

To be held on Monday, September 29, 2014 at **2:00 p.m.** Committee Members are asked to meet in the **Council Chambers** at 395 Mulock Drive, Newmarket, Ontario.

Councillor Di Muccio, Chair.

Declarations of Pecuniary Interest

New Business

1. Application for Site Plan Approval p. 1
212 Davis Drive - Ward 5
(South Side of Davis Drive, East of Parkside Drive)
Our File No.:D11-NP1404 & D14-NP1404
Green & Rose Developments Inc.

Application for Site Plan Approval to permit a new 15-storey rental apartment building containing 225 units together with an accessory parking structure on the subject lands.

Daniel Berholz of Green & Rose Developments Inc. will be present to address the Committee.

- Plans submitted:
- Site Plan & Parking Plan (Drawing No. ASP-100 Rev. 2 dated April 18, 2014)
 - Site Details & OBC Matrix(s) (Drawing No. ASP-101 Rev. 2 dated April 18, 2014)
 - Streetscape & Landscape Plan (Drawing No. L100 Rev. 2 dated September 18, 2014)
 - Landscape Elevations (Drawing No. L200 Rev. 2 dated September 18, 2014)
 - Perspective View (Drawing No. R-02 Rev. 5 dated September 18, 2014)
 - East Elevation (Drawing No. A-301 Rev. 6 dated September 18, 2014)
 - North Elevation (Drawing No. A-302 Rev. 6 dated September 18, 2014)
 - West Elevation (Drawing No. A-303 Rev. 6 dated September 18, 2014)

- South Elevation (Drawing No. A-304 Rev. 6 dated September 18, 2014)
- East/West Elevations (Drawing No. A-305 Rev. 6 dated September 18, 2014)
- North/South Elevations (Drawing No. A-306 Rev. 6 dated September 18, 2014)
- Plan of Survey and Topography dated April 16, 2014, prepared by Lloyd & Purcell Ltd., Ontario Land Surveyors

Documents
attached:

- GIS photograph overlay maps
- Site Plan Accessibility Checklist
- Yonge-Davis Development Standards Checklist, together with memorandum from Daniel Berholz of Green & Rose Developments Inc. dated September 18, 2014
- Review Notes

2. Request for Exemption from Telecommunications Tower Protocol
912 Bosworth Court - Ward 6
(South of Mulock Drive, East of Yonge Street)
The Regional Municipality of York

p. 22

The Regional Municipality of York is requesting an exemption from Town's Telecommunications Tower Protocol for a telecommunications tower to be located at the Hound Trail Flume Meter Chamber located at 912 Bosworth Court. As part of the upgrades to the facility, a 5 metre high antenna pole is proposed to provide a communication link to the Region's SCADA (Supervisory Control and Data Acquisition) system.

Davy Chan, Capital Project Specialist of The Regional Municipality of York will be present to address the Committee.

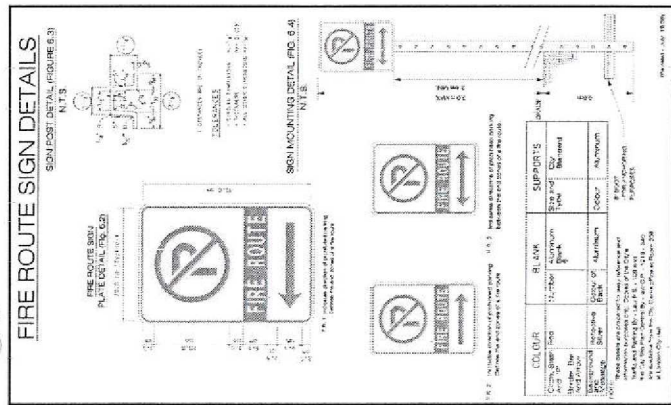
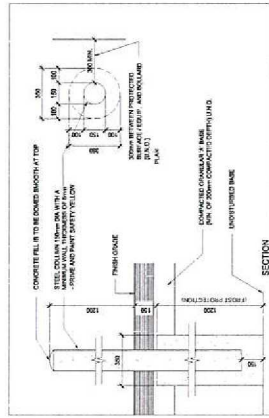
Documents
attached:

- Letter dated September 11, 2014 prepared by Davy Chan, Capital Project Specialist of The Regional Municipality of York
- GIS photograph overlay map
- Review Notes

Adjournment

**Full-size drawings are available for viewing by contacting the
Councillors Office or Planning and Building Services**



[illegible]

NAME OF PROJECT SUN'S ADJUSTIVE INC			NAME OF PROJECT SUN'S ADJUSTIVE INC			LOCATION 10000 WILSON AVENUE TAMPA, FL 33610			ONTARIO'S 2012 BUILDING CODE DATA MATRIX PART 5 OR 9			ONE STOP SERVICE Building and Safety Division 1115 North 1st St Tampa, FL 33604		
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ARCHITECTS
SAPLYS ARCHITECTS INC.
810 FORD DRIVE, SUITE 308
OAKVILLE, ON L6J 7W4
(416) 771-1400

The logo of the Ontario Association of Architects is a circular emblem. It features the text "ONTARIO ASSOCIATION OF ARCHITECTS" around the top inner edge and "1892" at the bottom. Inside the circle, there is a stylized architectural drawing of a building with a dome and columns. Below the logo, there is a circular diagram showing a building footprint with a central rectangular area and a surrounding circular area, with a small arrow pointing to the center.

RENTAL APARTMENT BUILDING 212 DAVIS DRIVE NEWMARKET, ONTARIO PROJECT ADDRESS		SITE DETAILS & OBC MATRIX(S) Zoning: D 14-AP-14.04 Site Plan: D 11-AP-14.04 2nd Submission For Site Plan Review Committee	
SHEET NO. 3	DATE: 2014.03.13	DB	L.S.

GENERAL NOTES

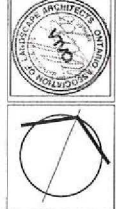
1. VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING AND PROPOSED FEATURES BEFORE CONSTRUCTION.
2. REPORT ANY DISCREPANCIES, DISCOVERED AFTER THE START OF CONSTRUCTION, TO THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
3. IT IS ADVISED THAT CONTRACTORS CONTACT THE LANDSCAPE ARCHITECT FOR ANY CHANGES TO THE CONSTRUCTION TO ENSURE THE USE OF THE PROPERTY OF THE LANDSCAPE ARCHITECT.



- LEGEND
- EXISTING TREE (H.E. PRESERVED)
 - DECIDUOUS SHADE TREE
 - CONIFEROUS TREE
 - LANDSCAPE LIGHTING SYMBOL
 - SHRUBS & PERENNIALS
 - AREA OF RECORD
 - AREA OF RECORD
 - UNIT PAVING
 - DECORATIVE METAL FENCE
 - ILLUSTRATED CHAIR AND FENCE
 - LIGHT STANDARD

NOTE: CONTRACTOR TO VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING AND PROPOSED FEATURES BEFORE CONSTRUCTION.

3

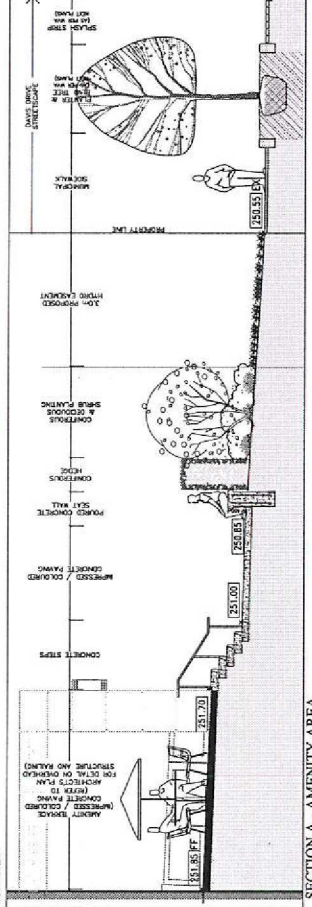
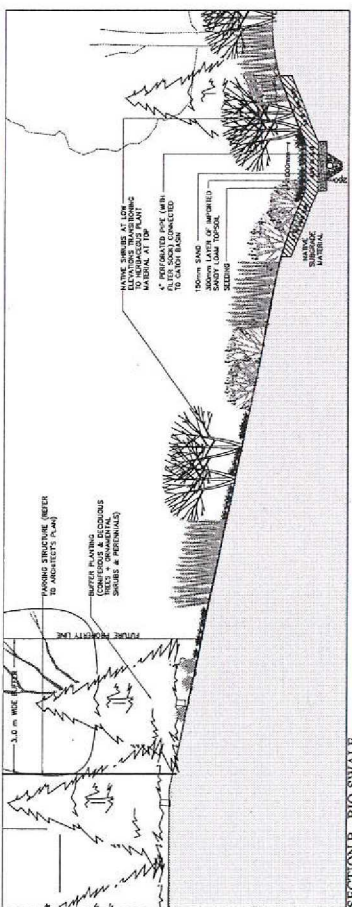
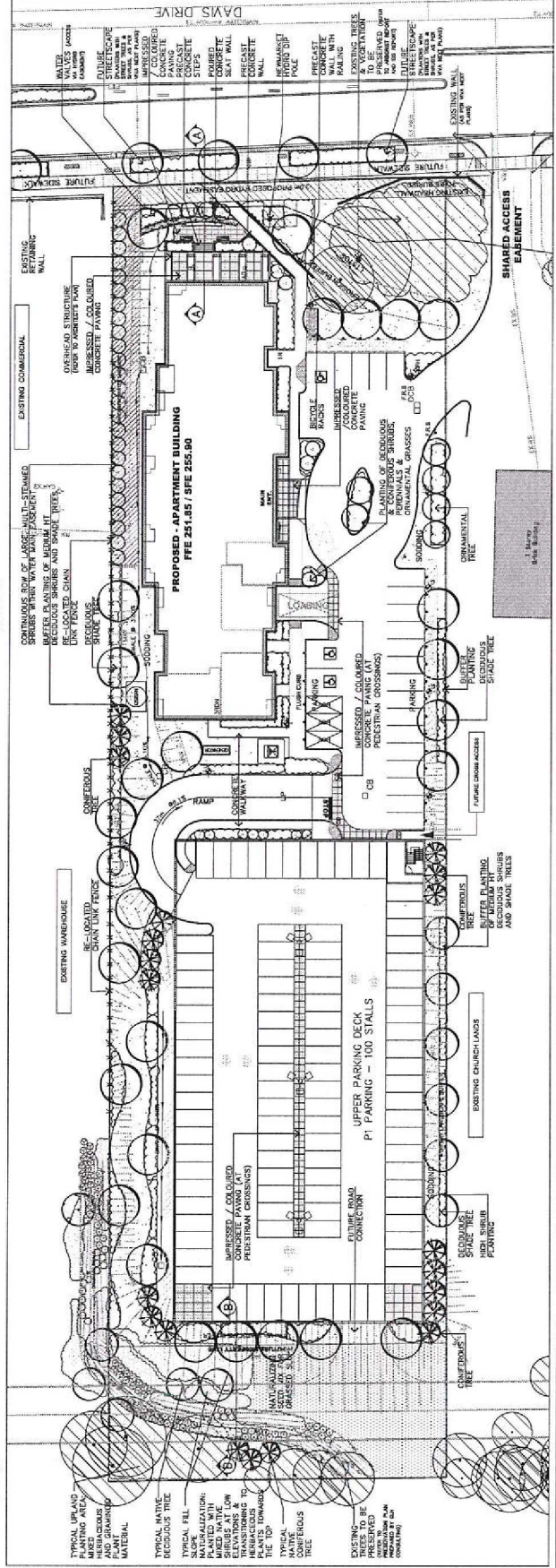
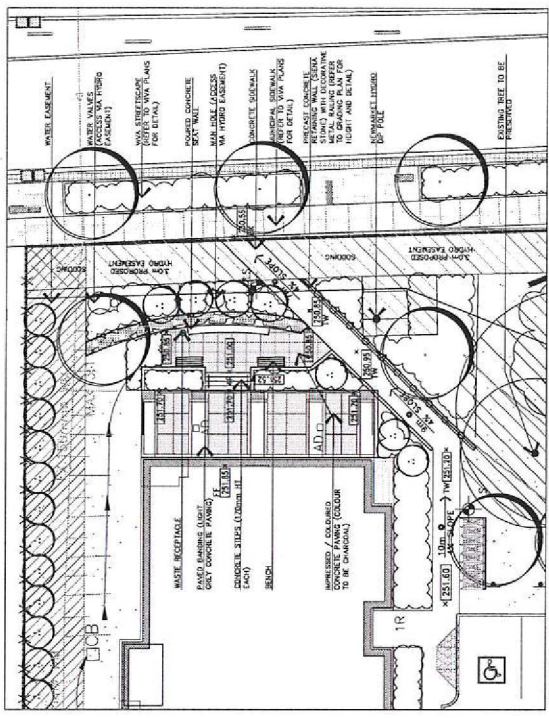


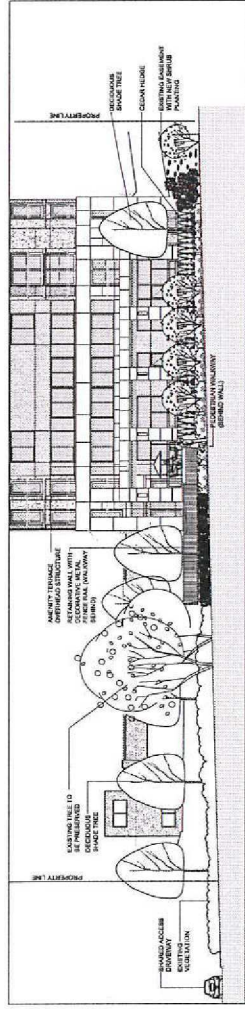
SBK
STRYBOS BARRON KING
LANDSCAPE ARCHITECTURE

PROJECT:
15 STOREY RENTAL APARTMENTS
312 DAVIS DRIVE
NEWMARKET, ONTARIO

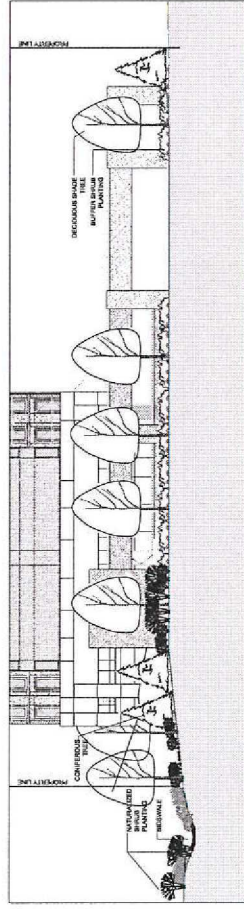
DRAWING TITLE:
STREETSCAPE & LANDSCAPE PLAN

SCALE: 1/8" = 1'-0"
DATE: APRIL 7, 2014
DRAWN BY: S.B.
CHECKED BY: A.B.

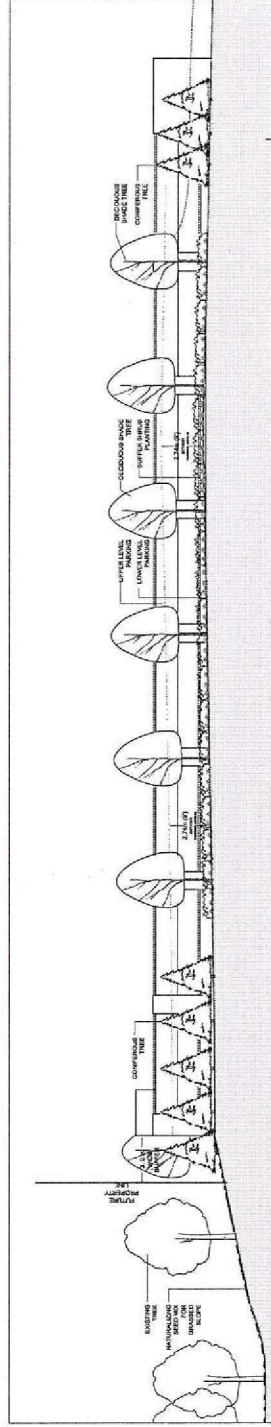




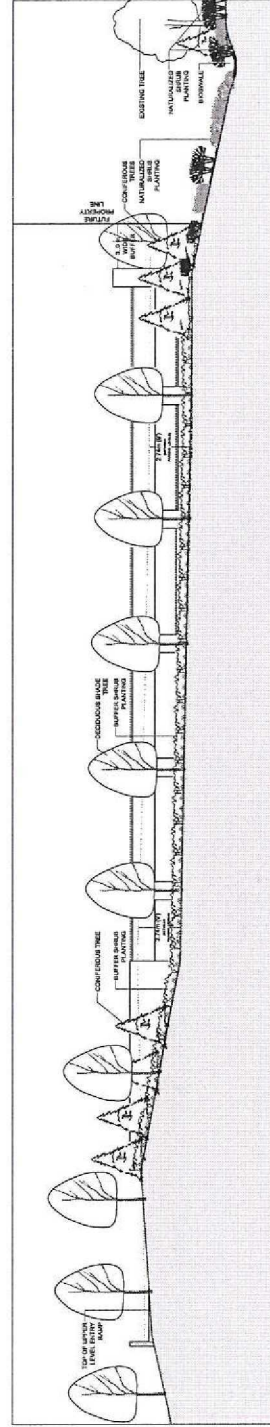
NORTH ELEVATION (FROM DAVIS DRIVE)
SCALE 1:150



SOUTH ELEVATION (FROM FUTURE ROAD)
SCALE 1:150



EAST ELEVATION OF PARKING STRUCTURE
SCALE 1:150



WEST ELEVATION OF PARKING STRUCTURE
SCALE 1:150

GENERAL NOTES

- 1. VERIFY ALL DIMENSIONS.
- 2. DO NOT SCALE DRAWINGS.
- 3. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
- 4. THE LANDSCAPE ARCHITECT HAS BEEN ADVISED BY THE ARCHITECT OF THE BUILDING'S CONSTRUCTION TO DISBURSE THE USE OF THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE LANDSCAPE ARCHITECT.



NOT-TO-SCALE

4

1.	DATE	1/14/14	BY	DAVID BRETZ
2.	DATE	1/14/14	BY	DAVID BRETZ
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S B K
STRYBOS BARRON KING
LANDSCAPE ARCHITECTURE

15 STOREY RENTAL
APARTMENTS
212 DAVIS STREET
NEW BRUNSWICK, ONTARIO

PROJECT
15 STOREY RENTAL
APARTMENTS
212 DAVIS STREET
NEW BRUNSWICK, ONTARIO

DATE
APRIL 1, 2014

SCALE
AS SHOWN

PROJECT No.
14-4524

DRAWN BY
DAVID BRETZ

CHECKED BY
DAVID BRETZ

SCALE
1:200



PERSPECTIVE VIEW
R-02

212 DAVIS DRIVE
NEWMARKET, ONTARIO

Contact: Daniel Berholz
12-138 Dundas Mill Road
Newmarket, ON L3Y 4G8
C: 416-463-0111
E: dber@roscopecorp.com

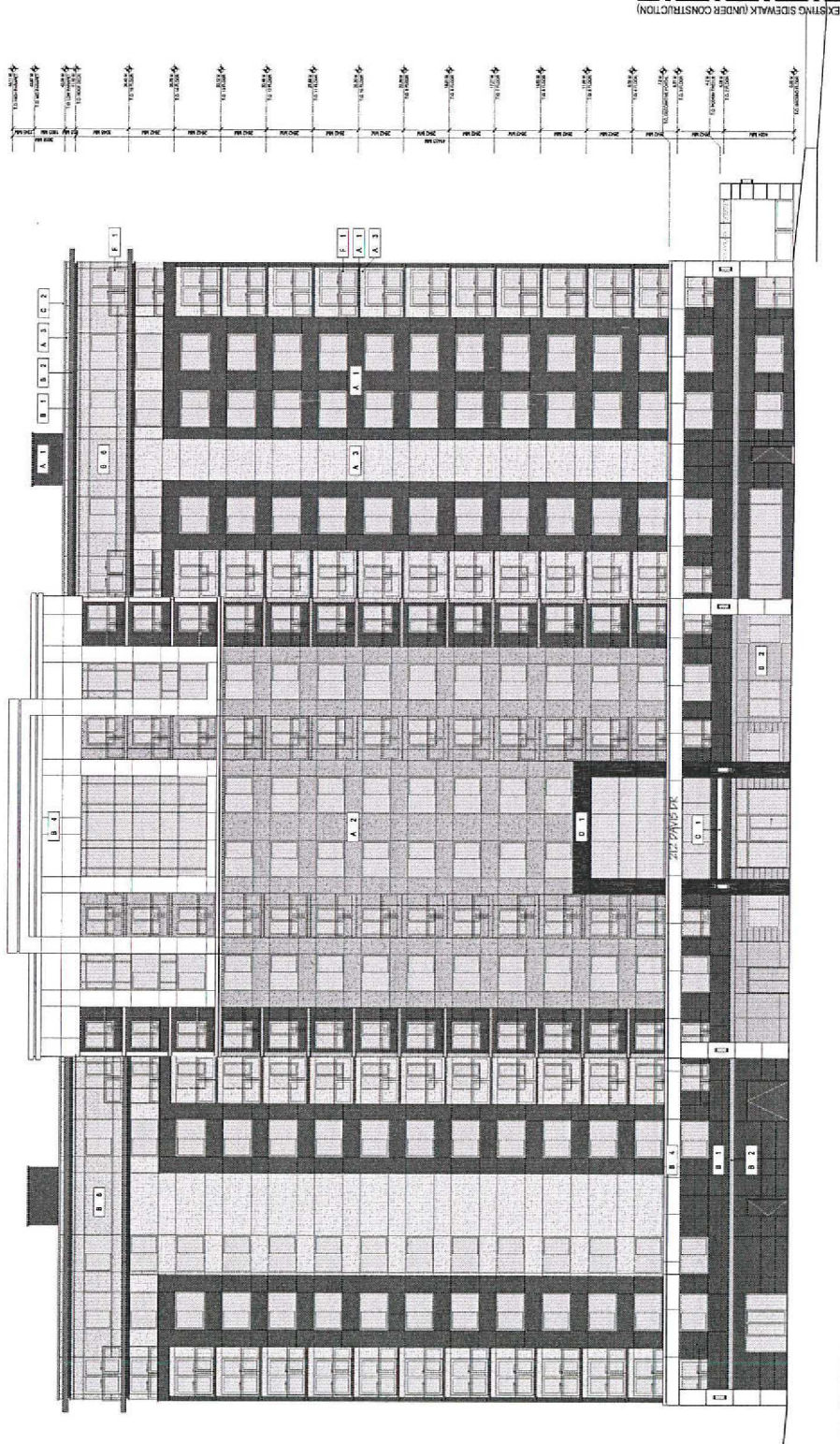


DRAWING LEGEND

X	Y	EXTENSION MATERIAL TYPE	EXTENSION SYMBOL
			EXTENSION SYMBOL

FINISH LEGEND

A 1	METAL INSULATION CLADDING - UNPAINTED
A 2	METAL INSULATION CLADDING - UNPAINTED
A 3	METAL INSULATION CLADDING - UNPAINTED
B 1	METAL INSULATION CLADDING - METALLIC
B 2	METAL INSULATION CLADDING - METALLIC
B 3	METAL INSULATION CLADDING - METALLIC
B 4	METAL INSULATION CLADDING - METALLIC
B 5	METAL INSULATION CLADDING - METALLIC
B 6	METAL INSULATION CLADDING - METALLIC
C 1	METAL INSULATION CLADDING - METALLIC
C 2	METAL INSULATION CLADDING - METALLIC
D 1	METAL INSULATION CLADDING - METALLIC
F 1	UNPAINTED GLASS - TRANSPARENT



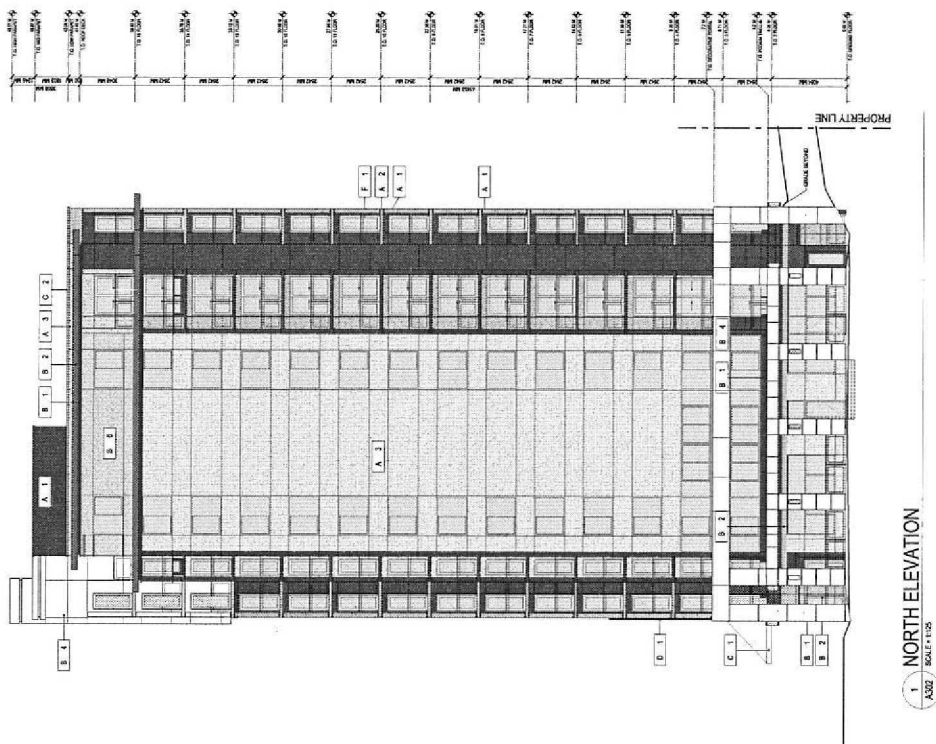
EAST ELEVATION

EAST ELEVATION **A-301**

212 DAVIS DRIVE
 NEWMARKET, ONTARIO

Contact: Daniel Bernholz
 12 - 158 Duncan Mill Road
 Toronto, ON M3B 3K2
 C-418.455.0110
 E-daniel@scap.com







DRAWING LEGEND

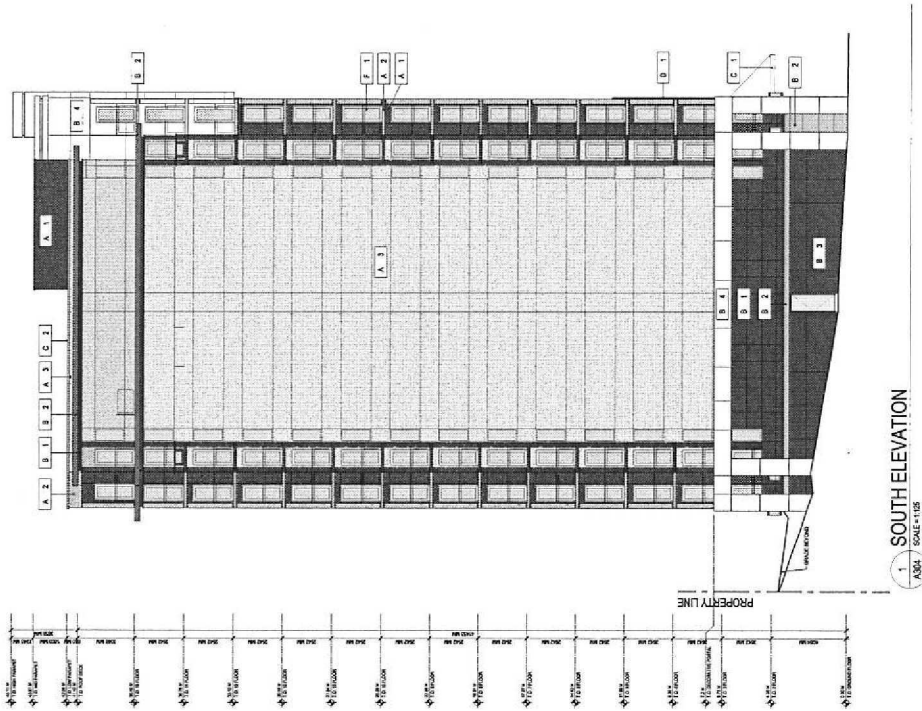
	EXTERIOR MATERIAL TYPE DESIGNATION SYMBOL
	FLOOR LEVEL DESIGNATION SYMBOL
	EXTERIOR SCENE

DRAWING LEGEND

- X Y EXTERIOR MATERIAL TYPE DESIGNATION SYMBOL
- FLOOR LEVEL DESIGNATION SYMBOL
- EXTERIOR SCOPE

FINISH LEGEND

- A 1 PREFAB. EPS PANEL ON CLADDING - TERRAZZO FIN. COLOR VANTAGE (SHINY)
- A 2 PREFAB. EPS PANEL ON CLADDING - TERRAZZO FIN. COLOR CARBON (SHINY)
- A 3 PREFAB. EPS PANEL ON CLADDING - TERRAZZO FIN. COLOR GREY (SHINY)
- B 1 PREFAB. EPS PANEL ON CLADDING - METALLIC FIN. COLOR CARBON
- B 2 PREFAB. EPS PANEL ON CLADDING - METALLIC FIN. COLOR GREY
- B 3 PREFAB. EPS PANEL ON CLADDING - METALLIC FIN. COLOR VANTAGE
- B 4 PREFAB. EPS PANEL ON CLADDING - METALLIC FIN. COLOR CARBON
- C 1 PREFAB. EPS PANEL ON CLADDING - METALLIC FIN. COLOR GREY
- D 1 COMPOSITE WOOD GRAIN IMPRINT - COLOR IMPRINT
- F 1 UNANNEAL GLASS - TRANSPARENT

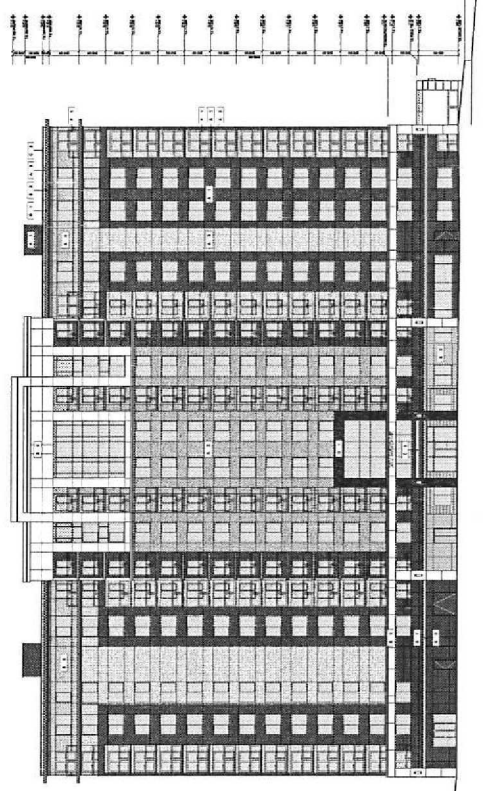


SOUTH ELEVATION
A-304

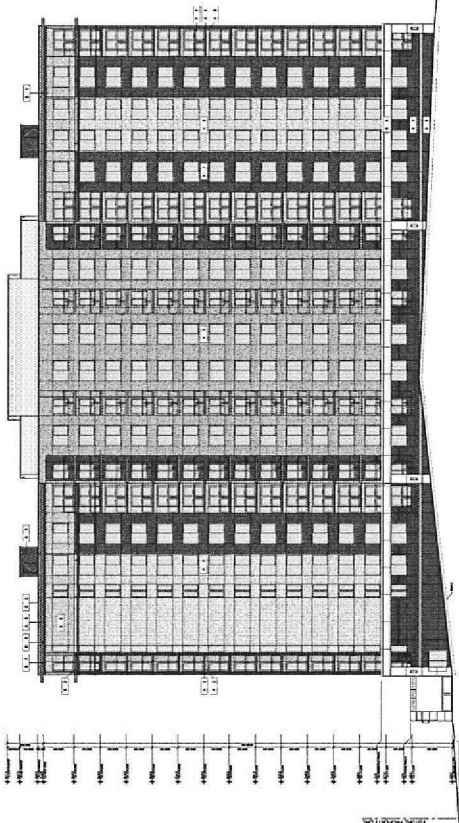
212 DAVIS DRIVE
NEWMARKET, ONTARIO

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EAST ELEVATION W/GARAGE STRUCTURE
SCALE: 1/8\"/>



WEST ELEVATION W/GARAGE STRUCTURE
SCALE: 1/8\"/>

DRAWING LEGEND

X	Y	INTERIOR MATERIAL TYPE DESIGNATION SYMBOL
FLOOR LEVEL INDICATION SYMBOL		
EXTENSION SYMBOL		

FINISH LEGEND

A. 1	PRECAST CONCRETE CLADDING - TERRAZZO
A. 2	PRECAST CONCRETE CLADDING - TERRAZZO
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A. 100	PRECAST CONCRETE CLADDING - TERRAZZO

EAST/WEST ELEVATIONS **A-305**

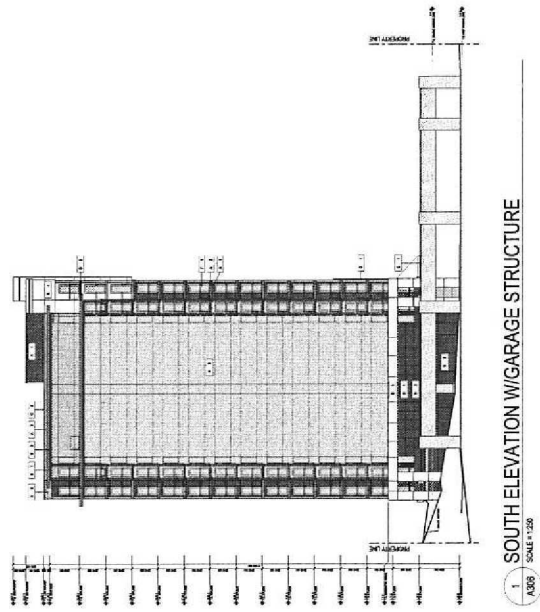
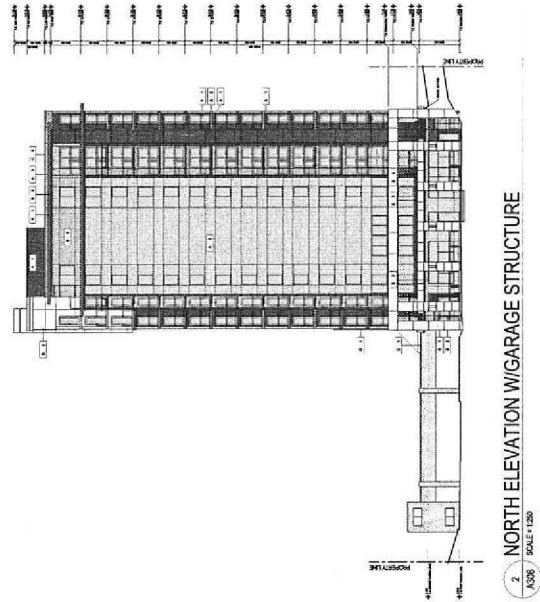
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DRAWING LEGEND	
X Y	EXTERNAL MATERIAL TYPE DESIGNATION SYMBOL
	FLOOR LEVEL DESIGNATION SYMBOL
	EXTERNAL ROOFLINE

FINISH LEGEND	
A 1	PREPAID EPS PANEL OR CLADDING - THERMAFORM (IN - COLOR INSULATION (SHEET))
A 2	PREPAID EPS PANEL OR CLADDING - THERMAFORM (IN - COLOR INSULATION (SHEET))
A 3	PREPAID EPS PANEL OR CLADDING - THERMAFORM (IN - COLOR INSULATION (SHEET))
B 1	PREPAID EPS PANEL OR CLADDING - METALLIC
B 2	PREPAID EPS PANEL OR CLADDING - METALLIC
B 3	PREPAID EPS PANEL OR CLADDING - METALLIC
B 4	PREPAID EPS PANEL OR CLADDING - METALLIC
B 5	PREPAID EPS PANEL OR CLADDING - METALLIC
B 6	PREPAID EPS PANEL OR CLADDING - METALLIC
C 1	PREPAID EPS PANEL OR CLADDING - METALLIC
C 2	PREPAID EPS PANEL OR CLADDING - METALLIC
D 1	COMPOSITE WOOD GRAIN IMPRINT - COLOR MATCHING
F 1	LAMINATED GLASS - TRANSPARENT

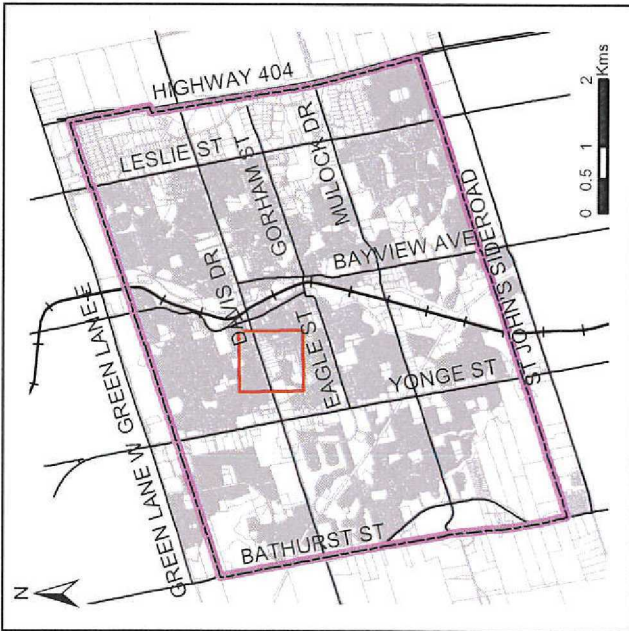




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NORTH/SOUTH ELEVATION
A-306

212 DAVIS DRIVE
NEWMARKET, ONTARIO



Location Map 212 Davis Drive

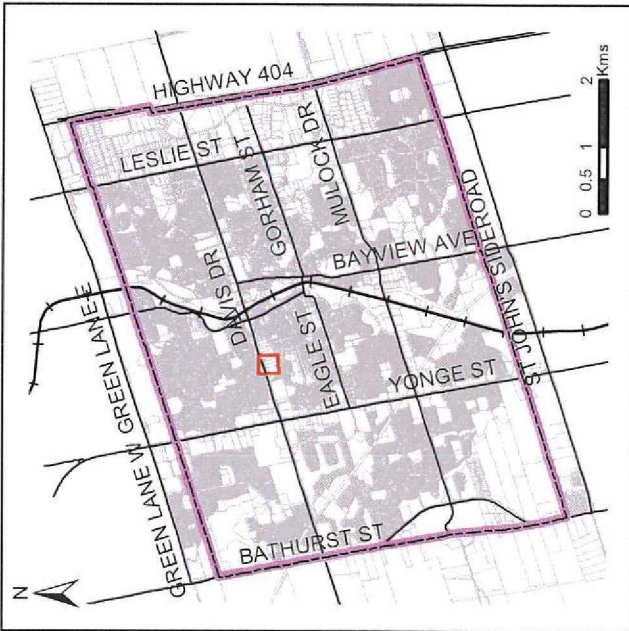


Designed & produced by Information Technology - GIS
User-generated by Staff Online GIS on: 19/09/2014

Legend

-  Subject Lands
-  Railway
-  Land Parcel
-  Municipal Boundary

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Location Map 212 Davis Drive



Designed & produced by Information Technology - GIS
User-generated by Staff Online GIS on: 19/09/2014

Legend

-  Subject Lands
-  Railway
-  Land Parcel
-  Municipal Boundary

SOURCES: 2013 Colour Ortho Imagery - First Base Solutions Inc., 2013 Orthophotography, Land Parcel Boundaries - © Teranet Inc. and its suppliers. All rights reserved. NOT A PLAN OF SURVEY. 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 control points 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, data/mapping errors may exist. This map has been produced for illustrative purposes only, IT IS NOT A SUBSTITUTE FOR A LEGAL SURVEY.

Site Plan Accessibility Checklist		Yes	No								
➤ Minimum number of required barrier-free parking spaces as per Zoning Bylaw?		X									
➤ Minimum size of barrier-free parking stall as per Zoning Bylaw?		X									
➤ Location of required signage – maximum distance from stall as per Sign Bylaw?		X									
➤ Location of parking space within reasonable proximity of barrier-free building entrance?		X									
➤ Parking space allows immediate access to barrier-free walkway?		X									
➤ Opportunity for primary location with drop-off or with no vehicle lane crossing?		X									
➤ Parking space designated with a vertical sign and pavement markings with the International Symbol of Accessibility and detail of signage illustrated on site plan as per Sign Bylaw?		X									
➤ Provision for dedicated pedestrian walkways to promote safe access to facilities?		X									
Barrier-free walkway requirements (OBC 3.8.3.2):											
➤ Barrier-free path of travel from parking space to barrier free entrance?		X									
➤ Exterior walkway is slip resistant, continuous and even surfaced?		X									
➤ Exterior walkway designed to drain easily?		X									
➤ Minimum width of 1100 mm and a gradient not exceeding 1:20?		X									
➤ Gradient exceeding 1:20 to be of barrier free path designed as a ramp?		X									
➤ <i>Guideline:</i> Provision of change of surface materials or painted lines in locations where a barrier-free access traverses a driveway, fire route or parking aisle?		X									
Curb Ramp Requirements (OBC 3.8.3.2(3)):											
➤ Provision of curb ramps where difference in elevation between levels in the access route is not more than 200 mm?		X									
Barrier-Free Ramp Requirements (OBC 3.8.3.4):											
➤ Maximum ramp slope is 1:12?		X									
➤ Minimum ramp width between handrails is 870 mm?		X									
➤ Minimum level area at top and bottom of ramp is 1.5 m x 1.5 m?		X									
➤ Provision of level landing areas with a minimum dimension of 1.5 m x 1.5 m at intervals of not more than 9 m in the ramp's surface?		X									
➤ Handrails not less than 865mm and not more than 965 mm high?		X									
➤ Extension of handrails horizontally not less than 300 mm beyond ramp?		X									
Barrier-Free Entrance Requirements (OBC 3.8.1.2 and 3.8.3.3):											
<i>Minimum number of barrier-free entrances are not less than specified in the table below and shall lead from the outdoors at sidewalk level or a ramp</i>											
<table border="1"> <thead> <tr> <th>Number of Pedestrian Entrances</th> <th>Minimum Number of Barrier-Free Entrances Required</th> </tr> </thead> <tbody> <tr> <td>1 to 3</td> <td>1</td> </tr> <tr> <td>4 to 5</td> <td>2</td> </tr> <tr> <td>6 and above</td> <td>Not less than 50 %</td> </tr> </tbody> </table>		Number of Pedestrian Entrances	Minimum Number of Barrier-Free Entrances Required	1 to 3	1	4 to 5	2	6 and above	Not less than 50 %	X	
Number of Pedestrian Entrances	Minimum Number of Barrier-Free Entrances Required										
1 to 3	1										
4 to 5	2										
6 and above	Not less than 50 %										
➤ Threshold at accessible entrance does not exceed 13 mm?		X									
➤ Is the width of the door opening a minimum of 810 mm		X									
➤ Does main accessible entrance have an automatic door opener? >Otherwise is door hardware easy to operate?		X									
Accessibility Signage Requirements (OBC 3.8.3.1)											
➤ Signs incorporating the International Symbol of Accessibility for Disabled Persons required to be permanently mounted to identify barrier-free building entrances?		X									

* Criteria: consider visibility from building orientation

† Ensure garbage containers, bicycle racks, outward opening doors and hand railings do not interfere with travel path

‡ Curb cuts/ramps should not cross into traffic lanes or other parked vehicles and be signed to prevent obstruction

Yonge-Davis Development Standards Checklist (includes Hospital Core & Complementary Areas)		Yes	No
Green Initiatives:			
* Building to be oriented and designed to take advantage of passive solar heating and shading for cooling	X		
* Provide dedicated parking spaces for high occupancy vehicles	X		
* Provide bicycle storage racks	X		
* Provide anti-idling signage	X		
* Parking supply does not exceed minimum required by zoning bylaw	X		
* Provide landscaped areas and trees within parking lot to provide shade and break-up expanse of paved areas – consider stands of trees	X		
* Provide each tree with appropriate volume of high quality soil	X		
* Provide energy efficient exterior lighting	X		
* Rainwater collected, treated (if necessary) and used for irrigation	X		
* Provide storage facilities for recyclable materials and organic wastes	X		
* Provide plant materials that are suitable for site conditions and that are drought resistant (where applicable)	X		
<input type="checkbox"/> Provide alternative power sources, i.e. wind and/or solar power		X	
<input type="checkbox"/> Provide green roof with 100% coverage		X	
<input type="checkbox"/> Provide green roof with 50% minimum coverage and balance of roof space covered with light coloured roofing materials		X	
<input type="checkbox"/> Innovative methods of reducing stormwater flows	X		
<input type="checkbox"/> Provide alternative paving materials		X	
Character:			
* Buildings should be constructed of high quality materials such as clay brick, stone or comparable material	X		
* Glazed areas should be maximized along street frontages to encourage safe and comfortable pedestrian use	X		
* Provide façade treatments that break down massing and articulates depth, verticality and street edge	X		
* Surface parking to be on side or rear of building to increase street presence	X		
* Align buildings close to street/sidewalk to help define street edge and enhance access to public realm	X		
* Avoid conflicts between pedestrian and vehicular routes, e.g. when possible, avoid locating parking along major drive aisles, street access driveways or in front of building entrances and service areas.	X		
* Provide safe and convenient pedestrian connections between parking and buildings	X		
* Rooftop mechanical equipment and loading areas must be visually and acoustically screened on all sides	X		
* Building signage must complement overall design of building architecture and surrounding buildings	X		
<input type="checkbox"/> Provide public art or cash-in-lieu		X	
<input type="checkbox"/> Building projections such as bay features, cornices, canopies, patios, porches, and porticos are encouraged	X		
<input type="checkbox"/> Lighting for individual buildings should be integrated into architecture		X	
<input type="checkbox"/> Provide connection to Town's trail system		X	
Boulevard Enhancements: Work on the Davis Drive Boulevard will be completed by VIVA Next			
* All trees that are 30cm or more DBH retained	X		
* New trees planted on boulevard conform with Town's planting guidelines	X		
<input type="checkbox"/> Provide plant materials that are suitable for site conditions and that are drought resistant (where applicable)	X		
<input type="checkbox"/> Provide benches, garbage and/or recycling receptacles, public art, planters and/or bicycle racks ¹	X		
<input type="checkbox"/> Provide alternatives to grass		X	
<input type="checkbox"/> Provide alternative paving materials ¹		X	

* **Mandatory**¹ subject to Public Works Services and/or Engineering Services acceptance☐ **Optional – select one from each category**

September 18, 2014

Ms Linda L. Traviss- MCIP, RPP
Senior Planner- Development
Planning and Building Services, Town of Newmarket
395 Mulock Drive
Newmarket, Ontario
L3Y 4X7

Re: Memo Detailing Conformity with Yonge-Davis Development Standards Checklist

As part of our Site Plan Application for the 212 Davis Drive development, we are providing a memo detailing conformity with the Yonge-Davis Development Standards Checklist as follows:

GREEN INITIATIVES	CONFORMITY DETAIL
Building to be oriented and designed to take advantage of passive solar heating and shading for cooling	The building location is a product of site restrictions. The building was designed to maximize energy efficiency through window placement and interior room orientation. Both East and West facades are treated the same. The North and South facades were designed to minimize heat gain (loss) with added insulation and minimal windows.
Provide dedicated parking spaces for high occupancy vehicles	Three (3) HOV/car pool spots are proposed as part of the development's Transportation Demand Management (TDM) strategy to provide incentive for residents to reduce the number of vehicles on the roads.
Provide bicycle storage racks	57 bicycle parking spaces are required by zoning bylaw. 24 exterior spaces have been provided using bicycle racks. 45 interior spaces have been provided using an indoor bicycle storage system.
Provide anti-idling signage	Anti-idling signage will be provided as required by relevant by-laws.
Parking supply does not exceed minimum required by zoning bylaw	The total number of parking of 217 stalls does not exceed the minimum required by zoning bylaw. Parking calculations have been detailed on the architectural site plan.
Provide landscaped areas and trees within parking lot to provide shade and break-up expanse of paved areas - consider stands of trees	Landscape areas including trees and shrubs are located within the entrance driveway and along all sides of the parking areas at ground level. Due to harsh growing conditions and complications for snow removal, no planting is proposed for the second level of the parking structure. Patterned concrete of contrasting colour has been proposed for the two vacant corners and the middle median.
Provide each tree with appropriate volume of high quality soil	Appropriate volume of high quality soil for each tree will be indicated on landscape drawings. Planting details and appropriate notes will be included on working drawings.
Provide energy efficient exterior lighting	All of selected exterior light fixtures will be proposed as LED. These will be indicated on the submitted photometric plan and fixture schedule. LED fixtures have been selected for energy efficiency.
Rainwater collected, treated (if necessary) and used for irrigation	Rainwater will be collected from the building rooftop (only) and directed to a cistern for re-use to irrigate the subject lands. This system will also help reduce stormwater flows under post-development conditions. It is not necessary to treat the rainwater from the rooftop areas given that this rainwater is generally considered clean and free of pollutants, therefore suitable for landscaping irrigation
Provide storage facilities for recyclable materials and organic wastes	The garbage room located on ground floor accommodates recyclable materials and organic waste with ample storage provided and exhaust.
Provide plant materials that are suitable for site conditions and that are drought resistant (where applicable)	Plant species will be selected for working drawings. Plant material selection will be appropriate for the site conditions. Native and drought tolerant plant material will be used throughout.

MUST CHOOSE ONE OF FOLLOWING**Innovative methods of reducing stormwater flows**

As detailed in the submitted Functional Servicing Report:

1. Post-development stormwater flows will be controlled to pre-development levels using on-site controls and underground storage. Underground storage is provided using an open-bottom storm sewer system that also allows for infiltration of stormwater.
2. Stormwater quality control will be achieved using an Oil/Grit separator device as an upstream pre-treatment unit, combined with an infiltration trenching system downstream.
3. Water balance / infiltration deficit mitigation is provided using a number of methods. Clean rainwater from the building rooftop will be initially captured into a rainwater harvester (i.e. water re-use) for irrigation of the extensive soft landscaped areas of the Site. In addition, as described above, a sub-surface infiltration facility will intercept all storm runoff from the Site promoting infiltration into the native permeable sandy soils (as identified in the Soils Report).
4. External drainage from the abutting westerly industrial properties will be conveyed through the rear of the Site via a proposed bio-swale. The bio-swale is a significant improvement from the current existing swale. The bio-swale will have extensive planting (see Landscaping drawings) providing water quality control by naturally filtering stormwater and removing pollutants. The bio-swale also encourages stormwater infiltration.

Provide alternative power sources, i.e. wind and/or solar power

Not choosing this option

Provide green roof with 100% coverage

Not choosing this option

Provide green roof with 50% minimum coverage and balance of roof space covered with light coloured roofing materials

Not choosing this option

Provide alternative paving materials

Not choosing this option

CHARACTER**CONFORMITY DETAIL****Buildings should be constructed of high quality materials such as clay brick, stone or comparable material**

Exterior material of the building consists of doubled glazed window wall, spandrel panels, punched windows in aluminum frames and EIFS pre-manufactured insulated panels. All materials are high quality and, as well, have been selected for durability with state of the art pre-engineered structural systems and controlled factory façade finishes.

Glazed areas should be maximized along street frontages to encourage safe and comfortable pedestrian use

The Davis Drive elevation, facing north, features two levels of glazing. This condition provides views towards Davis Drive from the inside of the building (fitness and common spaces and first floor apartment units) and from Davis Drive into the amenity space and the building. The sidewalk passes by this the glazed area. This condition serves to provide a safe and inviting destination for residents and guests accessing the building on foot. The exterior amenity area on the Davis Drive façade provides an active element that reinforces the public realm. At the request of Town staff, the building has been moved about 3 m closer to Davis Drive to provide a better link with the public spaces along the street frontage.

Provide facade treatments that break down massing and articulates depth, verticality and street edge

A podium type detail has been provided to break-up the building mass as well as separating the facades. The building sits on a faux plinth articulated with a special finish resembling precast. The centre accent is articulated and a white stone finish to differentiate the massing of the building from the field on either side. Exit stairs have been internalized to allow for added glazing on the end facades. Both East and West elevations are being treated as frontages in their importance. Subtle articulations of the floor plan allow for shadows to be created at the unit breaks in the building. All of these elements combined allow the architecture to create a building that has a definite base, middle and cap.

Surface parking to be on side or rear of building to increase street presence	A small proportion of the surface parking is located to the side of the building, but parking is predominantly located at rear in a deck structure. The surface parking at the north end are only HOV spots and are at least 20 metres away from Davis Drive.
Align buildings close to street/sidewalk to help define street edge and enhance access to public realm	The existing open storm system between the proposed building and Davis Drive restricts the proximity of the proposed building to the Davis Drive Street edge. Notwithstanding this limitation, access to the public realm is enhanced by the building design as a secondary exit from building common amenity space opens onto a patio and sidewalk with ready access to the Davis Drive streetscape and the new VIVA BRT bus stop.
Avoid conflicts between pedestrian and vehicular routes, e.g. when possible, avoid locating parking along major drive aisles, street access driveways or in front of building entrances and service areas.	Where possible, pedestrian paths have been separated from vehicular traffic in the form of sidewalks, crosswalks and landscaping features.
Provide safe and convenient pedestrian connections between parking and buildings	Crosswalks, sidewalks, stairwells, and ramps have been well lit and located to provide safe pedestrian circulation between building and parking.
Rooftop mechanical equipment and loading areas must be visually and acoustically screened on all sides	All mechanical equipment has been located within an enclosed mechanical penthouse providing visual and acoustic screening as required. Loading areas have been visually integrated into the paving and landscaping areas around the building to minimize the visual impact.
Building signage must complement overall design of building architecture and surrounding buildings	Building signage will be street/pedestrian orientated and complement overall design of building architecture and surrounding buildings. Ground signage at main vehicular entrance will identify the building.

MUST CHOOSE ONE OF FOLLOWING

Provide public art or cash-in-lieu	Not choosing this option
Building projections such as bay features, cornices, canopies, patios, porches, and porticos are encouraged	A sheltered entrance breaks-up the building mass, provides covered pedestrian passage and allows for building identification. A patio / exterior podium feature is located at the north Davis Drive secondary entrance, which provides an exterior amenity area for residents.
Lighting for individual buildings should be integrated into architecture	Exterior overall building lighting (LED) and pedestrian ground lighting will enhance visual identification and safety on the grounds. Pedestrian access off Davis Drive is well lit at all times.
Provide connection to Town's trail system	Not choosing this option

BOULEVARD ENHANCEMENTS	CONFORMITY DETAIL
All trees that are 30cm or more DBH retained	Due to the site plan restraints, this condition cannot be met throughout the site, but is not applicable within the Davis Drive Boulevard as this area was designed and will be constructed as part of the VIVA Next project. A current tree inventory of the site has been provided and all protected trees have been identified in the Arborist Report. A revised version of this report will be submitted with the technical submission.
New trees planted on boulevard conform with Town's planting guidelines	All trees and boulevard configuration has been identified on the site plan and landscape plans in accordance with the VIVA Next plans. These features are to be installed as part of VIVA's works.
MUST CHOOSE ONE OF FOLLOWING	
Provide plant materials that are suitable for site conditions and that are drought resistant (where applicable)	Work on the Davis Drive Boulevard will be completed by VIVA Next. As for the rest of the Site, as noted above, selected plant species will be listed on the working drawings. Plant material selection will be appropriate for the Site's conditions. Native and drought tolerant plant material will be used throughout, therefore reducing the requirement for irrigation.
Provide benches, garbage and/or recycling receptacles, public art, planters and/or bicycle racks	Benches, garbage/recycling receptacles, planters and bicycle racks are provided as indicated on the landscape drawings. Again, note that the work in the Davis Drive Boulevard has been designed and will be implemented by VIVA Next.
Provide alternatives to grass	Not choosing this option
Provide alternative paving materials	Not choosing this option

I trust that the information provided confirms compliance with the Yonge-Davis Development Standards Checklist.

Please feel free to contact our office if you have any questions.

Sincerely,

GREEN & ROSE DEVELOPMENTS INC.



Daniel Berholz

SITE PLAN REVIEW – 212 DAVIS DRIVE

Green & Rose Developments Inc.

- Property is presently zoned Regional Urban Centre Exception 51 (UC-R-51) by By-law Number 2010-40
- Application is for a 15-storey apartment building with a total of 225 units along with a 2-storey parking structure
- Amending zoning by-law to permit use and set standards to be considered by Council on September 29, 2014
- Total of 217 parking spaces provided (194 spaces for apartment units; 23 spaces for visitors) calculated at rate of 0.86 per unit for apartments and 0.10 per unit for visitor parking – will be subject to holding provision of amending zoning by-law
- Easements required for access, stormwater management, grading, etc.
- Applicant will be required to address items identified during the review of zoning by-law amendment application prior to final site plan approval such as, but not limited to, grading, urban design, sustainability, sanitary sewage capacity, stormwater management, environmental site assessment, parking, etc. in accordance with Official Plan and Secondary Plan policies
- Construction Management Plan required prior to issuance of any building permit
- Approval and/or permit required from Lake Simcoe Region Conservation Authority
- Approval required from Region of York



September 11, 2014

Ms. Linda L. Traviss, MCIP, RPP
 Senior Planner – Development
 Planning and Building Services
 Town of Newmarket
 395 Mulock Drive
 Newmarket, Ontario L3Y 4X7

Dear Ms. Traviss:

**Re: Request for Exemption from Telecommunication Tower Protocol and
 Site Plan Approval
 Hound Trail Flume Meter Chamber Upgrades
 Town of Newmarket
 Our File No.: W03, 78534-EI09261**

The Regional Municipality of York is requesting an exemption from the Town of Newmarket telecommunication tower protocol and site plan approval for the installation of a radio antenna pole at the Hound Trail Flume Meter Chamber located east of 908 Bosworth Court.

The Hound Trail Flume Meter Chamber measures sanitary sewage flows from the nearby subdivision prior to discharging to the Aurora Sewage Pumping Station. In February 2011 the Region completed a condition assessment of the facility which recommended upgrading the mechanical, electrical and instrumentation components to meet the current Region standards.

Currently this facility is not connected to the Region's Supervisory Control and Data Acquisition (SCADA) system. Adding this facility to the Region's SCADA system will allow the collection and storage of sanitary sewage flow data for regulatory compliance reporting and future wastewater billing purposes as well as monitoring the operation of the facility to react promptly in the event of any emergencies.

As part of the facility upgrades the installation of a 5 metre high radio antenna pole is proposed to provide the communication link to the Region's SCADA system. The new galvanized steel antenna pole will be installed adjacent to the existing building using the Region's standard radio antenna commonly used at other facilities. Construction is estimated to commence in Q1 2015 and completed in Q3 2015. All work will be completed during working hours and dust & noise will be mitigated for the duration of the construction.

Sep. 11, 2014 Letter from Chan to Traviss
Re: Request for Exemption from Telecommunication Tower Protocol and Site Plan Approval
Hound Trail Flume Meter Chamber Upgrades, Town of Newmarket
Our File No.: W03, 78534-EI09261

Although Industry Canada changed their telecommunication policy in July 2014 which requires proponents to provide public consultation for any telecommunication tower, the Region has received confirmation from Industry Canada that antenna systems less than 15 metres which are not for a telecommunications carrier, broadcasting undertaking or third party tower owner are excluded from the public consultation requirement under the new policy. Since the Region is not considered a telecommunications carrier, broadcasting undertaking or third party tower owner the proposed SCADA radio antenna at the Hound Trail Flume Meter Chamber is exempt from public consultation according to Industry Canada.

The Region has investigated other options to communicate to the Region's SCADA system such as utilizing the wireless telecommunication network of Bell or Rogers. The Region's past experience has proven these networks are unreliability with constant loss of communication. The Ministry of the Environment has strict requirements for data collection therefore any data gaps due to communication loss is unacceptable.

If you have any additional questions or concerns, please do not hesitate to contact me at 905-830-4444 Ext 75037.

Sincerely,



Davy Chan
Capital Project Specialist

DC/aa

Attachments (4): Site Plan – Hound Trail Flume
Aerial Map – Hound Trail Flume
Photos
E-mail from Industry Canada

Copy to: Ghassan Ghali, Conestoga-Rovers & Associates

YORK- #5627001



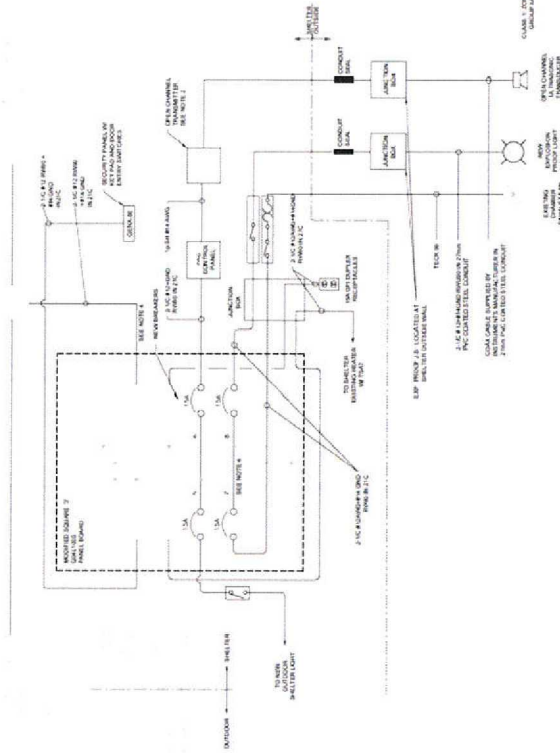
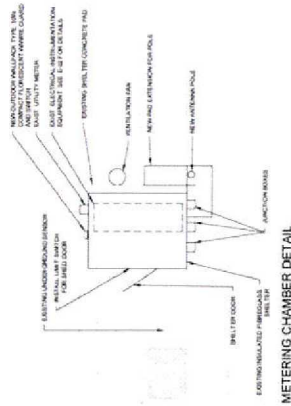
Updated by: Geomatics Branch
 Planning and Development Services Department
 © First Base Solutions Inc., 2009 Orthophotography
 © Copyright, The Regional Municipality of York, September, 2010
 Photo: May 2004, Scada Node: N/A

Hound Trail Flume
 East of 908 Bosworth Court



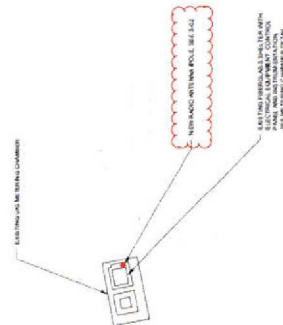
0 3.6 12 18 24 Meters







MODIFIED POWER AND CONTROL WIRING BLOCK DIAGRAM

1. SIZE MATTER: BE FORTHRIGHT
2. OPEN CHANNEL: ALLOW TRANSMITTAL TO BE WELL MONITORED BEFORE CONTRACT, PLEASE
3. CONSTRUCTION TO MEET A LISTING OF
4. PREVIOUS PROJECTS: IT'S GOOD TO HAVE

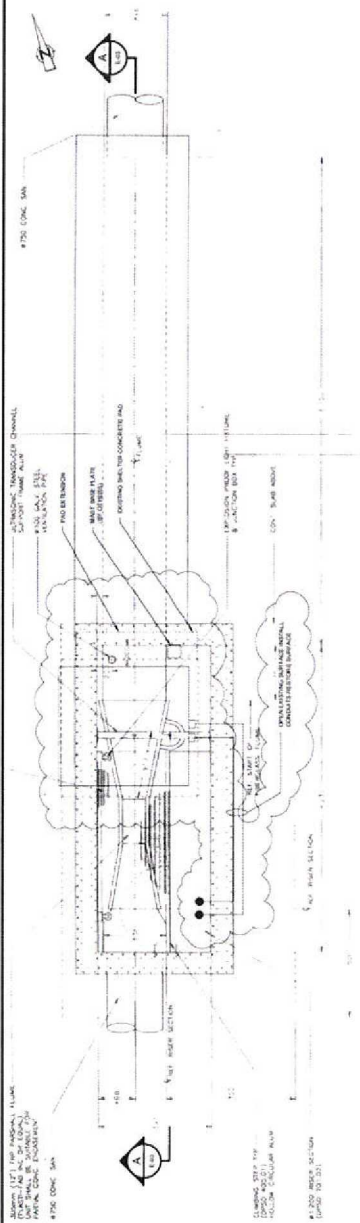


HOUND TRAIL METERING CHAMBER SITE PLAN

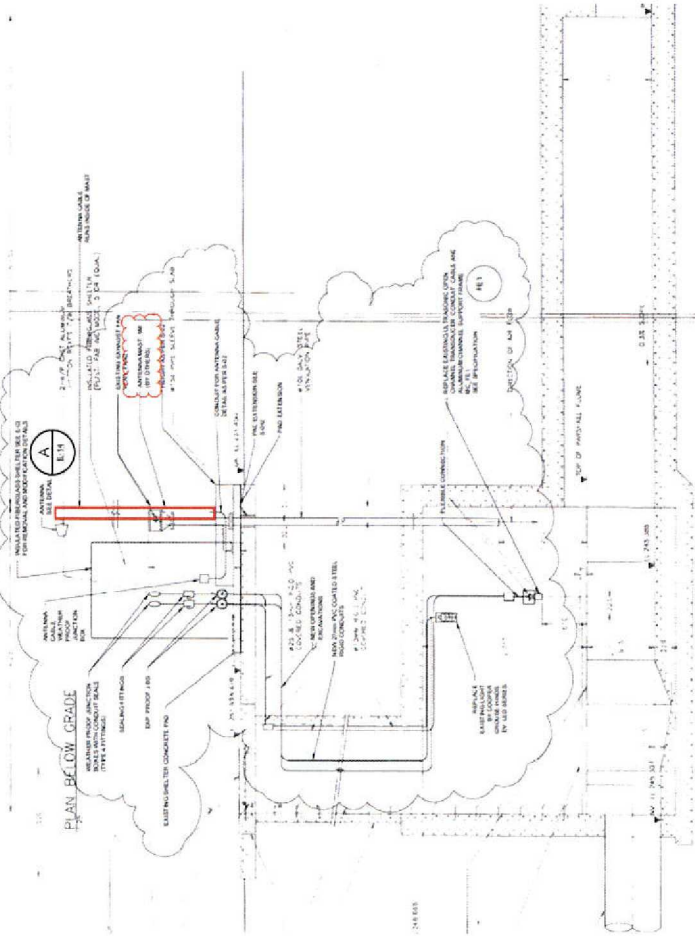
 COMESTOGA-HOVERS & ASSOCIATES <small>10001 - 100000 - 100000 - 100000</small>		APPROVED 		BY 		 York Region 		DATE JUN 2011		SCALE NTS	
								DESIGN A.N.		DWG. NO. E-01	
								CHECKED G.C.		PROJECT NO. 10001-10000	
								CHECKED G.C.		SHEET NO. 1	

METRIC

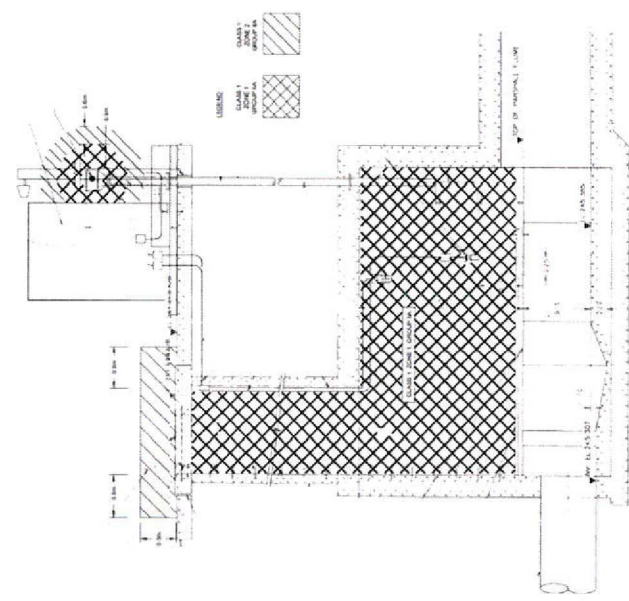
NOTES:
CONNECTION TO EMPTY DISTANCES





METERING CHAMBER PLAN



SECTION A-METERING CHAMBER SECTION



CHAMBER AREA CLASSIFICATION

<div><div>COMESTOGA-ROVERS & ASSOCIATES</div></div> <div>1000 YORK MILLS ROAD, SUITE 100 SCOTTSVILLE, MISSOURI 64151</div>										APPROVED																				<div><div>York Region</div></div>										DATE JAN 2011										SCALE 1/8" = 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**Radio Communication Path
From Hound Trail Flume Meter Chamber
to Aurora Southwest Elevated Tank**

Hound Trail Flume Meter Chamber
Looking South from Bosworth Court



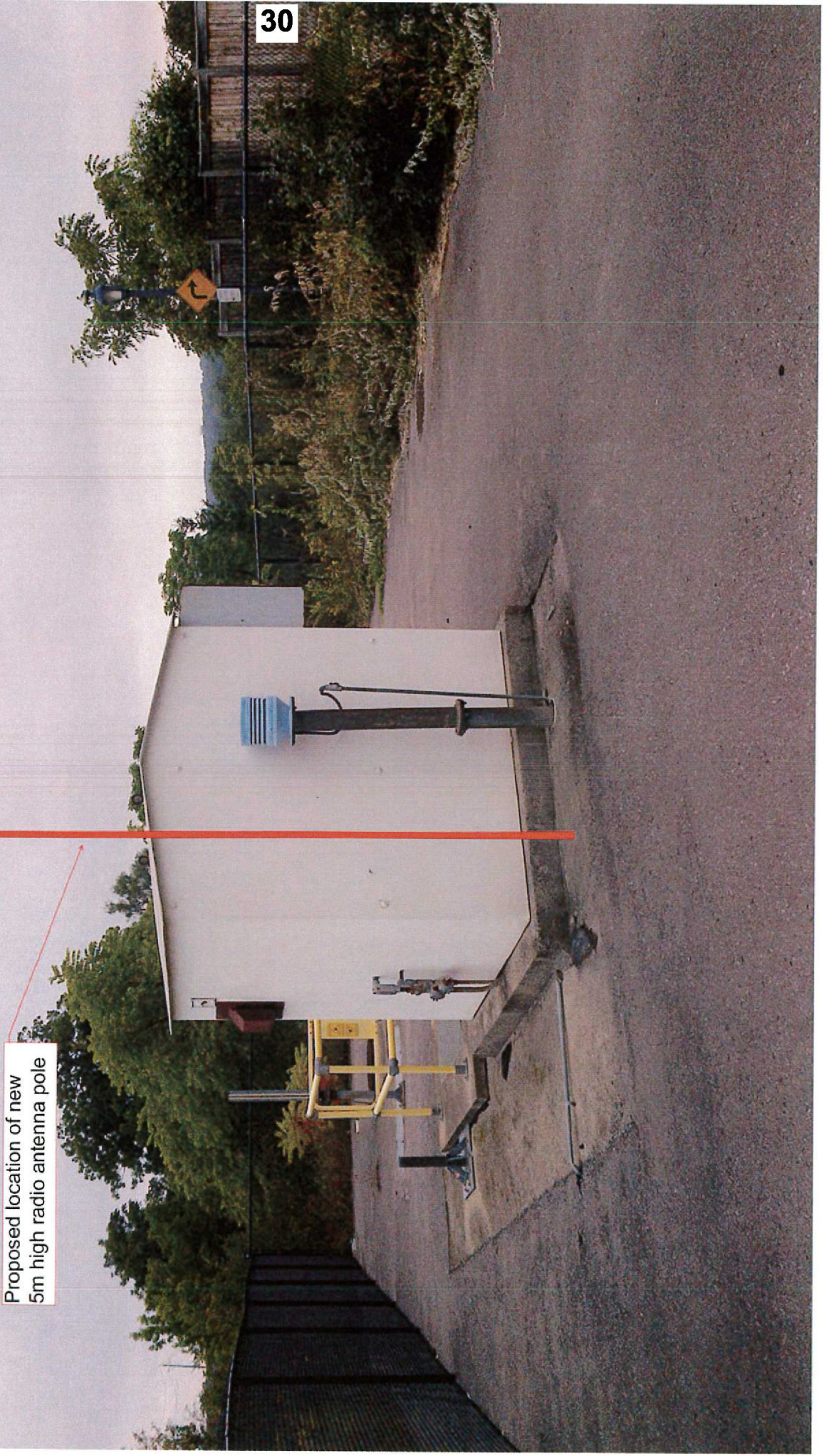
Hound Trail Flume Meter Chamber
Looking North



Hound Trail Flume Meter Chamber
Meter Equipment Shelter Looking South

Proposed location of new
5m high radio antenna pole

30

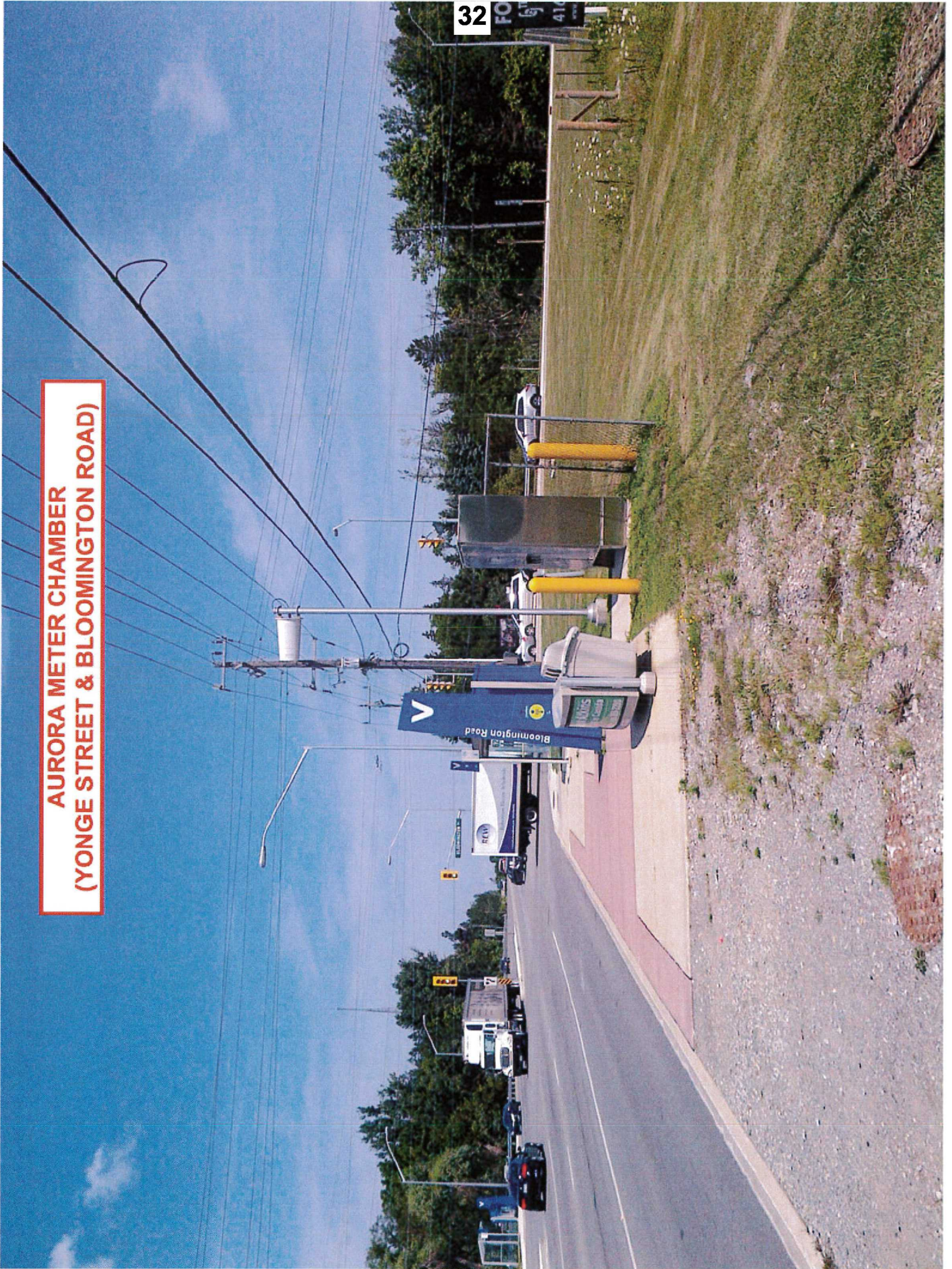


Hound Trail Flume Meter Chamber
Meter Equipment Shelter Looking North

31

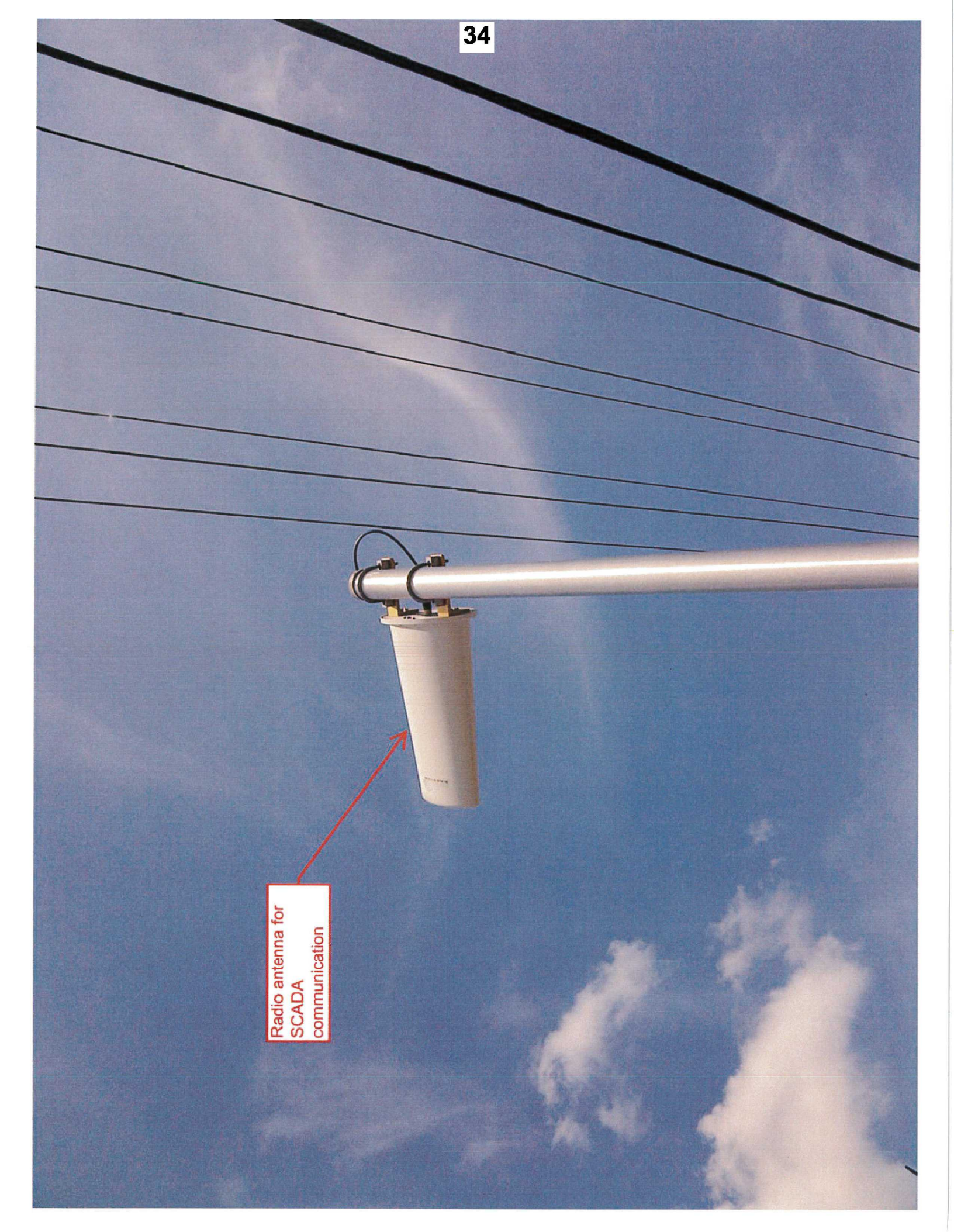


**AURORA METER CHAMBER
(YONGE STREET & BLOOMINGTON ROAD)**



Approx. 5m high steel antenna pole
and radio antenna. Similar structure
proposed at Hound Trail Flume
Meter Chamber





Radio antenna for
SCADA
communication

From: Mike.Lang@ic.gc.ca [<mailto:Mike.Lang@ic.gc.ca>]
Sent: Wednesday, September 03, 2014 8:58 AM
To: Valtas, Jason; Omid.Ghavami@ic.gc.ca
Subject: RE: 15m Antennae Question

Hi Jason,

Section 6 of CPC 2-0-03 issue 5 lists the exclusions for consultation. I have highlighted the specific exclusion you are asking about.

New Antenna Systems: where the height is less than 15 metres above ground level. This exclusion does not apply to antenna systems proposed by telecommunications carriers, broadcasting undertakings or third party tower owners;

Since you would not be a telecommunications carrier, broadcasting undertaking or third party tower owner, the exclusion would apply to you. Please remember that Height is measured from the lowest ground level at the base, including the foundation, to the tallest point of the antenna system. Depending on the particular installation, the tallest point may be an antenna, lightning rod, aviation obstruction lighting or some other appurtenance. Any attempt to artificially reduce the height (addition of soil, aggregate, etc.) will not be included in the calculation or measurement of the height of the antenna system.

Although the tower may be excluded from consultation, you should still contact the local land use authority (LUA) to confirm what their requirements are. The local LUA's antenna siting protocol, if one exists, is likely very specific on what is required. Markham, Richmond Hill, Vaughan, Aurora, Georgina and others have protocols. It is better to ensure they are onside and aware of your plans.

CPC section 6, includes the statement:

All proponents must satisfy the General Requirements outlined in [Section 7](#) regardless of whether an exclusion applies to their proposal. All proponents must also consult the land-use authority and the public unless a proposal is specifically excluded. **Individual circumstances vary with each antenna system installation and modification, and the exclusion criteria below should be applied in consideration of local circumstances. Consequently, it may be prudent for the proponent to consult even though the proposal meets an exclusion noted below.** Therefore, when applying the criteria for exclusion, proponents should consider such things as:

- the antenna system's physical dimensions, including the antenna, mast, and tower, compared to the local surroundings;
- the location of the proposed antenna system on the property and its proximity to neighbouring residents;
- the likelihood of an area being a community-sensitive location; and
- Transport Canada's marking and lighting requirements for the proposed structure.

Since the exclusion does apply, it is your choice on how to proceed. I should add that the local community may not respond well to surprises and you should consider the circumstances of each site individually.

Regards
 Mike Lang

Manager, Spectrum, Spectrum Management Operations Branch
 Industry Canada / Government of Canada
Mike.Lang@ic.gc.ca / Tel: 905-428-7028 / TTY: 1-866-694-8389

Gestionnaire du spectre, Direction générale des opérations de la gestion du spectre
 Industrie Canada / Gouvernement du Canada
Mike.Lang@ic.gc.ca / Tél: 905-428-7028 / TTY: 1-866-694-8389

REVIEW NOTES

TELECOMMUNICATIONS FACILITY
Hound Trail Flume Meter Chamber
912 Bosworth Court

The Regional Municipality of York

In accordance with Council's "Policy for Establishing Telecommunications Tower/Antenna Facilities", applicants are required to proceed through the review process which includes review by staff and Site Plan Review Committee.

- Applicant is requesting exemption from Town's telecommunication tower protocol to permit installation of a 5 metre high radio antenna pole that will provide a communication link to Region's Supervisory Control and Data Acquisition (SCADA) system
- Use is regulated by Industry Canada
- Town's protocol provides an exemption from municipal approval for towers constructed on buildings that are no more than 16.6 metres in height above grade; however, no exemption is provided for free-standing towers
- Town's protocol and Industry Canada grant exemption from public consultation
- If Committee should chose to grant an exemption, staff would recommend the applicant be directed to provide an information letter to area residents advising of proposed work