

April 21, 2023

By E-Mail Only to: clerks@newmarket.ca



Mayor John Taylor and Members of Town Council
Town of Newmarket
395 Mulock Drive
Newmarket, Ontario L3Y 4X7

Attention: Town Clerk

Dear Mayor Taylor and Council:

**Re: Town Council Meeting | April 24, 2023
2023 Annual Servicing Allocation Review | Item # 9.1.4
Landmark Estates Phase 5**

On Monday, April 17, 2023, I made a deputation to the Committee of the Whole where I submitted that full servicing allocation should be granted to Landmark Estates Phase 5, which consists of 34 semi-detached units (98 persons), in lieu of Staff's recommendation for allocation of only 18 units.

During deliberations, it was mentioned that the proposed half allocation should be thought of as a "carrot" and that this recommendation should be re-instated as it was first introduced in the 2022 Servicing Report. It was recognized that the remaining required allocation could be granted later; however, it was made clear that there will be no guarantee that it will be granted at any given time.

The purpose of this letter is to inform Council that half allocation **has not been a "carrot"** and we are respectfully requesting that Council reconsider our request for the full allocation of 34 units.

A few reasons we require the full allocation are as follows:

- 34 semi-detached units on a cul-de-sac is already a small development which just reaches the threshold to interest our select trades to work on the project;
- It gives us the ability to market and pre-sell units;
- It streamlines the process and removes any delay;
- It gives us the ability to appropriately stage construction when considering fire-break lots;
- It brings certainty that the entire subdivision can be completed in a timely manner with predictable costs and includes bringing the right-of-way to assumption; and
- We can utilize our previous submissions, which were updated for the 34 units on Phase 5 and have been already approved by the Town, to enable us to register the plan sooner.



Phase 5 certainly has its advantages over the previous phases, being a short, dead-end court. (A map of Phase 5 has been enclosed.) This eliminates the infiltration traffic that created problems during construction. This calmer traffic condition has a secondary benefit in that it increases demand as the market segment, typically young families, tends to gravitate towards quieter, safe neighborhoods. In addition, the fact that the sidewalk connects to the park walkway and some lots back onto the park itself makes this an ideal location and we plan to leverage this in marketing Phase 5.

This is why we are asking for a specific amount of servicing allocation (98 persons) to go towards completing this specific subdivision. It's already serviced to base asphalt which puts us ahead when comparing to un-serviced greenfield or re-development projects. Its location being near Yonge Street and surrounded by existing uses (homes and parks) achieves a Town policy in completing communities. Its smaller unit type serves in supplying the "missing middle". For these reasons, this site is a prime candidate for receiving full servicing allocation at a time when the Town apparently has 2,654 persons of servicing allocation remaining.

It is important to recognize that Town Council is not only making a decision in the amount of Development Charges (DC's) it is choosing to collect, or not collect, but it is also making that decision for York Region. By advancing the 34 units of servicing allocation now, both entities are able to collect the following combined amount at the time of registration, subject to indexing:

$$34 \text{ Detached/Semi-Detached Units} \times \$57,095^i \text{ per Unit} = \mathbf{\$1,941,230}.$$

Given that the land was a large draft plan of subdivision that was registered in phases, the Town has already received significant items as a result; for example, the parkland as one block. These items were paid or given in good faith in that the future phases would be able to proceed. Other than providing needed homes and completing a community, the payment of DC's is the only remaining item Phase 5 can offer.

Consequently, Council should be making decisions in what should be considered a logical and predictable manner to give a level of certainty to the industry and other stakeholders. The benefits of such a policy brings more entities to the Town to create opportunities instead of shying them away.

I would certainly like to work with Council and would appreciate a member being appointed to the file to oversee the process of registering this plan of subdivision. We will undertake to do what we can to facilitate the process with the understanding that it is not a unilateral process – there are many entities involved. However, we first need full servicing allocation for 34 units and a simple amending agreement to the Phase 4/5 Subdivision Agreement as we have previously requested.

If you have any questions, I would be available to discuss further.



Yours Truly,

1209104 ONTARIO LIMITED

Frank Orsi

encls. – Phase 5 Site plan

c.c. – Jason Unger, Director of Planning & Building Services, Town of Newmarket, by E-mail

ⁱ Town DC at registration: \$12, 459 from Schedule “A”, Amended Development Charges By-law 2022-34
Region DC at registration: \$44,636 (effective Nov. 29, 2022) from <https://www.york.ca/business/land-development/development-charges>

HWY. 9



Yonge Street

Davis Dr. West

Clearmeadow Blvd

Mulock Dr.



EXISTING RESIDENTIAL

RITA'S AVENUE

EXISTING RESIDENTIAL

EXISTING PARK

WALKWAY

WALKWAY

HYDRO ONE CORRIDOR

ENZA COURT

EXISTING RESIDENTIAL

EXISTING RESIDENTIAL

LOT LINES, LOT NUMBERS, AND LOT DIMENSIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE. SITE PLAN IS ARTIST'S RENDERING FOR GENERAL INFORMATION ONLY. FOR DETAILED INFORMATION, SEE FINAL PLANS. E. & O.E.

DRAFT

