



Report to: Development Services Committee

Report Date: December 3, 2013

SUBJECT: RECOMMENDATION REPORT
Del Ridge (Golden) Inc. (originally submitted by Forest Bay Homes)
Applications to amend the Secondary Plan and Zoning By-law and
for Site Plan Approval to permit a 6-storey 136 unit residential
condominium apartment building at 7400 Markham Road.

File Nos: OP 11 115740, ZA 11 115740 and SC 11 115740

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Planner, East District

REVIEWED BY: Dave Miller, M.C.I.P., R.P.P., ext. 4960
Manager, East District

RECOMMENDATION:

- 1) That the report dated December 3rd, 2013 titled "RECOMMENDATION REPORT, Del Ridge (Golden) Inc. (originally submitted by Forest Bay Homes), Applications to amend the Secondary Plan and Zoning By-law and for Site Plan Approval to permit a 6-storey 136 unit residential condominium apartment building at 7400 Markham Road, File Nos: OP 11 115740, ZA 11 115740 and SC 11 115740", be received;
- 2) That the record of the Public Meeting held on February 21st, 2012 regarding the applications originally submitted by Forest Bay Homes (OP 11 115740 and ZA 11 115740) to amend the Secondary Plan (PD 24-2) for part of the Armadale Planning District and to amend Zoning By-law 90-81, as amended, be received;
- 3) That the record of the Public Meeting held on December 3rd, 2013 regarding the revised applications submitted by Del Ridge (Golden) Inc. (OP 11 115740 and ZA 11 115740) to amend the Secondary Plan (PD 24-2) for part of the Armadale Planning District and to amend Zoning By-law 90-81, as amended, be received;
- 4) That the Official Plan Amendment (OPA) application (OP 11 115740) submitted by Del Ridge (Golden) Inc. to amend Secondary Plan (PD 24-2) for part of the Armadale Planning District, as amended, to permit a 6-storey 136 unit residential condominium apartment building at 7400 Markham Road, be approved, and the draft Secondary Plan amendment attached as Appendix 'A' be finalized and adopted without further notice;

- 5) That adoption of the OPA application (OP 11 115740) submitted by Del Ridge (Golden) Inc. to amend Secondary Plan (PD 24-2) for part of the Armadale Planning District, to permit a 6-storey 136 unit condominium apartment building at 7400 Markham Road be reflected in the draft City of Markham Official Plan, currently under review;
- 6) That the application (ZA 11 115740) submitted by Del Ridge (Golden) Inc. to amend Zoning By-law 90-81, as amended, to permit a 6-storey residential condominium apartment building at 7400 Markham Road, be approved, and the draft Zoning By-law amendment attached as Appendix 'B' be finalized and enacted without further notice;
- 7) That the Site Plan application (SC 11 115740) submitted by Del Ridge (Golden) Inc. to facilitate a 6-storey 136 unit residential condominium building be endorsed in principle, subject to conditions attached as Appendix 'C';
- 8) That this endorsement shall lapse and site plan approval will not be issued, after a period of three years commencing on December 3, 2013 in the event the site plan agreement is not executed within that time period;
- 9) 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;
- 10) That the City's 2009 Policy, requiring all High Density residential developments to achieve at least LEED Silver, be waived, subject to the implementation of the sustainability initiatives outlined in this report, to the satisfaction of the Commissioner of Development Services;
- 11) That 2011/2012 servicing allocation for all 136 apartment units be assigned by the City of Markham, subject to the implementation of the sustainability initiatives outlined in this report, to the satisfaction of the Commissioner of Development Services;
- 12) That the City reserves the right to revoke or reallocate servicing allocation should the development not proceed in a timely manner;
- 13) That the Mayor and Clerk be authorized to execute a Section 37 Agreement with the Owner;
- 14) That a By-law to remove the Holding (H) provision, on the subject lands, be adopted by Council upon execution of the Site Plan Agreement, to the satisfaction of the Commissioner of Development Services and City Solicitor; and
- 15) That Staff be authorized to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

This report discusses and recommends approvals of Secondary Plan Amendment, Zoning By-law Amendment and Site Plan applications for a residential condominium apartment building, on a

0.79 ha (1.95 ac) property at 7400 Markham Road (Figures 1, 2 and 3). A slightly different version of these applications was originally submitted for this site by Forest Bay Homes. The Official Plan and Zoning By-law Amendment applications were deemed complete on November 22, 2011. The initial applications proposed a 5-storey 106 unit residential condominium apartment building. The applications were revised and resubmitted by the current owner and applicant, Del Ridge (Golden) Inc., who is proposing a 6-storey 136 unit residential condominium apartment building. The building is comprised of one, two and three bedroom units, which range in size from 70.6 m² to 95.2 m² (760 ft² to 1025 ft²).

The proposed residential condominium apartment building is oriented along the Markham Road and Golden Avenue frontages. There will be a total of 198 parking spaces provided onsite. One hundred thirty four (134) spaces will be located below grade and 64 spaces will be located at the west side of the building.

Surrounding land uses include:

- a commercial shopping centre and an 82 unit 4-storey residential condominium apartment building (7428 Markham Road) to the north of the site;
- a construction/contracting business, and a 52 unit 4-storey residential condominium building (7340 Markham Road) to the south of the site;
- commercial shopping centres east of the site (across Markham Road);
- A low density residential neighbourhood to the west, which abuts the subject property along Angela Court.

The applicant is proposing a Secondary Plan Amendment for part of the Armadale Planning District (PD 24-2). The amendment will re-designate the subject property from "Neighbourhood Commercial" to "Urban Residential (High Density II)" (Appendix 'A'). The amendment will eliminate the ground floor commercial use requirement, and increase the maximum net site density from 148 units per ha (60 units per ac) to 173 units per ha (70 units per ac). Any amendments to the Secondary Plan will also be reflected in the new Official Plan, which is currently under review.

The applicant is proposing a Zoning By-law Amendment to rezone the lands from Local Commercial (LC) to Second Density - High Density Residential (RHD2) under By-law 90-81, as amended (Appendix 'B'). The rezoning will permit the proposed 6-storey 136 unit residential condominium apartment building and implement site specific development standards.

A statutory Public Meeting was held on February 21st, 2012 for the original 5-storey 106 unit condominium apartment building proposal. Since the proposal was modified by Del Ridge (Golden) Inc. after the Public Meeting, a second Public Meeting is required for the revised Zoning By-law and Official Plan Amendments. Development Services Committee and Council should have regard for any public input received at this second Public Meeting, scheduled for December 3, 2013.

Staff are of the opinion that the proposed Secondary Plan Amendment to redesignate the subject property from "Neighbourhood Commercial" to "Urban Residential (High Density)" is appropriate. The proposed building is compatible with the surrounding area, which includes two

other mid-rise condominium apartment buildings on Markham Road. There are other opportunities for commercial development within the vicinity to serve the local community, including the future occupants of this building. Therefore the requirement for at grade commercial is not considered necessary, in this instance. The proposed increase in density is also considered acceptable as the proposed building is reasonably setback from existing houses, is located on a Region of York arterial road, is served by YRT and TTC public transit, is close to commercial, schools, parks and other community amenities such as the proposed South East Community Centre.

Staff are generally satisfied with the site plan subject to a number of conditions of approval (see Appendix 'C'). The building placement will provide a built form presence to both Markham Road and Golden Avenue, while providing adequate distance separation to the existing residential homes to the west. Landscape open space will also help buffer these adjacent dwellings from the new building. The building will have a height of approximately 23 m (75.5 ft). The building façade is comprised of a cream, walnut, light grey and dark grey stone and brick face veneer, and is accented by stone and stucco light grey bands (Figure 8). An array of solar panels is proposed to be located on the roof top of the proposed building.

The Region of York has reviewed the applications and have indicated they have no objection to the proposed development, subject to the conveyance of land for a future road widening across the full Markham Road frontage, amongst other conditions. The Owner is aware of the Region of York's conditions, which will be required to be satisfied prior to issuance of site plan approval.

Section 37 of the Planning Act allows municipalities to grant increases in height and/or density in return for additional services, facilities or community benefits. It is recommended that staff be authorized to enter into negotiations with the Owner regarding a Section 37 contribution, to form the basis of a draft Section 37 agreement, which must be executed prior to removal of the Holding Provision in the Zoning By-law Amendment (Appendix 'B').

Since 2009, Markham Council has required that all high density developments in the City be at least LEED Silver. The proposed development is not LEED silver, but is rather a 'Greenlife' building. The proposed 'Greenlife' development incorporates sustainable design features into the building design, including enhanced insulation materials and a reliance on green energy systems. Since the building is not proposed to be LEED Silver, servicing allocation for 35% of the units will not be available from York Region. Consequently servicing allocation for 100% of the units will be required from the City of Markham for this 'Greenlife' development to proceed. The proposed Greenlife building's energy efficiency and sustainable features warrant consideration as an alternative to a LEED Silver building, and therefore staff recommend that servicing allocation be granted by the City of Markham for all 136 units.

The City's Public Art policy encourages the integration of art works in visible places and spaces to create a sense of place for the community. The policy's objective is to obtain a financial contribution for public art, of up to one percent (1%) of the buildings estimated construction cost. The applicant has suggested that the Greenlife building itself be considered a form of public art or alternatively, to provide up to 0.5% of the retail value of this project (approximately

\$150,000.00). In keeping with the intent of the Public Art policy, it is staff's recommendation that a monetary contribution should be accepted.

Staff are of the opinion that the proposed Secondary Plan and Zoning By-law Amendments are appropriate. The Zoning By-law Amendment will include a Holding provision to ensure any outstanding matters related to Site Plan Approval, a Section 37 Agreement, sanitary sewer capacity, parkland dedication, and the availability of servicing allocation (if required) have been satisfied. Staff are recommending approval of the proposed Secondary Plan and Zoning By-law amendments, and recommend that the site plan be endorsed in principle, subject to the conditions identified in Appendix 'C'.

PURPOSE:

This report discusses and recommends approval of Secondary Plan Amendment, Zoning By-law Amendment and Site Plan applications. These applications were originally submitted by Forest Bay Homes, but have been revised and resubmitted by a new owner, Del Ridge (Golden) Inc. These applications propose to amend the Secondary Plan (PD 24-2) for part of the Armadale Planning District, and Zoning By-law 90-81, as amended, and seek site plan approval, to permit a 6-storey 136 residential condominium apartment building.

BACKGROUND:

Subject property and area context

The 0.79 ha (1.95 ac) vacant property is located at the north-west corner of Markham Road and Golden Avenue, which is located between 14th Avenue to the north and Denison Street to the south (Figures 1 and 2,). The site has approximately 58 m (190.3 ft) of frontage on Golden Avenue and 117 m (3845 ft) of frontage on Markham Road. There is no significant vegetation on the subject property.

Angela Court, a cul-de-sac, terminates along a portion of the west lot line of the property. The side yards of two linked semi-detached dwellings and one single detached dwelling also abut the west lot line of the subject property. Angela Court and these homes are part of a larger residential neighbourhood to the west (Figure 3). Other surrounding uses are shown on Figures 2, 3 and 4, and include:

- a commercial shopping centre and an 82 unit 4-storey residential condominium apartment building (7428 Markham Road) north of the site;
- a construction/contracting business and a 52 unit 4-storey residential condominium apartment building (7340 Markham Road) south of the site;
- commercial shopping centres east of the site (across Markham Road).

Proposed 6-storey 136 unit residential condominium building

In October of 2011, Forest Bay Homes submitted an Official Plan Amendment, Zoning By-law Amendment and Site Plan applications for a proposed 5-storey 106 unit residential condominium apartment building. A Public Meeting regarding this proposal was held in February 2012.

Revised Official Plan Amendment, Zoning By-law Amendment and Site Plan Applications were submitted by Del Ridge (Golden) Inc in June of 2013. The revised site plan is shown in Figure

5. The revised building elevations are shown in Figures 6, 7 and 8. The revised proposal includes the following changes:

- i) Increasing the number of stories from 5 to 6;
- ii) Increasing the number of units from 106 to 136;
- iii) Increasing the number of onsite parking from 160 to 198;
- iv) Increasing the building Gross Floor Area from approximately 12,575 m² (135,400 ft²) to approximately 15,500 m² (166,840 ft²);
- v) Increasing the building height from 19.0 m (62.3 ft) to 22.7 m (74.5 ft);
- vi) Relocating the entrance to the underground parking garage from the north side of the building to an enclosed entrance at the north side of the property;
- vii) Incorporating sustainable energy features into the building design.

The building is comprised of one, two and three bedroom units, which range in size from 70.6 m² to 95.2 m² (760 ft² to 1025 ft²). It will be constructed of a cream, walnut, light grey and dark grey brick veneer, accented by light grey stone and stucco lintel bands (see Figure 8). The proposed density is 173 units per hectare (70 units per acre). There will be a total of 198 parking spaces onsite, of which 162 spaces will be for residents and 36 spaces will be for visitors. There will be 134 parking spaces below grade, and 64 surface parking spaces at the west side of the building. Thirty four (34) bicycle parking spaces will also be provided in the underground parking garage.

Vehicular access to the surface parking area and the underground garage will be from Golden Avenue. The underground parking garage will be accessed from an enclosed ramp at the north end of the parking lot. Pedestrian access to the building will be from Markham Road and also from the parking area, on the west side of the building.

The proposal includes a landscaped open space area along the west property line, adjacent to the existing low density homes on Angela Court and Golden Avenue. This landscaped area ranges in width from 3.5 m to almost 10.5 m (13.8 ft to 34.5 ft) and is comprised of a berm to visually buffer the low density residential area from the proposed parking lot. Landscaped open space ranging in width from approximately 1.2 m to 2.5 m (3.9 ft to 8.2 ft) will be provided around the rest of the property.

Official Plan and Zoning

The subject property is designated “Urban Residential” in the City’s Official Plan and “Neighbourhood Commercial Centre” in Official Plan Amendment (OPA) 125. OPA 125 amended the Secondary Plan (PD 24-2) for part of the Armadale Planning District. The “Neighbourhood Commercial Centre” designation provides locations for convenience commercial uses that primarily serve the surrounding residential area. This designation allows residential uses, provided the ground floor is commercial. The current proposal eliminates the ground floor commercial use requirement, and re-designates the site to “Urban Residential (High Density II). The maximum net site density allowed by this designation is 148 units per hectare (60 units per acre), whereas the proposed net site density is 173 units per hectare (70 units per acre). Therefore, an exception to the “Urban Residential (High Density II) designation to allow a net site density of 173 units per hectare (70 units per acre) is required.

The City's Official Plan is currently under review. The November 2013 draft Official Plan proposes that the subject property be designated "Mixed-Use Mid Rise". This designation will allow apartment buildings with a maximum building height of 8 storeys and a maximum Floor Space Index (FSI) of 2.0. The proposed 6-storey building has an FSI of 1.96. Consequently, the proposal will conform to the proposed designation in the draft Official Plan.

The property is zoned "Local Commercial (LC)" under By-law 90-81, as amended. The applicant proposes to rezone the lands "Second Density – Residential High Density (RHD2)" under By-law 90-81, as amended. The rezoning is required to permit the residential condominium apartment building and implement site specific development standards.

Statutory Public Meeting held on February 21, 2012

The statutory public meeting for the Forest Bay Homes Secondary Plan and Zoning By-law amendment applications was held on February 21, 2012. A representative from the Cedarwood Community Ratepayers Association attended and expressed concern for the safety of children, traffic congestion, access points and construction traffic. An area resident also expressed concern at the meeting with respect to traffic, availability of parking spaces and overflow parking on Angela Court.

In support of the applications, a Transportation Impact Study (TIS) has been submitted by the applicant, which demonstrates that the existing road network can accommodate the proposed development. Construction traffic accessing the site will be directed to Markham Road. The applicant is proposing more visitor parking than what is required by the City's Parking Standards By-law 28-97, as amended and therefore overflow visitor parking onto Angela Court is not expected. The site has access to YRT and TTC public transit, and the applicant will be required to implement Transit Demand Management (TDM) measures to encourage the use of public and active transportation, such as cycling. Although the site is accessed from Golden Avenue, the driveway is in proximity to Markham Road, a Region of York arterial road. The transportation division has advised that it is anticipated that the majority of vehicles will use Markham Road as the main transit route, to and from the site, rather than the local roads through the adjacent low density neighbourhood to the west. With respect to site safety for children, existing sidewalks are in place along Golden Avenue and Markham Road. Additionally, a pedestrian access will be provided to Angela Court, which will allow residents, and particularly children to access quieter streets on route to community amenities such as schools and parks. It is therefore staff's opinion that the traffic, parking and safety concerns expressed by area residents will be mitigated.

The Official Plan Amendment contemplated at the previous Public Meeting of February 21, 2012 was to allow for the proposed building to be completely residential, without requiring commercial uses at grade. The Zoning By-law Amendment contemplated at the previous Public Meeting was to permit a 5-storey 106 unit residential condominium apartment building. The current owner and applicant, Del Ride (Golden) Inc., has revised the Official Plan Amendment to request an increase in the net site density to allow 173 units per ha (70 units per ac), in addition to the original request to not require commercial uses at grade. Accordingly, the Zoning By-law Amendment has been also been revised to permit a 6-storey 136 unit residential condominium apartment building. These revisions, resulting in a one storey increase to the proposed building

height and the addition of 30 additional units will have little added impact on the existing community. Aside from these modifications, the proposed building has remained consistent with the original proposal with respect to site layout and built form. However, since the proposal has changed following the Public Meeting of February 21, 2012, a second Public Meeting has been scheduled to receive input from the public regarding the revised Zoning By-law and Official Plan Amendment applications. Recognizing the revised applications are generally consistent with the proposal shown to the public at the previous Public Meeting, and having regard for the timing of this project, this subsequent Public Meeting has been scheduled for December 3rd, 2013, prior to DSCs consideration of this Recommendation Report. Development Services Committee and Council should have regard for the input received, at this Public Meeting, regarding the proposed Zoning By-law and Secondary Plan Amendments.

OPTIONS/ DISCUSSION:

Re-designation of the land to Urban Residential (High Density II) is appropriate

The applicant is proposing to re-designate the subject property from “Neighbourhood Commercial Centre” to “Urban Residential (High Density II)” in the Armadale East Secondary Plan. This High Density II designation does allow 4 to 8 storey buildings. Buildings with a height of 5 to 8 storeys are allowed, providing they are integrated with surrounding development, and subject to approval of a specific proposal. The building will be appropriately integrated with surrounding residential uses along Markham Road, which includes two 4-storey condominium apartment buildings. The building will provide a built form presence to Markham Road and Golden Avenue, and serve as a gateway into the low density residential neighbourhood to the west. The building will be appropriately setback from the adjacent residential dwellings and will be adequately screened with a berm and landscaping.

The Official Plan allows high density housing when criteria with respect to the site’s location, shape, size and the adequacy of existing infrastructure such as servicing and access to major roads or transit, are met.

The site is adjacent to Markham Road, a Region of York arterial road, with access to YRT and TTC public transit. The site is also within the vicinity of Ellen Fairclough Public School, Markham Gateway Public School, Middlefield Collegiate Institute, Brando Park and Beaupre Park, with easy access to commercial shopping areas and community amenity areas, including the proposed Southeast Community Centre (Figure 4).

Staff are of the opinion that the site is of a suitable size and shape to accommodate the proposed development. The applicant will be required to demonstrate to the satisfaction of the Director of Engineering that existing sanitary sewer infrastructure can accommodate the proposed development. A Traffic Impact Study (TIS) submitted in support of the applications demonstrates that the existing road network can adequately support the proposed development. It is staff’s opinion that the site’s location, shape, size and access to infrastructure satisfy the Official Plan criteria for high density housing.

Given that there are lands designated and developed for commercial uses within the vicinity of the subject property, staff are of the opinion that there will be adequate commercial services to meet the needs of the surrounding community, including occupants of this building. The

development also conforms to the “Mixed-Use Mid Rise” designation, proposed for the site in the November 2013 draft Official Plan. Although termed “mixed-use”, the intent of the designation is to provide for mixed-use neighbourhoods. A stand alone residential apartment building is allowed on smaller sites within this designation, with the intent that services within the surrounding neighbourhood can meet the needs of local residential buildings. On large sites (greater than 1 ha/2.5 ac), the intent is to integrate mixed uses on the same site. Having regard for the fact that there are existing commercial uses in the vicinity to serve the needs of the community, staff are of the opinion that commercial uses are not necessary on the ground floor of the proposed building.

A net site density of 173 units per ha (70 units per ac) is proposed, whereas the maximum density allowed for the “Urban Residential (High Density II) designation is 148 units per ha (60 units per ac). Accordingly, the maximum number of units allowed is 117. The requested increase in density will allow 19 additional units for a maximum of 136 units. In the draft Official Plan the density requirements are based on a Floor Space Index (FSI) ratio rather than the number of units per hectare. The proposed “Mixed-Use Mid Rise” designation in the November 2013 draft Official Plan allows a maximum FSI of 2.0, whereas the proposed building has an FSI of 1.96. Given that the proposed development conforms with the density requirements of the draft Official Plan, and that the site is located on a Region of York arterial road, is served by YRT and TTC public transit, and is close to commercial land uses, schools, parks and other community amenities; staff consider the increased density acceptable.

Consequently, re-designating the subject property from “Neighbourhood Commercial Centre” to “Urban Residential (High Density II)” with an increase in density to allow for the proposed 6-storey 136 unit residential condominium apartment building is considered appropriate. A draft Secondary Plan Amendment is attached, see Appendix ‘A’.

Rezoning the land to Second Density – High Density Residential is appropriate

Rezoning the property from Local Commercial (LC) to Second Density – High Density Residential (RHD2) is also appropriate. The proposed By-law Amendment will permit the 6-storey 136 unit residential condominium apartment building, and implement site specific development standards such as minimum setbacks, maximum building height, minimum landscaped open space areas, and minimum onsite parking requirements. A copy of the draft By-law is attached as Appendix ‘B’.

Parking Standards By-law 28-97, as amended requires a minimum of 204 spaces for the proposed development, whereas 198 spaces are proposed. The shortfall of 6 parking spaces relates to the required parking for the occupants of the proposed building. The applicant is proposing more visitor parking than what is required by By-law 28-97, as amended, in that 34 visitor spaces are required, and 36 visitor spaces are proposed. Moreover, the site has direct access to public transit along Markham Road, and the proponent is willing to implement Transit Demand Management (TDM) measures to encourage public and active transit. Therefore, City Planning and Transportation staff are of the opinion, that given there is an adequate amount of visitor parking, as well as opportunities for alternative forms of transportation, there will be adequate parking onsite. (TDM measures are discussed in greater detail in the “Transportation” section of this report.)

The site plan and building elevations are appropriate

The building will be setback approximately 1.2 m (3.94 ft) from Golden Avenue and 2.5 m (8.2 ft) from Markham Road, with the surface parking area and driveway on the west side of the building. This building placement will provide a built form presence to both Markham Road and Golden Avenue, while providing adequate distance separation of approximately 26.4 m (86.6 ft) to the west lot line, which is adjacent to the existing low density residential dwellings. An angular plane criteria requiring new high rise buildings to be below a 45 degree angular plane from adjacent existing homes is typically applied to intensification areas to ensure adequate transition in height between new high rise development and existing low rise residential development. For the proposed 6-storey apartment building, the south west 'wing' is closest to the existing homes on Angela Court and Golden Avenue. The distance between 290 Golden Avenue (the closest dwelling) and the nearest part of the proposed building edge is 26.4 m (86.6 ft.) The height of the proposed building is 22.7 m (74.5 ft), and therefore the proposed building is below the 45 degree angular plane resulting in what is considered an acceptable relationship to existing homes in the area. Additionally, the 3.5 m to 10.5 m (13.8 ft to 34.5 m) landscaped open space along the west property line is comprised of a berm that will be planted with Lindens, Colorado Spruce, White Spruce and False Spirea. The landscaped open space berm, including these plantings, will help buffer and screen the existing residential homes from the driveway and parking area.

A pedestrian access to Angela Court will allow residents easier pedestrian access to community amenities, such as Ellen Fairclough Public School and Brando Park, located northwest of the subject lands.

The building will be constructed with a cream, walnut, light grey and dark grey stone and brick face veneer, accented by light grey stone and stucco bands (Figures 6, 7 and 8). The building walls are articulated to provide visual breakup along the façade. The façade is comprised predominantly of masonry treatments, which does not consist of any large areas of window glazing. This will assist in allowing the proposed building to be 'bird friendly', however as a condition of site plan approval (Appendix 'C'), the applicant will be required to implement bird friendly elements into the proposed building, to the satisfaction of the Director of Planning and Urban Design. In addition to the building façade, light grey solar panels are proposed to be located on the roof top of the proposed building.

A 'Greenlife' sign is also shown on the west building façade. The City's of Markham Sign By-law permits maximum sign face area of 2.4 m² (25.8 ft²). Consequently, the applicant will be required to obtain a sign variance before the Building Department can issue a sign permit, if the proposed wall sign is larger than what the Sign By-law permits.

The applicant will be required to pay cash-in-lieu of park land dedication, or provide an equivalent 0.334 ha (0.825 ac) of land, for the proposed development prior to obtaining site plan approval. The site plan conditions are attached, see Appendix 'C'. Consequently a Holding provision will be used in the Zoning By-law Amendment to ensure cash-in-lieu of parkland dedication is paid, or an equivalent amount of land is provided to the City, prior to site plan approval being granted.

Transportation

The Traffic Impact Study (TIS) submitted in support of this proposal demonstrates that traffic from this proposal can be adequately accommodated on the existing road network. The TIS includes a Transportation Demand Management (TDM) plan. The TDM measures the owner will be required to implement include:

- i) Transit Subsidy Program;
- ii) Bicycle Parking;
- iii) Providing information packages to new residents regarding local public transit (YRT, TTC and GO Transit), active transportation networks (cycle routes/safety information) and carpooling information through the Smart Commute program; and

The draft Zoning By-law Amendment (Appendix 'B') includes a Holding provision to ensure TDM measures will be implemented to the satisfaction of the City. The site plan agreement will require a Letter of Credit to secure for the TDM measures.

Sanitary Sewer Capacity

The Holding provisions in the By-law will also include a provision requiring sanitary sewer capacity for this proposal.

Region of York

Markham Road is under the jurisdiction of the Region of York. The Region has indicated that they have no objections to the proposed development, subject to a number of conditions. These conditions include the conveyance of a road widening across the full Markham Road frontage to provide 22.5 m (73.8 ft) from the centerline of Markham Road; the conveyance of a 0.3 m (1.0 ft) reserve adjacent to this road widening to restrict direct vehicular access to Markham Road, and the conveyance of a 15 m by 15 m (49.2 ft by 49.2 ft) daylight triangle at the northwest corner of Markham Road and Golden Avenue. The Owner is aware of these conditions and will be required to satisfy the Region of York requirements prior to issuance of site plan approval.

Section 37 Agreement

Section 37 of the Planning Act allows municipalities to grant increases in height and/or density in return for additional services, facilities and other community benefits. It is appropriate to consider a Section 37 contribution for community benefits for the proposed development.

It is recommended that Staff be authorized to enter into negotiations with the Owner regarding a Section 37 contribution, to form the basis of a draft Section 37 Agreement, which must be executed prior to removal of the Holding Provision in the Zoning By-law Amendment (Appendix 'B').

Servicing Allocation and Sustainable Initiatives

The Region of York implemented a LEED Benefits Program. Through this program, the Region will grant up to 35% of the servicing allocation required for high density residential developments, provided the building is at least LEED Silver and satisfies other criteria established by the Region. Moreover, since 2009, Markham Council has consistently required that all high density residential developments are at least LEED Silver. Consequently, Markham

typically only allocates 65% of the servicing for high density residential projects, and the remaining 35% is allocated by the Region. Therefore, for the 136 units being proposed, Council would typically allocate servicing for 88 units, and the remaining allocation (48 units) would be granted by the Region. Given that the proposed development is not a LEED silver building, the Region of York's 35% allocation (48 units) is not available. Consequently, 100% (136 units) of the servicing allocation will need to be allocated by the City of Markham if this development is to proceed.

The applicant is proposing, what they call a 'Greenlife' building which includes several sustainable features, which, includes amongst others, rooftop photovoltaic panels, geothermal heating and cooling, decant energy recapture for water heating systems, and insulated basements. For a full listing of the sustainable features, refer to the letter from the applicant regarding sustainable features, dated November 19th, 2013 (Appendix 'D').

The Council resolution to require LEED Silver certification for higher density building in the City is intended to encourage energy conservation and other sustainable practices. The application is proposing a "Greenlife" project which, in addition to an array of typical sustainable features, will involve significant reductions in operation energies through energy conservation and the use of green energy systems. The proposed Greenlife building's energy efficiency and sustainable features warrant its consideration as an alternative to a LEED Silver building, and therefore staff recommend that servicing allocation be granted by the City of Markham for all 136 units.

Public Art

The City of Markham has a Private Sector – Public Art Policy to promote the integration of art in visible places and spaces to create a sense of place for the community. The policy encourages financial participation by developers in public art procurement. The policy's goal is to obtain a financial contribution for public art, up to one percent (1%) of the buildings estimated construction cost.

The proponent is asking that the 'Greenlife' building be considered public art due to the energy efficient features and reliance on renewable energy sources. Alternatively, the applicant is prepared to contribute up to 0.5% of the retail value of this project (approximately \$150,000.00) for Public Art. They have provided a letter in support of their request (see Appendix 'E'). In keeping with the intent of the Public Art policy, it is staff's recommendation that a monetary contribution should be accepted, and this is reflected in the conditions of site plan approval.

CONCLUSION:

It is the opinion of staff that the proposed development is appropriate with respect to land use and built form. The building will be appropriately integrated with surrounding residential uses along Markham Road, which includes two 4-storey condominium apartment buildings. The building will provide a built form presence to Markham Road and Golden Avenue, and serve as a gateway into the low density residential neighbourhood to the west. The building will be appropriately setback from the adjacent residential dwellings and will be adequately screened with a berm and landscaping.

The surrounding community, including this proposed 6-storey 136 residential condominium building is, and will be well served by existing commercial uses within the vicinity. Therefore, it is not deemed necessary for the proposed building to contain commercial uses at grade.

With regards to the proposed increase in net site density, staff are of the opinion that the proposed development meets the intent of the Official Plan, particularly as the site is located on a Region of York arterial road, has access to public transit, and is within proximity to shopping areas, schools, parks and the proposed South East Community Centre. Staff therefore recommend approval of the proposed Secondary Plan and Zoning By-law Amendments attached in Appendix 'A' and 'B' and recommend that the site plan be endorsed in principle, subject to the conditions identified in Appendix 'C'.

FINANCIAL CONSIDERATIONS AND TEMPLATE: (external link)

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

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

BUSINESS UNITS CONSULTED AND AFFECTED:

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

RECOMMENDED BY:



Rino Mostacci, 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:

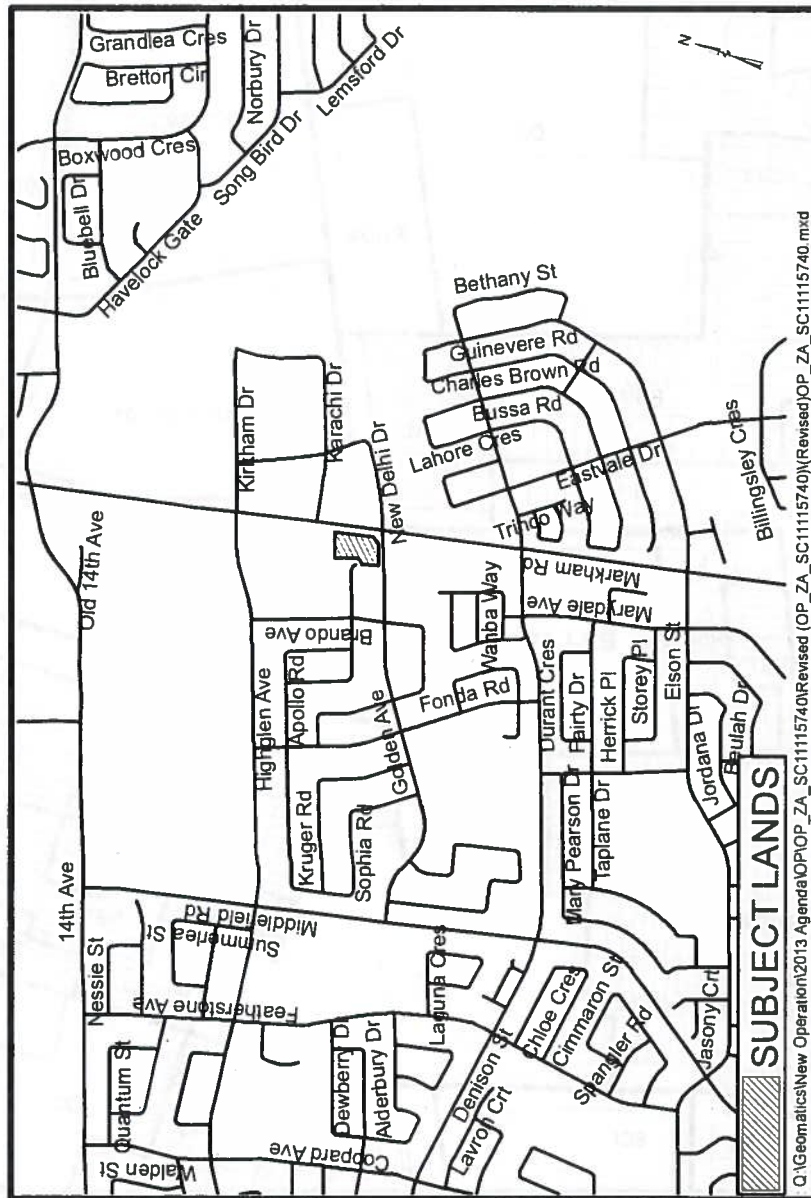
- | | |
|-----------|--|
| Figure 1: | Location Map |
| Figure 2: | Area Context/ Zoning |
| Figure 3: | Air Photo |
| Figure 4: | Surrounding Existing Commercial Uses |
| Figure 5: | Proposed Site Plan |
| Figure 6: | Proposed Building Elevations (North and South) |
| Figure 7: | Proposed Building Elevations (East and West) |
| Figure 8: | Coloured Rendering |

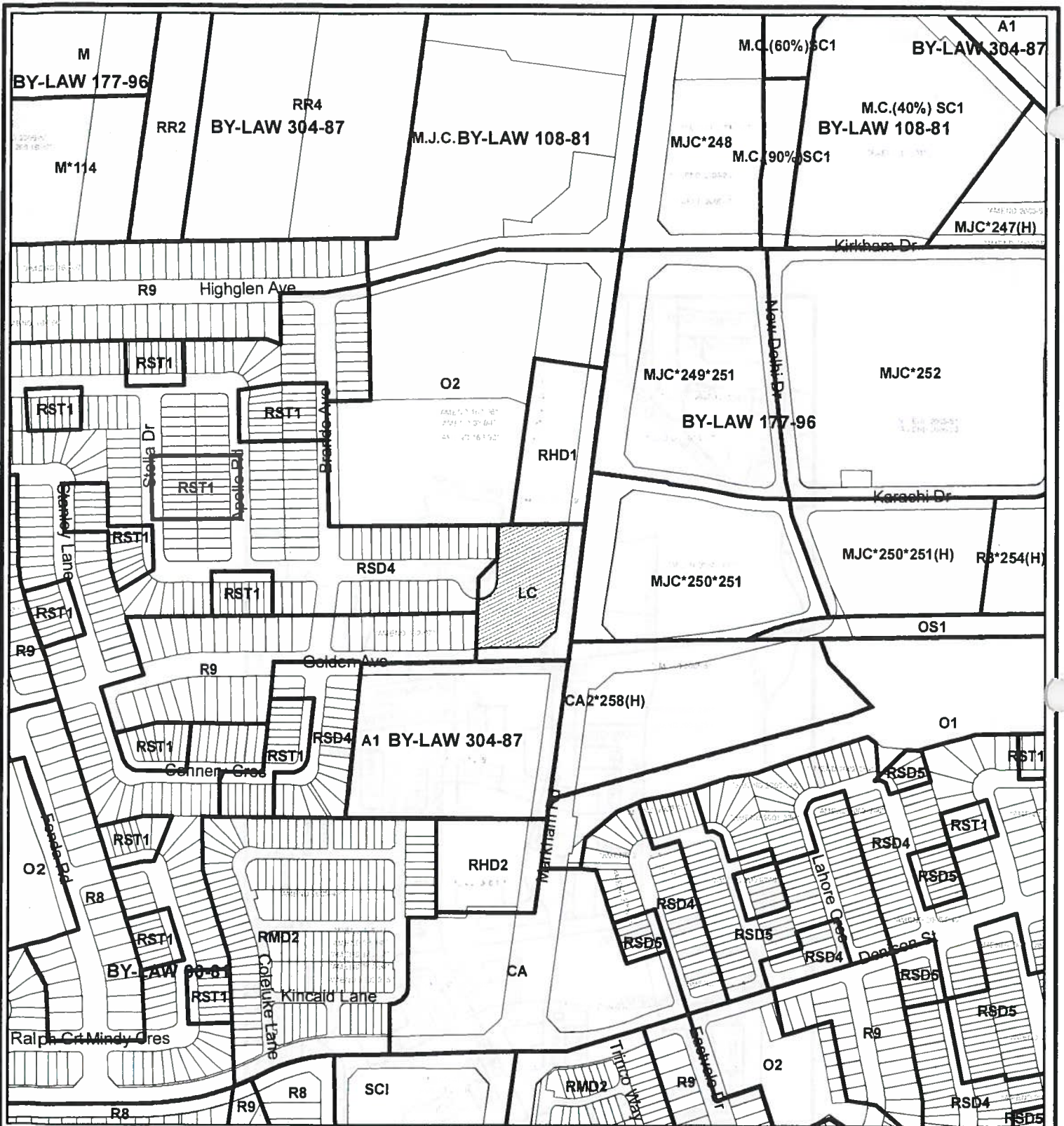
Appendix 'A': Draft Secondary Plan Amendment
Appendix 'B': Draft Zoning By-law Amendment
Appendix 'C': Site Plan Conditions
Appendix 'D': Letter from Applicant regarding sustainable features
Appendix 'E': Letter from Applicant regarding Public Art

AGENT CONTACT INFORMATION:

Katelyn Dickinson
Del Ridge Inc.
7800 Kennedy Road, Suite 102
Markham ON L3R 2C7
Phone: 905-479-5448
Email: katelyn@delridgehomes.com

File path: Amanda\File 11 115740/Documents\Recommendation Report





AREA CONTEXT / ZONING

APPLICANT: DEL RIDGE (WEST SIDE) INC.
 N/W CORNER OF MARKHAM ROAD
 AND GOLDEN AVENUE

 SUBJECT LANDS

FILE: OP_ZA_SC11115740 (SC)

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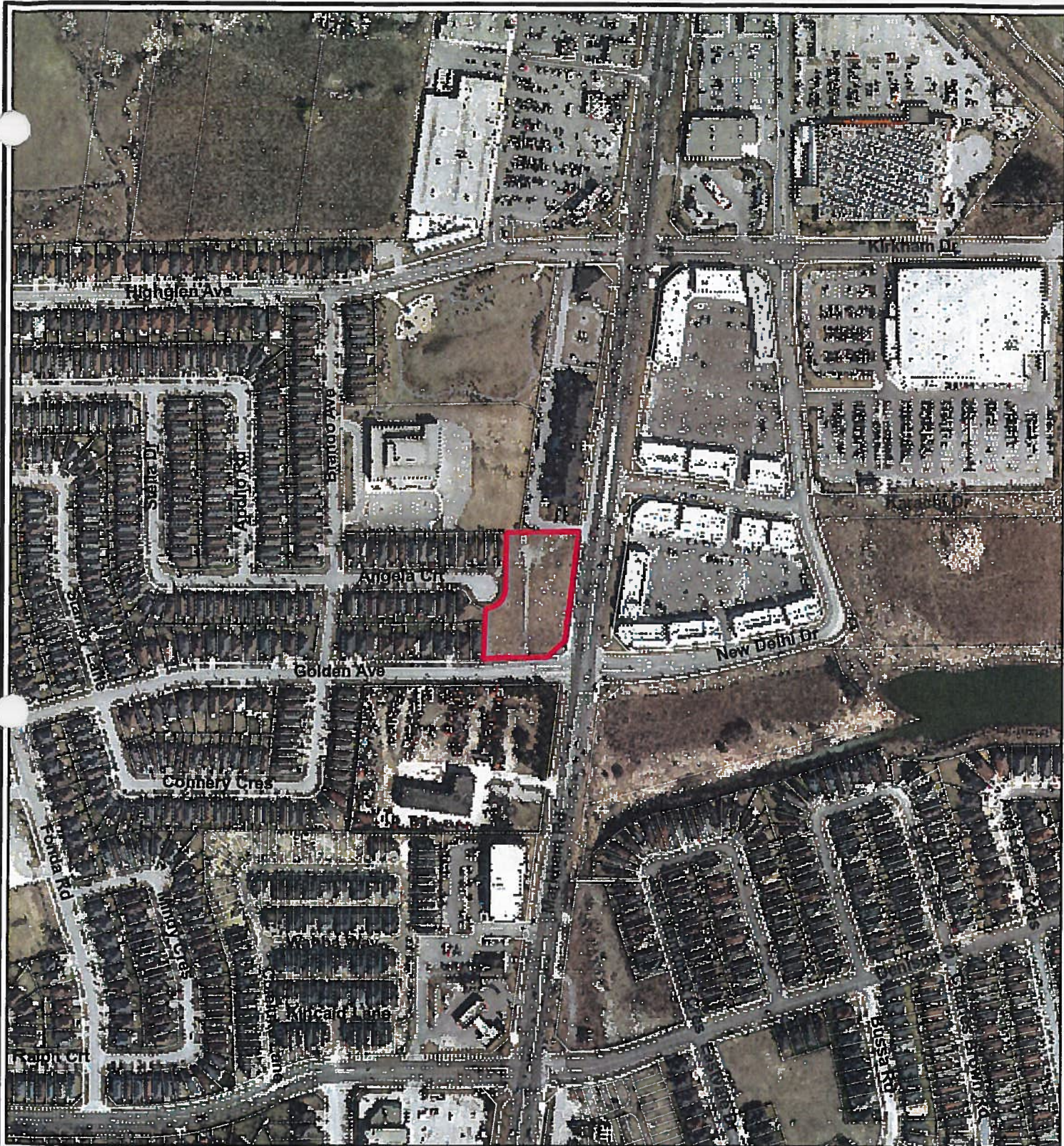
DATE: 10/09/13



DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW Checked By: SC

FIGURE No. 2



AIR PHOTO

APPLICANT: DEL RIDGE (WEST SIDE) INC.
N/W CORNER OF MARKHAM ROAD
AND GOLDEN AVENUE

 SUBJECT LANDS

FILE: OP_ZA_SC11115740 (SC)

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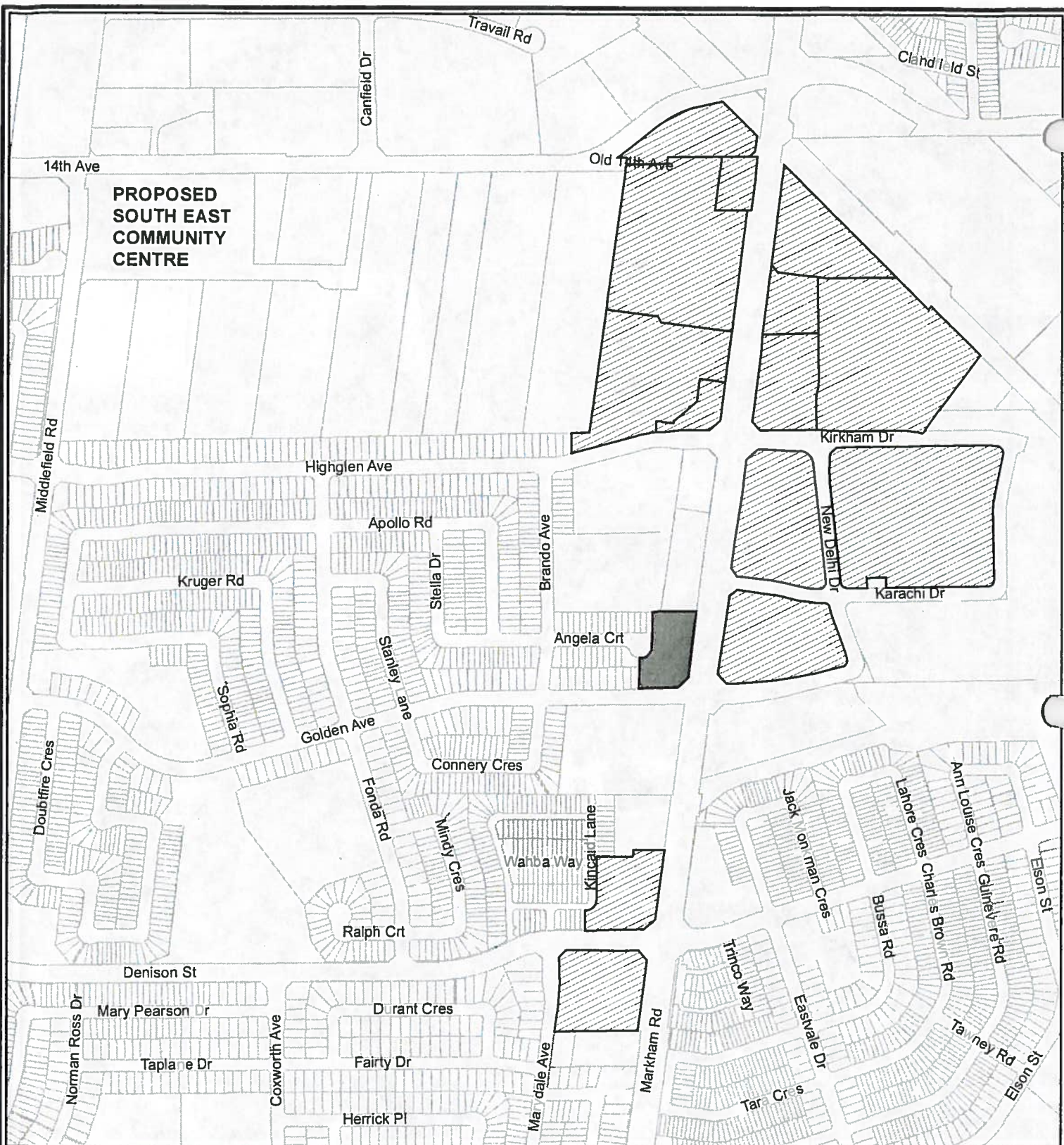


DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW Checked By: SC

FIGURE No. 3







EXISTING COMMERCIAL LAND USES

APPLICANT: FOREST BAY HOMES
NW CORNER OF MARKHAM ROAD
AND GOLDEN AVENUE

FILE No. OP_ZA_SC11115740 (SC)

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 SUBJECT LANDS
 EXISTING COMMERCIAL LAND USES

DATE: 10/01/13





EAST ELEVATION



WEST ELEVATION

ELEVATIONS EAST & WEST

APPLICANT: DEL RIDGE (WEST SIDE) INC.
N/W CORNER OF MARKHAM ROAD
AND GOLDEN AVENUE

FILE: OP_ZA_SC11115740 (SC)

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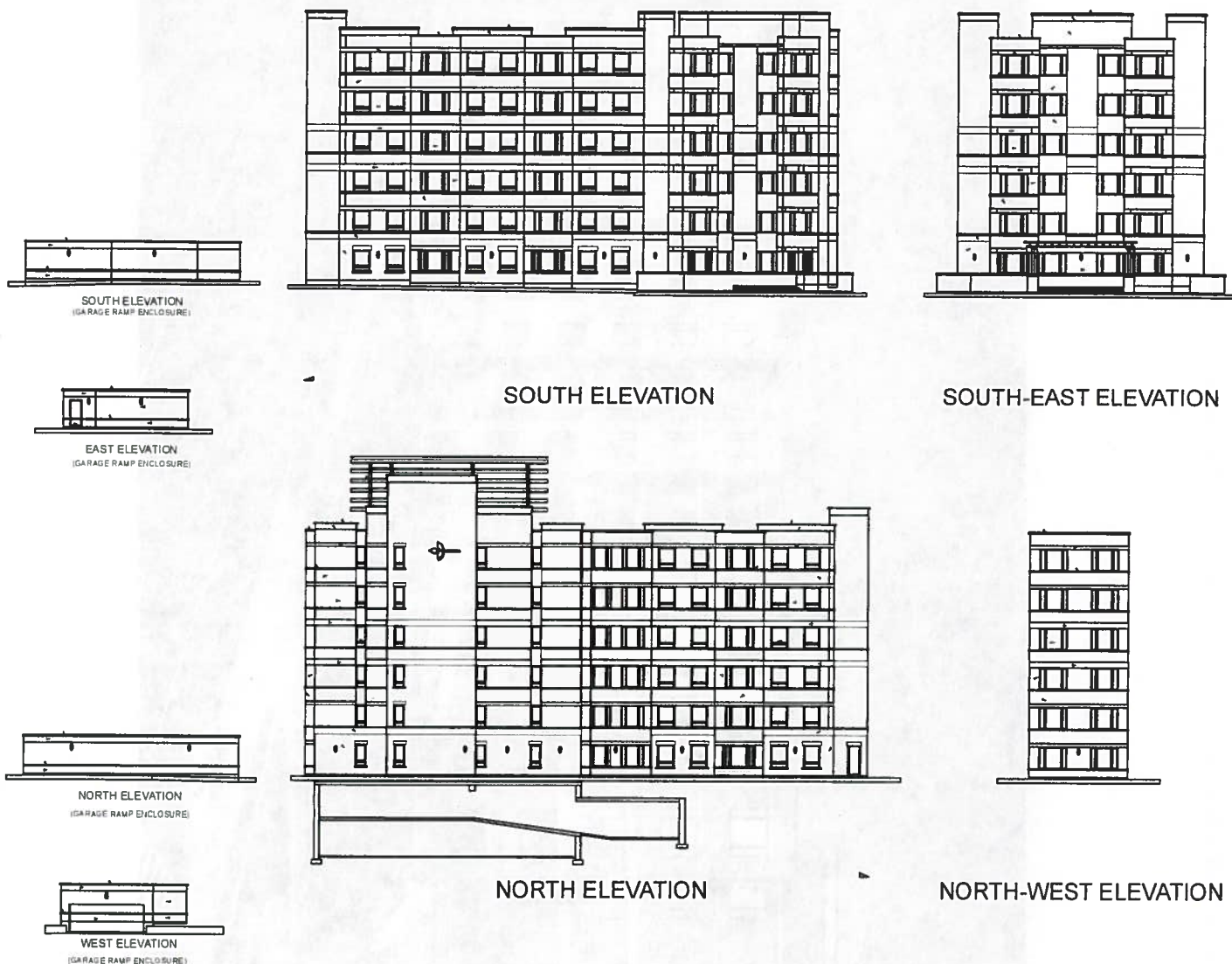


DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW Checked By: SC

DATE: 10/09/13

FIGURE No. 6



ELEVATIONS NORTH & SOUTH

APPLICANT: DEL RIDGE (WEST SIDE) INC.
N/W CORNER OF MARKHAM ROAD
AND GOLDEN AVENUE

FILE: OP_ZA_SC11115740 (SC)

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DATE: 10/09/13



DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW Checked By: SC

FIGURE No. 7

Figure 8 – Colour Rendering



OFFICIAL PLAN

of the

MARKHAM PLANNING AREA

AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987), as amended
to incorporate Amendment No. 10 to the Armadale East Secondary Plan (PD 24-2)
for part of the Armadale Planning District (Planning District No. 24).

(DEL RIDGE INC.)

(DECEMBER, 2013)

OFFICIAL PLAN
of the
MARKHAM PLANNING AREA
AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987), as amended to incorporate Amendment No. 10 to the Armadale East Secondary Plan (PD 24-2) for part of the Armadale Planning District (Planning District No. 24).

This Official Plan Amendment was adopted by the Corporation of the City of Markham, By-law No. _____ - ____ in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the 10th day of December, 2013.

Mayor

City Clerk

THE CORPORATION OF THE CITY OF MARKHAM

BY-LAW NO. _____

Being a by-law to adopt Amendment No. XXX to the City of Markham Official Plan (Revised 1987), as amended.

THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM, IN ACCORDANCE WITH THE PROVISIONS OF THE PLANNING ACT, R.S.O., 1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No.XXX to the Markham Official Plan (Revised 1987), as amended, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS 10TH DAY OF DECEMBER, 2013.

CITY CLERK

MAYOR

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DRAFT

PART I - INTRODUCTION

(This is not an operative part of Official Plan Amendment No. XXX)

PART I - INTRODUCTION

1.0 GENERAL

- 1.1** PART I - INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2** PART II - THE OFFICIAL PLAN AMENDMENT, constitutes Amendment No. XXX to the Official Plan (Revised 1987), as amended, and is required to enact Amendment No. 10 to the Armadale East Secondary Plan (PD 24- 2) for part of the Armadale Planning District (Planning District No.24). Part II is an operative part of this Official Plan Amendment.
- 1.3** PART III- THE SECONDARY PLAN AMENDMENT, including Schedule 'A' attached thereto, constitutes Amendment No. 10 to the Armadale East Secondary Plan (PD 24-2) for part of the Armadale Planning District (Planning District No. 24). This Secondary Plan Amendment may be identified by the symbol PD 24-2-10. Part III is an operative part of this Official Plan Amendment.

2.0 LOCATION

The Amendment to the Secondary Plan applies to a 0.79 ha (1.95 acre) parcel of land, Block 45 Plan 65M-3425, located north of Denison Street, at the north-west corner of Markham Road and Golden Avenue, in the Armadale Planning District.

3.0 PURPOSE

The purpose of this Amendment is to redesignate the subject land from "Neighbourhood Commercial Centre" to "Urban Residential-High Density II" to facilitate the development of a six-storey residential apartment building consisting of 136 apartment units, with no commercial uses at grade.

4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT

The basis of this amendment is to facilitate development of a residential apartment building with no commercial uses. Residential Uses above the ground floor are allowed on lands designated Neighbourhood Commercial Centre providing the ground floor is comprised of commercial uses only. There are neighbourhood commercial uses in the immediate area to serve the surrounding residential neighbourhoods, therefore, providing commercial uses on the ground floor is not necessary in this instance to benefit the surrounding community. The proposed development is considered appropriate and good planning.

DRAFT

PART II - THE OFFICIAL PLAN AMENDMENT

(This is an operative part of Official Plan Amendment No. XXX)

PART II - THE OFFICIAL PLAN AMENDMENT

1.0 THE OFFICIAL PLAN AMENDMENT

- 1.1** Section 1.1.2 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes.
- 1.2** Section 1.1.3 (a) of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments listed in the second sentence of the bullet item dealing with the Armadale East Secondary Plan PD 24-2, for part of the Armadale Planning District, to be placed in numerical order including any required grammatical and punctuation changes prior to the words "to this Plan".
- 1.3** Section 9.2.6 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes prior to the words "to this Plan".
- 1.4** No additional changes to the text or schedules of the Official Plan (Revised 1987), as amended, are being made by this Amendment. This Amendment is also being made to incorporate changes to Schedule 'B-1' and the text of the Armadale East Secondary Plan (PD 24-2). These changes are outlined in Part III which comprises Amendment No. 10 to the Armadale East Secondary Plan (PD 24-2).

2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

This Amendment shall be implemented by an amendment to the Zoning By-law and Site Plan Approval in conformity with the provisions of this Amendment.

DRAFT

PART III - THE SECONDARY PLAN AMENDMENT (PD 24-2-10)
(This is an operative part of Official Plan Amendment No. XXX)

PART III - THE SECONDARY PLAN AMENDMENT (PD 24-2-10)

1.0 THE SECONDARY PLAN AMENDMENT

(Amendment No. 10 to the Armadale East Secondary Plan PD 24-2)

The Armadale East Secondary Plan (PD 24-2) for part of the Armadale Planning District is hereby amended as follows:

- 1.1** Schedule 'B-1' - DETAILED LAND USE of the Armadale East Secondary Plan (PD 24-2) is hereby amended by redesignating the subject lands from Neighbourhood Commercial Centre to Urban Residential – High Density II as shown on Schedule 'A' attached hereto.
- 1.2** Notwithstanding the provisions of Section 3.3.2 (a) of the Official Plan and notwithstanding Section 7.3.5 of the Armadale East Secondary Plan (PD-24-2), the 0.79 ha parcel of land located at the northwest corner of Markham Road and Golden Avenue, as shown on Schedule 'A', attached hereto, may be developed at a maximum net site density of 173 units per hectare yielding a maximum of 136 units.

2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

This Amendment shall be implemented by an amendment to the Zoning By-law and Site Plan Approval in conformity with the provisions of this Amendment.

December 2013
(File Path)



BY-LAW 2013-_____

A By-law to amend By-law 90-81, as amended.

THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM
HEREBY ENACTS AS FOLLOWS:

1. By-law 90-81, as amended, be and the same is hereby further amended as follows:

- 1.1 By rezoning the lands outlined on Schedule 'A' attached hereto, from Local Commercial (LC) to Second Density-High Density Residential - Hold "(H) RHD2".

- 1.2 By adding to Section 7 – EXCEPTIONS the following new subsection:

"7.59 Notwithstanding any other provisions of this By-law, the provisions in this Section shall apply to those lands zoned Second Density – High Density Residential - Hold "(H) RHD2" as shown on Schedule 'A' attached to By-law 2013-_____. All other provisions of this By-law, unless specifically modified or amended by this Section, continue to apply to the lands subject to this Section.

1. **Only Permitted Uses**

The following uses are the only uses permitted:

- APARTMENT DWELLINGS

2. **Zone Standards**

The following specific zone standards apply:

- a) Minimum LOT AREA – 0.75 hectare
 - b) Minimum LOT FRONTAGE – 50 metres
 - c) Minimum SETBACKS
 - i) FRONT YARD – 1.2 metres
 - ii) REAR YARD – 3.0 metres
 - iii) east SIDE YARD – 2.4 metres
 - iv) west SIDE YARD – 24.5 metres
 - v) Markham Road Centreline – 22.5 metres
 - d) Maximum HEIGHT – 23 metres
 - e) Maximum number of STOREYS – 6
 - f) Maximum number of DWELLING UNITS – 136
 - g) Maximum GROSS FLOOR AREA – 15,500 square metres

- h) Minimum LANDSCAPED OPEN SPACE immediately adjacent to:
 - i) the north LOT LINE – 3.0 metres
 - ii) the south LOT LINE – 1.2 metres
 - iii) the east LOT LINE – 2.5 metres
 - iv) the west LOT LINE – 3.5 metres
- i) Minimum Number of Parking Spaces – 198

3. Special Site Provisions

The following additional provisions apply:

- a) A DRIVEWAY with a maximum width of 8.0 metres is permitted to cross the required LANDSCAPED OPEN SPACE adjacent to the south LOT LINE.”
- b) A canopy at the entrance of the BUILDING is permitted to cross the required LANDSCAPED OPEN SPACE, and have a 0.0 metre SETBACK to the east LOT LINE.
- c) Rooftop solar panels shall be excluded from the maximum HEIGHT Requirement.

1.3 HOLDING PROVISIONS:

For the purpose of this By-law, the Holding (H) Zone is hereby established and is identified in Schedule ‘A’ attached hereto by the letter (H) in parenthesis preceding the zoning symbol.

No person shall hereafter ERECT or ALTER any BUILDING or STRUCTURE on lands subject to an (H) Holding provision for the purpose permitted under this By-law until an amendment to this By-law to remove the (H) Holding provision has come into effect pursuant to the provisions of Section 36 of the Planning Act.

Prior to removing the (H) Holding provision, the following conditions must be met to the satisfaction of the City of Markham:

- a) Execution of a site plan agreement between the City and the Owner.
- b) Execution of a Section 37 Agreement between the City and the Owner.
- c) The Owner makes satisfactory arrangements with the City to implement Transportation Demand Management (TDM) measures, to the satisfaction of the City.
- d) That servicing allocation is available for the proposed 136 unit residential apartment building.
- e) That Sanitary Sewer capacity is verified to the satisfaction of the City.
- f) That the Owner pays cash in lieu of parkland dedication to the satisfaction of the City.

- 2. All other provisions of By-law 90-81, as amended, not inconsistent with the provisions of this by-law shall continue to apply.

READ A FIRST, SECOND, AND THIRD TIME AND PASSED THIS
10TH DAY OF DECEMBER, 2013.

KIMBERLEY KITTINGHAM
CITY CLERK

FRANK SCARPITTI
MAYOR



EXPLANATORY NOTE

BY-LAW 2013-__

A By-law to amend By-law 90-81, as amended

**Del Ridge (West Side) Inc.
NW Corner Markham Road and Golden Avenue
PLAN 65M3425 BLK 45**

Lands Affected

The proposed by-law amendment applies to a 0.79 hectare (1.95 acre) parcel of land located at the north-west corner of Markham Road and Golden Avenue.

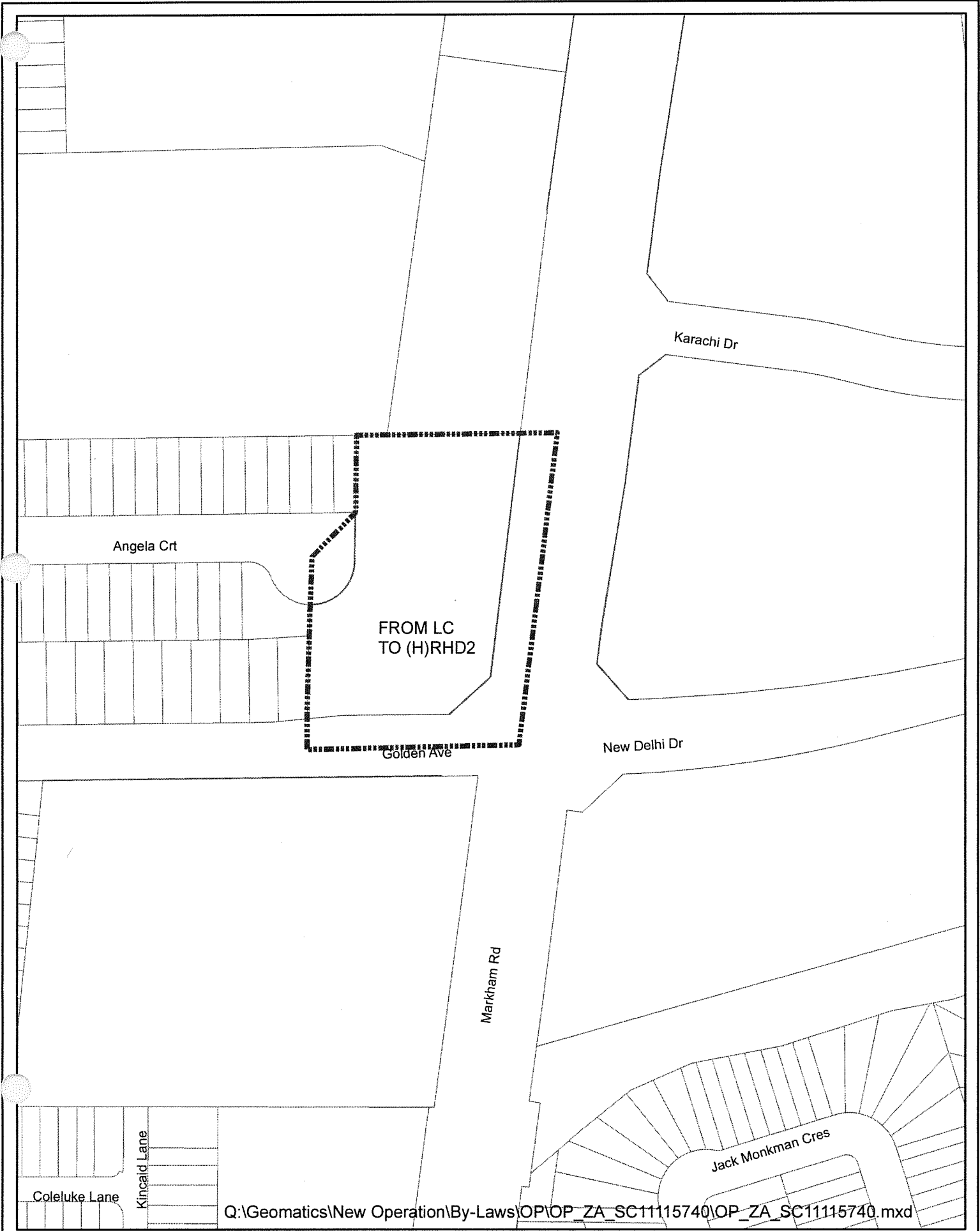
Existing Zoning

The land subject to this By-law is presently zoned Local Commercial (LC) in By-law 90-81, as amended.

Purpose and Effect

The purpose of this By-law is to amend the above-noted Zoning By-law in order to rezone the land from Local Commercial (LC) to Second Density- High Density Residential - Hold "(H) RHD2".

The effect of the By-law is that a six (6) storey, 136 unit residential condominium apartment building will be permitted on the subject lands.




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BY-LAW SCHEDULE "A" TO AMEND BY-LAW 90-81


 BOUNDARY OF AREA COVERED BY THIS BY-LAW SCHEDULE

 LOCAL COMMERCIAL  SECOND DENSITY-HIGH DENSITY RESIDENTIAL
 HOLDING PROVISION

20 10 0 20 40
 Meters

BY-LAW AMENDMENT No.PASSED

.....(MAYOR).....(CLERK)

 DEVELOPMENT SERVICES COMMISSION Drawn By:DD Checked By: SC DATE: 01/14/13

NOTE: This Schedule should be read in conjunction with the signed original By-Law filed with the City of Markham Clerk's Office

APPENDIX 'C'
SITE PLAN CONDITIONS
DEL RIDGE HOMES INC
NW CORNER MARKHAM RD AND GOLDEN AVE
SC 11 115740

- A. That prior to site plan endorsement:
1. The Owner shall provide a clearance letter from the Region of York that all Regional pre-endorsement conditions have been satisfied.
 2. The Owner shall revise the Traffic Impact Study and Transportation Demand Management Plan to the satisfaction of the Director of Engineering.
 3. The Owner shall revise the turning radii on the site plan, to the satisfaction of the Director of Engineering
 4. The Owner satisfy all other Engineering requirements to the satisfaction of the Director of Engineering, including, but not limited to the submission of:
 - i) Sanitary Sewer Capacity Verification;
 - ii) Shoring and Hoarding drawings;
 - iii) Easement documents for the relocation of the overland flow route from the Angela Court ROW to Golden Avenue;
 - iv) Noise Study peer review fees;
 - v) Final cost estimates for engineering works (including erosion and sediment control measures for internal private and external public works);
 - vi) Recoveries for storm, watermain and road reconstruction within McCowan Road – Denison Road – Markham Road and 14th Avenue;
 - vii) Provide a clearance letter from the Trustee of the Armadale Developers Group to indicate that the owner has provided their proportionate share of the costs (recoveries) required by the Developer's Group.
- B. That the Owner shall enter into a Site Plan Agreement with the City, containing all standards 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), public art contribution, and any other financial obligation.
 2. Implementation of the Transportation Demand Management (TDM) Plan, including the provision of a related Letter of Credit, to the satisfaction of the Director of Engineering.
 3. Implementation of bird friendly elements into the proposed building, to the satisfaction of the Director of Planning and Urban Design.
 4. Provisions to direct all construction traffic to Markham Road.
 5. Provisions to satisfy all of the Region of York requirements.
- C. That prior to execution of a Site Plan Agreement:
1. The Owner shall submit final site plans, building elevations, engineering drawings, lighting plans, and photometrics (if applicable), landscape plans, along with any other



November 19, 2013

**Attn: Biju Karumanchery, Senior Development Manager
City of Markham
Markham Civic Centre
101 Town Centre Boulevard
Markham, ON L3R 9W3**

Biju,

We are pleased to submit the following as a response to the question of sustainable measures proposed for the GreenLife Golden project.

Understanding GreenLife Building Systems

GreenLife means building to a Net Zero Energy standard. The standard imposed upon ourselves. It is a commitment to change. It is an ongoing effort to improve upon what we have already learned through trial, monitoring and experimentation. Although most of the following trademarks of a GreenLife building deal with the reduction of operational energies and the capturing of today's, it can be seen that we have been inclusive of other "good practice" features which have been described earlier;

- a) **ICF** - the basis of the energy saving structure used from the footing to the top of the parapet. As realized through experimentation, GreenLife has been enhancing the ICF

construction by adding from 1' to 1 ½ "of additional extruded polystyrene to the inside face of all exterior walls.

- b) **Insulated Basements** - although it has taken us a long time to convince municipal building departments, the value of insulating basements is realized by the elimination of useless and massive gas unit heaters. The basements stay warm/cool naturally. Greenlife now have 7 basements where data is collected to verify the success of this practice.
- c) **Geothermal** - a corner stone of Greenlife. As each project is completed, the advancements in the technology follows. Space conditioning using approximately 10% of the energy that other buildings use is the result.
- d) **Solar Parking Lot Lights** - Stand-alone solar LED lights that collect energy during the day and release it at night.
- e) **ERV's** - Energy Recovery Ventilator units bring 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 fresh.
- f) **Solar**- Photo voltaic collection systems fed through a FIT connection gives all the extra income to the condominium owners. To date, GreenLife have installed over 945,000 watts on roof assemblies. Additional arrays are fed through a net metering system. Some projects actually achieve NZE status on site without the use of remote allocation.
- g) **Electric Car Charging Stations** - whether underground or above, specific charging stations are located today for tomorrow's cars.
- h) **Electric Scooter Parking** - located in the underground parking facility these serve those who own scooters to move about short distances with ease and an extremely low footprint.

APPENDIX 'D'

- i) **Bicycle Parking** - located above grade for visitors and below grade for residents with lockable racks for security.
- j) **Energy Monitoring** - a simple but useful provision for in suite monitoring for the unit owner. Time of use and cumulative data bring needed awareness to each and every owner resulting in lower consumption. Such monitoring devices are connected within the suite panel and displayed conveniently near the main door for all to see.
- k) **Tri-sorter Waste** - All buildings are equipped with a tri-sorter to separate the waste that the building generates for re-cycling purposes.
- l) **Construction Waste Diversion** - all construction waste is collected en masse and then sorted for re-cycling.
- m) **Lighting** - CFL and LED are the only lights that are used. Motion sensing in suite as well as in common areas mean that energy comes on only when needed.
- n) **Decant Recapture** - a relative 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.
- o) **Insulating DHW Tanks** - based on real time studies by GreenLife Energy, standby energies are reduced by as much as 65% through "reflectix" wrapping of each water tank.
- p) **Triple Glazed Windows** - a long time standard for Greenlife. A large cost with large results that show an increase in window R values from R2.5 to R8.5.

APPENDIX 'D'

- q) **Covered Garage Ramps** - eliminating wasteful energy to achieve snow melt from about 85,000 kwhs/year to nothing.
- r) **No Grass. No Lawn Sprinklers** - although overall a benefit to carbon sequestering, the traditional use of synthetic fertilizers negates any benefit whatsoever with the creation of N₂O gases. No grass means all vegetation sequesters on its own with only a fraction of work and NO WATER CONSUMPTION.
- s) **Low Flow Everything** - toilets and showers.
- t) **Balcony Isolation** - a new concern of GreenLife. Each balcony that is built in the standard method creates a thermal bridge to the outside atmosphere. The connection of this to the inside space means some energy leakage. Currently GreenLife Energy is working on an isolation technique for new balconies that would eliminate this energy loss. GreenLife Golden has no balconies.
- u) **R80 Roofs** - at 3 times the standard, this commitment to conservation has reached the point of diminishing returns by arresting thermal transfer through the significantly sized roof areas.
- v) **Appliances** - all energy efficient.
- w) **Wind** - while it would be nice to achieve NZE status on site on all projects, on the residential scenario, it is not possible. Accordingly, the balance of the operational energies are supplied by allocation or purchase from wind projects in Ontario.
- x) **Thermography** - a simple but practical survey using infrared imaging to determine how effective our solutions actually are. Upon completion of the project Thermal scanning inside the suites and outside the building ensure that no "leaking" occurs.

y) Not Having Green Roofs

The concept of having a green type roof is predicated on the belief of utilizing what may otherwise be “just a vacant area” for a use which may be beneficial to the environment. While noble in it’s objective, the idea is not well thought out. The increased weight of soil, laden with moisture, adds to the overall cost of the structure. In a GreenLife building, the increase in weight of the quadrupling of foam insulation coupled with the weight of a PV array has only a marginal affect with no additional cost to the structure itself.

The maintenance of a “green roof” can be substantial, and if it involves watering and pruning, then the cost could outweigh the benefit. Additionally, if the plant material is encouraged with synthetic fertilizers, which is sometimes the case, then there is clearly an overall harm to the environment through the release of nitrous oxide emissions. The idea of roof top carbon sequestration needs to be quantified to properly determine it’s efficacy.

The typical analysis uses a mature tree comparison and while this is not really possible on a roof, it can be used for this study. Carbon uptake criteria assume consistent growth with basal vegetation area per tree of 37 sm per tree. Assuming a carbon sink of 22.67 kg per tree per year, and 1 kwh of solar energy equal to .43kg of carbon, then the average mature roof canopy for one tree would equal 52.72 kwh per year of green energy production.

On the same study area, the equivalent production from photo voltaics would yield 7,391 kwh per year. The question would be whether or not to plant vegetation on a roof for a carbon equivalency of 52.72 kwh/year or a solar array of 7391 kwh/year. The answer is clear.

z) 5 Year Monitoring - At the completion of a GreenLife project, the 5 year monitoring just starts. It is a data collection and technology verification exercise provided by GreenLife Energy. It is as important to GreenLife as it is to those who benefit from our commitment. This data is shared and used on newer projects as a baseline for study purposes.

APPENDIX 'D'

At the end of the day a GreenLife building operates differently. As residential is concerned, the annual operational energies are about 18% of the norm and decreasing. The costs of unit utilities are about 25% of the norm and condominium fees are about 22% of the norm. These are the rewards of finding the right solution.

Regards,

Dave de Sylva P. Eng.

President, Del Ridge Homes Inc.

DelRidge (Golden) Inc.
7800 Kennedy Road Suite 102
Markham Ontario
L3R 2C7

City of Markham
101 Town Centre Boulevard
Markham Ontario
L3R 9W3

Attn: Biju Karumanchery

Re: GreenLife Golden

Biju,

I am writing this to you as a letter with the hopes that you may attach this to the report for final approval of this project in September. It is a response to our brief discussion about the current thinking about Sec 37 bonusing and the City's desire to create public "art". Our inquiry was made so that we may better know the financial exposure to us in the final determination of our costs. Our response is as follows.

Art, private or public is defined as follows; **noun**

1.

the quality, production, expression, or realm, according to aesthetic principles, of what is beautiful, appealing, or of more than ordinary significance.

Interesting when one actually studies the generally accepted definition!

Our project, that we have proposed, is a GreenLife product. By trademark, this means it is our mandate to ensure that all operational energies must come from renewable resources meaning only wind and solar. (*a note to readers that there is no such thing as "geothermal energy", but rather the use of electrical energy to move thermal energy to and from the earth in a system called "geothermal technology"*) It has aesthetic appeal. It will be the first NZE residential condo in York Region, the 3rd in Canada (2 others in Milton) and the 2nd NZE building in York Region behind GreenLife Centre...our head office.

As we continue on our lonely journey of setting a standard for true sustainable building systems, we have been now contacted by an array of bodies who's interest in our technology, experience and ever increasing data bank of results has helped to set examples and, at least, great substance for debate on how better to develop. These people include, inter alia, Federal Ministry of Natural Resources, EnerCan, CMHC, Provincial Ministry of Energy, North American Symposium Group (California) on NZE Theory, 2

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Canadian Universities, TAF, and OPSE to name some. We are delighted. In the July/August issue of Engineering Dimensions, we are featured as a "moving forward" building system. I will provide you a copy of this for others to read.

To have our buildings featured in Sustainable magazines is nice, but this project is sustainable in an even greater way. In another article written about 3 months ago I wrote

"For a society that considers itself forward, we use less than 1% of 1% of what energy falls upon this earth every year, and yet what we use is almost exclusively sourced by antiquated technologies and means, in spite of many advancements, we continue to develop. Old plants and animals dead for hundreds of thousands of years trapped in some of the most difficult places remain the beacons of interest, subject to herculean efforts to bring their fruits into our lives, as we burn them then cast their remnants and refuse aside, the consequences of these actions which we continue to ignore, relying on distant optimism almost as though we will find another atmosphere, a better technology, a cleaner ocean, another world.

Then we have the advocates, those upon whom we rely to guide us forward, the institutors of change, the promulgators of hope. These may be the pioneers who craft clever buildings that reach tall into our skies, towers decorated with elaborate furnishings. These are the architects and engineers who have advanced intricate systems featuring new ideas for old objectives. I say old objectives, as we really don't wish to live thousands of feet up in the air nor underground. Traditional yet antiquated needs which may continue to increase if for no other reason than the tradition of a once sustainable lifestyle, regardless of a world population which now stretches beyond 7 billion people.

It is the continued practice of these billions of people which guarantees the need for change. Imperatively so, the solution for the world as a whole requires and insists that alternate building systems must be achievable on this scale. As an example, a closely related problem facing the world is an inability to produce sufficient food for its' masses, yet will not be solved by newer and better recipes for lobster or beef wellington. Most eat corn and wheat. Refining the standards of the upper echelons does nothing to address the growing and gaping hole that our burgeoning population will inflict on our natural resources.

Similarly the pressing need for sustainable building will not be satiated by elaborate architecture festooned with floating gardens and tagged with billion dollar budgets. The obvious conclusion to our immediate dilemma, must be that sustainable must also mean attainable. After all, what good is a solution if it has no real application other than to prove the academic veracity of a concept? What purpose is there served by highlighting new systems that have no chance of implementation by anyone other than governments?"

This project is attainable for many many more people than the ugly monotonous glass and concrete edifices replicated by unimaginative bullies in this City. Their projects, weak in style and devoid of thought, draw the public to a \$525/sf trough on the pretense that there is value for their hard earned money. This project, is rich in intent, unique and achievable at \$285/sf with operating costs $\frac{1}{4}$ of the norm. The goal of true sustainability is met. Furthermore, The definition "of more than ordinary significance" (see above) is satisfied. In it's own way, it is art.

If this is not enough, then we will offer up to $\frac{1}{2}$ % of the retail value of this project. (sad way to end this though!)

Kind Regards

Dave de Sylva P. Eng.