



SUBJECT: RECOMMENDATION REPORT
New World Centre (Markham) Dev. Corp
Applications for Official Plan and Zoning By-law Amendment to permit a three-phased mixed-use development comprised of four buildings with eight towers ranging from 18 to 39 storeys at 100 and 110 Clegg Road (Ward 8)
File No. PLAN 21 180462 (*Previous File No. SU/ZA 18 180462*)

PREPARED BY: Melissa Leung, MCIP RPP, Senior Planner, Central District, extension 2392

REVIEWED BY: Elizabeth Martelluzzi, MCIP RPP, Senior Planner, Central District, extension 2193
Stephen Lue, MCIP RPP, Senior Manager, Development, extension 2520

RECOMMENDATION:

- 1) That the report titled, “RECOMMENDATION REPORT, New World Centre (Markham) Dev. Corp, Applications for Official Plan and Zoning By-law Amendment to permit a three-phased mixed-use development comprised of four buildings with eight towers ranging from 18 to 39 storeys at 100 and 110 Clegg Road (Ward 8), File No. PLAN 21 180462, (*Previous File No. SU/ZA 18 180462*)”, be received;
- 2) That the Official Plan Amendment application submitted by New World Centre (Markham) Dev. Corp be approved and the draft Official Plan Amendment, attached hereto as Appendix ‘A’, be finalized and enacted without further notice;
- 3) That the Zoning By-law Amendment application submitted by New World Centre (Markham) Dev. Corp be approved and the draft Zoning By-law Amendment, attached hereto as Appendix ‘B’, be finalized and enacted without further notice;
- 4) 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 the Official Plan and Zoning By-law Amendment applications submitted by New World Centre (Markham) Dev. Corp to permit a three-phased, mixed-use, high-rise development on the lands municipally known as 100 and 110 Clegg Road. Since the application was first submitted and in response to comments made by City Staff and echoed by the public, the Owner revised their proposal with respect to the height and massing distribution of the towers and podiums.

While the building heights and density of the Proposed Development exceeds the Development Concept for the Markham Centre Secondary Plan Update, they are generally consistent and compatible with existing and recently approved developments in the surrounding area. The proposal provides for intensification within the Regional Centre-Markham Centre area that is compatible with the emerging Markham Centre Secondary Plan update. As such, Staff opine that the proposed Official Plan and Zoning By-law Amendments are appropriate and represent good planning.

PURPOSE:

This report recommends approval of the Official Plan and Zoning By-law Amendment applications (the “Applications”), submitted by New World Centre (Markham) Dev. Corp (the “Owner”), to permit a multi-phased, mixed-use, high-rise development in Markham Centre (the “Proposed Development”).

Process to Date

- November 14, 2018: Staff deemed the Zoning By-law Amendment and Draft Plan of Subdivision applications (File SU/ZA 18 180462) complete.
- March 18, 2019: The Development Services Committee (“DSC”) received [the Preliminary Report](#) for the above noted applications.
- March 29, 2019: The 120-day period set out in the *Planning Act* before the Owner can appeal the Application to the Ontario Land Tribunal (the “OLT”) for a non-decision ended expired; however, the Owner had been working with Staff to address the various matters related to the overall development.
- May 26, 2021: Through discussions with the Owner, Staff determined that an Official Plan Amendment (“OPA”) would be required in lieu of a Precinct Plan. As such, the Owner submitted an OPA application, along with revised concept plans for the Zoning By-law Amendment and Draft Plan of Subdivision applications (“the 2021 Proposal”).
- June 25, 2021: Staff deemed the OPA application complete on June 25, 2021.
- September 27, 2021: DSC received [the Preliminary Report](#) for the OPA application.
- October 23, 2021: The 120-day period after when an applicant can appeal an application to the OLT for a non-decision expired for the OPA application.
- November 2, 2021: [The Statutory Public Meeting](#) was held.
- May 16, 2023: After a series of discussions with the Owner, Staff received a revised submission (the “Proposed Development”) that is the subject of this report (refer to details below).

If the DSC supports the Applications, the planning process will include the following next steps:

- Council Approval of the site-specific Official Plan and Zoning By-law Amendment
- Further review of the Draft Plan of Subdivision application by Staff
- Issuance of Draft Plan Approval by Staff, followed by execution of the Subdivision Agreement and subdivision registration
- Submission of future Hold Removal, Site Plan Approval, and Draft Plan of Condominium application(s) will follow

BACKGROUND:**Location and Area Context**

The 4.36 ha (10.77 ac) subject lands have approximate frontages of 216.16 m (709.19 ft) along Highway 7 and 290.30 m (952.43 ft) along Clegg Road (“Subject Lands”), and are located in Markham Centre, specifically west of South Town Centre Boulevard, between Highway 7 and Clegg Road (refer to Figure 1). Two existing industrial buildings currently occupy a portion of the Subject Lands while the rest remains vacant and undeveloped. No significant trees exist on the Subject Lands other than the landscape associated with the industrial buildings. Figures 2 and 3 show the surrounding land uses.

The Owner proposes to demolish the existing industrial buildings to facilitate the construction of the Proposed Development, as conceptually shown on Figures 4 to 6

The Proposed Development comprises of 2,850 residential units spread across three phases of development and consists of the following (Table 1 provides a comparison with the 2021 Proposal):

- a) Podium heights ranging from seven to nine storeys
- b) Tower heights from 18 to 39 storeys, with the tallest towers fronting Highway 7 and Clegg Road
- c) A pedestrian sky bridge connecting the Phase 2A and Phase 3 buildings

- d) Two new north-south public roads, including a proposed full moves intersection south of Circa Drive (the “Circa Drive extension” or “Street A”) and a right-in/right-out public road (“Street B”)
- e) A 0.69 ha (1.70 acres) stratified public park

TABLE 1: The 2021 Proposal and the Proposed Development Comparison

	The 2021 Proposal (Submitted on May 26, 2021)	Proposed Development (Submitted on May 16, 2023)
Number of Buildings	3 (one for each phase)	4 (two buildings for Phase 2)
Number of Towers	7	8
Building Heights (Storeys)	Tower 1.1: 16 Tower 1.2: Not Applicable Tower 2.1: 28 Tower 2.2: 18 Tower 2.3: 16 Tower 3.1: 46 Tower 3.2: 33 Tower 3.3: 33	Tower 1.1: 18 Tower 1.2: 37 Tower 2.1: 37 Tower 2.2: 18 Tower 2.3: 39 Tower 3.1: 39 Tower 3.2: 22 Tower 3.3: 21
Gross Floor Area (“GFA”)	258,497 m ² (2,782,443 ft ²)	276,199 m ² (2,972,981 ft ²)
Residential Units	2,666	2,850, including 25 affordable residential units
Residential GFA	233,481 m ² (2,513,165 ft ²)	250,247 m ² (2,693,636 ft ²)
Non-Residential GFA	25,017 m² (269,279 ft²) Commercial: 4,703 m ² (50,629 ft ²) Office: 20,313 m ² (218,649 ft ²)	23,262 m² (250,390 ft²) Commercial: 10,219 m ² (110,000 ft ²) Office: 13,043 m ² (140,392 ft ²)
Density (Floor Space Index - “FSI”)^{Note 1}	6.7	7.52
Parking Spaces and Minimum Required Rate and Details	3,822 <u>Residential:</u> 1/unit (max. 1.2/unit) <u>Visitor:</u> 0.15/unit <u>Office:</u> 1/37 m ² <u>Retail:</u> 1/30 m ² <u>Parking Location:</u> 6 to 7 storeys of podium parking 2 to 3 storeys of underground parking, including parking under the stratified park	3,262 <u>Residential:</u> 0.8/unit (max.1.2/unit) <u>Visitor:</u> 0.1/unit <u>All Non-Residential Uses:</u> 1/30 m ² <u>Parking Location:</u> Underground, including parking under the stratified park, and podium parking - details at Site Plan application stage

Note 1: The FSI calculation includes roads and excludes park area, as calculated in accordance with the definition of “Floor Space Index” in the 2014 Official Plan

The statutory Public Meeting was held on November 2, 2021, and matters with respect to the Applications were identified by written submissions and comments made by the public and the DSC

The City received four written submissions including a petition signed by 123 residents, and three deputations were made. The following is a summary of the key matters raised to date, which will be addressed in the Discussion Section of this report:

- a) The shadow impacts on the existing townhouse development to the north
- b) The compatibility of the proposed heights in relation to existing surrounding buildings, and the Buttonville Airport height restrictions
- c) The traffic generated given that York Region expressed concerns with providing a full-moves traffic signal at Highway 7 and Circa Drive and a secondary right-in right-out access on Highway 7
- d) Lack of sufficient commercial uses and community amenities to support existing and future residents
- e) Whether the Proposed Development complies with the Preliminary Concept Plan for the Markham Centre Secondary Plan
- f) The potential of connecting the proposed park with the existing Thomas McQuay park to the east to provide a larger and more contiguous park for the community, and the provision of sufficient programming and park amenities
- g) Reducing parking to encourage use of public transit and pedestrian activity
- h) Providing unique architectural design given the prominent location along a Regional Road
- i) Potential to connect to Markham District Energy

The Proposed Development is consistent with the Provincial Policy Statement, 2020 (the “2020 PPS”) and conforms to the Growth Plan for the Greater Golden Horseshoe, 2020 (the “Growth Plan”)

The 2020 PPS provides direction on matters of Provincial interest related to land use planning and development. These matters, in-part, include building strong healthy communities with an emphasis on efficient development and land use patterns, the wise use and management of resources, and protecting public health and safety. The Subject Lands are located within a defined Settlement Area. The Proposed Development promotes the efficient uses of land, resources, and infrastructure, and supports alternative modes of transportation, including active transportation and transit. It would contribute to the mix of residential, employment, park and open space, and other uses to meet long-term needs.

The Growth Plan provides a framework for implementing the Province’s vision for building strong, prosperous communities within the Greater Golden Horseshoe to 2051. The premise Plan is supporting complete communities and prioritizing intensification and higher densities to make efficient use of land and infrastructure to support transit viability, providing flexibility to capitalize on new economic and employment opportunities as they emerge, and to support a range and mix of housing options.

The Subject Lands are located within the ‘Built-Up Area’ and ‘Urban Growth Centre’ in the Growth Plan. The Growth Plan identifies the ‘Urban Growth Centre’ as focal points for accommodating population and employment growth. The Growth Plan also specifies minimum intensification targets to be accommodated in ‘Urban Growth Centre’, with the objective of achieving complete communities that feature land use mixes and housing options, expanding convenient access to a range of transportation options and publicly-accessible open spaces, and fostering a compact built form and an attractive and vibrant public realm. Staff opine that the Proposed Development contributes to a range and mix of housing types and non-residential uses, supports active transportation options, and provides convenient access to public parks.

The Proposed Provincial Planning Statement proposes to remove the designation of Provincially Significant Employment Zones

A portion of the Subject Lands are located within a defined Employment Area (within the ‘Built-Up Area’) and Provincially Significant Employment Zone (“PSEZ”) under the Growth Plan, which is an area

identified for long-term planning for job creation and economic development. Staff note that the PSEZ area was originally based on the land use provisions of the 2010 York Region Official Plan (“2010 ROP”) which mapped a portion of the Subject Lands as employment area, and the City’s 2014 Markham Official Plan (the “2014 Official Plan”) which identified a portion of the Subject Lands as “Business Park Office Priority Employment” and “Business Park Employment”.

As detailed in the Official Plan sections below, the provisions of the 2014 Official Plan do not apply to the Subject Lands. Furthermore, in November 2022, the Province approved the 2022 York Region Official Plan (the “2022 ROP”), which excluded the Subject Lands from the Region’s employment area mapping. Finally, on April 6, 2023, the Province of Ontario released the Proposed Provincial Planning Statement which is intended to replace the 2020 PPS and Growth Plan. The proposed revisions, as detailed in the [May 30, 2023 report to the DSC](#), include removing PSEZ areas. The effective date of the Proposed Provincial Planning Statement is targeted for fall 2023. Nonetheless, regard shall still be given to the in-effect Growth Plan employment policies. As such, the Applicant is proposing to provide office uses within the PSEZ area.

Bill 23 - More Homes Built Faster Act, 2022, applies to the Proposed Development

On November 28, 2022, the Province received Royal Assent for Bill 23, the *More Homes Built Faster Act*, which aims to support the provincial goal of building 1.5 million homes in 10 years. Through Bill 23, the Province assigned the City a target of 44,000 units over 10 years (4,400 units annually). The Proposed Development contributes to providing more units in an Urban Centre without the need to remove or redesignate Greenbelt areas to support the building of more homes, as mandated by the Province. Development within intensification areas, such as the Proposed Development, reinforces the fact that the loss of Greenbelt lands is not needed to support growth targets. Furthermore, the Owner’s obligations for parkland contribution would be 10% of the Subject Lands or 0.44 ha (1.08 ac) of parkland under Bill 23. As part of their Proposed Development, the Owner proposes a 0.69 ha (1.70 acres) stratified public park. The Owner’s proposal exceeds the required contribution by 0.25 ha.

The Proposed Development conforms to the 2022 ROP

Map 1 of the 2022 ROP, as approved by the Minister on November 4, 2022, designates the Subject Lands ‘Urban Area’ and within the ‘Regional Centre’, which permits the highest concentration and greatest mix and intensity of uses and activities in the City. The 2022 ROP sets out a minimum of 50% of all residential development in York Region to occur within the built-up area, as defined by the Province’s Built Boundary in the Growth Plan. The 2022 ROP also designates the Subject Lands within a Major Transit Station Area (PMTSA 21), with a density target of 200 people and jobs per hectare. Finally, Staff note that the 2022 ROP does not designate the Subject Lands as part of an Employment Area Zone.

The Proposed Development conforms to the 2010 ROP

York Region has advised that as the Applications were submitted prior to the approval of the new 2022 ROP, the policies of the 2010 ROP remain applicable while having regard for the 2022 ROP policies. The 2010 ROP designates the Subject Lands as ‘Urban Area’ within the ‘Regional Centre’ and along Highway 7, which is identified as a ‘Regional Rapid Transit Corridor’. These designations permit a wide range of residential, commercial, industrial and institutional uses that are supported by higher order transit and a mix of uses. The 2010 ROP does not identify the Subject Lands as being part of the Region’s Strategic Employment Lands.

The 2014 Official Plan does not apply to the Subject Lands

The policies of the 2014 Official Plan state that until an approval of an updated secondary plan for the Regional Centre-Markham Centre lands, the provisions of the 1987 Town of Markham Official Plan, as amended by OPA 21 as detailed below, shall apply to the Subject Lands.

OPA 21 (the 1997 in-effect Markham Centre Secondary Plan) restricts the heights on the Subject Lands and requires a Precinct Plan

OPA 21 designates the Subject Lands “Community Amenity Area – Major Urban Place”, which permits a high concentration and intensity of residential, commercial, employment and supporting uses with a general maximum building height of eight storeys. The Owner’s OPA, as attached in Appendix ‘A’, seeks to incorporate height and density provisions. OPA 21 also requires applicants to prepare a Precinct Plan for approval by the City that establishes further parameters for detailed land use and the physical character and form of a development. Staff are no longer requesting that Precinct Plan be approved and/or updated for the Subject Lands, as Staff opine that enough information has been provided to proceed with the Proposed Development through the submission of the current Applications. The proposed OPA in Appendix ‘A’ removes the requirement for a Precinct Plan.

The Development Concept for the emerging Markham Centre Secondary Plan (“MCSP”) restricts land uses, heights and densities on the Subject Lands

The Development Concept for the MCSP Update Study, which was presented to DSC on July 5, 2022, designates the northwest corner of the Subject Lands as “Business Park Office Priority Employment” and the remainder of the lands as “Mixed Use High Rise”. The Development Concept also restricts height and densities on the Subject Lands, as detailed in Table 2 below:

TABLE 2: Density and Height Comparison		
	MCSP Development Concept	Proposed Development
Density (FSI)	Phase 1: 4 Phase 2A: 4 (north portion); 2 (south portion) Phase 2B: 2 Phase 3: 4 Overall FSI: N/A	Phase 1: 8.38 Phase 2A: 10.52 Phase 2B: 9.43 Phase 3: 9.58 Overall FSI (incl. roads and excl. the park): 7.52 ^{Note 1}
Maximum Building Height (Storeys)	Phase 1: 25 Phase 2A: 20 (north portion); 6 (south portion) Phase 2B: 6 Phase 3: 20	Phase 1: 37 Phase 2A: 37 (north tower); 18 (south tower) Phase 2B: 39 Phase 3: 39 Average height: 29

Note 1: As calculated in accordance with the definition of “Floor Space Index” in the 2014 Official Plan

Staff note that the Proposed Development will move away from traditionally segregated office uses and will efficiently utilize the lands to include an appropriate mix of office, commercial, retail, and residential uses in accordance with current planning principles. It is also noted that the proposed height and density generally remains within the parameters of other recently approved developments at an overall FSI of 7.52 and an average height of 29-storeys across the eight towers. Considering that the Proposed Development would enable an increased population to support and activate existing transit services and planned uses in the area, Staff opine that the proposed density is appropriate. Furthermore, given that the adjacent lands

immediately to the east have existing approvals for 10 FSI, and similar approved developments along Warden Avenue have obtained approvals for 45 and 46 storey developments, Staff support the Proposed Development.

By-law 2004-196, as amended, zones the Subject Lands “Markham Centre Downtown One” (MC-D1*4), as shown on Figure 2, which does not permit residential uses

Site-specific By-law 2005-197, which amended By-law 2004-196, restricts the permitted uses to a range of commercial and employment uses, including, but are not limited to, banquet halls, business and medical offices, data processing and related facilities, day nurseries, financial institutions, hotels, industrial uses, personal service shops, restaurants, retail stores, and trade and convention centres. The current zone does not permit residential uses on the Subject Lands. The Owner’s draft Zoning By-law Amendment (“draft ZBLA”) in support of the Zoning By-law Amendment application proposes to amend certain site-specific use permissions and development standards contained in By-law 2004-196, as amended, including, but not limited to, addition of residential use, building height, density, setbacks, and special parking provisions.

DISCUSSION:

The following section (Table 3) identifies how the matters raised throughout the review process, including those raised at the statutory Public Meeting, have been resolved or considered.

TABLE 3: How matters raised have been resolved or considered	
Matters	Description
Heights and Shadow Impacts	In response to concerns raised by the public and the DSC, the Owner reduced the heights of the towers in Phase 3 to adequately limit shadow impacts on the townhouse neighbourhood to the north. Furthermore, the orientation and placement of the park on the south side of the Subject Lands ensures that the proposed park will maximize sun exposure during the day and year. The Owner submitted revised Shadow Studies that demonstrates that the Proposed Development will have minimal impacts on surrounding low-rise development and public realm spaces.
Massing	Comments and concerns related on the massing have been addressed by breaking up the Phase 2 development into two buildings, and by revising the Phase 1, slab-on-grade building to a two tower development on a shared seven and nine-storey podium. The Proposed Development also includes a 1.7 ac park located in a central area within the Subject Lands that effectively reduces the impact of the massing of the proposed residential towers and increases a sense of openness.
Density	The DSC and members of the public expressed concerns regarding the appropriateness of the proposed density. Staff opine that the proposed density would introduce an increased population to support and activate existing transit services and planned uses in the area. The proposed density aligns with other recently approved development in the area and takes advantage of the Subject Land’s location and proximity to existing transit routes and PMTSA. Furthermore, the increased residential density is required to support the proposed non-residential uses.

TABLE 3: How matters raised have been resolved or considered

Matters	Description
Transportation and Traffic Impacts	Concerns were expressed at the Public Meeting that the Proposed Development would generate significant traffic, especially if York Region does not approve the full-moves intersection for the Circa Drive extension or the Street B connection. Staff have met with York Region Staff, who have indicated that the full-moves intersection and Street B connection will be reviewed through the MCSP Update Study. Transportation Staff notes that a revised Transportation Impact Study, Functional Traffic Design Study, and a Transportation Demand Management Plan will be required to assess the potential traffic impacts. This requirement has been included as a Holding provision in the draft ZBLA, as attached in Appendix 'B'.
MCSP Update Study	The DSC had questioned if the proposed development complies with Development Concept for the Markham Centre Secondary Plan. While the Proposed Development exceeds the heights and densities shown on the latest Development Concept, it maintains the general intent of the MCSP to provide density to support public transit and other transportation modal splits. Additionally, Staff opine that the overall FSI of 7.52 and average tower height of 29 storeys represent a minor and appropriate deviation from the Development Concept given the Subject Land's location along a major transit route and proximity to other similarly approved developments.
Commercial Uses and Community Amenity Spaces	The DSC raised concerns that there may be insufficient commercial uses and community amenity spaces to support the existing and future residents in the area. In response to these concerns, the Owner has indicated that the anticipated ground floor retail and commercial spaces will provide for a range of uses, including the potential for retail, personal service, health centres, libraries, community centres, medical laboratories, urban format grocery stores, pharmacies, restaurants, and coffee shops, and will incorporate an appropriate mix of non-residential uses to benefit existing and future residents in the area.
Stratified Public Park	The DSC suggested that the Owner realign the Phase 1 development to connect the Thomas McQuay park to the east with the proposed park to permit for a larger park with additional park programming. The Owner notes that the location of the proposed park is centrally located to create convenient access to park facilities for the majority of residents within the Proposed Development and will contribute to a high degree of pedestrian connectivity throughout the development with the creation of a mid-block connection. The proposed orientation and placement of the park would ensure maximum sun exposure to the park. Parks Planning have reviewed the submitted Applications and request that a 2 m (6.56 ft) above-grade setback be provided from the north of the park to the proposed towers to prevent potential window cleaning or repairs from encroaching into the future public park. This provision has been included in the draft ZBLA, attached in Appendix 'B'.

TABLE 3: How matters raised have been resolved or considered

Matters	Description
	Staff also note that park programming, including dog parks, sports, and recreational opportunities, will be reviewed by the Parks Planning Department at the Draft Plan of Subdivision application stage.
Reduced Parking	The DSC suggested that the Owner consider reducing residential parking to promote the use of public transit and pedestrian activity to help address traffic congestion. The Owner revised the parking rates from 1.0 spaces per unit to 0.8 spaces per unit for residential parking and from 0.15 spaces per unit to 0.1 spaces per unit for visitor's parking, thereby reducing the proposed number of parking spaces from 3,822 spaces to 3,262 spaces. Staff note that similar parking rates have been recently supported and approved in Markham Centre and have no concerns with the proposed parking rates.
Architectural Design	The DSC suggested that the Proposed Development include a unique architectural design due to its prominent location along Highway 7. While the architectural detail and design will be reviewed and refined during the Site Plan application process, Staff note that the Proposed Development offers varying heights that contribute to an interesting skyline along Highway 7.
Markham District Energy	The Owner will consider connecting to Markham District Energy. Further review will be required at the Site Plan application stage.
Municipal Services and Servicing Capacity	To ensure all site servicing issues are identified and resolved, Holding Provisions have been incorporated in the draft ZBLA, attached as Appendix 'B'.
Hydrogeological Review	Temporary and permanent dewatering during construction will be required for the Subject Lands. The Owner is required to address outstanding comments by Environmental Engineering Staff, including, but not limited to, the submission of a separate application for temporary dewatering, a revised hydrogeology report, and an Environmental Clearance and Reliance Letter at the Draft Plan of Subdivision application stage.
Navigation Canada/ Transport Canada Approvals	The Subject Lands are located within the Toronto/Buttonville Airport Zoning Regulations (SOR/88-148). Buttonville Airport had objected to the building heights as they penetrate into the Buttonville Municipal Airport Airspace. Given the recent announcement of the Buttonville Airport closure on November 30, 2023, a Holding Provision has been incorporated in the draft ZBLA that requires the Owner to obtain clearance from Navigation Canada in the event that the development proceeds prior to the airport's closure.
York Region Approval	The Subject Lands front Highway 7, which is under York Region's jurisdiction. York Region has objected to any modifications to the Bus Transit Rapidway

TABLE 3: How matters raised have been resolved or considered

Matters	Description
	(“BRT”) and the boulevard along Highway 7, including the proposed full moves intersection for the Circa Drive extension and the right in/right out access for Street B. York Region notes that their comments from the first submission still apply. Staff will continue to work with York Region through the review of the MCSP Update to secure new public roads. Prior to the issuance of Site Plan Approval, York Region approval will be required for any modifications and new driveway entrances along Highway 7. Furthermore, York Region will require that the City grant servicing capacity allocation prior to final approval. Allocation of servicing will be addressed as part of a future Hold Removal application, once updated servicing reports have been reviewed and approved by the City.
Automated Waste System	The Owner commits to explore the inclusion of an Automated Waste System as part of the Proposed Development and continues to work with the adjacent landowners and City Departments on the details of implementing this system.
Community Benefits Charge (“CBC”)	The CBC By-law will be applied to the Proposed Development given the building heights and number of units. This will be addressed at the Site Plan stage.
Sustainability Initiatives	The Proposed Development will incorporate various sustainability measures including, but not limited to, residential heat recovery ventilation, following best practice for on-site construction waste management and material/recycling, utilizing low-carbon building materials, bird friendly windows, and providing a range of natural elements that will be incorporated and explored by the proposed public park and other landscape elements, including green roofs, creating a permeable neighbourhood that can absorb and filter rainwater and reduce heat island effects.
Affordable Housing	The Owner has agreed to contribute 25 residential units at the affordability rate established by York Region and Housing York Inc.

CONCLUSION:

Staff opine that the Proposed Development is appropriate and represents good planning. The Subject Lands have been identified provincially, regionally, and locally for intensification with a mix of uses. The Proposed Development provides for desired intensification adjacent to existing transit routes and existing and future community amenities in a manner that is generally consistent with the pattern of development in the surrounding area. The proposed building heights and density are generally consistent with other approved developments in the vicinity and what is intended in the overall MCSP Update Study. Therefore, Staff recommend that the proposed OPA and ZBA, attached as Appendices ‘A’ and ‘B’, be approved.

FINANCIAL CONSIDERATIONS:

Not applicable.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The Applications align with the City's strategic priorities in the context of growth management and municipal services to ensure safe and sustainable communities.

BUSINESS UNITS CONSULTED AND AFFECTED:

The Applications were circulated to various departments and external agencies and the City and external agency requirements are reflected in the implementing OPA and ZBA (refer to Appendices 'A' and 'B').

RECOMMENDED BY:

Giulio Cescato, MCIP, RPP
Director of Planning and Urban Design

Arvin Prasad, MCIP, RPP
Commissioner of Development Services

ATTACHMENTS AND APPENDICES:

Figure 1: Location Map

Figure 2: Area Context/Zoning

Figure 3: Aerial Photo (2020)

Figure 4: Conceptual Site Plan

Figure 5: Conceptual Southwest Exterior Building View

Figure 6: Conceptual Northwest Exterior Building View

Appendix 'A': Draft Official Plan Amendment

Appendix 'B': Draft Zoning By-law Amendment

Agent:

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