

Message

From: Ron Martin [/O=TOC/OU=FIRST ADMINISTRATIVE GROUP/CN=RECIPIENTS/CN=RMARTIN]
Sent: 11/14/2012 1:52:57 PM
To: Rick Lloyd [/O=TOC/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=Rlloyd]
Subject: RE: Central Park Arena - DRAFT Site Layout - ETi/CCTA Responses ET112021

No.

None of the site work is by BLT. All of the servicing, parking, etc. is by the TOC.

I am trying to get a detailed contract breakdown from BLT/SPRUNG on what is in the signed contract price and what is by the TOC.

Paul from BLT is preparing the breakdown now and it will be circulated after our review.

BLT is also working on the details for the therapy pool. The pool will be tendered through BLT including design and consulting fees.

Ron

From: Rick Lloyd
Sent: Wednesday, November 14, 2012 11:03 AM
To: Ron Martin
Subject: Re: Central Park Arena - DRAFT Site Layout - ETi/CCTA Responses ET112021

Have you confirmed the costing with BLT?
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Sent from Blackberry Mobile Device

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**From:** Ron Martin  
**Sent:** Wednesday, November 14, 2012 10:14 AM  
**To:** Rick Lloyd  
**Subject:** FW: Central Park Arena - DRAFT Site Layout - ETi/CCTA Responses ET112021

FYI

Ron

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**From:** David Wood [mailto:[DWOOD@envision-tatham.com](mailto:DWOOD@envision-tatham.com)]  
**Sent:** Wednesday, November 14, 2012 9:50 AM  
**To:** Ron Martin

**Cc:** 'Paul Waddell'; Dan Hurley; Dave McNalty; Marjory Leonard; Marta Proctor; Nancy Farrer; Trent Elyea; Brian Macdonald; Ed Houghton; Larry Irwin; Marcus Firman

**Subject:** RE: Central Park Arena - DRAFT Site Layout - ETi/CCTA Responses ET112021

Ron,

Great. Thanks for the clear and timely direction. We will begin making the edits immediately.

Regards,  
Dave

**David Wood, BLA OALA CSLA**  
General Manager/ Senior Landscape Architect  
Envision -Tatham  
115 Sandford Fleming Drive, Suite 200  
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>>> Ron Martin <[rmartin@collingwood.ca](mailto:rmartin@collingwood.ca)> 11/13/2012 4:40 PM >>>

David and Dan

Thanks for your comments. Marta, Wendy, Brian and I met this morning to review Brian's initial suggestions and your comments. I have added our comments and decisions in purple.

If you have any questions or additional comments please do not hesitate to contact us.

Ron

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**From:** David Wood [<mailto:DWOOD@envision-tatham.com>]

**Sent:** Friday, November 09, 2012 5:32 PM

**To:** Ron Martin; Brian Macdonald

**Cc:** 'Paul Waddell'; Dan Hurley; Dave McNalty; Dennis Seymour; Marjory Leonard; Marta Proctor; Nancy Farrer; Trent Elyea; Ed Houghton; Larry Irwin; Marcus Firman

**Subject:** RE: Central Park Arena - DRAFT Site Layout - ETi/CCTA Responses ET112021

Brian and Ron,

Thank you for your timely and constructive feedback. We believe we can accommodate most of your concerns. Our comments are integrated below in **green bold**.

Call me if you wish to discuss any of our responses.

Regards,  
Dave

**David Wood, BLA OALA CSLA**

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>>> Brian Macdonald <[bmacdonald@collus.com](mailto:bmacdonald@collus.com)> 11/7/2012 11:06 AM >>>

I have a few comments on the parking lot layout that I would like to discuss.

1. Can the main entrance be moved easterly to line up with the Alice St. intersection. The proposed offset entrance, although not ideal is okay but would be better if it was to line up with Alice St. I suspect that moving it may create some internal layout problems but I thought I would ask.

November 9, 2012 (D.Wood) - **We agree that direct alignment with Alice Street is the best scenario both for traffic and pedestrian connections (future sidewalk along Alice Street?). Our decision to offset the entrance was in trying to maximize the size of the dog park component. Moving the entrance over will shift the west edge of the dog park to the east by approximately 18m. Can the Town provide direction on which objective is the priority so that we can make the appropriate refinements.**

November 13, 2012 - Agreed to relocate entrance to line up with Alice. Revise internal parking layout accordingly. Safer intersection at the corner of Alice and the new entrance to the arena.

2. The granular walkway off the main entrance will be difficult to maintain in the winter. If we are thinking of using this as a winter pedestrian access then we may want to have this in concrete. There are no sidewalks in the neighborhood now so this may not be an issue but I thought I would mention it.

November 9, 2012 (D.Wood) - **The granular walkway is intended for access to the arena and dog park from Lorne Ave. and is granular as a cost savings measure. I agree with your perspective, as concrete will be easier to maintain and allows flexibility for future pedestrian connections. This makes even more sense if we re-align the entrance drive to Alice St. We will revise the plans to show concrete walkways.**

November 13, 2012 Agreed. Change walkway to concrete.

3. This parking lot design utilizes a number of small landscape islands. These will be problematic with winter maintenance and are more difficult in terms of vehicle movements. Can we look at eliminating some of these islands and substituting them with painted islands. This could also be budget issue as the islands will increase the project cost. If the islands are to stay then I would recommend that they be designed slightly smaller than the parking spaces. Say 5.5m in depth. This way we will increase the lane width at the entrance to the parking isle. The entrances are always a difficult area for vehicle movement especially with minimal 6.0m lanes.

November 9, 2012 (D.Wood) - **The frequency of planting islands currently is less than that required by the Town's Urban Design Manual (UDM) which states that for parking exceeding 80 cars 'a 3m-wide landscaped planter bed shall be provided between alternating rows of parking stalls (i.e. for every fourth parallel row of parking)' - Section 10 J.3. We note that we have provided planters on a six row frequency and we will need to seek an exemption for this requirement. I also think that it is important to utilize islands at the ends of parking rows where they are internal to the main driveway/bus circulation route, as it provides better separation from the heaviest traffic flows for pedestrians/ parked cars. Perhaps we could potentially omit the end islands within the east parking lot block to open that area up further. I also like your idea of reducing the island lengths to provide further clearances for snow clearing. As there are competing objectives between planting/refuge island requirements and snow clearing logistics, can the Town provide**

definitive direction as to which objective is the priority so that we can make the appropriate refinements. I would be pleased to meet to find the right balance for this project.

November 13, 2012 Agreed that some of the islands in the east parking lot can be eliminated. Meeting to discuss details in conjunction with item 1.

4. Snow storage locations. This is a very large parking area and snow storage will most likely exceed the allotted areas on the plans. Is it possible to plan on using the large gravel area in the southwest corner of Central Park as a snow storage area. This way we may not have to haul the snow off site. Also the areas noted for snow storage on the plans could conflict with the existing and proposed trees.

November 9, 2012 (D.Wood) - **I agree that the noted snow storage areas are insufficiently sized for actual snow conditions. I met with Matra Proctor on November 8, 2012 to discuss your comments and I understand that the large gravel area at the southwest corner of Central Park would be available for snow storage. I trust Marta will formally confirm this opportunity. Also, the tree planting locations are conceptual at this stage. Once the layout is finalized and approved we will prepare a planting plan that considers the factors mentioned.**

November 13, 2012 – Agreed that the south west area of the park can be used for snow storage as required.

5. The granular trail at the rear of the proposed arena will require additional tree removal. As an alternative we may want to consider using the existing trail and improve the existing access that is located near the top of the proposed dog park.

November 9, 2012 (D.Wood) - **Ironic that I am proposing tree removal and you are saving them. Love it! You are absolutely right and after seeing the staked building location, I agree we need to make every effort to minimize the impact on the east tree line. After discussing this with Marta Proctor, it was agreed to omit the trail at the back-of-house and explore a secondary crossing from the existing railway along Minnesota St.**

November 13, 2012 – Agreed to delete the proposed trail behind the arena and upgrade the existing south trail to provide access.

6. Can we check the turning movement of a bus through the circulation lane to make sure they can make the turns.

November 9, 2012 (D.Wood) - **The radii for the bus loop are based on fire access and reflects a minimum 12m centerline radius condition. On a 6m driveway, this means a minimum inside radius of 9m and outside of 15m. Utilizing traffic templates, we can provide a graphic demonstrating the trajectory of a fire truck and a bus through the loop. Increases to these radii are relatively easy to accommodate if required.**

November 13, 2012 - OK at 12m centerline radius.

7. The islands appear to be somewhat small for trees. Especially on the circulation lane of the main entrance. This lane is only 6.0m in width and trees are proposed on both sides of the lane. Tree limbs will be an issue with vehicles, especially for buses. Regardless of the tree issue can we look at making this main circulation lane wider. Maybe 7.0 to 7.4m

November 9, 2012 (D.Wood) - **The islands are generally 3.0m wide which are suitable provided they are built properly and provide sufficient soil volume. The narrower beds may not incorporate trees and may be comprised mainly of low shrubs or grasses. As indicated before, the planting depicted at this stage is conceptual only. We can likely increase the main circulation lane to 7.0m, but I think 7.4m will almost**

certainly result in lost parking as there is not much play in the north-south spacing. Let me see what I can do.

November 13, 2012 – Increase main entrance drive to a minimum 7.0m.

8. Budget. I think we need to get a handle on the budget for this design. Dave or Dan does your design program do quantity takeoffs. If not can we get the CADD file and I'll have Trevor start working on some preliminary estimates.

November 9, 2012 (D.Wood) - **The plan is prepared in AutoCAD so preparing quantity take-offs and a cost estimate would be fairly straight forward. We will provide a cost estimate based on this last submission to assist with budgeting and decision making.**

November 13, 2012 – Budget required subject to above noted recommendations.

We started installing the sanitary sewer yesterday and should be done early next week. CPU will follow with the waterline after the sewer. Dan do you have a benchmark on site as we will get the invert elevations so that we can show them on the plans.

If you have question on my comment then please do not hesitate to contact me.

Brian

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**From:** Ron Martin  
**Sent:** Friday, November 02, 2012 4:20 PM  
**To:** Ed Houghton; 'Paul Waddell'; Marta Proctor; Dennis Seymour; Marjory Leonard; Larry Irwin; Brian Macdonald; Nancy Farrer; Dave McNalty; Marcus Firman; Dan Hurley; David Wood; Trent Elyea  
**Subject:** FW: Central Park Arena - DRAFT Site Layout

Hello All

No concerns or comments have been received with regards to the proposed arena building location as detailed on the attached plan.

As such we will begin installing underground services to the building location as soon as possible.

Thanks

Ron

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**From:** Ron Martin  
**Sent:** Friday, October 26, 2012 3:24 PM  
**To:** Ed Houghton; 'Paul Waddell'; Marta Proctor; Dennis Seymour; Marjory Leonard; Larry Irwin  
**Cc:** Brian Macdonald; Nancy Farrer; Dave McNalty; Larry Irwin; Marcus Firman; 'Dan Hurley'; David Wood  
**Subject:** FW: Central Park Arena - DRAFT Site Layout

Hello everyone:

I am forwarding this email with the DRAFT copy of the proposed Central Park Arena for your comments and approval.

Please note that at this time it is **critical** that we establish the final location of the building for engineering, site servicing, and site preparation for construction.

The overall design concepts were prepared to confirm that the parking numbers work but will be open for further discussion and review.

Please do not hesitate to contact me if you have any questions.

Thanks

Ron

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**From:** David Wood [<mailto:DWOOD@envision-tatham.com>]  
**Sent:** Wednesday, October 24, 2012 4:37 PM  
**To:** Ron Martin  
**Cc:** Dan Hurley; Michael Cullip; Brian Macdonald; Marta Proctor  
**Subject:** Re: Central Park Arena - DRAFT Site Layout

Ron,

Here is a full size PDF of the drawing for your use.

Regards,

Dave

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>>> David Wood 10/24/2012 12:45 PM >>>

Ron,

As discussed, please find attached a DRAFT site layout for the Central Park Arena which is based on our Concept Plan dated October 17, 2012 (see attached). We note the following:

1. The building alignment has been adjusted slightly to square it up with the Curling Club and the general urban grid of the surround streets. Besides creating a better relationship with adjacent features, this shift provides an advantage at the

back-of-house with respect to impact on existing trees. In the latest version of the architectural drawings, the paved area extends across the entire building width at the rear, which results in further removals. Kicking the back end to the south a bit (as per the proposed layout) creates less conflict with existing trees.

2. According to the Planning Department, the parking requirements for the arena is 113 spaces. Since we are losing the existing gravel softball parking and adding a dog park, the new lot should be considered a combined lot. As such, we have increased the parking capacity by 44 spaces to provide a total of 157 spaces (3 of which are accessible).
3. For snow accumulation and the possibility of falling snow and ice, BLT has recommend that a 3.0m wide asphalt strip be provided around the base of the building. To avoid pedestrian conflicts with falling snow and ice, we have replaced the 3.0m asphalt strip on the south side (along the parking lot) with a 2.5m clear stone strip (sub-drained), buffered by another 2.5m planting strip. This allows the opportunity for snow to accumulate and still permits planting along the building frontage to help soften the structure and to provide shade opportunities. Our preference is for it to be gravel or riverstone so that it does not feel like a walkway when clear of snow. I think we should take efforts to keep the public out of this fall zone during the winter months.
4. We have provided a 2 way access driveway midway in the parking lot to ensure that traffic flow moves in a counter clockwise direction for drop-off and buses (main entrance). To alleviate traffic upon the conclusion of an event, we have also provided a one-way out at the west side of the lot. Furthermore, a connection has been provided to the existing gravel driveway and parking lot located along outfield of the southwest ball diamond, which has 2 exits onto Paterson St.
5. The Dog Park area is conceptual and will require some further discussion with Parks, Recreation & Culture with respect to access, extent, and amenities to be provided.

We look forward to your comments and feedback.

Regards,  
Dave

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