











**PERSPECTIVE VIEW**  
**R-02**

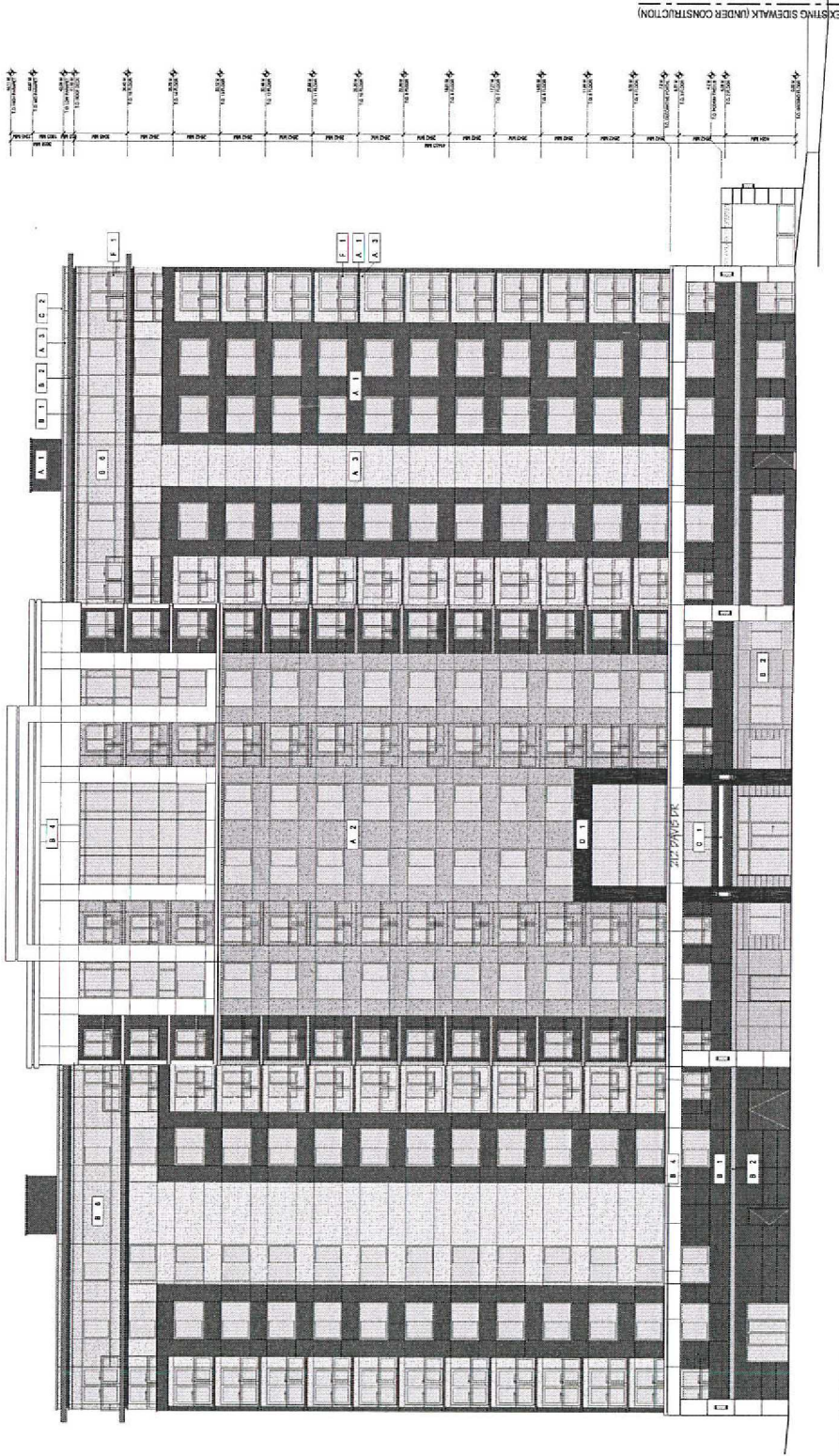
**212 DAVIS DRIVE**  
NEWMARKET, ONTARIO

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PATH: S:\2013\13-045 - Newmarket Apartment Building\0 - Drawings\1 - Design\Rendering\14-09-15\_R02.psv  
 ISSUE FOR: 2nd Submission  
 PROJECT NO: 13-045  
 ISSUE DATE: Sept. 18, 2014

REVISION	DATE
3	



**DRAWING LEGEND**

X, Y	EXTENSION MATERIAL TYPE EDUCATION SYMBOL
	FLOOR LEVEL DISCRIMINATION SYMBOL
	EXTENSION BOXES

**FINISH LEGEND**

A. 1	PREPARED PANELS OF CLADDING - UNPAVED FIN. COLOR (VENEER) (S1V1)
A. 2	PREPARED PANELS OF CLADDING - UNPAVED FIN. COLOR (S1V1) (S1V1)
A. 3	PREPARED PANELS OF CLADDING - UNPAVED FIN. COLOR (S1V1) (S1V1)
B. 1	PREPARED PANELS OF CLADDING - METALLIC FINISH - COLOR (S1V1)
B. 2	PREPARED PANELS OF CLADDING - METALLIC FINISH - COLOR (S1V1)
B. 3	PREPARED PANELS OF CLADDING - METALLIC FINISH - COLOR (S1V1) (S1V1)
B. 4	PREPARED PANELS OF CLADDING - METALLIC FINISH - COLOR (S1V1)
B. 5	PREPARED PANELS OF CLADDING - METALLIC FINISH - COLOR (S1V1) (S1V1)
B. 6	PREPARED PANELS OF CLADDING - METALLIC FINISH - COLOR (S1V1) (S1V1)
C. 1	PREPARED METAL - COLOR (S1V1) (S1V1)
D. 1	UNPAVED METAL - COLOR (S1V1) (S1V1)
F. 1	UNPAVED GLASS - TRANSPARENT

**EAST ELEVATION**  
Scale: 1/16"

**EAST ELEVATION**  
**A-301**

**212 DAVIS DRIVE**  
NEWMARKET, ONTARIO

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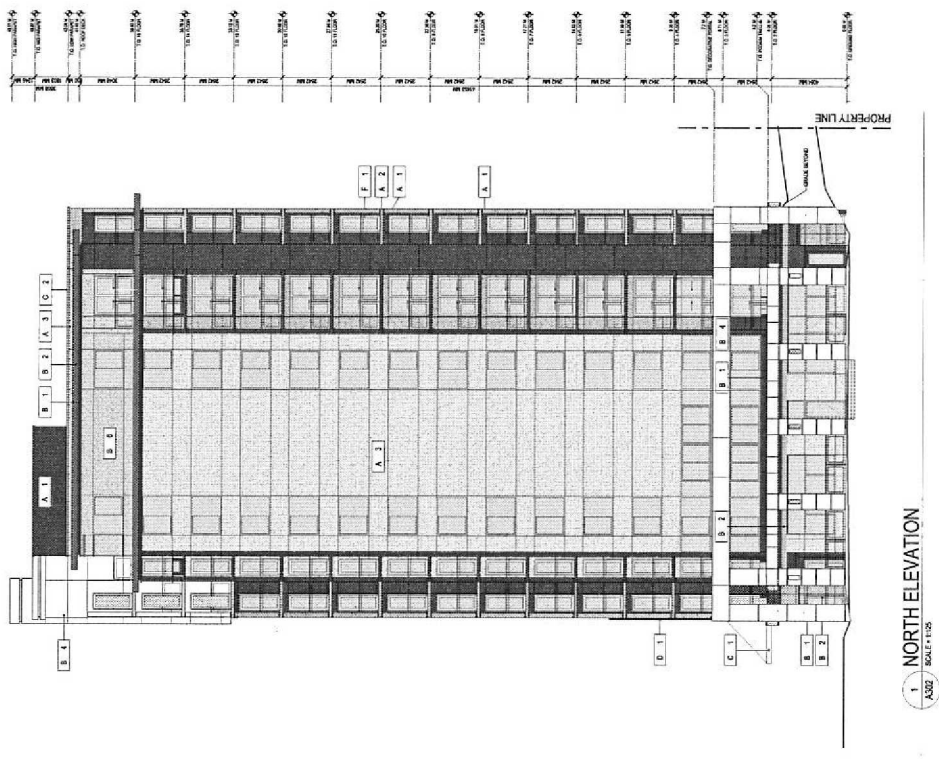




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**212 DAVIS DRIVE**  
 NEWMARKET, ONTARIO

**NORTH ELEVATION**  
**A-302**



**DRAWING LEGEND**

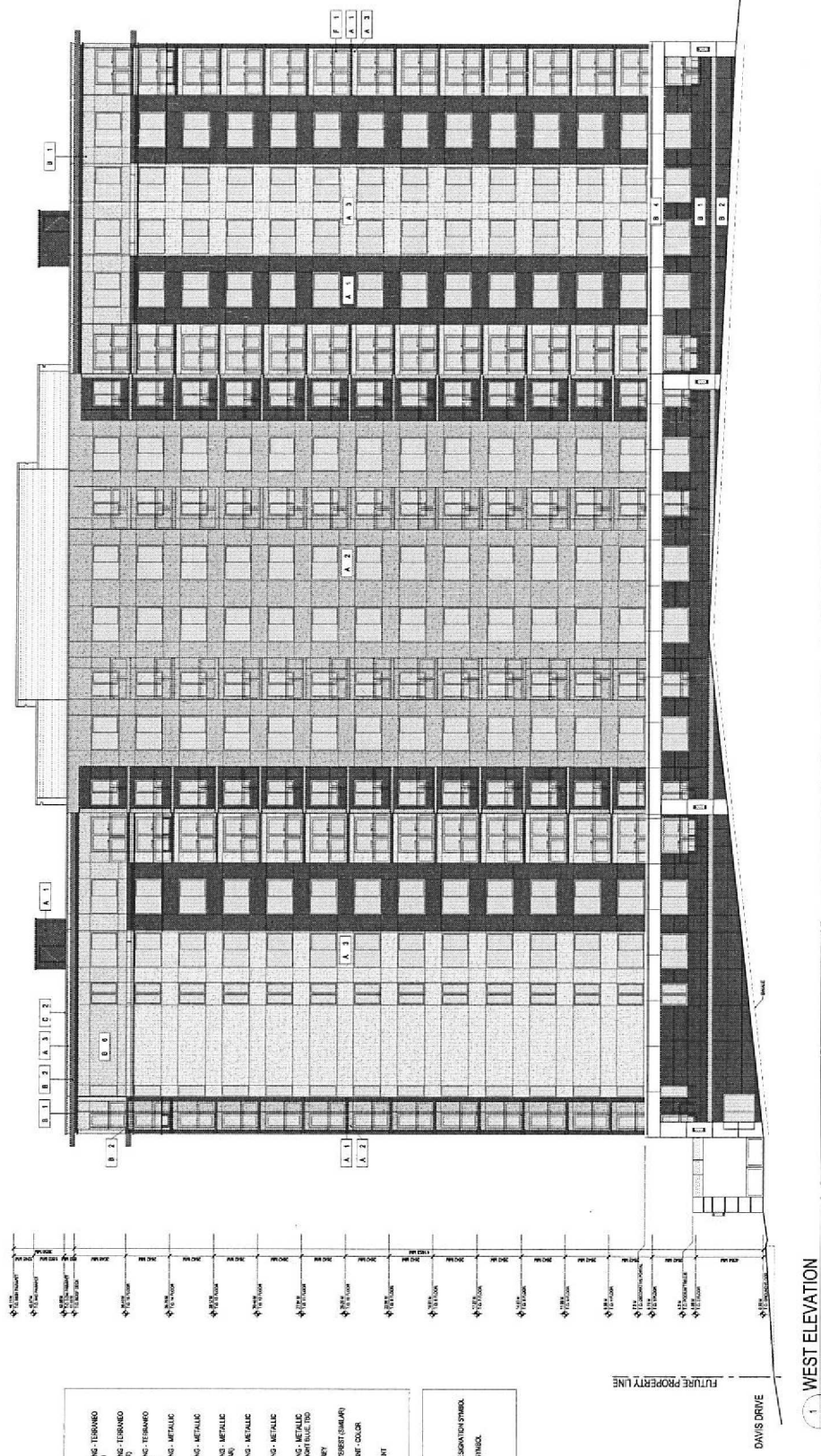
X	Y	EXTERIOR MATERIAL TYPE DESIGNATION SYMBOL
		FLOOR LEVEL DESIGNATION SYMBOL
		EXTERIOR DOOR

**FINISH LEGEND**

A. 1	PREPARED Gypsum BOARD - UNPAINTED - TERMINO
A. 2	PREPARED Gypsum BOARD - UNPAINTED - TERMINO
A. 3	PREPARED Gypsum BOARD - UNPAINTED - TERMINO
B. 1	PREPARED Gypsum BOARD - UNPAINTED - TERMINO
B. 2	PREPARED Gypsum BOARD - UNPAINTED - TERMINO
B. 3	PREPARED Gypsum BOARD - UNPAINTED - TERMINO
B. 4	PREPARED Gypsum BOARD - UNPAINTED - TERMINO
C. 1	PREPARED METAL - COLOR (REFER TO MAP)
D. 1	COMPOSITE WOOD BOARD IMPRINT - COLOR (REFER TO MAP)
F. 1	UNPAINTED GLASS - TRANSPARENT

**212 DAVIS DRIVE**  
NEWMARKET, ONTARIO

**WEST ELEVATION**  
**A-303**



WEST ELEVATION  
SCALE: 1/8" = 1'-0"

FINISH LEGEND	
A.1	PREPARE DRY PANEL OR CLADDING - TERRAZZO (FR. COLOR: TERRAZZO BAYVIEW)
A.2	PREPARE DRY PANEL OR CLADDING - TERRAZZO (FR. COLOR: GARNET VAN BENTHUY)
A.3	PREPARE DRY PANEL OR CLADDING - TERRAZZO (FR. COLOR: FOREST GRAY)
B.1	PREPARE DRY PANEL OR CLADDING - METALLIC (FR. COLOR: BRASS)
B.2	PREPARE DRY PANEL OR CLADDING - METALLIC (FR. COLOR: COLD GREY)
B.3	PREPARE DRY PANEL OR CLADDING - METALLIC (FR. COLOR: FOREST GRAY)
B.4	PREPARE DRY PANEL OR CLADDING - METALLIC (FR. COLOR: LIGHT GREY)
C.1	PREPARE METAL - COLOR: BRASS
C.2	PREPARE METAL - COLOR: FOREST GRAY
D.1	CONCRETE WOOD GRAIN IMPACT - COLOR
E.1	UNPAINTED BRICK - TYPICAL

DRAWING LEGEND	
X	EXTERIOR MATERIAL TYPE DESIGNATION SYMBOL
Y	FLOOR LEVEL DESIGNATION SYMBOL
□	EXTERIOR SCENE

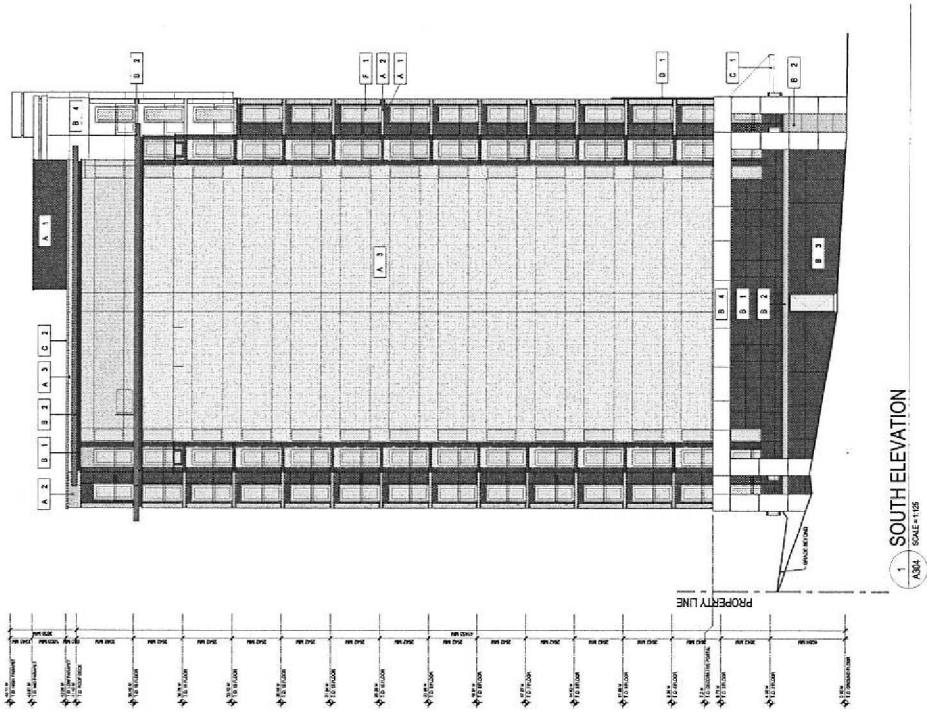
REVISION	
6	ISSUED FOR 2nd Submission
5	PROJECT NO: 13-045
4	ISSUE DATE: Sept. 18, 2014



# SOUTH ELEVATION A-304

**212 DAVIS DRIVE**  
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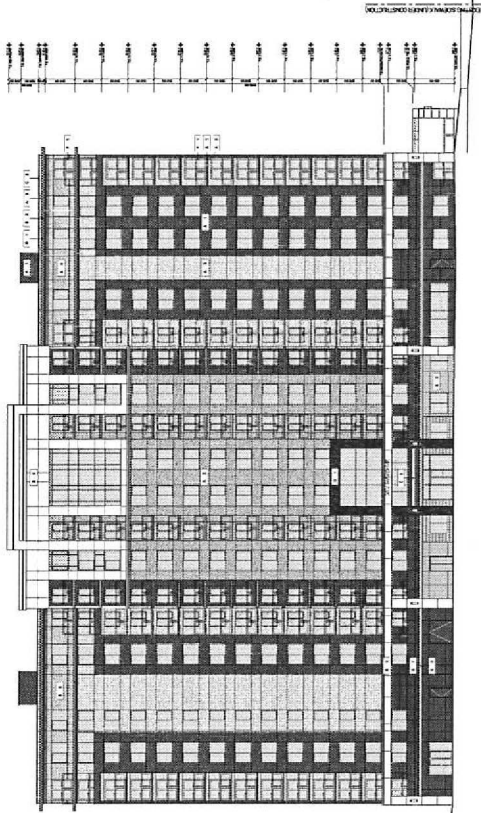


**DRAWING LEGEND**

X Y	EXTERIOR MATERIAL TYPE DESIGNATION SYMBOL
→	FLOOR LEVEL DESIGNATION SYMBOL
□	EXTERIOR SCOPE

**FINISH LEGEND**

A 1	PREFAB. EPS PANEL ON CLADDING - TERRAZZO PREFAB. EPS PANEL ON CLADDING - TERRAZZO PREFAB. EPS PANEL ON CLADDING - TERRAZZO
A 2	PREFAB. EPS PANEL ON CLADDING - TERRAZZO PREFAB. EPS PANEL ON CLADDING - TERRAZZO
A 3	PREFAB. EPS PANEL ON CLADDING - TERRAZZO PREFAB. EPS PANEL ON CLADDING - TERRAZZO
B 1	PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC
B 2	PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC
B 3	PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC
B 4	PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC
C 1	PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC
C 2	PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC PREFAB. EPS PANEL ON CLADDING - METALLIC
D 1	COMPOSITE WOOD BOARD IMPERT. COLOR IMPACT
F 1	LAMINATED GLASS - TRANSPARENT



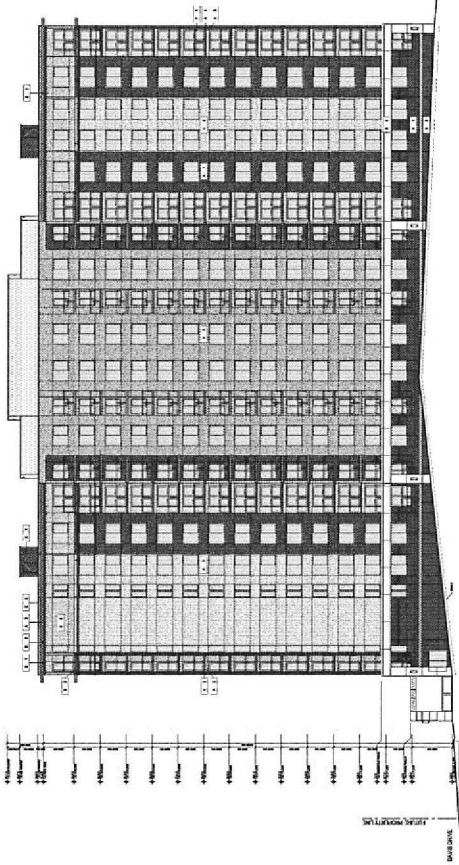
1 EAST ELEVATION W/GARAGE STRUCTURE  
ASB / SCALE: 1/20

**DRAWING LEGEND**

X Y	BOTH W/SH MATERIAL TYPE DESIGNATION SYMBOL
→	FLOOR LEVEL DESIGNATION SYMBOL
□	EXTENSION SCHEME

**FINISH LEGEND**

A. 1	PREPAID EPS PANEL OR CLADDING - TERRAZZO FRONT - COLOR: BROWN (S/PVT)
A. 2	PREPAID EPS PANEL OR CLADDING - TERRAZZO FRONT - COLOR: BROWN (S/PVT)
A. 3	PREPAID EPS PANEL OR CLADDING - TERRAZZO FRONT - COLOR: BROWN (S/PVT)
B. 1	PREPAID EPS PANEL OR CLADDING - METALLIC FRONT - COLOR: CONCRETE
B. 2	PREPAID EPS PANEL OR CLADDING - METALLIC FRONT - COLOR: CONCRETE
B. 3	PREPAID EPS PANEL OR CLADDING - METALLIC FRONT - COLOR: CONCRETE (SIMILAR)
B. 4	PREPAID EPS PANEL OR CLADDING - METALLIC FRONT - COLOR: BROWN
B. 5	PREPAID EPS PANEL OR CLADDING - METALLIC FRONT - COLOR: BROWN
B. 6	PREPAID EPS PANEL OR CLADDING - METALLIC FRONT - COLOR: BROWN
C. 1	PRE-FINISHED METAL - COLOR: GREY
C. 2	PRE-FINISHED METAL - COLOR: GREY (SIMILAR)
D. 1	CONCRETE WOOD GRAIN IMPRINT - COLOR: BROWN
F. 1	LAMINATED GLASS - TRANSPARENT



2 WEST ELEVATION W/GARAGE STRUCTURE  
ASB / SCALE: 1/20

**EAST/WEST ELEVATIONS  
A-305**

**212 DAVIS DRIVE**  
NEWMARKET, ONTARIO

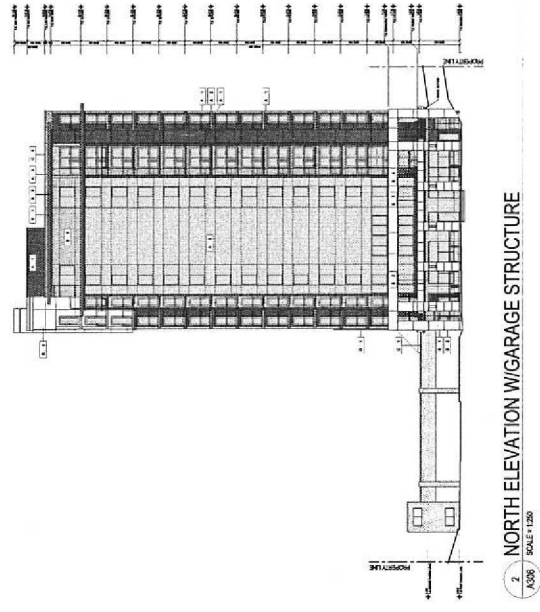
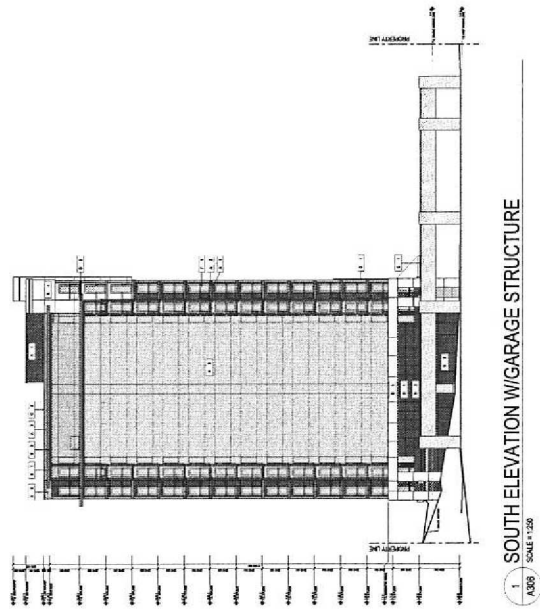
Contact: Daniel Behnoltz  
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# NORTH/SOUTH ELEVATION A-306

**212 DAVIS DRIVE**  
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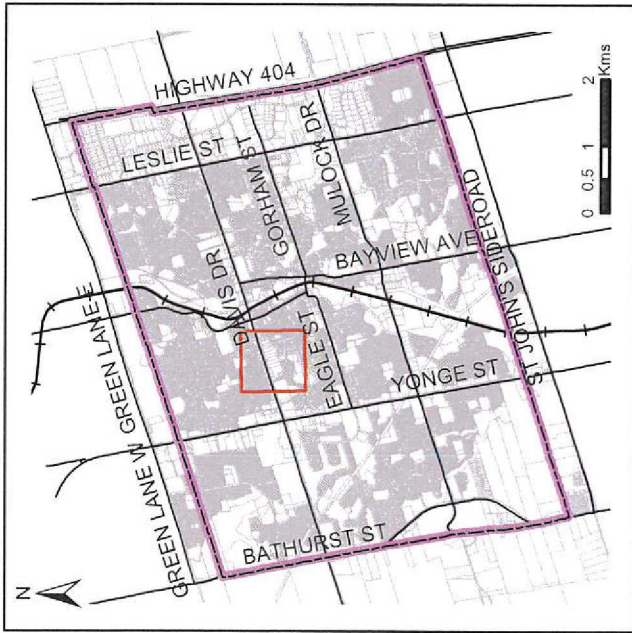
**DRAWING LEGEND**

X	Y	EXTERIOR MATERIAL TYPE DESIGNATION SYMBOL
→	→	ROOF EDGE DESIGNATION SYMBOL
□	□	EXTERIOR FINISH


**FINISH LEGEND**

A	1	PREPARE BRICK PANEL OR CLADDING - TERRAZZO FIN. COLOR (SEE PLAN DRAWING)
A	2	PREPARE BRICK PANEL OR CLADDING - TERRAZZO FIN. COLOR (SEE PLAN DRAWING)
A	3	PREPARE BRICK PANEL OR CLADDING - TERRAZZO FIN. COLOR (SEE PLAN DRAWING)
B	1	PREPARE BRICK PANEL OR CLADDING - METALLIC FINISH COLOR (SEE PLAN DRAWING)
B	2	PREPARE BRICK PANEL OR CLADDING - METALLIC FINISH COLOR (SEE PLAN DRAWING)
B	3	PREPARE BRICK PANEL OR CLADDING - METALLIC FINISH COLOR (SEE PLAN DRAWING)
B	4	PREPARE BRICK PANEL OR CLADDING - METALLIC FINISH COLOR (SEE PLAN DRAWING)
B	5	PREPARE BRICK PANEL OR CLADDING - METALLIC FINISH COLOR (SEE PLAN DRAWING)
B	6	PREPARE BRICK PANEL OR CLADDING - METALLIC FINISH COLOR (SEE PLAN DRAWING)
C	1	PREPARED METAL - COLOR (SEE PLAN DRAWING)
D	1	COMPOSITE WOOD GRAIN IMPRINT - COLOR MATCH (SEE PLAN DRAWING)
F	1	LAMINATED GLASS - TRANSPARENT









## Location Map 212 Davis Drive

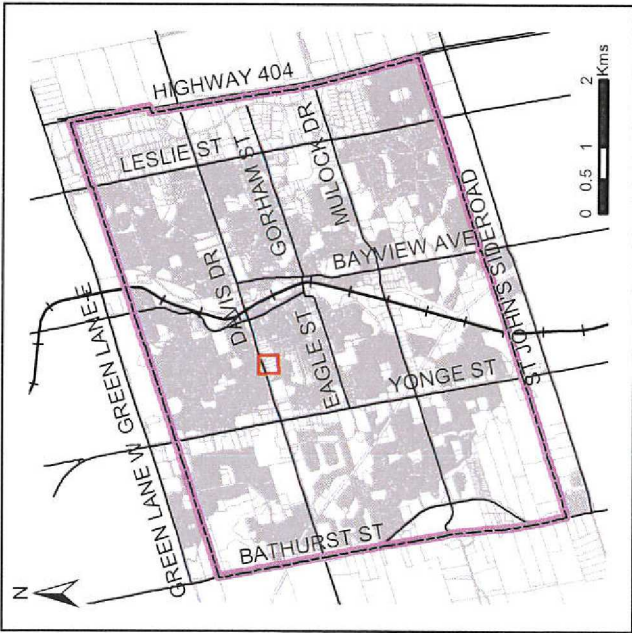


**Newmarket**


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

Legend	
	Subject Lands
	Railway
	Land Parcel
	Municipal Boundary

SOURCES: 2013 Colour Ortho Imagery - First Base Solutions Inc., 2013 Orthophotography, Land Parcel Boundaries - © Teramet Inc. and its suppliers. All rights reserved. NOT A PLAN OF SURVEY. 2014. Roads, Railway, Water Features - Geomatics Division ©2014 The Regional Municipality of York. All other data - Town of Newmarket, 2014. DISCLAIMER: This mapping is based on the POLARIS parcel fabric product compiled using Land Registry System records and recent surveys and control points where available. This mapping is a representation of the earth's surface and provides estimates of area and distance. The information depicted on this map has been compiled from various sources. While every effort has been made to accurately depict the information, data/mapping errors may exist. This map has been produced for illustrative purposes only. IT IS NOT A SUBSTITUTE FOR A LEGAL SURVEY.







**Location Map**  
**212 Davis Drive**

 Newmarket

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

**Legend**

-  Subject Lands
-  Railway
-  Land Parcel
-  Municipal Boundary

SOURCES: 2013 Colour Ortho Imagery - First Base Solutions Inc., 2013 Orthophotography; Land Parcel Boundaries - © Teranet Inc. and its suppliers. All rights reserved. NOT A PLAN OF SURVEY. 2014; Roads, Railway, Water Features - Geomatics Division ©2014 The Regional Municipality of York. All other data - Town of Newmarket, 2014. DISCLAIMER: This mapping is based on the POLARIS parcel fabric product compiled using Land Registry System records and recent surveys and control points where available. This mapping is a representation of the earth's surface and provides estimates of area and distance. The information depicted on this map has been compiled from various sources. While every effort has been made to accurately depict the information, data/mapping errors may exist. This map has been produced for illustrative purposes only. IT IS NOT A SUBSTITUTE FOR A LEGAL SURVEY.

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

\* Criteria: consider visibility from building orientation

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

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

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

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



September 18, 2014

Ms Linda L. Traviss- MCIP, RPP  
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Planning and Building Services, Town of Newmarket  
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Newmarket, Ontario  
L3Y 4X7

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

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

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

<b>MUST CHOOSE ONE OF FOLLOWING</b>	
<b>Innovative methods of reducing stormwater flows</b>	As detailed in the submitted Functional Servicing Report: <ol style="list-style-type: none"> <li>1. Post-development stormwater flows will be controlled to pre-development levels using on-site controls and underground storage. Underground storage is provided using an open-bottom storm sewer system that also allows for infiltration of stormwater.</li> <li>2. Stormwater quality control will be achieved using an Oil/Grit separator device as an upstream pre-treatment unit, combined with an infiltration trenching system downstream.</li> <li>3. Water balance / infiltration deficit mitigation is provided using a number of methods. Clean rainwater from the building rooftop will be initially captured into a rainwater harvester (i.e. water re-use) for irrigation of the extensive soft landscaped areas of the Site. In addition, as described above, a sub-surface infiltration facility will intercept all storm runoff from the Site promoting infiltration into the native permeable sandy soils (as identified in the Soils Report).</li> <li>4. External drainage from the abutting westerly industrial properties will be conveyed through the rear of the Site via a proposed bio-swale. The bio-swale is a significant improvement from the current existing swale. The bio-swale will have extensive planting (see Landscaping drawings) providing water quality control by naturally filtering stormwater and removing pollutants. The bio-swale also encourages stormwater infiltration.</li> </ol>
<b>Provide alternative power sources, i.e. wind and/or solar power</b>	Not choosing this option
<b>Provide green roof with 100% coverage</b>	Not choosing this option
<b>Provide green roof with 50% minimum coverage and balance of roof space covered with light coloured roofing materials</b>	Not choosing this option
<b>Provide alternative paving materials</b>	Not choosing this option

<b>CHARACTER</b>	<b>CONFORMITY DETAIL</b>
<b>Buildings should be constructed of high quality materials such as clay brick, stone or comparable material</b>	Exterior material of the building consists of doubled glazed window wall, spandrel panels, punched windows in aluminum frames and EIFS pre-manufactured insulated panels. All materials are high quality and, as well, have been selected for durability with state of the art pre-engineered structural systems and controlled factory façade finishes.
<b>Glazed areas should be maximized along street frontages to encourage safe and comfortable pedestrian use</b>	The Davis Drive elevation, facing north, features two levels of glazing. This condition provides views towards Davis Drive from the inside of the building (fitness and common spaces and first floor apartment units) and from Davis Drive into the amenity space and the building. The sidewalk passes by this the glazed area. This condition serves to provide a safe and inviting destination for residents and guests accessing the building on foot. The exterior amenity area on the Davis Drive façade provides an active element that reinforces the public realm. At the request of Town staff, the building has been moved about 3 m closer to Davis Drive to provide a better link with the public spaces along the street frontage.
<b>Provide facade treatments that break down massing and articulates depth, verticality and street edge</b>	A podium type detail has been provided to break-up the building mass as well as separating the facades. The building sits on a faux plinth articulated with a special finish resembling precast. The centre accent is articulated and a white stone finish to differentiate the massing of the building from the field on either side. Exit stairs have been internalized to allow for added glazing on the end facades. Both East and West elevations are being treated as frontages in their importance. Subtle articulations of the floor plan allow for shadows to be created at the unit breaks in the building. All of these elements combined allow the architecture to create a building that has a definite base, middle and cap.

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

**MUST CHOOSE ONE OF FOLLOWING**

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



BOULEVARD ENHANCEMENTS	CONFORMITY DETAIL
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<b>All trees that are 30cm or more DBH retained</b>	Due to the site plan restraints, this condition cannot be met throughout the site, but is not applicable within the Davis Drive Boulevard as this area was designed and will be constructed as part of the VIVA Next project. A current tree inventory of the site has been provided and all protected trees have been identified in the Arborist Report. A revised version of this report will be submitted with the technical submission.
<b>New trees planted on boulevard conform with Town's planting guidelines</b>	All trees and boulevard configuration has been identified on the site plan and landscape plans in accordance with the VIVA Next plans. These features are to be installed as part of VIVA's works.

**MUST CHOOSE ONE OF FOLLOWING**

<b>Provide plant materials that are suitable for site conditions and that are drought resistant (where applicable)</b>	Work on the Davis Drive Boulevard will be completed by VIVA Next. As for the rest of the Site, as noted above, selected plant species will be listed on the working drawings. Plant material selection will be appropriate for the Site's conditions. Native and drought tolerant plant material will be used throughout, therefore reducing the requirement for irrigation.
<b>Provide benches, garbage and/or recycling receptacles, public art, planters and/or bicycle racks</b>	Benches, garbage/recycling receptacles, planters and bicycle racks are provided as indicated on the landscape drawings. Again, note that the work in the Davis Drive Boulevard has been designed and will be implemented by VIVA Next.
<b>Provide alternatives to grass</b>	Not choosing this option
<b>Provide alternative paving materials</b>	Not choosing this option

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

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

Sincerely,  
**GREEN & ROSE DEVELOPMENTS INC.**

Daniel Berholz

## SITE PLAN REVIEW – 212 DAVIS DRIVE

Green & Rose Developments Inc.

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