

Direct negative impacts of “proposed plan” on our property (22 Hamilton Drive)

Presenter:

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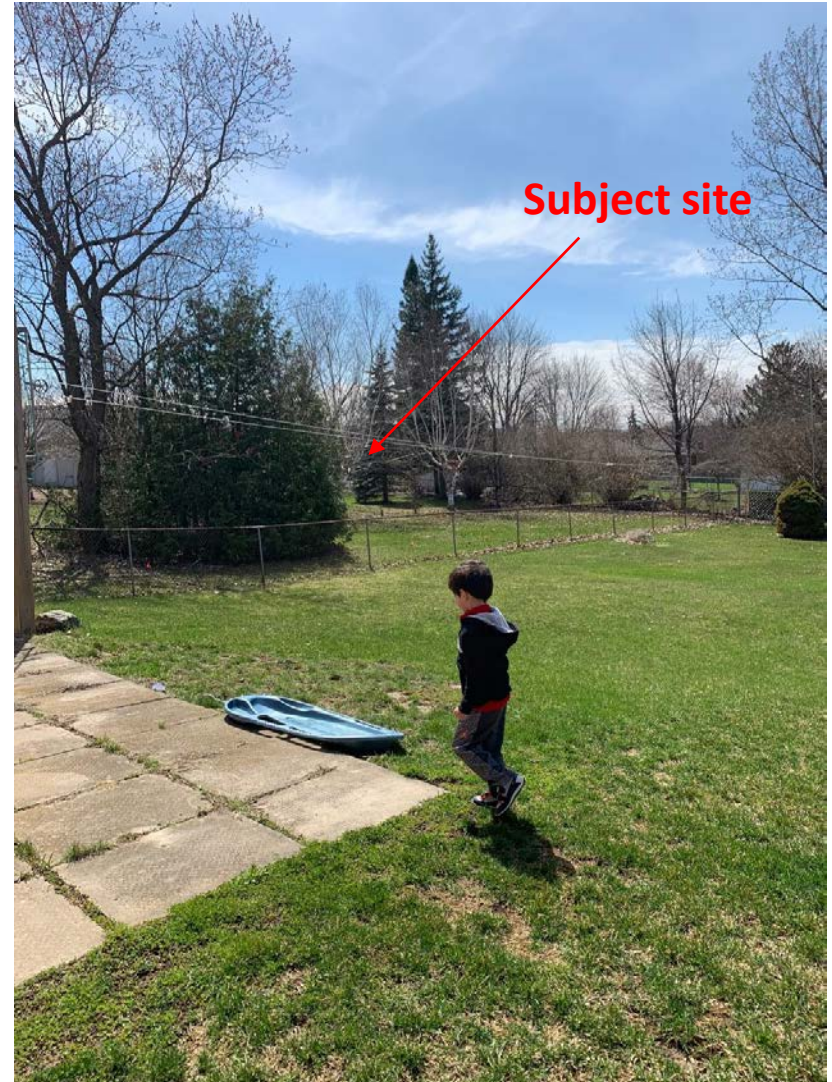
LOCATION MAP

1015, 1025, 1029 Davis Drive



Our property

- We bought our property in Jan 2017 mainly because it has a beautiful backyard where we mostly see trees and plants as opposed to walls or bricks, but the “proposed plan” will build a 14-metre wall at our intimate proximity.
- We purchased a house in a community where surrounding housing styles are detached single-family.
- This is our first home since we moved to Ontario and like many young couples, we planned to stay here for quite long time.



Objections

We are strictly opposing this application as the “proposed plan” will have some serious negative impacts on our property and on the health of our family members.

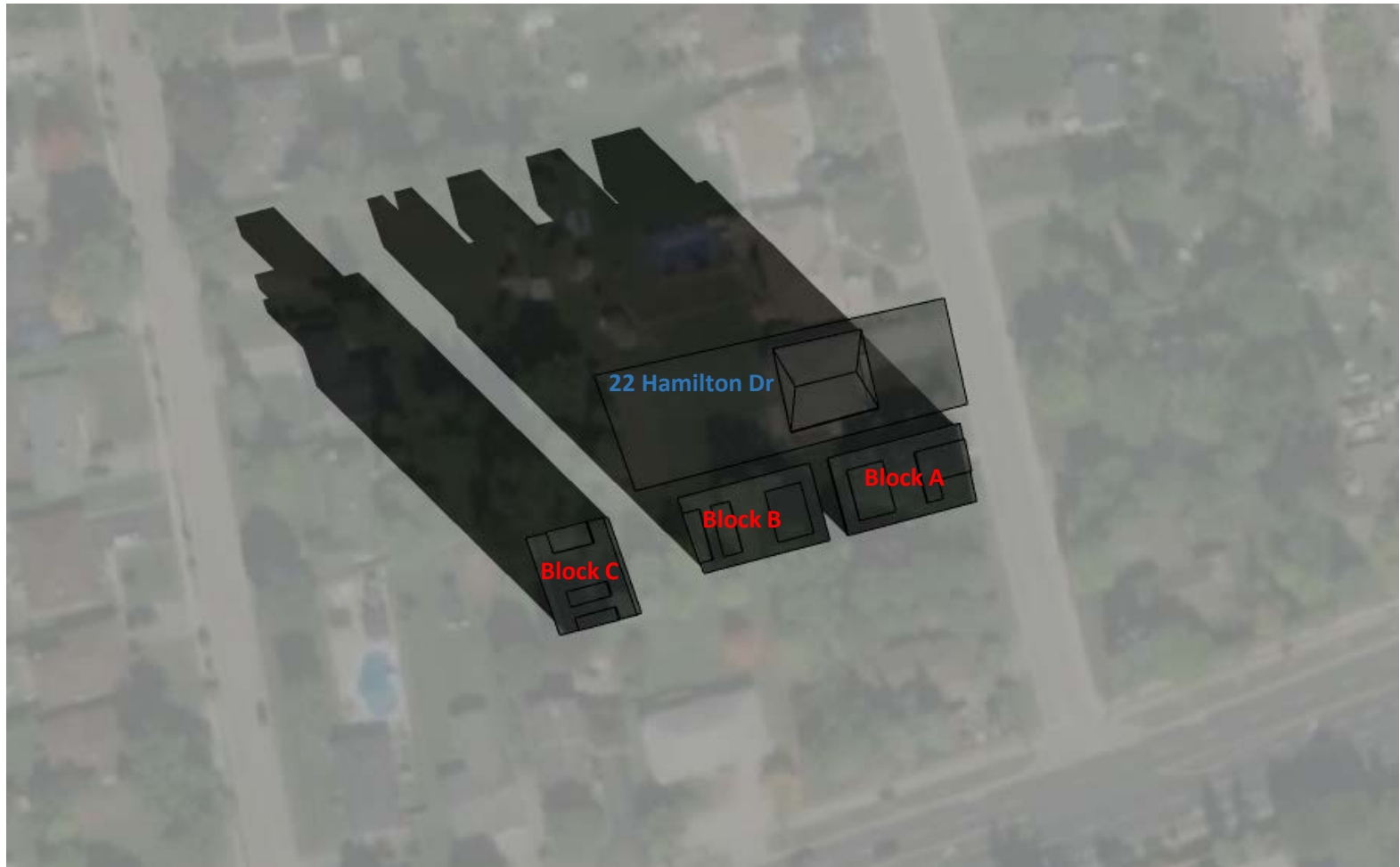
Here are some important points:

- 1. The proposed structure would negatively affect sunlight exposure to our house and our backyard where our son plays most of his times.**
- 2. The “proposed plan” would impose overlook to our house/backyard, and would significantly invade our privacy.**
- 3. Potentially 44+ vehicles would affect the quality of local air in our backyard which is hazardous to our family members, especially to our son.**

1. Shadow Analysis

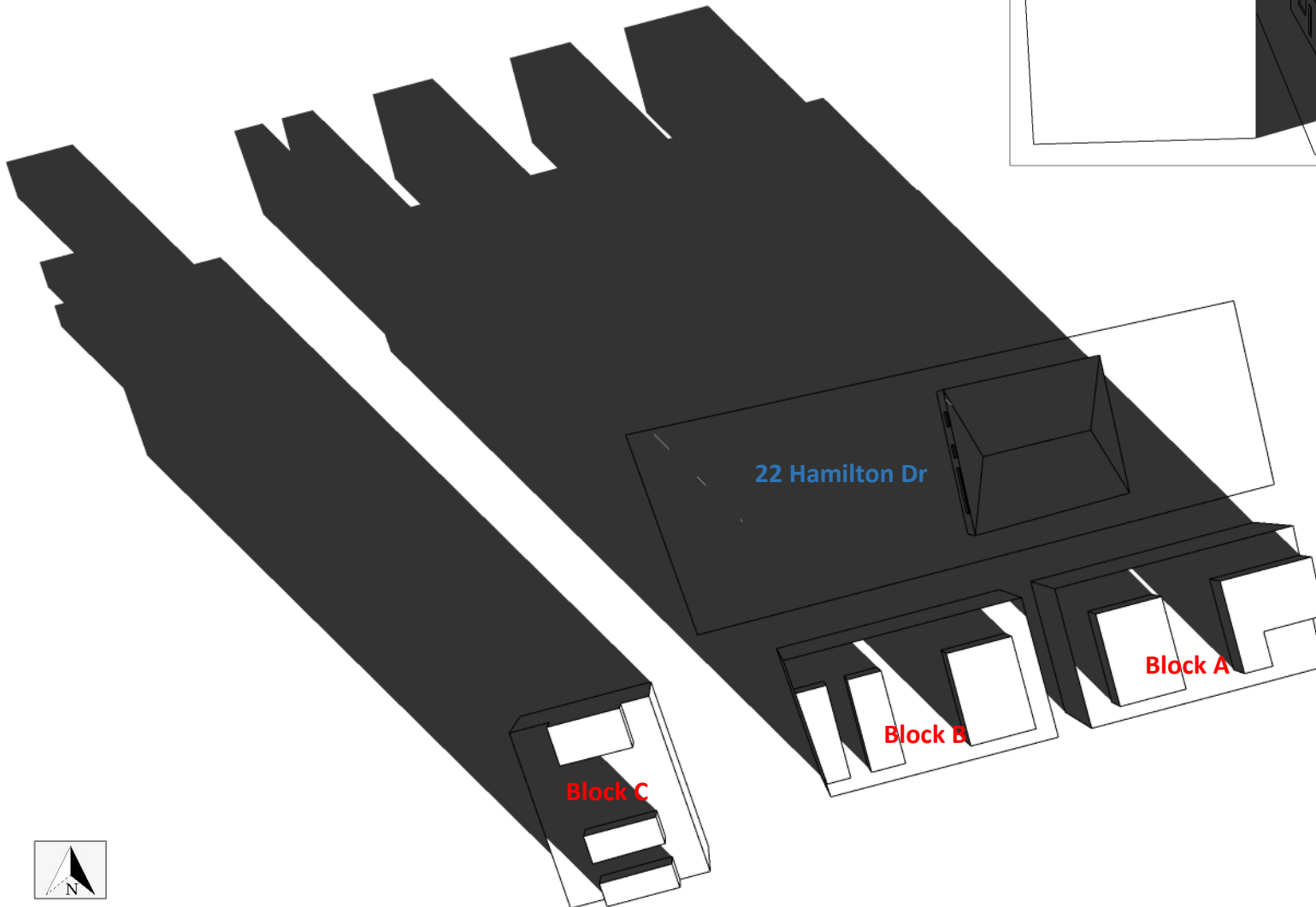
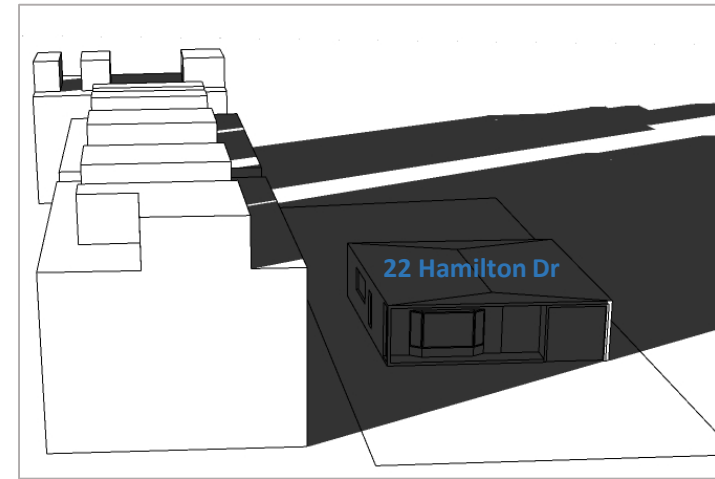
The following slides show the shadow impacts on our property (22 Hamilton Dr) caused by proposed structure, especially Blocks A, B and C.

The shadow studies is prepared according to sun position/path in Newmarket.



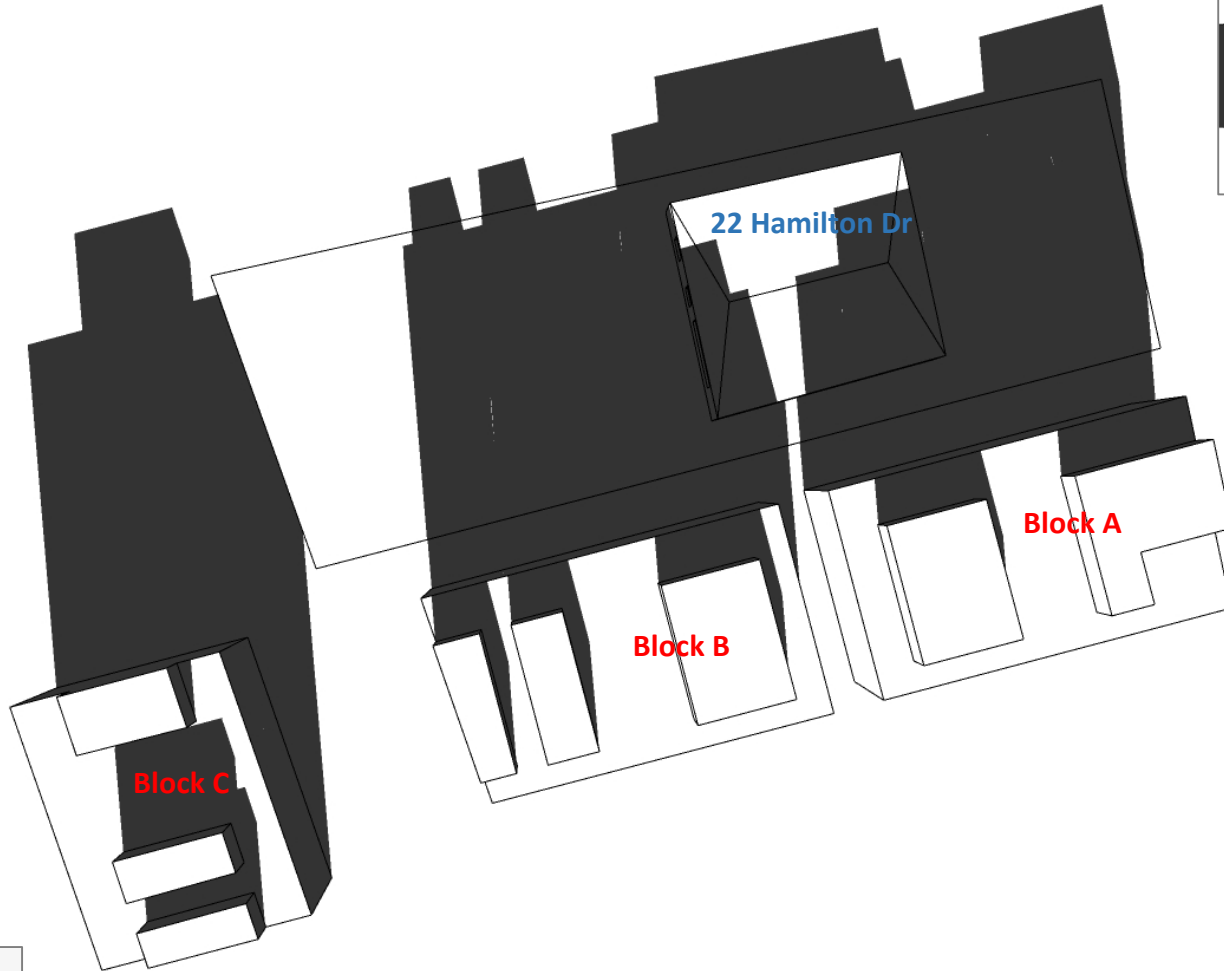
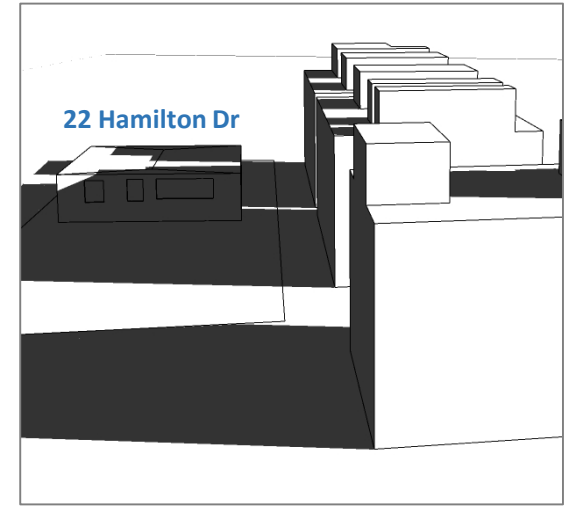
21 December – 9 AM

100% of our house and about 80% of
our lot in shadow



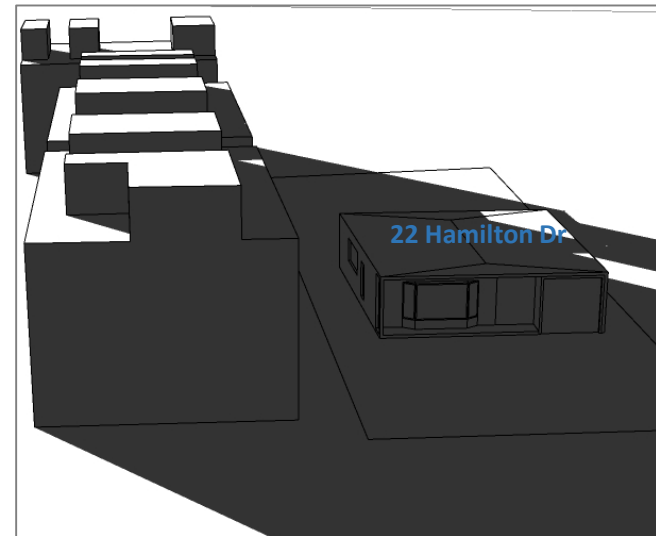
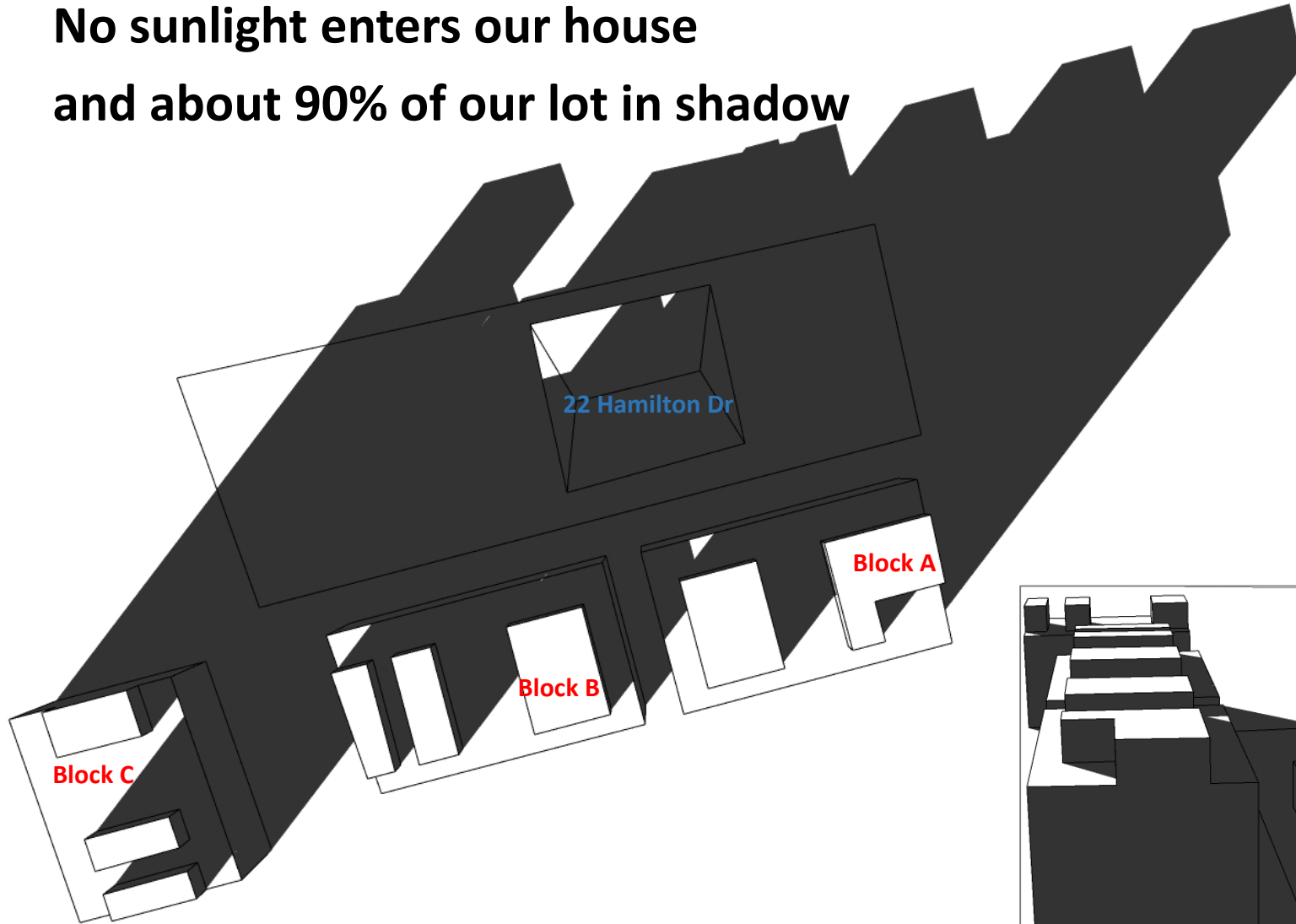
21 December – 12 PM

**No sunlight enters our house
and about 80% of our lot in shadow**



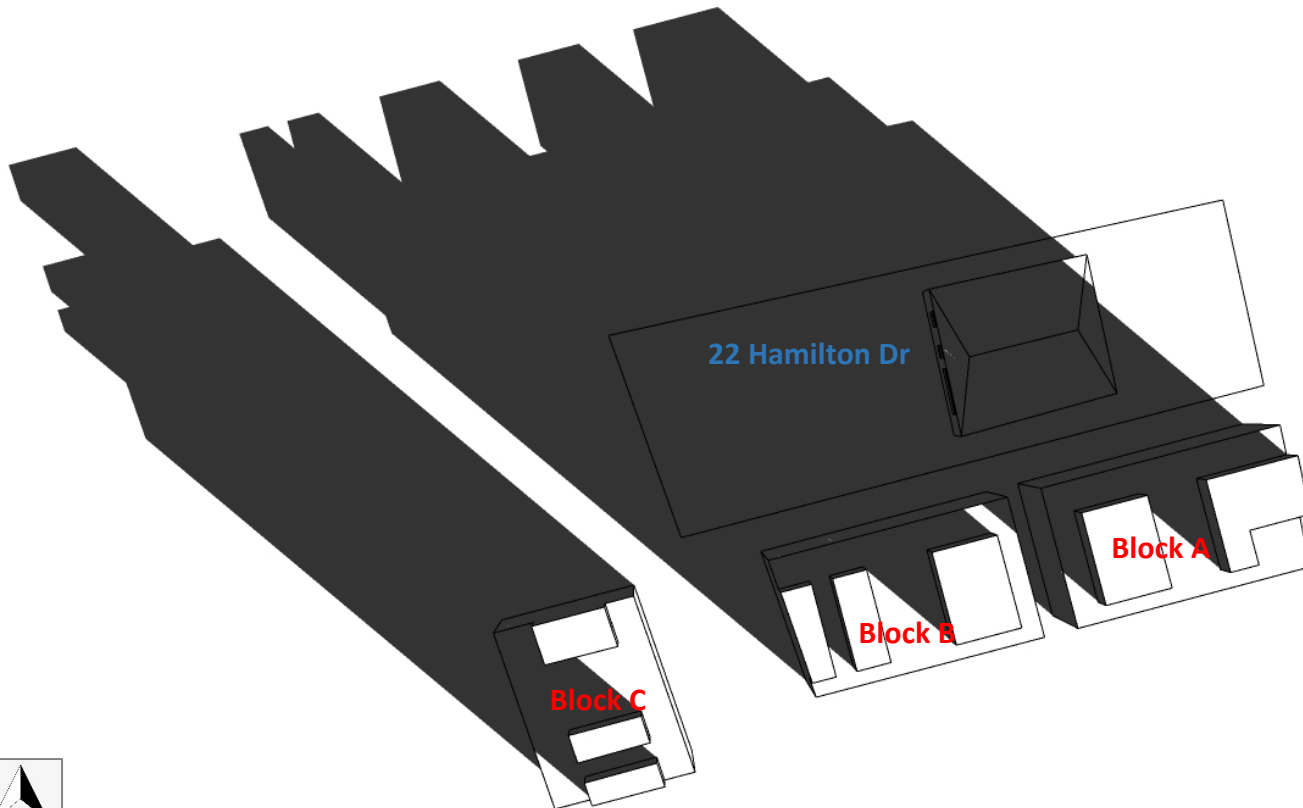
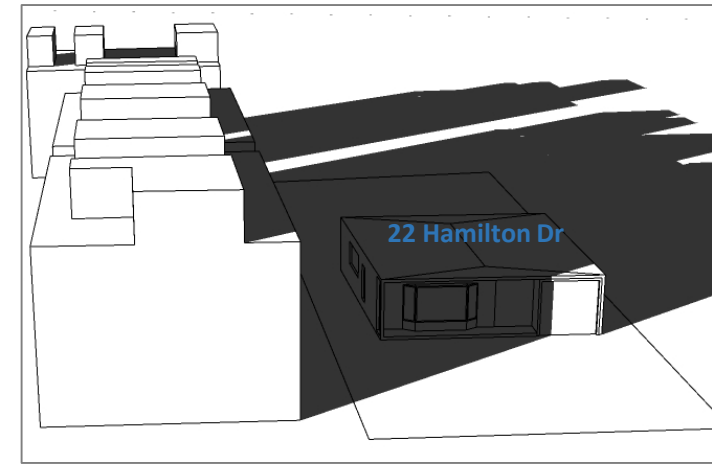
21 December – 3 PM

No sunlight enters our house
and about 90% of our lot in shadow



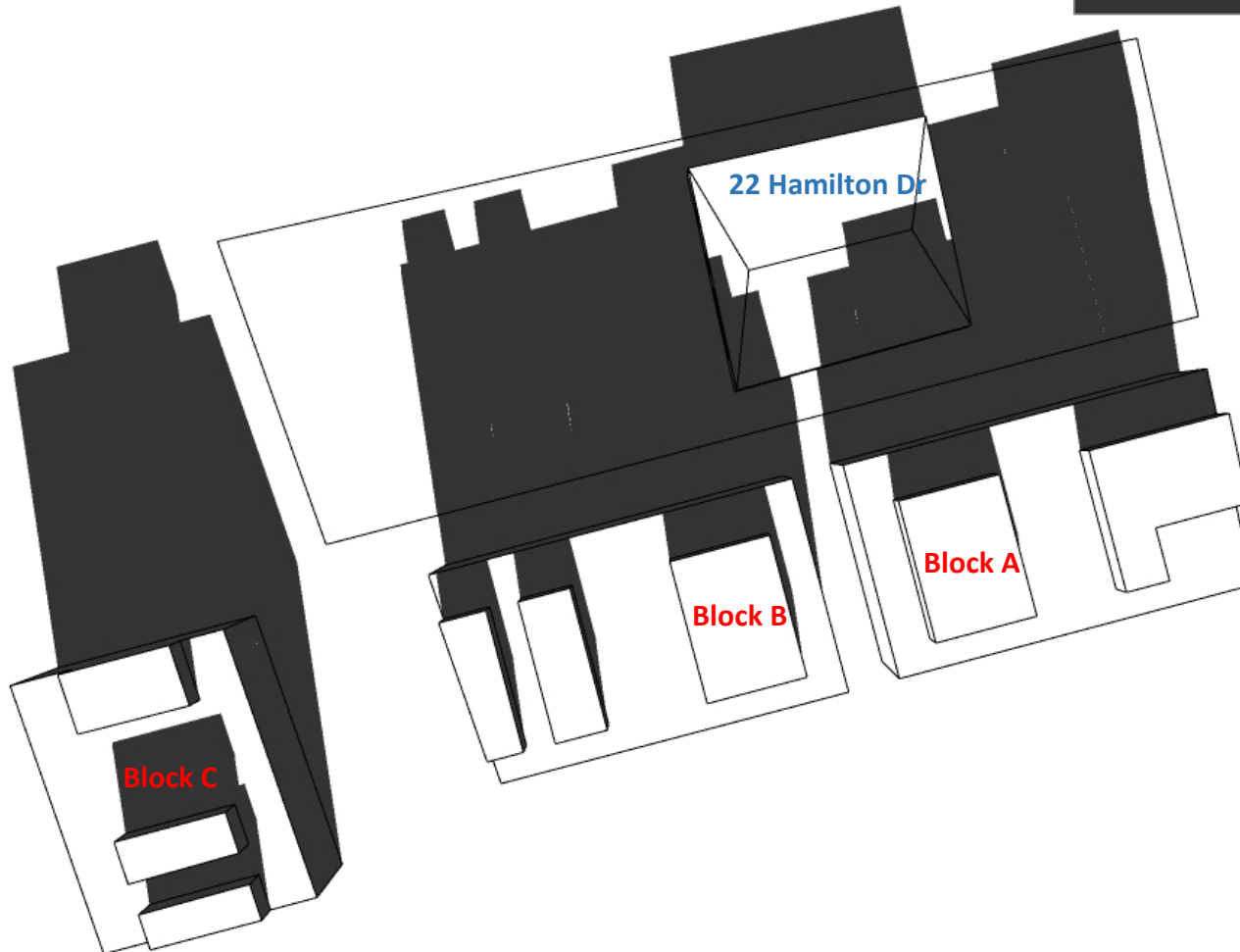
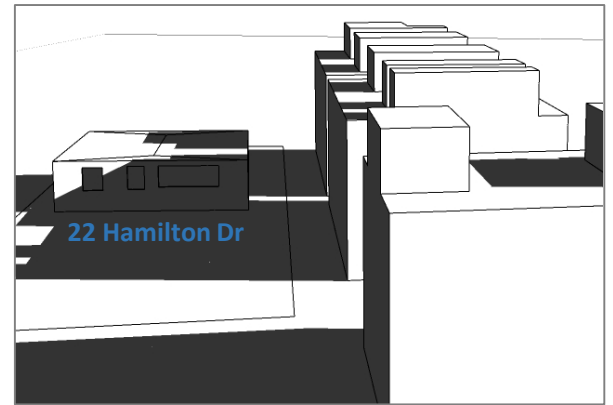
21 January (21 November) – 9 AM

100% of our house and about 80% of
our lot in shadow



21 January (21 November) - 12 PM

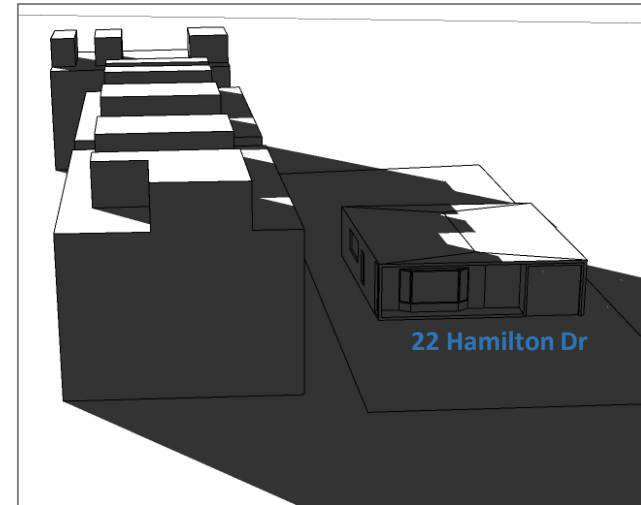
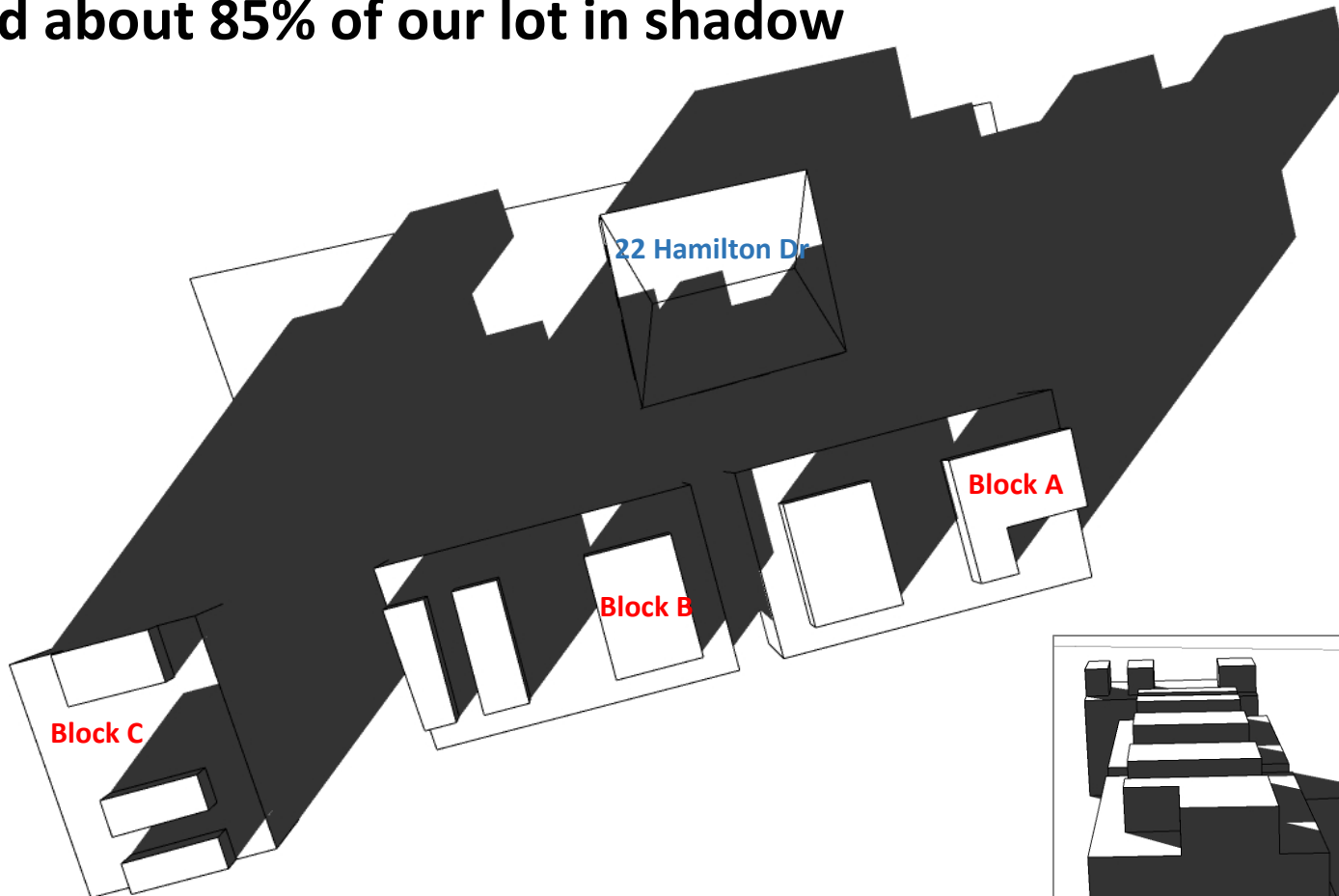
**Almost no sunlight enters our house
and 80% of our lot in shadow**



21 January (21 November) – 3 PM

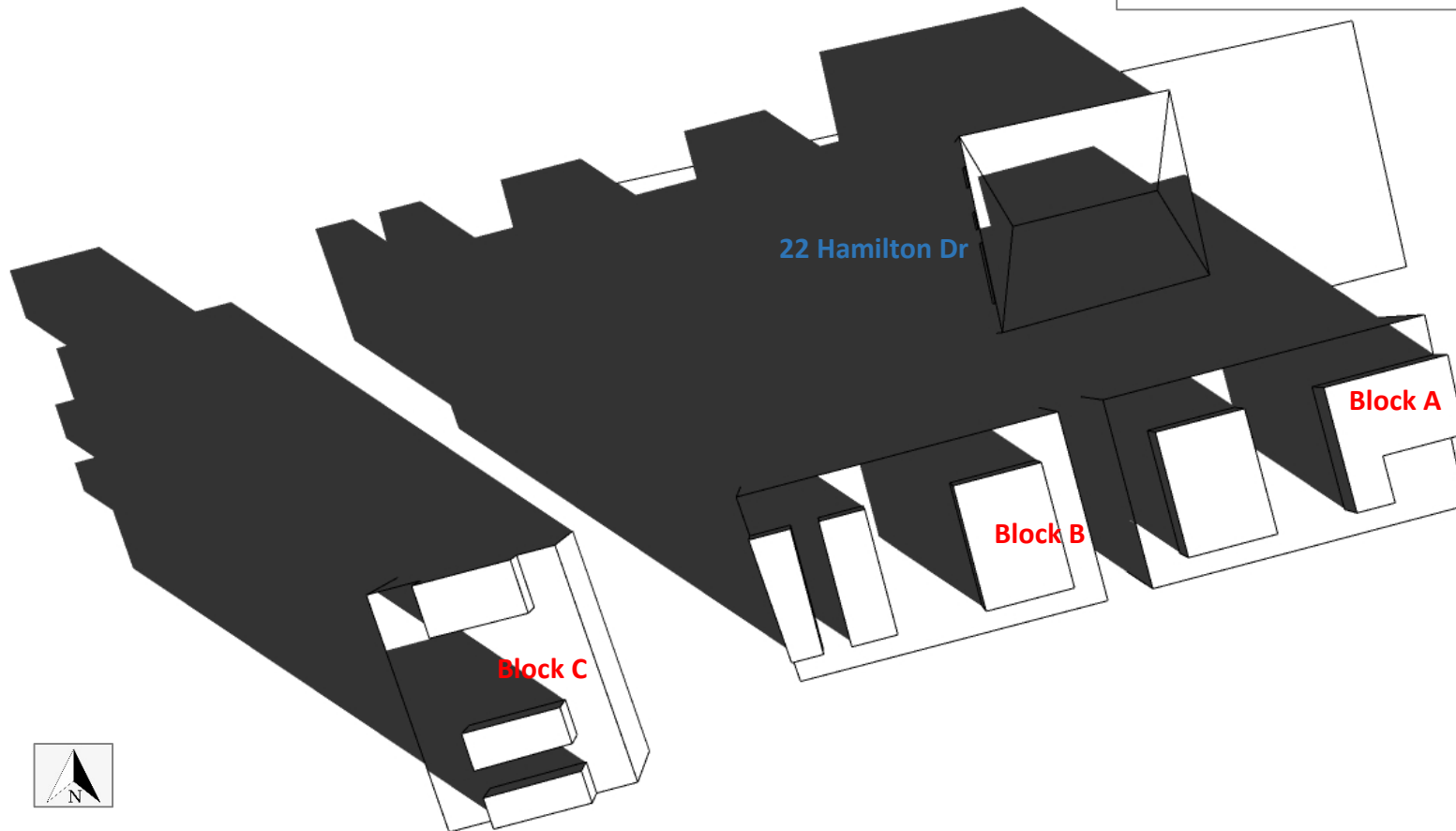
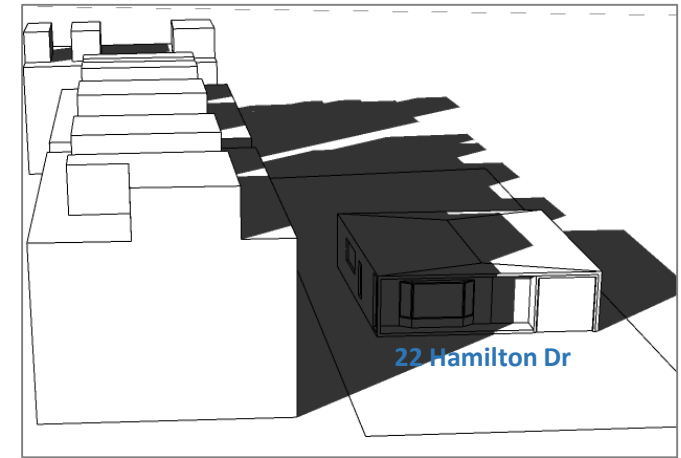
No sunlight enters our house

and about 85% of our lot in shadow

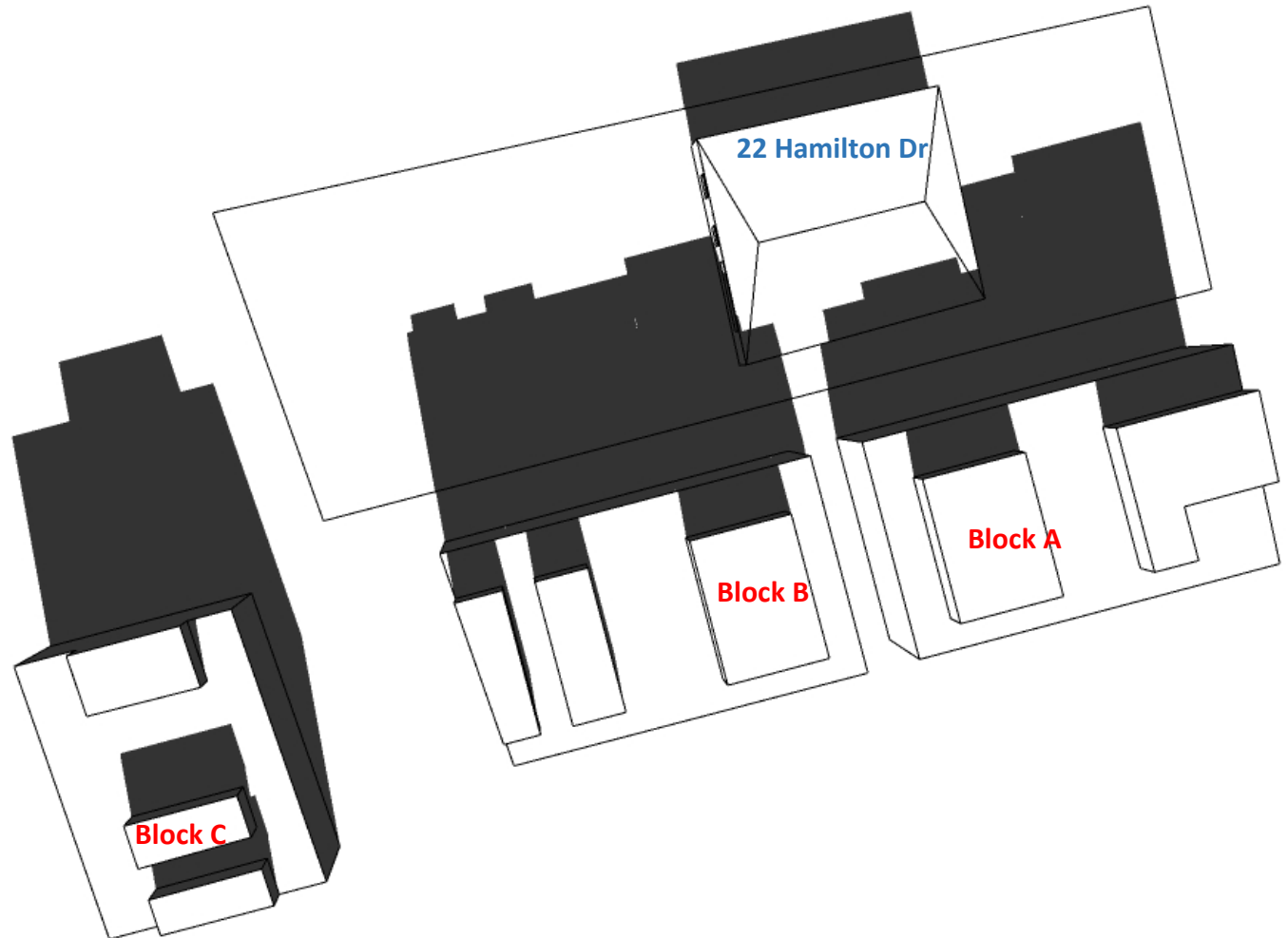


21 February (21 October) – 9 AM

**No sunlight enters our house
and about 80% of our lot in shadow**

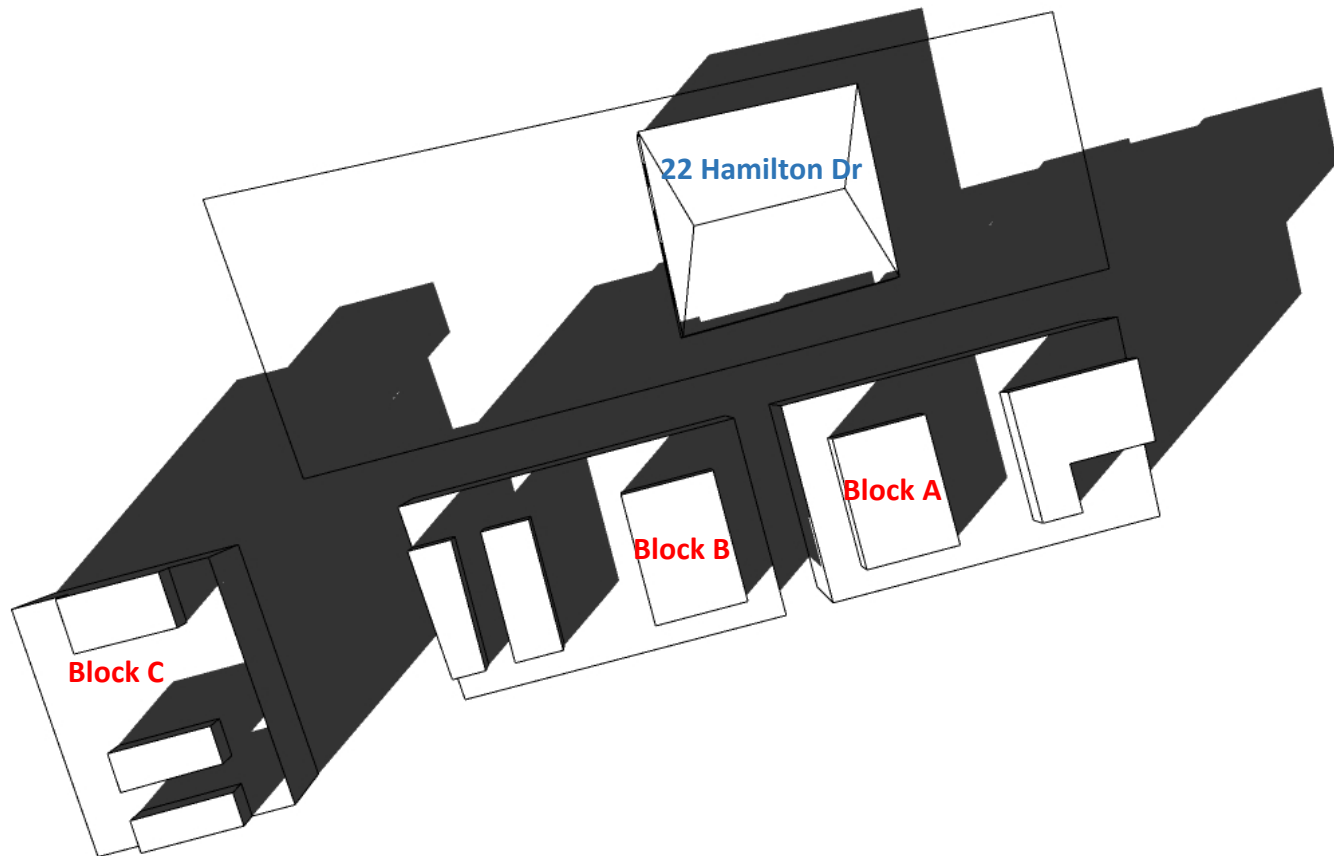


21 February (21 October) – 12 PM
Limited sunlight enters our house



21 February (21 October) – 3 PM

Limited sunlight enters our house



21 March (21 September) – 9 AM

No sunlight enters windows looking south-east

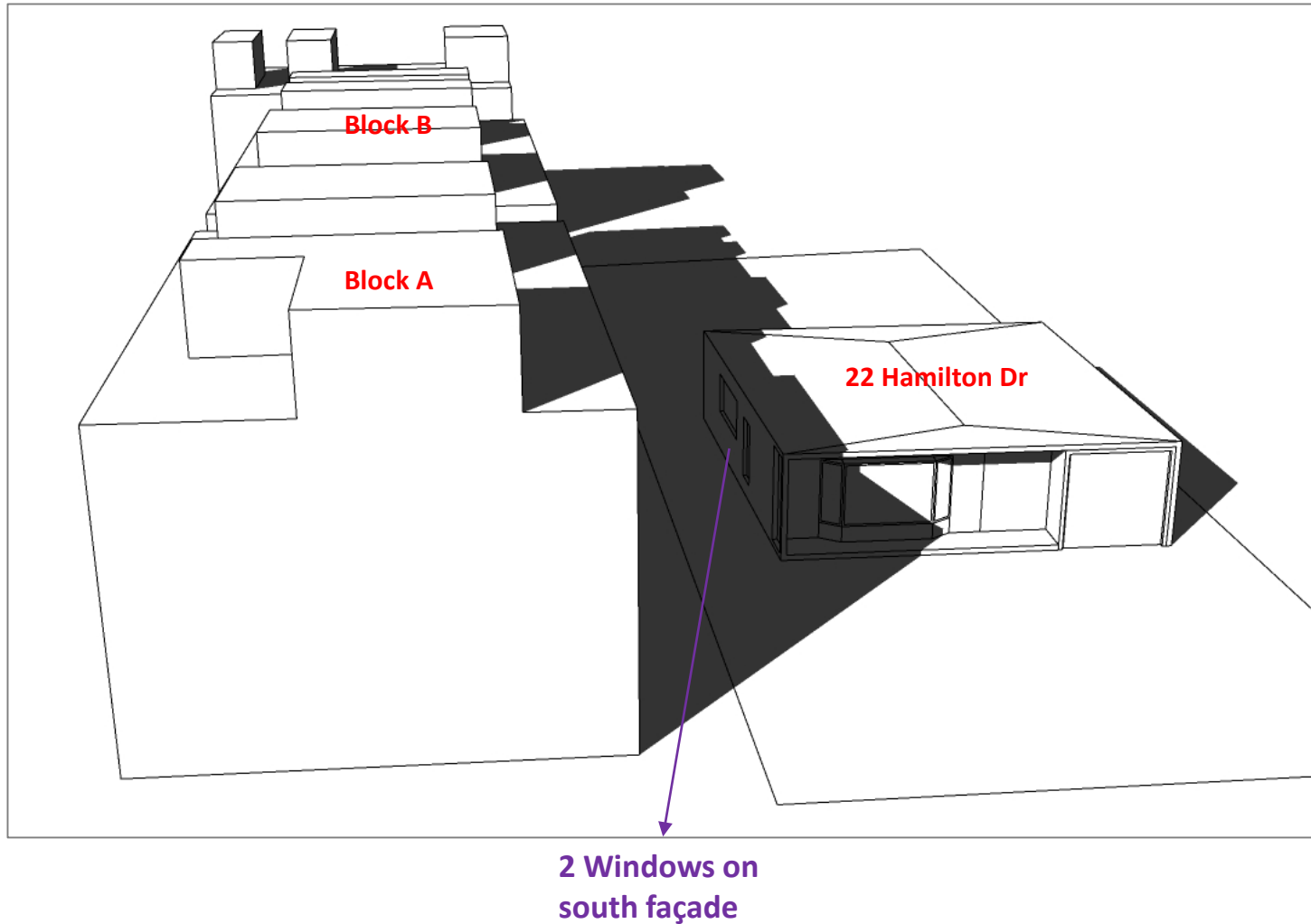




Photo: our property's window looking south

Shadow Analysis Result

The “proposed plan” deprives us and our property from our basic right of exposing to sunlight particularly during cold winter season.

- Shadow studies prepared by Weston Consulting Group is incomplete where important facts are missing in favor of “proposed plan”!



The subject lands can support the proposed intensification, as they are located on a *Regional Arterial* and in close proximity to existing and transit services, as well as active transportation routes.

Any adverse impacts generated by the proposed density is further mitigated by the proposed built form that is, in our opinion, compatible with the existing neighbourhood and also proposes massing, configuration and height appropriate for an infill site on a *Regional Arterial*. Moderate intensification and infill development is appropriate in residential areas along Major Arterials subject to the compatibility policies and criteria to which the proposed development meets.

10.3 Compatibility of Built Form and Use

Height, Angular Plane & Shadows

A Transitional Angular Plane Analysis was produced by Weston Consulting as a requirement for the enclosed planning applications. The application of the angular plane analysis is a tool to consider transition and compatibility.

In evaluating the compatibility of the proposed development to the adjacent properties within the *Stable Residential Area*, a 45° angular plane from the adjacent properties at 1005 Davis Drive and 22 Hamilton Drive were measured against the elevations of the proposed townhouses. From these side and rear property lines, the proposed townhouses do not fit within the angular plane from approximately the second floor and above. However, the setback proposed from the west property line is increased to 2.65 metres from the current 1.88-metre setback of the existing two-storey single detached home located at 1015 Davis Drive which is appropriate and is indicative of the higher order arterial road status. This increased setback and the proposed landscaped treatments and privacy fencing provides sufficient transitioning to the adjacent property, in our opinion.

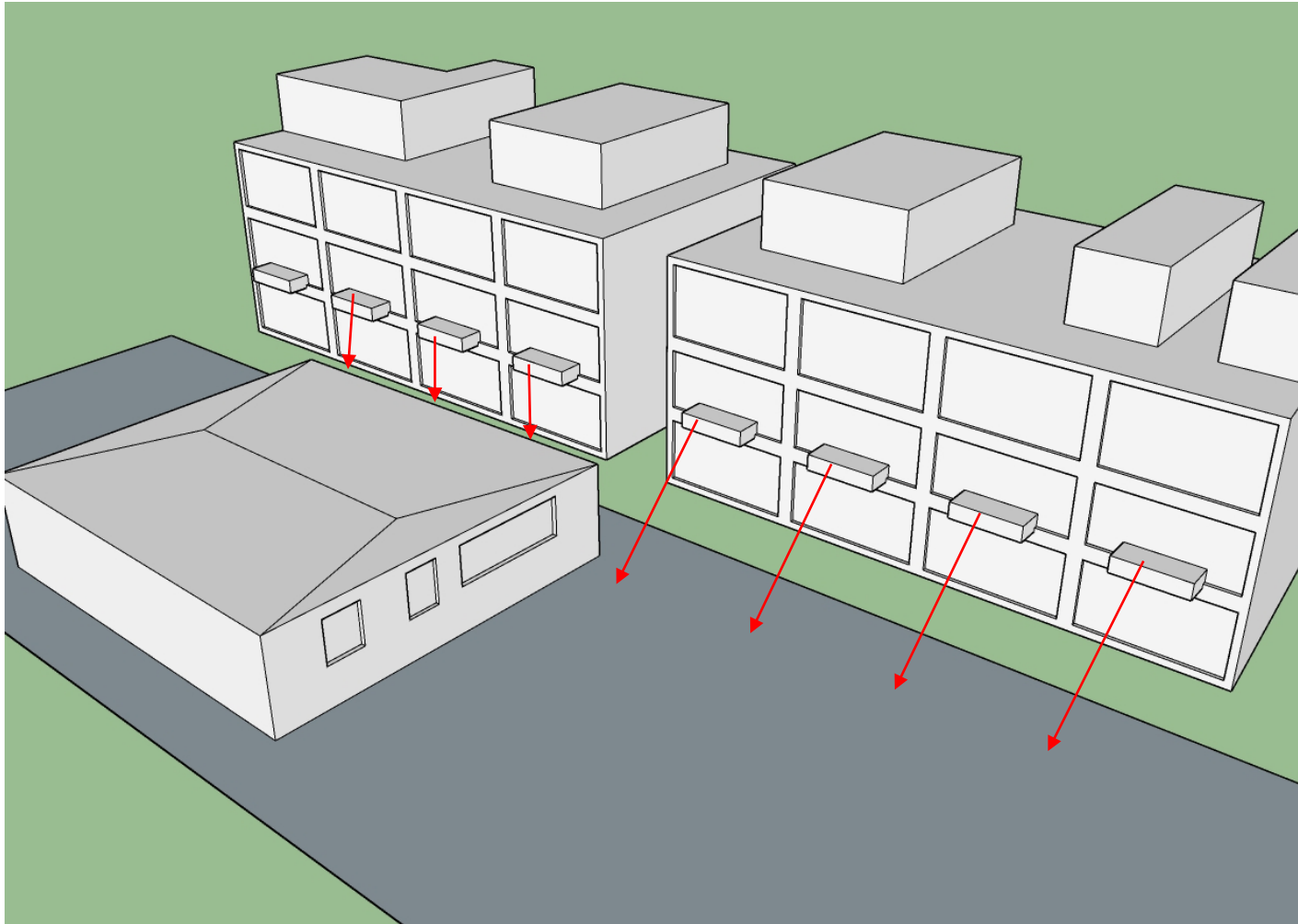
Along Hamilton Drive, a 22° angular plane is measured from the property line opposite the roadway from a height of 1.7 metres. Along this transition, the third floor of the proposed townhouse fits within the angular plane, however this line is breached by the rooftop mechanical area.

The proposed height of townhouses allows for improved site and building efficiency, providing a reasonable GFA across each dwelling unit while accommodating 3-bedrooms per unit which will appeal to larger households including households with children. A variety of landscaping features including privacy fencing and plantings are proposed to provide appropriate transitioning to adjacent properties. Opportunities to further improve the angular plane will be considered through the planning application process.

Light, View and Privacy

Proposed townhouse units are oriented to overlook the internal private roadway and public right

2. Privacy/Overlook Concern



There are 24 windows looking directly and very closely into our property and backyard

Privacy/Overlook Concern

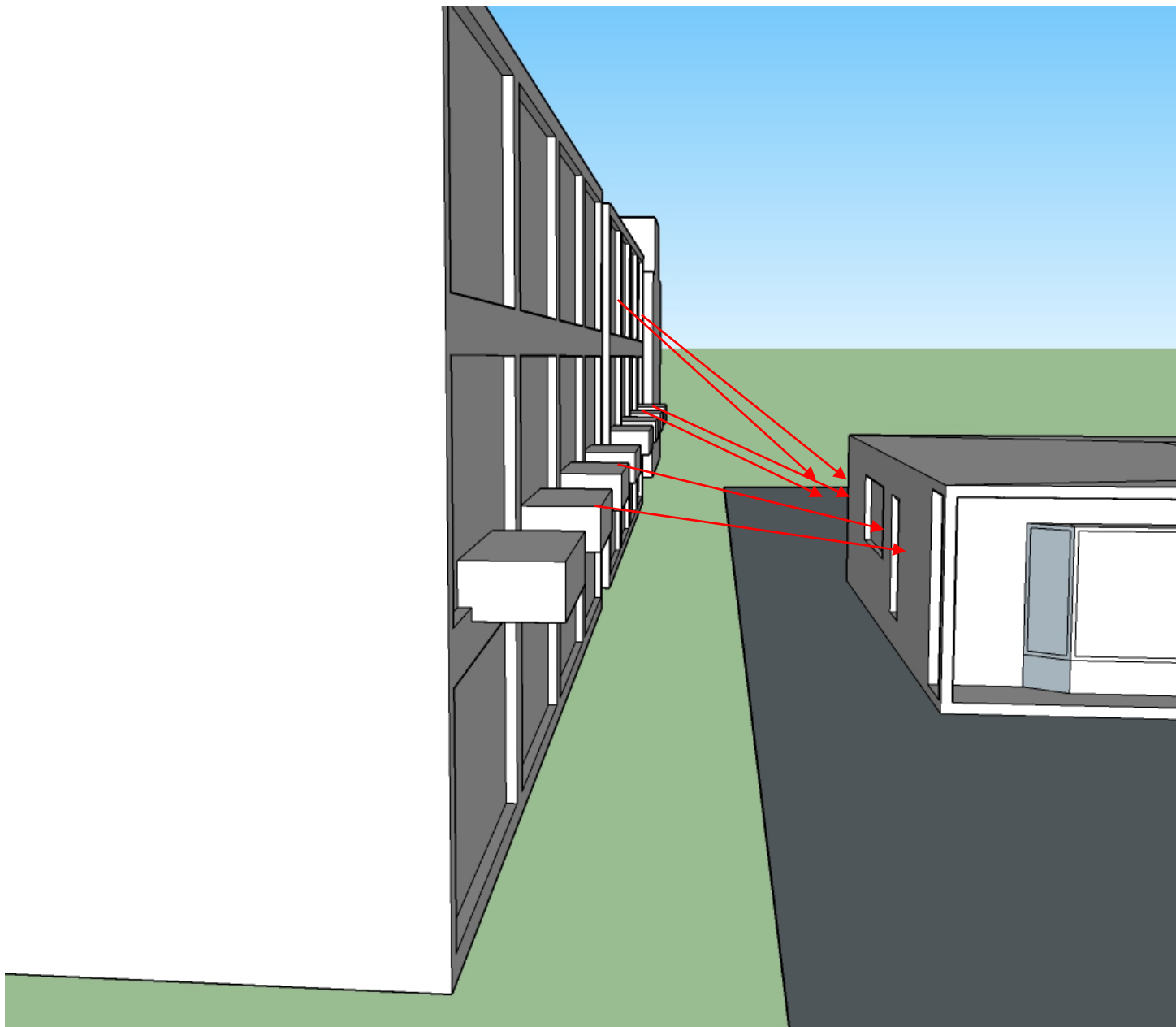


Photo: Our backyard where our son plays most of the day

Privacy/Overlook Concern



Photo: Our backyard where our son plays most of the day

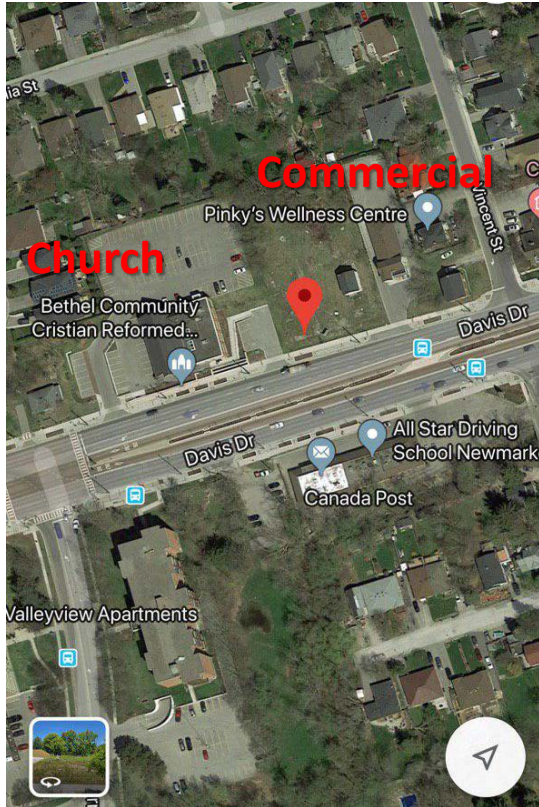


3. Local air quality concern (specially for our son)

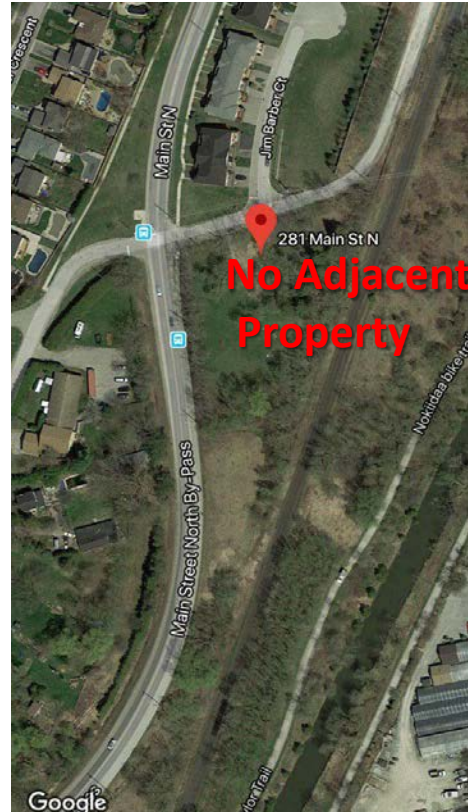
- 44+ vehicles will negatively affect the quality of local air specially for our son who plays most of his times in our backyard.
- The “proposed plan” does not conform with “planning policy statement” in this regard.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification, redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.

No proper ground for comparison!

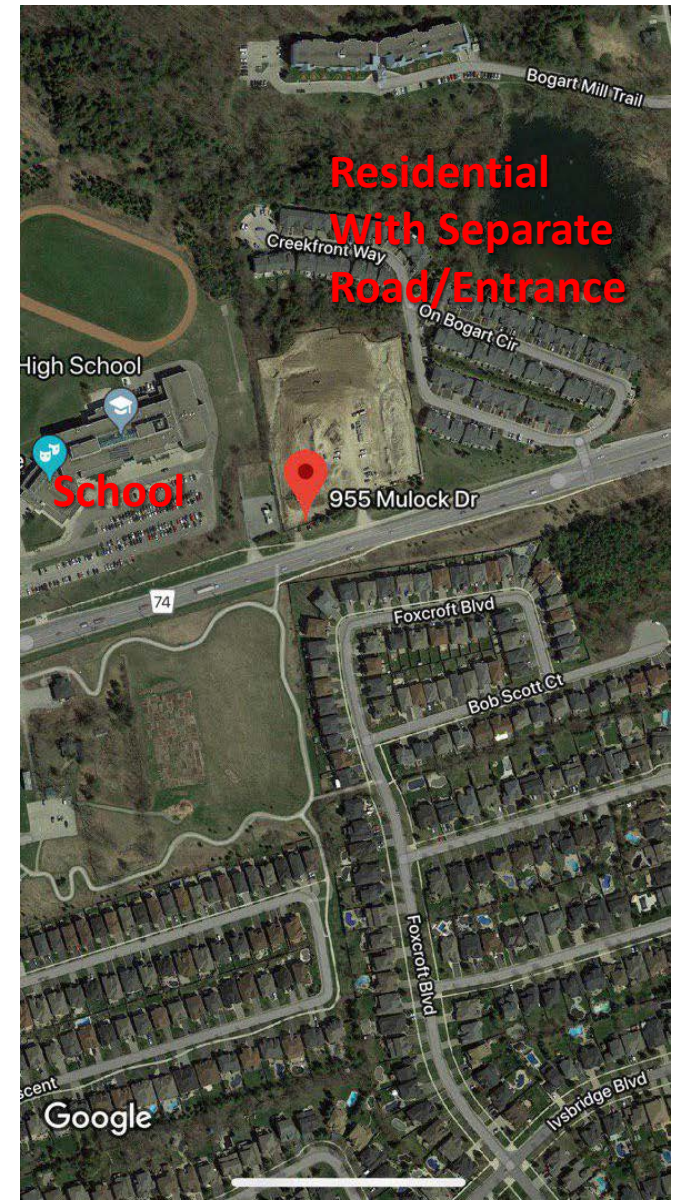


1) 345-351 Davis Dr



2) 281 Main St N

3) 955 & 995 Mulock Dr

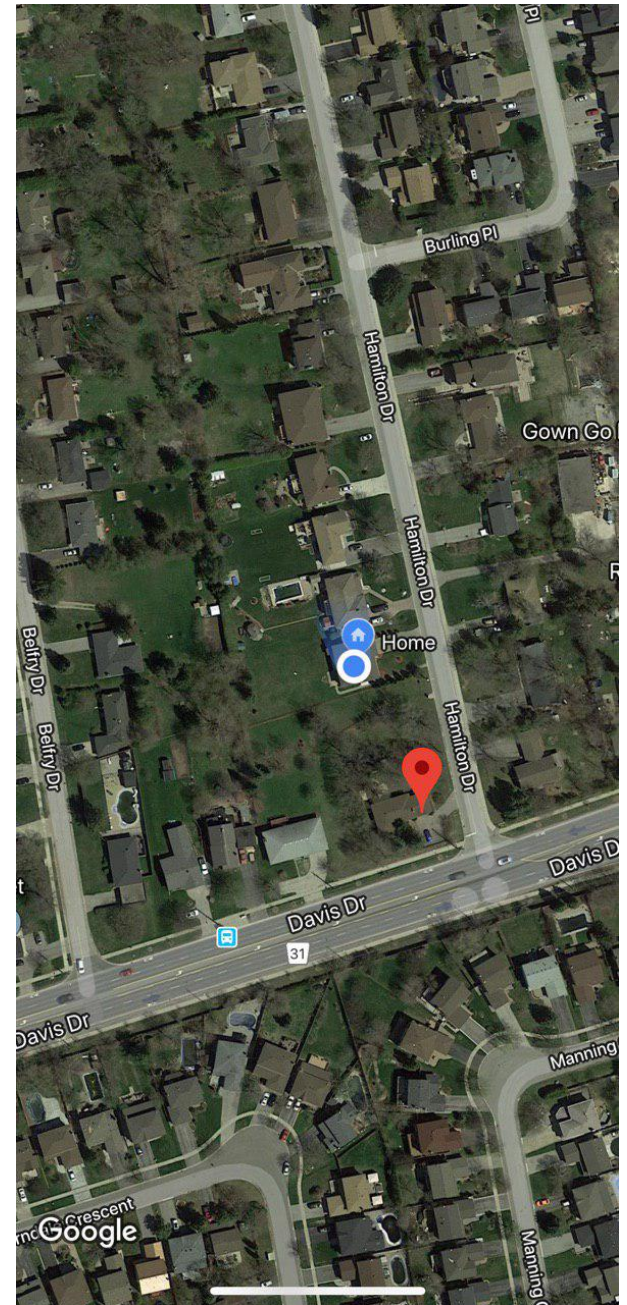


Nearby developments mentioned in justification report:

“Subject Site” completely surrounded with single-detached dwellings

The “proposed plan” is not compatible with character of existing neighborhood, which has low density and single-detached dwelling design and is homogeneous in its nature.

The “proposed plan” does not conform with compatibility requirements of Town of Newmarket Official Plan 2006.



Other concerns ...

- Only 4 visitor parking are considered in the “proposed plan”. This results in an increased demand for on-street parking in Hamilton Drive.
- Increased traffic caused with 44+ more vehicles accessing Davis/Hamilton Drive
- With 44+ vehicles accessing Hamilton Drive from proposed plan’s private road, there are safety concerns for pedestrians who walk along Hamilton Drive as there is no sidewalk present along west side.