

LINDVEST PROPERTIES (CORNELL) LIMITED

PROPOSED OFFICIAL PLAN AMENDMENT

CORNELL CENTRE UPDATED CONCEPT PLAN



MAY 21, 2013

Key Elements and Advantages of the Lindvest Updated Concept Plan

The Updated Concept Plan:

- Delivers an urbanized office park that is transit supportive and market responsive;
- Focuses the office park on major arterials - Donald Cousens Parkway and Avenue Seven, a planned intensification corridor;
- Offers a greater number of jobs than contemplated under the current Cornell Secondary Plan;
- Redeploys existing residential density within the Secondary Plan to better support community elements such as the school and woodlot;
- Relocates the high density residential block to the east of the woodlot, resulting in a better overall community design;
- Strengthens an important community element - the central commercial block - to continue to fulfill the shopping needs of area residents and employees;
- Provides for a York/VIVA RT terminal in a location that offers increased transit accessibility for residents and employees.

Cornell Centre Plan by Duany Plater-Zyberk 1994



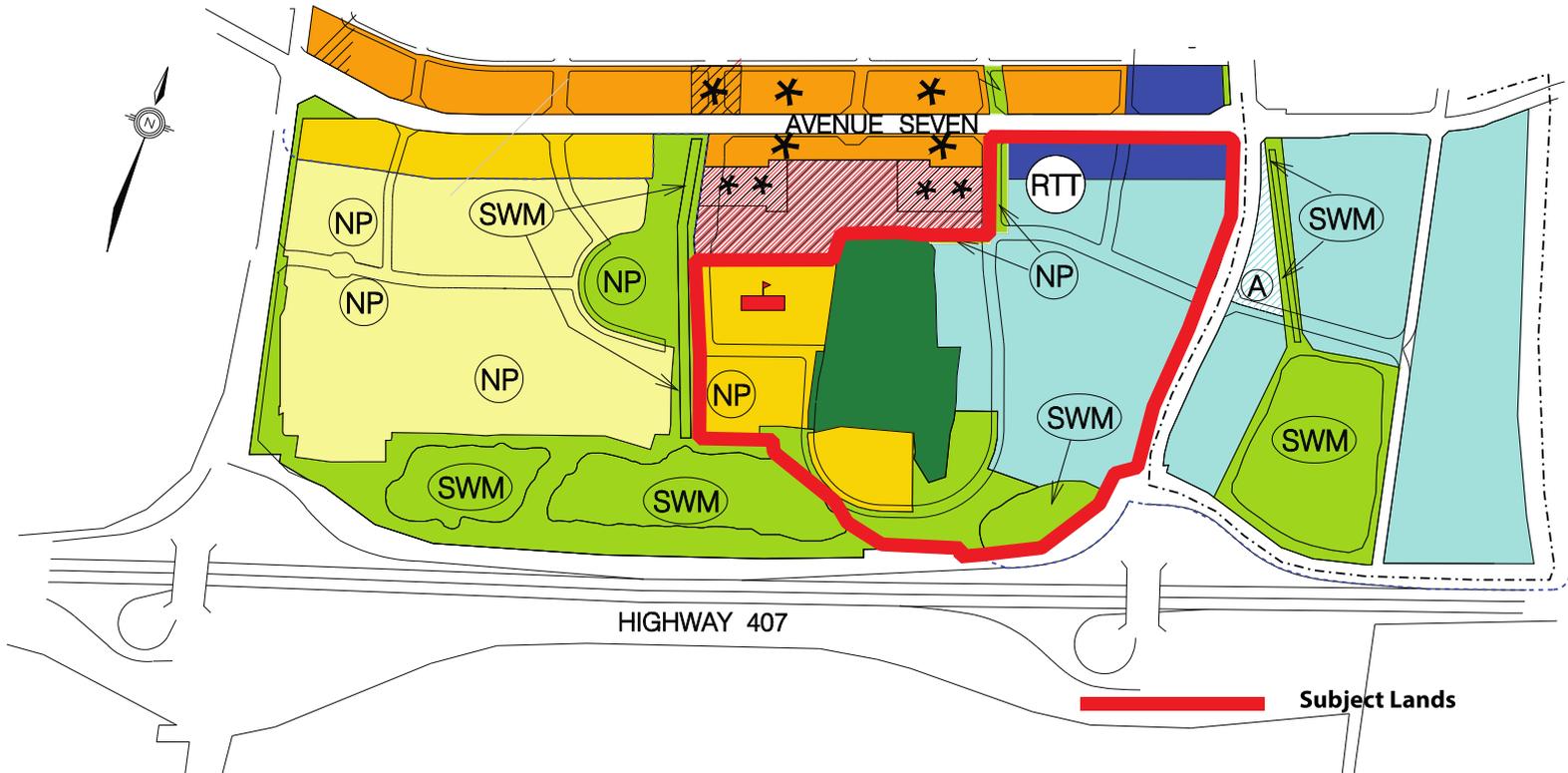
 Subject Lands

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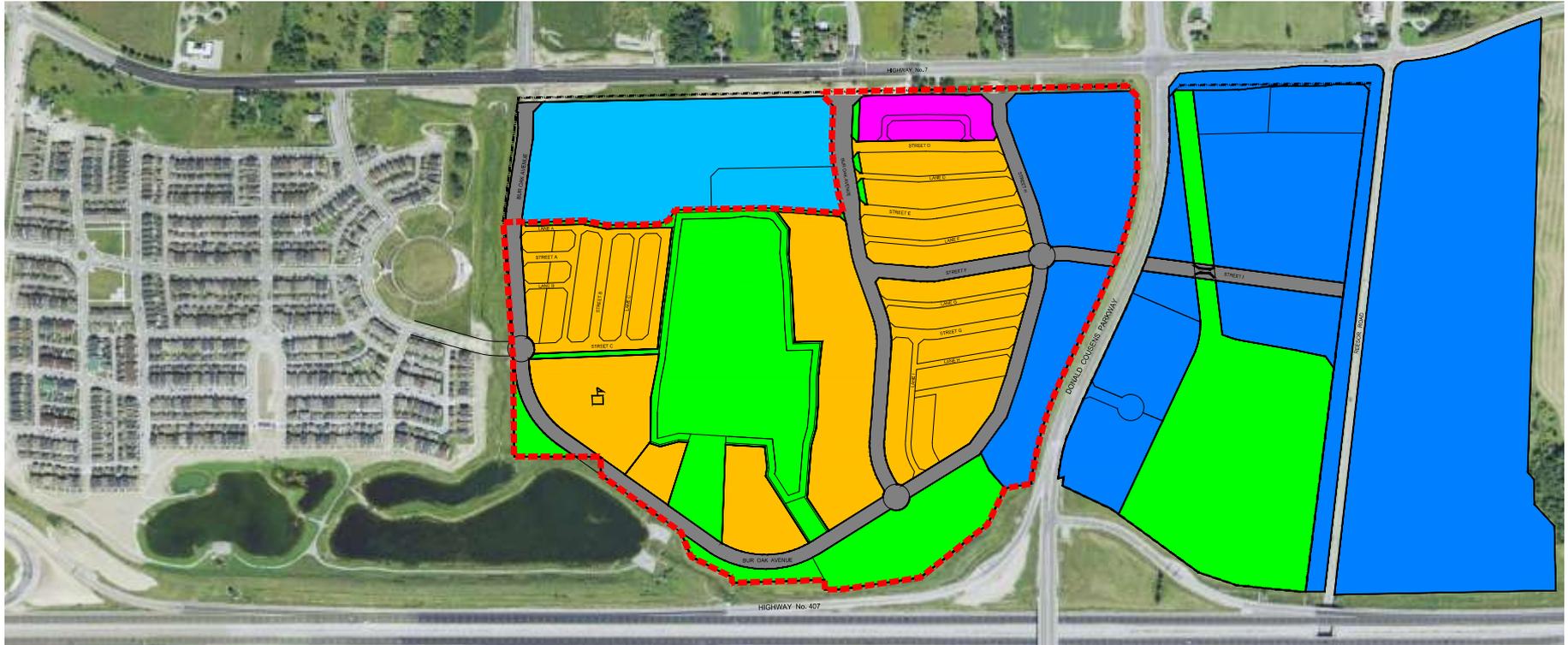
Secondary Plan



RESIDENTIAL NEIGHBOURHOOD	COMMUNITY AMENITY AREA - BUR OAK CORRIDOR	INSTITUTIONAL	STORM WATER MANAGEMENT
RESIDENTIAL NEIGHBOURHOOD - CORNELL CENTRE	COMMUNITY AMENITY AREA - BUR OAK CORRIDOR CORNELL CENTRE	NEIGHBOURHOOD COMMERCIAL CENTRE	NEIGHBOURHOOD PARK COMMUNITY PARK
AVENUE SEVEN CORRIDOR - MIXED RESIDENTIAL	COMMUNITY AMENITY AREA - CORNELL CENTRE	BUSINESS PARK AREA - AVENUE SEVEN CORRIDOR	PUBLIC SCHOOL SECONDARY/COLLEGIATE SCHOOL
SEE SECTION 6.2.4.2	COMMUNITY AMENITY AREA - CORNELL NORTH CENTRE	BUSINESS PARK AREA	CATHOLIC ELEMENTARY SCHOOL CATHOLIC SECONDARY SCHOOL
SEE SECTION 6.2.5.2	COMMUNITY AMENITY AREA - AUTOMOTIVE SERVICE CENTRE	BUSINESS CORRIDOR AREA - AUTOMOTIVE SERVICE CENTRE	PLACE OF WORSHIP SITE
SEE SECTIONS 6.2.5.2 OR 6.3.3.2	SEE SECTION 6.3.4.2 OR 6.3.5.2	OPEN SPACE	EMERGENCY SERVICES
		ENVIRONMENTAL PROTECTION AREA	REGIONAL TRANSIT TERMINAL

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Cornell Centre Updated Concept Plan



----- Subject Lands

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The Current Concept Plan for Cornell Centre needs updating for the following reasons:

- Large, space-extensive manufacturing uses do not represent the best use of the Cornell Centre lands;
- The interior employment parcels do not enjoy any visibility or frontage on Hwy 407 and are better used for residential purposes;
- The remaining employment lands are better used for higher-density employment uses.

The Updated Concept Plan provides for the following:

- The Updated Concept Plan incorporates important community elements including higher order transit, commercial centre and environmental features in a better community design;
- The Updated Concept Plan provides for an urbanized business park that responds to the employment market in Markham;
- The Updated Concept Plan focuses high density uses – residential and employment – east of the woodlot, adjacent to the commercial centre/Avenue Seven and focused on Donald Cousens Parkway;
- The Updated Concept Plan will deliver important community infrastructure including roads earlier and will allow for the extension of these services to the office park area.

Community Elements



VIVA Transit Terminal

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Community Elements



Commercial Block

(Bur Oak Avenue and Avenue 7)

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High Rise Block Relocation



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The Updated Concept Plan Replaces Traditional Employment Uses



Traditional Low Density, Single Storey Employment

With an Intensified Employment Community



Urbanizing the Business Park

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With an Intensified Employment Community



Urbanizing the Business Park

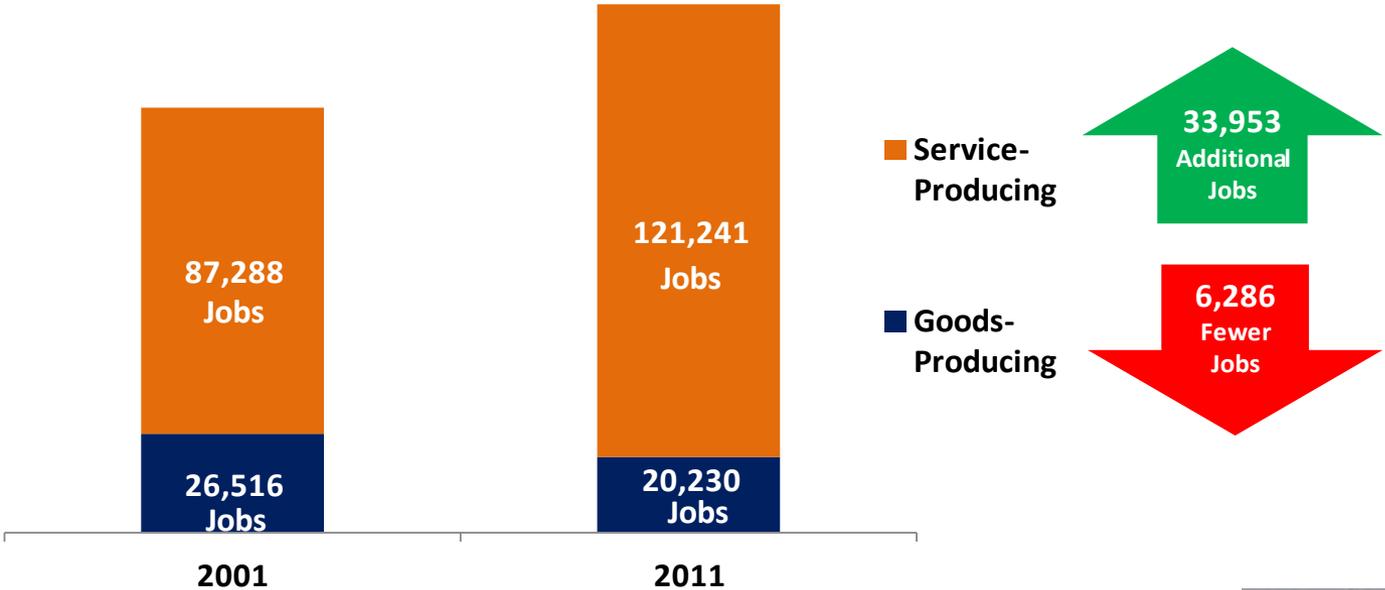
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Markham: Service-Producing Jobs Are Growing

- In Markham between 2001 and 2011, employment in the service-producing sector grew by 33,953 jobs while the goods-producing sector (manufacturing) declined by 6,286 jobs
- This trend results in increased demand for higher intensity office employment compared to larger sites for manufacturing or warehousing



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Employment Benefits Analysis- Updated Concept Plan

- The Updated Concept Plan supports employment trends in Markham
- The City's Economic Development Strategy targets businesses in the Professional, Scientific and Technical Sectors. The Updated Concept Plan responds to this goal
- Why is higher density employment the right solution for Grand Cornell?
 - ✓ It's transit supportive (GO Transit and VIVA)
 - ✓ No market for larger sites targeted at manufacturing/warehousing
 - ✓ Highway 407 usage fees favour employee commutes and create competitive disadvantages that negatively impact truck traffic
 - ✓ Opportunity for smaller businesses to locate and establish in Markham
 - ✓ Catalyst for higher job generation earlier, resulting in positive effect on Markham achieving its job forecast
- The Updated Concept Plan allows the City to realize significant fiscal benefits in terms of onetime fees and taxes, at an earlier date

Secondary Plan versus Updated Concept Plan Comparison of Employment Generated by Each

	<u>Floor Area</u> <i>(sq.ft.)</i>	<u>Employment Density</u> <i>(sq.ft./employee)</i>	<u>Total Employment</u> <i>employees</i>
Secondary Plan	1,357,946	/ 53	= 25,998
Industrial	1,092,241	/ 1,150	= 945
Retail/Service	194,279	/ 200	= 971
Commercial Flex	164,078	/ 200	= 820
Offices	189,348	/ 225	= 841
Updated Concept Plan	1,261,878	/ 55	= 22,958
Industrial	1,092,241	/ 1,150	= 945
Retail/Service	102,930	/ 200	= 515
Commercial Flex	131,790	/ 200	= 659
Offices	92,717	/ 225	= 412

The Updated Plan Meets All Tests

- We have reviewed the policies in the PPS, the Growth Plan, the Region of York Official Plan, plus the current in-force Official Plan and proposed Official Plan for the City of Markham. Both urbanMetrics and Bousfields are satisfied that the Updated Concept Plan meets the policies.
- The Lindvest application has addressed all criteria that Staff asked us to review.

Sequence of Development - 3 Year Time Frame



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Sequence of Development - 8 Year Time Frame



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Sequence of Development - 15 Year Time Frame



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Sequence of Development - 20 Year Time Frame



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Short Term



Long Term

“A vibrant mixed use community that is transit supportive and market ready”

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