

## **Additions & Corrections to the Agenda**

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

## **Declarations of Pecuniary Interest**

## **Presentations & Recognitions**

1. The Director of Recreation and Culture to introduce Mr. Todd Brown, President/Principal Planner and Mr. Anand Desai, Senior Planner, Monteith Brown Planning Consultants who will provide a presentation regarding the Recreation Facility and Field Assets Comparison and Gap Study. (Materials to be distributed with the addendum)

## **Deputations**

## **Consent Items (Items #2-16,18,19)**

2. Correspondence from Mr. Steven Campbell, Past President, Probus Centre-Canada Inc. dated January, 2015 requesting proclamation of the month of March as "Probus Month" in the Town of Newmarket. p. 1

Recommendation:

a) THAT the correspondence dated January, 2015 from Mr. Steven Campbell, Past President, Probus Centre-Canada Inc. be received and the following recommendations be adopted:

i) THAT the Town of Newmarket proclaim March as "Probus Month";

ii) AND THAT the proclamation be advertised in the Town Page advertisement and on the Town's website [www.newmarket.ca](http://www.newmarket.ca)

3. Corporate Services - Financial Services Report 2015-01 dated January 12, 2015 p. 3 regarding Interim Tax Billing and By-law.

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

a) THAT Corporate Services - Financial Services Report 2015-01 dated January 12, 2015 regarding Interim Tax Billing and By-law be received and the following recommendation be adopted:

i) THAT Council enact a by-law (attached hereto as Appendix "A") for the levy and collection of the 2015 Interim Tax Levy.

4. Corporate Services - Financial Services Report 2015-06 dated January 23, 2015 regarding Preliminary Fourth Quarter Results. (Report to be distributed with the addendum)

5. Corporate Services - Financial Services Report 2015-05 dated January 23, 2015 regarding the Approach for the 2015 Budget. (Report to be distributed with the addendum)

6. Development and Infrastructure Services/Planning and Building Services Report 2015-02 dated February 2, 2015 regarding Glenway Process Report. p. 8

The Commissioner of Development and Infrastructure Service and Director of Planning and Building Services recommend:

a) THAT Development and Infrastructure Services/Planning and Building Services Report 2015-02 dated February 2, 2015 regarding the continued processing of the Marianneville applications for subdivision approval, Official Plan Amendment, Zoning By-law amendment and Site Plan Approval be received and the following recommendation be adopted:

i) THAT Council endorse the processes outlined in this report .

7. Development and Infrastructure Service - Engineering Services Report ES 2015-01 dated January 5, 2015 regarding Kingsmere Avenue/Ataire Road – All-way Stop Review - Update (File No.:T08 T.30 Kingsmere). p. 15

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

THAT Development and Infrastructure Services Report – ES 2015-01 dated January 5, 2015 regarding Kingsmere Avenue/Ataire Road – All-way Stop Review – Update be received and the following recommendations be adopted:

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

i) not meeting the warrants outlined in the Transportation Management Policy as approved by Town Council

ii) safety concerns as outlined in the Ontario Traffic Manual (Book 5) provided by the Ontario Ministry of Transportation

b) AND THAT staff consider exploring traffic calming methods for this area, subject to Council's approval of the resourcing plan requested as part of the 2015 budget exercise to enable the implementation of the Town-Wide Traffic Mitigation Strategy received in June 2014.

8. Development and Infrastructure Service - Engineering Services Report ES 2015-02 dated January 6, 2015 regarding Queens Crescent – Parking Review (File No.:T08 T.30 Queens Crescent). p. 19

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

THAT Development and Infrastructure Services Report – ES 2015-02 dated January 6, 2015 regarding Queens Crescent – Parking Review be received and the following recommendations be adopted:

a) THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by deleting the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Queens Crescent	West	Queen Street to a point 30 metres south of Queen Street	Anytime

b) AND THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Queens Crescent	West/ South	Queen Street to Pleasantview Avenue	Anytime

c) AND THAT the necessary By-laws be prepared and submitted to Council for their approval.

9. Development and Infrastructure Service - Engineering Services Report ES 2015-03 January 12, 2015 regarding Billings Crescent – Parking Restrictions. p. 23

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

a) THAT Development and Infrastructure Services Report – ES 2015-03 dated January 12, 2015 regarding Billings Crescent – Parking Restrictions be received and the following recommendation be adopted:

i) THAT no additional parking restrictions be implemented on Billings Crescent.

10. Development and Infrastructure Service - Engineering Services Report ES 2015-04 dated January 8, 2015 regarding Heddle Crescent – East-end Parking Review. p. 25

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

a) THAT Development and Infrastructure Services Report – ES 2015-04 dated January 8, 2015 regarding Heddle Crescent – East-end Parking Review be received and the following recommendations be adopted:



i) THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by deleting the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Heddle Crescent	East/South	McBean Avenue to the westerly limit of 546 Heddle Crescent	Anytime
Heddle Crescent	South	McBean Avenue to the easterly limit of 533 Heddle Crescent	Anytime

ii) AND THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Heddle Crescent	West/South	McBean Avenue to the southerly flankage of 517 Heddle Crescent	Anytime
Heddle Crescent	South	McBean Avenue to the westerly limit of 520 Heddle Crescent	Anytime

iii) AND THAT the necessary By-laws be prepared and submitted to Council for their approval.

11. Development and Infrastructure Service - Engineering Services Report ES 2015-05 dated January 5, 2015 regarding McCaffrey Road – Parking Restrictions (File No.: T.08 T.30 McCaffrey). p. 29

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

a) THAT Development and Infrastructure Services Report – ES 2015-05 dated January 5, 2015 regarding McCaffrey Road – Parking Restrictions be received and the following recommendations be adopted:

i) THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
McCaffrey Road	North	Eagle Street West and the Fire Hall Entrance (125 McCaffrey Road)	Anytime

ii) AND THAT the necessary By-law be prepared and submitted to Council for its approval.

12. Development and Infrastructure Service - Planning and Building Services Report 2015-03 dated February 2, 2015 regarding Tools to Support Purpose Built Rental Pilot at 212 Davis Drive – Peer Review Fees and the Development Charges Credit for the Dedication of the Public Road. p. 32

The Commissioner of Development and Infrastructure Services and Director of Planning and Building Services recommend:

a) THAT Development and Infrastructure Services/Planning and Building Services–Planning Report 2015-03 dated February 2, 2015 regarding Tools to Support Purpose Built Rental Pilot at 212 Davis Drive be received and the following recommendations be adopted:

i) THAT the Town’s Planning peer review fees be deferred for 36 months in the same manner as the Planning Application fees, and included in the deferral agreement between the Town and the applicant.

ii) AND THAT the Development Charges credit for dedication of the public road across the rear of 212 Davis Drive be equivalent to the value of the land area to be dedicated to the Town, as valued prior to the increase in density permitted by the Zoning By-law amendment i.e., at the time of the Zoning By-law amendment application.

iii) AND THAT the applicant be advised that if the land required for the future hydro infrastructure across the frontage of the property is secured through an easement, there is no compensation for the land, but if the land required, is dedicated to the Town, compensation would in the amount of 50% of the parkland rate applied to the area required for the hydro infrastructure, as valued in accordance with Recommendation ii) above.

iv) AND THAT the applicant Dan Berholz, of Green and Rose Developments Inc. be advised of this position.

13. Site Plan Review Committee Minutes of January 19, 2015.

p. 42

The Site Plan Review Committee recommends:

a) THAT the Site Plan Review Committee Minutes of January 19, 2015 be received.

14. Site Plan Review Committee Minutes of January 19, 2015 - Item 1 - Application for Amendment to Site Plan Approval, 145 Harry Walker Parkway – Ward 3 (North of Davis Drive, East of Leslie Street) - Our File No.: D11-NP1502 - The Regional Municipality of York.

The Site Plan Review Committee recommends:

a) THAT application for Amendment to Site Plan Approval to permit renovations to the existing office and warehouse building and expansion of the parking lot on the subject lands be approved in principle and referred to staff for processing, subject to the following:

i) THAT the preliminary review comments provided to the applicant be addressed to the satisfaction of Town Staff;

b) AND THAT Martin Silver, Manager, Capital Delivery, Property Services Branch of The Regional Municipality of York, 17250 Yonge Street, Newmarket, ON L3Y 6Z1 be notified of this decision;

c) AND THAT Paul Vincent of URS Architects & Engineers Canada Inc., 30 Leek Crescent, 4th Floor, Richmond Hill, ON L4B 4N4 be notified of this decision.

15. Site Plan Review Committee Minutes of January 19, 2015 - Item 2 - Application for Site Plan Approval, 470 Crossland Gate – Ward 7 (South of Davis Drive, East of Bathurst Street) - Our File No.: D11-NP1412 - Marianneville Developments Limited.

The Site Plan Review Committee recommends:

a) THAT application for Site Plan Approval to permit 74 townhouse units within 13 buildings on the subject lands be referred to a Public Information Centre (PIC).

b) AND THAT Joanne Barnett of Marianneville Developments Limited, 3 – 26 Lesmill Road, Toronto, ON M3B 2T5 be notified of this decision;

c) AND THAT Kerigan Kelly of Groundswell Urban Planners, 30 West Beaver Creek Road, Unit 109, Richmond Hill, ON L4B 3K1 be notified of this decision.

16. List of Outstanding Matters.

p. 47

Recommendation:

a) THAT the list of Outstanding Matters be received.

## **Action Items**

### **Correspondence & Petitions**

### **Reports by Regional Representatives**

### **Notices of Motion**

### **Motions**

### **New Business**

### **Closed Session**

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

17. Office of the Chief Administrative Officer (Human Resources) Report 2015-02 dated January 26, 2015 regarding Employee Negotiations (benefits policy).

### **Public Hearing Matters**

### **Addendum (Additions and Corrections)**

- 1a. PowerPoint presentation regarding the Recreation Facility and Field Assets Comparison and Gap Study. (Related to Item 1) p. 52
- 4a. Corporate Services – Financial Services Report 2015-06 dated January 23, 2015, regarding Preliminary Fourth Quarter Results. (Related to Item 4)

Item 4 being Corporate Services – Financial Services Report 2015-06 dated January 23, 2015 regarding Preliminary Fourth Quarter Results listed as to be distributed with addendum agenda will now be redirected to the February 23, 2015 Committee of the Whole agenda.

- 5a. Joint CAO/Commissioner's Community Services/Corporate Services/Development and Infrastructure Services Report - Financial Services - 2015-05 dated January 23, 2015 regarding the Approach for the 2015 Budget. (Related to Item 5) p. 64

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

a) THAT Joint CAO/Commissioner's Community Services/Corporate Services/Development and Infrastructure Services Report - Financial Services - 2015-05 dated January 23, 2015 regarding the Approach for the 2015 Budget be received and that the Committee provide general approval of the recommended approach.

18. Development and Infrastructure Service - Engineering Services Report ES 2015-14 dated February 2, 2015 regarding "York Region Municipal Streetscape Partnership Program - Gateway Feature at Bathurst Street/Davis Drive". p. 70

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

a) THAT Development and Infrastructure Services Report - ES 2015-14 dated February 2, 2015 regarding "York Region Municipal Streetscape Partnership Program - Gateway Feature at Bathurst Street/Davis Drive" be received and the following recommendations be adopted:

i) THAT the Engineering Services Department be authorized to submit an application under the Municipal Streetscape Partnership Program offered by York Region for the construction of the gateway entrance feature sign at the intersection of Bathurst Street and Davis Drive;

ii) AND THAT, should the Town be successful in obtaining funding for the gateway sign, the remaining project funds be returned back to the original funding source.

19. Development and Infrastructure Services - Engineering Services Report ES 2015-15 dated February 2, 2015 regarding "York Region Municipal Streetscape Partnership Program – Davis Drive Key Intersections Streetscape Improvements". p. 72

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

a) THAT Development and Infrastructure Services – Engineering Services Report 2015-15 dated February 2, 2015 regarding “York Region Municipal Streetscape Partnership Program – Davis Drive Key Intersections Streetscape Improvements” be received and the following recommendations be adopted:

i) THAT the Engineering Services Department be authorized to submit an application under the Municipal Streetscape Partnership Program offered by York Region for the Davis Drive key intersection streetscape improvements;

ii) AND THAT, should the Town be successful in obtaining funding for the Davis Drive key intersection streetscape improvements, the remaining project funds be returned back to the original funding source.

- 9a. Mr. Terry Webb to address the Committee regarding the Development and Infrastructure Services – Engineering Services Report ES 2015-03 (Billings Crescent) dated January 12, 2015 related to parking issues. (Related to Item 9) p. 74
- 1b. Mr. Todd Brown and Mr. Anand Desai of Monteith Brown Planning Consultants are unable to attend. To be rescheduled. (Related to Item 1 and 1a)

## **Adjournment**





## PROBUS CENTRE-CANADA, INC.

(OFFICE OF THE PRESIDENT)

2 de la Plage , Grand Barachois , New Brunswick E4P 7E3

Tel: (506) 532-5541 Email: [skcampbl@nb.sympatico.ca](mailto:skcampbl@nb.sympatico.ca)

**January, 2015 To: All PROBUS Clubs in Canada**

**From: Steven Campbell. Past President, PROBUS CENTRE-CANADA, INC.**

### **MARCH IS NATIONAL PROBUS MONTH**

. PROBUS is a local, national, and international association of retired people who come together in non-political, non-sectarian, non-profit, non-fundraising autonomous clubs which provide regular opportunities for members to meet others in similar circumstances and similar levels of interest, to make new friends, and maintain and expand their interests. Dedicated to enriching the lives of retired Canadians by providing occasions for learning and friendship, PROBUS keeps members connected to their friends, old and new, and connected to their local community and world community through its programs of speakers and special events. ***Get connected; stay connected!*** This “connectivity” is a driving force underlying a member’s participation. In 236 active clubs, more than 32,000 Canadians are now members of PROBUS which averages 12 new clubs a year, some for men only, some for women only, and some combined. The PROBUS Clubs of Canada comprise part of the estimated more than 3,500 clubs the world over with nearly 400,000 members.

***All clubs are autonomous groups*** governed by management committees elected from within each club responsible only to the constitution and the spirit of PROBUS.

In 2014, PROBUS Canada approved the designation of a National PROBUS Month, to be declared nationally to celebrate PROBUS, enrich its meaning among members, and enhance its recognition and visibility throughout each community as well as municipally, provincially, and nationally. PROBUS Canada has noted that the first club in Canada, Cambridge, Ont., was certified on March 17, 1987. Appropriately, *March has been designated National PROBUS Month.*

The idea is for each club to dedicate its regular meeting, or part thereof, of the designated month, March, to celebrating PROBUS. Special events within a club (luncheon, special speaker, awards, development of a new club, reading of Constitution and Bylaws, a discussion of the PROBUS Website, etc.), municipal declaration of PROBUS Month, news release, and Rotary recognition etc., are just a few of the possibilities as is the arrangement of a special event in lieu of a meeting.

Last March, many clubs were quite successful in celebrating PROBUS. Some municipalities (Newmarket, for example) officially declared National PROBUS Month; others accessed their TV Community channels while several held special luncheons. Hopefully, as the annual celebration grows in Canada, perhaps a world-wide “World PROBUS Month” will be a reality.

Based on the premise that members have given in the past and still do contribute to their community both as individuals and as part of other organizations, giving of their time and energy, their moral support, and their money, PROBUS is a refuge from those who would ask support for a cause, including political and religious ones, and from anyone who would promote a program or product. PROBUS, however, seeks and welcomes

presentations, not appeals, from worthy organizations and projects that would expand their interest and understanding of these projects. The key issue is *no PROBUS member should, as a PROBUS member, be put in a position of having to comply with or refuse requests for money or political or religious support for a cause no matter how worthy the cause may be; nor should a member profit or lose materially by virtue of being a member of PROBUS*. The exceptions are, of course, internal programs as part of a PROBUS activity and those few programs sanctioned by PROBUS Canada where the organization is expected to use its collectivity to make available items of national benefit to all our members. This basic principle of fellowship and remaining connected to the world through speakers and programs, together with the guideline of non-solicitation, is the underpinning of PROBUS.

*PROBUS is independent of all other organizations and exists solely for the purposes of fellowship and enrichment.*

Yours in PROBUS,

A handwritten signature in dark ink, appearing to read "STEVE" in a stylized, slightly slanted font.

S. C. Campbell, Past President

National PROBUS Month Liaison





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

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January 12, 2015

## **CORPORATE SERVICES REPORT - FINANCIAL SERVICES – 2015-01**

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

**SUBJECT:** 2015 Interim Tax Billing and Bylaw

**ORIGIN:** Director, Financial Services/Treasurer

### **RECOMMENDATION**

**THAT Corporate Services Report - Financial Services – 2015-01 dated January 12, 2015 regarding the 2015 Interim Tax Billing be received and the following recommendation be adopted:**

**THAT Council enact a by-law (attached hereto as Appendix “A”) for the levy and collection of the 2015 Interim Tax Levy.**

### **COMMENTS**

#### **Purpose**

The purpose of this report is to enable billing of the 2015 Interim Tax Levy.

#### **Budget Impact**

The Town's portion of the Interim billing will be approximately \$25,308,000.

#### **Summary**

With approval of the 2015 Interim Tax Billing by-law, the Town will have the funding required to meet municipal service obligations. The 2015 Interim due dates will be February 19<sup>th</sup>, March 19<sup>th</sup> and April 16<sup>th</sup>, 2015 for Residential and Commercial/Industrial and Multi-Residential taxpayers. The Final due dates are scheduled for July, August and September for Residential taxpayers and September and October for Commercial/Industrial and Multi-Residential taxpayers.

Please note that on January 23<sup>rd</sup>, 2015, the interim tax bills were mailed to all taxpayers.

## **Background**

### **2015 Interim Taxes**

Section 317 of the *Municipal Act 2001*, provides municipalities with the ability to levy interim taxes in an amount not to exceed 50% of the previous year's total taxes.

If any taxes were levied on a property for only part of 2014 due to an assessment increase during the year, an amount shall be added equal to the additional taxes that would have been levied on the property if the taxes had been levied for the entire year.

The interim levy will be payable in 3 installments, due February 19<sup>th</sup>, 2015, March 19<sup>th</sup> 2015, and April 16<sup>h</sup>, 2015.

When the Region sets their budget and the Province sets the education tax rates, the final tax rates for the year will be set and final tax bills will be levied. The amount of the 2015 Interim bill will be deducted from the total levied for the year, with the balance being the Final Tax Bill.

The 2015 Final Tax Billing due dates are scheduled for July, August and September for Residential taxpayers and September and October for Commercial/Industrial and Multi-Residential taxpayers.

### **Penalties and Interest**

Under the provisions of the *Municipal Act, 2001* as amended, a municipality may charge penalties/interest on overdue taxes levied. Penalty charges are for delinquent payments on the current year's property taxes, and interest is applied to prior year(s) taxes. In both cases, the rate charged is 1.25% per month (15% per year), which is the legal maximum a municipality may charge. No penalty/interest added to overdue payments shall be compounded.

The By-law was passed authorizing the imposition of late payment charges and this by-law is in effect until repealed.


## **BUDGET IMPACT**

The Town also collects taxes on behalf of the Region and School Boards. The overall interim billing will be approximately \$73,000,000. Of this amount, the Town's portion will be approximately \$25,308,000.

Projected amounts for penalty/interest will be factored into the 2015 budget.

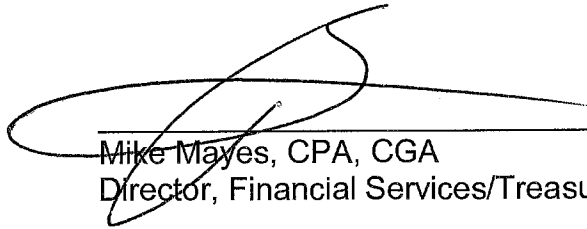
## **CONTACT**

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



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Anita Moore, AMCT  
Commissioner, Corporate Services



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Mike Mayes, CPA, CGA  
Director, Financial Services/Treasurer

MM/nh  
Attachment

- By-law (2 pgs.)



## CORPORATION OF THE TOWN OF NEWMARKET

### BY-LAW NUMBER -

WHEREAS the Council of the Corporation of the Town of Newmarket has adopted estimates for the year 2015 as authorized by Section 312 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended:

AND WHEREAS the Council of the Corporation of the Town of Newmarket wishes to impose an interim levy as authorized by the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended:

AND WHEREAS section 342 of the *Municipal Act, 2001*, authorizes a council to pass by-laws for the payment of taxes by instalments and the date or dates in the year for which the taxes are imposed on which the taxes or instalments are due;

THEREFORE BE IT ENACTED by the Municipal Council of the Corporation of the Town of Newmarket as follows:

1. THAT the Council of the Corporation of the Town of Newmarket is hereby authorized to levy in 2015 an amount equal to fifty percent (50%) of the prior year annualized taxes on property that is rateable for local municipality purposes;
2. AND THAT taxes may be levied under this by-law on a property that is rateable for local municipality purposes for the current tax year, but which was not rateable for local municipality purposes for the prior tax year, including assessment of property that is added to the assessment roll after the by-law is passed;
3. AND THAT the Treasurer of the Corporation of the Town of Newmarket shall send to each person so taxed a printed bill specifying the amounts and due dates of taxes payable by the taxpayer;
4. AND THAT the Treasurer of the Corporation of the Town of Newmarket shall send the tax bill to the taxpayer's residence or place of business unless the taxpayer directs the Treasurer, in writing, to send the bill to another address, in which case it shall be sent to that address. This direction will continue until revoked by the taxpayer in writing;
5. AND THAT the realty taxes levied by this by-law shall be due and payable in instalments on February 19, 2015, March 19, 2015 and April 16, 2015 and be paid to the Treasurer, Town of Newmarket at the Municipal Offices, 395 Mulock Drive, Newmarket or to a financial institution to the credit of the Treasurer, Town of Newmarket;

6. AND THAT Council directs that all payments, including partial payments, shall be applied to accounts on a consistent basis;
7. AND THAT this by-law shall come into effect January 1, 2015.

ENACTED THIS DAY OF

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Tony Van Bynen, Mayor

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Andrew Brouwer, Town Clerk



COMMUNITY SERVICES/PLANNING & BUILDING SERVICES  
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395 Mulock Drive  
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February 2, 2015

## DEVELOPMENT AND INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES - REPORT 2015-02

TO: Committee of the Whole

SUBJECT: Glenway Process Report

ORIGIN: Planning and Building Services

### RECOMMENDATIONS

1. **THAT Development and Infrastructure Services/Planning and Building Services Report 2015-02 dated February 2, 2015 regarding the continued processing of the Marianneville applications for subdivision approval, Official Plan Amendment, zoning By-law amendment and Site Plan Approval be received and the following recommendation be adopted:**
2. **THAT Council endorse the processes outlined in this report .**

### **PURPOSE**

The purpose of this report is four-fold:

- To outline the planning process for development applications in Ontario;
- To discuss the specific Glenway applications currently being processed by the Town, including a high level chronology and process to date and moving forward;
- To advise of upcoming public input opportunities for the various components of the Glenway development; and
- To provide an update on the "lessons learned" commitment by Council resulting from the Glenway Ontario Municipal Board decision

### **Planning Process in Ontario**

The Planning process in Ontario is regulated by the *Planning Act* and applies Province-wide. Key to this process is the right by any landowner to make a development application for his or her lands. Once a municipality receives a development application, the following general process applies depending on the type of application.

### Official Plan Amendment, Zoning By-law Amendment, and/or Plan of Subdivision

Land owners wishing to make application for Official Plan Amendment, Zoning By-law Amendment and/or Draft Plan of subdivision are required to go through a pre-consultation

process. This process allows the applicant to present and explain the proposal. Staff provide general comments at this meeting and inform the applicant of submission requirements including the types of studies required in support of the applications. Once a complete applications are submitted, they are processed concurrently by staff, who circulate the applications and supporting information to Town departments, the Mayor and ward Councillor, community organizations and required public bodies for comments, all property owners within 120 metres of the subject site are also notified of the application.

Once the comments have been received and reviewed, a preliminary report is prepared typically referring the applications to the required Statutory Public Meeting. The Public Meeting must be held to allow the public an opportunity to provide comments on the proposed plan of subdivision. Notice of the Public Meeting is posted on the property and notice letter are sent out to the community.

After the Statutory Public Meeting has occurred and any additional comments have been reviewed, staff prepare a comprehensive report with a final recommendation on the applications. When Draft Plan Approval is granted, there are usually a number of conditions to be met by the applicant prior to final approval and registration of the plan of subdivision. Among the conditions there is a requirement that the owner enter into a subdivision agreement with the Town regarding matters such as the construction of roads, servicing, compatibility and parkland dedication. The responsibility for fulfilling the conditions of draft approval rests primarily with the developer, as does the timing involved.

When a zoning by-law amendment application is filed concurrently with draft plan of subdivision, if the recommendation is for approval, the Zoning by-law is brought forward for Council approval at the same time as Subdivision approval.

Approval of an Official Plan Amendment is the responsibility of the Region of York unless that authority is delegated by the Region to the Town. Once the Town adopts an Official Plan Amendment, it is forwarded to the Region for final approval.

In all circumstances, these applications may be subject to appeals. If council fail to make a decision within the prescribed timeframes under the Planning Act or deny the applications, the applicant can appeal to the Ontario Municipal Board. If Council approves an application, individuals or agencies can appeal to the Ontario Municipal Board.

### Site Plan

Where an area is designated by by-law, as being under site plan control, no person may undertake any development without municipal approval of the proposed plans and drawings. Site Plan approval establishes how the development proposal will fit and function on the site, including its relationship to the public realm and to adjacent land uses. For example, a zoning by-law may establish the parameters for use, density, height and set backs. In contrast, site plan approval will address where the driveway accesses the municipal road, the layout for vehicular loading and

parking facilities, landscaping to be planted and where garbage enclosures and exterior floodlighting will be maintained.

In Newmarket, the entire town is defined as a Site Plan Control Area by By-law 2010-41. Generally all new commercial, industrial, multiple residential and institutional development (and additions to existing development), on lands zoned for such purposes are subject to Site Plan Control.

Site Plan applications are divided into three categories: Exempt, Full Site Plan Review and Delegated Site Plan Review. Under which category applications fall is determined by the use, size and location of the project. Detailed information relating to the Site Plan Review process can be found on the Town's Website.

Site Plan Review Committee requires a Public Information Centre (PIC) to be held for any development being undertaken by public authorities and/or agencies, unless directed otherwise by Council. Site Plan Review Committee may request a Public Information Centre be held for any other Full Site Plan Review application.

## **Glenway Applications**

### Chronology

The Town of Newmarket received a Planning Application form signed and dated April 20, 2012 for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to permit infill residential and commercial development.

A Statutory Public Meeting was held on January 7, 2013 at the Newmarket Theatre.

On April 15, 2013 an appeal of the Official Plan Amendment, Zoning By-law Amendment and the Draft Plan of Subdivision to the Ontario Municipal Board was received. The basis of the appeal, as set out in the submission, is the failure of the Town of Newmarket to make a decision on the applications in accordance with Sections 22(7), 34(11) and 51(34) of the *Planning Act*.

At the Ontario Municipal Board Prehearing Conference held August 7, 2013 the Board scheduled a second Prehearing for December 10, 2013 and an eight-week Hearing commencing March 3, 2014.

The first phase of the OMB hearing took place from March 17, 2014 to March 27, 2014. Following that hearing, the OMB gave an oral decision on whether the principle of development had been established on the subject lands. The OMB held that the fundamental test of the principle of development has been met and that there was no legislative prohibition or restriction on developing a residential subdivision on the former golf course lands. Following that decision, Council subsequently directed staff to negotiate a resolution of the technical details for the Development. On April 14, 2014, Committee of the Whole adopted recommendations relating to a



settlement of the Phase 2 hearing. A settlement hearing was held on April 23, 2014, following which the OMB reserved its' written decision and Order.

In November 2014 the Ontario Municipal Board ruled to allow a change in the Town of Newmarket's Official Plan and zoning bylaw, effectively enabling Marianneville Developments to proceed with its plan to build a 742 unit subdivision on the former Glenway Golf and Country Club property. This includes 158 single family units, 51 single family condo units, 223 townhomes, 298 apartment units, and 12 mixed use units. A copy of the written order (including the approved documents) was released on November 19, 2014 and is available on the Town Website.

### Process moving forward

With the approval of the Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications through the Ontario Municipal Board, the plan will continued to be reviewed through two processes: Detailed Engineering Design submissions for the subdivision portion of the development and Site Plan Approval for the townhouse blocks, mixed use block, the commercial block, the high density block and the single family condominium blocks.

Appendix A details those areas where development is proceeding through the subdivision approval process only, and those areas where site plan review is required.

With regard to the subdivision lands, the developer is currently in the process of preparing detailed engineering design drawings necessary to implement the plan. These drawings typically go through numerous revisions to address matters such as boundary conditions, grading requirements, drainage, servicing requirements, etc. There may be activity on-site such as surveyors, and they are gathering detailed topographic information in support of the grading and servicing work that will need to occur.

With regard to the site plan lands, to date, the developer has applied for site plan approval for Block 159 being the area of the former Glenway Golf Course Club House for a townhouse development. This item was on the January 19, 2015 Site Plan Review Committee agenda where it was referred to a Public Information Centre to be held on February 24, 2015. It is important to note that Site Plan Applications are not subject to 3<sup>rd</sup> party appeals to the OMB. However, if the applicant is not satisfied with the decision of Council, they have the ability to appeal that decision to the Board.

### Public Commenting Opportunities

On these specific, current applications, the following opportunities for public input will occur: With regards to the Draft Plan of Subdivision lands, the Town intends to hold a Public Information Centre (PIC) once the engineering design is further along and these details are better known. We anticipate this will be sometime over the winter months. At this PIC, detailed subdivision design drawings will be available for viewing along with the current tree preservation details and the compatibility plan.

The compatibility plan, which addresses the interface between existing and new homes, must take into consideration the grading, drainage, servicing, and zoning requirements of the plan. Therefore, while some may wish to see a continuous row of trees, fencing, and/or landscaping between new and existing homes, this is generally not feasible. Residents will be given the opportunity to review the draft compatibility plan and provide comments and suggestions, which staff will then review and evaluate against the engineering and zoning requirements.

With regards to the site plan approval process, as noted above, Site Plan Review Committee have the ability to require a PIC for site plan review items. If referred to a PIC, the public will have an opportunity to review and comment on the site plan proposals. As noted above, the Site Plan application for the former club house lands were referred to a PIC at the January 19, 2015 Site Plan Review Committee to be held on February 24, 2015.

### **Glenway West Lands**

The developer has made a request to have a pre-consultation meeting with staff to discuss what studies, etc., will be required to be submitted with a development application for the west lands. This pre-consultation meeting is a requirement of the Town and involves staff from various departments, as well as other agencies such as the Fire Department and the Conservation Authority. The pre-consultation meeting is an internal meeting for staff and other agencies to identify what studies will be required to be submitted, and to outline any other requirements that the developer should be aware of (for example the Town's Official Plan compatibility clause, Oak Ridges Moraine requirements, etc.).

Following the pre-consultation meeting the developer will then file a development application. The community will be notified once a formal application has been submitted, and this will then afford residents the opportunity to review the plans and associated studies and provide comments to the Town.

The application will follow the *Planning Act* process including a statutory public meeting where residents will continue to be able to provide comments on the proposed plan.

### **Lessons Learned**

Newmarket Council have committed to providing a "Lessons Learned" report related to the process and ultimate Ontario Municipal Board decision for the Glenway Development. It is anticipated that this report will be presented to Council in the spring of 2015.

### **BUSINESS PLAN AND STRATEGIC PLAN LINKAGES**

This report, providing an update to council on ongoing Glenway matters aligns with the Newmarket Strategic Plan and vision of being well equipped and managed.

**CONTACT**

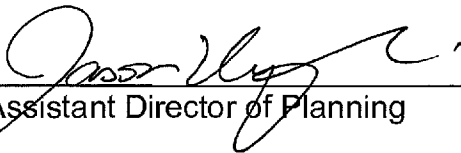
For more information on this report, contact: Dave Ruggle, Senior Planner – Community Planning, at 905-953-5321, ext 2454; [druggle@newmarket.ca](mailto:druggle@newmarket.ca)



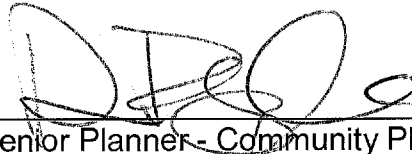
Commissioner, Development  
and Infrastructure Services



Director of Planning & Building Services

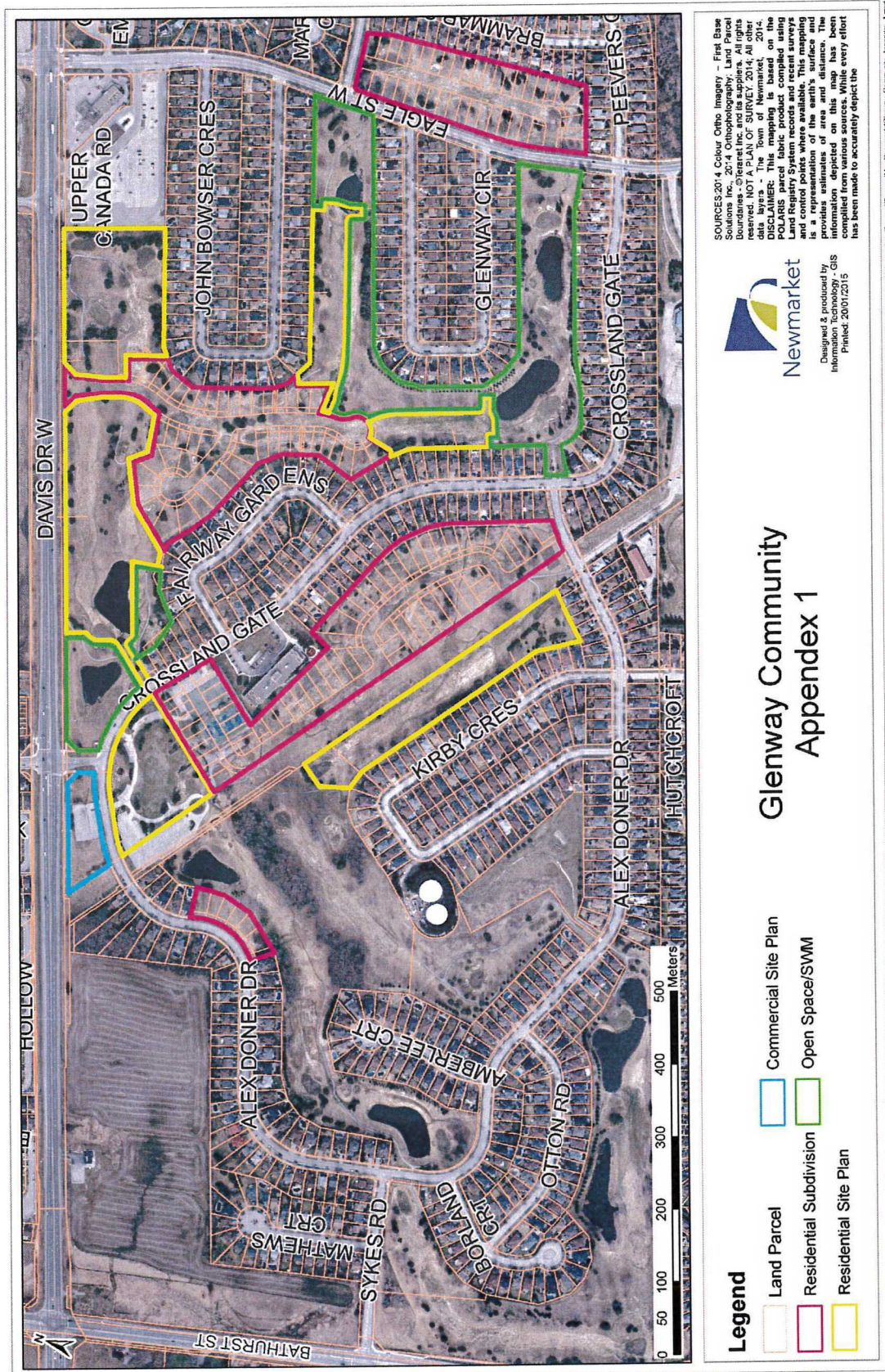


Assistant Director of Planning



Senior Planner - Community Planning







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January 5, 2015

## DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT ENGINEERING SERVICES 2015-01

TO: Committee of the Whole

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

ORIGIN: Director, Engineering Services

### RECOMMENDATIONS

THAT Development and Infrastructure Services Report – ES2015-01 dated January 5, 2015 regarding Kingsmere Avenue/Ataire Road – All-way Stop Review – Update be received and the following recommendations 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) provided by the Ontario Ministry of Transportation
2. AND THAT staff consider exploring traffic calming methods for this area, subject to Council's approval of the resourcing plan requested as part of the 2015 budget exercise to enable the implementation of the Town-Wide Traffic Mitigation Strategy received in June 2014.

### 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 in the vicinity of Notre Dame School in 2012.

At its regular meeting of September 8, 2014, Town Council deferred the Development and Infrastructure Services Report ES2014-51 in order that another traffic study be undertaken to better align with the traffic related to the area schools.

## **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 revised study examined the PM period from 2:00pm 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 portion 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 portion is divided into two parts, both relating to traffic and pedestrian volumes. The first part 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 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 are required to be met at 100% or greater to justify an all-way stop control. The results of the all-way stop warrant analysis indicate that the all-approach warrant scored 41% for the first study and 49% for the second study, and the minor street warrant is at 20% for the first study and 27% for the second study. Therefore, neither intersection meets the validation required for an all-way stop control. The increase in warrants was primarily due to an increase in traffic volume during the morning time period, and a slight increase in pedestrian traffic during the afternoon time period.

### **2. SAFETY**

There are safety issues for consideration. 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 should not 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](mailto:mkryzanowski@newmarket.ca).

Prepared by:

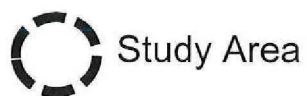
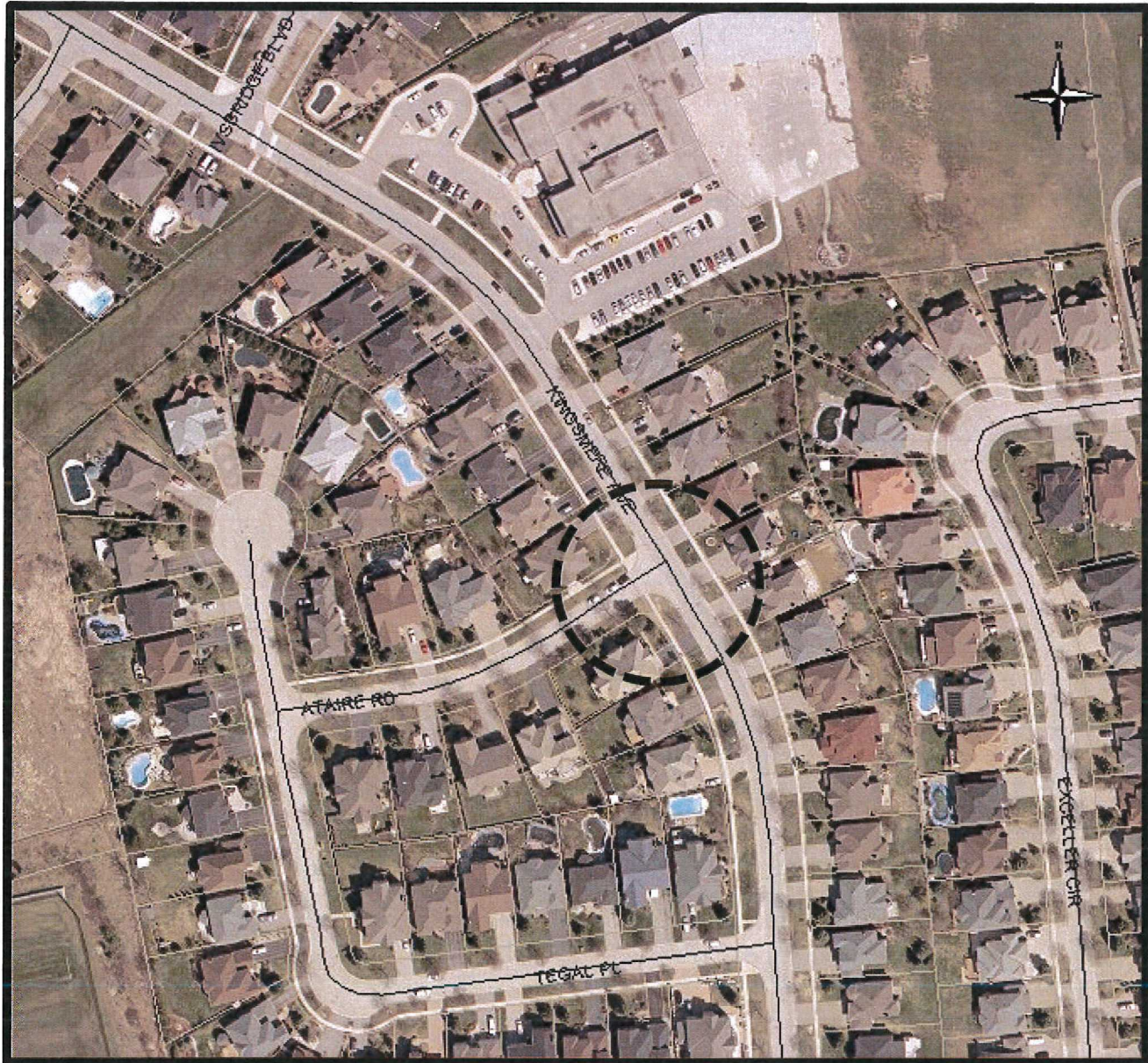
  
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January 6, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT  
 ENGINEERING SERVICES 2015-02**

**TO:** Committee of the Whole

**SUBJECT:** Queens Crescent – Parking Review  
 File No.:T08 T.30 Queens Crescent

**ORIGIN:** Director, Engineering Services

**RECOMMENDATIONS**

THAT Development and Infrastructure Services Report – ES2015-02 dated January 6, 2015 regarding Queens Crescent – Parking Review be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by deleting the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Queens Crescent	West	Queen Street to a point 30 metres south of Queen Street	Anytime

2. AND THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Queens Crescent	West/ South	Queen Street to Pleasantview Avenue	Anytime

3. AND THAT the necessary By-laws be prepared and submitted to Council for their approval.

**COMMENTS**

At the regular meeting on Monday September 8, 2014, Town Council received a petition from the vast majority of households on Queens Crescent to prohibit parking on both sides of the street. Engineering Services received this request and implemented the Corporate Parking Policy. The primary purpose of the Corporate Parking Policy is to consult with the community to ensure that all opinions are heard.

It should be noted that at the regular meeting on June 18, 2012 (deferred from May 28, 2012), Town Council adopted recommendations of Community Services Report – ES 2012-36 which prohibited parking on the west side of Queens Crescent, from Queen Street, to a certain distance. An issue arose with a resident concerned about on-street parking for their health support workers. At this time, the Ward Councillor, Engineering staff and the resident came to a consensus on the No Parking zone limits that allowed a balance in the community.

However, the 2014 petition from the Queens Crescent community was clear that the No Parking on both sides of Queens Crescent was the solution to prevent long-term parking related to the hospital. Likewise; during the 2012 review, the issue with the health support workers parking on the road became an area of concern for a resident.

Engineering staff consulted with other York Region municipalities, and no other municipality had specific or special exemptions for health care workers. The Town's Parking By-law (1993-62) has exemptions only for Town, police, EMS or utility vehicles in the performance of their duties, as do all other York Region municipalities.

Engineering staff consulted some health care services, and the general consensus was that the health care providers were instructed to safely park their vehicles which generally included patron's driveways. Further, if specific exemptions are required, then Parking Enforcement can be contacted to determine an appropriate course of action.

Further to the above, there exists some concern that disallowing parking on any street near the hospital will simply cause the issue to be pushed onto other neighbouring streets. To address this concern, Engineering Services has been directed by Council to conduct a broader review of parking in the hospital area in general. Funds are being requested in the 2015 budget to conduct that review and a separate report on this issue will be presented to Council at a later time.

### **PUBLIC CONSULTATION**

The Town received a petition from the community and undertook a community mail-out as per the Corporate Parking Policy. Aside from the petitioner's request, one household was opposed to the proposal and one household offered some alternatives. As noted above, Engineering staff consulted with some health care providers and other York Region municipalities.

A copy of this report will be forwarded to affected residents prior to the Committee of the Whole Meeting so that residents may attend the Committee of the Whole meeting or present a deputation if they so wish.

### **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

There is a small impact to the Capital budget (less than \$1,000.00) for the parking restriction signage.

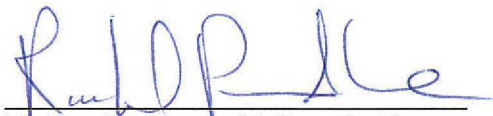
## **CONTACT**


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———— Existing No Parking Restrictions

----- Proposed No Parking Restriction

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January 12, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT  
ENGINEERING SERVICES 2015-03**

TO: Committee of the Whole

SUBJECT: Billings Crescent – Parking Restrictions  
File No.: T.08 T.30 Billings Crescent

ORIGIN: Director, Engineering Services

**RECOMMENDATIONS**

**THAT Development and Infrastructure Services Report – ES 2015-03 dated January 12, 2015 regarding “Billings Crescent – Parking Restrictions” be received and the following recommendation be adopted:**

**THAT no additional parking restrictions be implemented on Billings Crescent.**

**COMMENTS**

Through the Ward Councillor, Engineering Services received concerns from a resident on Billings Crescent regarding parking, and in particular parking on both sides of the road near the west end curve (walkway to high school fields). Engineering Services undertook the process outlined in the Corporate Parking Policy which begins with contacting the community for their feedback. It was concluded that the majority of residents on Billings Crescent are against any changes to the current existing parking regulations which allow parking on both sides of the street. Several residents indicated that parking was not an issue and that in fact, the parking of cars on both sides of the street provided a traffic calming effect in slowing vehicles down.

Therefore, it is recommended that there be no changes to the existing parking restrictions on Billings Crescent at this time.

**PUBLIC CONSULTATION**

A letter was sent to the Billings Crescent community on September 30, 2014 to solicit their comments on the proposed changes to parking restrictions. A total of 97 households would be impacted by the proposed change and were contacted. Out of the households contacted, fifteen (15) were against any changes, five (5) were in favour of the proposal, and one (1) recommended that parking be on the other side of the street.

A copy of this report will be forwarded to affected residents prior to the Committee of the Whole Meeting so that residents may attend the Committee of the Whole meeting or present a deputation if they so wish.

### **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](mailto:mkryzanowski@newmarket.ca).

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January 8, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT  
 ENGINEERING SERVICES 2015-04**

**TO:** Committee of the Whole

**SUBJECT:** Heddle Crescent – East-end Parking Review  
 File No.: T08 T.30 Heddle Crescent

**ORIGIN:** Director, Engineering Services

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**RECOMMENDATIONS**

THAT Development and Infrastructure Services Report – ES2015-04 dated January 8, 2015 regarding Heddle Crescent – East-end Parking Review, be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by deleting the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Heddle Crescent	East/ South	McBean Avenue to the westerly limit of 546 Heddle Crescent	Anytime
Heddle Crescent	South	McBean Avenue to the easterly limit of 533 Heddle Crescent	Anytime

2. AND THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Heddle Crescent	West/ South	McBean Avenue to the southerly flankage of 517 Heddle Crescent	Anytime
Heddle Crescent	South	McBean Avenue to the westerly limit of 520 Heddle Crescent	Anytime

3. AND THAT the necessary By-laws be prepared and submitted to Council for their approval.

## **COMMENTS**

The Ward Councillor brought this matter to the attention of the Engineering Services Department. The east end of Heddle Crescent was lacking parking signage for several years. As a result, drivers became accustomed to parking their vehicles in the un-signed no-parking areas without any consequences. Once the Town was made aware of the missing signs, the proper by-law signage was installed in the fall of 2014.

After the signs went up and parking was no longer an option along this section of road, some residents indicated that the pre-sign conditions were the community's preferred option because they gave residents the benefit of being able to park on the east side of Heddle Crescent (parallel to Bayview Avenue). To respond to the residents' concerns, Engineering Services put into action the procedures of the Corporate Parking Policy to obtain community feedback. The primary action was a mail-out to the households impacted to determine their opinion (see the options presented in the map on page 4 of this report). It was concluded that the majority of the community was in support of moving the No Parking zone to the west side.

Therefore, it is recommended that the No Parking zone be shifted from the east side of Heddle Crescent (in the area parallel to Bayview Avenue) to the west side (see map on page 4 of this report).

## **PUBLIC CONSULTATION**

On October 3, 2014, Engineering Services contacted the Heddle Crescent community. Twenty (20) households which directly fronted or flanked the proposed area of study were subject to the mail-out. The Town received five (5) responses (20%) in favour of the proposed shift of the No Parking Zone.

A copy of this report will be forwarded to affected residents prior to the Committee of the Whole Meeting so that residents may attend the Committee of the Whole meeting or present a deputation if they so wish.

## **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

There is a small impact to the Capital budget (less than \$1,000.00) for the parking restriction signage.


## **CONTACT**

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

Prepared by:

  
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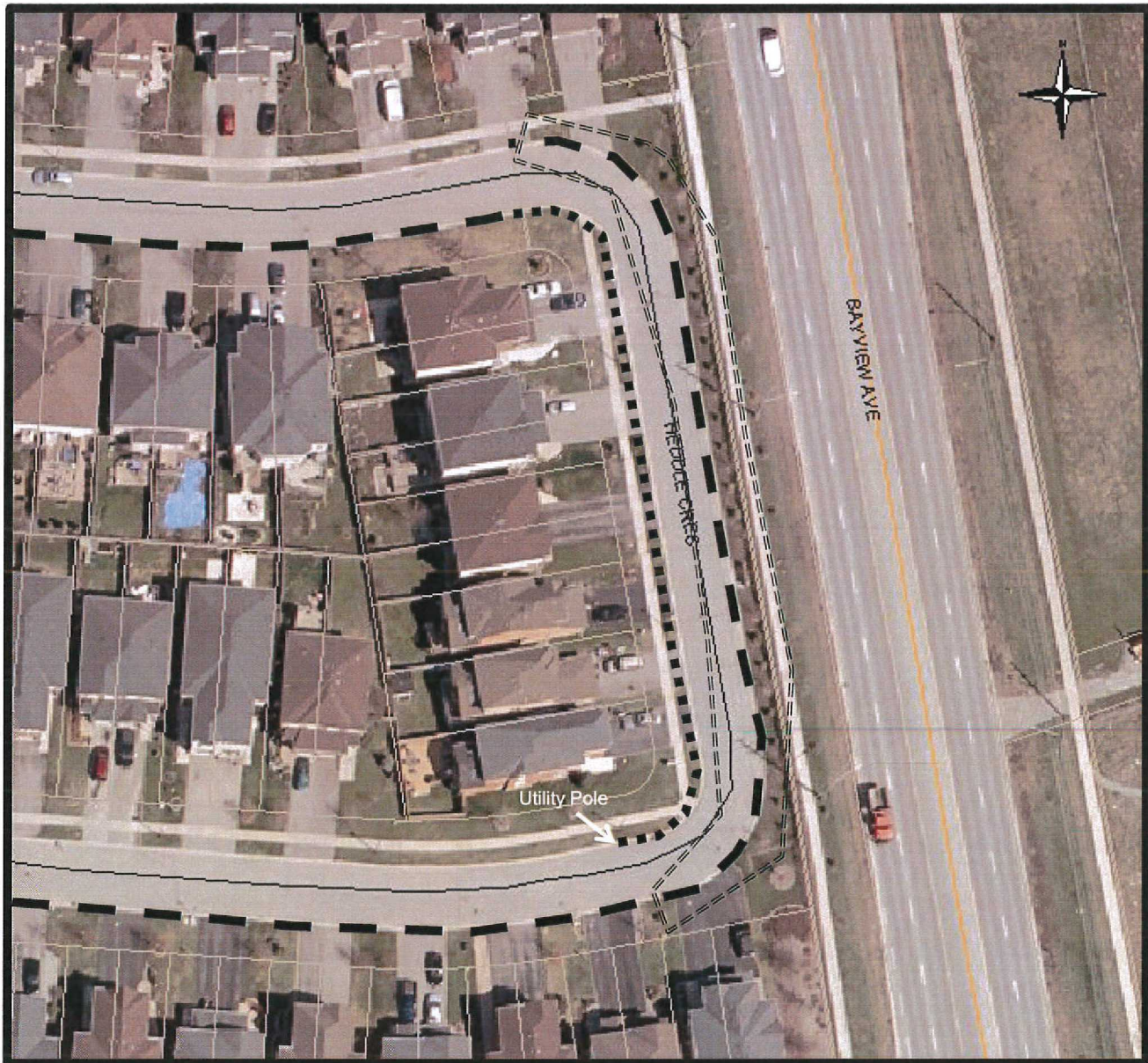
  
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Director, Engineering Services

  
P. Noehammer, P. Eng., Commissioner,  
Development & Infrastructure Services

/attachment

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- — — — — Maintain Existing No Parking Zone
- ..... Proposed New No Parking Zone
- == -- == -- == Proposed Removal of Current No Parking Zone  
(highlighted and runs parallel to Bayview Avenue)



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January 5, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT  
ENGINEERING SERVICES 2015-05**

TO: Committee of the Whole

SUBJECT: McCaffrey Road – Parking Restrictions  
File No.: T.08 T.30 McCaffrey

ORIGIN: Director, Engineering Services

**RECOMMENDATIONS**

**THAT Development and Infrastructure Services Report – ES 2015-05 dated January 5, 2015 regarding “McCaffrey Road – Parking Restrictions” be received and the following recommendations be adopted:**

- 1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by adding the following:**

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
McCaffrey Road	north	Eagle Street West and the Fire Hall Entrance (125 McCaffrey Road)	Anytime

- 2. AND THAT the necessary By-law be prepared and submitted to Council for its approval.**

**COMMENTS**

Local area residents initiated this review when vehicles were continually parked on McCaffrey Road near Eagle Street West to access the playing fields at the Ray Twinney Complex. The vehicles were parked in close proximity to the McCaffrey/Eagle intersection which created a safety concern as this busy intersection should have unobstructed traffic flow. There is sufficient parking at the Ray Twinney Complex to accommodate the parking demands of the playing fields. The only fronting properties impacted are the Central York Fire Hall and the Provincial Court House.

Therefore, it is recommended that No Parking restrictions be implemented on the north side of McCaffrey Road from Eagle Street West to the Fire Hall entrance (see map on page 3 of this report).

## **PUBLIC CONSULTATION**

Engineering Staff consulted with the Ward Councillor, local area residents and representatives from Central York Fire Services.

## **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

The additional signage and implementation will be in the order of \$500.00 to \$1,000.00 depending on number of poles and underground utilities.


## **CONTACT**

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

Prepared by:

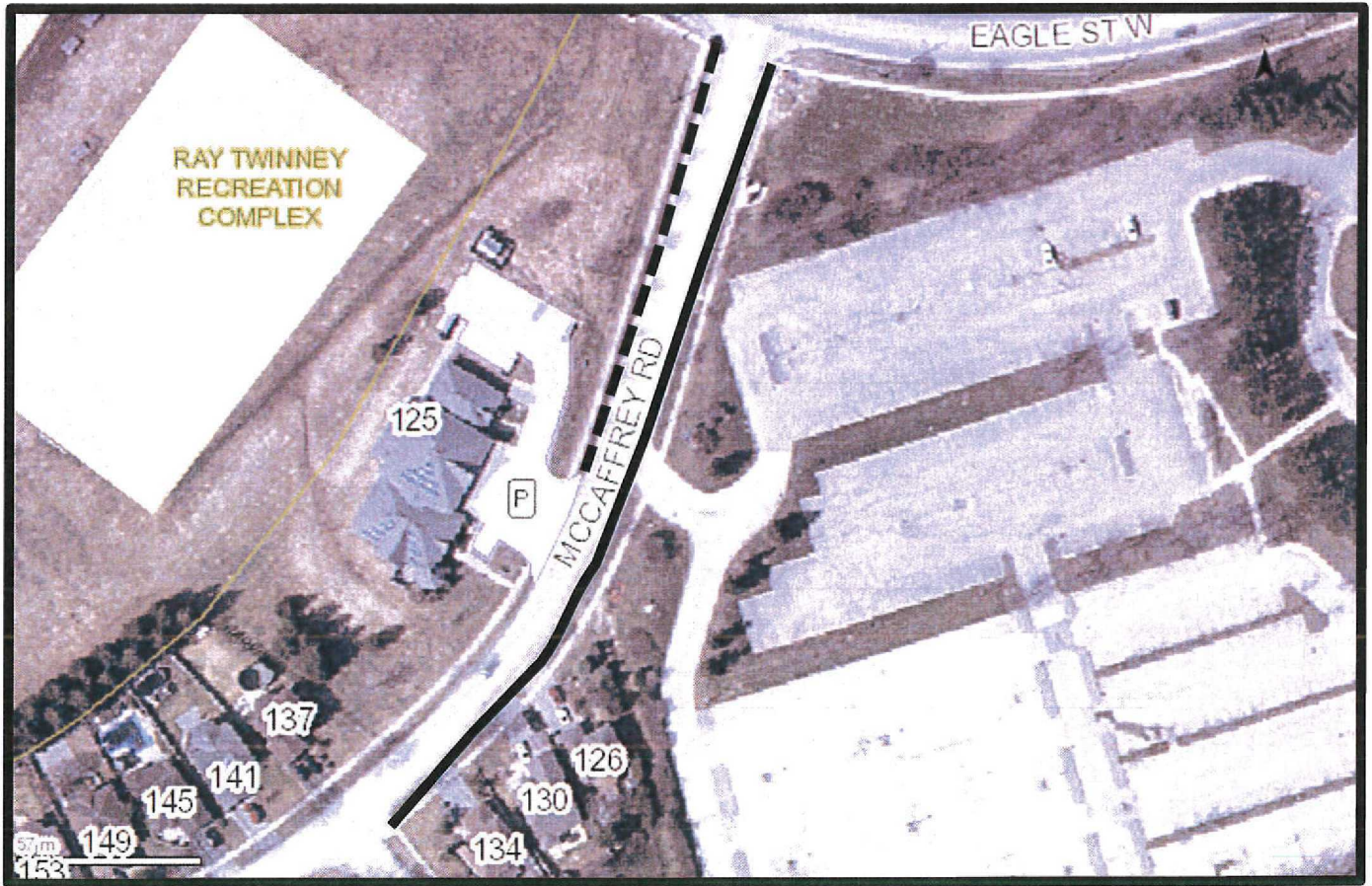
  
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Proposed No Parking Zone



Existing No Parking Zone



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February 2, 2015

**Development and Infrastructure Services/Planning and Building Services–Planning Report 2015-03  
Clarification of Tools to Support Purpose Built Rental Pilot Project at 212 Davis Drive**

TO: Committee of the Whole

SUBJECT: Tools to Support Purpose Built Rental Pilot at 212 Davis Drive – Peer Review Fees and the Development Charges Credit for the Dedication of the Public Road

ORIGIN: Planning and Building Services

**RECOMMENDATIONS**

THAT Development and Infrastructure Services/Planning and Building Services–Planning Report 2015-03 dated February 2, 2015 regarding Tools to Support Purpose Built Rental Pilot at 212 Davis Drive be received and the following recommendations be adopted:

- a) THAT the Town's Planning peer review fees be deferred for 36 months in the same manner as the Planning Application fees, and included in the deferral agreement between the Town and the applicant.
- b) AND THAT the Development Charges credit for dedication of the public road across the rear of 212 Davis Drive be equivalent to the value of the land area to be dedicated to the Town, as valued prior to the increase in density permitted by the Zoning By-law amendment i.e., at the time of the Zoning By-law amendment application.
- c) AND THAT the applicant be advised that if the land required for the future hydro infrastructure across the frontage of the property is secured through an easement, there is no compensation for the land, but if the land required, is dedicated to the Town, compensation would in the amount of 50 % of the parkland rate applied to the area required for the hydro infrastructure, as valued in accordance with Recommendation b) above.
- d) AND THAT the applicant Dan Berholz, of Green and Rose Developments Inc. be advised of this position.

**COMMENTS**

**Purpose of Report**

The purpose of this Report is to address whether:

- the Planning peer review fees (the fees paid to the Town's consultants with respect to noise, natural heritage impacts and the arborist review) would be deferred along with the Planning Application Fees with respect to 212 Davis Drive;

- to recommend that a Development Charges credit be approved for the dedication of the public road across the rear of the subject property; and
- to clarify that no compensation would be provided for the hydro easement across the frontage of the property and that some level of compensation may be considered for a dedication of the land required for future hydro infrastructure.

This report is in response to a request for clarification raised by the applicant and the results of this report would be incorporated into the appropriate Agreement with the applicant.

## BACKGROUND

As indicated in the attached Council resolution and Staff Report dated October 28, 2013, Council has agreed to a number of terms with respect to 212 Davis Drive with the intent of providing incentives for **purpose built affordable rental housing** in Newmarket in response to the current shortfall of available rental accommodation Town and Region wide. These incentives are in the form of a **pilot project** initiated jointly with the Region of York, and the Town's incentives include:

- deferral of the Town's Development Charges and Planning Application and Building Permit fees for a period of 36 months from the issuance of the Building Permit;
- deferral of the cash in lieu of parkland (at 5 % of the property value) for the same 36 months;
- a commitment on the part of the applicant that the apartment will remain rental for a minimum of 20 years;
- a Development Charges credit for the dedication of the future road right of way across the rear of the property to the Town for the Minor Collector identified in the Newmarket Urban Centre Secondary Plan. The attached Staff Report provides the full details of the agreement.

However, the following aspects have arisen through ongoing discussions with the applicant and were not originally included in the initial report considered by Council:

- Planning peer review fees;
- the amount to be applied to the Development Charges Credit for the public road dedication; or
- whether there should be compensation for the hydro easement/dedication required to provide for the future undergrounding of hydro and related infrastructure across the frontage of the property.

The following addresses these three aspects

## COMMENTS

### 1. Peer Review Fees

The applicant has requested that Planning peer review fees be similarly deferred along with the Planning Application fees for the 36 month deferral period.

The previous reports and/or Council direction did not address Planning peer review fees.

Planning peer review fees charged back to the Town to date are in the order of \$3,165.65 for the noise and natural heritage reviews conducted by the Town's consultants. The arborist's fee remains outstanding and is anticipated to be in the order of an additional \$1500, for a total of approximately \$4,665.65.



The Town has also agreed to waive the interest for the 36 months on the Planning Application Fees. This consideration would be equally applicable to the deferral of the Planning peer review fees.

Relative to the amount of the total deferral of the Town's Development Charges, the Planning Application Fees and the Building Permit Fees, the Planning peer review fees are relatively insignificant.

Therefore staff recommends that these fees be considered as part of the Planning Application fees and be subject to the 36 month deferral period.

## 2. Development Charges Credit for the Public Road

Although the agreement provided for a Development Charge credit for the dedication of the public road, no specific amount or percentage was specified in the staff report. The applicant has proposed a credit of \$247,000.

The credit should be based on the land value prior to the approval of the current zoning by-law approval and the applicant's proposed credit is appropriate in this regard and will be subtracted from the DC levy at the time of payment.

## 3. Hydro Easement/Dedication across the Frontage of the Property

The Newmarket Urban Centre Secondary Plan as adopted by Council June 2014 does not provide for any level of compensation for the underground hydro easement along Yonge Street or Davis Drive<sup>1</sup>. It does provide policy direction that indicates that the Town may provide an incentive to applicants where land is dedicated to the Town. The incentive that may be provided is not explicit, but the example of a "reduced parkland dedication," which to be contained in the Parkland Dedication By-law, is provided. The level of the reduced parkland dedication has not been determined to date and is intended to be addressed through the Parkland Dedication By-law, scheduled for consideration by Council this quarter.

Therefore, it is recommended that the applicant be advised that there is no compensation for the land required for the future hydro infrastructure across the frontage of the property if the land is secured through an easement, but if the land required, is dedicated to the Town, compensation would in the amount of 50 % of the parkland rate applied to the area required for the hydro infrastructure, as valued in accordance with Recommendation b) above. A simplified calculation based on a 3 m depth along the frontage of the property equates to approximately \$18-19,000. Since this space is linear and not usable parkland space, a 50 % reduction in value is reasonable in the context of this pilot project.

## **BUSINESS PLAN AND STRATEGIC PLAN LINKAGES**

This report links to the Town's Well-equipped and managed key strategic direction by supporting fiscal responsibility and supporting varied housing types, affordability and densities.

## **CONSULTATION**

Consultation was conducted with Legal Services.

<sup>1</sup> 13.3.4 x. The Town may provide incentives where land has been dedicated to the Town to accommodate the future burying of the hydro lines, including but not limited to reduced parkland dedication in accordance with the Parkland Dedication By-law.



**HUMAN RESOURCE CONSIDERATIONS**

Staffing levels are not impacted as a result of the recommendations in this report.

**BUDGET IMPACT****Operating Budget (Current and Future)**

This report has no direct impact on Operation Budget.

**Capital Budget**

The impacts on the Capital Budget is addressed in Attachment 1 under Capital Budget indication that the application fees, Development Charges, etc., will be deferred for a period of 36 months from the issuance of the Building Permit.

**CONTACT**

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



Marion Plaunt, MES, MCIP, RPP  
Senior Planner – Policy  
Planning & Building Services



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



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



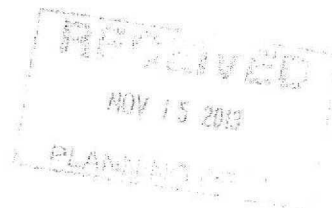
Peter Noehammer, P. Eng.  
Commissioner  
Development and Infrastructure Services



Andrew Brouwer  
 Director, Legislative Services and Town Clerk  
 Town of Newmarket  
 395 Mulock Drive  
 P.O. Box 328 Station Main  
 Newmarket, ON L3Y 4X7  
 abrouwer@newmarket.ca  
 tel.: 905-953-5300, Ext. 2211  
 fax: 905-953-5100

November 13, 2013

Mr. Daniel Berholz  
 Malter Holdings Ltd.  
 156 Duncan Mill Road Suite 12  
 Toronto, ON M3B 3N2



Dear Mr. Berholz:

**RE: Development and Infrastructure Services Report – Planning and Building Services  
 2013-54 – Tools, Terms, Conditions – Pilot Project – 212 Davis Drive**

I am writing to advise that the above referenced report was considered at the Committee of the Whole meeting held on November 4, 2013.

Council, at the regular meeting held on November 12, 2013 adopted the following recommendations:

- a) THAT the Town of Newmarket approves, as a pilot project for 212 Davis Drive, the tools, terms and conditions as set out in Appendix 'A' to support rental housing;
- b) AND THAT the tools, terms and conditions as set out in Appendix 'A' form the basis for an update to the Tools for Intensification Policy as it relates to purpose-built rental and affordable rental housing in the Town;
- c) AND THAT the following be advised of this action: Mr. Daniel Berholz, Malter Holdings Ltd. 156 Duncan Mill Road, Suite 12, Toronto, ON M3B 3N2.

I have enclosed a copy of the report for your information.

Yours sincerely,

Lisa Lyons  
 Deputy Clerk

LL:lm

copy: Mr. R. Nethery, Director of Planning and Building Services



October 28, 2013

DEVELOPMENT & INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES  
TOWN OF NEWMARKET  
395 Mulock Drive  
P.O. Box 328  
Newmarket, ON L3Y 4X7  
www.newmarket.ca  
planning@newmarket.ca  
905.895.5193

**DEVELOPMENT & INFRASTRUCTURE SERVICES/PLANNING & BUILDING  
SERVICES REPORT 2013-54**

TO: Committee of the Whole  
SUBJECT: Tools to Support Rental Housing (Pilot Project) – Town of Newmarket Terms and Conditions  
ORIGIN: Planning & Building Services

**RECOMMENDATIONS**

THAT Development & Infrastructure Services/Planning & Building Services Report 2013-54 dated October 28, 2013 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 recommendation(s) be adopted:

1. THAT the Town of Newmarket approves, as a pilot project for 212 Davis Drive, the tools, terms and conditions as set out in Appendix "A" to support rental housing.
2. AND THAT the tools, terms and conditions as set out in Appendix "A" form the basis for an update to the Tools for Intensification Policy as it relates to purpose-built rental and affordable rental housing in the Town.
3. AND THAT the following be advised of this action:
  - a. Mr. Daniel Berholz, Rose Corporation, 156 Duncan Mill Road, Suite 12, Toronto, ON, M3B 3N2

**COMMENTS**

**Background**

The Rose Corporation has approached the Town and Region with a request to consider applying financial tools on a pilot basis to support rental housing at 212 Davis Drive. Staff has met with the Rose Corporation and the Region of York on a number of occasions to discuss possible tools, terms, and conditions in response to this request, and staff is now in a position to recommend a specific course of action for a pilot project as it relates to financial tools and related terms and conditions only. Should Council adopt the recommendations of this report, the Owner will still be required to submit the necessary Planning applications and proceed through the normal and usual review process.

## DISCUSSION

In evaluating potential tools to support market rental and/or affordable rental development as a pilot project, staff's guiding principles have generally been:

- Consistency with York Region's approach
- Consistency with the Region's definition of affordable housing
- For market rental housing, support payment deferrals as opposed to waiving/reducing fees
- Consider reducing certain requirements for affordable rental housing only
- Ensuring a minimum rental term with the ability to recoup fees and payments should there be a conversion to condominium beyond the rental term
- Conditional on a building permit being issued within a defined timeframe
- For this site only as a pilot project, consider providing Development Charge credits for the provision of the road right-of-way as contemplated in the draft Secondary Plan

Accordingly, staff has outlined in Appendix "A" a recommended approach to be considered as a pilot project for 212 Davis Drive. The recommended approach makes a distinction between market rental units and affordable rental units, and provides tools, terms, and conditions related to Development Charges, Planning Application and Building Permit fees, cash-in-lieu of parkland, rental term agreements, building permit issuance and, in the case of affordable rental housing, certain requirements associated with the Town's servicing allocation policy.

Property tax relief options were also discussed, however it is staff's opinion that such an approach would be best considered at the Regional level. It is staff's understanding that there are legislative tools that would support tax relief programs for rental housing should the Region wish to consider such an approach.

Committee will also recall that staff has been directed to report back on a broader, Town-wide approach to supporting rental housing, and in this regard staff is preparing an update to the Tools for Intensification Policy which will address purpose built market rental housing and affordable rental housing on a Town-wide basis. It is expected that the tools, terms and conditions outlined in the Appendix to this report will form the basis of the amended policy, which will be brought back to Committee for approval either in 2013 or early 2014.

Staff is currently processing another rental development application (487 Queen Street), and has received other expressions of interest to construct rental housing in Town. It is expected that the current rental housing application and future applications would be eligible to take advantage of the updated Tools for Intensification as it relates to market rental or affordable rental housing once the amended policy has been approved by Council.

## BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

This report links to the Town's Well-equipped and managed key strategic direction by supporting fiscal responsibility and supporting varied housing types, affordability and densities.

## CONSULTATION

Staff has met with Regional staff and the Rose Corporation on a number of occasions to discuss proposed and appropriate approaches to support rental housing.

**HUMAN RESOURCE CONSIDERATIONS**

Not applicable to this report.

**BUDGET IMPACT****Operating Budget (Current and Future)**

This report has no direct impact on the Operating Budget.

**Capital Budget**

Under the proposed approach for market rental housing the Town will receive the normal and usual Development Charges, Planning Application and Building Permit fees and cash-in-lieu of parkland, however receipt of this money will be deferred as set out in Appendix "A". While the Town will not hold a Letter of Credit (LC) or receive interest on the deferred money, the Town would be secured for the relevant fees through other means.

Under the proposed approach for affordable rental housing units, the Town may also forego some or all of the trail and public art contributions associated with the servicing allocation policy.

Under both scenarios, should the rental units be converted to condominium units beyond the agreed-to rental term, the Town would recoup any and all fees and charges previously owed to the municipality at that time.

**CONTACT**

For more information on this report, contact: Rick Nethery, Director of Planning & Building Services ([rnethery@newmarket.ca](mailto:rnethery@newmarket.ca)), or Rob Prentice, Commissioner of Development & Infrastructure Services ([rprentice@newmarket.ca](mailto:rprentice@newmarket.ca)) or by phone at 905-895-5193.

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Assistant Director of Planning

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Director of Planning & Building Services

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Commissioner, Development & Infrastructure Services

**Appendix "A"****Recommended Tools, Terms and Conditions  
Pilot Project – 212 Davis Drive****Purpose Built Market Rental Units****1. Development Charge, Planning Application and Building Permit Fee Deferral**

- deferral for a period of 36 months of 100 % of the Town's Development Charges and 100 % of the Planning Application and Building Permit Fees
- deferral shall be in effect from the issuance of the Building Permit
- no Letter of Credit required, with the value to be secured through other methods (e.g. mortgage; taxes)
- no interest on DC, Planning Application and Building Permit fee deferrals

**2. Cash-in-lieu of Parkland Dedication Deferral**

- parkland dedication will be taken as cash-in-lieu, with payment deferred for 36 months from issuance of Building Permit

**3. Rental Term Agreement**

- minimum 20 years
- Town of Newmarket Official Plan policies regarding conversion of rental properties to apply after rental term
- Town to be made whole for any fees and payments, etc., if rental is converted to condominium

**4. Development Charge Credits**

- Provide Development Charge credits for the provision of the road right-of-way as contemplated in the draft Secondary Plan

**5. Building Permit**

- Above terms are conditional on issuance of a Building Permit within 18 months



**Affordable Rental Units****1. Development Charge, Planning Application and Building Permit Fee Deferral**

- deferral for a period of 36 months of 100 % of the Town's Development Charges and 100 % of the Planning Application and Building Permit Fees
- deferral shall be in effect from the issuance of the Building Permit
- no Letter of Credit required, with the value to be secured through other methods (e.g. mortgage; taxes)
- no interest on DC, Planning Application and Building Permit fee deferrals

**2. Cash-in-lieu of Parkland Dedication Deferral**

- parkland dedication will be taken as cash-in-lieu and will be calculated using the 5% of land value approach regardless of alternative calculations as may be identified in the parkland dedication by-law
- payment deferred for 36 months from issuance of the Building Permit

**3. Servicing Allocation**

- consider reducing voluntary contributions

**4. Rental Term Agreement**

- minimum 20 years
- Town of Newmarket Official Plan policies regarding conversion of rental properties to apply after rental term
- Town to be made whole for any fees and payments, etc., if rental is converted to condominium, including trail and public art contributions

**5. Development Charge Credits**

- Provide Development Charge credits for the provision of the road right-of-way as contemplated in the draft Secondary Plan

**6. Building Permit**

- Above terms are conditional on issuance of a Building Permit within 18 months

The meeting of Site Plan Review Committee was held on Monday, January 19, 2015 at 2:00 p.m. in the Council Chambers at 395 Mulock Drive, Newmarket.

**Members**

**Present:** Mayor Van Bynen  
Regional Councillor Taylor  
Councillor Bisanz  
Councillor Broome-Plumley  
Councillor Hempen  
Councillor Kerwin  
Councillor Twinney

**Members**

**Absent:** Councillor Sponga  
Councillor Vegh

**Staff:**

Bob Shelton, CAO  
Peter Noehammer, Commissioner, Development & Infrastructure Services  
Rick Nethery, Director, Planning & Building Services  
Dave Potter, Chief Building Official  
Linda Traviss, Senior Planner – Development  
Meghan White, Planner

**Accessibility**

**Advisory**

**Committee:** No members were present

The meeting was called to order at 2:00 p.m. No conflicts of interest were declared.

Mayor Van Bynen in the Chair.

**1. APPLICATION FOR AMENDMENT TO SITE PLAN APPROVAL  
145 HARRY WALKER PARKWAY – WARD 3  
(NORTH OF DAVIS DRIVE, EAST OF LESLIE STREET)  
OUR FILE NO.: D11-NP1502  
THE REGIONAL MUNICIPALITY OF YORK**

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Application for Amendment to Site Plan Approval to permit renovations to the existing office and warehouse building and expansion of the parking lot on the subject lands.

Martin Silver, Manager, Capital Delivery, Property Services Branch of The Regional Municipality of York and Paul Vincent of URS Architects & Engineers Canada Inc. were present to address the Committee.

**The Site Plan Review Committee recommends:**

- 1. That application for Amendment to Site Plan Approval to permit renovations to the existing office and warehouse building and expansion of the parking lot on the subject lands be approved in principle and referred to staff for processing, subject to the following:**
  - a. THAT the preliminary review comments provided to the applicant be addressed to the satisfaction of Town Staff;**
- 2. AND THAT Martin Silver, Manager, Capital Delivery, Property Services Branch of The Regional Municipality of York, 17250 Yonge Street, NEWMARKET, ON L3Y 6Z1, be notified of this decision;**
- 3. AND THAT Paul Vincent of URS Architects & Engineers Canada Inc., 30 Leek Crescent, 4<sup>th</sup> Floor, RICHMOND HILL, ON L4B 4N4, be notified of this decision.**

**2. APPLICATION FOR SITE PLAN APPROVAL  
470 CROSSLAND GATE – WARD 7  
(SOUTH OF DAVIS DRIVE, EAST OF BATHURST STREET)  
OUR FILE NO.: D11-NP1412  
MARIANNEVILLE DEVELOPMENTS LIMITED**

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Application for Site Plan Approval to permit 74 townhouse units within 13 buildings on the subject lands.

Richard Zelinka of Zelinka Priamo Ltd. and Joanne Barnett of Marianneville Developments Limited were present to address the Committee.

**The Site Plan Review Committee recommends:**

1. That application for Site Plan Approval to permit 74 townhouse units within 13 buildings on the subject lands be referred to a Public Information Centre (PIC).
2. AND THAT Joanne Barnett of Marianneville Developments Limited, 3 – 26 Lesmill Road, TORONTO, ON M3B 2T5, be notified of this decision;
3. AND THAT Kerigan Kelly of Groundswell Urban Planners, 30 West Beaver Creek Road, Unit 109, RICHMOND HILL, ON L4B 3K1, be notified of this decision.

### **3. SITE PLAN REVIEW COMMITTEE CHAIRS**

The Mayor advised that each member of Council would serve six months as chair for any upcoming Site Plan Review Committee meetings.

Councillor Vegh (Ward 1) – (any Site Plan Review Committee meetings - February 2015 through to July 2015)

Councillor Kerwin (Ward 2) – (any Site Plan Review Committee meetings - August 2015 through to January 2016)

Councillor Twinney (Ward 3) – (any Site Plan Review Committee meetings - February 2016 through to July 2016)

Councillor Hempen (Ward 4) – (any Site Plan Review Committee meetings - August 2016 through to January 2017)

Councillor Sponga (Ward 5) – (any Site Plan Review Committee meetings - February 2017 through to July 2017)

Councillor Broome-Plumley (Ward 6) – (any Site Plan Review Committee meetings - August 2017 through to January 2018)

Councillor Bisanz (Ward 7) – (any Site Plan Review Committee meetings - February 2018 through to July 2018)

Regional Councillor Taylor – (any Site Plan Review Committee meetings - August 2018 through to November 2018)

The meeting adjourned at approximately 2:59 p.m. The next regular meeting of the Site Plan Review Committee is expected to be held on February 9, 2015.

\_\_\_\_\_  
Dated

\_\_\_\_\_  
Director, Planning & Building Services







Item 18 Overall Building Code Data Matrix Parts 1 & 2										ORC Reference	
1 Project Acceptance										Dm. 9-3.1.1	
2 Building Occupancy										Dm. 9-3.1.2	
3 Building Occupancy										Dm. 9-3.1.3	
4 Building Occupancy										Dm. 9-3.1.4	
5 Building Occupancy										Dm. 9-3.1.5	
6 Building Occupancy										Dm. 9-3.1.6	
7 Building Occupancy										Dm. 9-3.1.7	
8 Building Occupancy										Dm. 9-3.1.8	
9 Building Occupancy										Dm. 9-3.1.9	
10 Building Occupancy										Dm. 9-3.1.10	
11 Building Occupancy										Dm. 9-3.1.11	
12 Building Occupancy										Dm. 9-3.1.12	
13 Building Occupancy										Dm. 9-3.1.13	
14 Building Occupancy										Dm. 9-3.1.14	
15 Building Occupancy										Dm. 9-3.1.15	
16 Building Occupancy										Dm. 9-3.1.16	
17 Building Occupancy										Dm. 9-3.1.17	
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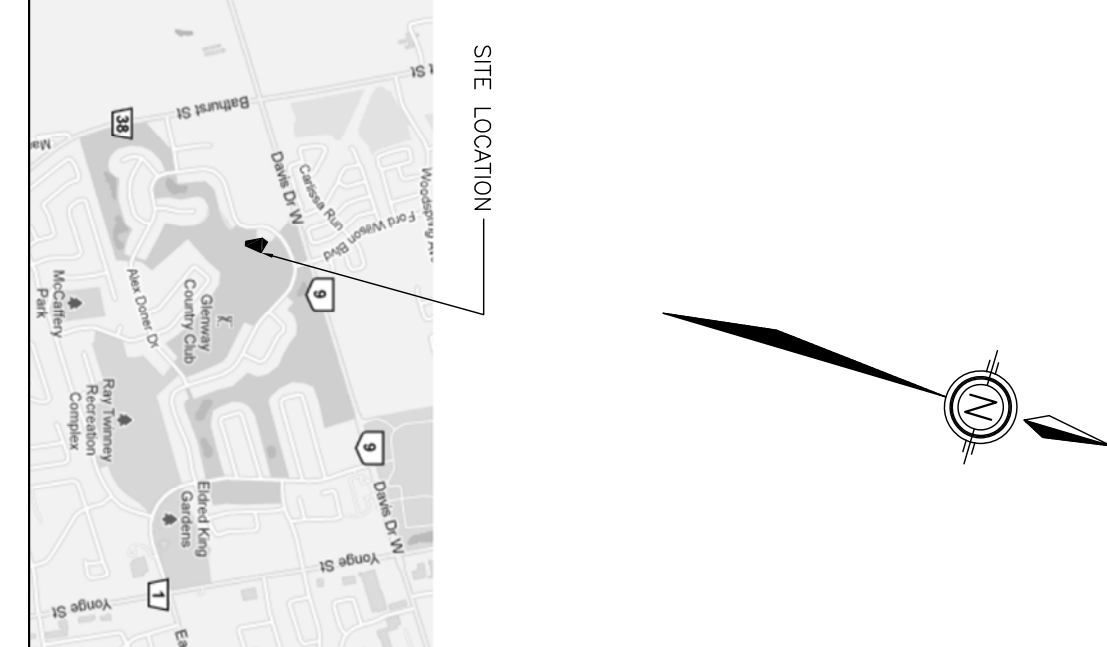
CONTACT LIST	
Designer:	301 West 10th Avenue North York, Ontario, M6H 1S8
Tel:	(416) 630-2255
Fax:	(416) 630-4782
Email:	steve@osborn.com
Contract:	Richard Van & Steve Seabate
Developer/Builder:	
	28 Larnall Road, Unit #3 Toronto, Ontario, M6H 2T5
Tel:	(416) 733-3128
Fax:	(416) 733-3129
Email:	osborn@osbornfrank.com
Contract:	Case Davidson

[illegible]

BUILDING 1 (6.0m WIDE TOWNS)												BUILDING 2 (6.0m WIDE TOWNS)											
Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)	Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)	Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)	Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)
1 Unit Type A	1	178.2	10.0	10.0	22.00	1 Unit Type A	1	178.2	10.0	10.0	22.00	1 Unit Type A	1	178.2	10.0	10.0	22.00	1 Unit Type A	1	178.2	10.0	10.0	22.00
1 Unit Type B	1	178.2	10.0	10.0	22.00	1 Unit Type B	1	178.2	10.0	10.0	22.00	1 Unit Type B	1	178.2	10.0	10.0	22.00	1 Unit Type B	1	178.2	10.0	10.0	22.00
1 Unit Type C	1	178.2	10.0	10.0	22.00	1 Unit Type C	1	178.2	10.0	10.0	22.00	1 Unit Type C	1	178.2	10.0	10.0	22.00	1 Unit Type C	1	178.2	10.0	10.0	22.00
1 Unit Type D	1	178.2	10.0	10.0	22.00	1 Unit Type D	1	178.2	10.0	10.0	22.00	1 Unit Type D	1	178.2	10.0	10.0	22.00	1 Unit Type D	1	178.2	10.0	10.0	22.00
1 Unit Type E	1	178.2	10.0	10.0	22.00	1 Unit Type E	1	178.2	10.0	10.0	22.00	1 Unit Type E	1	178.2	10.0	10.0	22.00	1 Unit Type E	1	178.2	10.0	10.0	22.00
1 Unit Type F	1	178.2	10.0	10.0	22.00	1 Unit Type F	1	178.2	10.0	10.0	22.00	1 Unit Type F	1	178.2	10.0	10.0	22.00	1 Unit Type F	1	178.2	10.0	10.0	22.00
1 Unit Type G	1	178.2	10.0	10.0	22.00	1 Unit Type G	1	178.2	10.0	10.0	22.00	1 Unit Type G	1	178.2	10.0	10.0	22.00	1 Unit Type G	1	178.2	10.0	10.0	22.00
1 Unit Type H	1	178.2	10.0	10.0	22.00	1 Unit Type H	1	178.2	10.0	10.0	22.00	1 Unit Type H	1	178.2	10.0	10.0	22.00	1 Unit Type H	1	178.2	10.0	10.0	22.00
1 Unit Type I	1	178.2	10.0	10.0	22.00	1 Unit Type I	1	178.2	10.0	10.0	22.00	1 Unit Type I	1	178.2	10.0	10.0	22.00	1 Unit Type I	1	178.2	10.0	10.0	22.00
1 Unit Type J	1	178.2	10.0	10.0	22.00	1 Unit Type J	1	178.2	10.0	10.0	22.00	1 Unit Type J	1	178.2	10.0	10.0	22.00	1 Unit Type J	1	178.2	10.0	10.0	22.00
1 Unit Type K	1	178.2	10.0	10.0	22.00	1 Unit Type K	1	178.2	10.0	10.0	22.00	1 Unit Type K	1	178.2	10.0	10.0	22.00	1 Unit Type K	1	178.2	10.0	10.0	22.00
1 Unit Type L	1	178.2	10.0	10.0	22.00	1 Unit Type L	1	178.2	10.0	10.0	22.00	1 Unit Type L	1	178.2	10.0	10.0	22.00	1 Unit Type L	1	178.2	10.0	10.0	22.00
1 Unit Type M	1	178.2	10.0	10.0	22.00	1 Unit Type M	1	178.2	10.0	10.0	22.00	1 Unit Type M	1	178.2	10.0	10.0	22.00	1 Unit Type M	1	178.2	10.0	10.0	22.00
1 Unit Type N	1	178.2	10.0	10.0	22.00	1 Unit Type N	1	178.2	10.0	10.0	22.00	1 Unit Type N	1	178.2	10.0	10.0	22.00	1 Unit Type N	1	178.2	10.0	10.0	22.00
1 Unit Type O	1	178.2	10.0	10.0	22.00	1 Unit Type O	1	178.2	10.0	10.0	22.00	1 Unit Type O	1	178.2	10.0	10.0	22.00	1 Unit Type O	1	178.2	10.0	10.0	22.00
1 Unit Type P	1	178.2	10.0	10.0	22.00	1 Unit Type P	1	178.2	10.0	10.0	22.00	1 Unit Type P	1	178.2	10.0	10.0	22.00	1 Unit Type P	1	178.2	10.0	10.0	22.00
1 Unit Type Q	1	178.2	10.0	10.0	22.00	1 Unit Type Q	1	178.2	10.0	10.0	22.00	1 Unit Type Q	1	178.2	10.0	10.0	22.00	1 Unit Type Q	1	178.2	10.0	10.0	22.00
1 Unit Type R	1	178.2	10.0	10.0	22.00	1 Unit Type R	1	178.2	10.0	10.0	22.00	1 Unit Type R	1	178.2	10.0	10.0	22.00	1 Unit Type R	1	178.2	10.0	10.0	22.00
1 Unit Type S	1	178.2	10.0	10.0	22.00	1 Unit Type S	1	178.2	10.0	10.0	22.00	1 Unit Type S	1	178.2	10.0	10.0	22.00	1 Unit Type S	1	178.2	10.0	10.0	22.00
1 Unit Type T	1	178.2	10.0	10.0	22.00	1 Unit Type T	1	178.2	10.0	10.0	22.00	1 Unit Type T	1	178.2	10.0	10.0	22.00	1 Unit Type T	1	178.2	10.0	10.0	22.00
1 Unit Type U	1	178.2	10.0	10.0	22.00	1 Unit Type U	1	178.2	10.0	10.0	22.00	1 Unit Type U	1	178.2	10.0	10.0	22.00	1 Unit Type U	1	178.2	10.0	10.0	22.00
1 Unit Type V	1	178.2	10.0	10.0	22.00	1 Unit Type V	1	178.2	10.0	10.0	22.00	1 Unit Type V	1	178.2	10.0	10.0	22.00	1 Unit Type V	1	178.2	10.0	10.0	22.00
1 Unit Type W	1	178.2	10.0	10.0	22.00	1 Unit Type W	1	178.2	10.0	10.0	22.00	1 Unit Type W	1	178.2	10.0	10.0	22.00	1 Unit Type W	1	178.2	10.0	10.0	22.00
1 Unit Type X	1	178.2	10.0	10.0	22.00	1 Unit Type X	1	178.2	10.0	10.0	22.00	1 Unit Type X	1	178.2	10.0	10.0	22.00	1 Unit Type X	1	178.2	10.0	10.0	22.00
1 Unit Type Y	1	178.2	10.0	10.0	22.00	1 Unit Type Y	1	178.2	10.0	10.0	22.00	1 Unit Type Y	1	178.2	10.0	10.0	22.00	1 Unit Type Y	1	178.2	10.0	10.0	22.00
1 Unit Type Z	1	178.2	10.0	10.0	22.00	1 Unit Type Z	1	178.2	10.0	10.0	22.00	1 Unit Type Z	1	178.2	10.0	10.0	22.00	1 Unit Type Z	1	178.2	10.0	10.0	22.00
TOTAL	20	3564.0	200.0	200.0	440.00	TOTAL	20	3564.0	200.0	200.0	440.00	TOTAL	20	3564.0	200.0	200.0	440.00	TOTAL	20	3564.0	200.0	200.0	440.00

BUILDING 3 (6.0m WIDE TOWNS)												BUILDING 4 (6.0m WIDE TOWNS)											
Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)	Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)	Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)	Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)
1 Unit Type A	1	178.2	10.0	10.0	22.00	1 Unit Type A	1	178.2	10.0	10.0	22.00	1 Unit Type A	1	178.2	10.0	10.0	22.00	1 Unit Type A	1	178.2	10.0	10.0	22.00
1 Unit Type B	1	178.2	10.0	10.0	22.00	1 Unit Type B	1	178.2	10.0	10.0	22.00	1 Unit Type B	1	178.2	10.0	10.0	22.00	1 Unit Type B	1	178.2	10.0	10.0	22.00
1 Unit Type C	1	178.2	10.0	10.0	22.00	1 Unit Type C	1	178.2	10.0	10.0	22.00	1 Unit Type C	1	178.2	10.0	10.0	22.00	1 Unit Type C	1	178.2	10.0	10.0	22.00
1 Unit Type D	1	178.2	10.0	10.0	22.00	1 Unit Type D	1	178.2	10.0	10.0	22.00	1 Unit Type D	1	178.2	10.0	10.0	22.00	1 Unit Type D	1	178.2	10.0	10.0	22.00
1 Unit Type E	1	178.2	10.0	10.0	22.00	1 Unit Type E	1	178.2	10.0	10.0	22.00	1 Unit Type E	1	178.2	10.0	10.0	22.00	1 Unit Type E	1	178.2	10.0	10.0	22.00
1 Unit Type F	1	178.2	10.0	10.0	22.00	1 Unit Type F	1	178.2	10.0	10.0	22.00	1 Unit Type F	1	178.2	10.0	10.0	22.00	1 Unit Type F	1	178.2	10.0	10.0	22.00
1 Unit Type G	1	178.2	10.0	10.0	22.00	1 Unit Type G	1	178.2	10.0	10.0	22.00	1 Unit Type G	1	178.2	10.0	10.0	22.00	1 Unit Type G	1	178.2	10.0	10.0	22.00
1 Unit Type H	1	178.2	10.0	10.0	22.00	1 Unit Type H	1	178.2	10.0	10.0	22.00	1 Unit Type H	1	178.2	10.0	10.0	22.00	1 Unit Type H	1	178.2	10.0	10.0	22.00
1 Unit Type I	1	178.2	10.0	10.0	22.00	1 Unit Type I	1	178.2	10.0	10.0	22.00	1 Unit Type I	1	178.2	10.0	10.0	22.00	1 Unit Type I	1	178.2	10.0	10.0	22.00
1 Unit Type J	1	178.2	10.0	10.0	22.00	1 Unit Type J	1	178.2	10.0	10.0	22.00	1 Unit Type J	1	178.2	10.0	10.0	22.00	1 Unit Type J	1	178.2	10.0	10.0	22.00
1 Unit Type K	1	178.2	10.0	10.0	22.00	1 Unit Type K	1	178.2	10.0	10.0	22.00	1 Unit Type K	1	178.2	10.0	10.0	22.00	1 Unit Type K	1	178.2	10.0	10.0	22.00
1 Unit Type L	1	178.2	10.0	10.0	22.00	1 Unit Type L	1	178.2	10.0	10.0	22.00	1 Unit Type L	1	178.2	10.0	10.0	22.00	1 Unit Type L	1	178.2	10.0	10.0	22.00
1 Unit Type M	1	178.2	10.0	10.0	22.00	1 Unit Type M	1	178.2	10.0	10.0	22.00	1 Unit Type M	1	178.2	10.0	10.0	22.00	1 Unit Type M	1	178.2	10.0	10.0	22.00
1 Unit Type N	1	178.2	10.0	10.0	22.00	1 Unit Type N	1	178.2	10.0	10.0	22.00	1 Unit Type N	1	178.2	10.0	10.0	22.00	1 Unit Type N	1	178.2	10.0	10.0	22.00
1 Unit Type O	1	178.2	10.0	10.0	22.00	1 Unit Type O	1	178.2	10.0	10.0	22.00	1 Unit Type O	1	178.2	10.0	10.0	22.00	1 Unit Type O	1	178.2	10.0	10.0	22.00
1 Unit Type P	1	178.2	10.0	10.0	22.00	1 Unit Type P	1	178.2	10.0	10.0	22.00	1 Unit Type P	1	178.2	10.0	10.0	22.00	1 Unit Type P	1	178.2	10.0	10.0	22.00
1 Unit Type Q	1	178.2	10.0	10.0	22.00	1 Unit Type Q	1	178.2	10.0	10.0	22.00	1 Unit Type Q	1	178.2	10.0	10.0	22.00	1 Unit Type Q	1	178.2	10.0	10.0	22.00
1 Unit Type R	1	178.2	10.0	10.0	22.00	1 Unit Type R	1	178.2	10.0	10.0	22.00	1 Unit Type R	1	178.2	10.0	10.0	22.00	1 Unit Type R	1	178.2	10.0	10.0	22.00
1 Unit Type S	1	178.2	10.0	10.0	22.00	1 Unit Type S	1	178.2	10.0	10.0	22.00	1 Unit Type S	1	178.2	10.0	10.0	22.00	1 Unit Type S	1	178.2	10.0	10.0	22.00
1 Unit Type T	1	178.2	10.0	10.0	22.00	1 Unit Type T	1	178.2	10.0	10.0	22.00	1 Unit Type T	1	178.2	10.0	10.0	22.00	1 Unit Type T	1	178.2	10.0	10.0	22.00
1 Unit Type U	1	178.2	10.0	10.0	22.00	1 Unit Type U	1	178.2	10.0	10.0	22.00	1 Unit Type U	1	178.2	10.0	10.0	22.00	1 Unit Type U	1	178.2	10.0	10.0	22.00
1 Unit Type V	1	178.2	10.0	10.0	22.00	1 Unit Type V	1	178.2	10.0	10.0	22.00	1 Unit Type V	1	178.2	10.0	10.0	22.00	1 Unit Type V	1	178.2	10.0	10.0	22.00
1 Unit Type W	1	178.2	10.0	10.0	22.00	1 Unit Type W	1	178.2	10.0	10.0	22.00	1 Unit Type W	1	178.2	10.0	10.0	22.00	1 Unit Type W	1	178.2	10.0	10.0	22.00
1 Unit Type X	1	178.2	10.0	10.0	22.00	1 Unit Type X	1	178.2	10.0	10.0	22.00	1 Unit Type X	1	178.2	10.0	10.0	22.00	1 Unit Type X	1	178.2	10.0	10.0	22.00
1 Unit Type Y	1	178.2	10.0	10.0	22.00	1 Unit Type Y	1	178.2	10.0	10.0	22.00	1 Unit Type Y	1	178.2	10.0	10.0	22.00	1 Unit Type Y	1	178.2	10.0	10.0	22.00
1 Unit Type Z	1	178.2	10.0	10.0	22.00	1 Unit Type Z	1	178.2	10.0	10.0	22.00	1 Unit Type Z	1	178.2	10.0	10.0	22.00	1 Unit Type Z	1	178.2	10.0	10.0	22.00
TOTAL	20	3564.0	200.0	200.0	440.00	TOTAL	20	3564.0	200.0	200.0	440.00	TOTAL	20	3564.0	200.0	200.0	440.00	TOTAL	20	3564.0	200.0	200.0	440.00

BUILDING 5 (6.0m WIDE TOWNS)												BUILDING 6 (6.0m WIDE TOWNS)											
Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)	Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)	Unit Type	Count	Area (sqm)	Volume (cu m)	Weight (kg)	Value (\$)	Unit Type	Count	Area (sqm)	Volume (cu m		



**SITE PLAN**  
**OF**  
**SUBDIVISION**  
**OF PART OF**  
LOTS 60, 61, 64, 65, 66, 67  
BLOCK 92, RP 65M-2212  
**AND ALL OF**  
BLOCK 91, RP 65M-2212  
BLOCK 135, RP 65M-2205  
BLOCK 136, RP 65M-2205  
BLOCK 140, RP 65M-2201  
BLOCK 73, RP 65M-2281

TOWN OF NEWMARKET  
REGIONAL MUNICIPALITY OF YORK

[illegible]



## TOWN OF NEWMARKET

### Outstanding Matters

Item	Subject	Recommendation	Date to come back to Committee	Comments
1.	<del>Committee of the Whole Minutes – March 21, 2011 – Item 6 Community Services Report – ES 2011-15 Northwest Newmarket Quadrant – Traffic Monitoring Status Update</del>	<del>• 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.</del>	Q1, 2015	Part of Active Transportation Plan coordinated by Planning Department.
2.	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"> <li>• 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;</li> <li>• AND THAT staff report back recommending a tenant along with operating and capital projections.</li> </ul>	Q1, 2015	Report and Lease arrangements to be reported back Successful proponent on hold, further information to follow update.
3.	Committee of the Whole Minutes – April 7, 2014 – Item 2 – Deputation – Newmarket Theatre	<ul style="list-style-type: none"> <li>• 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;</li> <li>• 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.</li> </ul>	2015 Budget Deliberations	Information Report with recommendations to be distributed (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 January 19, 2015

(Updated and including Committee of the Whole Minutes of January 12, 2015)

	Item Subject	Recommendation	Date to come back to Committee	Comments
4.	Council - January 20, 2014 – Item 33	<p>D &amp; 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>	Q2, 2015	
5.	<del>Council – February 10, 2014 – Item 22</del>	<p><del>D &amp; I Services – PWS 2014 – 08 Emerald Ash Borer Long Term Management Plan – Update</del></p> <hr/> <p><del>THAT staff continue to proceed with the proposed recommendations in the Town of Newmarket Emerald Ash Borer Long Term Management Plan;</del></p> <p><del>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.</del></p>	Q1, 2015	Annual Update to be provided by Information Report
6.	Council - May 5, 2014 – Item 54	<p>Motion: Councillor Emanuel</p> <hr/> <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>	Q1, 2015	
7.	Council - May 5, 2014 – Item 52	<p>D &amp; I Services Report PWS 2014-21 – Sidewalk Snow Clearing</p> <hr/> <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	

	Item Subject	Recommendation	Date to come back to Committee	Comments
8.	Council - May 5, 2014 – Item - 13	<p data-bbox="653 110 1339 134">Marianneville Developments</p> <hr data-bbox="653 159 1339 167"/> <p data-bbox="653 199 1339 435">THAT Council direct staff to organize a public meeting after the Ontario Municipal Board releases its written decision and within this term of Council, on what has been learned about the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for Marianneville Developments Limited (Glenway) process and the effects of future development as York Region prepares for growth.</p>	Q1, 2015	Report on process to come forward to Council in Q1, 2015.
9.	Council – June 23, 2014 – Item 3	<p data-bbox="653 451 1339 508">Mr. Scott Cholewa regarding a petition for a splash pad in the Copper Hills subdivision (Ward 1).</p> <hr data-bbox="653 532 1339 540"/> <p data-bbox="653 540 1339 630">THAT the deputation of Mr. Scott Cholewa regarding a petition for a splash pad in the Frank Stronach Park be received;</p> <p data-bbox="653 662 1339 751">AND THAT the request for a splash pad in Frank Stronach Park be referred to the 2015 budget process and added to the Recreation Master Plan.</p>	Q1, 2015	Item to be referred to as part of the Recreation Playbook process.
10.	Council - September 8, 2014 – Item 31	<p data-bbox="653 784 1339 808">Gigabit Corridor Pilot Project</p> <hr data-bbox="653 833 1339 841"/> <p data-bbox="653 841 1339 930">THAT staff provide a further report to Council with RFP results, including alternate options if necessary, implementation recommendations and budget impact.</p>	Q1, 2015	RFP released January 6, 2015
11.	Council - September 8, 2014 – Item 32	<p data-bbox="653 1011 1339 1036">Tom Taylor Crescent Proposed Walkway</p> <hr data-bbox="653 1060 1339 1068"/> <p data-bbox="653 1068 1339 1157">THAT staff explore all options associated with alternate treatments including conveyancing and naturalization for that area and report back to Committee of the Whole.</p>	Q2, 2015	
12.	Council – September 29, 2014 – Item 28 Petition - Construction of a splash pad in Ward 6	THAT the petition from Mr. Ian Johnston regarding construction of a splash pad in Ward 6 be referred to staff.	Q2, 2015	Part of Recreation Playbook process.

	Item Subject	Recommendation	Date to come back to Committee	Comments
13.	Council - September 29, 2014 – Item 32 Motion	<p>Motion</p> <p>_____</p> <p>THAT a staff report reviewing GO Train operations including east-west road connections, grade separations, speed within the downtown core, frequency of train whistles at the train intersections located at Water Street, Timothy Street and Davis Drive and the implementation of a regulated Signaled Pedestrian Crossing at Water Street, Doug Duncan Drive and Fairy Lake be referred to the 2015 budget deliberations.</p>	Q1, 2015	Report on process to come forward to Council in Q1, 2015.
14.	Council – December 15, 2014 – Item 7	<p>Corporate Services Report - Financial Services 2014-36 dated November 24, 2014 regarding 2015 User Fees and Charges - Water and Wastewater Rates.</p> <p>a) THAT Corporate Services Report - Financial Services 2014-36 dated November 24, 2014 regarding 2015 User Fees and Charges - Water and Wastewater Rates be received and the following recommendations be adopted:</p> <p>i) THAT the attached Schedule 'A' being the Town of Newmarket Water and Wastewater Rates be approved and adopted by By-law;</p> <p>ii) AND THAT the Water and Wastewater Rate adjustments come into full force and effect as of January 1, 2015;</p> <p>iii) AND THAT staff be directed to update the 6-Year Water and Wastewater Financial Plan and to include further review of the rate structure in this update.</p>	Master Plan Update and 2015 Water Rate Review	
15.	Committee of the Whole – January 12, 2015 – Item 3	<p>a) THAT By-law 2010-40 as it relates to Recreational Vehicles be reviewed and that alternate options be investigated;</p> <p>b) AND THAT staff report back on alternate options in March or April, 2015.</p>	March/April, 2015	



	Item Subject	Recommendation	Date to come back to Committee	Comments
16.	Committee of the Whole – January 12, 2015 – Item 15	<p>a) THAT Joint Development and Infrastructure Services – Public Works Services and Corporate Services – Financial Services Report 2015-08 dated January 5, 2015 regarding 2015 Pre-Budget Approval for Vehicles and Equipment be received and the following recommendations be adopted:</p> <p>i) THAT Council provides pre-budget approval for the equipment listed on Appendix 1 with the exception of all items years 2008 to 2011, excluding the three rotary mowers for health and safety reasons and the John Deere 3320 with transmission failure;</p> <p>ii) AND THAT staff provide a report on the remaining items;</p> <p>iii) AND THAT staff be authorized and directed to do all things necessary to give effect to these recommendations.</p>		Refer to 2015 Budget Process.
17.	Committee of the Whole – January 12, 2015 – New Business Item f)	Regional Councillor Taylor requested that staff prepare an Information Report reviewing the implications of all day GO Transit service from a municipal perspective and that the report address parking issues, specifically at the Tannery Mall and what can be done to expedite the process in the community, including coordination with other municipalities.	Q1, 2015	Report on process to come forward to Council in Q1, 2015.

# RECREATION PLAYBOOK

*Town of Newmarket*



# The Recreation Playbook



- Process to determine go forward services offered by the Town to meet community needs
- Will function as the 'Master Plan' for recreation services in Newmarket
- Employs an extensive community engagement process

# The Recreation Facility Study



- Prepared for the purposes of informing the Recreation Playbook
- Looks solely at recreation facility needs over the next ten years (to 2025)
- Considers local demographics, trends, benchmarking and generally accepted service levels for its assessments
- Provides 'Potential Directions' that must be verified with consultations undertaken separately through the Recreation Playbook

# Potential Directions



## Arenas

- Maintain a supply of 7 ice pads
- Subject to confirmation through the Recreation Playbook, the preferred strategy would be to:
  - Consider divesting of the Hollingsworth Arena and relocate pad to an alternative location deemed suitable by the Town

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# Potential Directions

## Indoor Aquatic Centres

- Maintain a supply of 2 indoor aquatic centres

## Gymnasiums

- Explore the feasibility of adding a new gym to the Ray Twinney Recreation Complex
- Engage in reciprocal agreements to access gyms operated by the school boards

# Potential Directions



## Fitness Space

- Continue with the current model that focuses upon floor-based fitness programs
- Explore entry into introductory and family oriented equipment-based fitness at a selected community centre(s).
  - Pending core service delivery reviews and the Recreation Playbook outcomes

# Potential Directions



## Youth and Older Adult Spaces

- Continue to focus delivery of youth-oriented programming through a Recreation Youth Centre and Newmarket Seniors Centre
- Broaden outreach programming out of existing recreation facilities including the Magna Centre and the Ray Twinney Recreation Complex

# Potential Directions



## Sports Fields

- Existing supply of rectangular fields and ball diamonds is sufficient
- Engage sports field users to determine if specific field improvements
- While existing inventory is sufficient, consider an artificial turf field to:
  - Reduce maintenance on existing fields
  - Extended playable conditions during/following inclement weather
  - Increase service level in shoulder seasons

# Potential Directions

## Hard Surface Outdoor Courts

- Provide 2 new tennis courts
- Provide 2 new pickleball courts
- Provide 3 new basketball courts to balance geographic distribution

## Outdoor Aquatics

- Provide a minimum of 1 spray pad in each quadrant
- Continue to operate Gorman Pool over the next ten years



# Potential Directions



## Playgrounds

- Develop a minimum of one new fully inclusive, barrier-free playground suitable for persons with disabilities.
- Through playground replacement and renewal programs, as part of annual budget process, strive to integrate barrier-free components into other playgrounds

## Next Steps



- Receive input from Council On Recreation Facility Study
- Staff to consider findings in combination with other inputs, including community consultation, determined through the Recreation Playbook

# Thank You



**Monteith♦Brown**  
planning consultants

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

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905.895.5193 ext. 2102

January 29, 2015

**JOINT CAO/COMMISSIONER'S COMMUNITY SERVICES/CORPORATE  
SERVICES/DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT - FINANCIAL  
SERVICES - 2015-05**

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

**SUBJECT:** Approach for the 2015 Budget

**ORIGIN:** Director, Financial Services/Treasurer

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**RECOMMENDATION:**

**THAT Joint CAO/Commissioner's Community Services / Corporate Services / Development and Infrastructure Services Report - Financial Services – 2015-05 dated January 23, 2015 regarding the Approach for the 2015 Budget be received and that Committee provide general approval of the recommended approach.**

**COMMENTS**

**Purpose**

The purpose of this report is to outline a general approach taken by staff to determine what to include, and what to exclude, from the preliminary draft budget which will be presented to Committee on February 23, 2015.

**Budget Impact**

On December 22, Council approved a 2015 tax increase target for the Town of 2 to 2.5%, excluding any increase in the levy for infrastructure.

**Summary**

The 2015 budget presents a balancing challenge. This report lists some of the approaches that can be taken to meet this challenge.

## **Background**

The original intention for this report was to provide options on how the 2015 budget, in light of the known drivers, could be reduced to meet the Council-approved tax increase target, and to provide copies of the 2015 budget decision packages. These would be the budget requests for items related to growth, service level enhancements and efficiencies. (A copy of a blank decision package form is attached. The 2014 decision packages, by these three types, can be viewed at: <http://www.newmarket.ca/en/townhall/2014budget.asp>)

There has been insufficient time to fully address the targets set on December 22; however, staff has been able to identify an approach that is geared to meeting the target directives and providing information necessary to make further decisions to accommodate other services which may be desirable. Staff will bring forward the base budget complete with options related to the identified targets for the February 23 Special Budget - Committee of the Whole.

Given the consistent challenge shared by Ontario municipalities of doing more with less, there is ongoing pressure to maintain or enhance the existing levels of service with minimal tax increases. This is made especially difficult due to four factors:

1. Growth – additional revenues generated by growth do not fully offset the additional costs incurred to meet the demands of a growing population.
2. Inflation – the cost increases that impact a municipality are at a rate above that of the Consumer Price Index – it is a different basket of goods and services.
3. Community Expectations - there are community expectations to enhance or expand some services levels. In general, changes in demographics coupled with the increase in expectations, have had an impact on municipal budgets.
4. Emergency Services – ongoing financial pressure related to Central York Fire Services' capital and operating needs in order to respond to the community.

The recommended approach will attempt to balance service level expectations with affordability, in a fiscally responsible manner.

## **Analysis & Options**

### **Cost drivers**

The Town's budget is being impacted by a number of cost increases that are above the rate of inflation when narrowly defined as being the Consumer Price Index (CPI). For instance, we have previously noted increases in our insurance premiums, Emerald Ash Borer program and tax assessment adjustments. These are driven by the expectation of greater responsibility for municipalities and prudent risk management.

Where possible and provided for in policy, cost increases will be kept at the rate of inflation or less.



## **Growth**

Priority will be given to maintaining service levels in a growing community. Growth is measured in terms of the increase in population and/or households. While there can be some economies of scale, there are still additional costs. These additional costs usually come in lump sum expenditures and these costs may either be partially in reaction to previous growth or in anticipation of future growth (e.g. purchase of a fire truck).

In identifying how to address growth, consideration must be given to our restricted financial and operational resources. For this reason, a phased approach will be recommended for items such as the Fire Master Plan Update and restructuring of the Public Works Services department.

## **Responding to the Community**

The next priority will be responding to the community's request for enhanced and expanded service levels. These requests have been communicated formally through tools such as the Community Survey and through informal methods. They include items such as improved public engagement, expanded winter control and resolving traffic issues.

It may not be possible to meet all of these requests within the tax increase target, and a decision may need to be made as to where to focus given available resources.

## **Council Strategic Priorities**

Council is currently working on its priorities for the 2014 to 2018 term. Due to timing, 2015 will be a transition year. Some of these priorities may already be included in the budget request as they meet growth demands or respond to the community. Some of these priorities may have the planning stage included in 2015 with implementation in future years and will be addressed to the extent possible.

## **Items Referred to the 2015 Budget**

An update will be provided on any items referred to the 2015 budget, to account for how they were included or the reason for their deferral. All will be considered but not all can be included.

## **Consistency of Principle**

There are some initiatives that have corresponding funding sources available. That, in itself, will not be sufficient justification to recommend their inclusion in the budget if they do not fit any of the preceding criteria.

## **Investing in our Future**

On the positive side, investments that have been made in previous years will be showing a financial return in 2015. These are non-traditional investments, financed by reserve fund loans and repaid by new revenues or operational savings (as per our Investment Strategy). Adjustments

will be made to align the repayment period with the benefiting period. These projects include investments in solar panels and energy efficiency (the Honeywell retrofit program).

### **Efficiencies**

The 2015 budget will include efficiencies that have been identified. These are predictable and sustainable budgetary savings which are being recognized and have minimal risk.

### **Financial Sustainability**

Financial Sustainability involves a number of tactics that look beyond 2015 and consider the tax impact of 2015 budget decisions on future years.

Opportunities are sought to apply reserves and Development Charges to operational expenses, but only where they are appropriate and sustainable. Expenses that have a limited duration ("one-timers") will be recommended for funding from reserves, as has been our past practice.

As much as possible, costs will be included in the budget for the full year (annualized) as opposed to including only the amount that can be reasonably expected to be expensed during the year (de-annualized). This approach prevents deferring the cost of 2015 decisions to 2016. It is probable that we will not be able to fully realize this principle.

To partially address this, the 2015 budget will include an outlook for 2016. This outlook will include known drivers for the base budget, the continuation of phased growth plans, carryovers (if any), from the 2015 budget and any relevant Council priorities.

### **Infrastructure Levy**

The Capital Financing Sustainability Strategy recommended that there be an annual tax increase of up to 1.8% to ensure that we have an adequate Asset Replacement Fund to meet our future requirements. The consultant, Hemson, suggested that refining our processes and service levels could lower this to 1.08%, and further to 0.83% if we also implemented a stormwater management rate.

Infrastructure levies were added in 2013 (0.80%) and in 2014 (0.74%).

Council direction has not been provided on this for 2015, however, staff will be including options for Council to consider as part of the presentation on February 23, 2015.

### **BUSINESS PLAN AND STRATEGIC PLAN LINKAGES**

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

## **COMMUNITY CONSULTATION POLICY**

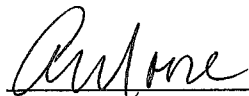
Joint Financial Services – Corporate Communications report 2015-07 provides an update on community engagement and interviews with Members of Council. In addition, there has been significant discussion with the Strategic Leadership Team (SLT).

## **BUDGET IMPACT (Current and Future)**

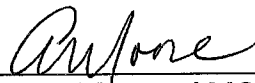
On December 22, Council approved a 2015 tax increase target for the Town of 2 to 2.5%, excluding any increase in the levy for infrastructure.

## **CONTACT**

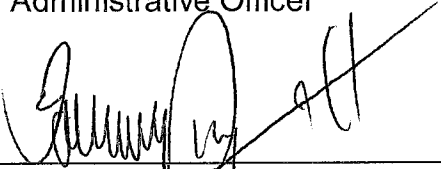
For more information on this report, contact: Mike Mayes at 905-953-5300, ext. 2102 or via e-mail at [mmayes@newmarket.ca](mailto:mmayes@newmarket.ca)



Bob Shelton  
Chief Administrative Officer



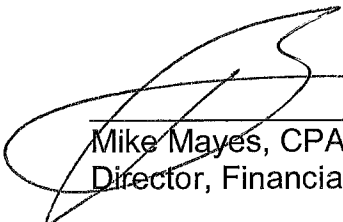
Anita Moore, AMCT  
Commissioner, Corporate Services



Ian McDougall  
Commissioner, Community Services



Peter Noehammer  
Commissioner,  
Development and Infrastructure Services



Mike Mayes, CPA, CGA  
Director, Financial Services/Treasurer

MM/nh  
Attachment

1. 2015 Budget - blank Decision Package Form (1 pg.)

## 2015 BUDGET – (category) Item #x

### Service Bundle

Project /Initiative Title:

Department / Business Unit:

Description:

Status: (Not included) in Draft Budget.

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Community Impact:

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Service Impact:

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Budget Impact:

Operating Costs:

	2015	2016	2017	2018	2019	2020

TOTAL (Annualized):



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February 2, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT  
ENGINEERING SERVICES 2015-14**

TO: Committee of the Whole

SUBJECT: York Region Municipal Streetscape Partnership Program - Gateway Feature at Bathurst Street/Davis Drive

ORIGIN: Director, Engineering Services

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**RECOMMENDATIONS**

**THAT Development and Infrastructure Services Report – ES2015-14 dated February 2, 2015 regarding “York Region Municipal Streetscape Partnership Program – Gateway Feature at Bathurst Street/Davis Drive” be received and the following recommendations be adopted:**

- 1. THAT the Engineering Services Department be authorized to submit an application under the Municipal Streetscape Partnership Program offered by York Region for the construction of the gateway entrance feature sign at the intersection of Bathurst Street and Davis Drive;**
- 2. AND THAT, should the Town be successful in obtaining funding for the gateway sign, the remaining project funds be returned back to the original funding source.**

**BACKGROUND**

A recent discussion with York Region staff indicates that they would be willing to entertain an application from the Town under their 2015 Municipal Streetscape Partnership Program for the gateway signage feature to be constructed at the southeast corner of the intersection of Davis Drive at Bathurst Street. The project has been tendered and the Town is in the process of awarding the contract. Although the budget that the Town currently has for this project is sufficient to complete the work, this project is found to be eligible for partnership funding through York Region, and therefore the Town can take advantage of this additional source of funding.

The purpose of York Region’s Municipal Streetscape Partnership Program is to provide funding to local municipalities and stakeholders to support streetscape design. The program assists in cost sharing on locally-initiated streetscape projects to improve the public realm in York Region.



The application to York Region's funding program requires a recommendation from Council authorizing staff to apply under the program, and that is the purpose of this report. The Town will be moving ahead with this project in 2015, as planned, whether the application to York Region is successful or not. The tendered cost of the subject feature is \$132,450 plus HST and the eligible funding from the program could be up to \$43,708 (33% of the cost of the feature).

The Town is also constructing a gateway signage feature at Highway 404 under the same contract, but this second location is on provincial property, and therefore it is not eligible for Regional funding.

### **PUBLIC CONSULTATION**

No public consultation was undertaken in the preparation of this report. The Director, Financial Services / Treasurer was consulted to determine the proper account in which to return any additional funds.

### **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 Mike Ashworth at 905-895-5193 extension 2510; [mashworth@newmarket.ca](mailto:mashworth@newmarket.ca)

Prepared by:



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



P. Noehammer, P.Eng.  
Commissioner, Development &  
Infrastructure Services



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 Newmarket, ON L3Y 4X7 905.895.5193

February 2, 2015

## DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT ENGINEERING SERVICES 2015-15

TO: Committee of the Whole

SUBJECT: York Region Municipal Streetscape Partnership Program – Davis Drive Key Intersection Streetscape Improvements

ORIGIN: Director, Engineering Services

### RECOMMENDATIONS

**THAT Development and Infrastructure Services Report – ES2015-15 dated February 2, 2015 regarding “York Region Municipal Streetscape Partnership Program – Davis Drive Key Intersections Streetscape Improvements” be received and the following recommendations be adopted:**

- 1. THAT the Engineering Services Department be authorized to submit an application under the Municipal Streetscape Partnership Program offered by York Region for the Davis Drive key intersection streetscape improvements;**
- 2. AND THAT, should the Town be successful in obtaining funding for the Davis Drive key intersection streetscape improvements, the remaining project funds be returned back to the original funding source.**

### BACKGROUND

A recent discussion with York Region staff indicates that they would be willing to entertain an application from the Town under their 2015 Municipal Streetscape Partnership Program for some of the streetscape improvements that are being planned in conjunction with the vivaNext expansion works along Davis Drive. Some of these improvements are eligible for partnership funding through York Region, and therefore the Town can take advantage of this additional source of funding. The three (3) streetscape elements that are eligible for funding under this program are located at the northwest and the southeast intersections of Yonge Street and Davis Drive, and at the intersection of Davis Drive at Main Street. Although the proposed wayfinding beacon and associated works at Main Street and Davis Drive are eligible for funding, the downtown archway and sign are not eligible because they are located outside of the Regional right-of-way.

The purpose of York Region’s Municipal Streetscape Partnership Program is to provide funding to local municipalities and stakeholders to support streetscape design. The program assists in cost sharing on locally-initiated streetscape projects to improve the public realm in York Region.



The application to York Region's funding program requires a recommendation from Council authorizing staff to apply under the program, and that is the purpose of this report. This project is to be constructed in conjunction with York Region Rapid Transit as part of the vivaNext expansion on Davis Drive. The Town will be moving ahead with this project as planned, whether the application to York Region is successful or not. The total estimated project cost is \$398,500 plus HST and the eligible funding from the program could be up to \$199,250 (33% of the cost of the feature).

### **PUBLIC CONSULTATION**

No public consultation was undertaken in the preparation of this report. The Director, Financial Services/Treasurer was consulted to determine the proper account in which to return any additional funds.

### **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.

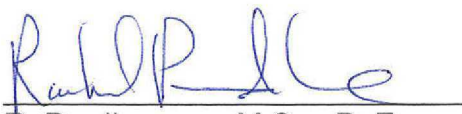
#### Capital Budget

No impact on the Capital Budget.

### **CONTACT**

For more information on this report, please contact Mike Ashworth at 905-895-5193 extension 2510; [mashworth@newmarket.ca](mailto:mashworth@newmarket.ca)

Prepared by:

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

  
P. Noehammer, P.Eng.  
Commissioner, Development &  
Infrastructure Services

## Deputation and Further <sup>74</sup> Notice Request Form

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Subject:

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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.