



**WESTON
CONSULTING**

planning + urban design

Town Clerk
Town of Newmarket
395 Mulock Dr
Newmarket, ON, L3Y 4X7

June 14, 2018
File 8373-1

**RE: Pedestrian Access Considerations Summary
285 Harry Walker Parkway South (D14-NP1725-ZBA)
Town of Newmarket**

Dear Chair and Members of Council,

Weston Consulting is the planning agent for Diron Developments Ltd., the registered owner of the property municipally known as 285 Harry Walker Parkway South in the Town of Newmarket (herein referred to as the "subject property"). The property owner has submitted applications for a Zoning By-law Amendment (D14-NP1725-ZBA) and Site Plan Approval (D11-NP1725-SPA) to permit the development of the subject property for an overflow and maintenance vehicle parking lot for the exclusive use by the York Region District School Board (YRDSB) offices located at 300 Harry Walker Parkway S and 1260 Gorham Street. The property owner has entered into a lease agreement with the YRDSB and has consulted with the YRDSB throughout the development review process. This letter is being provided to summarize the application timeline to date and to outline the various development scenarios that have been investigated for the realization of the development proposal.

The initial proposal for the development of the subject property was discussed through a Pre-Application Consultation meeting on February 1, 2017, in which Town staff had requested that the applicant complete the construction of a sidewalk within the east side of the Harry Walker Parkway S right-of-way. Based on the comments received through the pre-consultation process and through further discussions with staff, it was determined that an Official Plan Amendment to permit the development proposal was not required and that the proposed development conforms Provincial policy and the Official Plan as an ancillary use to the existing YRDSB offices. As such, application materials were prepared and the initial submissions for Site Plan Approval and Zoning By-law Amendment were submitted concurrently on December 1, 2017. The applications were deemed complete and circulated on December 22, 2017.

The Statutory Public Meeting was held on March 19, 2018 in which Local Councillor Kerwin and Regional Councillor and Deputy Mayor Taylor had both raised concerns with respect to pedestrian safety and the prospect that pedestrians would not utilize the proposed sidewalk connecting the property to the existing signalized intersection at Gorham Street but rather would cross Harry Walker Parkway S illegally to access the YRDSB facilities. Based on the comments received at the Statutory Public Meeting and through the application review process, a Traffic Letter was completed by Crozier and Associates, which recommended that additional safety

signage and access pathways be included to direct pedestrians to utilize the proposed sidewalk. Additionally, the YRDSB had agreed to educate their staff to ensure safety compliance. The Traffic Letter also reviewed the prospect of a signalized pedestrian crossing and found that insufficient distance separation from the existing signalized intersection precluded the need/safety of a proposed signalized crossing. As such, the applicant and YRDSB proceeded to generally maintain the site plan configuration, while incorporating additional safety measures as recommended.

Following the completion of the updated site plan to reflect the safety recommendations, Town of Newmarket Planning Staff prepared a final recommendation report (2018-33), which recommended the approval of the Zoning By-law Amendment Application at the Committee of the Whole meeting on May 22, 2018. Based on safety concerns raised by various Councillors at the meeting, the application was denied. Council instructed the applicant to further investigate the potential of a signalized pedestrian crossing and the prospect of a tiered parking structure on the existing YRDSB lands.

At the proceeding Council Meeting on May 28, 2018, Weston Consulting in consultation with the YRDSB requested a deferral of the final decision as to allow the property owner and the YRDSB the opportunity to further investigate the alternative options and site plan configurations for the development of the subject property. Weston Consulting, the property owner and the YRDSB attended a meeting with Planning and Engineering staff on June 8, 2018 to discuss the proposal and review the various options presented by Council.

The YRDSB investigated the potential for a tiered modular parking structure based on recommendations for Council that new technologies and construction methods have greatly reduced the costs of such structures, therefore being more economical to suit the YRDSB's needs. Based on the investigation, it was determined that the tiered parking structure would cost approximately \$2,000,000 and only result in a 20% cost savings. Such a project would be considered a Board capital budget item which would require Ministry of Education approval. It is unlikely that it would be granted as capital budgets are to be spent on student education. Additionally, the construction of the tiered parking structure would result in the closure of a substantial number of current parking spaces to facilitate the construction, which would hinder the current operations of the facility.

Through our discussions with Town staff and our Transportation Engineer, it was further discussed that a pedestrian crossing in front of the subject property does not meet minimum separation distances by providing a 100 metre separation, whereas 215 metre is required by the Ministry of Transportation. Both Engineering staff and our Transportation Engineer agreed that a signalized crossing in the proposed location is not supportable from a technical and safety standpoint. Therefore, staff has recommended that the safest and most appropriate option is to proceed with the development as originally proposed with a sidewalk connecting to the signalized intersection at Gorham Street. The YRDSB supports this position.

In reviewing and investigating the various options identified by Council and through further discussion with Town staff, we recommend that the following options be pursued for the approval of the Zoning By-law Amendment application:

1. Original Site Plan Configuration (Preferred Option)

The preference of the YRDSB and the property owner is to maintain the site plan configuration as previously presented to Committee and Council. This configuration has been reviewed and accepted by staff as the safest and most cost effective option to provide safe access from the site to the adjacent properties. Furthermore, staff has recommended approval and has fully endorsed this development scenario. Through this option, a sidewalk will be constructed within the Harry Walker Parkway S right-of-way at the expense of the YRDSB to provide safe access to the adjacent sites. The proposed parking lot will be primarily utilized by maintenance staff and those working out of 1260 Gorham Street. Employees at 1260 Gorham Street have no need to cross Harry Walker Parkway except at the existing signalized intersection. In addition to safety signage (For your safety please crossroad at Gorham intersection) and a walkway configuration to guide patrons to the proposed sidewalk, the school board will further educate its employees to not cross Harry Walker Parkway illegally. Please refer to Concept C2 for details of the current proposal.

2. Maintenance Vehicles Only (Secondary Option)

As a secondary option, should Council not accept staff's and the YRDSB's preferred approach, the YRDSB is open to accepting that the parking lot be exclusively used for the parking of maintenance vehicles only. Through this approach, the subject property will be fully secured and gated so that it can only be accessed by maintenance workers. The parking of maintenance vehicles at the current YRDSB offices at 300 Harry Walker Parkway has occupied available parking for employees and visitors to the site. As such, moving the maintenance vehicles to the subject property will free up additional employee parking at the YRDSB offices for employees and visitors. Through this option, the subject property will be fully secured with fencing and access gates to ensure that only approved maintenance staff with access to the site will be able to park on the subject property. Furthermore, there has been a reduction in the number of parking spaces to 127 parking spaces. As indicated previously to Committee and Council, employees will drive to the subject property to drop off their personal vehicles and then leave the site with their work/maintenance vehicle. The YRDSB is open to continuing to provide a sidewalk linking the site to the signalized intersection at Gorham Street as it is the intent that the subject property will eventually be redeveloped in the future when the site no longer suits the needs of the YRDSB, and will provide the necessary infrastructure to support the larger area that is characteristic of what the Official Plan envisions for this portion of Harry Walker Parkway S. Please refer to Concept C3 for details.

We trust that the above has provided a sufficient summary of the development review process to date and clearly articulates the safest and preferred development options moving forward as originally recommended by Town staff.

We are hopeful that Council will be satisfied with this proposal and the recommendation of Town staff.

Should you have any question or require additional information, please feel free to contact the undersigned (x245) or Michael Vani (x252).

Yours truly,

Weston Consulting

Per:



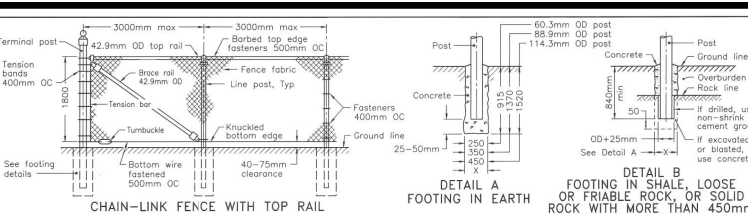
Sandra Patano, BES, MES, MCIP, RPP
Senior Planner

- c. Mayor Tony Van Bynen, Town of Newmarket
- Deputy Mayor and Regional Councillor John Taylor, Town of Newmarket
- Ward 2 Councillor Dave Kerwin, Town of Newmarket
- Rick Nethery, Town of Newmarket
- Matthew Peverini, Town of Newmarket
- Aaron Wignall, Crozier and Associates
- Diego Toneguzzo, Diron Developments Ltd.
- The York Region District School Board

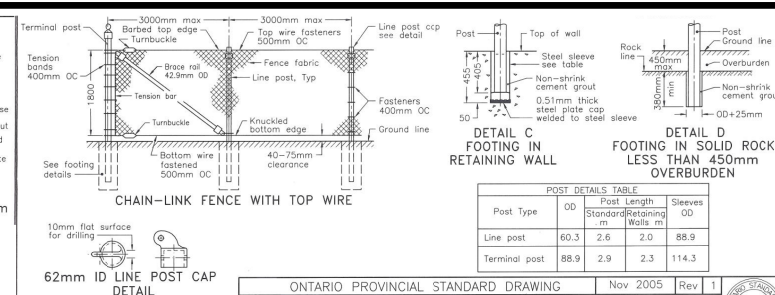
YORK REGION DISTRICT SCHOOL BOARD
ZONE: EG-12



Town of Newmarket
By-law 2005-157



OPSD Fence, Chain-link Installation - Roadway



FENCE, CHAIN-LINK
INSTALLATION - ROADWAY

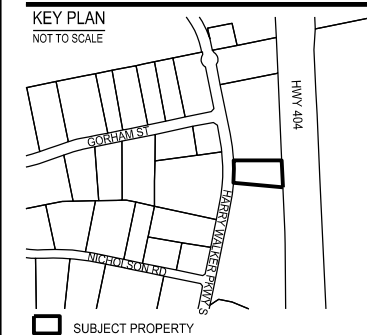
OPSD - 972.130

SITE PLAN

PART OF LOT 13
PLAN 65M-2558
285 HARRY WALKER PARKWAY SOUTH
TOWN OF NEWMARKET
REGIONAL MUNICIPALITY OF YORK



KEY PLAN
NOT TO SCALE



ZONE: General Employment, Exception 12 (EG-12)

Legend

- SUBJECT PROPERTY
- SOFT LANDSCAPING
- SNOW STORAGE

DEVELOPMENT STATISTICS:

Gross Site Area:	6,934 m ²
Paved Area:	4,248 m ²
Snow Storage:	114 m ²
Total Landscaped Area:	2,686 m ²
Soft Landscaped Area:	2,477 m ²
Hard Landscaped Area (curbs & walkways):	209 m ²

Parking Provided:	148 sp
Unsecured:	53 sp
Secured:	95 sp

Notes:

- Property Boundaries referenced to Plan 65R-20749, dated: May 2, 2018 by Rady-Pentek & Edward Surveying Ltd.
- East of Harry Walker Parkway S centerline: surrounding property lines and topographic information referenced from Plan of Topography, dated: May 2, 2018 by Rady-Pentek & Edward Surveying Ltd.
- West of Harry Parker Parkway S centerline: surrounding property lines from York Region Open Data 2016.
- West of Harry Parker Parkway S centerline: surrounding roads, and sidewalks digitized from available mapping and are approximate.
- Snow storage is 5.4% of provided spaces.
- Accessible parking spaces located at YRDSB site.

Project:

Parking Plan for York Region District School Board

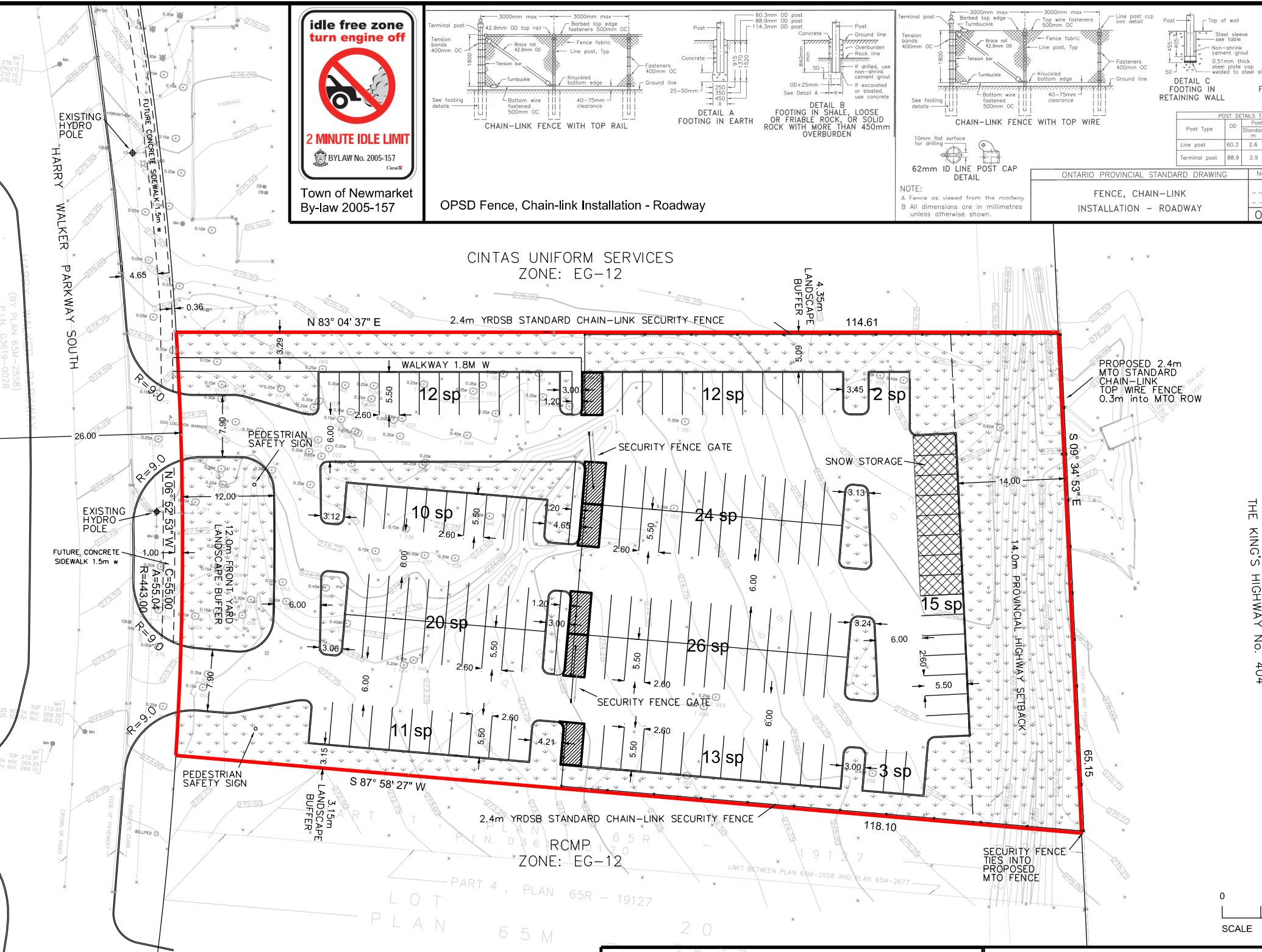
Client:

Diron Developments Limited
221 Hanlan Road - Unit 9
Vaughan

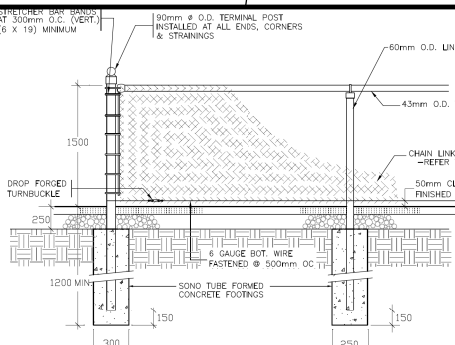


DRAWN / REVISED	REVISION
03 MAY 2018	REVISE - pedestrian safety sign detail, updated topo
26 APR 2018	REVISE - landscaped area, drive aisles, walkways
13 APR 2018	REVISE - walkways, entrance
16 NOV 2017	REVISE - security fence
10 NOV 2017	REVISE - parking aisles, security fence
03 NOV 2017	REVISE - security fence, snow storage
24 OCT 2017	REVISE - walkways & crosswalks
12 OCT 2017	1st Site Plan Submission

File Number:	8373		C2
Drawn By:	SD		
Planner:	SP		
Scale:	see scale bar		
CAD:	8373/concepts/C2.dgn		



Pedestrian Safety Sign Detail



PERIMETER CHAIN LINK FENCE DETAIL

- 1) CHAINLINK FENCE: GALVANIZED, WOVEN MESH SIZE 40mm, CONSTRUCTED WITH 9 GAUGE (3.5mm) GALVANIZED WIRE, STRETCHED TIGHTLY & FASTENED TO END, CORNER & STRAINING POSTS WITH STRETCHER BAR SECURED TO POST WITH STRETCHER BARS. FASTENED TO LINE POSTS AT 500mm O.C. AND "O" TOP, BRACE RAILS & BOTTOM WIRE AT 500mm O.C. BY MEANS OF 6 GAUGE GALV. WIRE.
- 2) STRETCHER: BOTTOM WIRE SECURED BY TURNBUCKLES AT ALL END, CORNER AND STRAINING POSTS.
- 3) ALL FENCE POSTS AND RAILS TO BE GALVANIZED SCHEDULE 40 PIPE.
- 4) ALL POSTS TO HAVE 90mm I.D. CAPS.
- 5) CONCRETE FOOTINGS TO BE 30MPa AT 28 DAYS, 5-8% AIR ENTRAINING, 50mm SLUMP FORMED WITH SONG TUBE.
- 6) SPACE POST AT 3 METRE O.C. AND STRAINING POST AT EQUAL INTERVAL NOT EXCEEDING 10 METRE O.C.

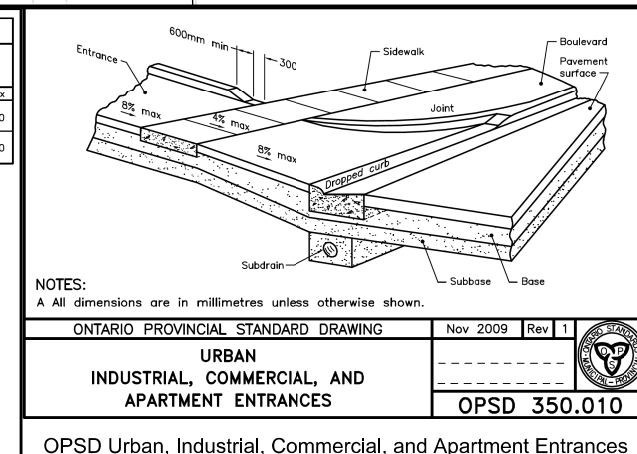
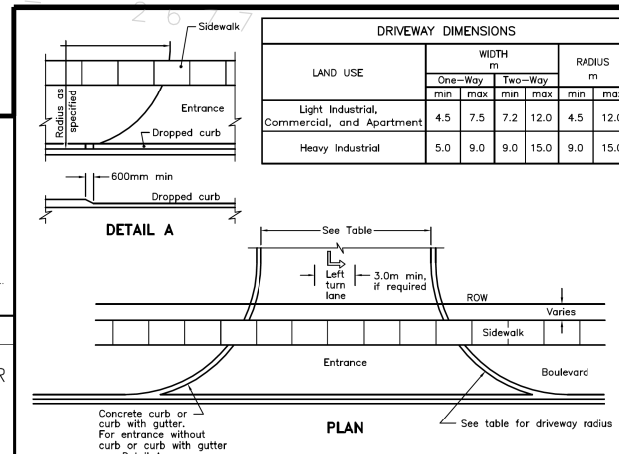


PROJECT : STANDARD DRAWING
TITLE : PERIMETER FENCE DETAIL & SPECS

DRAWN BY: VM
CHK BY: SH
REV. DATE: MAY/17

SCALE: NTS
DWG. NO.: F-1R

YRDSB - Perimeter Fence Detail & Specs



OPSD Urban, Industrial, Commercial, and Apartment Entrances

