



Report to: Development Services Committee

Report Date: May 8, 2017

SUBJECT: RECOMMENDATION REPORT
Del Ridge (East Markham II) Inc.
Site plan application for Phase 2 of development comprised of one (1)- 8 storey apartment building at 7325 Markham Road (SE Markham Road and New Delhi Drive- Ward 7)

File No: SC 17 133670

PREPARED BY: Stacia Muradali, M.C.I.P., R.P.P. ext. 2008
Senior Planner, East District

REVIEWED BY: Sally Campbell, M.C.I.P., R.P.P. ext. 2645
Manager, East District

RECOMMENDATION:

- 1) That the report dated May 8th, 2017 titled "RECOMMENDATION REPORT, Del Ridge (East Markham II) Inc., Site plan application for Phase 2 of development comprised of one (1)- 8 storey apartment building at 7325 Markham Road (SE Markham Road and New Delhi Drive- Ward 7), File No: SC 17 133670," be received;
- 2) That the Site Plan application (SC 17 133670) submitted by Del Ridge (East Markham II) Inc., to facilitate the development of an 8-storey apartment building (Phase 2) be endorsed in principle, subject to the conditions in Appendix 'A';
- 3) That this endorsement shall lapse and site plan approval will not be issued, after a period of three (3) years commencing on May 8th, 2017 in the event that the site plan agreement is not executed within that time period;
- 4) That Site Plan Approval be delegated to the Director of Planning and Urban Design or his designate, to be issued following execution of a site plan agreement. The Site Plan is only approved when the Director or his designate has signed the site plan;
- 5) That the City's 2009 Policy requiring all high density residential development to achieve at least LEED Silver be waived, subject to the implementation of the "GreenLife" sustainable initiatives outlined in this report (Appendix 'B') to the satisfaction of the Commissioner of Development Services;
- 6) That Council grant servicing allocation for 181 residential apartment units (Phase 2) of the proposed development;
- 7) That the City reserves the right to revoke or reallocate servicing allocation should the development not proceed in a timely manner;

- 8) And that Staff be authorized to do all things necessary to give effect to this resolution.

PURPOSE:

This report discusses and recommends endorsement in principle of the site plan application submitted by Del Ridge (East Markham II) Inc., to facilitate the development of an 8-storey apartment building at 7325 Markham Road.

Process to date

- Official Plan and Zoning By-law Amendments (OP/ZA 15 133670) to permit the proposed development were approved by Council on April 5, 2016.
- Site plan application for Phase 1 (SC 15 133670) endorsed by Development Services Committee March 29, 2016.
- Site plan application for Phase 2 (SC 17 133670) submitted January 5, 2017.

Next Steps

- Endorsement of the site plan application for Phase 2 by Development Services Committee.
- Issuance of site plan endorsement by Staff.
- Execution of the site plan agreement by the Owner.
- Issuance of site plan approval.
- Submission and review of a condominium application.

BACKGROUND:**Subject property and area context**

The subject property is located at the south-east corner of Markham Road and New Delhi Drive (Figure 1) and is approximately 2.22 hectares (5.5 acres). There is a stormwater management pond to the east, a water channel and residential development to the south, and commercial development on the north side of New Delhi Drive. There are existing 4 to 6-storey apartment buildings on the west side of Markham Road and an existing construction contractors yard at the south-west corner of Markham Road and Golden Avenue which is currently proposed for townhouse development (Figure 3). Phase 1 of development which consists of an 8-storey apartment building fronting onto Markham Road and New Delhi Drive is currently under construction on the subject property.

Proposed 8-storey apartment building

Del Ridge (East Markham II) Inc. is proposing to develop the subject property in two (2) phases comprised of two (2) 8-storey apartment buildings with a total of 442 apartment units. Phase 1, which was the subject of a previous site plan application (SC 15 133670) endorsed by Development Services Committee on March 29, 2016 consists of an 8-storey apartment building with 261 apartment units.

Phase 2, which is the subject of this report, is comprised of an 8-storey apartment building with 181 apartment units (Figure 4). The land area of the Phase 2 development is approximately 0.87 hectares (2.15 acres) and the gross floor area of the proposed building is approximately 18,798.8 square metres (202,349.6 square feet). The primary vehicular

and pedestrian access for both phases is via a shared driveway / walkway from New Delhi Drive.

There will be two (2) levels of underground parking providing a total of 221 residents parking spaces. There will be 46 visitors parking spaces provided on the surface. The proposed mix of unit types are as shown in the table below.

UNIT TYPES

Number of bedrooms	Approximate unit size (m2)	Total number of unit type
1	65-78	53
2	83-115	96
3	92-108	32

Official Plan and Zoning

City's in-force Official Plan (Revised 1987) and Armadale East Secondary Plan

The subject property is designated "Community Amenity Area", which provides for a range of commercial, retail, service, institutional and recreational uses as well as medium and high density residential. The environmental buffer adjacent to the water channel to the south of the subject property is designated "Hazard Lands". The proposed development conforms to the in-force Official Plan (Revised 1987), as amended.

2014 Official Plan (partially approved October 30, 2015, May 26, 2016 & March 10, 2017) ("2014 Official Plan")

The subject property is designated "Mixed Use Mid Rise" which contemplates a mix of uses including apartment buildings with a maximum building height of eight (8) storeys. The environmental buffer adjacent to the water channel to the south is designated "Greenway". The proposed development conforms to the 2014 Official Plan.

Zoning

The subject property (Phase 2 development) is zoned "Community Amenity Two *553 (CA2*553)" in Zoning By-law 177-96, as amended, and "Open Space One (OS1)". The remainder of the subject property (Phase 1) is zoned "Community Amenity Two *552 (CA2*552)" and "Open Space One (OS1)". The proposed development is permitted by the current zoning.

OPTIONS/ DISCUSSION:

The proposed development is appropriate

The built form, massing and placement of the Phase 2 building is appropriate for the site, which is close to the intersection of Markham Road, an important regional arterial, and New Delhi Drive. The design of the building elevations is appropriate at this high visibility location, incorporating a base, a middle and a top in its facades. These features are emphasized by using different materials and colours for each of these elements. The

use of a stone base and two colours of brick, with precast and stone detailing around windows creates additional interest. The surface parking and underground parking ramp entrance are both tucked behind the building, shielding views of these structures from the street.

Pedestrian activity and street interaction is supported with interconnected and accessible walkways throughout the site, along the easterly environmental buffer and open space area and to the public sidewalks. Extensive landscaping is provided all around the building to soften the hard surfaces and street trees are planted along the New Delhi Drive frontage. As the site is located immediately north of the river channel and west of a storm pond, a 10 metre protection zone setback is provided and will be vegetated to help naturalize the ravine edges and stabilize the steep slopes. Most of the plant materials are native species allowing for lower maintenance, drought tolerance, and greater wildlife enhancement. The first 6 metres of this protection buffer closest to the feature will be conveyed into City ownership following execution of the site plan agreement.

Easements required between Phases 1 and 2 of development

Access and parking

Vehicular access for the Phase 2 development will cross the Phase 1 lands. There is a right-in only access on Markham Road and a full moves access on New Delhi Drive, both of which are located on the Phase 1 lands. Private access easements on the Phase 1 lands will be registered in favour of the Phase 2 development to secure access on Markham Road and New Delhi Drive in perpetuity. Some of the parking spaces (approximately 6) on the Phase 1 land will be for use by Phase 2 and use of and access to these parking spaces will be included as part of the aforementioned access easement. These easements will be required as a condition of the Phase 1 condominium registration.

Servicing

Storm, sanitary and watermain services for the Phase 1 development will be constructed through the Phase 2 lands. Private servicing easements on the Phase 2 lands in favour of Phase 1 to provide for these service connections are required as a condition of condominium registration.

Minor variance will be required for “off-site” parking

The applicant has indicated that six (6) of the required parking spaces for residents for Phase 2 will be provided on the Phase 1 lands. The applicant will be required to obtain minor variance approval to permit six (6) of the required parking spaces to be provided “off site”.

Conveyance of environmental buffer to the City

The water channel land parcel (the Morningside Tributary), which abuts the subject property to the south, contains within it the Regulatory Floodline, although a portion of the floodplain does extend onto the subject property at its south east corner. The City's in-force Official Plan (Revised 1987), as amended, requires a minimum buffer width of 10 metres from the Regulatory Floodline in order to protect and enhance the ecological function and integrity of natural features. The applicant is providing the required 10

metre setback from the Regulatory Floodline 6 metres (19.7 feet) of which , being the greater of the measurement from the south property line or from the Regional Floodline, will be conveyed into public ownership for buffer purposes, as agreed to by the TRCA. The remaining 4 metres (13 feet) will be a landscaped open space area abutting the entire length of the buffer, but will remain in private ownership. The Owner is required to convey the required buffer to the City and to satisfy all of the TRCA's requirements prior to execution of the site plan agreement (see Appendix 'A').

Sustainable initiatives

The applicant is proposing a "Greenlife" building, similar to Phase 1, which includes sustainable features (see Appendix 'B') including but not limited to the following:

- Insulated concrete forms (which is a key structure in the energy saving construction system);
- Geothermal (ground source heating);
- Solar parking lot lights;
- Energy recovery ventilator (brings its own fresh air in on an exchange system within the control of the unit owner);
- Solar panels on the roof (and over parts on the surface parking area);
- Electric car charging station;
- Energy monitoring for every unit;
- Decant recapture- where decant/spent energy from electrical transformation and photovoltaic inversion is captured geothermally and used to temper the domestic hot water supply to all condo units;
- Thermography – survey using infrared imaging to determine how effective GreenLife solutions actually are; and
- 5 year monitoring – data is monitored and used on newer projects as a baseline for study purposes.

The site plan agreement will contain a condition requiring the Owner to implement the "GreenLife" sustainable initiatives outlined in Appendix 'B' as an appropriate alternative to LEED Silver certification.

Transportation and Transportation Demand Management (TDM)

The Traffic Impact Study, which included a Transportation Demand Management (TDM) Plan, submitted in support of the proposed development has been reviewed by both Regional and City Staff and is acceptable in terms of the amount of traffic generated and the impacts of the proposed development. The Owner is required to incorporate the following TDM measures into the proposed development (see Appendix 'A'), at their own cost:

- Short term and long term bicycle parking;
- Transit- Presto card pre-loaded with an amount of approximately \$35.00 plus the initial set up fee;
- Purchase and installation of TV sets/displays in common areas with information for residents on alternative transportation options;

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- Provision of transportation options information package;
 - Travel surveys and monitoring program to evaluate the success of the proposed TDM measures and to determine future enhancement;
 - Provision of electric vehicle charging station.

The implementation of the TDM measures will be a condition of the site plan agreement and an appropriate TDM Letter of Credit, which reflects the costs required to implement the proposed TDM measures will be provided by the Owner (see Appendix 'A').

Sanitary servicing constraints

The proposed development was included in the background capacity study for the Markham Road trunk sewer. The results indicate that the downstream sewer and Markham Road trunk sewer would have capacity constraints based on the extra population under the 2031 growth scenario. The Owner will be required to make a financial contribution for the proposed development to pay for their proportionate share of the Markham Road sewer and local sewer upgrade at the site plan agreement stage (see Appendix "A").

Ministry of Natural Resources and Forestry (MNRF)

Screening for Species at Risk (SAR) for the subject property has been undertaken, as well as evaluation of potential impacts resulting from the proposed development on the downstream habitat for Redside Dace. The MNRF provided a letter indicating that the proposed development will not adversely affect Redside Dace provided that certain conditions are implemented including, but not limited to the following:

- The implementation of erosion and sediment controls which will be inspected regularly and cleaned and maintained accordingly to ensure that no deleterious substances or sediment enter the watercourse and/or adjacent natural areas;
- No machinery or equipment will be maintained or refueled within 30m of the watercourse;
- Stockpiling materials or any equipment will not be stored within 30m of the watercourse;
- Stabilization of all disturbed areas prior to the winter months and restoration immediately following completion of the works.

Parkland dedication

The surrounding area has sufficient parkland to serve existing and new residents in the community, including Celebration Park which is across the street from the proposed development on the north side of New Delhi Drive. Given the availability of parks in the area, cash-in-lieu of parkland is payable to the City based on the current appraised value of the subject land. Payment of cash-in-lieu of parkland is required prior to execution of the site plan agreement.

Section 37 Agreement

Applications to amend the Official Plan and Zoning By-law to increase the permitted density on the subject lands were approved on April 5th, 2016. As a result, it was appropriate to consider a Section 37 contribution for community benefits including public art for the proposed development. The Owner is required to enter into a Section 37 Agreement with the City for the proposed development (both Phases 1 and 2 of development).

CONCLUSION:

It is the opinion of Staff that the proposed development and site plan is appropriate and should be endorsed in principle subject to the conditions identified in Appendix 'A'.

FINANCIAL CONSIDERATIONS:

Not applicable.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable.

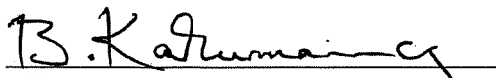
ALIGNMENT WITH STRATEGIC PRIORITIES:

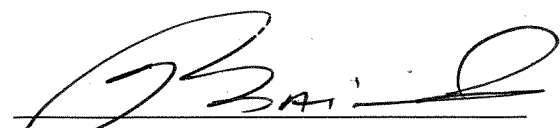
The proposed development aligns with the strategic priorities for growth management, transportation and the environment

BUSINESS UNITS CONSULTED AND AFFECTED:

The application has been circulated to various departments and external agencies and their requirements and comments have been incorporated into the proposed development.

RECOMMENDED BY:


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


Jim Baird, M.C.I.P., R.P.P.
Commissioner of Development Services

ATTACHMENTS:

Figure 1: Location Map
Figure 2: Area Context/Zoning
Figure 3: Air Photo
Figure 4: Proposed Site Plan
Figure 5: Proposed Building Elevations
Figure 6: Proposed Building Elevations
Figure 7: Coloured Rendering – South Elevation
Appendix 'A': Site Plan Conditions
Appendix 'B': GreenLife Initiatives

APPENDIX 'A'
SITE PLAN CONDITIONS
DEL RIDGE (EAST MARKHAM II) INC.
7325 MARKHAM ROAD
SC 17 133670

That prior to site plan endorsement:

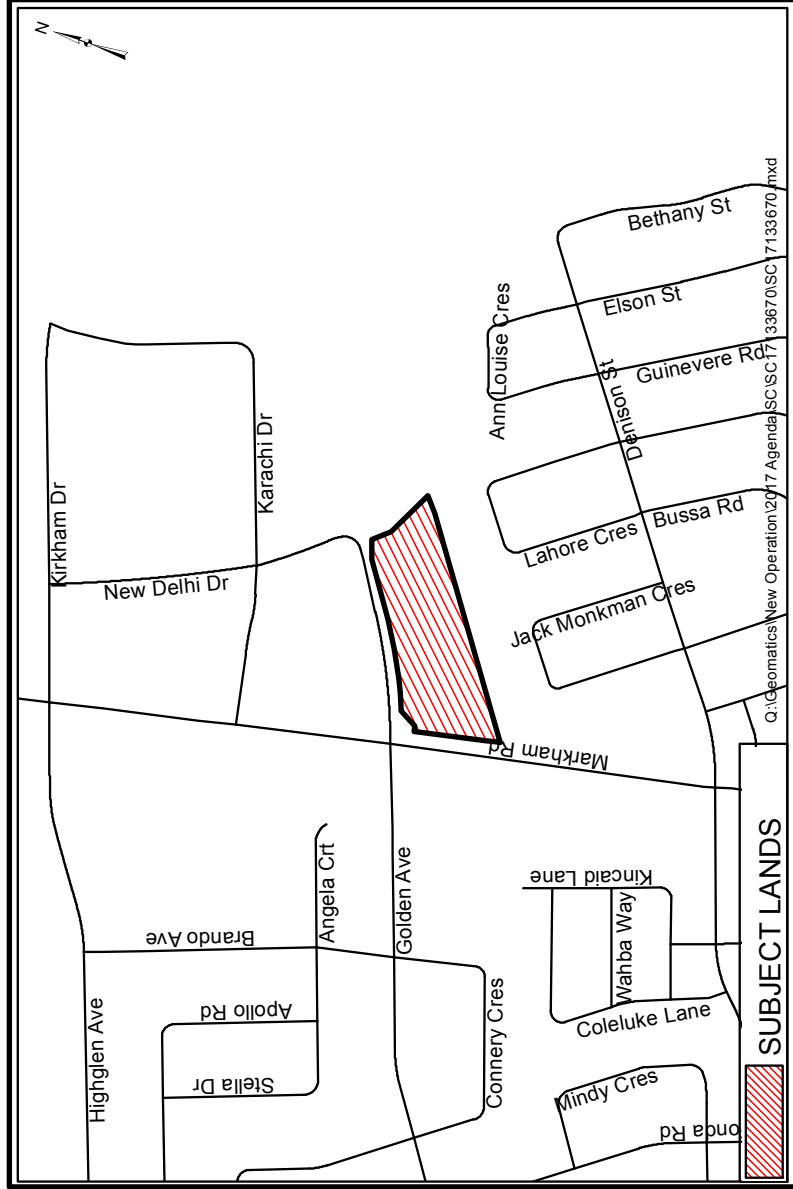
1. The Owner shall provide a clearance letter from the Toronto and Region Conservation Authority advising that all of their site plan requirements have been satisfied.
2. The Owner satisfies all City departments technical requirements to the satisfaction of the Director of Planning and Urban Design.

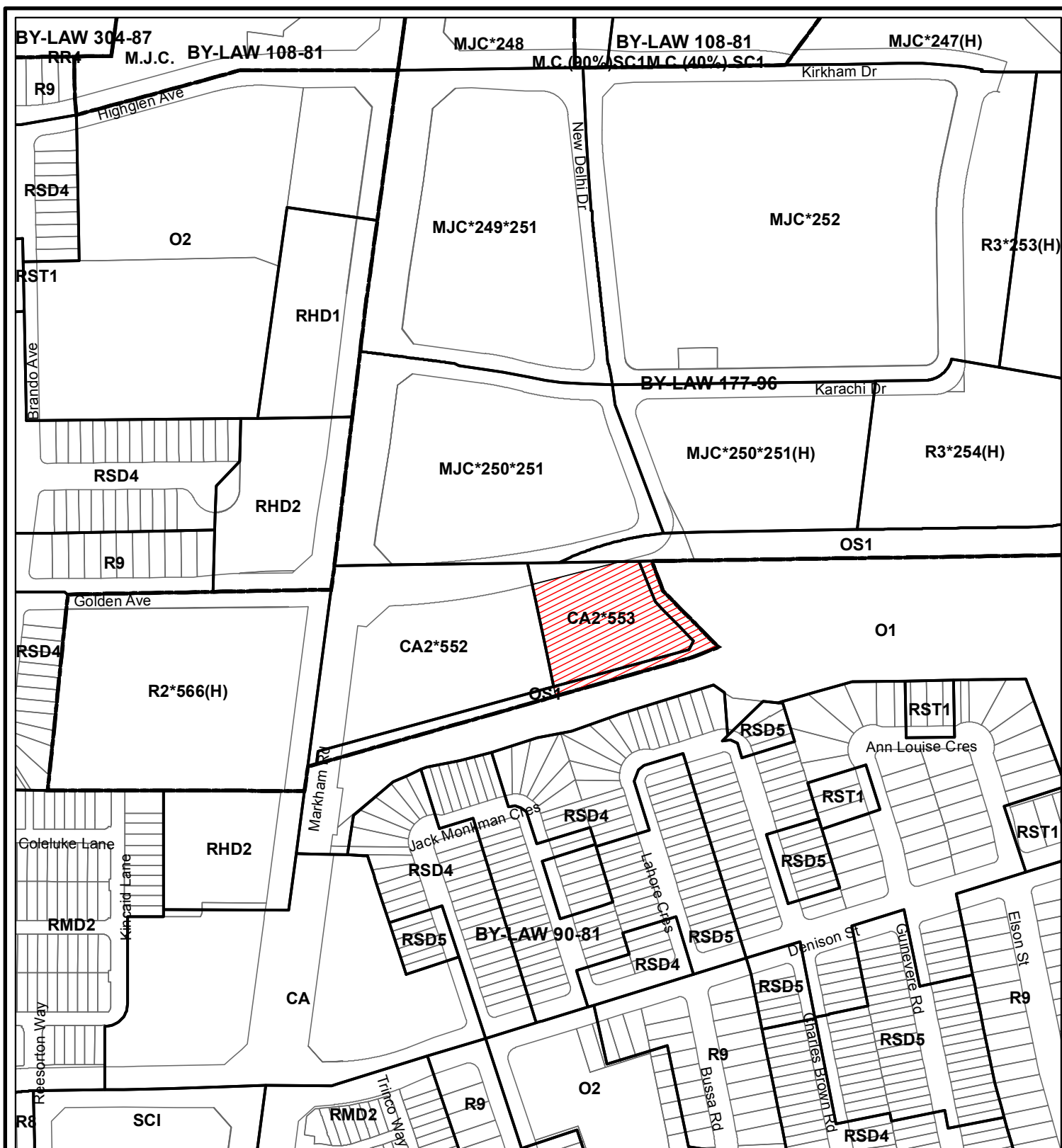
That the Owner enter into a Site Plan Agreement with the City, containing all standard and special provisions and requirements of the City and external agencies, including but not limited to:

1. Provisions for the payment by the Owner of all applicable fees, recoveries, development charges, provision of parkland dedication (including cash-in-lieu of parkland), and any other financial obligations and securities.
2. Provisions to satisfy all of the Region of York requirements.
3. Provisions to satisfy all of the Toronto and Region Conservation Authority requirements.
4. That the Owner agrees to implement Bird Friendly Measures and Dark Sky lighting to the satisfaction of the Director of Planning and Urban Design.
5. That the Owner agrees to implement the Transportation Demand Management Plan and provide the respective Letter of Credit, to the satisfaction of the Director of Engineering.
6. Provision to ensure that the Owner pays to the City their proportionate share of the Markham Road sewer and local sewer upgrade for the proposed development, to the satisfaction of the Director of Engineering.
7. That the Owner agrees to implement the "GreenLife" sustainable initiatives attached as Appendix 'B' to the satisfaction of the Director of Planning and Urban Design.
8. Provisions to ensure that the appropriate easements for access, parking and servicing are registered on title as a condition of condominium registration, to the satisfaction of the Director of Engineering.
9. That the Owner agrees to satisfy the conditions identified in the letter from the Ministry of Natural Resources and Forestry dated July 15, 2016.
10. That the Owner convey to the City, free of all costs and encumbrances, a 6 metre wide environmental buffer to the satisfaction of the TRCA, City Solicitor and Director of Planning and Urban Design.

That prior to execution of the Site Plan Agreement:

1. The Owner shall submit final site plans, building elevations, engineering drawings, lighting plans, landscape plans and tree preservation plans, along with any other drawings, plans, studies, reports which are required to comply with the requirements of the City and external agencies to the satisfaction of the Director of Planning and Urban Design.





AREA CONTEXT / ZONING

APPLICANT: DEL RIDGE (East Markham II) Inc.
7325 MARKHAM ROAD

FILE No. SC. 17133670 (SM)

 PHASE 2 LANDS

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DATE: 27/03/2017



DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW

Checked By: SM

FIGURE No.2



AERIAL PHOTO (2016)

APPLICANT: DEL RIDGE (East Markham II) Inc.
7325 MARKHAM ROAD

FILE No. SC. 17133670 (SM)

 SUBJECT LANDS

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DATE: 27/03/2017

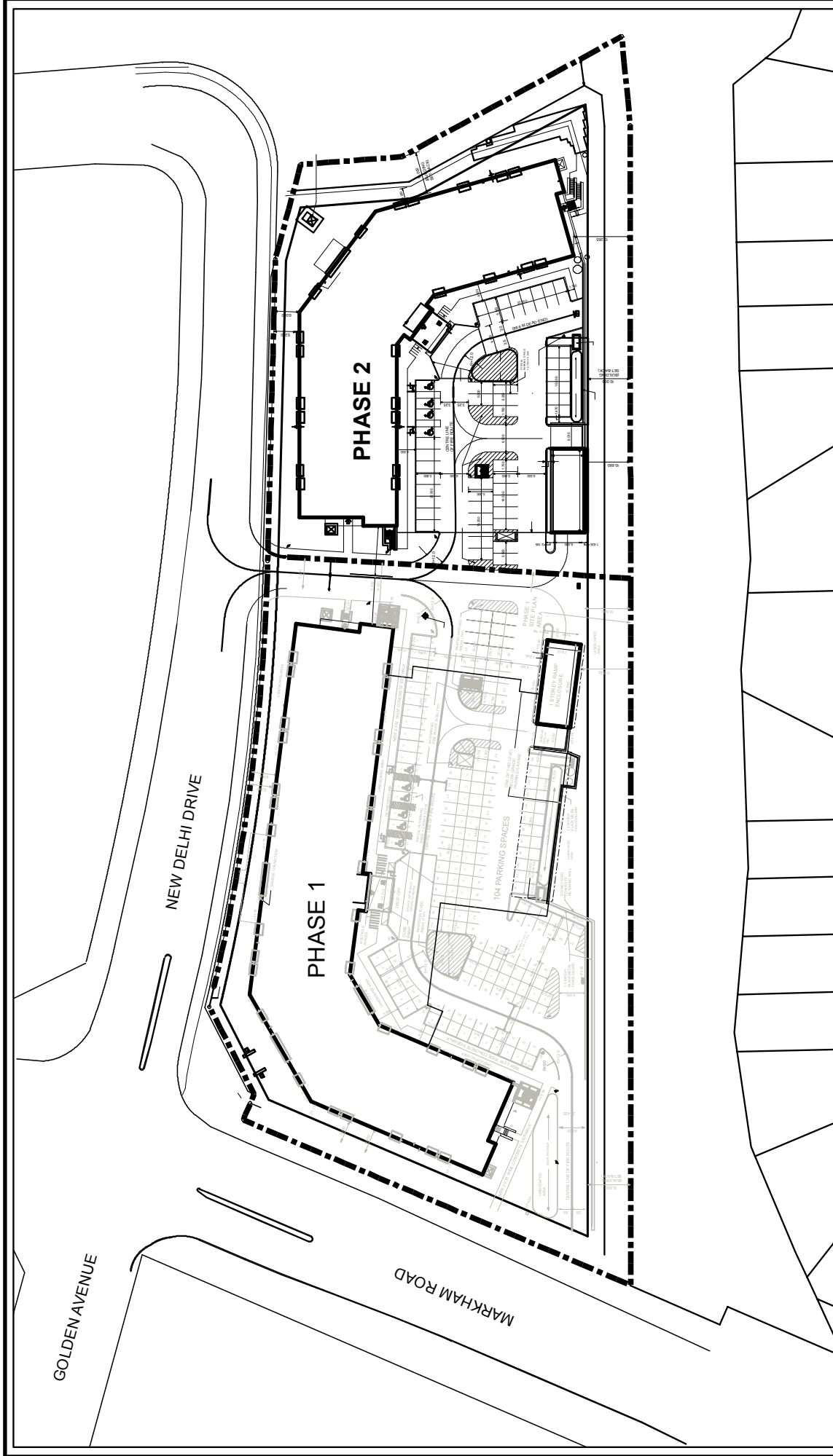


DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW

Checked By: SM

FIGURE No.3

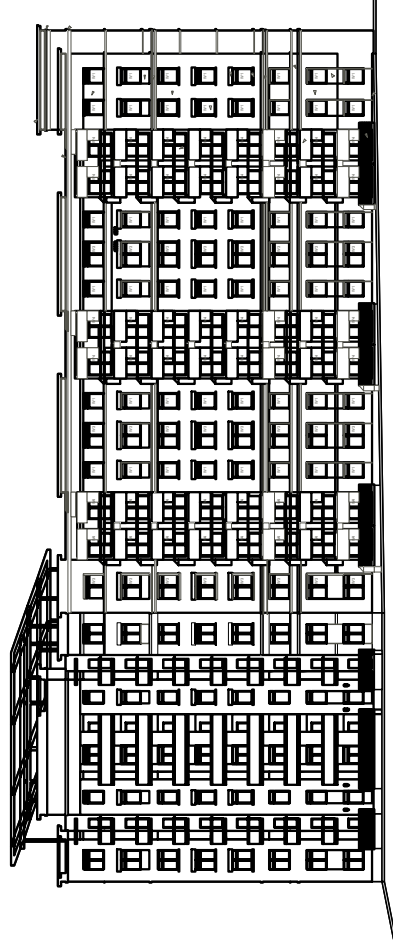


SITE PLAN

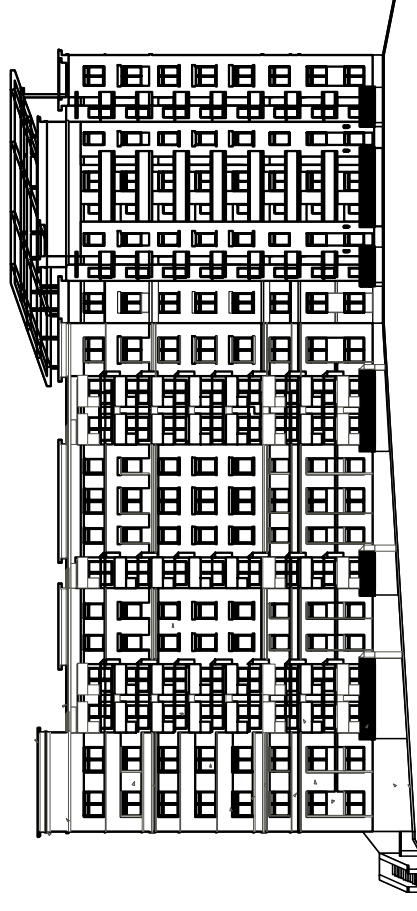
APPLICANT: DEL RIDGE (East Markham II) INC.
7325 MARKHAM ROAD

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NORTH ELEVATION



EAST ELEVATION

NORTH & EAST ELEVATIONS

APPLICANT: DEL RIDGE (East Markham II) INC.
7325 MARKHAM ROAD

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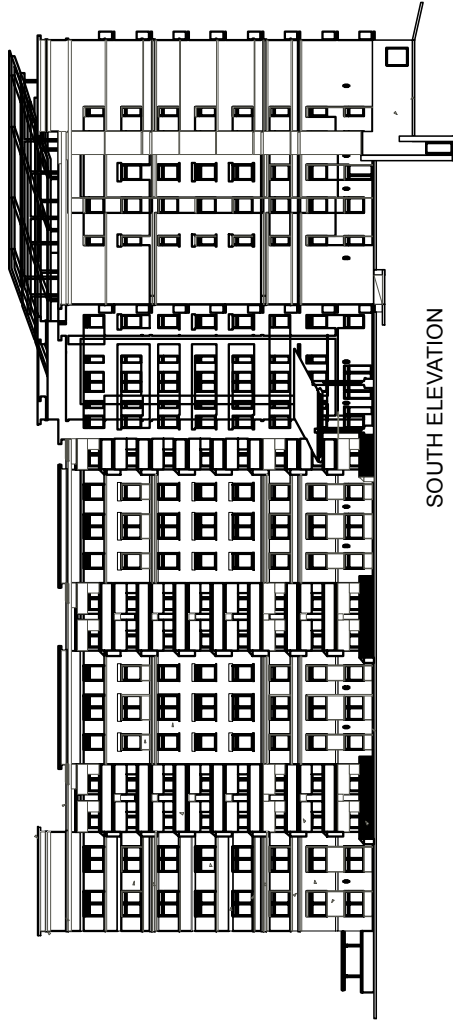
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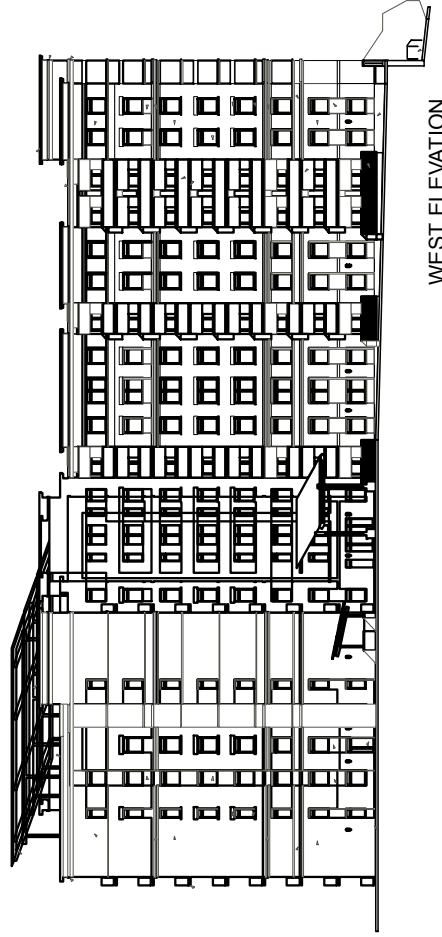
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FIGURE No.5





SOUTH ELEVATION



WEST ELEVATION

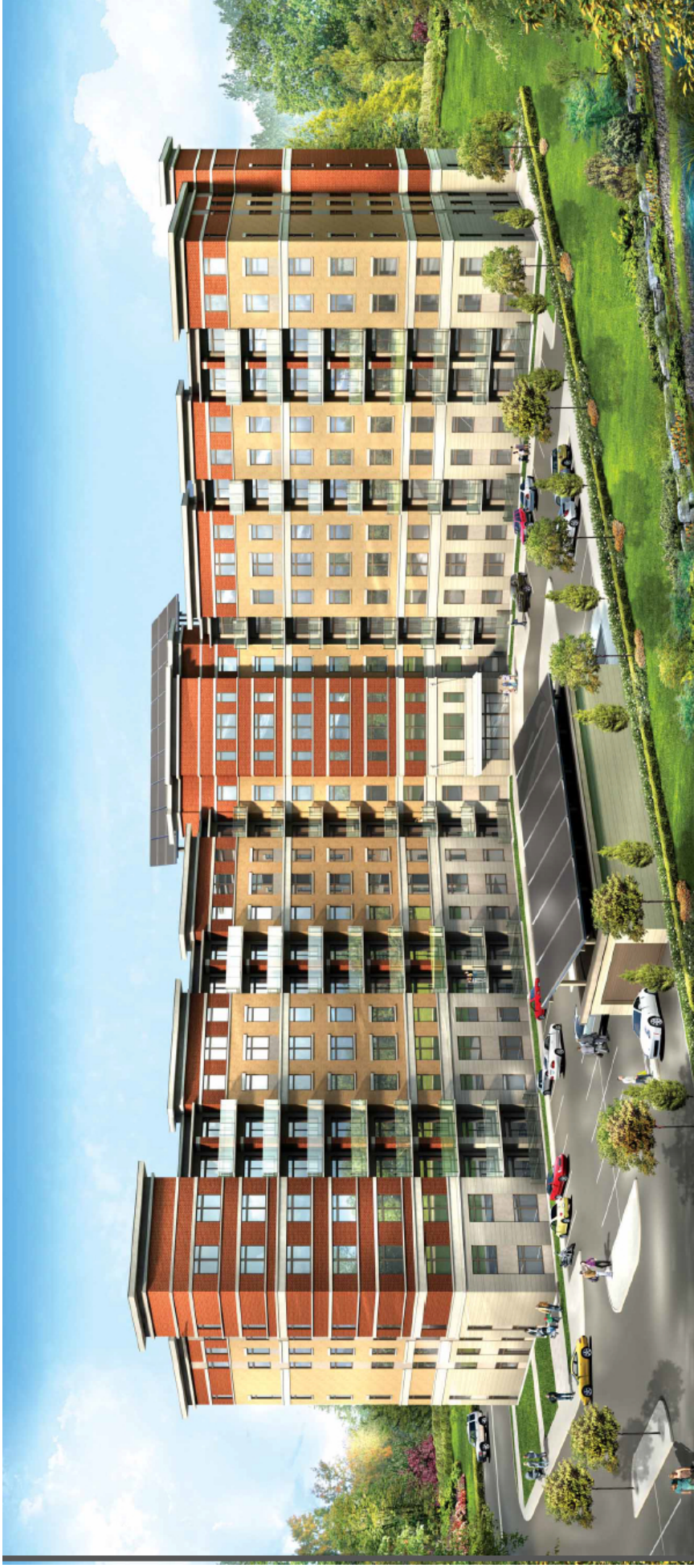
SOUTH & WEST ELEVATIONS

APPLICANT: DEL RIDGE (East Markham II) INC.
7325 MARKHAM ROAD

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COLOURED RENDERING (South Elevation)

APPLICANT: DEL RIDGE (East Markham II) INC.
7325 MARKHAM ROAD

FILE No. SC. 17133670 (SM)

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Drawn By: CPW

Checked By: SM

DATE: 27/03/2017

FIGURE No.7

APPENDIX 'B'

26 THINGS THAT MAKE GREENLIFE DIFFERENT

- 1) Insulated Concrete Forms – key structure in the energy saving construction system
- 2) Insulated Basements
- 3) Geothermal – ground source heating
- 4) Solar parking lot lights
- 5) Energy recovery ventilator – brings its own fresh air in on an exchange system within the control of the unit owner. The efficiency of these units means that about 75-80% of the energy is captured and then returned to the living space,
- 6) Solar panels on the Roof – photo voltaic collection system
- 7) Electric car charging station
- 8) Electric scooter parking
- 9) Bicycle parking
- 10) Energy monitoring for every unit – makes the owners aware of their consumption
- 11) Tri-sorter waste - all buildings are equipped with a tri-sorter to separate the waste that the building generates for recycling purposes
- 12) Construction waste diversion – all construction waste is collected en masse and then sorted for recycling
- 13) Lighting – CFL and LED are the only lights used as well as motion sensing in the suites and common areas
- 14) Decant recapture - a relatively new idea by GreenLife where decant (spent) energy from electrical transformation and photovoltaic inversion is captured geothermally and used to temper the domestic hot water supply to all the condo units. This energy would normally be wasted and marks a new standard for overall building efficiency.
- 15) Insulating DHW tanks – Wrapping water tanks to reduce energy waste
- 16) Triple glazed windows – Increased insulation to decrease energy consumption
- 17) Covered garage ramps – eliminates wasteful energy to achieve snow melt from about 85000 kwhs/year to nothing
- 18) No Grass. No Lawn Sprinklers.
- 19) Low flow toilets and showers
- 20) Balcony isolation – GreenLife is working on an isolation technique for new balconies that would eliminate energy loss
- 21) R80 Roofs – 3x the standard, this commitment to conservation has reached the point of diminishing returns by arresting thermal transfer through the significantly sized roof areas.
- 22) Energy efficient Appliances
- 23) Wind Turbines
- 24) Thermography – survey using infrared imaging to determine how effective our solutions actually are.
- 25) 5 Year Monitoring – Data is monitored and used on newer projects as a baseline for study purposes
- 26) Not having green roofs – Maintenance is substantial. We use our roofs to harness the energy of the sun through our solar panels.