



Report to: Development Services Committee

Report Date: June 25, 2018

SUBJECT: INTERIM REPORT
Sixteenth Land Holdings Inc.
4134 16th Avenue (York Downs Golf Course)
North of 16th Avenue, west of Kennedy Road
Applications for Official Plan and Zoning By-law
amendments, and Draft Plans of Subdivision Approval to
permit a new residential neighbourhood
Ward 6
File No.'s: OP/ZA 16 179225 AND SU 16 179225 (1 AND 2)

PREPARED BY: Gary Sellars, MCIP, RPP, ext. 2960
Senior Planner, West District

REVIEWED BY: Dave Miller, MCIP, RPP, ext. 4960
Manager, West District

RECOMMENDATION:

1. That the interim report dated June 25, 2018 titled, "Sixteenth Land Holdings Inc., 4134 16th Avenue (York Downs Golf Course), North of 16th Avenue, west of Kennedy Road, Applications for Official Plan and Zoning By-law amendments, and Draft Plans of Subdivision Approval to permit a new residential neighbourhood", be received;

PURPOSE:

The purpose of this report is to discuss the applications for Official Plan and Zoning By-law Amendments, and draft plans of subdivision and to identify the outstanding matters that are still under review. Staff propose to report back to Council with a staff recommendation and if appropriate, draft Official Plan and Zoning By-law Amendments and draft plan of subdivision conditions, upon resolution of the outstanding issues raised in this report.

BACKGROUND:

Property and Area Context

The subject lands comprise the 168.6 ha. (416.6 acres) York Downs Golf Course lands located north of 16th Avenue, west of Kennedy Road (see Figure 1). The subject lands west of Kennedy Road and north of the Kennedy Road/Wilfred Murison Avenue intersection are surplus to the golf course operations, with the majority of the balance of the lands currently used by the golf course. There is a clubhouse building on site, and there are also several associated golf course maintenance buildings. The main entrance to the golf course is from 16th Avenue at a signalized intersection opposite Normandale Road. There is a maintenance access driveway from Kennedy Road, immediately south of the Angus Glen Village neighbourhood. There is currently no vehicular access from

Warden or from Angus Glen Boulevard to the north. The Bruce Creek bisects the subject lands and the Berczy Creek is located on the southwestern portion of the lands (see Figure 3).

The surrounding context is as follows:

- To the north is the Angus Glen Village neighbourhood
- To the south, across 16th Avenue is the Normandale Road neighbourhood and continuation of the Berczy and Bruce creeks
- To the east is the developing Yorkton subdivision
- To the west is Warden Avenue and Glenburn Forest Way, and Glenridge Drive and Walnut Glen Place, and Country Estates Drive (neighbourhoods that contain large estate lots)

Markham Official Plan and Zoning By-law

The 1987 Official Plan (Revised 1987), as amended, which was in effect at the time the applications were submitted, designates the golf course portion of the subject lands 'Open Space' and the valleyland portion of the lands 'Hazard Lands'. The vacant portion of the lands adjacent to Kennedy Road are designated 'Future Urban Area'.

The 2014 Official Plan (as partially approved on November 24, 2017 and further updated on April 9, 2018) designates the golf course portion of the subject lands 'Private Open Space' and the valleyland portion of the lands 'Greenway'. Neither the 1987 or 2014 Official Plans provide for residential uses on the site.

Policy 9.1.4 York Downs Area provides that *"In the event the existing golf course ceases operation, an appropriate alternative land use shall be determined through an Official Plan amendment process"*.

The lands are zoned Commercial Recreation Zone (CR) and Open Space One Zone (O1) by By-law 304-87, as amended (see Figure 2). This zoning does not permit residential uses.

Proposal

The applicant has applied to amend both the 1987 Official Plan (Revised 1987), as amended, and the 2014 Official Plan to redesignate the developable portion of the subject lands to allow for a predominately low density residential community with some medium and high rise residential north of 16th Avenue and west of Kennedy Road, and a mixed use block (commercial at grade with residential above in 2 to 4 storeys) adjacent to 16th Avenue. The mixed use block would consist of 110 residential units and 3,700 m² (39,827.8 ft²) of commercial space. Draft plans of subdivision and implementing zoning by-law amendment applications have also been submitted.

The applicant has submitted two draft plans of subdivision; the western plan is approximately 76 hectares (188 acres) and contains the Berczy and Bruce creek valleylands. The eastern plan between Kennedy Road and the eastern boundary of the

Bruce Creek valleylands and associated wetlands is approximately 93 hectares (230 acres) (See Figure 5).

Primary and secondary access points into the draft plans of subdivision are shown on Figure 5 and include:

- two accesses on 16th Avenue at the Normandale Road intersections
- Yorkton Boulevard extension
- Bur Oak Avenue and Wilfred Murison Avenue intersections with Kennedy Road
- Angus Glen Boulevard, Saddleworth Road, Prospectors Drive and Dancers Drive to the north

The site also includes a narrow strip of land that fronts onto Warden Avenue immediately north of the Glenborough Farm townhouse development. The applicant does not propose a vehicular connection to Warden Avenue through this strip due to significant constraints along its length in the form of steep slopes, low lying valley lands with significant vegetation, a large grade difference between the valley land and the elevation of Warden Avenue, as well as lack of opportunity to extend an access road west of Warden Avenue in order to create a mid-block connector west of Warden Avenue. Also, this strip of land is immediately adjacent to the existing townhouse development to the south and would create significant noise and privacy impacts for these residents. There is an opportunity however to provide a trail through this strip of land that would connect with Warden Avenue and this option has been incorporated into the applicant's conceptual trail network.

The proposed plans also include several parks and storm water management ponds, an elementary school block, and preservation of extensive valley land and a large woodlot/wetland through the centre of the site.

Approximately thirty nine percent of the total area of the plan of subdivision (excluding roads) would be conveyed into public ownership.

The proposed development would be built out in phases. Phase 1 is located on the currently unused portion of the golf course adjacent to Kennedy Road with subsequent phases following the closure of the golf course in 2020. Phasing of development would be tied to the provision of adequate transportation and servicing infrastructure improvements to the satisfaction of the City (See Figure 6).

The two proposed plans of subdivision combined include the following (see Figure 4):

Land Use	Units	Hectares	Acres
Single Detached Dwellings	1035		
Townhouses	691		
Medium Density Block	220		
Back-to-Back Townhouses	72		
High-rise	167		

Mixed Use (3,700 m ² (39,827.8 ft ²) of commercial space)	110		
Total Dwelling Units	2,295		
Total Residential Area		67.0	165.6
Parkland		7.87	19.45
Elementary School		2.5	6.2
Valley and Woodlot/Open Space		46.3	114.4
Stormwater Management Ponds		9.4	23.2
Roads and Lanes		35.0	86.5
Total Area of Subdivision		168.6	416.6
Net Developable Area (Total Area of Subdivision – Valley and Woodlot Area)		122.3 (73%)	
Density	18.76 units/hectare, 7.6 units/acre		
Total Estimated Population	7,250		

Process To Date:

- Oct 5, 2016 – Official Plan, Subdivision and Zoning applications were received.
- 2 Public information meetings held in January and March 2017 by Councillors Amanda Collucci and Don Hamilton respectively
- March 20, 2017 – Preliminary Report to Development Services Committee
- April 5th, 2017 – Development Services Statutory Public Meeting
 - Staff were directed to schedule additional meetings with the Unionville subcommittee
- June, 2017 – The proponents appealed the applications to the Ontario Municipal Board
- The Unionville Subcommittee met 4 times between April and September 2017, as follows:
 - April 24th, 2017 – the proponents provided an overview of the proposed development and staff provided a briefing on City, Regional and Provincial land use policies (see Figure 4)
 - May 23, 2017 – the agenda focused on environmental issues
 - June 12, 2017 – the agenda focused on transportation issues
 - Sept 25, 2017 – the proponents presented a revised development proposal in response to feedback from the committee, staff and the public
- Nov. 6, 2017, the proponents made a second submission,

- April 12, 2018, the proponents made a third submission, which is the subject of this report
- Two additional Unionville Subcommittee meetings have been held:
 - April 17, 2018, the proponents provided an overview of building design
 - May 30, 2018, the proponents provided an overview of their revised development proposal to the Unionville Subcommittee (see Figure 5)

Many other informal meetings between residents, the applicant and staff have also been held during the review of the application.

Next Steps:

- Preparation of a final Recommendation Report to Council
- OMB Pre-hearing conference scheduled for October 2018

Summary of Public comments (see Appendix “A”):

Transportation:

- concerns about the traffic generated by the proposed development.
- concerns about congestion levels on 16th Avenue and residents’ ability to enter and exit the Normandale neighbourhood.
- concerns that the proposed intersection of Street D and Angus Glen Boulevard will create additional traffic on Angus Glen Boulevard
- concerns regarding future potential traffic on Angus Glen Boulevard. Some Angus Glen residents have proposed that the connection to Angus Glen Boulevard be a multi-use pedestrian pathway instead of a vehicular street.

Environment:

- Concerns about the loss of trees.
- Concerned that wildlife habitat isn’t being adequately protected.
- Suggested an endangered bird species habitat for barn swallows be located on the property.

Density:

- Concerns that the proposed density may be too high and that Markham has already met its growth projections,
- Concerns about the implications of rapid growth on infrastructure and livability.

Built Form and Uses:

- Concerns that the proposed heights and uses in the Mixed Use block on 16th Avenue and the High Density block north of 16th Avenue are not compatible with the existing

residential house forms in the surrounding area, and that the existing residential lots south of 16th will lose privacy due to overlook from the proposed high rise buildings and the development in the mixed use block. Residents are proposing that window streets be implemented along 16th Avenue in the mixed use block and that the high density block be relocated further to the north or to the Kennedy Road frontage within the subject lands or offsite to a designated intensification corridor (e.g. Highway 7).

- Request that Mixed Use block on 16th Avenue be removed and replaced with ground-oriented residential
- Concerns with the lack of affordable housing options proposed.

Community Facilities:

- Concerns with the effect the proposed development will have on the capacity of existing schools in the surrounding area.
- Concerns with the effect the proposed development will have on the capacity of existing community centres in the surrounding area.
- Suggested the incorporation of a community centre, seniors centre, place of worship, and other community amenities as part of the proposed development.

Stormwater Management:

- Concerns with the proposed stormwater management solutions and future maintenance.
- Concerns with the effect of the proposed development on the existing high water table, water wells, and floodplain in the area.
- Concerns that the proposed development is located on wetlands and will be subject to flooding.
- Concerns that the difference in grades between adjacent properties and subject property will create flooding hazards once the proposed development proceeds.
- Concerned that run-off from the proposed development may contaminate groundwater quality and existing wells on adjacent lands.

DISCUSSION

The applicant will be required to convey to the City natural heritage features on the subject lands.

If the applications are approved, a condition of draft plan approval will require the applicant to convey to the City the valley land, woodlot/wetlands, environmental buffers

and any other natural features required to be preserved prior to the registration of any phase of development.

The Ministry of Natural Resources and Forestry (MNRF) and the Toronto and Region Conservation Authority (TRCA) advice on the status of the wetland and associated lands on the north east side of Bruce Creek is still outstanding. The resolution of this matter may have an impact on the proposed draft plan of subdivision, including the proposed alignment of the Yorkton Boulevard extension. If the applications are approved, a condition of draft plan approval will require resolution of this issue prior to the registration of any phase of the draft plans.

Compensation for the loss of trees will be required.

The site is vegetated with a variety of trees planted at the time of golf course construction along with remnant farm hedgerows. Extensive cut and fill is required to accommodate grading requirements and it will be difficult to retain tableland areas of vegetation and allow development to occur. Vegetation will be preserved in the greenway system and along the boundary of the development area adjacent to existing residential properties. A woodlot/wetland will be preserved at the east end of the plan as part of the greenway system and mature oaks will be preserved in two park blocks. Lots backing onto the greenway system have been supported in select locations in order to protect for tree preservation in rear yards. Rear yards are proposed to be deeper in order to accommodate tree preservation and restoration. A second row of street trees will be provided in the front yards of lots facing collector roads. The trees will be privately owned and the building setbacks will be designed to accommodate canopy growth.

The applicants have submitted a Tree Compensation and Enhancement Strategy to address both the preservation of existing vegetation and a tree planting plan to achieve a 'no net loss' of canopy cover within 10 years.

Staff are working with the applicants to refine the tree compensation and enhancement strategy to meet City policies and guidelines. A major outstanding issue is the request to accept street trees in the public rights of way as compensation tree plantings, which is contrary to the City's practice and has not been accepted anywhere else in the City. In response, staff recommend that the applicant amend their proposal to increase the amount of tree plantings within the valley land, in particular in areas that are currently manicured for golf course operations.

If the applications are approved, a condition of draft plan approval will require the applicant to enter into a tree preservation and compensation agreement prior to the registration of any phase of development. The agreement will include monitoring requirements to ensure the health and survival of all plantings and set out the agreed-upon parameters for the tree preservation strategy including requirements that the tree preservation program as it applies to plantings in the valley lands is undertaken in a comprehensive manner. Regarding trees that are identified for protection and are located on private lands, the conditions of draft plan approval will include a requirement that the trees must be maintained in good health for a maintenance period of 2 years and an

additional 2 years for any required replantings. Additionally, the City may consider requiring the developer to reserve easement over part of the private properties to enable them to take care of the trees for the maintenance periods noted above and with securities to guarantee replacement.

In summary, (subject to a decision on the street tree planting as compensation?) tree compensation planting will be provided in the following areas:

- Rear yards
- Second row of street trees (on private land) along collector roads
- Storm water management blocks
- Parks
- Meander belt caliper trees
- Cut/fill restoration areas

Pedestrian trails through the natural heritage features will be required

The Berczy Creek and the Bruce Creek systems define and enhance the community. The Berczy Creek is located at the west end of the plan and provides a green edge between the new community and existing residential lands to the west. The Bruce Creek bisects the community and is part of the greenway system extending to the north and south of the lands. Trails are proposed along the west and east sides of the Bruce Creek and these trails will connect into the York Downs neighborhoods at regular intervals. Access to the trail system to the south of 16th Avenue will occur at three signalized intersections. The two valley systems will be connected through a pedestrian pathway within a storm pond and park block north of 16th Avenue. The conceptual trail system, including potential crossings of the creeks, are being reviewed with the Toronto and Region Conservation Authority (TRCA). Trail construction, including new or replaced creek crossings, will be at the cost of the developers and completed at the time of valley land restoration. The review of the condition of creek crossings and requirements for their replacement is under review. If the applications are approved, the applicant will be required to enter into a trails agreement prior to the registration of any phase of development, which may be combined into the tree compensation agreement discussed above.

Land conveyance will be required to satisfy parkland dedication requirements

100% of parkland dedication will be provided through conveyances of land, based on the requirement of 1ha/300 units. The open space plan provides a full range of park sizes and types and parks are located based on accessibility and connectivity. Currently the community masterplan satisfies the parkland dedication requirement, however, if the number of units are increased in the high density and medium density blocks, additional parkland dedication will be required. In this case, a decision will be made at the time of site plan approval as to whether the additional parkland dedication requirements will be provided through land conveyances or cash-in-lieu.

The proposed development would be built out in phases

If the applications are approved, phasing of development would be tied to the provision of adequate transportation and servicing infrastructure improvements to the satisfaction of the City and York Region through a condition of draft approval. An ongoing detailed

program for continuous study and monitoring of the transportation system and the effectiveness of infrastructure improvements will be required prior to the registration of each phase of development.

Yorkton Boulevard extension has been configured and will be designed to minimize impacts on the adjacent woodlot/wetland

Yorkton Boulevard is proposed to extend north to Prospectors Drive, resulting in a continuous collector road between Major Mackenzie Drive and 16th Avenue. A section of the proposed Yorkton Boulevard extension is located adjacent to a woodlot/wetland. A review of several alignment options has been undertaken and the preferred alignment being proposed avoids the existing wetland as well as minimizes impacts to the buffer around the wetland and adjacent woodlot to the extent possible. The status of the wetland is still under review by TRCA and MNRF and the outcome of this review may require further refinements to the configuration of the Yorkton Boulevard extension. The applicant has acknowledged this. It should be recognized that design elements of Yorkton Boulevard such as boulevard features, street lighting, and grading must also be further refined to mitigate impacts to the woodlot/wetland.

If the applications are approved, a condition of draft plan approval will be included that requires that these matters be addressed to the City's satisfaction in consultation with TRCA and MNRF prior to registration of the first phase.

Street 'D' to Angus Glen Boulevard

The draft plan of subdivision includes a new intersection of Street 'D' at Angus Glen Boulevard. This connection is necessary for improved internal access and connectivity from both the Angus Glen and future York Downs communities to amenities such as retail and commercial uses along 16th Avenue and the Angus Glen Community Centre on Major Mackenzie Drive.

The applicant has proposed an enhancement to the T intersection of Street D and Angus Glen Boulevard which includes a 6 m service lane and an 8.5 m wide landscaped median opposite Street 'D'. This solution has been proposed as an attempt to mitigate potential noise and reduce the impacts of northbound vehicle headlights shining onto houses on the north side of Angus Glen Boulevard opposite the Street D intersection (See Figure 7). The implementation of this proposal requires a southern shift in the alignment of Angus Glen Boulevard. This proposal will require further consideration by City staff as it may result in increased maintenance costs for the additional paving and landscaped median.

Functional Traffic Design Study

A Functional Traffic Design Study (FTDS) is required prior to draft plan approval to determine the final physical layout and design details of the transportation system in relation to a proposed development. The applicant acknowledges that a FTDS will be submitted and that the draft plan of subdivision may require revisions, to the satisfaction of the City, to implement the recommendations of the FTDS.

Lane Lengths

The applicant has significantly revised the lane configurations in the most recent plan to the point where there are only two lanes exceeding the City's 150 metres standard for maximum lane length. The lanes that exceed 150 metres are not acceptable and will have to be reconfigured.

Community Design Plan

A Community Design Plan (CDP) is required for the subject lands. The CDP sets out the vision, development objectives and principles for the community structure. It is through the preparation of this plan that the municipality can ensure the new community is designed comprehensively to address built form and site design issues, sustainability and environmental protection, streetscape treatments as related to the road hierarchy and transportation systems, parks and open space distribution, economic and social needs. The Community Design Plan will be finalized and submitted to Council for consideration at a later date prior to the LPAT (Local Planning Appeal Tribunal) hearing.

Number of residential units and density have been slightly reduced

The number of units has been reduced from 2,421 to 2,295. The density of the proposed development has been reduced from 19.2 units per hectare to 18.8 units per hectare.

This density is generally reflective of other new communities in the area and is acceptable to staff. The densities proposed in this draft plan of subdivision are lower than the densities required by the Provincial Growth Plan for new greenfield development. However, the York Downs property was included within the City's "Built Boundary" when the Growth Plan was originally prepared. As a result, it is not subject to the Growth Plan's minimum density provisions.

A mix of dwelling types are being proposed ranging from single detached to high rise

The York Downs community will provide a variety of grade related housing typologies such as laneway and conventional townhouses; back to back townhouses and a range of laneway and front loaded single detached product. A high rise block is proposed internal to the site along the edge of the Bruce Creek and within a reasonable walking distance to 16th Avenue. Staff have encouraged the provision of coach houses and secondary suites within the plan; permissions for these uses will be included in the zoning by-law amendment. Large lots (50ft and above) have been located along the perimeter of the proposed development to reduce the number of lots abutting existing residential lands and have been configured where possible to reflect the rear yard widths of adjoining lots in adjacent lands.

Several of the proposed dwelling types including high and mid rise apartments and back to back townhouses are "intrinsically" more affordable than other dwelling types.

A Community Infrastructure Study has been submitted in support of the proposed development

A Community Infrastructure Study, which provides an inventory of community facilities serving the proposed development and surrounding area; identifies the socio-economic profile of the community; and identifies anticipated community needs, has been submitted in support of the proposed development and is currently under review by staff. The applicant, through the proposed zoning by-law amendment, has provided the opportunity for a place of worship within a portion of one of the buildings in the mixed use block on 16th Avenue which will be held in reserve for five years in accordance with City policy. At the request of the York Region District School Board, an elementary school block has been provided on the plan of subdivision. If the applications are approved, the City will explore opportunities with the Board for the sharing of school space for community purposes.

Stormwater Management Issues

Low Impact Developments (LIDs) concepts have been proposed in the community design based on direction from City staff consistent with applicable Federal and Provincial Policies and the City of Markham's Official Plan (Region approved 2014) and LID Guidelines. When LIDs are proposed in parks and open spaces, they should follow the City LID Guidelines requirements:

1. Community Park – maximum of 20% of surface area can be used for LIDs
2. Neighbourhood Park – maximum of 15% of surface area can be used for LIDs
3. Parkette – maximum of 10% of surface area can be used for LIDs

No trees can be located on top of LIDs. LIDs in parks must fit with other park services and tree planting requirements. The location of LIDs along collector roads will need to be coordinated with the placement of the second row of street trees that the applicant has agreed to provide. In cases where proposed LIDs conflict with the locations of the second rows of street trees, the provision of the street trees will take priority wherever possible and LIDs must be compensated for elsewhere within the development.

A Wildlife Management Plan has been submitted in support of the proposed development

A Wildlife Management Plan has been submitted by the applicant. The plan is currently under review by staff. If the applications are approved, any specific requirements will be included as conditions of draft plan approval. With respect to concerns expressed by a resident specific to barn swallows and their habitat and compliance with the Endangered Species Act (ESA), the applicant's environmental consultant has attempted to make contact with the Ministry of Natural Resources and Forestry (MNR). Further discussions will occur with MNR at the detailed design stage. MNR permitting and approval is required with respect to compliance with the Endangered Species Act (ESA).

TRCA comments on the applicants' Master Environmental Servicing Study (MESP) have not yet been received. Staff will incorporate approval conditions from TRCA (including any red-line revisions to the draft plan of subdivision, if required) into the final recommendation report.

The applicant has made revisions to the proposed mixed use block on 16th Avenue in response to residents' concerns

The applicant has proposed the following revisions to the mixed use block in response to residents' concerns regarding compatibility with and privacy for the low density residential Normandale community south of 16th Avenue:

- the number of residential units in the block has been reduced from 210 to 110
- the proposed heights of buildings has been reduced from 6 to 8 storeys to 2 to 4 storeys
- commercial/retail floor space is being limited to a maximum of 3,700 m² (39,827.8 ft²)

The applicant and resident groups are continuing to discuss other options that may be utilized on the mixed use block, such as a window street and a landscaped buffer adjacent to 16th Avenue.

The applicant has relocated the proposed medium density block on 16th Avenue to the north and replaced it with a stormwater management pond block in response to resident concerns

To address residents' concerns regarding compatibility with and privacy for the low density residential Normandale community south of 16th Avenue, the applicant has also relocated the proposed medium density block on 16th Avenue to the north. This block is now a high density block which could allow up to 15 storeys. This block would also incorporate the 100 units removed from the mixed use block on 16th Avenue.

The applicant and resident groups are continuing to discuss built form and height options that may be utilized on the high density block. (Opinion)

Matter still to be Resolved:

- Staff and the applicant must still reach a final agreement on the strategy for tree preservation and compensation
- TRCA are still reviewing the applicants' proposed trail system. Further discussion between staff and the applicant is required to determine the applicants' financial contribution to the construction of the trails and upgrading of the creek crossing that are to be retained.
- LID requirements and applicant's compliance with City policies as well as locations of LIDs on lots fronting collector roads and potential impacts of these LIDs on tree plantings that are proposed as part of the tree compensation strategy
- transportation monitoring and phasing of development details to be finalized in consultation with the Region of York

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- road network design; applicant is in the process of finalizing a Functional Traffic Design Study
 - where lane lengths do not comply with City standards (can not be more than 150 metres) further discussion between staff and the applicant is required. Lanes in excess of 150 m will not be supported.
 - Ministry of Natural Resources and Forestry (MNR) and the Toronto and Region Conservation Authority (TRCA) to advise on the status of the provincially significant wetlands and their impact on the proposed draft plan of subdivision including the proposed alignment of the Yorkton Blvd extension, and on concerns with respect to barn swallows and their habitat
 - Outstanding TRCA requirements with respect to their review of the Master Environmental Servicing Study. TRCA requirements will be included as conditions of draft plan of subdivision approval
 - Street D/Angus Glen intersection design
 - Height of buildings in the proposed high-rise block and conceptual layout and uses in the mixed use block.
 - A Community Design Plan is required for the subject lands and must be endorsed by Council prior to draft plan of subdivision approval.

Staff will continue to work with the applicant, in consultation with the TRCA, MNR and the Region to resolve these outstanding issues.

FINANCIAL CONSIDERATIONS:

Costs to retain an external legal counsel to attend at the OMB.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

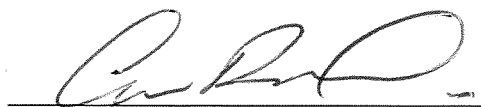
The proposal has been reviewed in the context of Growth Management, Transportation and Municipal policies.

BUSINESS UNITS CONSULTED AND AFFECTED:

The applications have been circulated to various City departments and external agencies whose comments, where applicable, have been incorporated into this report and if the applications are approved, will be reflected in the Official Plan and Zoning By-law Amendments, and conditions of draft approval to be approved by the OMB.

RECOMMENDED BY:

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



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

ATTACHMENTS:

- Figure 1: Location
- Figure 2: Area context/Zoning
- Figure 3: Air Photo (2015)
- Figure 4: Original Plan (October 2016)
- Figure 5: Final Plan (June 2018)
- Figure 6: Phasing Plan
- Figure 7: Proposed Street D/Angus Glen Intersection

Appendix “A” - Summary of Public Comments

Appendix “A”

Summary of Public comments:

Angus Glen residents:

- Concerned that the proposed intersection of Street D and Angus Glen Boulevard will create additional traffic on Angus Glen Boulevard and that it will add to the existing safety concerns regarding vehicle traffic and pedestrians on the streets.
- Proposed that a reduction in density would address the concerns regarding future potential traffic on Angus Glen Boulevard.
- Proposed that the connection to Angus Glen Boulevard be a multi-use pedestrian pathway instead of a vehicular street.

Normandale Community Residents Association (NCRA):

- Concerned generally with the additional traffic resulting from the proposed development, and more specifically how it might affect congestion levels on 16th Avenue and residents’ ability to enter and exit the Normandale neighbourhood.
- Concerned with the proposed density.
- Concerned with the loss of trees.
- Concerned that the proposed heights, and uses in the Mixed Use block on 16th Avenue and the High Density block north of 16th Avenue are not compatible with the existing residential house forms in the surrounding area, and that the existing

residential lots south of 16th will lose privacy due to overlook from the proposed high rise buildings and the development in the mixed use block. Residents are proposing that window streets be implemented along 16th Avenue in the mixed use block and that the high density block be relocated further to the north or to the Kennedy Road frontage within the subject lands or offsite to a designated intensification corridor (e.g. Highway 7).

Unionville Residents Association (URA):

- Concerned with the traffic generated by the proposed development.
- Concerned with the loss of existing trees.
- Suggested the incorporation of guiding principles to determine the parameters for development of the Mixed Use block.
- Concerned about the proposed building heights on the high rise block and propose medium rise buildings instead. propose that development should be phased to generally concur with transportation infrastructure improvements but acknowledge that ongoing traffic monitoring between phases and additional transportation impact analysis prior to the approval of each phase may address their concerns
- Suggested the incorporation of window streets in the mixed use block adjacent to 16th avenue.
- Requested that no retail, office, place of worship, or supermarket uses be permitted within the Mixed Use block on 16th Avenue. Concerns with the lack of affordable housing options proposed.
- Suggested that Markham has already met its growth projections, concerned with the implications of rapid growth on infrastructure and livability.

Glenburn Forest residents:

- Supportive of the development as proposed, provided there is no road connection to Warden Avenue.

The Deacons (owners of the farmhouse adjacent to the west side of the subject lands):

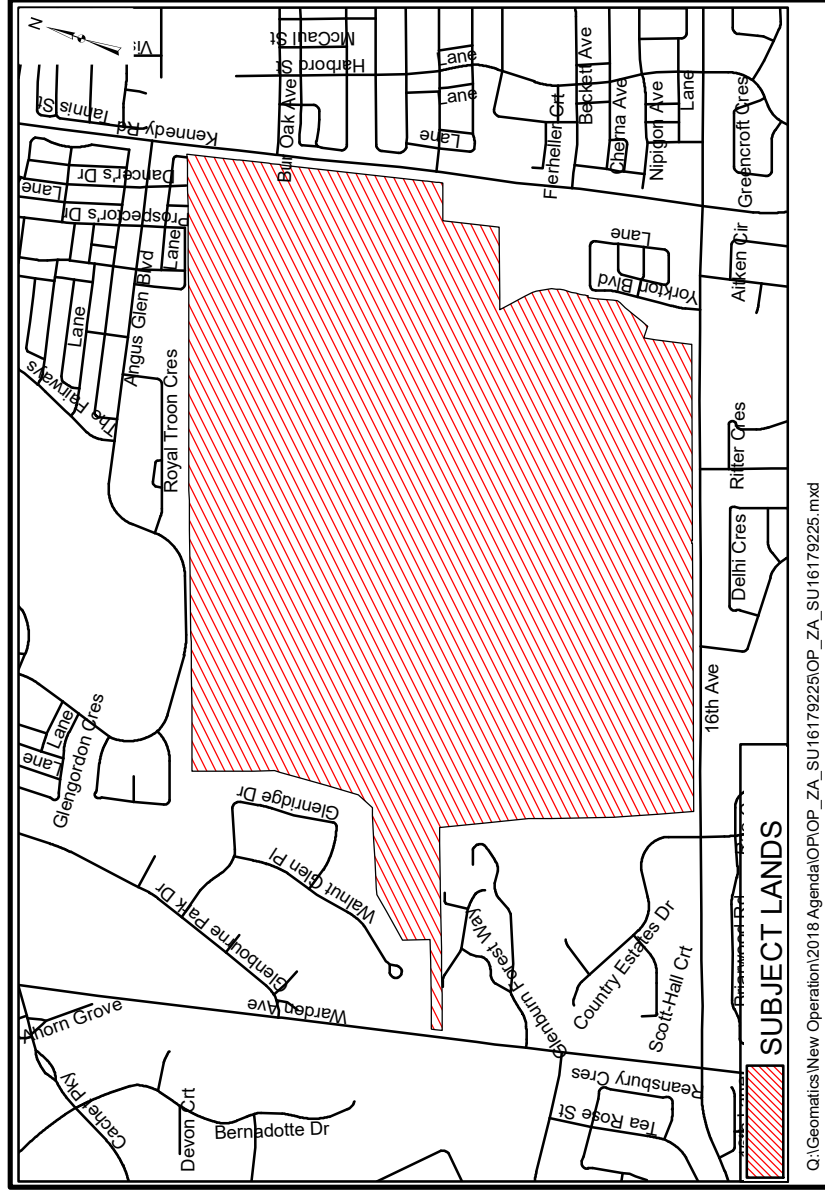
- Concerned with the loss of trees and privacy.
- Concerned that wildlife habitat isn't being adequately protected.

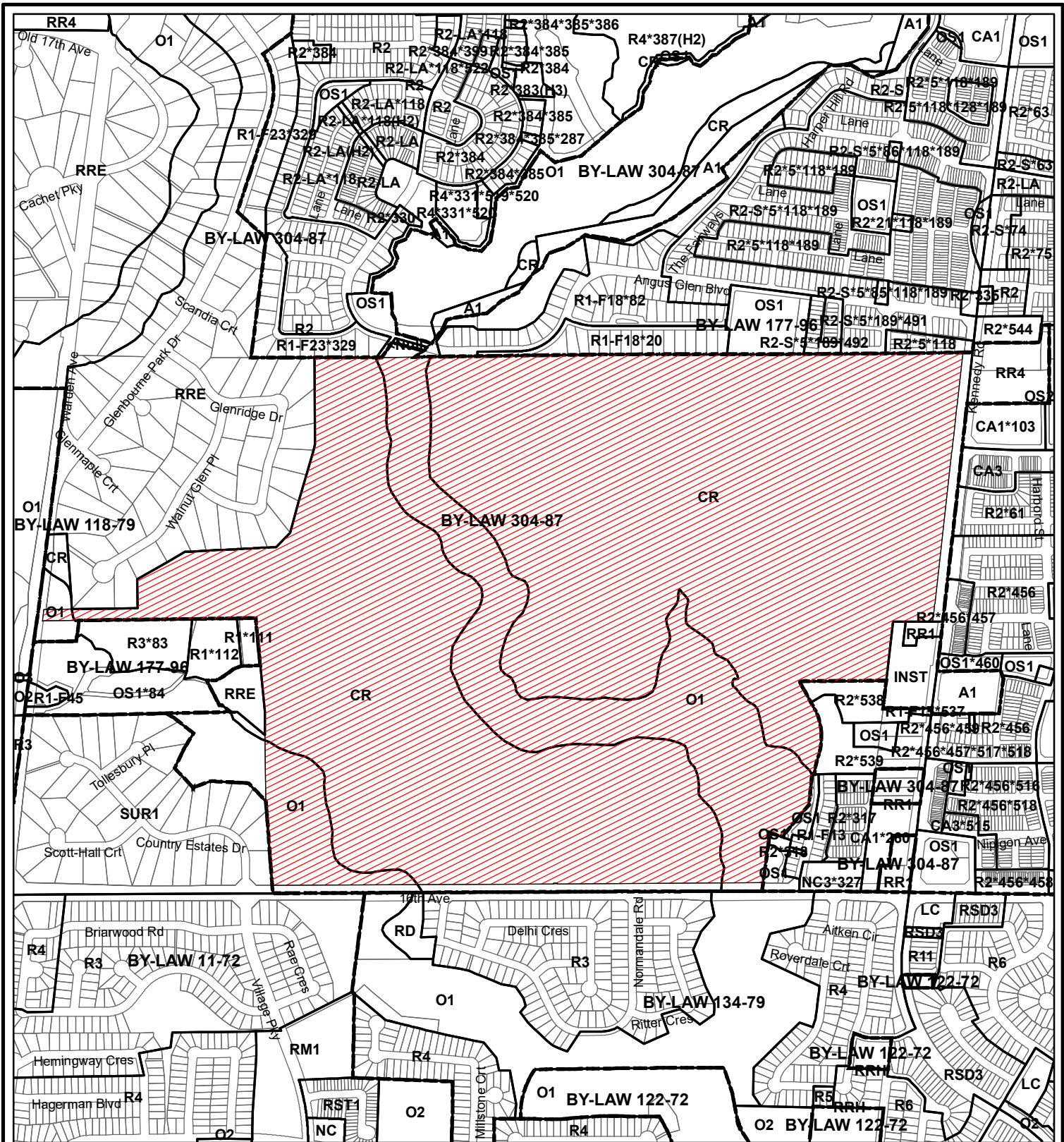
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- Suggested an endangered bird species habitat for barn swallows be located on the property.
 - Concerned that run-off from the proposed development may contaminate groundwater quality particularly the well on their property.
 - Concerned with the proposed density.

General public:

- Concerned with the traffic generated by the proposed development.
- Concerned with the proposed density.
- Concerned with the proposed park locations.
- Concerned with the loss of existing trees.
- Concerned with the effect the proposed development will have on the capacity of existing schools in the surrounding area.
- Concerned with the effect the proposed development will have on the capacity of existing community centres in the surrounding area.
- Suggested the development should provide sidewalks on both sides of all public streets.
- Concerned with the location of the proposed land uses (e.g. commercial/ retail uses) on the plan.
- Concerned with the lack of office uses proposed.
- Concerned with the absence of wildlife management and planning.
- Concerned with the proposed stormwater management solutions and future maintenance.
- Concerned with the effect of the proposed development on the existing high water table, water wells, and floodplain in the area.
- Concerned that the proposed development is located on wetlands and will be subject to flooding concerns.
- Concerned that the proposed development of marshy areas on the property will release methane gas from the removal of topsoil.

- Concerned with the difference in grades between the adjacent properties and subject property, will create flooding hazards once the proposed development proceeds.
- Suggested that the proposed development occur as two separate communities, without the proposed bridge crossing.
- Suggested the incorporation of a community centre, seniors centre, place of worship, and other community amenities as part of the proposed development.
- Suggested a trail system that is connected with the surrounding existing trails and pathways should be incorporated into the proposed development.
- Suggested the need to incorporate a mix of dwelling types and smaller dwellings to increase the density to support transit ridership.
- Supportive of the proposed development, adds to the existing housing supply.
- Supportive of additional community and retail uses to be provided as part of the proposed development.
- Supportive of the proposed development which adds to the population of the area which will help support local businesses





AREA CONTEXT / ZONING

APPLICANT: SIXTEENTH LAND HOLDINGS INC
 (YORK DOWNS GOLF COURSE)
 4134 16TH AVENUE

FILE No. OP_ZA_SU. 16179225 (GS)

 SUBJECT LANDS

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Date: 13/06/2018



DEVELOPMENT SERVICES COMMISSION

Drawn By: LW

Checked By: GS

FIGURE No. 2



AIR PHOTO

APPLICANT: SIXTEENTH LAND HOLDINGS INC
(YORK DOWNS GOLF COURSE)
4134 16TH AVENUE

FILE No. OP_ZA_SU. 16179225 (GS)

 SUBJECT LANDS

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Date: 13/06/2018



DEVELOPMENT SERVICES COMMISSION

Drawn By: LW

Checked By: GS

FIGURE No. 3



LAND USE PLAN

4134 16TH AVENUE, CITY OF MARKHAM, REGION OF YORK

September 9, 2016

mbtw wai

ORIGINAL PLAN (October 2016)

APPLICANT: SIXTEENTH LAND HOLDINGS INC
(YORK DOWNS GOLF COURSE)
4134 16TH AVENUE

FILE No. OP_ZA_SU. 16179225 (GS)

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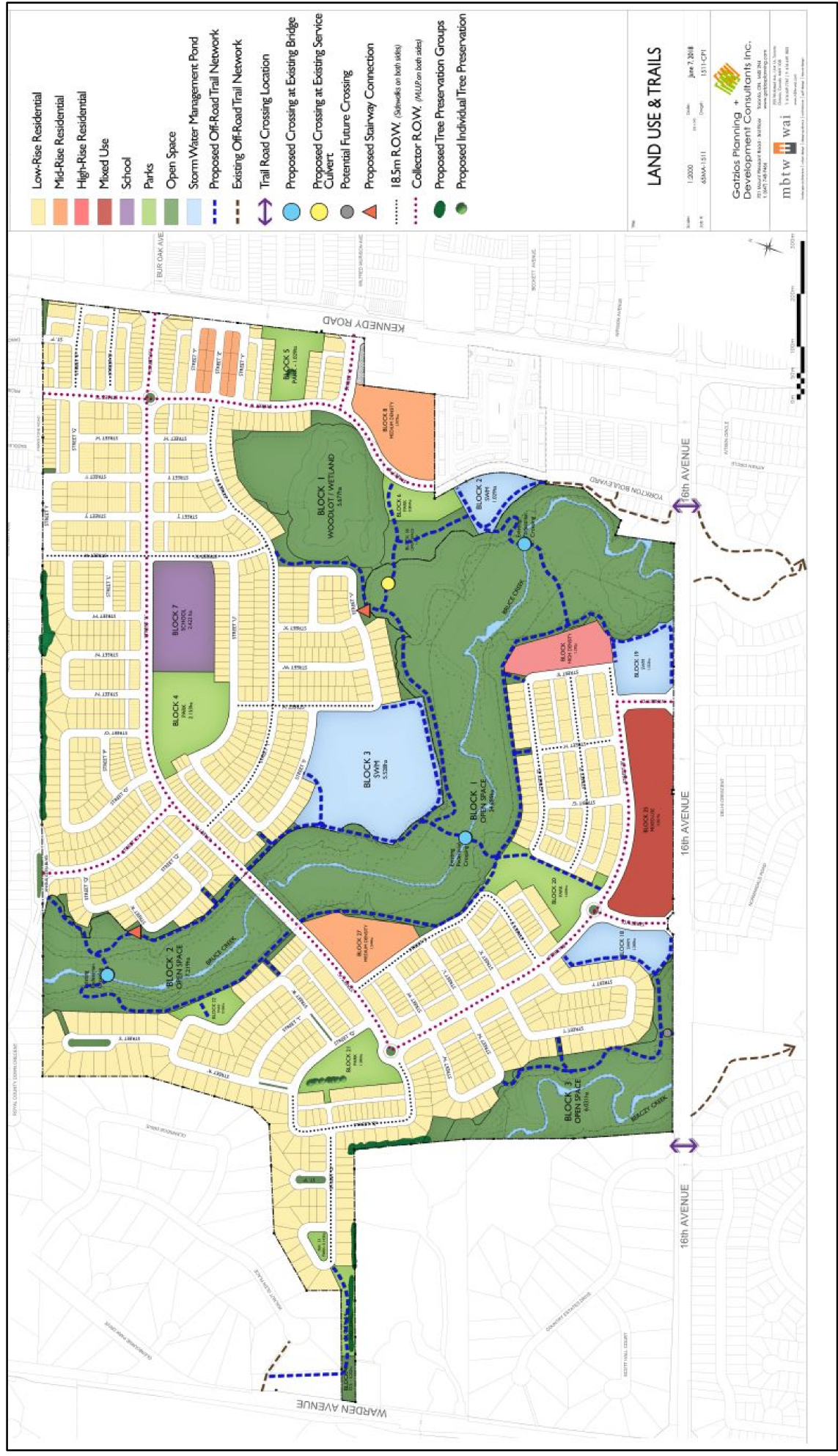
MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By: LW

Checked By: GS

Date: 19/06/2018

FIGURE No.4

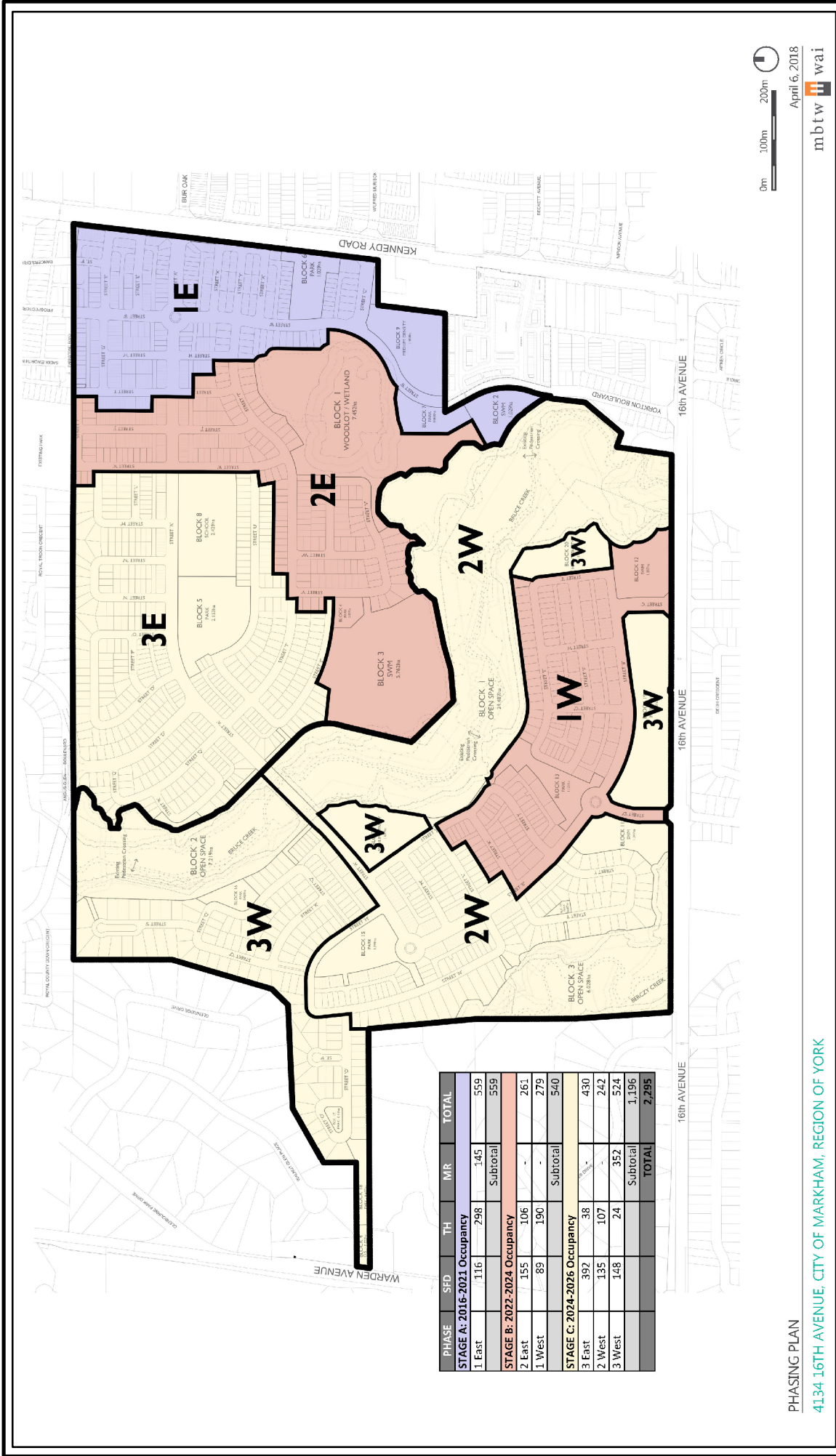


FINAL PLAN

APPLICANT: SIXTEENTH LAND HOLDINGS INC
 (YORK DOWNS GOLF COURSE)
 4134 16TH AVENUE

FILE No. OP_ZA_SU. 16179225 (GS)

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PHASING PLAN

APPLICANT: SIXTEENTH LAND HOLDINGS INC
(YORK DOWNS GOLF COURSE)
4134 16TH AVENUE

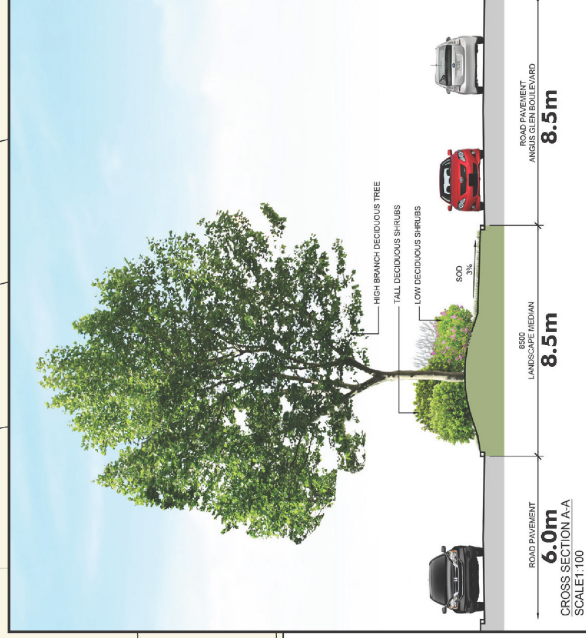
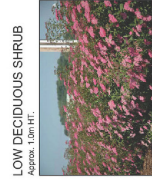
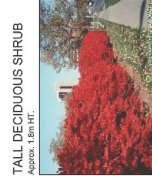
FILE No. OP_ZA_SU. 16179225 (GS)

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MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By: LW Checked By: GS Date: 19/06/2018

FIGURE No.6



PROPOSED STREET D / ANGUS GLEN BOULEVARD INTERSECTION

APPLICANT: SIXTEENTH LAND HOLDINGS INC
(YORK DOWNS GOLF COURSE)
4134 16TH AVENUE

FILE No. OP_ZA_SU_16179225 (GS)

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