

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

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

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

Public Comments Received

Zoning By-law Amendment Application D14-14-04

Green and Rose Developments Inc.

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

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

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

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

212 Davis Drive - Comments Received from the Public		
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		<p>either:</p> <ul style="list-style-type: none"> i. The developer/customer to invest in (and maintain) 44kV switchgear which is not readily available, therefore requiring custom 44kV switchgear which is not cost-effective for the owner as it typically also requires significant amount of space; OR ii. The electricity servicing supply to be at a lower voltage of 13.8kV and not at the 44kV level, however this is a longer term solution. There is insufficient capacity at the 13.8kV distribution system level because our current distribution system was originally designed to have capacity at the 44kV level for this size project (more energy efficient and cost-effective rather than at the 13.8kV level). In order to supply at 13.8kV, we need another transformer station to increase 13.8kV feeder supply. As well, we require land be acquired from adjacent properties along the Davis Dr. for right-of-way (York Region) to bury the 13.8kV feeder that would supply 212 DD. These constraints leading up to the property along DD will take time and/or significant funding to implement. At this time, we neither have the station or the adjacent right-of-way for buried 13.8kV feeders. Also, of concern for the developer likely would be the additional cost and timing; my understanding is that currently, any additional cost to have buried supply to 212 DD would be at the developer's cost i.e. bourn by other than Newmarket Hydro. <p>In order to position the owner of 212DD to be able to readily convert to a complete ug system in the future, provisions should be made to (A) provide an easement and space to us</p>
		Staff Response

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



DEVELOPMENT AND INFRASTRUCTURE SERVICES - ENGINEERING SERVICES
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MEMORANDUM

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

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

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

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

SECONDARY PLAN

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

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

SITE PLAN

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

SITE SERVICING PLAN

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

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

SITE GRADING PLAN

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

SEDIMENT AND EROSION CONTROL

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

STORMWATER MANAGEMENT REPORT

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

FUNCTIONAL SERVICING REPORT

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

PRELIMINARY GEOTECHNICAL INVESTIGATION

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

TRAFFIC REPORT

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

PARKING REPORT

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

LANDSCAPE REVIEW

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

ENVIRONMENTAL REVIEW

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

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

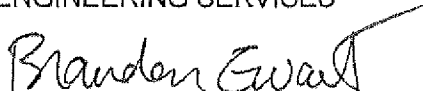
CLOSURE

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

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

Sincerely,

ENGINEERING SERVICES



B. Ewart, B.A.Sc.
Senior Engineering Development Coordinator - ICI

BTE062M

Copy: R. Prudhomme, M.Sc., P.Eng., Director, Engineering Services
R. Bingham, C.E.T., Manager, Engineering and Technical Services
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