

GLENWAY PRESERVATION ASSOCIATION QUESTIONS AND ANSWERS

What prevents the Town from responding to some development applications within the 180 days allotted? If the development application is so incomplete, why is it even accepted by the Town for review? If the 180 days represents an insufficient timeframe for review, is there a mechanism within the Planning Act for the Town appeal this?

The Planning Act review timeframes do not start until an application is deemed complete, and staff will not consider an application complete until all required studies identified at the pre-consultation meeting have been submitted.

Even on a relatively straight-forward re-zoning application, the Planning Act timeframes are not typically sufficient to allow for the circulation of the application for comments to internal departments and external agencies, for the developer to respond to those comments, and to allow for sufficient public notice and commenting opportunities for the public, etc.

In addition, there are a number of other factors that, either individually or when combined, can take an application past the Planning Act timeframes such as:

- The number and complexity of development applications being processed by staff across the municipality
- The Town's general practice to not hold public meetings during the summer months or around March Break/Christmas when the residents that might be affected by the application may not be available to attend the meeting and/or provide their input
- Additional meetings with the developer that may be requested by the Town and/or residents
- Timing of response by the developer to Town/agency/resident comments

The Town has previously provided comments to the Province indicating that the Planning Act timeframes are insufficient to allow for a full review and analysis and public input on development applications.

How can the Planner for the GPA come up with points and a strategy to challenge Marianneville's proposal and the Town did not?

To be addressed at the Lesson's Learned meeting.

There is so much gossip regarding the \$1M spent to support the Town going to the OMB. What is the actual accounting with some level of detail?

The external fees related to the OMB hearing total \$588,291, broken down as follows:

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| • External legal fees | \$489,841 |
| • External planning consultant (witness) | \$ 50,091 |
| • External planning consultant (plan review) | \$ 31,337 |
| • Hearing meeting space/sundry items such as
planning assistance to locate and secure
independent planner | \$ 17,022 |

Who did the external planner, Ruth Victor, report to on Town Staff and what direction did she receive to defend the Town's Official Plan? Who is now the internal 'expert' on the Glenway file and the details around the final approvals?

Ms. Victor reported to Council. Ms. Victor's role was set out in a Terms of Reference and was to process, review, and make recommendations to Council associated with an anticipated development application for the Glenway Golf Course.

Specifically, Ms. Victor's duties included:

- Act as the Town's Planning advisor for the development application
- Convene and attend the formal pre-consultation meeting with the Owner to identify the studies required to be submitted with the application in accordance with the Town's Official Plan
- Review the application for completeness in accordance with the Town's Official Plan
- Review and comment on the Planning Justification Report and consolidate other comments from external agencies, Council, and the public in support of making a final recommendation to Council on the application
- Draft the Public Meeting notice
- Prepare reports for Committee/Council's consideration
- Attend and participate in Committee of the Whole and Council meetings, Statutory Public Meetings and any other Public Information Centres as may be required by Council to answer questions from Council and the public
- Establish a protocol to be available to answer questions from, and provide information to, Council, staff, external agencies and residents throughout the Planning process
- Where possible, ensure that all Planning Act requirements are met with regard to application processing timelines

The role of Town staff was to:

- Provide administrative support to Ms. Victor (e.g. mail notifications/letters as provided by the consultant such as the Notice of Complete Application, Statutory Public Meeting notice, notice of Committee of the Whole meetings, etc.); arrange meeting rooms as required; and arrange for consultant's reports to be included in Committee of the Whole agendas

Now that the plan is approved it is being administered by the Town through two processes (subdivision and site plan). On the subdivision matters, the Town has a Development Coordination Committee comprised of staff from Engineering Services, Planning, Legal Services, and the Town's engineering consultant (RJ Burnside). This committee ensures that all engineering and planning standards and legal requirements are met by the developer.

On the site plan matters, staff from Engineering Services, Planning, Building, and Legal Services review the plans to ensure all requirements and standards are met.

Why were no Town staff called as witnesses to support the Town's position at the OMB hearing?

To be addressed at the Lesson's Learned meeting.

The OMB adjudicator suggested the fact the Town didn't attempt to purchase the Glenway lands demonstrated their lack of interest to protect it from development. We hear that the Town did consider purchasing Glenway in some manner years ago. What is the story?

To be addressed at the Lesson's Learned meeting.

The GO Bus terminal location was a key reason for the OMB to support development as it was described as a major transit hub. As part of the Town's Secondary Growth Plan we see discussion of revamping transit to better support intensification including co-locating transit with GO Bus/Train to East Gwillimbury to promote much greater usage of transit. Why wasn't this part of Town's defense?

To be addressed at the Lesson's Learned meeting.

What specific activities or discussions have taken place between the Town and Marianneville since the OMB decision on April 23, 2014?

On the subdivision portion of the plan, the developer and staff (through the Development Coordination Committee) are reviewing and commenting on the detailed engineering design drawings to ensure all Town standards are met (e.g. stormwater management facility design and function, road grades, servicing requirements, lot grading, sidewalk and trail locations, etc.) and that all conditions are satisfied.

For the site plan application for the former clubhouse area, a Public Information Centre has been scheduled for February 24th, following which the developer will be seeking approval in principle from the Town. Staff will then review the detailed building permit, landscape, servicing, etc., drawings and will prepare a site plan agreement.

The developer has also made a formal request for servicing allocation for the former clubhouse area (proposed townhouse development) and the lands between Eagle, Brammar, Peevers, and Millard. Staff is reviewing this request along with all other development applications and will be reporting to Committee of the Whole in April/May.

Please explain the details of what is going into the ‘blank boxes’ on the approved subdivision plan (ie. The proposed Town Houses and condos behind Kirby, Crossland Gate, the former clubhouse lands etc.). Can we see some visual representations of what is being proposed?

These areas will be developed through individual site plan applications, similar to the current site plan for the former clubhouse lands. While no site plan applications have been submitted for the balance of these areas, the OMB-approved plan and draft urban design guidelines do provide some details in terms of the number and type of units contemplated for these blocks, as follows:

Block 159	Former clubhouse	74 townhouses
Block 160	Medium density block along Davis Drive	± 149 townhouses
Block 161	Condo block west of the hydro corridor:	± 25 detached homes
Block 162	Condo block south of the new Street “B” between Glenway Circle and Crossland Gate	± 10 detached homes
Block 163	Condo block south of John Bowser Crescent	± 16 detached homes
Block 164	High density block along Davis Drive	± 298 apartment units
Block 165 -	Mixed use block along Davis Drive	± 12 townhouse/live-work units

Once a site plan application has been filed, and if directed by Council, the specific details in terms of landscaping, fencing, parking, etc., would be made available at a future Public Information Centre (similar to what is being done with the current site plan application on the former clubhouse lands).

What opportunities are you focusing on to make the ‘interface’ between established homes and new ones least obtrusive and most compatible?

Before the final details can be known in terms of what can and cannot be accomplished with the Interface Compatibility Plan, the engineering design drawings must be further advanced. However, in general staff is focussing on items such as grading compatibility, fencing and tree planting (within the new lots, existing lots, and within open space and stormwater management areas where they will abut existing homes).

As an example, staff is currently reviewing the engineering drawings with a view to minimizing the number and width of maintenance road accesses into the future stormwater management areas. Depending on the results of this analysis, it may create additional space in the stormwater management areas behind the existing homes, thereby providing opportunities for additional plantings, which can then be included as part of the Interface Compatibility Plan.

Residents will also be provided with an opportunity to provide input at a future Public Information Centre, following which Town staff will then review and evaluate the comments against the engineering and zoning requirements.

What is the closest that a new house can be built to the existing backyard fence? What is the current standard in Glenway and will you be ensuring consistency between established and new?

The rear yard setbacks for the new homes vary depending on location, and range from 8.0 – 8.5 metres. In a few locations (generally where additional grading is required) a minimum 15.5 metre rear yard setback is required. The current rear yard setback standard in Glenway is 7.5 metres.

What is the process planned for developing a ‘Compatibility Interface Plan’? How can we have input into that prior to its writing? Will the developer be obligated to adhere to such a plan? Or....who will the author of this plan be? Town Staff or the developer?

The Interface Compatibility Plan is drafted by the developer in coordination with the engineering design drawings. The Interface Compatibility Plan must be drafted in conjunction with the preparation of the engineering drawings to understand the grading requirements of the subdivision and what can and cannot be accomplished in terms of

tree planting, fencing, etc. The Town's Development Coordination Committee then provides comments and recommendations on the plan (e.g. refer to the example above regarding the number and width of maintenance road accesses into the future stormwater management areas and the resulting opportunities for more tree plantings).

Residents will also be provided the opportunity to provide input on the draft Interface Compatibility Plan, and staff will then review the comments against the engineering and planning standards to determine the extent to which the comments can be accommodated.

The developer is obligated through the Subdivision Agreement to implement the approved Interface Compatibility Plan.

What is the best guess for the timeline for the East lands development (shovels in the ground, water and sewer allocation, agreement on final details of 'the plan', order of development etc.)? Does the Town still feel it has some 'leverage' with respect to water and sewer allocation timing?

The subdivision and detailed site plan review processes both generally take between 6-9 months to complete, following which a subdivision agreement and site plan agreement are entered into.

The next opportunity for Council to consider granting servicing allocation to this development (or a portion of this development) is April or May 2015. Given that this plan has received approval through the Planning process, it is staff's duty to process it as it would any other development, including evaluating the developer's request for servicing allocation in accordance with the Town's Servicing Allocation Policy and other considerations such as orderly development, completion of communities, and maintaining an on-going sales and building program.

The first phase of development is likely to be the medium density block on the former clubhouse site, as well the lands between Eagle, Peevers, Brammar and Millard

It is difficult to predict when grading and development will start in these areas as it depends on the developer satisfying all of the Town's and other agencies' conditions, and will require that servicing capacity be allocated to the plan from the Town. Should Council grant servicing allocation to a portion of this development in 2015, and should the developer satisfy all draft plan and site plan conditions in 2015, it is conceivable that grading could begin in the fall of 2015 or spring 2016.

Will the Town be changing the approach to housing assessment (and the corresponding property taxes) for properties that will now no longer back onto green space? If so, when will this take place?

The assessments are done by the Municipal Property Assessment Corporation (MPAC) and not the Town of Newmarket. The approach is current value assessment, which is an estimate of what the property would sell for. This approach would not change. Similarly, the tax rate will not change as the property is still residential and will continue to be taxed as such.

If there is any tax adjustment, it would be the result of an amended assessed value by MPAC for the property. Residents may contact MPAC for further information.

Please explain the specific by-laws that pertain to 'like-to-like', heights, buffers, fences etc. etc.

The Official Plan (Section 3.3.2.3) requires that new housing directly abutting existing homes should **generally** have a physical character similar to the existing neighbourhood in terms of density, lot sizes, maximum building heights, and minimum setbacks.

This OMB-approved plan and implementing zoning by-law for the new development has taken this into consideration by requiring similar-sized lots and development standards as exist for the existing Glenway homes in terms of setbacks, building heights, and lot coverage. In some instances, additional requirements regarding deck heights and encroachments have been included in the new development standards to further address compatibility.

A copy of the OMB-approved draft plan and by-law, and the existing Glenway development standards, are available from the Town.

There is no Town requirement to provide fencing between new and existing residential areas, however this is something that is being considered as part of the Interface Compatibility Plan.

From our experience with the current McGregor Farm construction, we have very specific concerns about how the *building process* will be managed by the Town.

Specifically:

- a. How will the Town manage local area parking, mud and dirt removal (ie. Road cleaning), road blockages etc. that arise from the developer's activities? We are an established neighbourhood and do not feel that we need to be further inconvenienced by issues related to construction activities on our streets.**

As part of any development, the Town will require a Construction Management Plan from the developer that addresses such things as construction access, construction vehicle parking, and dust and mud control measures, etc. The Town's engineering consultant (RJ Burnside) oversees the construction process on behalf of the Town and corresponds with the developer and the on-site construction companies as issues may arise.

- b. Impromptu, builder driven lane closures, idling dump trucks awaiting loads etc., are all activities which should not be permitted on our streets. These are some of the issues that the Compatibility Interface Plan could address, but they have not been well managed at the McGregor Farm site, and the scope of the Marianneville construction will be much more massive and potentially intrusive.**

The Interface Compatibility Plan is intended to address the interface between the existing and new homes, as opposed to construction activities.

Lane closures and other construction activities can be addressed to a certain extent through the Construction Management Plan and while the Town and its consultants can monitor and respond to issues as they arise, there are construction activities that are necessarily associated with the construction of new roads and lots.

Water pressure is already an issue in Glenway. How will Town engineers ensure that with all this construction that it will not only remain at least at its current level, but improve.

A Functional Servicing Report and Water Servicing Analysis Report have been submitted and will need to be approved by the Town to ensure that all Town standards are met for the new development, and that the development does not negatively impact surrounding homes in terms of water pressure, etc.

The Functional Servicing Report and Water Servicing Analysis Report address such issues as water pressure, water turnover rates, fire flow, storm and sanitary infrastructure, as well as downstream capacity to service the new development.

Traffic issues are anticipated to cause great inconvenience. How will the Town ensure that construction vehicles are not flooding our streets every day during the lengthy building period? With the additional units and streets, what is the anticipated impact on the traffic flow within our community? Is there a credible study that determines this impact?

The Construction Management Plan will address construction access to the various phases of development, with a view to minimizing impacts on the existing road network.

A Traffic Study has been prepared and has been accepted by the Town. A copy of the study is available from the Town.

Streetscape issues are a concern to many. After seeing the barrier built on the McGregor Farm site along Bathurst, and now seeing the plans for 74 townhouse/condo units on the clubhouse site, what will the impact be on the streetscape and will these buildings be built far enough back from the road and sidewalks.

The works associated with the McGregor Farm noise fence along Bathurst Street are not yet complete, with additional grading and plantings still to be completed to mitigate the look of the fence.

For the Glenway development, draft Urban and Architectural Design Guidelines have been prepared by a qualified architect, and each home will be required to comply with the guidelines.

The Urban Design Guidelines address such matters as community safety (e.g. Crime Prevention Through Environmental Design), street and building relationships, and guidelines for new public and private roads in terms of boulevard treatment and cycling and pedestrian use.

The Architectural Design Guidelines address such matters as architectural styles and character, façade treatment (wall cladding, exterior material colours), garage design, main entrance treatment, porches, and other architectural detailing.

The zoning by-law also addresses matters such as building setbacks, driveway length requirements, etc.

With respect to tree preservation, there appears to be a plan for which trees will stay, be relocated, or be removed. What plan exists to mitigate the loss of trees for the established neighbours as opposed to simply relocating trees to the new build area? (this is a Compatibility Interface Plan issue)

A tree plan has been submitted with the engineering design drawings and is under review. The extent to which trees can be saved or relocated is dependent, to a large degree, on the engineering design requirements necessary to implement the draft approved plan. Grading, servicing, and drainage requirements must first be established before it can be understood what trees can be saved and where trees can be relocated. The species of the existing trees must also be considered and whether it is appropriate to save or transplant non-native or invasive species in favour of planting new trees that are on the Town's approved list. The tree preservation and relocation details will be part of the Public Information Session once the engineering design is further developed.

The Town also has a Tree Preservation, Protection, Replacement and Enhancement Policy that seeks preserve trees where feasible and appropriate, and which requires compensation in the form of additional plantings or money (to be directed to additional tree plantings) where significant trees are to be removed as part of a development.

Has the Town or Staff had any preliminary discussions with the developer regarding west lands development? What did these entail?

A pre-consultation meeting has occurred for the west lands and the developer has been advised of the studies that will be required to be submitted with a development application. Once an application is received, staff will review it and will prepare a preliminary staff report on the proposal for consideration at a future Committee of the Whole meeting.

Has the Town had any discussions with the developer regarding negotiation to acquire some of these lands?

Staff has not been directed to negotiate with the developer for the acquisition of some or all of the west lands, but rather to inquire as to whether the developer would be receptive to such discussions. The developer since held a pre-consultation meeting with staff in anticipation of filing a development application for a portion of the west lands, but has indicated that they would be receptive to discussing acquisition as it relates to the future of the balance of their lands (i.e. the most westerly lands within the Oak Ridges Moraine).

If residents wish to purchase parcels of land surrounding their homes would that be something the builder would consider?

This is a private matter between the residents and the developer.

What options exist to building something other than a gas station on the lands bordering Hwy 9? If the developer insists on proceeding with this, what kind of security or insurance do we as residents have in case of an accident being that it is so close to homes?

There are a number of other uses for this area that are permitted through the comprehensive zoning by-law that the developer could choose to proceed with, subject to meeting the necessary parking, loading, landscaping, and other zoning requirements. In addition to a gas station, the complete list of permitted uses for this block is available from the Town or by viewing the CR-2 zoning provisions on the Town's website.

If the developer wishes to build something that is not currently permitted, a minor variance or rezoning would be required and any such application would be reviewed against the applicable Planning legislation.

Will speed bumps be put in on Alex Doner near the former clubhouse to deter any drivers seeking to take a shortcut onto Bathurst?

Requests for speed bumps would be processed through the Town's Traffic Management Plan.

