue to carry out traffic counts for Gorham St., Gladman Ave., Park Ave., Millard Ave., Carol St., Sandford St. and Beman Drive; • AND THAT town staff in coordination with York Region and York Regional Police; focus speed management program resources on the streets noted in Appendix A; • THAT the matter of removable speed humps as a pilot project, for the purpose of mitigating excessive speed on Millard Avenue west of Lorne Avenue and east of Queen Street be referred to the Traffic Mitigation Strategy. 	Q3 2014	
7. Committee of the Whole Minutes – April 28, 2014 – Item – Motions Pilot Project – Speed Humps	<ul style="list-style-type: none"> • THAT the deputation by Mr. John Dowson regarding the financial details associated with Newmarket Theatre and the Very Useful Theatre Company be received and referred to staff for a comprehensive review along with a comparison of how much sports facilities are subsidized; • AND THAT such review include consultation with key stakeholders including members of the theatre community to be reported back to Committee of the Whole within a 60 day time frame. 		Information Report to be distributed
7. Committee of the Whole Minutes – April 7, 2014 -- Item 2 – Deputation -- Newmarket Theatre			

Item Subject	Recommendation	Date to come back to Committee	Staff Comments
8. January 20, 2014	<p align="center"><u>Reporting Back</u></p> <p>D & I Services Report – ES 2013-49 Checking Consultant Professional Consulting Services Contract Extension</p> <hr/> <p>THAT Council approve the execution of the Professional Consulting Services Agreement with R.J. Burnside Associates Ltd. for a period of up to two (2) years from the date of Council approval to provide checking consulting services at preferred client discounted rates adjusted annually in accordance with industry standards;</p> <p>AND THAT staff report back to Council after a year and a half with options regarding the Checking Consultant Professional Consulting Services Contract.</p>	July 2015	
9. February 10, 2014	<p>D & I Services – PWS 2014—08 Emerald Ash Borer Long Term Management Plan – Update</p> <hr/> <p>THAT staff continue to proceed with the proposed recommendations in the Town of Newmarket Emerald Ash Borer Long Term Management Plan;</p> <p>AND THAT staff report back to Council in the fall of 2014 with an annual update on the Emerald Ash Borer Long Term Management Plan.</p>	October 2014	
10. March 3, 2014	<p>Joint D & I and Community Services Report 2014-07 – Neighbourhood Community Gardens</p> <hr/> <p>THAT Town of Newmarket staff seek public input regarding interest in establishing Neighbourhood Community Gardens in additional locations in the municipality;</p> <p>AND THAT staff consult with the Newmarket Environmental Advisory Committee and report back to Council regarding the input received in time for the 2015 budget considerations.</p>	2015 Budget Deliberations	

	Item Subject	Recommendation	Date to come back to Committee	Staff Comments
11	May 5, 2014	<p>Motion: Councillor Emanuel</p> <p>THAT staff report back to Council on the implementation of improved signage and advertising for notification regarding Official Plan and Zoning By-law Amendments.</p>		
12	May 5, 2014	<p>D & I Services Report PWS 2014-21 – Sidewalk Snow Clearing</p> <p>THAT staff report back to Council with a detailed plan for sidewalk, walkway and trail clearing as part of the 2015 budget process;</p> <p>AND THAT staff obtain comments from the Accessibility Advisory Committee on the sidewalk, walkway and trail clearing process.</p>	2015 Budget Deliberations	