

Greetings to The Mayor, Deputy Mayor, Councillor Twinney and Staff,

Re: File # D14-NP21-01 (ZBA), D11-NP21-01 (SPA) (Lundys Lane Assemblies)

My name is Suzanne Darwin, a resident of Lundy's Lane. I have a number of comments and questions regarding the development of Lundy's Lane Assemblies. I have done my best to organize my thoughts below. I would appreciate a response to my questions when possible.

INFORMING RESIDENTS:

- Why did so many residents, including myself, *not* receive the Town Zoom Meeting notice? I live 4 doors away from the proposed development!

THE DEVELOPER:

- Who are the people behind this development group, Matera?
- Their website is very vague. There are absolutely no names provided. What due diligence was done to accept what appears to be a very evasive and not forthcoming company about *who* they are in the public realm?

THE MANAGEMENT:

- What do you know about the property management group appointed to this project?
- Will they be on site? If not, are they going to be local?
- Have they got a history that has been reviewed and scrutinized for integrity of their services?

TRAFFIC:

As you no doubt have heard, it will be very important that the local residents of this area clearly understand the proposed parking and traffic changes, as parking and connected safety concerns are *already an issue*, even without the potential additional traffic of the proposed development.

[The Transportation Mobility Plan](#) is dense and technical, and the public would benefit from a clear explanation of what we can expect. A genuine

understanding of such a study is vital for the future. I am concerned that the number of two-way auto trips seems very low.

- At the Town Hall Meeting, can a representative from Crozier (or a Town planner) walk us through the calculations of the acceptable number of parking spaces and the expected amount of traffic that will be generated from the proposed building development?

In addition, while we appreciate the parking and traffic statistics outlined in the aforementioned Plan, this information was compiled using published data from a handbook and the average vehicle ownership rates from 2016...This data does not reflect the reality of our dangerous parking and traffic situation on Lundy's Lane, such as:

- Trucks off-loading deliveries at the Southlake Medical building, which cause a dangerous back-up of traffic and impedes vision of oncoming cars.
- A paid barrier at the Southlake Medical Building backs up cars continuously on Lundy's Lane (and most often, right down to the corner of Davis Drive). I have had near-collisions many times from visiting cars going to the clinic who *STOP* right in the middle of the road.
- Drivers also use the couple of meters in front of the barrier as a place to turn-around. It's very dangerous for on-coming cars and pedestrians.
- People illegally stop at the side of the road, waiting to pick up people at the Southlake Medical Building.

On this note: Where are the Traffic Enforcement officers that in previous years, sometimes were present to control all the illegal parking up and down Lundy's Lane, Watson Ave, Bolton Ave (right to the north-end circle) where cars continue to park?

Again, these traffic problems and safety issues are a *REAL* concern. We live it daily. It doesn't appear that the aforementioned plan reflects these realities.

TRAFFIC and THE PROPOSED APARTMENT BUILD:

- Does the Town have the budget and manpower to continue to control the situations described above (either with Traffic Enforcement, or with a better, more creative, long-term solution), should the proposed 79-unit apartment building be approved?
- While the by-law zoning change would decrease the minimum required parking to 83 spots, is it realistic to assume that the tenants of 79-units + staff +

guests only use 1 car each? It seems unlikely. Newmarket is still a commuter town, after all.

Lundy's Lane and all the other streets in this long-established community cannot handle the possible new minimum of 83 new parking spots (read: cars), let alone the possibility of the proposed 97 spots. Lundy's Lane is our main road, our artery to anywhere. We simply cannot support that many cars. The street is **not safe** in its current configuration with its current load, let alone with nearly 100 more potential cars.

WATER:

- In the [Source Water Impact Assessment and Mitigation Plan](#), it explains that, without mitigation, there could be an approximate "57% reduction [of groundwater] infiltration", and there could "be a threat of drinking water quantity". What does this mean, exactly?
- Is the groundwater affected by the removal of the proposed 68 trees (some over 100 years old)?

We do not want to see flooded streets from this construction due to poor sewer systems and increased pavement and less natural water run-off, let alone a water shortage and water pressure decrease.

SHADOW:

This building's height will affect light for many of the existing smaller homes long established on both Watson and Bolton Ave. An unacceptable height increase for this small area.

GROWTH:

In the Mayor's Column of the Era Banner on May 6th, 2021, "The Good the Bad and the Complicated", the Mayor explores the balance between impacts and benefits of growth: "Growth is complicated and challenging and productive all at the same time. A great community finds the right balance to limit the impact and gain from the benefits to the highest degree possible."

I think you will find most folks in the Lundys Lane corridor will agree to this statement. We are realistic and smart enough to know this. We have seen an abundance of road work over these past 10 years, much affecting this area. Development has happened all around this long established community. We have all benefited by the new walking trails, the Summer Markets, sport park enhancements and community activities.

We, (Lundy's Lane, Watson Ave., Beman St., Bolton Ave.) did however also get the effects of the traffic rerouting increasing much greater volume of traffic and *speed*, and the speeders are plentiful.

Residents have been here as long as 55 plus years. Settled into the once quiet, tree lined, unique and individually designed homes of yesteryear. There has been little turnover of one's neighbours until these very recent years. Pride in the care of personal property is evident. It may not have the modernized aesthetics but it is cared for deeply by its residents! It is beginning a new generational cycle. Young folks are moving in and with babies and small children. They are now putting an investment into their new home and giving it new life. It's nice. We appreciate them. We appreciate change and growth.

We ask you to take into account the long history of this tight-knit neighbourhood, the fact that we have seen years of development and that we recognize the Town's needs to accommodate future growth and create affordable housing. We believe there are better ways to do this:

BETTER SITE LOCATIONS:

There are so many available land sites along Davis Drive itself. I might add, too many "White Elephant" builds that could be the bases for new multi residence types, "The Tannery", for one. Parking is ample, the building could go upwards with no interference to anyone. The base, once a busy location, could have new life brought into it. A few small businesses could thrive, a management office on-site and several floors of apartment on top of the existing building. Right on The GO Train line for travel accessibility, VIVA bus service out the door. It will attract people that won't necessarily use a car, bringing viability to the travel services we have, currently underused. Walkability to Main ST., would bring revenue to small downtown businesses. The possibilities are there right now. All the way west up Davis Drive. Perfect place to build apartments.

Most of us are not opposed to development in general: A 2-floor townhome style development would likely be welcomed. This would be a far more suitable build in this established neighbourhood. Garages could be constructed behind and out of the road site. A community back yard garden area could be a part of the feature. Maybe 15 Townhomes at the most. Now that's a plan!!!!

We do not want to continue to see cheaper land grabs by developers in/on inappropriate settings in already established community settlements. That is not good progress. It's just a tax grab, intrusive, not well planned, and frankly disrespectful to all your citizens.

With respect, I OPPOSE to LUNDY'S LANE ASSEMBLIES IN ITS CURRENT FORM OF APARTMENTS.

I look forward to meeting with you on May 31st for the Town Hall Zoom Meeting.

Respectfully,
Suzanne Darwin
69 Lundys Lane