

PROJECT INFORMATION		2024.03.11
181 TORONTO STREET SOUTH, UXBRIDGE ONTARIO Client: 2773791 Ontario Inc.	MUNICIPALITY:	Township of Uxbridge, Regional Municipality of Durham
	PROJECT TYPE:	Zoning By-law Amendment
	LOCATION:	181 Toronto St. South, Uxbridge ON
	APPLICATIONS:	ZBA 2022-05 (ZBA- Township); S-U-2022-02 (DPS- Durham Region) For Submission 2

The following summarizes public comments as they pertain to the proposed development since it's 1st Submission to the Town. All comments received have been considered by the Project Team and the application / design has been reviewed and modified where appropriate to address the comments / concerns expressed.

CONTEXT: Since the first submission, a number of design changes have been made to the proposed development in consideration to technical comments provided by the Town of Uxbridge and Durham Region. Public comments / concerns were presented during the Public Consultation held on September 12th, 2022, and written comments received at the Council Meetings.

ALL Public comments were collected and considered to help aid the amendments to the proposed development and provide a desirable outcome for the communities surrounding. The chart below is a summary of all concerns that came up, summarised, and organized by *Topics of Concern*.

The matters before the Township of Uxbridge for consideration are as follows:

- ✓ There will be a 2nd ZBA and 2nd DPS application submissions for circulation to the Township and Region to permit the proposal and development of 10 Townhouse units accessed by a private lane.
- ✓ The Properties at the Rear of the Site and further Northeast are Zoned RM-19 & RM-17 respectively.
- ✓ A Landscape Architect was retained, and Landscaping Plans have been prepared and reflect an updated site plan which provides additional vegetation and fencing at the rear of the property.
- ✓ The Private Rear Lane has been revised to include a turnaround to facilitate the manoeuvring of delivery and mail service vehicles and Private Waste Collection service. Emergency Fire Vehicles service will be provided from Toronto Street South.

The revised proposal will mitigate noise, lighting, and privacy concerns of the existing communities adjacent to the proposal.

Public Comments - Topics of Concern	Responses
Grading / Drainage & Stormwater Management	<p>▶ Several Residents expressed concern regarding the existing stormwater and drainage issues present. The current conditions of the site, slopes to the rear of the property towards the homes on Fred Bernard Way, where an existing inadequate catch basin exists.</p> <p>Post-development conditions will improve stormwater runoff by redirecting the surfaces drainage towards Toronto Street South and keeping a stormwater control system with underground stormwater storage systems installed under the rear laneway, which will effectively divert runoff from the neighbouring properties at the rear.</p> <p>T2 Engineers Consultant was retained to conduct Subsurface monitoring work to further understand the issues regarding the current stormwater and drainage conditions. Also, Toronto Inspection Ltd. Engineering completed the Hydrogeological Investigation, including the Infiltration Testing Program Report, and Groundwater Mounding Study. The updated and reviewed Functional Servicing & Stormwater Management Report, Grading and Drainage plans prepared by Counterpoint Engineering attached to the second submission addressed comments from the Region and Township and concluded that the proposed development will meet the stormwater management criteria regarding water Quality and Quantity Control, and Phosphorus removal. Further, this proposal will improve grading and drainage for surrounding properties/communities and mitigate potential water drainage/flooding issues experienced by the neighbouring homes and adjacent community due to the existing conditions.</p>

<p>Density & Building Height</p>	<ul style="list-style-type: none"> ▶ At 3-storey (11 m) in height, the proposed townhouses are not of the same height as existing detached dwellings and perceived as too dense. <p>The Proposed density of the Subject Lands remains aligned with emerging development trends supporting Provincial, Regional and Municipal Goals and Policies regarding growth. This is achieved through ground-oriented housing that is more compact than typical detached dwellings but remain similar in scale and character to the neighbouring community. The intent of the building configuration is to create a pedestrian friendly arrangement with the main entrance of each unit facing Toronto Street South. Thus the proposed buildings are placed closer to Toronto Street South, leaving appropriate setbacks, and enlarged building separation from the east property line.</p>
<p>Privacy / Noise / Lighting</p>	<ul style="list-style-type: none"> ▶ Concerns were expressed about the impacts on the privacy of the abutting / existing residences, potential noise, and lighting infiltration associated with the proposed of the three storey townhouse units at the rear of the existing dwellings at Fred Brenard way. <p>The proposed development provides minimum 18.5m metres building setback from the rear main wall of the Townhouse buildings to the east property line facing the rear of units located along Fred Brenard Way. The revised ZBA 2nd submission includes Landscaping plans prepared by HKLA Landscape Architects which proposes a 1.8m high Wood Privacy Fence, and deciduous trees between the rear private lane and rear property line.</p> <p>The building separation setback combined with proposed Trees and Fencing will help mitigate privacy, lighting and noise concerns arising from the rear amenity deck and the building height (3-storey) of the proposed development. The revied proposal will minimize noise, provide screening, and protect privacy of the existing homes along Fred Bernard Way.</p>
<p>Compatibility</p>	<ul style="list-style-type: none"> ▶ Concerns were expressed that the 3-storey townhouse proposal (RM-XX) is not a compatible built-form adjacent to the existing 1-storey townhouse dwellings along Fred Brenard Way. <p>Considering evolving Provincial, Municipal and Regional land use policy regarding the provision of housing, and through our review of the Planning Policy documents, we believe that the proposed development represents an appropriate density for a vacant under-utilized parcel of land in a well serviced area, while respecting the existing residential neighbourhood.</p> <p>The redevelopment of the lands represent the logical extension of the existing residential multiple (RM) Density townhouse communities to the direct south and east of the subject lands and promote missing middle options and intensification of the lands, which are aligned with numerous levels of land-use planning policy, affordability objectives and goals to provide a wide range of different types of housing in the province.</p>
<p>Traffic (Entrance & Exits & Impacts)</p>	<ul style="list-style-type: none"> ▶ Concerns were expressed about increased traffic issues entering and exiting Fred Bernard Way due to proposed density and private rear laneway access onto Toronto Street South <p>A Traffic Impact Study (TIS) and Traffic Management Plan (TMP) was prepared by CGE Transportation Consulting to assess the traffic generated by this proposal as well as the on-site access and circulation. The TIS concludes that the development proposal is anticipated to generate 5 two-way trips during the weekday morning peak hour and 8 two-way trips during the afternoon peak hour. There will be negligible impact to the surrounding streets and the nominal traffic generated by this development, which will be easily accommodated by the existing road network with no mitigation measures required.</p>

<p>Traffic (Entrance & Exits & Impacts) ...continued</p>	<p>This small development is not anticipated to significantly increase car trips or negatively impact or exacerbate traffic along Toronto Street. The access spacing to the adjacent intersection at Fred Barnard is presently existing and at full build conditions, two-way peak hour trips at this access will not exceed 8 vehicles.</p>
<p>Rear Laneway / Garbage</p>	<ul style="list-style-type: none"> Concerns were expressed regarding the pickup of garbage along the rear laneway, among other concerns such as noise, lighting and other disturbances from the laneway & parking proposed being adjacent to the homes along Fred Brenard Way. <p>A Consolidated single ingress/egress access for the 10 proposed TH units is provided by a private laneway accessed from Toronto St South. This solution minimizes road access points onto the Regional Road and will minimize traffic disruptions along Toronto St S.</p> <p>The Rear Private Laneway is intended to primarily serve private vehicles of residents of the townhouse units and occasional delivery/mail service vehicles. Garbage pick-up will be provided by a private provider, and emergency fire services would be adequately operated from Toronto Street.</p> <p>The revised development plan provides sufficient turn around space at the end of the rear laneway to allow occasional commercial delivery and larger service vehicles to adequately maneuver in and out of the rear laneway/service road/parking areas, and landscape buffering is also placed from the rear laneway and visitor parking to the rear property line of the homes along the west side of Fred Brenard Way.</p>
<p>Noise & Construction</p>	<ul style="list-style-type: none"> Concerns were expressed regarding the length of construction, noise, and dust among other disturbances that might be caused by the construction of this development. <p>Erosion & Sediment Control, Grading and Servicing Plans have been submitted which outline all Design and Engineering standards that will mitigate impacts on neighbouring properties during construction. Additionally, a revised Noise Impact Study was prepared in support of this proposal by YCA Engineering, which provides recommendations and concludes that the sound levels to be acceptable to the Ministry of Environment, Uxbridge and Durham will be achieved.</p>
<p>Stormwater Management and Environmental Impacts</p>	<ul style="list-style-type: none"> Concerns were expressed regarding environmental impacts to the surrounding community and natural areas. <p>The mitigation of any potential environmental impacts has been considered in the design of the project. Stormwater management techniques will be employed with the development of the property to address water quality and quantity concerns. The details of the handling of stormwater are presented in the Counterpoint Report, submitted with the application. The proposal complies with municipal requirements. Specifically, the Counterpoint report concluded that <i>"Quantity Control, Water Balance and Volume Control will be met with infiltration trench and stormwater storage. Quality Control will be met via inherently clean surfaces and stormwater infiltration. Phosphorus Removal will be met using infiltration areas on site."</i></p> <p>Furthermore, a Natural Heritage Evaluation was undertaken by Terrastory, wherein they concluded that <i>"An Erosion and Sediment Control Plan (Counterpoint Engineering) will be implemented during construction. The proposed development application also incorporates extensive low impact development measures (e.g., infiltration chambers) to control the quantity and quality of stormwater runoff."</i></p>