

SUBJECT: **RECOMMENDATION REPORT**
4551 Elgin Mills Developments Ltd., Major Kennedy Developments Ltd., and Major Kennedy South Developments Ltd., Applications for a Draft Plan of Subdivision and Zoning By-law Amendment to permit a residential subdivision including mixed use multi-storey development blocks at 4551 Elgin Mills Road East, 10225 - 10227 Kennedy Road and 4638 Major Mackenzie Drive East (Ward 6)
File No.: PLAN 20 113780

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RECOMMENDATIONS:

- 1) THAT the staff report dated December 6, 2021 titled “Recommendation Report, 4551 Elgin Mills Developments Ltd., Major Kennedy Developments Ltd., and Major Kennedy South Developments Ltd., Applications for a Draft Plan of Subdivision and Zoning By-law Amendment to permit a residential subdivision including mixed use multi-storey development blocks at 4551 Elgin Mills Road East, 10225 – 10227 Kennedy Road and 4638 Major Mackenzie Drive East (Ward 6), File No.: PLAN 20 113780,” be received;
- 2) THAT in accordance with the provisions of subsections 45 (1.4) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Owners shall through this Resolution, be permitted to apply to the Committee of Adjustment for a variance from the provisions of the accompanying Zoning By-law, before the second anniversary of the day on which the by-law was approved by Council;
- 3) THAT the application submitted by 4551 Elgin Mills Developments Ltd., Major Kennedy Developments Ltd., and Major Kennedy South Developments Ltd. to amend Zoning By-law 304-87, as amended, be approved and the draft Zoning By-law attached hereto as Appendix ‘A’, be finalized and brought forward to a future Council meeting to be enacted without further notice;
- 4) THAT Draft Plan of Subdivision 19TM-20002 be approved in principle, subject to the conditions set out in Appendix ‘B’ of this report and be brought forward to a future Council meeting once all outstanding matters have been resolved to staff’s satisfaction;
- 5) THAT the Director of Planning and Urban Design or his designate, be delegated authority to issue Draft Plan Approval, subject to the conditions set out in Appendix

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- ‘B’, as may be amended by the Director of Planning and Urban Design or his designate;
- 6) THAT Draft Plan Approval for Draft Plan of Subdivision 19TM-20002 will lapse after a period of three (3) years from the date of Council approval in the event that a subdivision agreement is not executed within that period;
 - 7) THAT servicing allocation for 2,084 units be assigned to Draft Plan of Subdivision 19TM-20002;
 - 8) AND THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

This report recommends approval of Draft Plan of Subdivision and Zoning By-law Amendment applications to facilitate the creation of approximately 2,072 single detached and townhouse units and blocks for future mixed use multi-storey residential development; parks and open space; schools, stormwater management facilities, and the supporting road network on the subject lands. The property is known municipally as 4551 Elgin Mills Road East, 10225 – 10227 Kennedy Road and 4638 Major Mackenzie Drive East within the Robinson Glen Secondary Plan Area (See Figure 1: Location Map).

In response to the matters raised at the Public Meeting, those outlined in Staff’s preliminary report dated September 14, 2020, as well as further comments raised by City staff and external agencies, the applicant has revised their original proposal (See Figure 4: Draft Plan of Subdivision).

Staff are of the opinion that the Draft Plan of Subdivision and Zoning By-law Amendment represent good planning and are in the public interest.

Staff recommend that the Draft Plan of Subdivision be approved in principle, subject to the draft conditions set out in Appendix ‘B’ of this report which will be brought forward to a future Council meeting once all outstanding matters have been resolved to staff’s satisfaction. Staff recommend that the draft Zoning By-law, attached as Appendix ‘A’, be brought forward to a future Council meeting once the Zoning By-law has been finalized.

PURPOSE:

The purpose of this report is to provide an overview, evaluation and staff recommendations with regard to the applications for Draft Plan of Subdivision and Zoning By-law Amendment (the “Applications”) submitted by 4551 Elgin Mills Developments Ltd., Major Kennedy Developments Ltd., and Major Kennedy South Developments Ltd. (the “Owner”).

Process to Date

- June 2020 - Applications deemed complete
- September 2020 - Preliminary Report to Development Services Committee
- October 2020 - Statutory Public Meeting
- September 2021 - Revised plans/studies submitted

Next Steps

If approved, the Owner will be required to clear the conditions of Draft Plan of Subdivision, attached in Appendix ‘B’, enter into a Subdivision Agreement with the City, and register the Draft Plan. The draft Zoning By-law attached hereto as Appendix ‘A’, will be finalized and brought forward to a future Council meeting.

BACKGROUND:**The Subject Property is located within the Robinson Glen Secondary Plan Area**

The Applications collectively apply to three (3) properties known municipally as 4551 Elgin Mills Road East, 10225 – 10227 Kennedy Road and 4638 Major Mackenzie Drive East (the “Subject Lands”) (See Figure 1: Location Map).

Together these properties consist of approximately 147.55 hectares (365 acres), situated in the north-west and south-west quadrants of the Robinson Glen Secondary Plan, which is bounded by Elgin Mills Road to the north, Kennedy Road to the west, Major Mackenzie Drive to the south and the Robinson Creek to the east (the “Secondary Plan Area”).

The northerly Subject Lands, known municipally as 4551 Elgin Mills Road East, which total approximately 23.4 hectares (57.83 acres), are primarily used for agricultural operations and are generally bounded by Elgin Mills Road to the north, future residential lands to the east and south and Kennedy Road to the west (See Figure 2: Aerial Photo and Figure 3: Area Context/Zoning).

The southerly Subject Lands, known municipally as 10225 – 10227 Kennedy Road and 4638 Major Mackenzie Drive East, which total approximately 124.59 hectares (307.86 acres), are primarily used for agricultural operations. These lands are generally bounded by future residential lands and the City’s Greenway System to the north, the City’s Greenway to the east, Major Mackenzie Drive to the south and Kennedy Road to the west. (See Figure 2: Aerial Photo and Figure 3: Area Context/Zoning). These lands also contain three (3) heritage structures (See Figure 2: Aerial Photo). 10225-10227 Kennedy Road contains the Homer Wilson House c.1900 and the J. P. Carr Cottage, both designated under the Ontario Heritage Act. The Pingle Cemetery is located adjacent to this property along Kennedy Road. 4638 Major Mackenzie Drive contains the Pingle-Brown House a property on the Markham Register of Property of Cultural Heritage Value or Interest.

Proposed Development:

The Owner has submitted the Applications to facilitate the creation of approximately 2,072 single detached and townhouse units, future mixed use and residential development blocks, parks, schools, stormwater management facilities, open space, greenway protection and the supporting road network (the “Proposal”). (See Figure 4: Draft Plan of Subdivision, Figure 4A: South Subject Lands Draft Plan of Subdivision and Figure 4B: North Subject Lands Draft Plan of Subdivision).

Key changes made to the Proposal during the review process include (See Figure 5: Original Draft Plan of Subdivision):

- Unit count reduced from 2,305 to 2,072 (-233 units)
- Secondary School/ Community Park co-location site size increased from 10.36 ha. to 12.07 ha.
- Townhouses proposed along the arterial roads have been reconfigured and their minimum frontage has increased from 3.85 metres to 4.50 metres
- Two heritage homes are proposed to be relocated in close proximity to Kennedy Road; one home is to be demolished
- Parkland has been reconfigured

Table 1 below summarizes the proposed built form.

Table 1: Proposed Built Form

Dwelling Type	Minimum Lot Frontage (m)	Units
Single Detached	Heritage Homes	2
	13.7	143
	11.6	279
	9.45*	23
	9.45*	220
Townhouse	8.5	152
	6.1	135
Courtyard Townhouse	6.7*	364
Decked Townhouse	6.1*	135
	4.5*	495
Back to Back Townhouse	6.7	124
Part Lots (0.5 units each)	-	(12)
Total	-	2,072 (2,084)

* Lane based units

To facilitate implementation of the Proposal, the Zoning By-law Amendment application proposes to re-zone the subject lands from ‘Agricultural One (A1)’ under By-law 304-87, as amended, to the appropriate zone categories under By-law 177-96, as amended, including special provisions. The draft Zoning By-law amendment is attached as Appendix ‘A’.

Public Consultation

A Public Meeting was held on October 6, 2020. Matters with respect to the Original Draft Plan of Subdivision were identified through written submissions and comments made by members of the Development Services Committee (DSC) and the public. The following is a summary of the matters raised. The discussion section of this report (beginning on page 7) outlines how these matters have been considered.

1. Aligning the timing of development phasing with improvements to transportation infrastructure required and ensuring the appropriate timing of parks delivery.
2. Concerns regarding the proposed townhouses fronting Major Mackenzie Drive, including those related to the proposed unit widths and potential front yard maintenance issues.
3. Consideration of mid-rise development in place of mixed use high-rise and townhouse development in the 'Residential High Rise' blocks along the frontage of Major Mackenzie Drive.
4. Feasibility of incorporating infrastructure for an automatic waste collection system as part of the community waste management plan.
5. Consideration of options to facilitate the implementation of purpose built second suites.
6. Exploring potential opportunities to partner with York Region on the provision of subdivision units toward affordable purpose-built rental housing.
7. Providing appropriate soft landscaping and amenity space for residents of the proposed future subdivision.
8. Ensuring appropriate community stormwater management solutions to mitigate potential flood risks to existing neighbouring properties and the feasibility of relocating the stormwater management facilities proposed along Major Mackenzie Drive to achieve built form consistency and/or active public space.
9. Avoiding the use of retaining walls along arterial roads, where feasible.
10. Exploring opportunities to further reduce backlotting onto the greenway system and to maximize public access to parks and green space.
11. Ensuring appropriate connectivity between the proposed subdivision, future neighbouring subdivisions, and greenway system through the trail network.
12. Expectation that the greenway lands be conveyed to the City.

The Proposal conforms to the Markham Official Plan, 2014 (the "City's Official Plan")

The City's Official Plan (as partially approved on November 24, 2017 and further updated on April 9, 2018) is a statutory document under the *Planning Act* that sets out land use policy to guide future development and manage growth.

Map 3 - Land Use designates the Subject Lands 'Greenway, Residential Low Rise, Residential Mid Rise, Residential High Rise, Mixed Use Mid Rise and Mixed Use High Rise' (See Figure 6: 2014 Official Plan Map 3 Extract - Land Use). It provides direction for the development of a Conceptual Master Plan for the Future Urban Area ('FUA') as the basis for the development of Secondary Plans, including the Robinson Glen Secondary Plan. The Conceptual Master Plan for the FUA was completed and endorsed by Council in November 2017.

The Proposal conforms to the Robinson Glen Secondary Plan (the “Secondary Plan”)

The Secondary Plan includes detailed policies to guide future development and growth in the Robinson Glen community to 2031 and beyond, providing a comprehensive policy framework for Council decisions with respect to the use of land, provision for municipal services and infrastructure, and the implementation and phasing of development.

Map SP1 - Detailed Land Use designates the Subject Lands ‘Residential Low Rise, Residential Mid Rise I, Residential Mid Rise II, Residential High Rise, Mixed Use Mid Rise, Mixed Use High Rise, Mixed Use High Rise - Retail Focus and Greenway’. It identifies symbols denoting the locations of: stormwater management facilities, neighbourhood parks, a community park, a public secondary school, and a public elementary school (See Figure 7: Robinson Glen Secondary Plan Extract - Detailed Land Use). The Secondary Plan contains specific development criteria associated with each land use, including minimum and maximum density targets and minimum and maximum building heights. Table 2 below identifies the density calculations for the Proposal.

Table 2: Proposal Density Analysis

Designation	Area (Hectares)	Units	Secondary Plan Density Range (units per net hectare)	Proposed Density (units per net hectare)
Residential Low Rise	22.12	665	25-45	30.1
Residential Mid Rise I	18.25	1,025	40-70	56.2
Residential High Rise Lots	5.29	380	80-200	94
Residential High Rise Blocks 913-916 (approx. yield)	2.59	360		

Note: Calculated based on the requirements of Section 8.1.8 of the Secondary Plan. Excludes mixed use and residential mid rise II future development blocks.

Staff have reviewed the Proposal in the context of the Secondary Plan and are satisfied the Proposal conforms to the Secondary Plan.

The proposal has regard for the Robinson Glen Community Design Plan (the “Guidelines”)

The Guidelines are intended to achieve a coordinated approach to urban design throughout the community. Among other things, the Guidelines provide direction related to streetscape, parks and open space, building typology and mix, lotting pattern, sustainability features, gateways, special community and landmark features, heritage conservation, etc. Staff are of the opinion the Proposal meets the objectives of the Guidelines.

As a condition of Draft Plan Approval, the Owner, in accordance with the Guidelines, is required to retain a design consultant to prepare architectural control guidelines to the satisfaction of the City prior to execution of the subdivision agreement. Architectural control guidelines will ensure that the physical elements of the dwellings visible from the public realm contribute to the development of a sense of place and address components such as the location of main entrances and porches, roof slopes, corner lot architecture and materials. Building permit applications will only be accepted and processed when drawings

are stamped and signed by the Design Control Architect to ensure that the dwellings have been designed in accordance with the approved Architectural Control Guidelines.

Zoning

The Subject Lands are zoned ‘Agriculture One Zone (A1)’ under by By-law 304-87, as amended (See Figure 3: Area Context/Zoning). To facilitate implementation of the Draft Plan of Subdivision, the Zoning By-law Amendment application proposes to re-zone the Subject Property from ‘Agricultural One (A1)’ under By-law 304-87, as amended, to the appropriate zone categories under By-law 177-96, as amended, including any special provisions. The draft Zoning By-law Amendment can be found in Appendix ‘A’, and once finalized will be brought forward to a future Council meeting.

OPTIONS/ DISCUSSION:

Matters raised by the public and DSC members

1. Aligning the timing of development phasing with required improvements to transportation infrastructure and ensuring the appropriate timing of parks delivery

At the Public Meeting, members of DSC raised questions about the phasing of infrastructure, such as roads, parks, bridges and municipal services, within the Secondary Plan Area and with respect to the surrounding regional road network.

It is expected that Elgin Mills Road East, Kennedy Road and Major Mackenzie Drive will be widened in the future to accommodate new developments in the FUA. The City has initiated a Municipal Class Environmental Assessment (EA) to assess and evaluate alternative design concepts and identify a preferred design solution for the widening of Elgin Mills Road East. It is anticipated that the EA will be complete in early 2022. The Kennedy Road EA between Major Mackenzie Drive and Elgin Mills Road is currently underway. Based on York Region’s 2021 10-year Roads and Transit Capital Construction Program, the construction is scheduled to commence in 2028. York Region’s 2021 10-year Roads and Transit Capital Construction Program does not show improvements to Major Mackenzie Drive as a planned project within the 2029 horizon year.

The Robinson Glen Development Phasing Plan (the “Phasing Plan”) is expected to include information relating to, among other things: timing milestones for servicing, active transportation, parks, road linkages, utility infrastructure, and requirements for interim works. A draft plan condition requiring that registration be phased in accordance with an accepted Phasing Plan has been included.

2. Concerns regarding the proposed townhouses fronting Major Mackenzie Drive, including those related to the proposed unit widths and potential front yard maintenance issues

The townhouses proposed along the arterial roads have had their minimum interior frontage increased from 3.85 metres (12’-8”) to 4.50 metres (14’-9”) (See Figures 4: Draft Plan of Subdivision and 5: Original Draft Plan of Subdivision). The proposed

minimum interior lot frontage is consistent with recent examples of townhouses which have been previously approved in the surrounding area (i.e. Digram Developments - northwest corner of 16th Ave. and Williamson Rd., Auriga Development - west side of Donald Cousens Pkwy., north of Highway 7 E.).

Walkways blocks to the arterial roads have also been included between the townhouse blocks. These make accessing the front yards, where the front yard setback is proposed at 0.6 metres, much easier for maintenance. Also with the units now being accessed via a public street, there is no need for servicing blocks, which reduces townhouse setbacks from the arterial roads, helping to mitigate concerns about front yard maintenance along these roads.

3. Consideration of mid-rise development in place of mixed use high-rise and townhouse development in the ‘Residential High Rise’ blocks along the frontage of Major Mackenzie Drive

The York Region Transportation Master Plan, 2016 (YRTMP) has identified the portion of Major Mackenzie Drive East, which abuts the Secondary Plan Area, as a rapid transit corridor. To support the YRTMP, the land use designations with the highest densities are located along Major Mackenzie Drive East.

The Proposal places townhouse units adjacent to Major Mackenzie Drive East, in the ‘Residential High Rise’ designations in the Secondary Plan. These units conform to the requirements of the Secondary Plan, namely the minimum density requirements, built form type and height, which begins at a minimum of 3 storeys.

Consideration of an alternate built form along the frontage of Major Mackenzie will be undertaken when applications for Site Plan Approval on the future development blocks adjacent to Major Mackenzie Drive East (Block 913 - 916, 918 - 919) are filed. These blocks are subject to site plan approval which will include a review of built form, transitions to adjacent uses, landscaping, massing, parking supply, vehicular and pedestrian circulation, building materials, waste management, among other matters.

4. Feasibility of incorporating infrastructure for an automatic waste collection system as part of the community waste management plan

The proponent has indicated that infrastructure for an automatic waste collection system at a residential community scale would require additional infrastructure to be located and constructed within the public right-of-way at considerable expense. To advance such a system a public sector/private sector partnership would be required to explore financial, governance, legal, technical and operational matters and such exploration has yet to take place. Moreover, recent work by City staff seem to indicate that automatic waste collection systems are more appropriate for high density areas. If it is determined by the City that such a system is feasible in areas with limited high density development, such as along the Major Mackenzie corridor, then it’s applicability can be explored for specific high density sites within Robinson Glen at the appropriate time.

5. Consideration of options to facilitate the implementation of purpose built second suites (also raised by Staff)

As a condition of Draft Plan Approval, 5% of the low rise product will be required to provide a “built in” secondary suite. This translates to 33 purpose built second suites as part of the Proposal.

6. Exploring potential opportunities to partner with York Region on the provision of affordable purpose-built rental housing

In July 2021 Council approved ‘Housing Choices: Markham’s Affordable and Rental Housing Strategy’. The proponent remains open to exploring potential opportunities to partner with York Region on the provision of affordable purpose-built rental housing. City staff have reached out to Housing York Inc. to facilitate discussions between the proponent and Housing York Inc. Staff is exploring with the proponent opportunities to provide purpose built rental housing within the proposed development blocks along Kennedy Road and Major Mackenzie Drive East when future development approval applications are brought forward.

7. Providing appropriate soft landscaping and amenity space for residents of the proposed future subdivision

The Proposal’s built form is comprised of a number of different unit types (See Table 1: Proposed Built Form). As a result, a minimum amenity space requirement is achieved using various formats.

Street accessed single detached units and townhouse units are anticipated to have traditional backyards/amenity spaces with minimum rear yard setbacks of approximately 6-7 metres. Lane based townhouse units and single detached units are anticipated to have courtyards with a minimum contiguous amenity space size of 20m². Townhouse units along the arterials are anticipated to have balconies with a minimum contiguous amenity space size of 20m². The back-to-back units are anticipated to have a minimum amenity space size of 15 m² on the 2nd and 3rd floor balconies. These requirements are consistent with other draft plan of subdivisions recently approved in the FUA and are contained in the Draft Zoning By-law Amendment, attached as Appendix ‘A’.

8. Ensuring appropriate community stormwater management solutions to mitigate potential flood risks to existing neighbouring properties and the feasibility of relocating the stormwater management facilities proposed along Major Mackenzie Drive to achieve built form consistency and/or active public space.

The stormwater management facilities are located at the low points of the drainage area which occurs on Major Mackenzie Drive East. This maintains the existing drainage pattern and creates the least disturbance to the best extent possible. The City is exploring the feasibility of locating the stormwater facilities along Major Mackenzie Drive underground with park space above.

9. Avoiding the use of retaining walls along arterial roads, where feasible

The grading design has been revised to match grade at the arterial roads to avoid the need for retaining walls along the arterials.

10. Exploring opportunities to further reduce backlotting onto the greenway system and to maximize public access to parks and green space

Backlotting onto the Greenway System and parks is strongly discouraged by Staff. Staff are always looking for opportunities to increase public access to the Greenway System and public parks whether it be through the placement of single loaded roads, parks, trail connections or other means. However, in some instances backlotting is unavoidable due to grading issues.

With regards to the Proposal, there are no situations where backlotting onto public parks exists. The original proposal did show some backlotting onto parkettes, however this has been rectified. Backlotting onto the Greenway System is consistent with the Guidelines, specifically the Robinson Glen Demonstration Plan. The goal within the Secondary Plan Area has been to achieve greater than 50% of the frontage along the Greenway System as publicly accessible. Current estimates (based on the draft plan of subdivisions received to date) exceed this goal (See Figure 8: Robinson Glen Draft Plan of Subdivision Composite Plan).

11. Ensuring appropriate connectivity between the proposed subdivision, future neighbouring subdivisions, and greenway system through the trail network

The Proposal forms a part of the Secondary Plan Area, which at this time is comprised of two other participating landowners, whose draft plans of subdivisions are under review (See Figure 8: Robinson Glen Draft Plan of Subdivision Composite Plan). The modified grid road network seamlessly integrates the Proposal together with the adjacent plans. Access to the Greenway System is provided at regular intervals through the use of single loaded roads, planned trailhead connections and parkland.

12. Expectation that the greenway lands be conveyed to the City

Condition 9.1 of the conditions of Draft Plan Approval require that the Owner covenants and agrees to convey all Greenway blocks to the City of Markham in a physical condition to the satisfaction of the City (See Appendix B: Conditions of Draft Plan of Subdivision Approval).

Matters raised by City Staff and Public Agencies**Proposed parkland meets the objectives of the Community Design Plan and conforms to the Secondary Plan**

The Guidelines and Secondary Plan identify the locations and sizes of parks in the Robinson Glen community, irrespective of property ownership. Together these plans ensure an integrated and comprehensive approach that considers linkages and connectivity, facility requirements, and interface conditions.

In accordance with the City's Parkland Dedication By-law 195-90 and the *Planning Act, R.S.O. 1990, c.P.13*, as amended, the parkland requirement for the ground related units included in the Proposal is 6.927 ha (1 hectare / 300 units) x 2,078 units = 6.927 hectares). In total, 8.37 ha of parkland is included in the Proposal, resulting in an over-dedication of 1.443 ha, calculated on a site-specific basis. These parkland calculations exclude the future

development blocks which will be dealt with during a future development approval process.

In the context of large greenfield communities like the Secondary Plan Area it is common for some landowners to under-dedicate parkland while others over-dedicate parkland on a property-specific basis. Typically, staff require these discrepancies be reconciled through an agreement between the Owner and/or the Landowners Group and the City. Staff have incorporated a draft plan condition to this effect, to be addressed prior to release of the lands for registration (See Appendix B: Conditions of Draft Plan of Subdivision Approval).

Cultural Heritage Resources have been appropriately addressed

The cultural heritage resource strategy associated with the Proposal was discussed and endorsed by Heritage Markham Committee at two meetings on August 12, 2020 and September 8, 2021 (See Appendix C: Heritage Markham Committee Extracts).

Pingle Cemetery

Located just outside the boundaries of the Proposal, along Kennedy Road, the design and conservation treatment of the Pingle Cemetery is captured through draft plan of subdivision condition 18.9 (See Appendix B: Conditions of Draft Plan of Subdivision). Protection during construction, appropriate decorative fencing and a “Markham Remembered” plaque will be required.

Homer Wilson House and J.P. Carr Cottage

In light of the grading challenges associated with in-situ retention of the heritage resources, the Cultural Heritage Impact Assessment outlines a relocation strategy which is supported by Heritage Staff. The preferred alternative relocates the Homer Wilson Farmhouse and J.P. Carr Cottage to the west and slightly north of their current locations facing Kennedy Road and the Pingle Cemetery (See Figure 9: Proposed Location of the Homer Wilson House and J.P. Carr Cottage). This new configuration allows the buildings to be situated on a prominent corner lot along ‘Street V’, and retains their existing orientation towards Kennedy Road. The standard heritage conditions of draft plan approval have been included in section 18.0 (i.e. heritage easement agreement, site plan approval/restoration plan, Markham Remembered plaques, etc).

Pingle-Brown House

Heritage Section staff conducted two site visits to verify the conclusions of the CHIA, which recommends as a conservation strategy that the resource be deconstructed and documented during demolition to provide an opportunity to learn more about the mid-19th century construction methods and materials, and allow the possible salvage of building components. Based on these site visits and additional discussions, staff concurred with the findings of the CHIA that the property does not possess enough significant cultural heritage value in accordance with the criteria outlined in Ontario Regulation 9/06, and as such does not warrant retention. Prior to its removal, it is recommended that the dwelling be documented for archival purposes and that salvage of select building components be explored. This strategy has been captured through draft plan of subdivision condition 18.10.

Secondary School/ Community Park co-location site is acceptable (the “Co-location Site”)

The Co-location Site (Blocks 920 and 921) is expected to provide the City with the opportunity to enter into an agreement with the School Board to fulfill the following two intentions:

- It is expected to feature shared building facilities (i.e. gymnasium, community rooms, etc.) that will be beneficial to community users and the school board.
- The co-location agreement will allow the School Board the opportunity to use the features located at the City’s Community Park

Through a collaborative process between the City, the York Region District School Board (YRDSB) and the Owner, a facility fit exercise was conducted which examined the conceptual layout/feasibility of the Co-location Site. Amongst other matters, the exercise demonstrated the need for a larger Co-location Site, thus the size was increased from 10.36 ha to 12.07 ha. Also examined was the placement and orientation of future sports fields, facilities, buildings and parking which has implications on how the property line between the school block and Community Park block is delineated. Both City staff and YRDSB staff are satisfied with the size of their respective parcels. The ultimate location of facilities and structures including any potential shared use components will be determined through detailed design and consultation with the YRDSB.

Senior Friendly Housing and Purpose Built Secondary Suites

As noted previously, a condition of Draft Plan Approval requires 5% of the low rise product to provide a “built in” secondary suite. This translates to 33 purpose built second suites as part of the Proposal.

The Owner has developed a list of options that they will be offering to their purchasers at the time of sale that aim to facilitate aging in place and improved accessibility. The following features will be available as design options:

- Optional ramps where suitable
- Optional master bedroom on the main floor on select models
- Optional elevators or the potential to accommodate a future elevator on select models
- Optional secondary entrances to facilitate secondary suites

Additionally, the following custom design options will be available:

- Double front entry doors for detached designs
- Open floor plans where possible, with minimum hallway widths of 36 inches or greater
- All door handles in the home will be pull down lever style design
- Electrical outlets may be placed 18- 24 inches from the floor level throughout the home, except over kitchen and bathroom counters, at the purchaser’s request
- The main bathroom will have wood reinforcing built into the walls of the bath tub and over the toilet for future installation of grab bars
- A walk- in shower will be provided in all master bathrooms

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- Generous Master Ensuite shower sizes that can accommodate shower seats
 - Generous main floor stair widths and appropriate railings to accommodate future chair lifts

The Community Energy Plan (the “CEP”) and sustainability initiatives

The CEP for the Future Urban Area is finalized, but is a living document and will be updated as needed over time. The CEP will identify and advance sustainable development practices as they relate to energy use and generation within the Secondary Plan Area. Staff have incorporated a draft plan condition requiring the Owner to agree to the mandatory measures of the CEP, such as high energy efficiency building design.

The Proposal will feature efficient and resilient development to support a healthy, livable and safe community in accordance with directions of the PPS, Growth Plan and the applicable sustainable development policies of the Regional Official Plan and the City’s Official Plan. The applicant has incorporated the following sustainability initiatives:

- Low-Impact Development (LIDs) features, such as rear yard infiltration trenches and/or permeable paver driveways
- High energy efficiency building design, including:
 - A minimum of R60 in the attic/roof insulation
 - R10 underslab insulation
 - Triple pane windows or equivalent high performance double pane (U-value 1.4 or lower)
 - Electric Vehicle wiring in all garages
 - Implementation of the Solar Strategy outlined in the CEP
 - Smart thermostats and in-home energy displays

Section 37 contributions to address Public Art

As part of the approval of the Zoning By-law Amendment, which seeks to intensify the subject lands with residential development, the Owner will be asked to provide financial contributions towards public art, pursuant to Section 37 of the *Planning Act*. This requirement is included in the draft Zoning By-law Amendment, attached as Appendix ‘A’.

Municipal servicing is available

Servicing allocation from the current allocation has been reserved to accommodate the Proposal. The City reserves the right to revoke or reallocate servicing allocation should the development not proceed in a timely manner.

It should be noted that existing sewer on The Bridle Walk, south of Major Mackenzie Drive East, has limited capacity to accommodate the Subject Lands. A sewer capacity analysis concluded that approximately 915 m of the Bridle Walk sanitary sewer, from Major Mackenzie Drive to Bur Oak Avenue, will need to be upgraded from 375 mm to 525 mm to serve the fully developed Secondary Plan Area. Monitoring of the Bridle Walk sanitary sewer will be completed by the proponent as the Secondary Plan Area develops to determine a timeline for the proposed sewer upgrades.

Final approval of the physical servicing of the subdivision relies on the technical submissions to the Engineering Department following draft approval, including final acceptance of the Functional Servicing Report to the satisfaction of the Director of Engineering. This requirement is reflected in the conditions of draft plan approval, attached as Appendix 'B'.

Robinson Glen Developers Group obligations (the “Developers Group”)

The Secondary Plan integrates the locations of public infrastructure (roads, stormwater management facilities) and the provisions of other community facilities (parks, schools, roads, road improvements, servicing), regardless of property boundaries.

To ensure all affected property owners contribute equitably towards the public infrastructure and provisions of other community facilities, a draft plan condition requiring all Owners in the Secondary Plan Area to enter into the Robinson Glen Developers Group Agreement has been incorporated into the conditions (See Appendix B: Conditions of Draft Plan of Subdivision Approval).

Future development blocks for mixed use mid rise, mixed use high rise, residential mid rise, and residential high rise are subject to site plan approval

Blocks 911 - 919 and 979 are proposed to be developed in the future with residential mid rise/high rise and mixed use mid rise/high rise product.

These blocks are subject to site plan approval including a review of built form transitions to adjacent uses, landscaping, massing, parking supply, vehicular and pedestrian circulation, building materials, waste management, among other matters. The Secondary Plan requires for Block 918 that a comprehensive block plan be completed at the site plan stage to ensure the orderly and phased development or redevelopment of the lands over time.

The Master Environmental Servicing Plan for the Robinson Glen Secondary Plan (the “MESP”)

The MESP has been prepared in support of the Secondary Plan. The MESP assesses a range of environmental and engineering matters associated with the development of lands in the Secondary Plan Area. It outlines existing conditions relating to surface water, groundwater, terrestrial and aquatic resources. It defines the Robinson Glen Greenway System, assesses and recommends stormwater management (SWM), site grading, transportation, water and wastewater servicing requirements. The MESP also identifies potential impacts and mitigation measures, including conceptual design requirements for SWM ponds, Low Impact Development (LID) measures, site grading, management of headwater drainage features (HDFs), wetland water balance, Robinson Creek road crossing designs and restoration/enhancement recommendations.

The Engineering Department has incorporated a draft condition requiring that the MESP be accepted to the satisfaction of the City prior to release for registration of any phase within the Proposal (See Appendix B: Conditions of Draft Plan of Subdivision Approval).

CONCLUSION:

The Owner has submitted applications for Draft Plan of Subdivision and Zoning By-law Amendment to facilitate the creation of approximately 2,072 ground-related dwelling units, future higher density development blocks and related facilities on the Subject Lands.

Based on the discussion above, staff are of the opinion that the proposed Draft Plan of Subdivision and Zoning By-law Amendment are consistent with the Provincial Policy Statement, 2014, conform to all applicable Provincial, Regional and Municipal plans, has regard to Section 51(24) of the Planning Act, represents good planning and is in the public interest.

Staff recommend that the Draft Plan of Subdivision be approved in principle, subject to the draft conditions set out in Appendix 'B' of this report which will be brought forward to a future Council meeting once all outstanding matters have been resolved to staff's satisfaction. Staff recommend that the draft Zoning By-law, attached as Appendix 'A', be brought forward to a future Council meeting once the Zoning By-law has been finalized.

FINANCIAL CONSIDERATIONS

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The Proposal has been reviewed in the context of the City's Strategic Priorities of Safe Sustainable and Complete Community.

BUSINESS UNITS CONSULTED AND AFFECTED:

The Proposal was circulated to internal City Departments, Heritage Markham Committee and External Agencies. Their requirements have been reflected in the conditions of draft plan of subdivision approval and the implementing zoning by-law amendment (See Appendix A: Draft Zoning By-law Amendment and Appendix B: Conditions of Draft Plan of Subdivision Approval).

RECOMMENDED BY:

Biju Karumanchery, M.C.I.P., R.P.P.
Director, Planning and Urban Design

Arvin Prasad, M.C.I.P., R.P.P.
Commissioner, Development Services

APPLICANT/AGENT:

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ATTACHMENTS:

Figure 1: Location Map

Figure 2: Aerial Photo

Figure 3: Area Context/Zoning

Figure 4: Draft Plan of Subdivision

Figure 4A: South Subject Lands Draft Plan of Subdivision Excerpt

Figure 4B: North Subject Lands Draft Plan of Subdivision Excerpt

Figure 5: Original Draft Plan of Subdivision

Figure 6: 2014 Official Plan Map 3 Extract - Land Use

Figure 7: Robinson Glen Secondary Plan - Land Use Map

Figure 8: Robinson Glen Draft Plan of Subdivision Composite Plan

Figure 9: Proposed Location of the Homer Wilson House and J.P. Carr Cottage

Appendix A: Draft Zoning By-law Amendment

Appendix B: Conditions of Draft Plan of Subdivision Approval

Appendix C: Heritage Markham Committee Extracts