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 BOUSFIELDS INC.

 **PLANNING  
& URBAN  
DESIGN  
RATIONALE**

**7859 YONGE STREET**  
CITY OF MARKHAM

PREPARED FOR:  
2526574 ONTARIO  
LIMITED





Job Number - 17197

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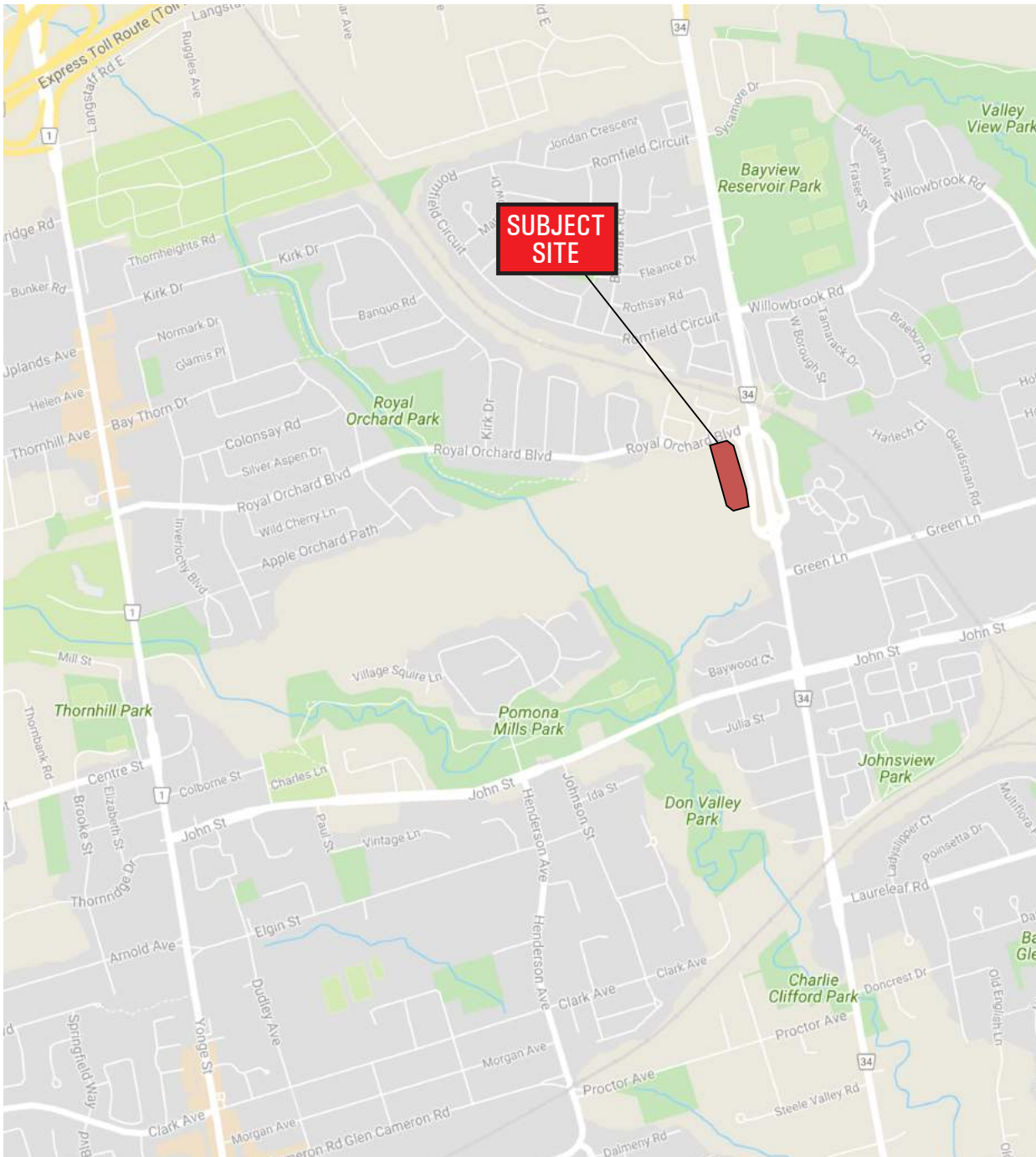
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# [1.01]

## INTRODUCTION



**Figure 1 - Location Map**

This Planning and Urban Design Rationale report has been prepared in support of an application made by 2526574 Ontario Limited to amend the City of Markham Official Plan (1987) and Zoning By-law 2150, as amended, with respect to a site is generally located at the southwest corner of Royal Orchard Boulevard and Bayview Avenue in the City of Markham (the "subject site").

The subject site is approximately 10,715 square metres (1.07 hectares) in size with frontage of approximately 46.0 metres on Royal Orchard Boulevard to the north and approximately 166.5 metres on Royal Orchard Boulevard to the east. Currently the municipal address is 7859 Yonge Street (see **Figures 1 and 2**, Site Location and Aerial Photo) and comprises a portion (approximately 2%) of the lands known as the Ladies' Golf Club of Toronto.

The proposal aims to develop the subject site for residential uses which sensitively respond to the existing neighbouring context. The requested Official Plan and Zoning By-law amendments would permit a high-quality, upscale residential development consisting of two mid-rise buildings in addition to a public park.

This report concludes that the proposed development is in keeping with the planning and urban design framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of York Official Plan and the City of Markham Official Plan (1987 and 2014), as well as the applicable urban design and sustainability guidelines.

From a land use perspective, the proposal is consistent with and supportive of numerous policy directions promoting intensification of underutilized sites within built-up areas, particularly in locations that are well served by existing municipal infrastructure, including public transit. The subject site is located in the *Built-Up Area* identified in the Growth Plan for the

Greater Golden Horseshoe and the development proposal will support the reurbanization policies and objectives of both the Regional and Municipal Official Plans and represents a significant reinvestment in the City of Markham.

From an urban design perspective, the proposed building heights and massing will both fit harmoniously within and respond appropriately to the existing built form context of the surrounding area. The proposed development conforms with the urban design policies of the Markham Official Plan (2014) and has appropriate regard for the relevant urban design guidelines. In terms of built form, the architectural design excellence provided by Kirkor Architects will result in a high-quality project that responds to city-building opportunities and obligations associated with mid-rise buildings and will enhance the City skyline.

It is our opinion that the proposed development represents good planning and urban design, and, accordingly, the Official Plan Amendment and rezoning applications should be approved.

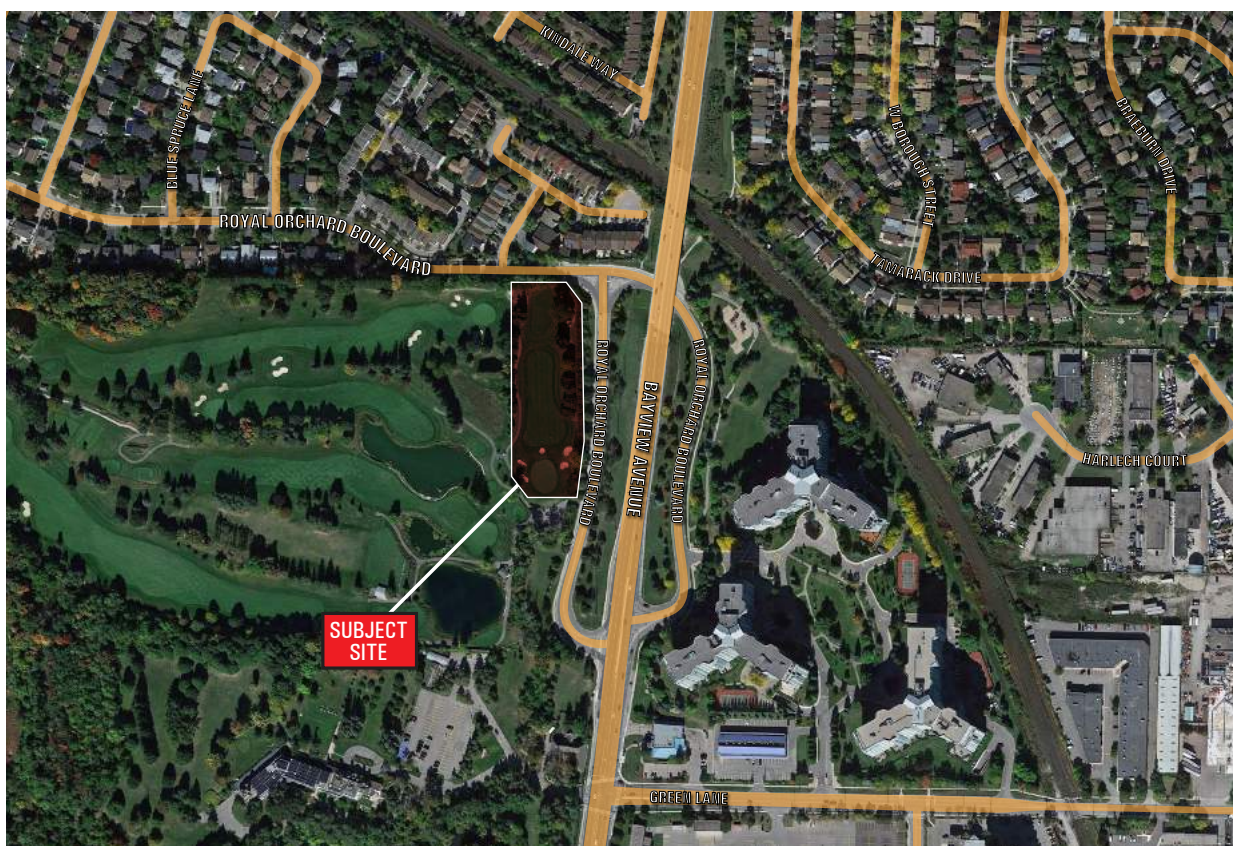


Figure 2 - Aerial Photo





# [2.01]

## S I T E & S U R R O U N D I N G S

## 2.1 Area Context

The Ladies' Golf Club of Toronto (the "Golf Club") is located on a 125-acre parcel generally bounded by Royal Orchard Boulevard to the north, Royal Orchard Boulevard/Bayview Avenue to the east, Yonge Street to the west and the residential community on Village Squire Lane, Forest Park Crescent, Henderson Avenue and Dell Glen Court to the south. It is located within the Thornhill neighbourhood in the City of Markham (see **Figure 3** – Ladies' Golf Club Map). Founded in 1924 by Ada Mackenzie, the Golf Club remains the only private golf club established by women for women. The general area is highly accessible from a broader regional context as it is in close proximity to Highways 407 and 404, which are located to the north and east respectively. Langstaff GO Station is also located to the north and York Region Transit/VIVA Transit routes service the surrounding area.

As discussed above, the Golf Club is situated in the Thornhill community, an area concentrated with mature residential neighbourhoods to the north and south, with complementary non-residential uses along the major arterial roads (i.e.: Yonge Street and Bayview Avenue). The built form and dwelling unit types in the surrounding residential areas range from low-rise single-family and townhouse dwellings to mid- and high-rise apartment buildings up to 15-stories in height, on the east side of Bayview Avenue.

In the Fall of 2017, the Golf Club issued an RFP for the sale of two parcels on the club grounds; the lands known as Holes 7A-9A ('Parcel A') and Hole 9 ('Parcel B'). The RFP was later revised to include the sale of **only 'Parcel B'**, which is subject of this report. 'Parcel A' will not be sold for redevelopment. Notwithstanding the anticipated redevelopment of 'Parcel B', the balance of the golf course lands (approximately 98%) will continue to operate as a private golf club, with significant reinvestment for long term viability.

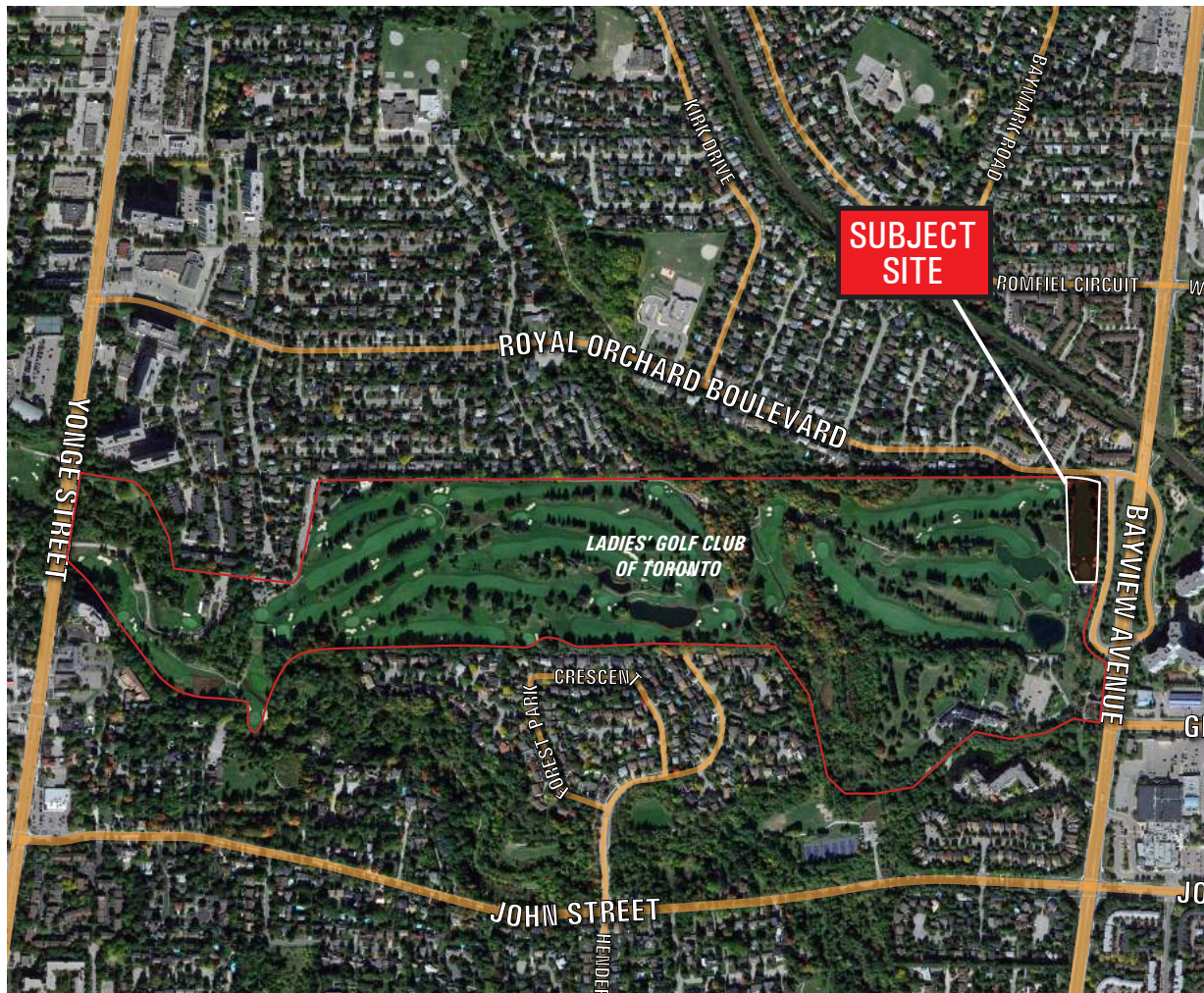


Figure 3 - Ladies' Golf Club Map

## 2.2 Site Description

The subject site is generally located at the southwest corner of Royal Orchard Boulevard and Bayview Avenue and is approximately 10,715 square metres (1.07 hectares) in size with frontage of approximately 46.0 metres on Royal Orchard Boulevard to the north and approximately 166.5 metres on Royal Orchard Boulevard to the east (see **Figure 2**). In terms of topography, the subject site slopes from east to west from Bayview Avenue, with relatively significant grade changes immediately west of Royal Orchard Boulevard.

As previously discussed, the subject site is currently occupied by Hole 9 of the Ladies' Golf Club of Toronto. The course's halfway house is located in the northwest quadrant of the subject site. The grounds are manicured and landscaped, with rows of mature trees and shrubs lining the northern, eastern and western property boundaries. At the southern end of the subject site (off site), connecting to the west side of Royal Orchard Boulevard, is a paved surface parking lot currently utilized by the Golf Club. Cart paths connecting to the remainder of the course extend from the west side of the parking lot, with a cart path extending north along the western boundary towards the halfway house. Through redevelopment of the subject site, the halfway house will be demolished and replaced on the golf course lands.

The proposed residential development will maintain and enhance the residential character of the surrounding area and establish new compatible uses that currently exist adjacent to the Golf Club lands.



East property line of subject site, view looking south along Royal Orchard Boulevard



Subject site, view from Bayview Avenue



Subject site, view looking southwest



Subject site, view looking south



Subject site, view of northeast corner



Subject site, view looking east toward Bayview



Subject site, view toward Bayview Avenue looking southeast



Surface parking lot located to the immediate south of the subject site



Subject site, view looking north



Surface parking lot, view looking southwest toward Golf Course

## 2.3 Adjacencies

Immediately **north** of the subject site, generally northwest of Royal Orchard Boulevard and Bayview Avenue, is a low-rise residential neighbourhood characterized by single-family, semi-detached and townhouse dwellings. The neighbourhood is bisected by the rail corridor, which is utilized by the Richmond Hill GO Line. North of the rail corridor, on the east side of Bayview Avenue is Thornlea Secondary School (8075 Bayview Avenue). North of the school is Bayview Reservoir Park, a 11.4-hectare public park that also functions as a water reservoir for the Thornhill community. The park contains a number of sports fields and playgrounds. West of the school, amongst the residential neighbourhood is Stornoway Crescent Public School (36 Stornoway Crescent).

Further north, towards Highway 407, are lands known as the 'Langstaff Gateway' which have been identified as a future new transit-oriented community in the City of Markham and Town of Richmond Hill and which comprise approximately 47 hectares. The 'Langstaff Gateway' lands are generally bounded by Yonge Street to the west, Highway 407 to the north, Bayview Avenue to the east and Holy Cross Cemetery to the south. The lands are bisected by the Canadian National Railway (CNR) tracks.

From a policy perspective, this area has been identified as a growth centre ('Richmond Hill Centre/Langstaff Gateway Urban Growth Centre' as identified in the Growth Plan for the Greater Golden Horseshoe (2017); and a 'Regional Centre' as identified by the York Region Official Plan (2010)). The Langstaff Gateway Secondary Plan was adopted by Council in June 2008. Shortly thereafter, a team led by Calthorpe Associates and Ferris + Associates prepared the 'Langstaff Land Use & Built Form Master Plan' in October 2009. The subsequent Official Plan Amendment (OPA) and Secondary Plan for the area was approved by the Region of York in June 2011. According to the Master Plan, the lands are envisioned to develop with a mix of uses, including residential, office, civic, retail and park and open space, which is estimated to result in a population of 31,790 and the creation of 9,624 jobs.



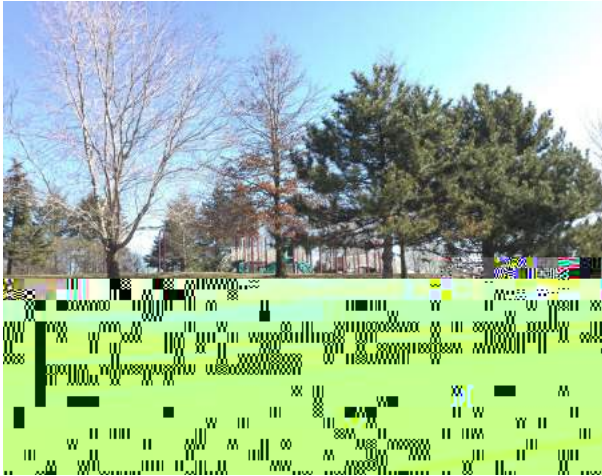
Residential dwellings, north side of Royal Orchard Boulevard



Townhouse dwellings, north side of Royal Orchard Boulevard



Townhouse dwellings, north side of Royal Orchard Boulevard



Drake Park



Royal Orchard Boulevard, view looking east



Landmark Apartments, 7805 and 7905 Bayview Avenue

Immediately **east** of the subject site, east of Bayview Avenue and Royal Orchard Boulevard is Drake Park; a public park containing footpaths and a small children's playground within the northern portion of the park. South of the park and east of Bayview Avenue are three, "tower-in-the-park" style residential buildings (7905, 7805 and 7825 Bayview Avenue), collectively referred to as 'The Landmark of Thornhill', that are 15, 15 and 12 storeys in height, respectively. The buildings are organized around a centralized landscaped open space, with a network of roads and footpaths throughout. Each building has an outdoor amenity tennis court at-grade. The majority of vehicular parking is located below-grade, accessed by a series of driveway ramps leading to below-grade parking structures. A limited number of surface parking spaces are provided on the property. With respect to access, there are two entrances located on the north side of Green Lane, and a third from the east side of Royal Orchard Boulevard.

South of 7805 Bayview Avenue, at the northeast corner of Bayview Avenue and Green Line is a single-storey fire station ('Markham Fire Station 92; 7801 Bayview Avenue). East of the fire station is a single-storey strip mall surrounded by surface parking (8 Green Line, 'Baygreen Plaza'). Further east, and east of the rail corridor are primarily large-scale industrial and commercial properties.

Immediately **south** of the subject site, on the west side of Bayview Avenue is the Shouldice Hospital Campus (7750 Bayview Avenue). Established in 1945, the approximate 22.5-acre hospital campus which offers in- and outpatient services as well as a walk-in clinic. Facilities on-site include an 89-bed facility and five specialized operating suites. In February 2016, Atlas Global Healthcare Ltd. announced that it had acquired the lands and intended to redevelop the campus lands for the 'Atlas Shouldice Healthcare Campus' which would introduce new buildings, enhanced medical services and other related facilities, and amenities. An Official Plan Amendment application for the redevelopment, which proposed to allow for buildings of up to 15 storeys, has been appealed to the Ontario Municipal Board. South of Shouldice Hospital is

the 5-storey Glynnwood retirement residence (7700 Bayview Avenue) which contains 134 independent living suites and 42 assisted living suites. Vehicular access is provided by a driveway connected to the west side of Bayview Avenue, extending west into the property. South of the retirement facility, at the northwest corner of John Street and Bayview Avenue are a collection of low-rise residential dwellings.

To the east, at the northeast corner of John Street and Bayview Avenue is mixed-use plaza containing the Thornhill Community Centre and Thornhill Library (7755 Bayview Avenue), the Thornhill Square Shopping Centre (300 John Street), a single-storey commercial building ('Shoppers Drug Mart' and 'Java Joes'; 298 John Street) and a 2-storey converted restaurant ('Santorini'; 288 John Street). The plaza is bound to the east by a two-way road that extends north-south between Green Lane and John Street. East of the road, on the north side of John Street, is a townhouse development with retail/commercial uses fronting onto the service road. North of the townhouses is St. Luke's Catholic Church (39 Green Lane) and St. Luke's Lodge (49 Green Lane), a 9-storey seniors apartment building containing 96 apartment units.

Further south, on the south side of John Street, is a residential neighbourhood, as well as a public school and open green space, which forms part of Don Valley Park.

Immediately **west** of the subject site, is the balance of the Ladies' Golf Club of Toronto lands (7859 Yonge Street). The grounds are landscaped and contain large standing trees and cart paths. The club house and gardens are located on the west end of the grounds, adjacent to Yonge Street. Access to the club house is from a driveway connected to the east side of Yonge Street, with a surface parking lot. West of Yonge Street is the Thornhill Golf Club (7994 Yonge Street) which is a private membership club originally established in 1922, with a curling rink added in 1963. Facilities at the Thornhill Golf Club include eighteen-hole and nine-hole golf courses, a curling rink, full fitness facility, outdoor tennis courts, golf practice areas and a clubhouse. Adjacent to the Thornhill Golf Club is the Uplands Golf & Ski Club (46 Uplands Avenue), and low-rise residential neighbourhoods.



Landmark Apartments, 7905 Bayview Avenue



Bayview Avenue looking south from Royal Orchard Boulevard



Golf Course Lands, view looking west

## PUBLIC TRANSPORTATION

The subject site is directly adjacent to bus-stops along Bayview Avenue and Royal Orchard Boulevard, which provide access to routes on the York Region Transit 'VIVA' system. The 91/91A Bayview bus generally runs north-south along Bayview Avenue between Woodriver Street and the Finch GO Bus Terminal (and TTC subway connection). The route operates Monday through Friday, with a northern route extension to the Lake Wilcox area occurring during rush hour

only. Route 3 Thornhill generally operates west-east between Pioneer Village, Shops on Steeles and Highway 404. Service runs Monday through Sunday as well as holidays (see **Figure 4**).

Bus stops for the VIVA transit routes are located south of the site, on either side of Bayview Avenue, south of Royal Orchard Boulevard, as well as to the north on Royal Orchard Boulevard. In addition, the subject site is located approximately 2.17 kilometres southeast of the Langstaff GO Station.



Figure 4 - York Region Transit Map



# [3.0]

P R O P O S A L

### 3.1 Description of the Proposal

The proposed development consists of a high-quality, upscale residential development comprised of two buildings; 12 and 14 storeys in height (Buildings A and B, respectively) and public park that is approximately 2,000 square metres (0.19 hectare) located in the northern quadrant of the subject site (see **Figures 5 and 6** – Site Plan and Landscape Plan). The buildings are connected by a single-storey link

building with access to the residential lobby. The buildings are generally situated in a north-south orientation and are skewed to protect views and to accommodate appropriate setbacks to the adjacent golf course lands. The buildings are terraced with an architectural design which adds interest, and gradual step backs with projecting private balconies/terraces are provided on all facades.

The proposed development was designed to take into consideration the maintenance of a significant number of mature trees that currently exist on the property. This will ensure that the character and feel of the streetscape, as green and natural, will be preserved.

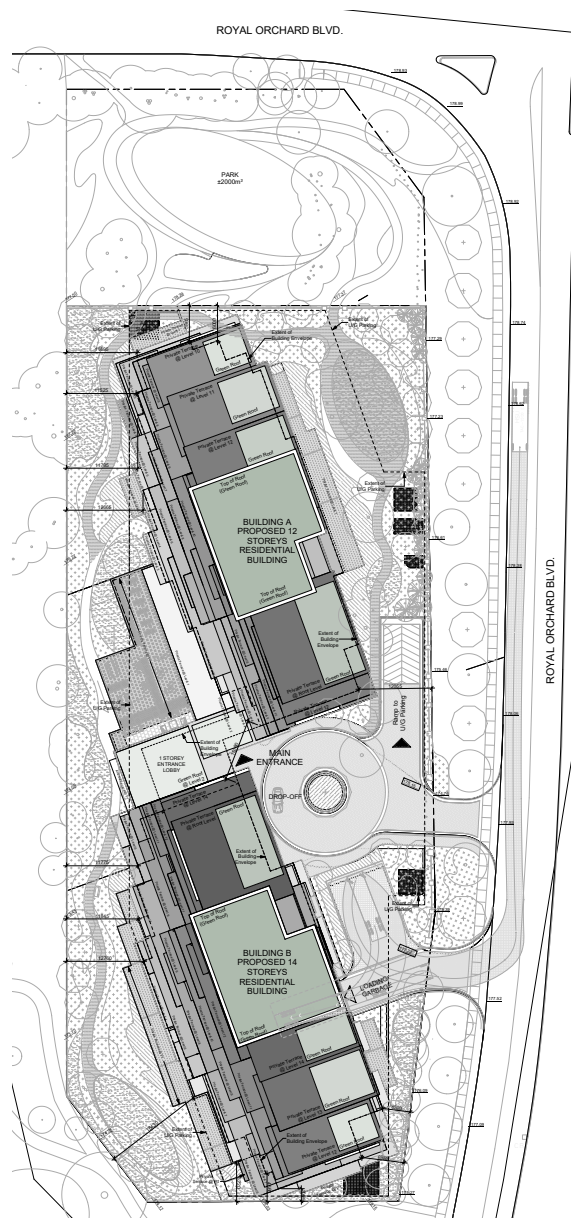


Figure 5 - Site Plan

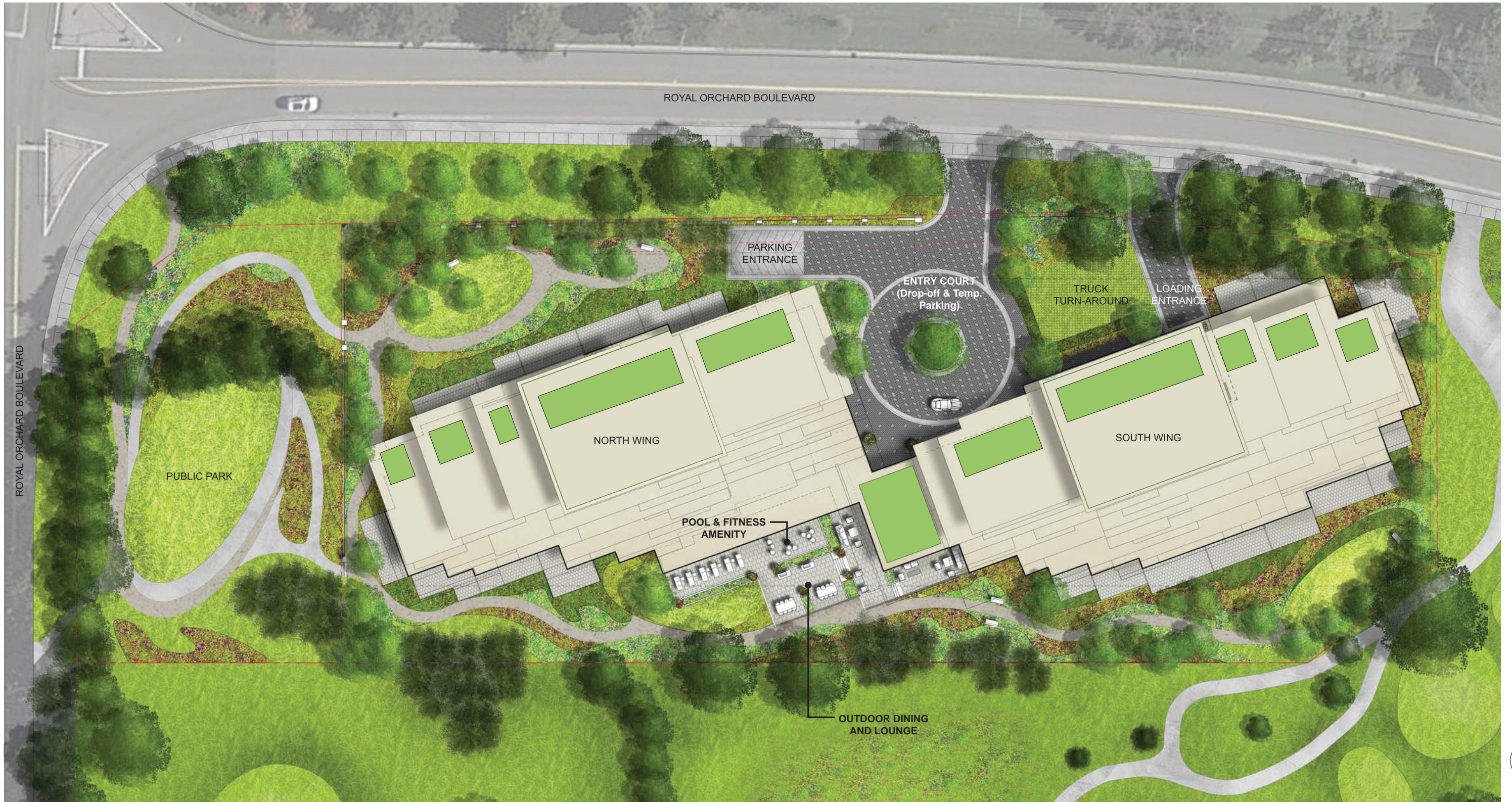


Figure 6 - Landscape Plan



**Figure 7 - Rendering - View From Golf Course**

These features provide fantastic views to the golf course and to the east, while responding to nearby park and open space conditions and respecting the low-rise nature of the area to the north. The vertical and horizontal elements of the buildings and the high degree of glazing and materiality provide visual interest and a contemporary aesthetic to complement the existing open space and residential character of the adjacent area (see **Figure 7 – Rendering – View from Golf Course**).

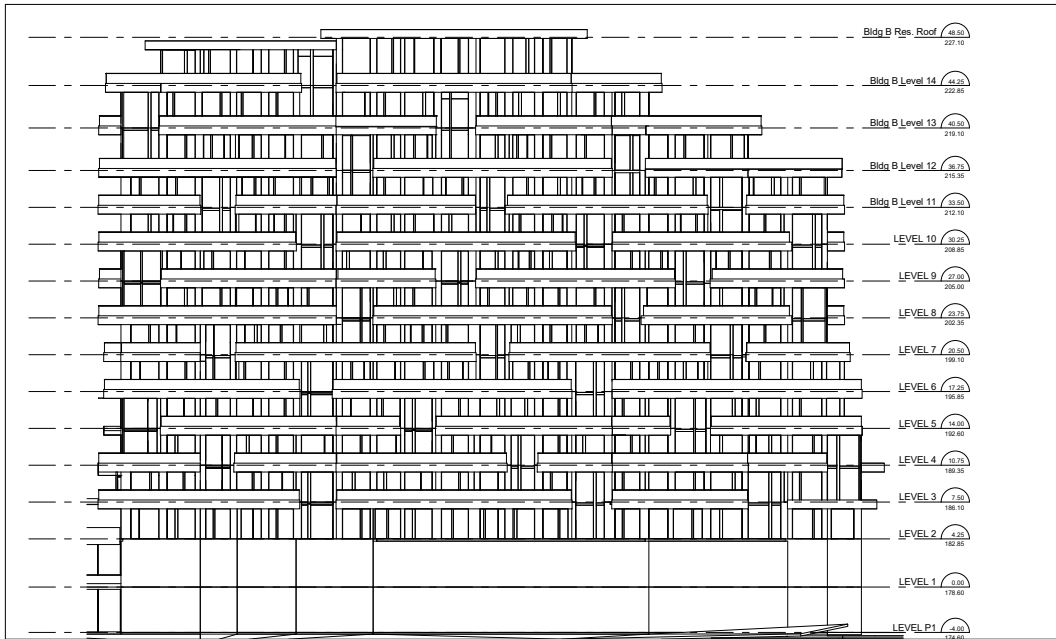
The development proposes three levels of below-grade parking, with level P1 also containing dwelling units and amenity space due to the significant east-west grade change on the subject site. Building A, the northernmost building, is proposed as 12-storeys (42.0 metres) while Building B, the southernmost building, is proposed as 14-storeys (48.5 metres) (see **Figure**

**8 – West Elevations**). The proposed buildings appear consistent with the existing mid-rise context on the east side of Bayview Avenue given the change in grade from Bayview Avenue.

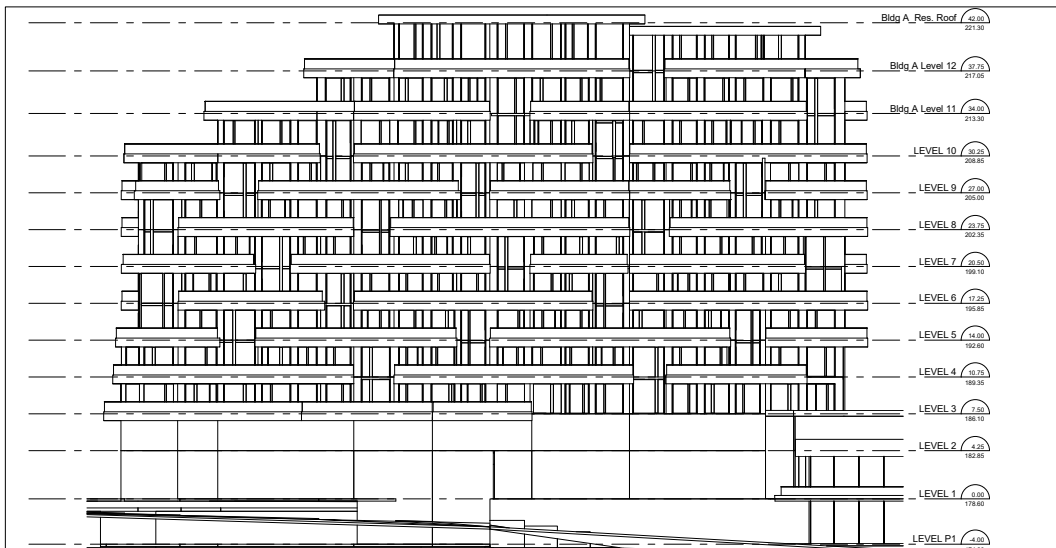
The development proposes a total gross floor area of approximately 32,856 square metres (15,240 square metres in Building A and 17,616 square metres in Building B) resulting in an overall site density of 3.77 FSI. The development proposes a total of 192 dwelling units, which are anticipated to provide a range and mix of unit sizes including one-, two- and three-bedroom units, the exact mix of which will be determined through consultation with City Staff. The proposed development utilizes various built form elements including step backs, setbacks and angular planes to mitigate potential of built form impacts on surrounding properties.



West Elevation 3  
Scale: 1 : 400 A4.2



Building B - West Elevation 2  
Scale: 1 : 200 A4.2



Building A - West Elevation 1  
Scale: 1 : 200 A4.2

Figure 8 - West Elevations

## P1 LEVEL

The P1 level accommodates below-grade parking spaces (52 spaces), which are located along the east side, as well as residential uses (7 dwelling units), mechanical and amenity areas which are located on the west side. Given the grade change on the subject site, which ranges from approximately 1.0 to 3.5 metres, the P1 level is able to accommodate residential and amenity uses (see **Figure 9** – Underground Parking Level P1). A total of approximately 1,960 square metres of gross floor area is proposed in Building A and approximately 1,260 square metres in Building B, which includes private amenity terraces on the west and south façades of the buildings and other amenity area uses such as a fitness area, indoor pool, lounge area and formal party and dining room. Amenity spaces are discussed further below.



**Figure 9** - Underground Parking Level P1

## GROUND FLOOR

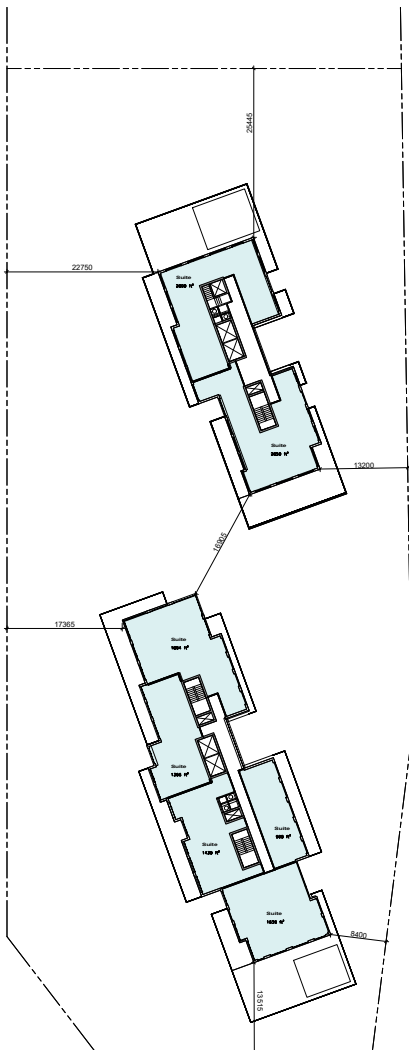
At the ground level, the buildings are setback from the northern development boundary (i.e.: the proposed park) by 5.88 metres, the eastern boundary by 4.58 metres (Building B) and 14.31 metres (Building A), the southern boundary by 2.09 metres and the western boundary by 11.66 metres (Building B) and 11.52 metres (Building A) (see **Figure 10** – Floor Plan – Level 1). The ground floor level proposes a total of 13 units in Building A and 8 units in Building B along with guest suites, connected by a common residential lobby. A total of approximately 1,503 square metres of gross floor area is proposed in Building A and approximately 1,755 square metres in Building B. The ramp to the below-grade parking garage is located along the eastern boundary, adjacent to Building A, while access to the loading and waste collection areas is located, further south to the east of Building B.



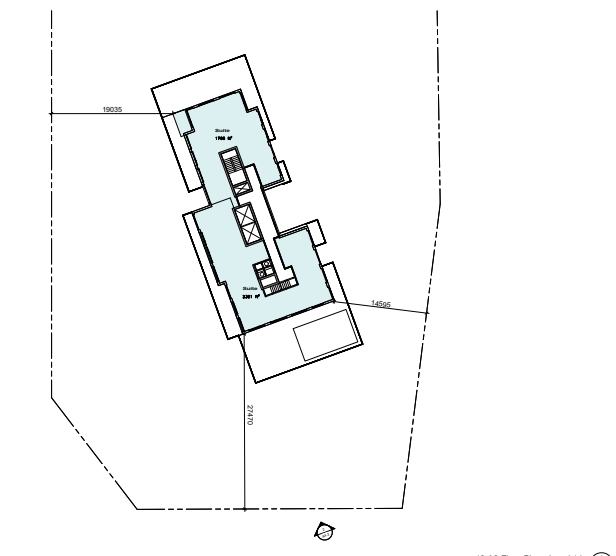
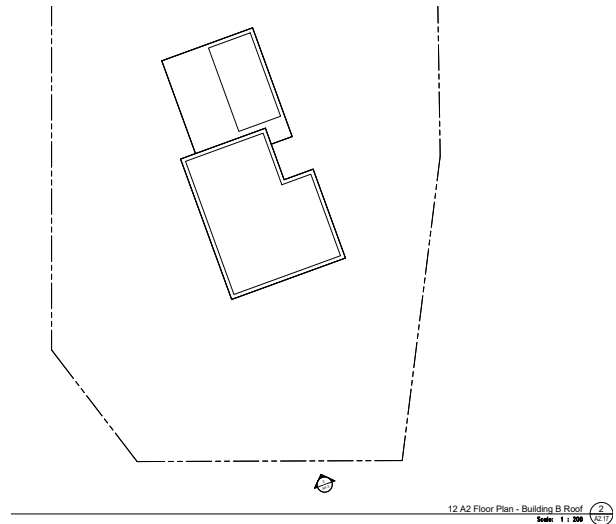
**Figure 10** - Floor Plan - Level 1

## BUILDINGS ABOVE

Above the ground level, Building A rises 11-storeys with a floorplate that decreases gradually as it increases in height from approximately 1,465 square metres (Level 2) to approximately 482 square metres (Level 12) to accommodate projecting terraces and step backs to the north, west and south sides of the buildings (see **Figure 11** – Floor Plan – Level 12). Similarly, Building B rises 13-storeys above the ground level with a floorplate that decreases gradually from approximately 1,561 square metres (Level 2) to approximately 482 square metres (Level 14) (see **Figure 12** – Floor Plan – Level 14). Projecting 1.8-metre terraces are located on all facades of both buildings, generally alternating as the floors increase (see **Figure 13** – Rendering Envelope Design Concept).



**Figure 11** - Floor Plan - Level 12



**Figure 12** - Floor Plan - Level 14 and roof



**Figure 13 - Rendering Envelope Design Concept**

## UNIT DISTRIBUTION AND AMENITY SPACE

The development proposes a total of 192 dwelling units with a mix of unit types that will be established through the rezoning process. In Building A, 89 residential units are located from Level 1 to Level 12, with a range of unit sizes from approximately 70 square metres to 213 square metres. In Building B, 103 residential units are located from Level P1 to Level 14 with a similar range in unit sizes.

The development will include approximately 750 square metres of amenity space to be shared by both Buildings A and B. Overall, the combined amenity space will include 750 square metres of indoor amenity space and 1,500 square metres of outdoor, amenity space, resulting in a ratio of 11.7 square metres per unit. The indoor amenity area, which includes a fitness area, indoor pool, lounge area and formal party and dining room,

will be located along the western boundary of the subject site. It is located at-grade but within the exposed P1 Level given the site's grade change which will allow the indoor amenity area and contiguous outdoor amenity terraces to maintain frontage onto the golf course, with landscaping which will provide appropriate privacy. A central corridor on Level 1 will connect residents to the stairs and elevators to access the amenity area. The outdoor amenity areas will be provided in the form of outdoor amenity terraces, located on P1, and at ground level.

An approximate 2,000 square metre (0.19 hectares) public park is proposed to the north of Building A, along the northern boundary of the subject site, which provides an appropriate separation distance to and transition from the existing residential dwellings to the north and which will also contribute to the surrounding network of public parks to be enjoyed by nearby residents. The design and programming of the public park will be determined through consultation with City Staff.



## ACCESS, PARKING AND LOADING

Access to the subject site will be provided via two driveway entrances from Royal Orchard Boulevard to the east of the proposed buildings. The northernmost and primary entrance leads to a roundabout access with vehicular drop-off points to each building (see **Figure 14** – Rendering Building Entrance). Access to the below-grade parking ramp is located on the north side of the primary access, east of the roundabout. The southern driveway from Royal Orchard Boulevard provides exclusive direct access to service vehicles for the purposes of loading and garbage collection at a designated loading area in the

front of Building B. Garbage and loading areas have been internalized within Building B and a portion of the paved area adjacent to the service area will be treated with a decorative paving to minimize the look and feel of the hardscape.

Vehicular parking will be provided in three levels of underground parking accessed via a ramp located southeast of Building A, north of the pickup/drop-off area, located between Buildings A and B. A total of 367 below-grade parking spaces are proposed with 52, 155 and 160 spaces provided on Levels P1 to P3, respectively. The underground parking lot is located wholly under the development site and does not extend beneath the area dedicated to the future public park.



**Figure 14** - Rendering Building Entrance


## 3.2 Key Statistics

	Building A	Building B	Total
<b>Site Area</b>	1.07 hectares (10,714.86 sq. m.)		
<b>Gross Floor Area</b>	15,240.23 sq. m.	17,615.98 sq. m.	32,856.21 sq. m.
<b>FSI</b>	3.77		
<b>Height</b>	12 storeys (42.0 m)	14 storeys (48.5 m)	
<b>Residential Units</b>	89	103	192
<b>Indoor Amenity Space</b>	750 sq. m.		
<b>Outdoor Amenity Space</b>	1,500 sq. m.		
<b>Vehicular Parking</b>	367 spaces		

## 3.3 Required Approvals

The proposal requires an amendment to the City of Markham Official Plan (1987), which is the Plan that is in full force and effect with respect to policies applicable to the subject site. The amendment is required in order to bring the subject site into the Urban Service Area and redesignate it from *Open Space* to a more appropriate residential designation. While the *Private Open Space* policies of the City of Markham Official Plan (2014) are currently under a City-Wide appeal, the relevant policies of the 2014 Plan have been considered in this report.

The proposal will also require an amendment to delete the subject site from Zoning By-law 2150, as amended, and add the subject site to Zoning By-law 177-96, as amended, as well as to introduce appropriate site-specific development standards to accommodate the proposed development.



# [4.01]

P O L I C Y &  
R E G U L A T O R Y  
C O N T E X T

## 4.1 Overview

The proposed redevelopment of the subject site is supportive of the policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, The Region of York Official Plan and the City of Markham Official Plan (both the 1987 and 2014 Plans), all of which promote and encourage intensification within the built-up urban areas, particularly in proximity to higher order transit.

## 4.2 Provincial Policy Statement (2014)

The current Provincial Policy Statement (PPS) came into effect on April 30, 2014. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential uses, park and open space uses and other uses.

Policy 1.1.3.2 of the PPS promotes densities and a mix of land uses, which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4

promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit.

Policy 1.5.1 of the PPS promotes the development of healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The policy also promotes planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation including facilities, parkland, public spaces, open space areas, and trails and linkages.

In addition, the efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6.7). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the vitality and viability of downtowns and main streets, and encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change

adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal, and in particular the requested Official Plan Amendment and Zoning By-law Amendment, are consistent with the Provincial Policy Statement and, in particular, the policies relating to intensification and the efficient use of land and infrastructure.

### **4.3 Growth Plan for the Greater Golden Horseshoe (2017)**

The Growth Plan was updated in May 2017 and took effect on July 1, 2017, replacing the former Growth Plan (2006). All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the Growth Plan (2017) subject to any legislative or regulatory provisions providing otherwise.

The Growth Plan policies have been strengthened as they apply to the integration of land use and infrastructure planning, and the importance of "optimizing" the use of the land supply and infrastructure. In this respect, the Growth Plan has been revised by adding more detail about the objectives of a "complete community" and requiring minimum density targets for major transit station areas along priority transit corridors and existing subways.

The general framework in the Growth Plan (2017) seeks to reinforce the importance of integrating transportation and land use planning to achieve broader intensification objectives. As noted in the introductory text in Section 2.1:

*"The Growth Plan, 2006 identified 25 urban growth centres and this Plan continues to recognize those urban growth centres as regional focal points for accommodating population and employment growth. The continued revitalization of urban growth*

*centres as meeting places, locations for cultural facilities, public institutions, and major services and transit hubs with the potential to become more vibrant, mixed-use, transit-supportive communities is particularly important."*

The introductory text goes on to provide as follows:

*"This Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas ... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."*

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. The subject site is located in a settlement area and, in this respect, Schedule 3 of the Growth Plan forecasts a population of 1,590,000 and 790,000 jobs for the Region of York by 2031, increasing to 1,790,000 and 900,000, respectively, by 2041.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, ensure the development of high quality compact built form and an attractive and vibrant public realm, and mitigate and adapt to climate change impacts and contribute towards the achievement of low-carbon communities.

Policy 2.2.2(4) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, encourage intensification generally to achieve the desired urban structure, identify the appropriate

type and scale of development and transition of built form to adjacent areas, and identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development.

The Growth Plan (2017) includes a new Section 2.2.6 that deals with housing. Policy 2.2.6(1) requires municipalities to develop a housing strategy that, among other matters, supports the achievement of the minimum intensification and density targets in the Growth Plan and identifies a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in preparing a housing strategy, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan (2017) place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

*"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from lower density development to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."*

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

For the reasons outlined in Section 5.0 of this report, it is our opinion that the proposed development and, more particularly, the requested Official Plan and Zoning By-law Amendments conform with the Growth Plan and, in particular, the policies promoting growth and intensification within the delineated built-up area.

## 4.4 Region of York Official Plan (2010)

The York Region Official Plan ("YROP") was approved by the Minister of Municipal Affairs and Housing on September 7, 2010 and replaces the previous Official Plan, which was approved in 1994. The YROP has been partially approved by the OMB, however, the sections that are still under appeal do not relate to the subject site.

The subject site is located within the Urban Area on the Region's Urban Structure Map (see **Figure 15 - Map 1, Regional Structure**). By 2031 it is forecasted that there will be an additional 577,000 residents, 234,000 households, 318,000 jobs and over 180 million square feet of employment floor space across York Region.

Chapter 3 of the YROP has the goal of improving the quality of life for the residents of York Region through building healthy, safe, sustainable and accessible communities. Regarding housing, Section 3.5 (Housing Our Residents) advocates the provision of a full mix and range of housing options to meet the needs of residents. The policies set out in Chapter 3 require that the Official Plans and Zoning By-laws of local municipalities permit a mix and range of housing types as well as lot size, unit sizes, functions and tenures.

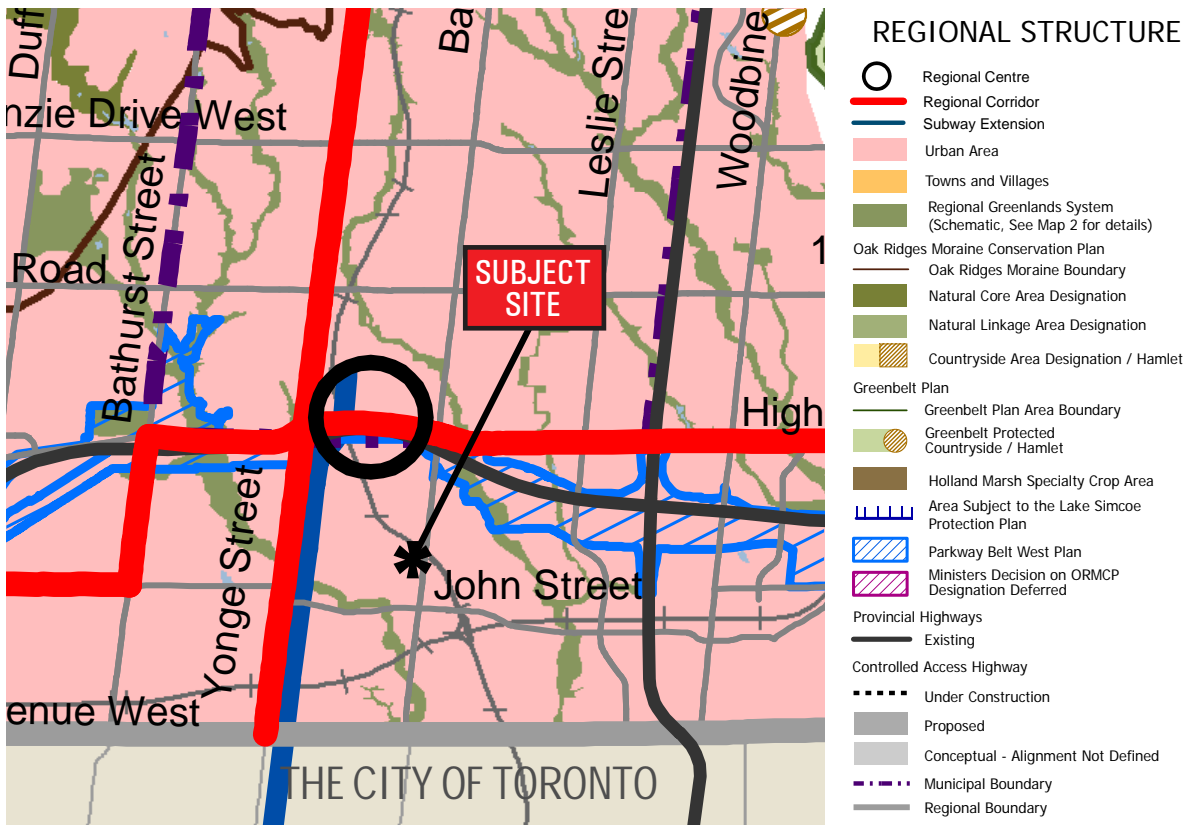


Figure 15 - Map 1, Regional Structure

Chapter 5 (An Urbanizing Region: Building Cities and Complete Communities) details the growth forecasted for York Region and outlines policies to meet those goals. Areas designated Urban Areas, such as the subject site, are expected to accommodate a significant proportion of the growth in the Region. Section 5.2, Sustainable Cities, Sustainable Communities, provides that the forecasted growth in the Region is to be accommodated in Regional Centres and Corridors, the Urban Area, Towns, and Villages. Development in these areas will be focused on common principles and policies which set a high standard for development.

In order to achieve the objective of creating high-quality, sustainable communities, policy 5.2.3 provides that communities be designed to ensure walkability through interconnected mobility systems such as pedestrian and cycling facilities and public transportation, while Policy 5.2.7 requires communities to be designed to ensure accessibility.

Policy 5.2.8 requires that the highest standard of urban design is employed which provides pedestrian scale, safety, comfort, accessibility and connectivity and which complements the character of existing areas and fosters a sense of place. Further, urban design should promote sustainable and attractive buildings that minimize energy use as well as landscaping, public spaces and streetscapes. It should ensure compatibility with and transition to surrounding land uses and create well-defined, centrally-located urban public spaces. Policies 5.2.10 and 5.2.11 relate to the provision of appropriate parking standards and an integrative and innovative approach to water management.

With respect to Sustainable Buildings, the Region has an objective to ensure buildings achieve a high level of water and energy conservation performance as a key component of sustainable communities. Policy 5.2.20 provides that local municipalities and the development community strive to achieve energy efficiency levels that exceed Ontario Building Code for residential

buildings, with a target of 40% greater efficiency than the Model National Energy Code for Buildings for mid- and high-rise residential (Policy 5.2.21 b)). Other policies relate to water conservation, solar design, on-site renewable or alternative energy systems and the encouragement of new buildings being designed to certified LEED® standards.

Section 5.3 (Intensification) outlines policies that guide Intensification throughout the Region. Policy 5.3.1 provides that by the year 2015 and each year after, a minimum target of 40% of all residential development should occur within the built-up area. The introductory text states that:

*"Intensification will occur in strategic locations in the built-up area to maximize efficiencies in infrastructure delivery, human services provision and transit ridership. These strategic locations are based on an intensification framework that recognizes that the highest density and scale of development will occur in the Regional Centres followed by the Regional Corridors. Local municipalities will identify smaller intensification areas within these strategic locations to accommodate a significant portion of future residential and employment growth."*

Policy 5.3.3 requires local municipalities to complete and adopt their own intensification strategies based on the York Region 2031 Intensification Strategy and on the Region's Intensification Guide. As it relates to the City of Markham, the Region forecasts a residential intensification target of 31,590 units between 2006 and 2031 for Markham.

In addition to being within the Urban Area, Bayview Avenue is identified as a part of the *Regional Transit Priority Network* south of Highway 7, and the subject site is in proximity to a *Proposed GO Station* John Street just east of Bayview Avenue. The subject site is also in proximity to Yonge Street, which is identified as a *Regional Rapid Transit Corridor* north of Highway 7, with the subway extension running north from Steeles Avenue to Rutherford Road. Langstaff Station is identified as a *Regional Centre* with an *Existing GO Station*. The subject site is also located in proximity to both Highway 407 and 404.

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposal conforms with the York Region Official Plan.

## 4.5 City of Markham Official Plan (1987)

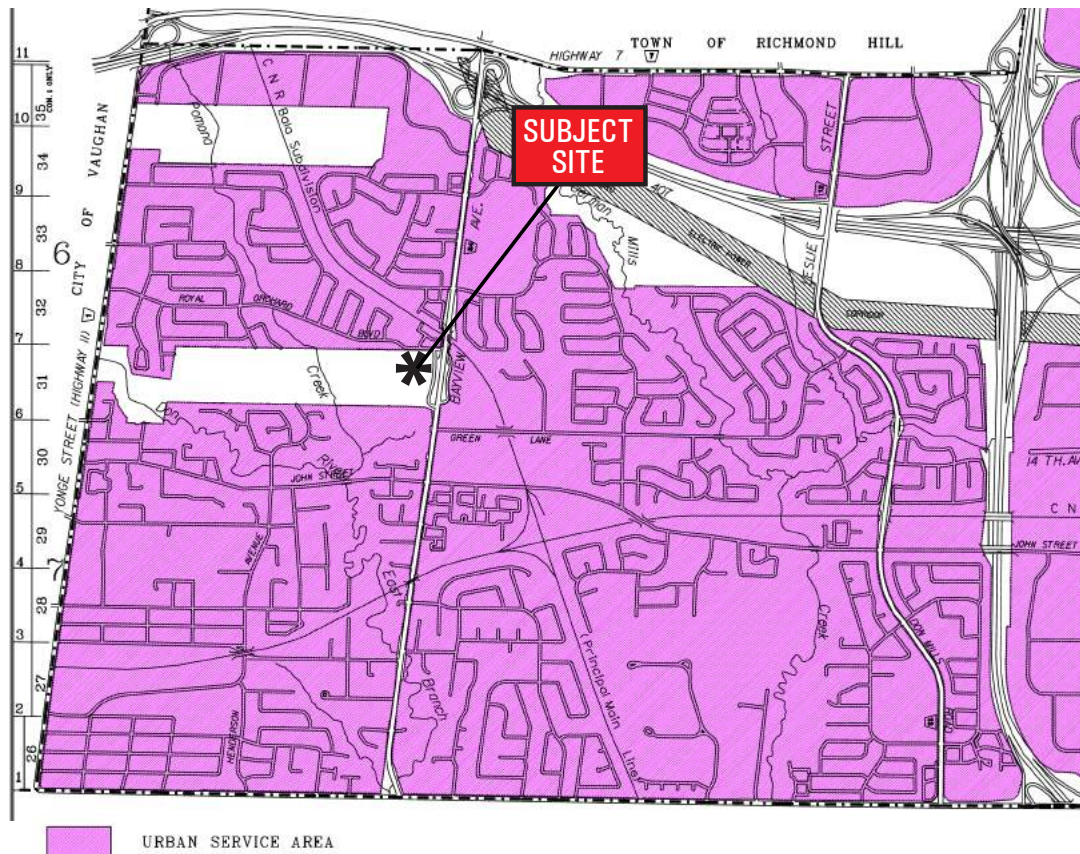
The City of Markham Official Plan, 1987 (formerly the Town of Markham), was partially approved by the Minister of Municipal Affairs on April 5, 1993, with subsequent approvals and modifications, incorporated into the July 2005 Office Consolidation.

The goals of the Official Plan, as set out in Policy 2.1(a), include accommodating the population and development anticipated for the Town, and providing for anticipated future growth within the confines of a compact urban envelope. The objectives of the plan, described in Policy 2.1(b), address, among other things, integrating new development into the existing expanding community and social fabric of the City, and encouraging the provision of a range of housing to meet the needs of the existing and anticipated population of the Town.

The subject site is not currently located in the Urban Service Area in the Official Plan (see **Figure 16**), given the site's current use as a golf course. Policies related to intensification and infill only apply to lands within the Urban Service Area and limited development is permitted outside of the Urban Service Area or Future Urban Service Area. An Official Plan Amendment application is being sought to bring the subject site into the Urban Service Area and to redesignate it from *Open Space* to a more appropriate residential designation. In this respect, the policies regarding housing and intensification are discussed below.

In terms of Housing, the objectives of the Official Plan as set out in Policy 2.13(b) include ensuring opportunities for redevelopment in existing serviced areas, to satisfy demands for a full range of housing. Policy 2.13.1(e) identifies three density categories and a range for average net site density, set out as follows: low density – 17.0 to 37 units per hectare; medium density – 37.1 to 79.9 units per hectare, and; high density – 80.0 to 148.0 units per hectare. The Official Plan leaves the Secondary Plans to establish a relationship between density and dwelling type.





**Figure 16 - Urban Service Area**

As per Policy 2.13.1(m), the City supports the principle of residential intensification in developed areas, in appropriate locations, and of a type, size and scale that is compatible with adjacent development. This includes infill development and residential development of vacant or underutilized land in existing residential neighbourhoods. Policy 2.13.1(n) identifies the criteria for evaluating infill development and redevelopment of sites and buildings, which is set out as follows:

- The proposed development meets locational and other criteria of this Plan;
- The type, size and scale of the proposed development is compatible with adjacent development;
- The existing hard infrastructure, including sewer and water services, can support additional development;
- The existing community and recreational facilities, such as schools and parks are adequate to meet the additional demand;
- The required parking can be accommodated; and
- The local road network can accommodate any additional traffic.

The subject site is designated *Open Space* on Schedule 'A' – Land Use (see **Figure 17**). The predominant use of lands in the *Open Space* designation is conservation and outdoor recreation, including golf courses. Policy 3.9.2 d) provides that lands are under private ownership may not necessarily remain as open space indefinitely and the *Open Space* designation does not imply that these areas are free and open to the general public or will be purchased by the City. Further, if a proposal to develop such land is made, the application for the redesignation for other purposes will be given due consideration consistent with the policies of the Plan.

With respect to the Urban Residential designation, Policy 3.1.1(b) defines this category as lands used primarily for housing, with limited allocations for uses that are complementary to or serve basic residential uses. Permitted uses include housing and accessory units, and public, institutional, recreational and commercial uses which are compatible and serve basic residential uses, as per policy 3.3.1.

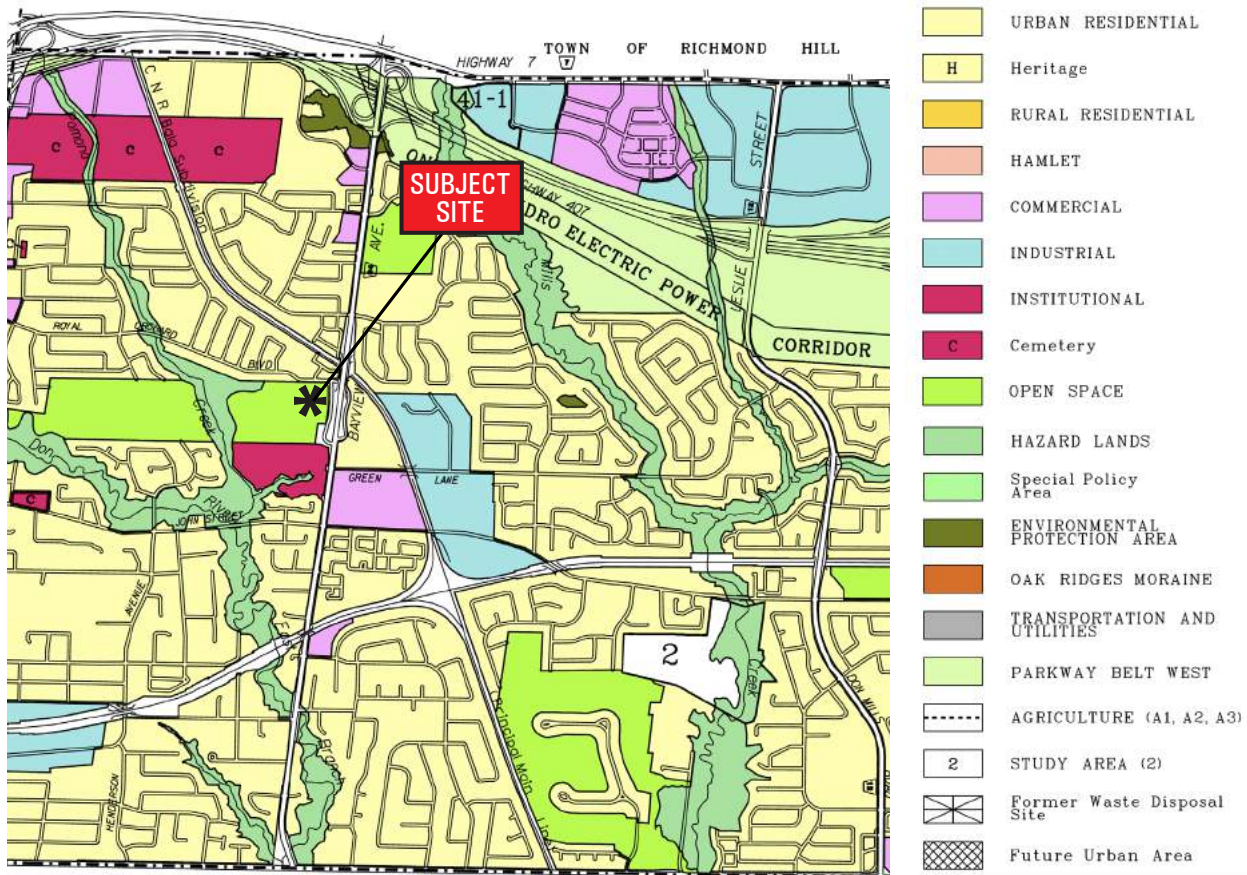


Figure 17 - Schedule A, Land Use

The Official Plan classifies several different housing categories under the Urban Residential designation. Policy 3.3.2(a)(v) identifies High Density II Housing as consisting of apartments and other forms of multiple housing at a net site density of 99 to 148 units per hectare (40 to 60 units per acre). This is the greatest density permitted in the Plan.

The general Urban Residential policies, as set out in Policy 3.3.3, include: lands developing on the basis of full municipal services; low density uses located adjacent to arterial roads and Provincial highways will not be allowed frontage or direct access to such roads or highways, and; monotonous design for residential buildings should be avoided by using distinctive architectural design and variety.

## 4.6 Thornhill Secondary Plan

The Thornhill Secondary Plan (Amendment No. 1) was adopted by the Town of Markham in June 1997. The Secondary Plan provided for the reurbanization of the Yonge Street corridor, parts of the Bayview Avenue corridor and the Langstaff Community. The Plan strives to provide a balance of residential and employment uses with a gradation of densities, building heights and design policies for the integration of new development with the existing community. Further, it promotes compact urban form based on the utilization of higher densities and mixed uses.

The subject site is designated *Private Open Space* in the Secondary Plan. An Official Plan Amendment has been submitted in support of the proposed development to redesignate the subject site to a more appropriate residential designation.

## 4.7 City of Markham Official Plan (2014)

Markham's new Official Plan was adopted by Council on December 10, 2013, and approved by York Region on June 12, 2014. The new Official Plan has been appealed to the Ontario Municipal Board and while a significant number of the appeals have been resolved, the policies applicable to the subject site remain under appeal and are not yet in force. Until such a time as the City-Wide appeals relating to the *Private Open Space* policies of Section 8.9 are resolved, the current Official Plan (Revised 1987), as amended, will continue to remain in force.

The subject site is identified as *Neighbourhood Area* on Map 1 – Markham Structure (see **Figure 18**). The lands located generally at the northwest and northeast quadrants of the intersection of John Street and Bayview Avenue are identified as a *Local Centre* on Map 2 – Centres and Corridors and Transit Network (see **Figure 19**). A Proposed GO Station is shown on John Street, east of Bayview Avenue, with a Potential Thornhill Centre Secondary Hub depicted to the north of the Station. Bayview Avenue is identified as a *Regional Transit Priority*.

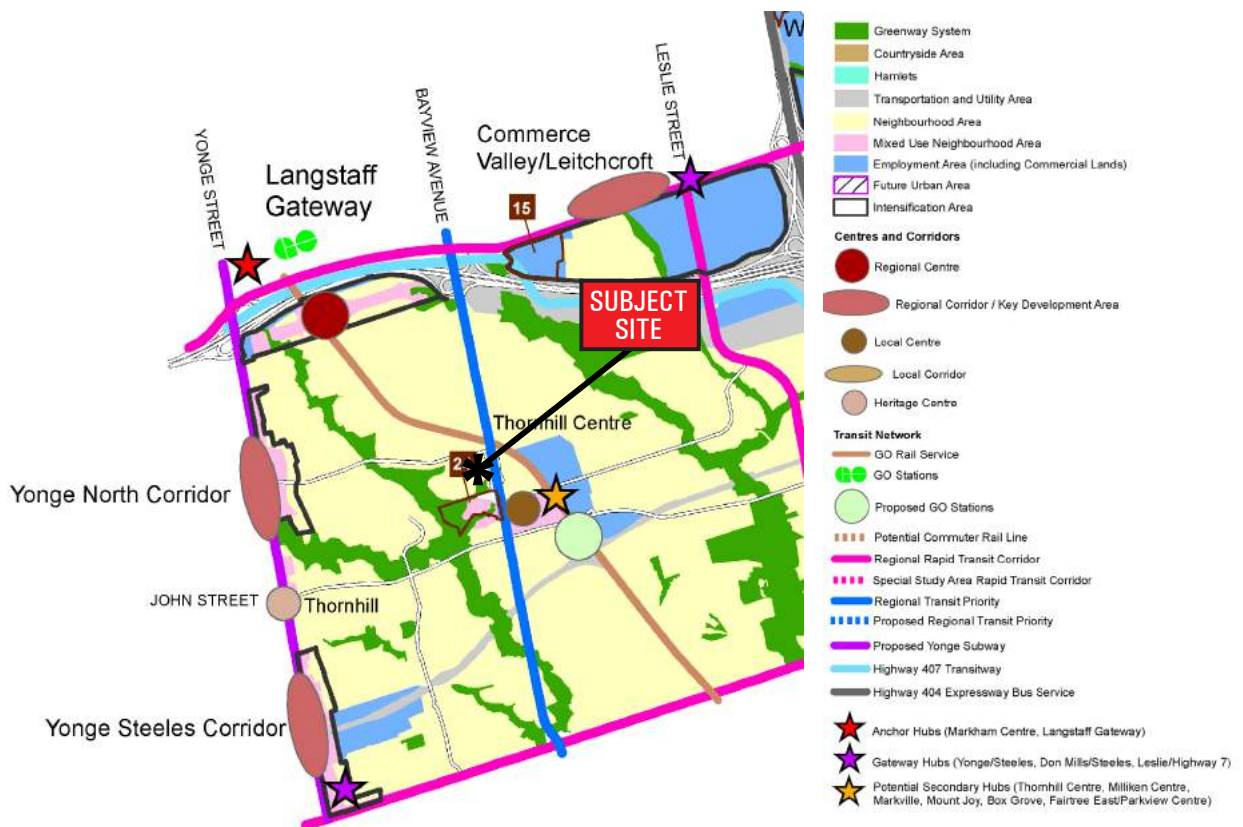


Figure 18 - Map 1, Markham Structure

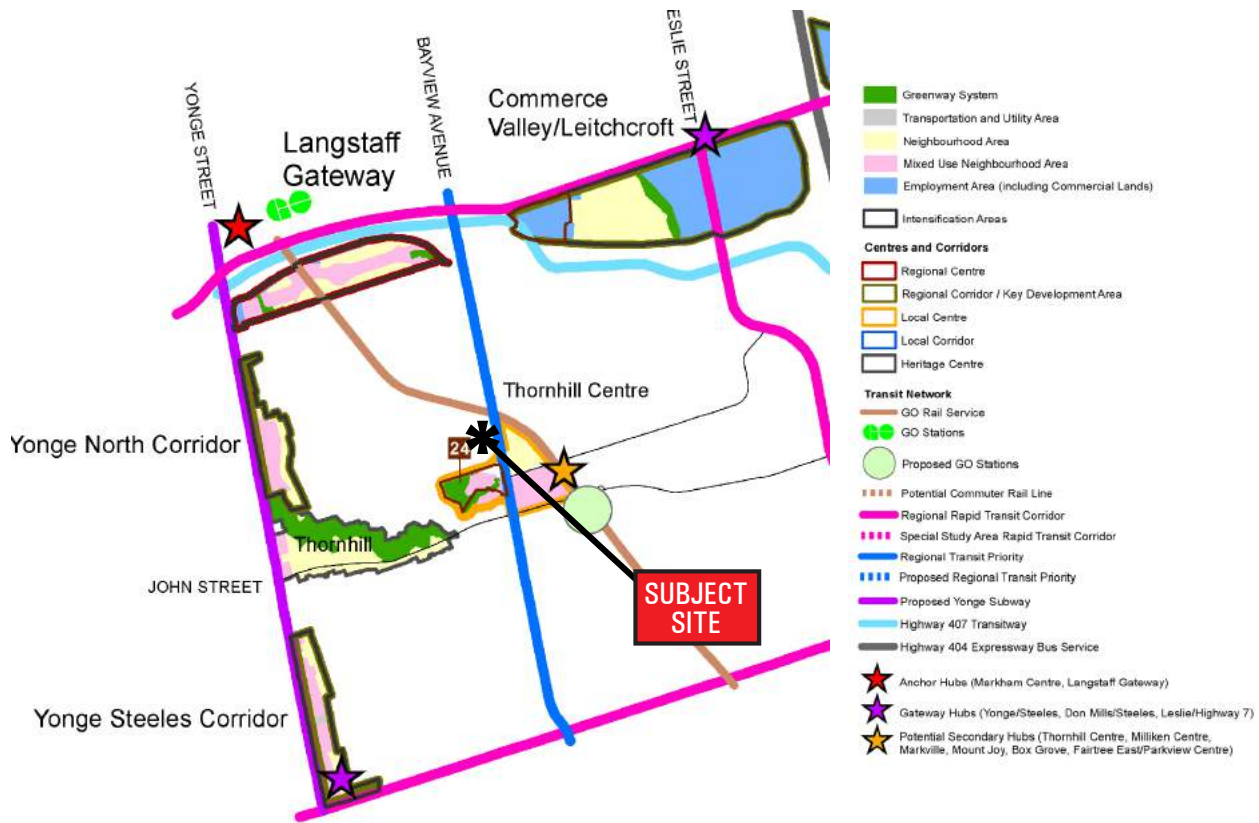


Figure 19 - Map 2, Centres and Corridors

The subject site is designated *Private Open Space* on Map 3 – Land Use (see **Figure 20**). As previously indicated, the *Private Open Space* policies of Section 8.9 of the 2014 Plan are currently under appeal. Permitted uses in this designation include a golf course and permitted building types include club house facilities and accessory buildings on a golf course.

With respect to the Residential designation, the Plan provides that all new 'Residential' areas will be planned to accommodate a more compact built form an older establish neighborhoods and integrate community and 'Mixed-Use' areas in a manner that is transit-supportive and pedestrian-oriented. The Plan provides for a number of residential designations including the 'Residential High-Rise' designation which permits a maximum building height of 15 storeys.

Policy 8.2.1.1 requires that lands designated 'Residential' ensure that new development is compatible with the character and pattern of adjacent and surrounding development, ensure that there is adequate park space and community

services, encourage a high quality of urban design and promote sustainable development, and improve the pedestrian experience and access to transit. Further, policy 8.2.1.3 requires that new development has adequate transportation and water and wastewater infrastructure, as well as community infrastructure, and has regard for the Urban Design and Sustainable Development policies of the Plan.

Section 8.2.5 provides policies for the 'Residential High Rise' designation, which are generally located along arterial or major collector roads and are located near 'Mixed Use' areas, retail and community uses, with the intent to support existing or planned transit services. New buildings will be aligned along public streets and will be designed to with appropriate transition to areas of a lower intensity. Buildings will be designed to respect light, view and privacy and if located on a large site, will be planting a comprehensive way incorporating new roads, blocks, and open spaces, to improve pedestrian conductivity and access to community services and transit.

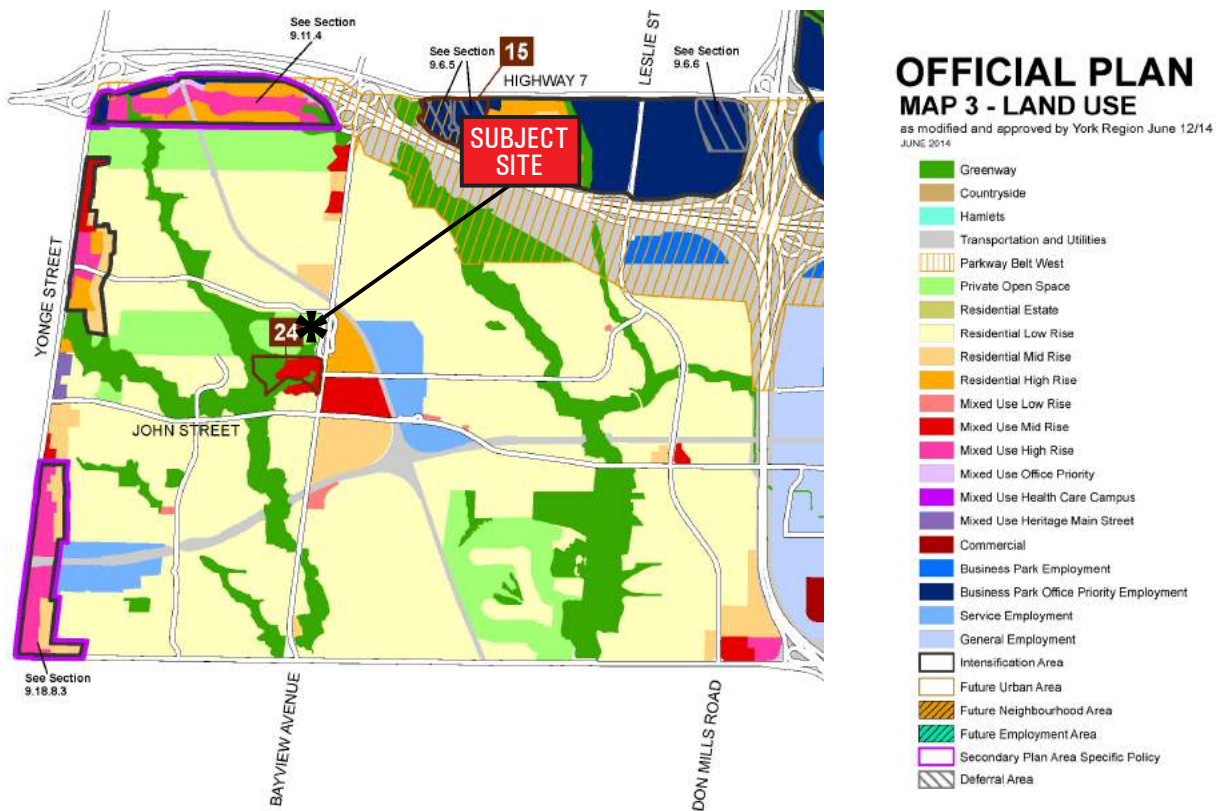


Figure 20 - Map 3, Land Use

Policy 8.2.5.4 provides that for lands within the 'Residential High Rise' designation, the maximum building height is 15 storeys with a maximum overall density of 2.5 FSI. Development criteria contained in Policy 8.2.5.5 include the following:

- buildings should respect a consistent setback and provide for continuity in built form along public streets;
- buildings should be designed to provide privacy for residential units at the street level by providing an appropriate setback between the development and the street or neighbouring buildings;
- buildings should be designed to enhance pedestrian safety and comfort by providing for appropriate microclimatic conditions including:
  - sunlight access between the Spring and Fall equinox;
  - measures to mitigate wind conditions at the street level and in parks and open spaces;
  - height and density shall be directed away from low rise designations to frontages along arterial and major collector roads;
  - buildings that are adjacent to areas designated for low rise development shall be designed to respect an angular plane;
- where appropriate, buildings should include a street-related podium along arterial road frontages with the section of the building above the podium set back from the street-related building front;
- the tower portion of buildings above 8 storeys shall be designed on small floor plates to minimize shadow impacts on adjacent areas and maximize sky views; and
- the tower portions of buildings shall provide for adequate separation to achieve light, view and privacy.

Section 6 of the Official Plan, Urban Design and Sustainable Development, provides general policies regarding urban design, and addresses, among other things, the public realm, streets and blocks, streetscapes, landmarks and views, parks and open space, built form and site development and sustainable development.

Specifically, Section 6.1, Urban Design, provides that "Urban Design is about city building, placemaking, and community design through the integration of land use, built form and the public realm", with a further role for urban design in the built of area to create compact neighbourhoods

with pedestrian friendly streets, high-quality building design and compatible built form, vibrant people places with a well-designed public realm and sustainable development.

Section 6.1.2, discusses the Public Realm, which consists of publicly accessible spaces that define the City's urban form and function, its streets and boulevards and its parks and open spaces, that provide places for community interaction. Specific policies with respect to the Public Realm including the following:

- to design and organize the public realm to defined streets and public spaces with a priority on pedestrians, cycling and transit while contributing to placemaking and ensuring consistence in quality and design (6.1.2.2);
- to define streets and blocks, buildings and structures and public spaces based on functional requirements and located them to enhance safety, accessibility and attractiveness (6.1.2.3); and
- to require the design of high-quality, attractive and sustainable developments with elements including street network linkages, attractive and safe streetscapes, well-designed public and private open spaces, enhanced landscaping and sustainable development practices (6.1.2.5).

Section 6.1.3 provides policies for Streets and Blocks, indicating the organization and layout of streets and blocks provides a functional framework for transitioning, accessing and integrating a diverse mix of land uses of varying intensity and scale. Policies include the following:

- to create a compact, well-defined urban fabric that is attractive, safe, accessible, pedestrian-oriented and transit-supportive (6.1.3.1);
- to design and arrange streets and blocks to create a sense of identity through such items as built form, massing, scale, layout and orientation and diverse streetscape elements (6.1.3.2); and
- to improve connectivity by providing a street network/public realm that is more conducive to transit, cycling and pedestrian use (6.1.3.3).

Section 6.1.4 provides policies for Streetscapes, which are framed by buildings and comprised of sidewalks, signage, street trees, landscaping, lighting organization and layout of streets and blocks provides a functional framework for transitioning, accessing and integrating a diverse mix of land uses of varying intensity and scale. Policies with respect to streetscapes include the following:

- to reinforce communities by providing attractive, well-designed streetscapes (6.1.4.1); and
- to design streetscapes that support the functional requirements of streets and blocks and are compatible with the use, height and density of abutting development by promoting activity on the street, pedestrian comfort and safety, pedestrian and cycling amenities, street planting and landscaping, traffic calming and on-street parking (6.1.4.2).

Section 6.1.6, Parks and Open Space, provides that parks and open space areas are envisioned as a critical component of the public realm. New parks and open spaces are viewed as important factors in creating successful residential neighbourhoods and contribute to placemaking. The parks and open space system in Markham include both public and private open spaces and are to be well connected, integrated with adjacent uses, publicly accessible, well designed. Policies with respect to parks and open space include the following:

- to design parks and open spaces that are fully integrated with the urban design and built form of Markham's communities (6.1.6.1);
- to develop an interconnected parks and open space system that improves the connectivity of communities and contributes to placemaking (6.1.6.2);
- to plan and design new parks in open spaces to highlight natural and cultural heritage features, create extensions and connections to existing parks and open spaces, promote visibility with frontage on a public street, to improve pedestrian and cycling access, to create active and passive recreation opportunities, and comfortable settings for community events and individual use (6.1.6.4);
- to ensure that development adjacent to parks and open spaces be designed to support and enhance natural areas, reduce potential impact, complement the design, maintain adequate sunlight and sky views, provide safe and accessible pedestrian connections, and create appropriate and visual and functional relationships (6.1.6.5); and
- to ensure development contributes to the open space network of the community including connections, reinforcing existing open-space character and the inclusion of features that serve a number of functions (6.1.6.6).

Section 6.1.8, Built Form and Site Development, provides policies with respect to building characteristics, siting, access, servicing and parking arrangements, all of which are critical to the success of the public realm. Building height and massing will correspond to site

characteristics and contribute to the overall context of a neighbourhood and will enhance adjacent development, streetscapes, parks and open spaces, architectural diversity and sustainable development. Density will include considerations of height and massing, area transition and building relationships, while site planning will be based on context, character and assessment of existing conditions.

Specific policies with respect to Built Form and Site Development including the following:

- to ensure built form and development makes a positive contribution to the public realm, defines the character of streets and open spaces and promotes architectural diversity and sustainable development practices in building and open space design (6.1.8.1);
- to design and site buildings based on location in context, character and use, the ability to enhance site conditions, and contribution to adjacent development in the public realm (6.1.8.2);
- to organize and distribute density across the site to address building height and massing, transitions between areas of different intensities and relationships between buildings, streets and open space (6.1.8.3);
- to design and site buildings to be compatible with, or enhance, adjacent or abutting development by addressing appropriate transitions in height and massing, connections to pedestrian and cycling routes and access to public transit, comfortable microclimate conditions including sunlight access and wind conditions, privacy conditions for outdoor amenity space and adequate sky views. Building design should:
  - incorporate architectural detailing to add interest and achieve relationships with a neighboring development;
  - orient primary façades and pedestrian entrances on the public street;
  - avoid blank façades on public streets and open spaces;
  - screen service areas;
  - provide design elements to minimize bird strikes; and
  - minimize the appearance of rooftop mechanical equipment (6.1.8.4);
- to design and place buildings to achieve adequate private open space, common landscaped amenity areas and the preservation of significant vegetation (6.1.8.5);
- to organize and locate site access to minimize adverse impact on pedestrian safety, cycling routes, attractiveness of the streetscape, continuity of the built form and the character of the public realm (6.1.8.6);

- to organize and locate on-site parking facilities, service and loading areas underground, internal to the building or at the rear of the building (6.1.8.7); and
- to develop and adopt built form, height and massing guidelines to guide built form and site development within Markham's communities, and to identify best practices to create walkable, connected and transit-supportive neighbourhoods and communities (6.1.8.8).

Section 6.2, Sustainable Development, focuses on achieving greater sustainability through community and site design and building practices. Section 6.2.2 provides direction with respect to sustainable communities, which are to be planned to achieve sustainable development resulting in the maximization of environmental conservation, energy efficiency, the reduction of greenhouse gas production, in the improvement of air, soil and water quality. Redevelopment within established communities provides opportunity for improved open-space, community services, pedestrian cycling systems, transit connections and the reduction in energy and water use. Specifically, Policy 6.2.2.2 provides that a number of factors should be considered to achieve sustainable design and development or redevelopment:

- the scale, layout, proximity to uses, quality of place and availability of infrastructure to create sites that are walkable, bicycle friendly, and easily served by transit;
- street orientation and alignment of sites and buildings to create optimum conditions for solar energy use;
- means to reduce local heat-island effects (green or white roofs, shade plantings, paving materials);
- the protection and enhancement of natural heritage and hydrologic features; and
- factors to improve growing conditions for street trees and vegetation.

Section 6.2.3 provides direction with respect to sustainable buildings and site design, with specific policies that including the application of innovative sustainable design practices and technologies to, among other measures:

- encourage walking, cycling, and transit use through on-site connections, appropriate location and design of sidewalks, building setbacks and design and landscaping to enhance the pedestrian experience;
- promote energy conservation and reduce the urban heat-island effect
- conserve natural features;
- encourage the use of environmentally preferable building materials; and

- minimize off-site storm water runoff and soil erosion.

The site is also subject to the Area and Site-Specific Policies for the Thornhill District. Policy 9.18.2 provides a land use objective to build upon the diverse characteristics of the Thornhill community which includes a variety of residential housing forms, tenures and densities, in addition to an extensive natural heritage system, including golf courses, valleylands and the public parks and open space system.

A further objective is to “recognize residential nature of the community as a fundamental consideration in the planning for future growth”, ensuring that new development is “compatible with, and enhances the natural and cultural heritage attributes of the area”.

Policy 9.18.3 provides that Council, in consideration of new development which seeks to permit a different type of housing or an increase in development density shall have regard for the impact of increased traffic and new traffic movements on local roads and require transportation impact assessments, where appropriate. Further, stormwater management for all development, redevelopment or site alteration shall have regard for the framework for Don watershed plan.

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposal conforms with the City of Markham Official Plan, in particular with respect to policies regarding intensification, urban design and sustainability.

## 4.8 Township of Markham Zoning By-law 2150

The subject site is regulated by Township of Markham Zoning By-law 2150, as amended by By-law 2395 and is zoned Special Uses (O2) as per Schedule ‘A1’. The Special Uses zone recognizes the current golf course use. The intent of the rezoning application is to delete the subject site from Zoning By-law 2150, as amended, and add the subject site to City of Markham Zoning By-law 177-96, as amended, as well as to introduce site-specific development standards to accommodate the proposed development.

## 4.9 Markham Built Form, Height and Massing Study (2010)

The Markham Built Form, Height and Massing Study was prepared in 2010 as a tool to guide built form in Markham and provides a number of “best practices” to assist in creating walkable, connected, and transit-supportive neighbourhoods and communities. The Study focuses on the hierarchy of development areas where growth is anticipated to occur in the City of Markham and recognizes and addresses key principles including public realm, streets and blocks, building location and built form.

### PUBLIC REALM

The Study identifies the Public Realm as publicly-accessible urban space: streets, sidewalks, open spaces and parkland, with key concepts including microclimate, the delineation of open space boundaries, landscape architecture, street planting and amenity, building-to-open space relationship, connectivity to pedestrian pathways and sustainable practices.

Of specific relevance to the proposed development are the following guidelines:

- Guideline PR.01 – Protect Microclimate - consideration for favourable shade and/or wind conditions
- Guideline PR.02 – Connect to Open Space - consideration to create a network of parks, pathways, and gathering spaces to promote active transport (walk, cycle, etc.) and healthy living.
- Guideline PR.12 – Defining Private Space – define the threshold between private residential uses at grade and the public realm through measures such as screening, planting, and elevation changes.
- Guideline PR.16 – Save Existing Trees - incorporate existing healthy trees into development wherever possible.

### BUILDING LOCATION

The Study provides that Buildings should be located to define public space (streets and parks), while creating appropriate thresholds for private space, with key concepts including building-to-street relationship, street frontage and address, building-to-open-space relationship, privacy thresholds for at-grade units, barrier-free access and relationship to existing single-family neighbourhoods.



## BUILT FORM

The Study provides that Built Form guidelines ensure that buildings are situated in ways that are appropriate in context, with key concepts including building-to-street relationship, flexible design, architectural variety and sustainable construction.

Of specific relevance to the proposed development are the following guidelines:

- Guideline BF.02 – Intensify Major Streets – located higher levels of intensity and height along major arterial roads and highways.
- Guideline BF.07 – Long Mid-Rise Buildings – design mid-rise buildings on blocks longer than 100 metres with breaks to provide street variety, connections, views and opportunity for sunlight.
- Guideline BF.08 – Private Amenity – provide all residential units with sufficient private amenity space either as a terrace, balcony or yard.
- Guideline BF.10 – Sustainable Practices – incorporate sustainable design in built form as per Markham’s Sustainable Standards and Guidelines

The Study also provides guidelines related to Tall Buildings, which are defined as buildings taller than 12 storeys, which would include the southern 14-storey building. Relevant guidelines deal with tower setbacks to the street, the provision of one tower per block, minimizing shadow impacts, tower spacing and floor plate sizes.

Lastly, the Study also provides guidelines related to Parking and Loading with relevant guidelines including the provision for underground parking for buildings taller than 4 storeys and locating loading and garbage areas internal to the building.

An Urban Design Brief has been prepared in support of the proposed development which will address the Markham Built Form, Height and Massing Study in more detail. The Urban Design Brief and will be submitted under separate cover.



# [5.01]

U R B A N   P L A N N I N G   &   D E S I G N  
A N A L Y S I S

## 5.1 Intensification

Residential/mixed-use intensification on the subject site is supportive of numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of York Official Plan and the City of Markham Official Plan (both the 1987 and the 2014 Plans), all of which support intensification on sites which are well served by municipal infrastructure, including higher order public transit.

In this respect, while the subject site is not located in a "major transit station area" as defined by the Growth Plan, it is located in a settlement area where there is existing and planned transit. As previously discussed in Section 2.4 of this report, there is existing YRT services that operate on both Bayview Avenue and Royal Orchard Boulevard, immediately adjacent to the subject site. These routes connect with VIVA Routes along Yonge Street and Highway 7 and connect with Finch, Langstaff and Pioneer Village Stations. Additionally, the John Street/Green Lane area, east of Bayview Avenue, has been identified by Metrolinx as a location for future consideration of a new GO Station in conjunction with the Richmond Hill GO Line expansion.

The proposed development will assist in the achievement of intensification and density targets in the Growth Plan and contribute to the range and mix of housing options and densities to meet projected needs of current and future residents of Markham.

The subject site currently comprises a portion of the Ladies' Golf Club of Toronto site, occupied by Hole 9 of the golf course. As the lands have been deemed surplus by the Golf Club, it is an ideal candidate for intensification given its location in an urban area, with available municipal infrastructure and services. It is appropriate and desirable as it provides for additional housing opportunities in an area that can be characterized by a mix of uses including low- and medium- and high-rise residential development, commercial and institutional uses and open space.

The proposed development will not adversely affect the surrounding residential community and the size and configuration of the subject site allows for the provision of a public park to

be located immediately adjacent to the low-rise residential dwellings to the north. Overall, the proposed development contributes to a comprehensive approach to site planning. Further, residential intensification on the subject site can take advantage of the community services and amenities in the area, which can assist in providing additional population-based support to these businesses and services.

It is important to make efficient use of sites that are well suited for intensification in order to reduce the rate of outward urban expansion, minimize use of the private automobile and support the use of transit. The optimization of density on the subject site is consistent with both good planning practice and overarching Provincial, Regional and City policy direction, subject to achieving appropriate built form relationships. As well, residential intensification on the subject site will result in population growth that will contribute to the achievement of forecasts in the Growth Plan and both the Regional and Municipal Official Plans.

## 5.2 Land Use

In terms of land use, the proposed residential uses are currently permitted within the policy regime of the Regional Official Plan, however, they are not permitted within both the in-force (1987) and new (2014) Markham Official Plans, given the subject site's current use as a golf course.

The subject site is designated *Open Space* in the Markham Official Plan (1987) and is designated *Private Open Space* in the Thornhill Secondary Plan. In the new Official Plan (2014), the subject site is located within a *Neighbourhood Area* and is designated *Private Open Space*. In this regard, we are seeking an Official Plan Amendment application to redesignate the subject site to permit residential uses.

With respect to the appropriateness of a redesignation to permit residential uses, it is our opinion that the subject site is an ideal location for residential uses. It is located in an urban area, with access to existing municipal infrastructure and services. It is adjacent to an arterial road with existing transit service and in proximity to proposed higher order transit. Residential uses

on the subject site are both complementary to and compatible with surrounding uses which include residential, commercial, institutional and recreational/open space. The addition of residential uses will assist in providing housing stock to the City of Markham and can take advantage of, and support, the wide array of services and community facilities that exist in the area.

Further, the proposed type of residential use is contextually appropriate. There are existing 12- and 15-storey apartment buildings on the east side of Bayview Avenue, with a potential for buildings of up to 15 storeys to be proposed to the immediate south (the Shouldice Hospital site, which is currently under appeal to the OMB). An appropriate transition to the low-rise residential dwellings to the immediate north is provided through the provision of a public park, through the proposed building heights that step down toward the north from 14 to 12 storeys, as well as through the built form and design of the proposed buildings. This is discussed further in Section 5.4 below.

### 5.3 Height, Massing and Density

In our opinion, as noted in Section 5.1 above, the subject site is an appropriate location for intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for 12- and 14-storey buildings given the size, depth and configuration of the subject site, its proximity to existing and planned transit infrastructure and its context in relation to other buildings in the vicinity.

In terms of height, it is our opinion that the proposed building heights of 12- and 14-storeys (42.0 metres and 48.5 metres, respectively), are appropriate, would fit harmoniously with the existing and planned built form context in the vicinity of the subject site and would represent an positive contribution to the built form along this segment of Bayview Avenue. In this regard, the immediately surrounding built form context includes the existing adjacent apartment buildings to the immediate east, which range in

height from 12 to 15 storeys. There is also potential for future taller buildings to the immediate south of the subject site, on the Shouldice Hospital lands.

With respect to the low-rise residential properties on the north side of Royal Orchard Boulevard, the proposed buildings provide an appropriate transition through a combination of spatial separation (i.e.: the provision of a public park) and building design.

From a massing perspective, the proposed 12- and 14-storey buildings respond appropriately to their context through articulated design, setbacks and terracing. Along the Bayview Avenue frontage, the development proposes to urbanize the frontage through landscape elements and building design, which will add architectural interest along this portion of Bayview Avenue. Further, the provision of the public park and landscape upgrades along Royal York Boulevard, with connections through the site to the south, will improve the public realm and provide an enhanced pedestrian-oriented streetscape. The terracing along the northern face of the 12-storey building will allow the building to achieve a 2:1 angular plane measured from the south property lines of the townhouse dwellings on Doral Gate. The stepbacks provide an appropriate transition towards the low-rise residential dwellings to the north.

From a density perspective, it is our opinion that the proposed density of 3.77 FSI is appropriate and desirable. Firstly, is important and appropriate from a land use planning perspective to optimize land use and infrastructure on the subject site, in accordance with the policy directions set out in the Provincial Policy Statement, the Growth Plan the Region of York Official Plan and the City of Markham Official Plan, as summarized in Section 5.1 above.

Secondly, while the City of Markham Official Plan (2014) provides a maximum density of 2.5 FSI for the 'High Density Residential' designation, it is our opinion that it is reasonable to establish appropriate densities based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers alone. The proposed density of 3.77 FSI is incrementally greater than the density permitted in the Official Plan (2014).

## 5.4 Built Form Impacts

In our opinion, the proposed development will be compatible with the existing and planned built form context and will have no unacceptable built form impacts, either in terms of light, skyview and privacy (LVP) impacts or shadow impacts.

### LIGHT, VIEW AND PRIVACY

The new Official Plan (2014) includes policies in Section 6.1.8 regarding the provision of comfortable microclimatic conditions including sunlight access, adequate privacy conditions and the adequacy of sky views in the design and placement of buildings. The development criteria applying to the 'Residential High Rise' designation in Policy 8.2.5.5 provides that the design of buildings should enhance pedestrian safety and comfort by providing sunlight access and that buildings above 8 storeys shall be designed to minimize shadow impacts on adjacent areas and maximize sky views, and provide adequate separation distance to achieve light, view and privacy.

The placement of the buildings on the subject site appropriately addresses light, view and privacy (LVP) conditions for the proposed residential suites. The building provides a separation distance that ranges from of approximately 11.6 to 16.9 metres from the northeast terraces of the 14-storey building to the southwest terraces of the 12-storey building. There is not a direct facing condition for the proposed facades and therefore the LVP conditions are appropriate.

In terms of LVP conditions for the adjacent area, and with respect to existing development, the lands to the south and west are currently utilized for the golf course and the residential uses to the east are located on the east side of Royal Orchard Boulevard and Bayview Avenue, with significant separation distance to the subject site. LVP conditions for potential future uses is discussed further below.

With respect to the north-facing conditions, the façade of the 12-storey building is terraced and is set back approximately 5.8 metres to the southern boundary of the proposed park. This setback, in addition to the depth of the proposed park, which is approximately 35.7 metres, results in a building setback of approximately 41.2 metres

to Royal Orchard Boulevard, which represents an appropriate transition to the residential dwellings to the north and which will also allow the building to achieve a 2:1 angular plane measured from the south lot line of the dwelling units on Doral Gate. In terms of transition to existing residential uses, it is our opinion that the siting and massing of the proposed buildings will provide an appropriate transition in scale to the residential dwellings to the north of the subject site. This is achieved through appropriate setbacks and the stepping down of the building toward the south.

With respect to potential future buildings, it is our opinion that the only other likely location for future development within the immediate area is the golf course lands to west. With respect to the lands to the south, it is unlikely that these lands, which are currently utilized as a surface parking lot for the golf course, will redevelop given their size and configuration, particularly due to the presence of City-owned open space lands located to the immediate south of the parking lot, which are designated 'Greenway' in the new 2014 Official Plan. While these lands to the south could be utilized as part of a redevelopment of the larger area (i.e.: future access, etc.), it is unlikely that a building will be located on this portion of the lands. Therefore, it is our opinion that there are no LVP impacts from the proposed development.

In terms of the potential for redevelopment of the lands to the west, setbacks of approximately 11.5 and 11.6 metres are provided from the closest building faces of the northern and southern buildings, respectively, to the west property line for Floors 1 through 3. The buildings then step back at various Floors with corresponding setbacks that range from 11.7 and 12.2 metres at Floor 4 for the northern and southern buildings, respectively, to 22.7 and 17.4 metres at Floor 12 for northern and southern buildings, respectively. For Floors 13 and 14 of the southern building, the setbacks to the west property line are 17.4 and 19.0 metres, respectively.

The Markham Built Form, Height and Massing Study (2010) defines a "mid-rise building" as a building that is generally 4 to 12 storeys in height. A "tall building" is defined as a building taller than 12 storeys in height. In this respect, a general guideline (as used in the City of Toronto Mid-

Rise and Tall Building Guidelines, respectively) for appropriate setbacks is 5.5 metres for a mid-rise building, which would allow for an 11.0-metre separation distance between mid-rise buildings, and 12.5 metres for a tall building, which would allow for a 25.0-metre separation distance between tall buildings.

Using the definitions in the Markham Built Form, Height and Massing Study (2010), in addition to consideration of Official Plan Policy 8.2.5.5 (2014 Plan) which outlines development criteria for adequate separation distance for buildings in the 'Residential High Rise' designation that are greater than 8 storeys, it is our opinion that the setback to the west property line is appropriate.

The proposed setback to the west property line for the mid-rise component of the development (i.e.: the northern building in its entirety and Floors 1 through 12 of the southern building) ranges from 11.5 to 22.7 metres, which, at its least setback exceeds (and, in fact, doubles) the 5.5 metre setback that would be required for a "mid-rise" building". For Floors 13 and 14 of the southern building, the setback exceeds the 12.5 metres that would be required for a "tall building".

Based on the foregoing analysis, it is our opinion that the siting of buildings of 12- and 14-storeys on the subject site would not inappropriately export facing distance conditions on surrounding properties and would not preclude the ability to achieve additional development sited on the adjacent property to the west.

## SHADOW IMPACTS

Official Plan Policy 8.2.5.5 (2014 Plan) provides that buildings above 8 storeys shall be designed to minimize shadow impacts on adjacent areas. A shadow study has been prepared by Kirkor Architects assessing the shadow impacts at the spring and fall equinoxes (March 21st/September 21st) and at the summer solstice (June 21st) each hour from 9:00 a.m. to 4:00 p.m.

The shadow study demonstrates that there will be no incremental shadow impacts on the residential community to the north. In fact, no shadows fall further north than the centreline of Royal Orchard Boulevard.

With respect to adjacent sidewalks, there would be minor incremental shadowing on a portion of the sidewalk on Royal Orchard Boulevard, east of the subject site on June 21<sup>st</sup> at 3:00 p.m. onwards. There is morning shadow on a portion of the sidewalk on Royal Orchard Boulevard, north of the subject site on March/September 21<sup>st</sup> from 9:00 a.m. to 10:00 a.m. and on a portion of the sidewalk on Royal Orchard Boulevard, east of the subject site on June 21<sup>st</sup> at 3:00 p.m. onwards.

With respect to the proposed park to the immediate north, there will be very incremental shadow impact along the southern boundary of the park on June 21<sup>st</sup> between 10:00 a.m. and 2:00 p.m. On March/September 21<sup>st</sup>, a portion of the park will be shadowed between 9:00 a.m. and 4:00 p.m., however the shadow study demonstrates that the shadow impacts less than 50% of the park at any time on March/September 21<sup>st</sup>.

## WIND IMPACTS

A Qualitative Pedestrian Wind Assessment was prepared by Novus Environmental to assess the wind comfort conditions of the proposed development based on computer modeling techniques. The Assessment provides a qualitative overview of the pedestrian wind comfort conditions on and surrounding the proposed development site.

Conclusions include the following:

- Wind safety criterion is met at all locations surrounding the development in the Existing Configuration, however, the criterion is not met in small isolated areas in the Proposed Configuration. Novus will work with the design team to conduct further analysis incorporating recommended mitigation measures prior to submission of a Site Plan Application.
- Wind conditions at the main entrance, the secondary entrances, and on the amenity terraces are suitable for sitting or standing throughout the year, which is appropriate for the intended usage.
- On the walkways immediately surrounding the development, wind conditions are generally suitable for the intended usage, however, uncomfortable wind conditions occur along the north and south facades in the winter. Mitigating recommendations are described in the Assessment.
- On the sidewalks surrounding the proposed development, wind conditions generally remain unchanged. Wind conditions are suitable for leisurely walking or better year-round in both the Existing and Proposed Configurations.

- In order to determine the efficacy of the recommended mitigation for the north and south facades, additional analysis is required. Novus will work with the design team to develop and confirm the inclusion of appropriate mitigation features.

A copy of the Qualitative Pedestrian Wind Assessment has been submitted under separate cover in support of the proposed development.

## 5.5 Urban Design and Sustainability

From an urban design perspective, it is our opinion that the proposed development is appropriate and desirable and will fit harmoniously within its existing and planned built form and open space context. The addition of residential uses to the subject site will result in a high-quality development that is complementary to and compatible with its existing context and will provide urban design elements that will contribute to the public realm.

The proposed development is an exciting, well-designed, urban development form that represents a distinctive, high-quality addition to the community, while also providing for a public park. The development is sensitive to the established residential neighbourhood to the immediate north and appropriately addresses and respects the private open space context to the west.

The proposed development appropriately addresses the applicable urban design policies of the new (2014) Official Plan, in particular Policies 6.1.1, 6.1.2, 6.1.3, 6.1.4, 6.1.6 and 6.1.8.

Specifically, the proposed development:

- contributes to a compact, walkable community through the development of an underutilized parcel of land within an existing community that is in proximity to community amenities and transit;
- provides for a high-quality building design;
- enhances the public realm through the appropriate building setbacks to define the public street system and the proposed public park;
- provides a high-quality, attractive and sustainable development through the enhanced streetscape, landscape elements and tree planting;

- provides an efficient block layout that improves connectivity, enhances the public realm and provides a streetscape that is pedestrian-oriented and cycle-friendly, through the addition of park space and hardscape elements;
- provides appropriate heights and densities that are compatible with the existing adjacent community;
- includes architectural features, landscaping, lighting and a massing, scale and orientation that enhances the current streetscape and creates an entrance and presence to the community from both Bayview Avenue and Royal Orchard Boulevard;
- provides a positive contribution to the public realm through streetscape enhancement and the provision of a public park;
- includes high-quality and diverse building materials and colours that are complementary to and compatible with the adjacent residential neighbourhood; and
- integrates a comprehensive approach to site planning through appropriate building heights, massing and setbacks to ensure compatibility and minimize adverse impact on the existing community;

The proposed development appropriately addresses the applicable sustainable development policies of the new (2014) Official Plan, as provided in Section 6.2, and incorporates sustainable development practices in the building and site design.

Specifically, the proposed development provides for sustainability features through the inclusion of the following elements in the proposed building:

Specifically, the proposed development will be pursuing design and construction requirements under LEED for Homes v4 Multifamily Midrise. The following initiatives are proposed to achieve LEED Gold certification:

- **Integrative Process:** A design charrette will be hosted with the integrated project team. Sustainable Site: 75% of hardscape at grade will be treated with non-absorptive materials.
- **Rainwater Management:** A green roof will be provided and maintained to improve site biodiversity and rainwater management.
- **Water Efficiency:** All flush and flow fixtures in residential suites and amenity areas will be low flow. All washers and dryers will be ENERGYSTAR certified.
- **Energy & Atmosphere:** The design will target a 5% energy cost improvement over ASHRAE 90.1-2010 Appendix G baseline and meet ASHRAE minimum conditions.



- **Materials & Resources:** Construction waste will be diverted 60% below baseline.
- **Indoor Environmental Quality:** All dwelling units will be designed to comply with ASHRAE 62.2 2010 ventilation requirements. All amenity spaces will be designed to comply with ASRHAE 62.1 2010 requirements.

An Urban Design Brief has been prepared in support of the proposed development and will be submitted under separate cover.

## 5.6 Transportation and Servicing

A Transportation Impact Study was prepared by WSP Canada, dated March 9, 2018, in support of the proposed development. The purpose of the study is to estimate the volume of peak trips generated by the proposed development, identify the impact of these trips on the transportation network in the area, and address the need for measures to mitigate these impacts. Further, the report provides an assessment of site circulation and loading and Transportation Demand Management (TDM).

In the study conclusions and recommendations, the report addresses the intersection operations and notes that intersection operations were analyzed based on the roadway weekday a.m. and p.m. peak hours. Under 2018 existing conditions, all the intersections are operating under capacity. The proposed development is expected to generate 13 inbound auto trips and 58 outbound auto trips during the a.m. peak hour and 62 inbound auto trips and 31 outbound auto trips during the p.m. peak hour. With the proposed development in place under the 2023 future total conditions, all of the intersections are expected to continue operating within capacity, therefore, the subject site is expected to have a minimal impact on the surrounding traffic network.

From a pedestrian and bicycle level of service perspective and in terms of active transportation, the report concludes that the study area intersections meet the Region's target pedestrian LOS of C or better. However, the report adds that due to the lack of bicycle facilities along Bayview Avenue and the limited shared facilities along other minor streets, the study area intersections do not meet the Region's target bicycle LOS of C or better under existing, 2023 future background and future total conditions.

In regard to site circulation and loading, the report notes that an assessment of the maneuverability throughout the site confirms that the anticipated loading manoeuvres (waste collection and delivery truck) can be accommodated on the site, as designed. Further, the assessment also confirms that the anticipated auto circulation can be accommodated on the proposed site plan. With respect to parking, the report concludes that the zoning by-law requires that 240 resident and 48 visitor parking spaces be provided on site. In that regard, a total of 367 parking spaces are proposed, resulting in an overall parking surplus of 79 spaces.

The report conclusions note that a TDM plan has been developed for the site, to contribute to the overall transportation system efficiency by managing the demand for travel. The recommended TDM strategies discourage single-occupant vehicle travel and encourage more efficient modes such as walking, cycling, ridesharing and public transit. The report adds that in the context of an already congested road network, TDM elements are an essential part of any progressive transportation and traffic plan for a propose development.

A copy of the Transportation Impact Study (TIS) has been submitted under separate cover in support of the proposed development.

A Functional Servicing and Stormwater Management Report was prepared by Counterpoint Engineering Inc., dated February 26, 2017, in support of the proposed development. The report conclusions provide that based on the assessment by Counterpoint, the existing infrastructure can accommodate the proposed change in land use based on the following considerations.

In terms of water servicing, the report adds that a new connection to the existing 250 mm PVC watermain along Royal Orchard Boulevard is proposed to service the development concept. The combined fire flow and maximum day demand is 8292L/min. Further, the report concludes that flow tests of nearby fire hydrants will be completed in the spring to confirm that the existing watermain system can support the proposed development.

In terms of sanitary servicing, the proposed development can be serviced by a new 250 mm connection to the existing sanitary sewer located on Royal Orchard Boulevard, pending capital work improvements to the sewer. Further, based on discussions with Municipal staff, the report concludes that upgrades to the existing sewer will be completed by the Municipality, who will ensure any net increases resulting from the proposed development are accounted for.

From a stormwater management perspective, the report concludes that controlled runoff from the majority of the site will be conveyed to the existing sewer system along Royal Orchard Boulevard to the north of the site. Further, under the existing conditions, the storm sewer along Royal Orchard Boulevard has been experiencing capacity issues. As such, the City of Markham have been addressing these issues with capital work improvements and allowance has been made for the proposed development.

Quantity control will be provided on-site by an underground storage tank within the first parking level in combination with an inlet control device (i.e. orifice plate) to ensure that the peak flows up to and including the 100-year post-development shows can be attenuated to the pre-development release rates. Enhanced quality control (80% of total suspended solid removal) is required and will be achieved with the installation of an OGS unit on-site as well as LID initiatives such as green roofs.

Water balance will be achieved with the combination of an infiltration gallery on the southwest corner of the site as well as through the irrigation of plantings/green roof areas within the property lines.

A copy of the FSR has been submitted under separate cover in support of the proposed development.

# [6.0]

## CONCLUSION

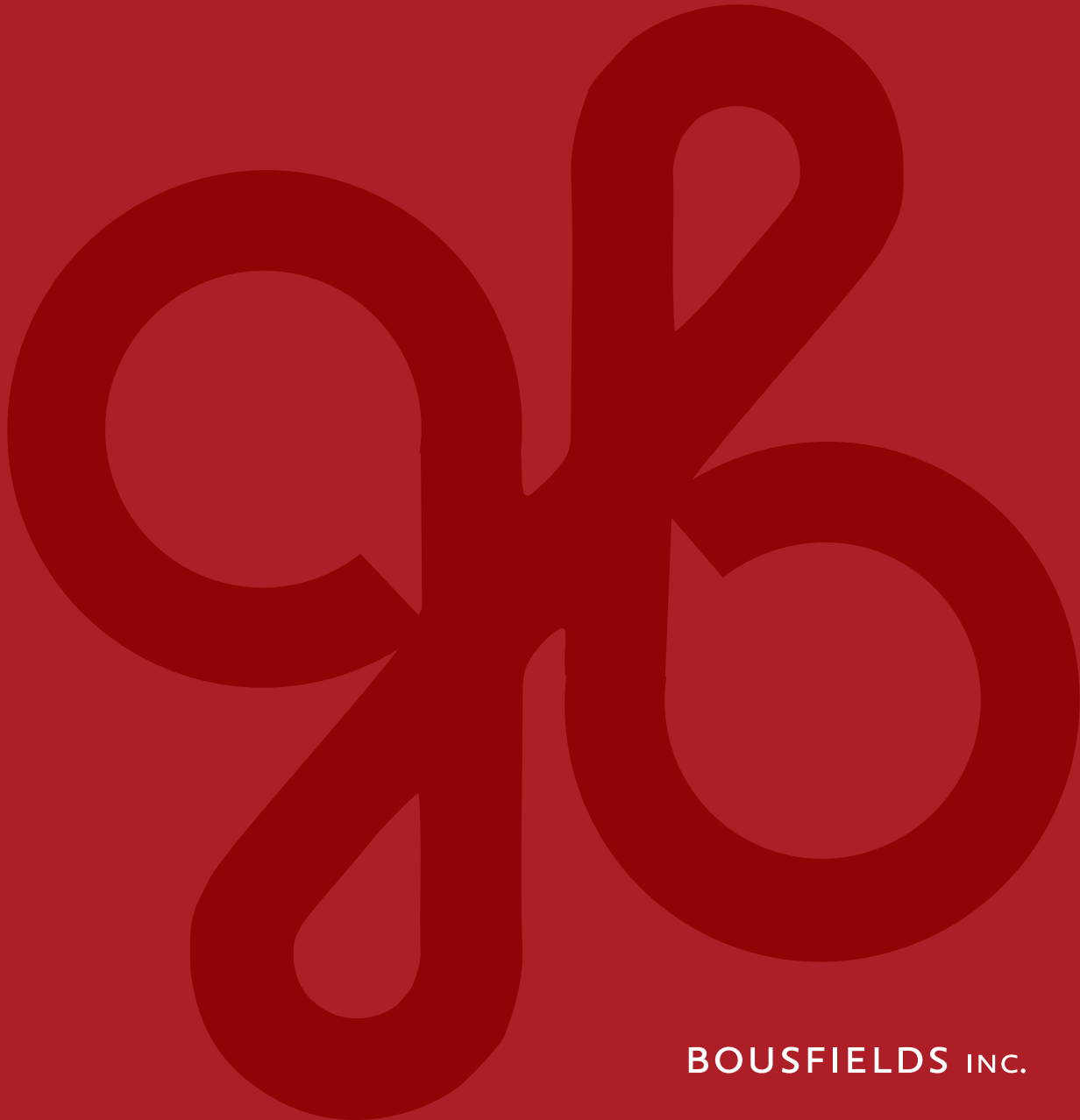
The proposed development on the subject site would appropriately intensify a site that has been deemed surplus to the Ladies' Golf Club of Toronto, in a location that can support intensification. The development will result in a complementary development that is compatible with and complementary to the existing adjacent residential community. It will improve the streetscape along Bayview Avenue and Royal Orchard Boulevard and will provide new residential units in a built form that is in keeping with the existing and planned surrounding context.

From a land use perspective, the proposed development will assist in achieving Provincial and City policy directions which promote intensification within built-up areas, particularly in areas which are well served by municipal infrastructure, including public transit.

From an urban design perspective, the proposed building heights and massing will both fit harmoniously within and respond appropriately to the existing built form context of the surrounding area. The proposed development conforms with the urban design policies of the Markham Official Plan (2014) and has appropriate regard for the relevant urban design guidelines. In terms of built form, the architectural design excellence provided by Kirkor Architects will result in a high-quality project that responds to city-building opportunities and obligations associated with mid-rise buildings and will enhance the City skyline.

It is our opinion that the proposed development represents good planning and urban design, and, accordingly, the Official Plan Amendment and rezoning applications should be approved.





BOUSFIELDS INC.