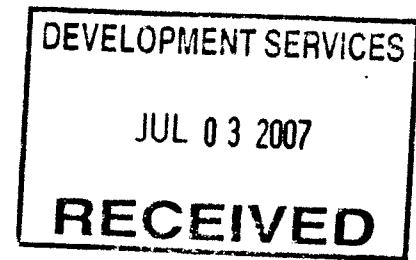


June 26, 2007

Ms. Sheila Birrell  
Town Clerk  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario L3R 9W3



Dear Ms. Birrell:

**Re: Sustainable Development Through LEED™**

Regional Council, at its meeting held on June 21, 2007, adopted the following recommendations of the Planning and Economic Development Committee, as amended, regarding the report entitled "Sustainable Development Through LEED™":

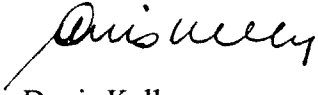
1. The Region of York adopt a policy to provide a 20-35% increase in servicing allocation for development proposals meeting the following criteria:
  - i. Significant water conservation is achieved;
  - ii. Location is served by Viva rapid transit or other major YRT, GO and TTC operated or proposed transit routes;
  - iii. Site is within a Regional Centre or Regional Corridor, or Local Centre;
  - iv. Building meets Regional TOD guidelines including supporting an overall, long-term density target of 2.5 Floor Space Index;
  - v. Three stream waste reduction is incorporated into the building; and
  - vi. A minimum LEED™ Silver certification is achieved.
2. This report be circulated to the local municipalities.
3. Planning and Economic Development staff be directed to proceed with an implementation strategy in consultation with the local municipalities.

A copy of Clause No. 8 of Report No. 6 of the Planning and Economic Development Committee is enclosed for your information.

...2

Please contact Karen Whitney, Manager, Planning and Infrastructure Integration at 905-830-4444, Ext. 1505, if you have any questions with respect to this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Denis Kelly".

Denis Kelly  
Regional Clerk

K.Price  
Attachment

Copy to: Karen Whitney, Manager

434577 P07 June 13/07

Clause No. 8 in Report No. 6 of the Planning and Economic Development Committee was adopted, as amended, by the Council of The Regional Municipality of York at its meeting on June 21, 2007.

## **8**

### **SUSTAINABLE DEVELOPMENT THROUGH LEED™**

*(Regional Council at its meeting on June 21, 2007 amended the following Clause so that the recommendations read as follows:*

- 1. The Region of York adopt a policy to provide a 20-35% increase in servicing allocation for development proposals meeting the following criteria:**
  - i. Significant water conservation is achieved,**
  - ii. Location is served by Viva rapid transit or other major YRT, GO and TTC operated or proposed transit routes,**
  - iii. Site is within a Regional Centre or Regional Corridor, or Local Centre,**
  - iv. Building meets Regional TOD guidelines including supporting an overall, long-term density target of 2.5 Floor Space Index,**
  - v. Three stream waste reduction is incorporated into the building, and**
  - vi. A minimum LEED™ Silver certification is achieved.**
- 2. This report be circulated to the local municipalities.**
- 3. Planning and Economic Development staff be directed to proceed with an implementation strategy in consultation with the local municipalities.)**

The Planning and Economic Development Committee recommends the adoption of the recommendations contained in the following report dated June 7, 2007, from the Commissioner of Corporate Services, the Commissioner of Planning and Development Services and the General Manager, Water and Wastewater Branch:

#### **1. RECOMMENDATIONS**

It is recommended that:

1. Staff be directed to consult with local municipalities, UDI/GTHBA and other stakeholders on a policy that would provide a 20-35% increase in servicing allocation for development proposals meeting the following criteria:
  - i. Significant water conservation is achieved,

- ii. Location is served by Viva rapid transit or other major YRT, GO and TTC operated transit routes,
  - iii. Site is within a Regional Centre or Regional Corridor, or Local Centre,
  - iv. Building meets Regional TOD guidelines including supporting an overall, long-term density target of 2.5 Floor Space Index,
  - v. Three stream waste reduction is incorporated into the building, and
  - vi. A minimum LEED™ Silver certification is achieved.
2. Staff also consider the implications of allowing a Development Charge rebate following a post-construction water use audit.
  3. This report be circulated to the local municipalities.
  4. Staff report back to the Planning and Economic Development Committee in the fall of 2007 with a recommended policy and implementation strategy.

## 2. PURPOSE

The purpose of this report is to set out the principles to guide the formulation of a Regional policy regarding Sustainable Development through LEED™ and to provide the basis for consultation with the local municipalities and the development industry. The primary goals to be achieved through a new policy are to:

- Provide an incentive for high density residential development in Regional Centres and Corridors.
- Promote more energy efficient green buildings.

An implementation strategy will accompany these policies that allows for “servicing allocation” savings to be directed back to sustainable development meeting certain criteria such as LEED™ certification and Regional sustainability objectives.

## 3. BACKGROUND

### 3.1 Sustainable Development

In March 2007, Regional Council endorsed the York Region Preliminary Draft Sustainability Strategy, *“Towards a Sustainable Region”*. The purpose of the strategy is to provide a long-term framework for making smarter decisions about all municipal responsibilities that better integrate the economy, environment and community.



In this context, sustainable development is not just about energy conservation, it is about “development that meets the needs of the present without compromising the ability of future generations to meet their own.” (United Nations Brundtland Commission).

Sustainability involves integrating the three values of *sustainable natural environment, economic vitality and social equity (also the themes of the Regional Official Plan)* into all Regional decision-making processes. This is often referred to as the triple bottom line.

The Region is currently working towards finalizing the Sustainability Strategy which is based on eight key principles including “Identifying specific short-term achievable actions that contribute towards a sustainable legacy”. The implementation of a sustainable building and LEED™ policy is one such achievable action. As well, this initiative also speaks to the action item in Theme Area 1 “Corporate Culture of Sustainability” that states: “consider the possibility of development charge credits and/or bonusing service allocation for development that attains LEED™ certification”...

Promoting sustainable buildings through LEED™ provides a number of benefits including:

- Using key resources like energy, water, materials, and land much more efficiently.
- Creating healthier work, learning, and living environments.
- More natural light & cleaner air.
- Contributing to improved health, comfort and productivity.
- Long term cost savings.

Some of these benefits can have a direct impact on the delivery of Regional services including transit usage, water and wastewater conveyance and treatment, and solid waste management. All of these benefits promote healthy communities and are in keeping with the Regional Vision and policy framework for building strong communities.

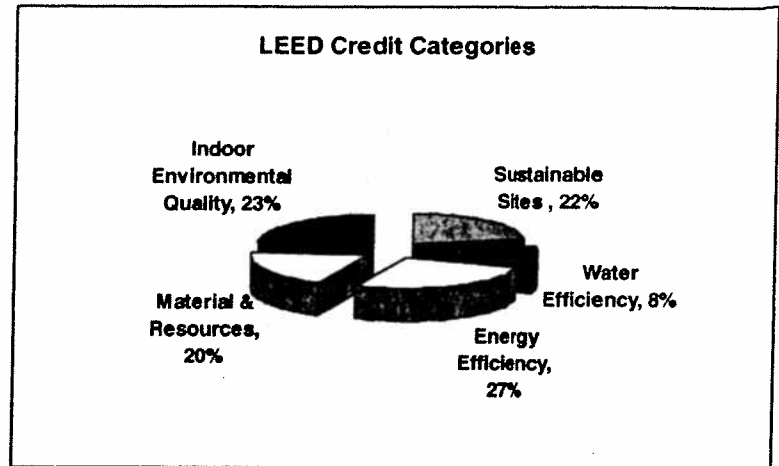
### **3.2 What is LEED™**

LEED™ is an acronym for Leadership in Energy & Environmental Design. It is the most recognized and accepted rating system in Canada. It is a voluntary, consensus-based, market-driven building rating system. It evaluates environmental performance from a “whole building” perspective over a building’s life-cycle, providing a definitive standard for what constitutes a “green building”. It was developed by the U.S. Green Building Council (USGBC) in the mid 90’s and has been licensed to Canada Green Building Council (CaGBC), a national not-for-profit corporation, for implementation in Canada. The Canadian version of LEED™ provides a comprehensive list of guidelines to improve the environmental and energy performance of buildings using proven principles, technology and materials that are aligned with Canadian standards and conditions.

LEED™ Canada for new construction and major renovations contains prerequisites and credits in five categories: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Material and Resources and Indoor Environmental Quality. An additional category, Innovation and Design Process, addresses expertise in green design and construction, as well as design measures not covered under the above categories.

Points are earned by fulfilling the requirements laid out in each credit. The total number of points awarded in all credits and categories determines an overall rating of Platinum, Gold, Silver or Certified for a project. The project ratings are certified by CaGBC, following an independent review and audit of documentation submitted by the design and construction team. A total of 70 points are available within four categories of certification:

- LEED™ Platinum – 52 to 70 points
- LEED™ Gold – 39 to 51 points
- LEED™ Silver – 33 to 38 points
- LEED™ Certified – 26 to 32 points



### 3.3 LEED™ and the Public Sector

A number of public sector entities have adopted a minimum LEED™ standard for their facilities.

- York Region, Greater Vancouver Regional District, Toronto Region Conservation Authority, Toronto Waterfront Revitalization Corporation, Region of Waterloo, City of Ottawa and Calgary
- School Boards: Markham, Barrie, Toronto, Vancouver, Victoria, Brampton
- Universities: Toronto, Queens, McMaster
- Public Works and Government Services Canada

The private sector interest towards LEED™ implementation is gaining momentum and some high rise projects in Greater Toronto Area from developers like Tridel, MintoUrban, Shane Bhaghai and Remington group are pursuing LEED certification.

### 3.4 Regional and Local Initiatives

York Region adopted a minimum sustainable design and construction standard of LEED™ Silver for new Regional facilities over 500 m<sup>2</sup> (5382 ft<sup>2</sup>) gross floor area in April 2006. The Region also adopted implementation of sustainable design principles for retrofit and renovation projects on an individual business case assessment basis. By choosing to design and construct our own buildings to meet at a minimum the LEED™ Silver standard, the Region has demonstrated leadership to the community.

Many of the local municipalities are undertaking initiatives to support more sustainable development through new requirements for municipal buildings as well requirements for new communities and private buildings. A Regional policy promoting more sustainable building construction would complement many of these initiatives. Some of the local

municipal initiatives are highlighted in the *Attachment 1*. This is not an exhaustive list of initiatives, but provides a sample of some of the work going on.

### **3.5 Regional Policy Framework**

The promotion of sustainable high density buildings in key locations in the Region can serve to further implement key initiatives including the “Centres and Corridors Strategy” based on the overarching Sustainability Strategy and Vision 2026 under the “Towards a Sustainable Region” umbrella.

The Regional Centres and Corridors Strategy promotes high density, pedestrian friendly, transit oriented development served by rapid transit. Providing for more of these types of residential units in Centres and Corridors through “servicing allocation” savings is a positive step as it serves to:

- Implement the Official Plan policies supporting well designed, high density development served by rapid transit.
- Increase ridership on Viva and YRT.
- Make more efficient use of existing and planned infrastructure.

Vision 2026 Towards a Sustainable Region also provides the basis of the ongoing work encompassed in the “Planning for Tomorrow” growth management work and the development of a “Sustainability Strategy”. Public engagement and consultation has been ongoing through 2006 and 2007, reaffirming that growth needs to be more sustainable with new communities developed differently. Some stakeholders and residents have suggested the Region go further and set targets for things like greenhouse gas reductions and water conservation. The Region is currently consulting with our partners, stakeholders and Corporate department to develop such targets.

## **4. ANALYSIS AND OPTIONS**

The LEED™ program provides an opportunity to promote sustainable development with a focus on the Regional Vision 2026 and service delivery. LEED™ criteria have different weight with some criteria being optional and some mandatory. The Region has an opportunity to set certain LEED™ criteria as mandatory which directly impact regional service delivery in exchange for the use of “servicing allocation” savings.

The Region has a direct responsibility for providing water and wastewater treatment and trunk conveyance, transit services, and solid waste management. In order to make “servicing allocation” savings available, the first requirement is the water conservation criteria of LEED™ need to be met even though it is only 8% of the total LEED™ score. Therefore, in order to fully address the Regional services, it is proposed that a sustainable building through LEED™ policy be based on the following principles:

- Significant water conservation is achieved.
- Location is served by Viva transit or other major YRT route.
- Site is within a Regional Centre or Corridor, or Local Centre.

- Building meets Regional TOD guidelines including supporting an overall, long-term density target of 2.5 Floor Space Index.
- Three stream waste reduction is incorporated into the building.
- Additional servicing allocation of 20-35% if the above principles are achieved.

The additional benefit of energy conservation will be achieved through the implementation of this kind of policy which serves to implement the vision “Towards a Sustainable Region.”

#### **4.1 Water Conservation**

Water conservation is a critical part of sustainable development. Through the *Water for Tomorrow* program, it has been demonstrated that water efficiency and conservation is an effective component of York Region’s long-term water supply strategy. The cost of the selected water use efficiency measures represent the cheapest “source” of water supply for York Region by helping to defer the need for major capital expenditures on new water and wastewater infrastructure.

A comprehensive water efficiency and conservation program demonstrates to the public and to government regulators that York Region is taking a responsible approach to water supply by making the best use of existing resources.

Water use reduction in sustainable developments will be based on the use of water efficient measures such as:

- Water efficient clothes washers.
- Water efficient dishwashers.
- Low flow showerheads & faucets.
- High efficiency toilets.
- Limited or no outdoor water use.
- Individual water meters for each condo unit.

Limiting or restricting outdoor water use can significantly help reduce the high water demands of the summer period and help alleviate outdoor water restrictions and bans.

All single family homes in York Region have been equipped with water meters for the last ten years. Individual metering has been proven to be a very effective means to reduce excessive water usage. Individual meters in each apartment unit will build on this success by making each resident responsible for the amount of water they consume.

#### **4.2 Supporting Transit**

High density residential buildings located in designated Regional Centres and Regional Corridors and local Centres will serve to support transit use. The Region has adopted a set of Transit Orientated Development (TOD) guidelines to outline key components of building and site design that further encourage transit usage. The TOD guidelines include six themes: pedestrians, parking, land use, built form, connections and implementation.



### **4.3 Waste Diversion**

York Region and the local municipalities have adopted a joint waste management strategy that promotes sustainable development through increased waste diversion. Increased participation in the blue box program pushed York Region's diversion rate to 40 % in 2006. Introduction of source separated organics programs in all municipalities by the end of 2007 will further increase the diversion rate and demonstrates the region's commitment to continuous improvement in waste diversion. Ongoing innovative developments in energy from waste and waste pelletization mean that York will no longer have to rely on American landfills for disposal of residual waste in the near future.

Waste diversion efforts to be included in sustainable developments will include:

- Waste diversion plans required for new condominium buildings.
- Mandatory blue box recycling.
- Organics programs for multi-residential buildings.

### **4.4 Energy Conservation**

The prerequisite in LEED™ Canada for new construction and major renovations contains minimum level of energy performance for buildings. A minimum 25% reduction in annual energy consumption relative to Model National Energy Code for Buildings (MNECB) or 18% reduction in annual energy cost relative to ASHRAE/IESNA standards 90.1-1999 is needed to achieve LEED™ certification. As of December 31, 2011, the Ontario Building Code will require large residential buildings to achieve minimum 25% energy reduction than MNECB. The incentive for large residential buildings will encourage energy efficiency, reduce emissions and develop industry experience to comply with minimum code requirements in 2012.

### **4.5 Implementation Strategy**

A draft implementation strategy, based upon the principles of water conservation, supporting transit, waste diversion, and energy conservation, is intended to be refined through consultation with the local municipalities and development industry. The elements to be considered in this implementation strategy include:

- 20% to 35% Servicing allocation bonus to high density developments that meet requirements of all sustainability objectives.
- Set a base line on current Ontario Building Code requirements.
- Pilot program for 5 years to determine real savings achieved.
- Potential for audit post construction to ensure proposed objectives have been incorporated and Development Charge Credits.
- Monitor water usage throughout program to determine savings.
- Review and update program objectives after 5 years as required.
- Implementation securities be set.
- Condominium Agreements be used to help ensure long term compliance.

The details of the implementation strategy will need to be finalized through the consultation process.

#### **4.6 Development Charges**

As a further incentive, staff should explore the idea of issuing a Development Charge refund for projects that demonstrate significant water use savings following a post construction audit.

#### **4.7 Next Steps**

The next steps are to meet with the local municipalities, the development community and other stakeholders with the objective of confirming a set of principles and implementation strategy for Council's consideration in the fall of this year.

#### **4.8 Relationship to Vision 2026**

Given the concept and holistic nature of the Region's Sustainable Development Initiative, the intent of this staff report is consistent with all goal areas and objectives of Vision 2026. More specifically, Vision 2026 identifies promoting conservation, ensuring clean water & air, creating well-designed and livable communities, taking a strategic approach to growth management and balancing growth with the environment.

### **5. FINANCIAL IMPLICATIONS**

There is a general consensus among building professionals regarding the economic, environmental and social benefits of LEED™ certified buildings. While this proposed policy is intended to apply to private developments, there is a direct cost savings associated with treating less water and wastewater per capital and increasing transit ridership. While not quantified in this report, this proposed policy has a potentially positive financial impact on the Regional delivery of services.

Implications of a Development Charge refund will be explored and reported on with the final recommendations this fall.

### **6. LOCAL MUNICIPAL IMPACT**

The proposed policy has the potential to provide local municipalities the opportunity to approve additional residential intensification in key strategic locations based on servicing allocation savings achieved.

## **7. CONCLUSION**

Implementation of sustainable buildings through the LEED™ program in a way that directly impacts the Regional service delivery of water, wastewater, transit and solid waste management can provides substantial benefits to the Region. Allowing a servicing allocation increase provides a real incentive for developers beyond the inherent benefits of the program. Through consultation with the local municipalities, development industry and other stakeholders, a set of principles and implementation strategy will be finalized to realize the benefits of sustainable development through LEED™.

The Senior Management Group has reviewed this report.

*(The attachment referred to in this clause is attached to this report.)*

## **Examples of Local Municipal Initiatives**

### **East Gwillimbury**

East Gwillimbury recently launched a comprehensive sustainability program called "Thinking Green!" which addresses both town owned facilities, and new private developments. Some of the programs include:

- The requirement for developers of residential developments of ten or more units to construct to ENERGY STAR qualification, and
- All new Town facilities and new industrial, commercial, institutional and high-rise residential buildings to built to LEED level Silver

### **Vaughan**

The City of Vaughan is home to the Toronto and Region Conservation Authority's Kortright Centre for Conservation and is considered Ontario's premier environmental and renewable energy education and demonstration centre. Since 1982, the Kortright Centre has been a centre of excellence in the field of sustainable technology. The sustainable technology education programs are anchored around The Power Trip Trail, a 1.6 kilometre trail which links a variety of demonstrations on renewable energy, energy efficiency, waste water treatment and sustainable building design. The Kortright Centre is also the location of "Sustainable House" and is the future site of the Living City Campus and also home of the "World Green Building Council".

Vaughan Council has also directed that the development of Block 39, just to the east of the Kortright Centre, be constructed to ENERGY STAR qualifications.

### **Newmarket**

The Town of Newmarket Council approved 34 "eco-homes" being developed on Stickwood-Walker Farm property which will use 25 per cent less water than conventional homes and there will be a 60 per cent reduction in green house gas emissions through energy efficiency. Construction of these homes is now underway.

### **Markham**

In the Town of Markham, the Markham Centre Performance Measure Document for Sustainability and Smart Growth is currently being revised to more closely align with LEED standards. The developers are participating in this process. The Town has hired a LEED Accredited Professional from the private sector to facilitate that process. Most of the Markham Centre buildings will connect to the Markham District Energy system which will provide heating and cooling to these buildings in a more environmentally sound manner using "waste energy" from a nearby power generation facility, substantially reducing green house gas emissions.

### **Richmond Hill**

The Town of Richmond Hill is undertaking a Wind Power Study. The wind power project, in combination with the Town's other clean air initiatives (i.e. hybrid fleet

vehicles and clean fuels, retrofitting Town buildings for improved energy efficiency, teleworking, carpooling, and 404-7 Smart Commute), will reduce greenhouse gas emissions and help the Town meet its Kyoto requirements. The project could potentially see up to three wind turbines that could help alleviate stress on the electricity grid by generating enough electricity to power approximately 2,500 households.

All new Town facilities are required to be built to LEED level Silver standards as well.

### **Georgina**

The Town of Georgina implemented waste reduction initiatives including charging for additional bags of garbage resulting in a higher waste diversion rate.

### **Aurora**

The Town of Aurora implemented a water conservation by-law which addresses outside watering.

### **King**

The Township of King has also initiating outdoor water use initiatives.

### **Whitchurch-Stouffville**

The Town of Whitchurch-Stouffville adopted a 2006 Corporate Strategy which includes promoting "Balanced Growth & Community Sustainability" with the goal of achieving balanced land use planning through environment, economic and social considerations.

These are just a few examples of the ongoing work being done at the local municipal level to promote sustainable development.

# THE REGIONAL MUNICIPALITY OF YORK

Planning and Economic Development Committee

October 31, 2007

Report of the

Commissioner of Planning and Development Services

and

General Manager, Water and Wastewater

## SERVICING ALLOCATION AND FUTURE REGIONAL CONDITIONS FOR DRAFT PLAN OF SUBDIVISION APPROVAL

### 1. RECOMMENDATIONS

It is recommended that:

1. Servicing allocation for 2011 be assigned to the local municipalities, as outlined in *Attachment 1* and subject to the infrastructure triggers set out in *Attachment 2* which include the new YDSS flow control measures, and the completion of the Duffin Creek WPCP expansion.
2. The Region provide conditions of Draft Plan of Subdivision approval based on the completion of communities currently under construction at the request of local municipalities.
3. This report be circulated by the Clerk to the local municipalities for information.

### 2. PURPOSE

The purpose of this report is to:

- (a) Assign 2011 servicing allocation to the local municipalities served by the York Durham Sewage System (YDSS) based on implementation of the required infrastructure including Duffin Creek Water Pollution Control Plant (WPCP) expansion and "Flow Control" on the YDSS, and
- (b) Provide criteria for release of future conditions of draft plan approval by the Region to the local municipalities.

### 3. BACKGROUND

In June 2005, Regional Council committed all of the existing sewage treatment capacity for a population of 970,000 to the local municipalities subject to specific infrastructure being completed. A regularly updated "trigger table" outlines the required infrastructure needed in each municipality and estimates completion dates. A small Regional reserve

was set aside within this commitment primarily for the Holland Landing Lagoons being decommissioned and replaced with a YDSS connection.

### **3.1 Delays in Southeast Collector Impact Allocation Capacity**

The next increase in allocation was to originally be linked to the completion of the Duffin Creek Water Pollution Control Plant (WPCP) expansion and the Southeast Collector Trunk Sewer in 2010. The Duffin Creek WPCP remains on schedule for completion in 2010, however, delays with the Individual Environmental Assessment process of the Southeast Collector has resulted in a revised completion date of December 2012, two years beyond initial plans. This delay was first reported in the April 4, 2007 "Water and Wastewater Infrastructure Status Report" adopted by Council on April 19, 2007.

### **3.2 Alternative Flow Control Measures Close Gap**

The limiting factor for the YDSS conveyance system is peak flow which occurs when large storm events occur and a portion of this rain enters the collection system. Although this is normal for all gravity sewers, there is a limit to how much flow can be accommodated in the system. The completion of the Southeast Collector by 2010 was to alleviate this capacity constraint.

Alternatively, staff recommended in-line flow control on larger sections of the YDSS along 19<sup>th</sup> Avenue and 16<sup>th</sup> Avenue to reduce these peak flow conditions and retain them in areas of the system that have capacity. This recommendation contained in the June 13, 2007 report "Flow Control on the York Durham Sewage System" was adopted by Council on June 21, 2007.

By installing the recommended flow control systems, the Region will be able to accommodate an additional 58,000 people while simultaneously reducing risk of surcharging from a 10 year design storm to a 25 year design storm. Construction of the necessary facilities has been included in the 10 year capital program and is scheduled for completion in 2009.

The principle of releasing conditions of Draft Plan Approval established in the "Servicing Protocol: Interim Approach for Releasing Conditions of Draft Plan of Subdivision" report to Planning and Economic Development Committee adopted by Council on March 29, 2007 and confirmed in June 2007 built upon the fact that the Duffin Creek WPCP Environmental Assessment had just been approved and the concept of in-line flow control was to be examined to provide interim conveyance capacity to the expanded treatment plant (2010) in light of the Southeast Collector delay.

### **3.3 Distribution of 2011 Allocations**

This report outlines the approach and recommended distribution of servicing allocation for development in 2011 in accordance with existing policies first established in the "Water and Wastewater Capacity and Servicing Assignment Protocol" report adopted by Council on June 23, 2005. The basis for this timing is the increased level of certainty of delivering both the Duffin Creek WPCP expansion by December 2010 and the YDSS

Flow Control measures which have now been identified, and are scheduled for completion in the fourth quarter of 2009.

In conjunction with the distribution of one year of allocation, the report builds on the premise established in the earlier reports for the release of conditions of draft plan approval, which will receive future allocation, including the principle of completing communities. This continues the measured risk approach of rolling out one additional year of allocation pending the construction of key infrastructure and will provide for the phased build out of communities.

### 3.4 Consultation

Throughout September and October, all of the individual local municipalities connected to the YDSS were consulted with regard to the approaches proposed in this report. The key issues that were raised include:

- Intensification reserve is positive step – allocation in harmony with planning policy
- One year roll out of allocation is prudent
- Draft Approvals should not get too far ahead of allocation – 3-7 year supply in the context of the Regional Official Plan
- Comprehensive planning needs to be ensured
- Completion of communities already substantially built is important
- Control of Draft Approvals is still needed – use of tools such as Holding provisions in zoning bylaws, no-presale agreements, Section 34(5) bylaws to preclude building permit issuance in the absence of allocation
- Allocation should be synchronized with growth management strategies
- Consideration for flexibility in policy – could be used to further promote intensification

## 4. ANALYSIS AND OPTIONS

Through a number of previous reports, a servicing protocol has been established for both assigning servicing allocation to local municipalities and for releasing conditions of draft plan of subdivision approval prior to servicing allocation. It has been tested and has worked well. Municipalities and the development industry have participated in the development of the program.

It was anticipated in June 2005 that that YDSS servicing allocation assigned at that time would provide for the continued phased build out of communities within the existing urban areas at a rate of approximately 35,000 people/year until mid 2010.

This report addresses servicing allocation and planning approvals, specifically release of Draft Plan of Subdivision conditions, beyond 2010. The assignment of allocation for 2011 growth to the local municipalities with specific infrastructure triggers such as the Duffin Creek WPCP expansion and YDSS flow control is addressed first. The release of conditions by the Region to local municipalities is the second part of this section. These two components are distinct. Both are based on management of growth, risk, timely



delivery of infrastructure and they come into effect through partnerships with our local municipalities.

#### **4.1 Servicing Capacity and Allocation**

##### **4.1.1 Principles Established**

A number of principles have been established for how much servicing capacity is assigned to the local municipalities, when the assigned capacity can be used for development purposes, and what planning tools need to be in place. This section provides a recap of those principles.

The amount of the servicing assignment to the local municipalities is based upon:

- Meeting the local needs – what have been planned for in the Official Plan
- Historical growth trends in the local municipality
- Regional forecasts
- Infrastructure capacity
- Consultation with local municipality

The planning tools that have been established and have been successfully utilized include:

- Use of “Holding” provisions in the Zoning By-laws
- Local municipality-wide Section 34(5) By-law to prohibit building permits until servicing
- Use of “No-presales” Agreements
- Use of “Indemnity” Agreements

These planning tools will continue to be used with future servicing allocations.

#### 4.1.2 Servicing Allocation Assignment to Local Municipalities

The following Table 1 illustrates the allocation for each municipality to date.

Table 1: Allocation Assigned to Local Municipalities to date and total YDSS Capacity

Municipality	October 2004 Assignment A	June 2005 Assignment B	2006 Additional Units C	Total Allocation Assigned (A+B+C)	Total YDSS Capacity
	Units	Units	Units	Units	Population
East Gwillimbury	0	1,100	0	1,100	3,300
Newmarket	2,620	1,250	0	3,870	85,300
Aurora	2,151	450	0	2,613	54,900
Richmond Hill	11,599	600	1,095	13,294	197,900
King City	0	500	279	779	5,800
Stouffville	3,000	0	2,333	5,333	20,100
Vaughan	11,357	5,300	465	17,122	290,200
Markham	11,776	6,000	1,580	19,356	307,500
Regional Reserve					6,000
<b>Total</b>	<b>42,503</b>	<b>15,200</b>	<b>5,764</b>	<b>63,467</b>	<b>970,000</b>

#### 4.1.3 Proposed Servicing Allocation - 2011

In June 2007, a policy was adopted to permit an additional one year supply of release of conditions for Draft Approvals for 2011 *prior* to any servicing allocation which represented servicing for about 36,000 persons (or approximately 11,000 units). This 2011 one year Draft Approval supply proposed a “greenfield” and “intensification” component. Based upon the certainty of the infrastructure required to service this population on the YDSS and the principles established, this current report confirms the servicing allocation to each municipality representing this one year supply in the year 2011. This 2011 allocation is tied to the new triggers outlined in the next section which include both the Duffin Creek WPCP expansion and YDSS flow control measures.

Draft approvals granted based on the “Servicing Protocol: Interim Approach for Releasing Conditions of Draft Plan of Subdivision in Advance of Servicing Allocation” report to Planning and Economic Development Committee adopted by Council on June 21, 2007 can now receive servicing allocation.

This allocation does not fully assign at this time the 58,000 person capacity provided with the flow control measures and Duffin Creek WPWP expansion.

Allocation for 2012 will be reported upon once the Southeast Collector individual Environmental Assessment has progressed further, the Master Plan updates have been filed and system efficiencies have been further examined. This is anticipated to occur in either late 2008 or early 2009.

As part of an ongoing our monitoring program and upon reporting further on allocation for 2012, differences in growth rates between the municipalities can be further

another  
phase  
supply  
anticipated

late 08 or early 09 → 2012

recognized and additional allocation potential required to service the additional year of growth examined on a individual municipality basis.

The table in *Attachment 1* outlines how this new allocation for 2011 is distributed among the local municipalities. It is important to note that the new allocations are subject to the triggers in *Attachment 2*. Since there are only 58,000 persons of new capacity for 2011 and 2012 and approximately 36,000 will be utilized in 2011 with the above recommendations; only 22,000 persons remain for 2012, less than one year's growth. It is expected that the amount will be reassessed in 2008 (relative to the status of YDSS projects) prior to confirming additional allocation for 2012.

In keeping with the principles of allocation, the intensification component is to be maintained and increased, where possible, consistent with the Places to Grow objectives in any further allocations. The goal is to maintain the forecast growth projections with the increasingly higher intensification component with this assignment of allocation and future assignments of allocation.

#### 4.1.4 Role of the Infrastructure Trigger Tables

The infrastructure trigger tables provide a clear schedule of the works needed to provide the servicing allocation to each municipality. The first table was established in June 2005 and is updated through regular reporting to Council. All of the projects on this first table are well in hand with many of the construction projects nearing completion.

A new trigger table was established in the June 2007 report regarding the release of conditions of draft plan of subdivision approval and reconfirmed in Report No. 7 of the Transportation and Work Committee in September 2007. This new trigger table outlines the infrastructure needed to for servicing allocation beyond a population of 970,000. The most critical piece of infrastructure on this new table is the Duffin Creek WPCP expansion – a project that is now under construction. The new trigger table is found in *Attachment 2*.

*what about site plan + high den?*

The new trigger table sets out timing for both pre-sales and registration of plans of subdivision for servicing allocation beyond the 970,000 population threshold. In future updates, new priority projects required to service growth beyond the additional 58,000 population will be identified and added to the priority projects list, as new information becomes available from the current Water and Wastewater Master Plan Update, and completed projects will be removed from the list. A trigger table indicating the required infrastructure beyond 2012 will be introduced at the time allocation is assigned to the local municipalities.

## 4.2 Future Draft Approvals

### 4.2.1 Completing Communities

There are a number of communities within the urban area that have been substantially been built, but require a number of additional phases in order to achieve the complete community plan. There are examples found in Markham such as Wismer and Cornell. In

Vaughan, Blocks 12 and 18 are examples. Yonge East and Yonge West are Richmond Hill examples.

While some of these examples achieved Draft Approvals through OMB decisions and development charge agreements at a time when servicing allocation was not an issue, others are awaiting Draft Approval that traditionally has been granted only when servicing allocation is available, leaving gaps of unapproved subdivisions within a substantially built community that has completed all of the steps in a comprehensive planning exercise.

While the servicing allocation provides the capacity needed for the building of new development, the Draft Approval of Plans of Subdivision sets out the structure of the community in terms of road layout, lot patterns, school and community facility blocks, and other key components of a complete community.

Approving draft plans of subdivision for only those specific lots with servicing allocation has cumulatively resulted in the fragmented Draft Approval of the communities that: have gone through the complete planning process; have been substantially built; are in keeping with the municipality's growth management strategies; and, are within the urban boundary.

There are a number of Draft Approved plans of subdivision that are in the process of moving towards registration that have servicing allocation set aside. This represents just over a 3 year supply which will take the Region to 2010 in terms of growth should all of these plans achieve final registration. Additional draft approvals will assist in achieving the 3 to 7 year range of supply Region-wide allowing a process for management of growth and careful management of risk.

It is therefore recommended that the residual areas in substantially built communities could potentially move to Draft Approval with conditions for phasing and infrastructure delivery at the determination of the local municipalities, once Regional conditions of Draft Plan of Subdivision have been provided, to complete the planning approvals. As each phase is allocated servicing, the build out would then occur.

It is important to remember that the local municipalities are the approval authority for plans of subdivision and draft approval is not just about servicing allocation. The recommendation of a municipality to move forward with a draft approval relies on a number of issues including Official Plan policies, phasing plans, growth management priorities and resolving the variety of issues that are part of building new communities.

This concept of release of conditions for further draft approvals is intended for the completion of the approvals for the communities that have substantially been built. New Secondary Plan communities such as North Leslie and West Gormley in Richmond Hill are not intended to be draft approved through this criterion.

#### 4.2.2 Method to Address the Contained Release of Conditions

It is important that draft approvals are not prematurely granted where Official Plans require updating, policies are not current, and approvals are not in keeping with a municipality's growth management strategy and staging.

As originally established in February of 2006, once the current planning of a community is complete and servicing certainty has been established it is appropriate to move to the next stage of Draft Plan of Subdivision approval. The completion of the planning involves:

- Local Municipal growth management policies
- Secondary Official Plans
- Tertiary Plans where necessary
- Phasing Plans
- Master Environmental Servicing Plans
- Block Plan/Community Design Plans
- Design Guidelines

The comprehensive and complete draft approval of these communities then provides an appropriate level of certainty about how these communities will be built when servicing allocation becomes available. The building out of these communities will then be determined through phasing plans adopted for each community linked to the servicing allocation for each local municipality. Phasing and controls can be at the draft plan of subdivision approval stage.

Any potential risk associated with new draft approvals will continue to be managed through the application of all of the planning tools in the protocol such as Holding zone provisions, Section 34(5) by-laws that prohibit building permit issuance when there is no servicing, no-presales agreements and indemnity agreements. These controls would continue to be applied should there be construction delays for the required infrastructure. With all of these tools in place, developer expectations are managed and full awareness of the linkage of development timing to infrastructure delivery is up front and acknowledged by all parties. The diagram in *Attachment 3* illustrates how these tools are used. They have been effective.

#### 4.2.3 Moving forward with Draft Plan Approvals at Municipalities Request

The infrastructure triggers established have been effective and have worked well at controlling the phased registration of plans based on infrastructure availability. On the basis of the above approach for completing communities, specifically related to the Regional release of conditions of draft approvals, it is proposed that we build upon the criteria first established in February 2006 report for the release of Regional Draft Plan of Subdivision Approval and further refined in the March and June 2007 reports which introduced priorities and the intensification component.

The conditions of draft approval of plans of subdivision released by the Region will include a provision that links the final release of the plan of subdivision to the staging/phasing of development, as determined by the local municipality and linked the

Regional/Local servicing allocations; and the specifically required infrastructure triggers and provisions. With a current Draft Approval supply of just over 3 years and 4 years of additional supply in the proposed state awaiting draft approval, the target of maintaining a 3 to 7 year supply of Draft Approval Region-wide can be achieved through the proposed release of additional conditions of Draft Approval to the local municipalities.

#### **4.3 Development Charge Credit Agreements and Future Allocation**

Servicing allocation has become a factor in the build out of developments including those subject to development charge credit agreements. It is important to establish how servicing allocation will impact the build out of these communities and, ultimately, impact the recovery of costs of the infrastructure that has been financed.

The phased build out of communities coinciding with the servicing allocation available to each municipality should be reflected in future agreements and reflect both local municipal and Regional growth management strategies and objectives.

Currently, negotiations are underway regarding a Development Charge Agreement for the YDSS connection for the communities of Queensville, Holland Landing and Sharon. It has been determined that the infrastructure can service growth for a new population of 15,000 people (or about 5000 units) prior to the implementation of the Upper York Servicing Solution that will be determined through a future Individual Environmental Assessment. Allocation only for a portion of growth, that is provided by this infrastructure, can be confirmed at this time with future allocation rolled out on an annual basis with the recognition of the forecast growth rates and the system wide infrastructure capacity provided by key works such as the Duffin Creek WPCP expansion, the flow attenuation control on the YDSS and the Southeast Collector Sewer.

This illustrates the importance of addressing the allocation issue within the principles of the development charge agreements and the actual agreements themselves. In the case of the East Gwillimbury agreement, this issue will be further defined in a subsequent Finance Principles report later this year in consultation with East Gwillimbury.

#### **4.4 Relationship to Vision 2026**

The proposed policy achieves the goals of Visions 2026 in many aspects as it supports the objective of taking a strategic approach to growth management through more deliberate direction for future development which is co-ordinated with efficient infrastructure delivery.

### **5. FINANCIAL IMPLICATIONS**

The implementation of processes that allow appropriate development approvals to move forward is important to maintain a sufficient pool of approvals and avoid processing challenges when servicing allocation becomes available. The allocation of servicing capacity permits the local municipalities to construct both intensification projects and complete existing communities.

## **6. LOCAL MUNICIPAL IMPACT**

The refined policy with specific Regional criteria for further release of conditions of draft approvals supports local municipalities in achieving comprehensive planning approvals for communities underway and links the phased build out of new subdivisions through registration and incremental servicing allocation. Local municipalities will identify growth priorities on a community basis to determine which applications move forward to draft approval.

## **7. CONCLUSION**

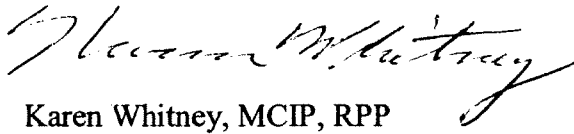
The servicing allocation for 2011 provided, based on the Duffin Creek WPCP expansion and YDSS Flow Control provides certainty to the local municipalities in advance of the infrastructure completion. It also links servicing allocation more directly to both the local and Regional Official Plan objectives promoting complete community planning.

The complete community approach for releasing Regional conditions of draft plan approval provides the local municipalities the flexibility to proceed with Draft Plan of Subdivision approval in advance of servicing allocation availability. The appropriate measures to ensure the development process does not advance beyond the control points of pre-sales and building permit issuance are in place using a variety of planning and legal tools. This is an evolving process that will require continued consultation and a commitment to streamline wherever possible.

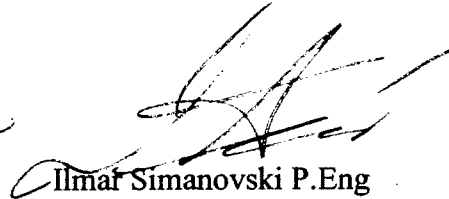
For further information about this report, please contact Karen Whitney, Manager, Planning and Infrastructure Integration, Community Planning Branch at (905) 830-4444, Ext. 1505 or karen.whitney@york.ca.

The Senior Management Group has reviewed this report.

Prepared by:



Karen Whitney, MCIP, RPP  
Manager, Planning and Infrastructure  
Planning

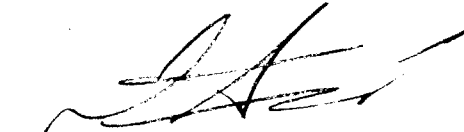


Ilmar Simanovski P.Eng  
Manager, Technical Support

Reviewed by:

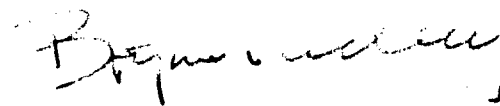


Heather Konefat, M.C.I.P., R.P.P.  
Director of Community Planning



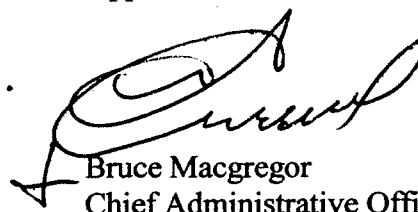
Debbie Korolnek, P. Eng.  
General Manager  
Water and Wastewater Branch

Recommended by:



Bryan W. Tuckey, M.C.I.P., R.P.P.  
Commissioner of Planning and  
Development Services

Approved for Submission:



Bruce Macgregor  
Chief Administrative Officer

Oct. 14/07

- Attachment(s) 1 - 2011 Proposed Local Municipal Distribution of Servicing Allocation
- 2 – Servicing Requirements by Municipality
  - 3 – Development through Draft Plan of Subdivision Approval Process
  - 4 – “Water and Wastewater Servicing Protocol – Provision of Regional Conditions For Draft Approval” criteria

kw

Version 5-2007-0-10



3

\*A Pre-paid DC Agreement currently being reviewed to extend YDSS wastewater services to Queensville, Holland Landing and Sharon in consultation with East Gwillimbury. This issue will be further defined in a subsequent Finance Principles report.

\*\* calculated using municipal average persons per unit (April 5, 2006 report - Water & Wastewater Capacity and Servicing Assignment Update on Unit Mix and Related Populations)

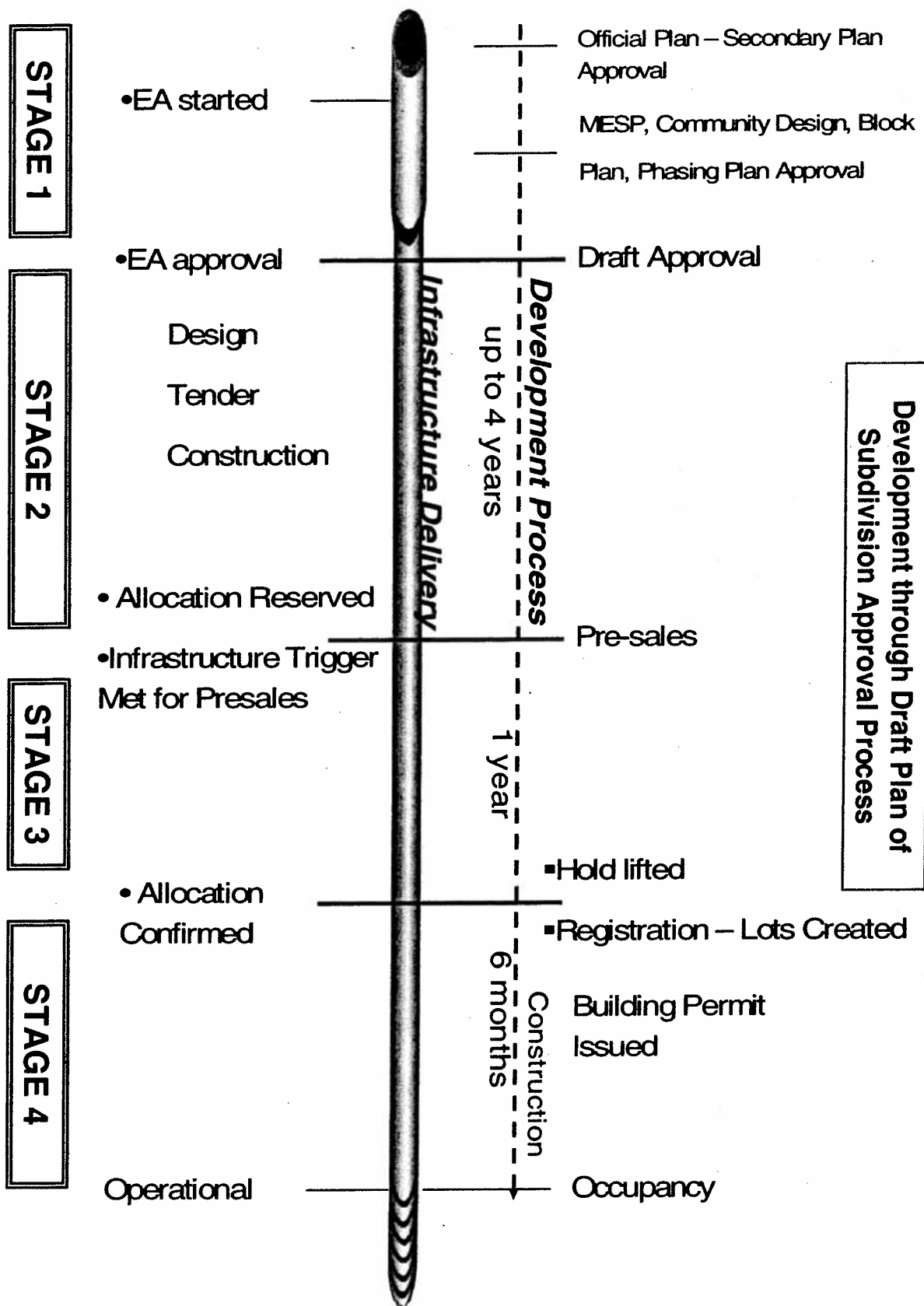
## Council Attachment 2

## DRAFT

**Table 2 – Servicing Requirements by Municipality**  
 To Service Additional Population of 58,000 beyond existing 970,000 population limit  
 (Post 2010 development requiring the Duffin Creek WPCP Expansion)

As of Oct 2007

Municipality	Infrastructure Required	Targeted Timing for Completion (Year & Quarter)	Proposed Earliest Triggers for Presales	Earliest Presales Timing	Earliest Registration Timing
Aurora East Gwillimbury Markham Newmarket Richmond Hill King Vaughan Whitchurch-Stouffville	Duffin Creek WPCP  YDSS Flow Control Structures (as an alternative to Southeast Collector Sewer)	Q4 - 2010  Q4 - 2009	1 year prior to in service date (Q4/09) 1 year prior to in service date (Q4/08)	Q4 - 2009	Q2 - 2010
Aurora ( <i>Aurora E. only</i> )	Leslie/Wellington Street W/M (from Aurora East pumping station on Wellington St. to Leslie St. just north of Newmarket.	Q2 - 2011	1 year prior to in service date (Q2/10)	Q2 - 2010	Q4 - 2010
Richmond Hill ( <i>PD9 only</i> )	PD9 Elevated Tank No. 2	Q2 - 2010	1 year prior to in service date (Q2/09)	Q4 - 2009	Q2 - 2010



## **“Water And Wastewater Servicing Protocol - Provision of Regional Conditions For Draft Approval” criteria:**

The criteria detailing the timeframes, planning policies and studies are as follows:

1. Growth Management policies in place
2. Local Municipality Servicing Policy in place
3. Secondary Plan Complete
4. Tertiary Plan Complete if required
5. Phasing Plan Complete which may be included in Official Plan
6. Master Environmental Servicing Plan Complete
7. Block Plan/Community Design Plan Complete
8. Urban Design Guidelines Complete

The following additional criteria also apply:

9. Conditions are only upon the request of the local municipality.
10. The inclusion of the specific infrastructure requirements based on the infrastructure trigger table as updated from time to time to include all necessary key infrastructure
11. New draft approval be given *priority* on the basis of the following strategic goals, as a minimum threshold, that may be further refined by the local municipalities;
  - a. The draft plan serves to work towards the completion of an existing community or neighbourhood;
  - b. The draft plan provides for the implementation of key Regional or local planning and/or infrastructure priorities;
  - c. The draft plan provides for the implementation of the Transit Oriented Development as outlined in the Regional Guidelines and provides for enhanced transit usage;
  - d. The draft plan provides for intensification and/or infill;
12. Local municipalities will determine in the context of their Official Plans the *priorities* for approving draft plans of subdivision.
13. Intensification will be determined by the local municipalities through the application of their Official Plans in keeping with the Regional Official Plan policies.
14. Communities have substantial building underway and require further Draft Approvals for completion.

The following criteria represent the planning tools that are also required to be in place:

- Monitoring in Place
- Section 34(5) By-law in force (zoning that prohibits building permit issuance if servicing is not available)
- Holding By-law and Provisions in Official Plan
- Willingness to enter into no-presales agreement
- Conditions Included in Draft Approval
- Willingness to enter into an indemnity agreement

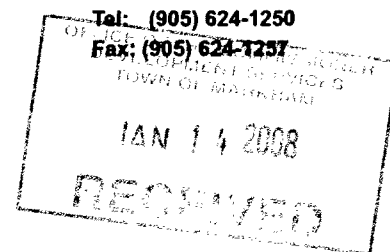
# ReDevco MANAGEMENT

*Real Estate and Development Management*

4339 Garnetwood Chase  
Mississauga ON L4W 2H1

January 9, 2008

Mr. Jim Baird, MCIP, RPP  
Commissioner of Development Services  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3



Dear Jim

Re: Fall 2007 Proposed Allocation to Cornell Community

This is further to our meeting in your office on Monday December 17, 2007 at which we outlined to you the concerns of the Cornell Landowners Group regarding the recent draft recommendation for service capacity allocation to Cornell. As outlined at the meeting there are basically two concerns:

1. We do not believe that an allocation of 755 units in total, either from reserves or from new capacity, adequately recognizes the importance of the Cornell Community. We have outlined to you on several previous occasions the many reasons why the Cornell Community always achieved a high ranking and will not repeat those, yet in our view the proposed allocation to Cornell, particularly to the low density areas, gives no recognition to this high ranking.
2. The Group Cost Sharing Agreement describes the way in which costs and service allocation are to be shared through the Trustee, however that agreement cannot accommodate direct allocation as proposed in the draft recommendation. Direct allocation creates an inequity because it distributes allocation in a way not consistent with the way in which costs are shared. Further the Trustee will not be able to release plans of subdivision for registration unless those plans are based on the share of allocation provided for in the CSA. Direct allocation is just not workable.

At our meeting we asked you to modify those recommendations in the following ways:

Draft Recommendation	Our Proposal
Total allocation – 755 units	Total allocation – <u>1,300 units</u>
205 apartment units to Springhill Macwood for a LEEDS Building	We can accommodate this recommendation through other adjustments possible in the CSA
200 SF units to Lindvest (100 now & 100 in 2011) in return for funding the Town's share and half of the MSH share of the Ninth Line storm sewer	200 SF units, <u>all to the Trustee, all to be available now because all of the funding must be provided now, in return for funding the Town's share and 50% of the MSH share of the Ninth Line sewer</u>
150 apartment units to the Trustee for distribution in Cornell Centre	<u>The population equivalent of 150 apartment units to the Trustee for distribution to any high density project in Cornell Centre</u>
200 single family units to the Trustee for distribution anywhere	<u>745</u> single family units to the Trustee for distribution anywhere, bringing the total allocation to Cornell to 1,300 units

We have also asked you to involve the Trustee of the Cornell Landowners Group, Kim Beckman, plus me, the Manager of the Group, in completing the final recommendation as it relates to Cornell, which we understand is scheduled to be presented to Development Services Committee in February, and also involve both of us in considering future allocations to Cornell to ensure that conflicts with the CSA are minimized.

Thank you for considering these points and we look forward to continuing to work with you on this complex issue.

Yours truly,

A handwritten signature in black ink, appearing to read 'Albert Bishop', written over a horizontal line.

Albert Bishop, P. Eng.  
Principal

Cc: Valerie Shuttleworth  
Alan Brown  
Cornell Landowners Group  
Kim Beckman



*copy  
Jamie*

December 18, 2007

Town of Markham  
Development Services Commission  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3



Attention: Jim Baird, Commissioner of Development Services

Dear Jim:

**Re: Servicing Allocation  
Garden Apartment Block  
Angus Glen West Village**

In my November 8, 2007 letter to you regarding servicing allocation for the West Village, I had requested that the Town assign us allocation for 166 single family units and for 120 apartment units. The basis for this request was to allow us to substantially complete the West Village, excluding the Village Gate block, and generate the revenues needed to pay our substantial infrastructure costs associated with development of the West Village. The completion of this upscale neighbourhood will be the culmination of our vision to create an upscale new urbanism community offering a mix of housing choices adjacent to championship golf courses.

In the Servicing Allocation Update presented to the Development Services Committee, the staff recommendation for the distribution of the 2011 allocation was that Angus Glen West Village receive an assignment of 166 units (single family). I am appreciative of this recommended assignment, and this assists us greatly in trying to complete the West Village community sooner rather than later, given the constraints all of us are operating under. However, I am requesting your consideration once again on receiving allocation for the 120 unit apartment block. I believe that assigning allocation to this high density block fits with the Region's and Town's stated planning objectives of prioritizing approvals that complete existing neighbourhoods and help towards meeting intensification targets.

It is our goal to develop the Garden Apartment block at the same time we are constructing the remaining 166 single family units. This approach will minimize disruption caused by construction activity to my new home purchasers. It will also simplify our approvals process by not having residents living in the community when we are going through the site plan approval process.

In reviewing the "Summary of Assignment Since January 1, 2004, Including Proposed Distribution of 2011 Conditional Assignment" staff presented to Development Services Committee and to the Developers Roundtable, note that of the major Secondary Plan areas in OPA 5, Angus Glen has received, on a population percentage basis, the least amount of allocation.

Secondary Plan Area	Allocation by Population as %
Cornell	18.11%
Markham Centre	14.21%
Box Grove	11.50%
Cathedral	10.24%
Wismer	10.06%
Greensborough	6.61%
Berczy	5.28%
<b>Angus Glen</b>	<b>2.43%</b>

The attached chart, showing allocation for all communities, indicates that Angus Glen ranked 11<sup>th</sup> out of 16 communities in terms of allocation received.

The development of the Garden Apartment block represents a significant component for completing the overall vision for the Angus Glen community. The current market conditions for high-density housing would allow us to market this project immediately. I am not sure that can be said for all of the 1,451 apartment units of allocation that were assigned to the Berczy (Emery), Cornell, Times/Galleria, Markham Road South, Markham Centre, Swan Lake and Shouldice communities.

During the last round of the distribution of servicing allocation, Angus Glen did not receive any additional allocation. We would note that the West Village initially had 600 units of allocation and we cooperated with the Town by agreeing to the redistribution of 400 units of allocation to elsewhere in the Town.

In considering the request for allocation for the apartment block, please bear in mind the amount of allocation Angus Glen has received since 2004; that we cooperated with the Town when redistributing allocation; and the fact that we have developed, and are continuing to develop, one of the premier communities in the Town of Markham that has delivered upon the initial goal set out in the Secondary Plan of creating a comprehensive new urbanism community that provides a mix of low, medium and high density housing along with high-quality urban design and architecture.

Historically, the Angus Glen community has contributed a great deal to the prestige of the Markham/Unionville area, as well as boosting its economic and community profiles. The Angus Glen Golf Course alone, home to the 2007 Canadian Open, brought in \$20 million to the Town.

We are privileged to have received industry accolades including the distinction of "Community of the Year" for the Angus Glen East Village. Both there and in West Village, the homes are integrated with the natural environment. The Angus Glen community encompasses walking paths and ponds, and the area is conducive to the lifestyles of a range of purchasers, from young professionals to families and empty-nesters. We are pleased and proud of the progress we have made thus far with your help, and we feel that the housing mix is critical to the community's continued success.

Kylemore Communities has been building fine new homes for more than 10 years. We have created 10,000 homes across North America, with Angus Glen being our flagship community. In fact, York Region has been home to us in both the professional and personal concepts of the word and the majority of our communities are built in York Region. The principals and shareholders live here, and we operate Kylemore Communities from the Region as well. We have a vested interest in upholding the integrity of




the Town of Markham and its surroundings, and we feel we have done just that with our new home communities.

West Village and our other award-winning neighbourhoods across York Region have garnered tremendous interest in and attention from the media, as evidenced in the Press Release booklet I enclose with this letter.

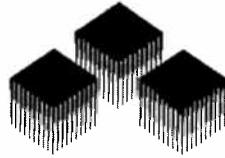
I hope you will reconsider the request for the allocation for the apartment block, which will add yet another dimension to the diverse housing mix in the area. Thank you, and if you have any further questions, please contact me at extension 408.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick O'Hanlon', written over a horizontal line.

Patrick O'Hanlon  
President

Copy: Mayor Frank Scarpitti  
Councillor, Dan Horschik  
John Livey, CAO  
Val Shuttleworth, /Director of Planning & Urban Design  
Alan Brown, Director of Engineering



## HISTORY HILL GROUP

The Town of Markham  
Planning Department  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3

December 17, 2007

Attn: Valerie Shuttleworth  
Director, Planning and Urban Design

Dear Ms. Shuttleworth:

Re: GOVERNOR'S SQUARE by Anagni Homes Ltd.  
95206 & 9462 Markham Road / Hwy 48 @ Edward Jeffreys Avenue

Further to the discussions at our meeting on December 14, 2007, we would like to provide you with our updated proposal for the development of the above referenced property. The revised site plan is based on the consideration of comments received from Town of Markham staff as well as in response to recently adopted sustainability policies, specifically, sustainable development through LEED initiatives being encouraged by the Region of York.

The current development concept, as illustrated on the attached Figure 1, proposes a total of 468 High Density Residential Units and a total of 2,855.30 square metres of commercial space. Our intention is to proceed in two phases as follows:

Phase 1:

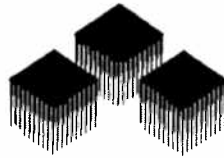
Building A – Ground Floor Commercial Area = 1,205.50 sq.m.  
Floor 2 – Floor 10 = 150 Units (13,762.40 sq.m.)

Building B – Ground Floor Commercial Area = 1,031.80 sq.m.  
Floor 2 – Floor 10 = 110 Units (9,766.50 sq.m.)

Phase 2:

Building A – Floor 1 – Floor 9 = 112 Units (9,543.60 sq.m.)

Building B – Floor 2 – Floor 9 = 96 Units (8,753.20 sq.m.)  
Ground Floor Amenity Space = 776.60 sq.m.  
Commercial Daycare Facility = 418.00 sq.m.



## HISTORY HILL GROUP

The existing Heritage House will be relocated to the southwest corner of the property as originally proposed to and agreed with the Heritage Committee and staff.

Our two phase development concept is based on the following rationale:  
We currently have 150 units as allocated to high density projects within the Wismer Subdivision. A one building concept would not, however, allow us to cost effectively build the underground parking garage which serves both Buildings A and Building B. These buildings are connected both above and below grade and function as one building. Under the circumstances we cannot feasibly proceed with building the entire underground structure without completing the two buildings at the same time. **Therefore, at a minimum we require servicing allocation for 110 high density residential units, to complete phase one.**

Phase Two includes two buildings having a total of 208 residential units that will complete the development proposal and will include the amenity space and commercial space for a daycare facility.

The benefits of the development as proposed include:

- Assists in attaining a site density that is in keeping with the York Region policy initiative;
- Concurrent with LEED criteria to attain an overall site density that promotes site intensification;
- Cost effectively achieves LEED Silver Certification.

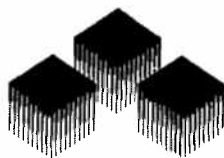
We are currently working with our design team and have retained Enermodal Engineering as our consultant to evaluate and assist in the design and implementation of our LEED Silver certification plan. Through this process, in addition to the minimum requirements, we intend on implementing a number of design elements to achieve LEED Silver certification that will focus on the following:

#### Sustainable Sites:

- availability of and supportive of public transit resources;
- limit on site parking supply;
- implement rate and quantity stormwater management practices;

#### Water Efficiency :

- including water efficient Landscaping
- implementation of water use reduction practices;



## HISTORY HILL GROUP

Energy & Atmosphere:

- elements that will implement a design to reduce energy costs;

Materials and Resources:

- promoting local products
- implementing construction waste management practices;

Indoor Environment:

- Construction Indoor Air Quality Management Plan.

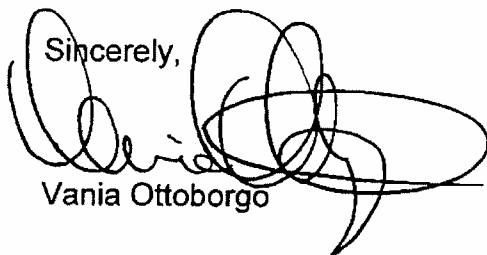
We are of the opinion that our proposal for this site is an ideal candidate for the 20-35% increase in servicing allocation being offered in the policy directive from the Region of York dated June 21, 2007. Our proposal meets the criteria through:

- Water conservation initiatives;
- Location is served by Viva, YRT, TTC, and GO Transit;
- Located on Markham Road/Hwy 48, being a local centre and corridor;
- We intend on implementing a three stream waste collection;
- Intended on attaining LEED Silver certification;
- The proposed density is 1.91 FSI, within the local zoning by-law maximum of 2.0 FSI.

Please consider our request for servicing allocation of 110 high density residential units so that we may develop and build Governor's Square in the Town of Markham as our first LEED Silver project. We believe that this high rise project will set a precedent for and act as a catalyst for the future development along an important transit corridor that will support GO Transit initiatives.

We are excited about the opportunity to be involved in such an important initiative with the Town of Markham. We look forward to your response on this matter. Should you have any questions or require any additional information, please feel free to contact our office.

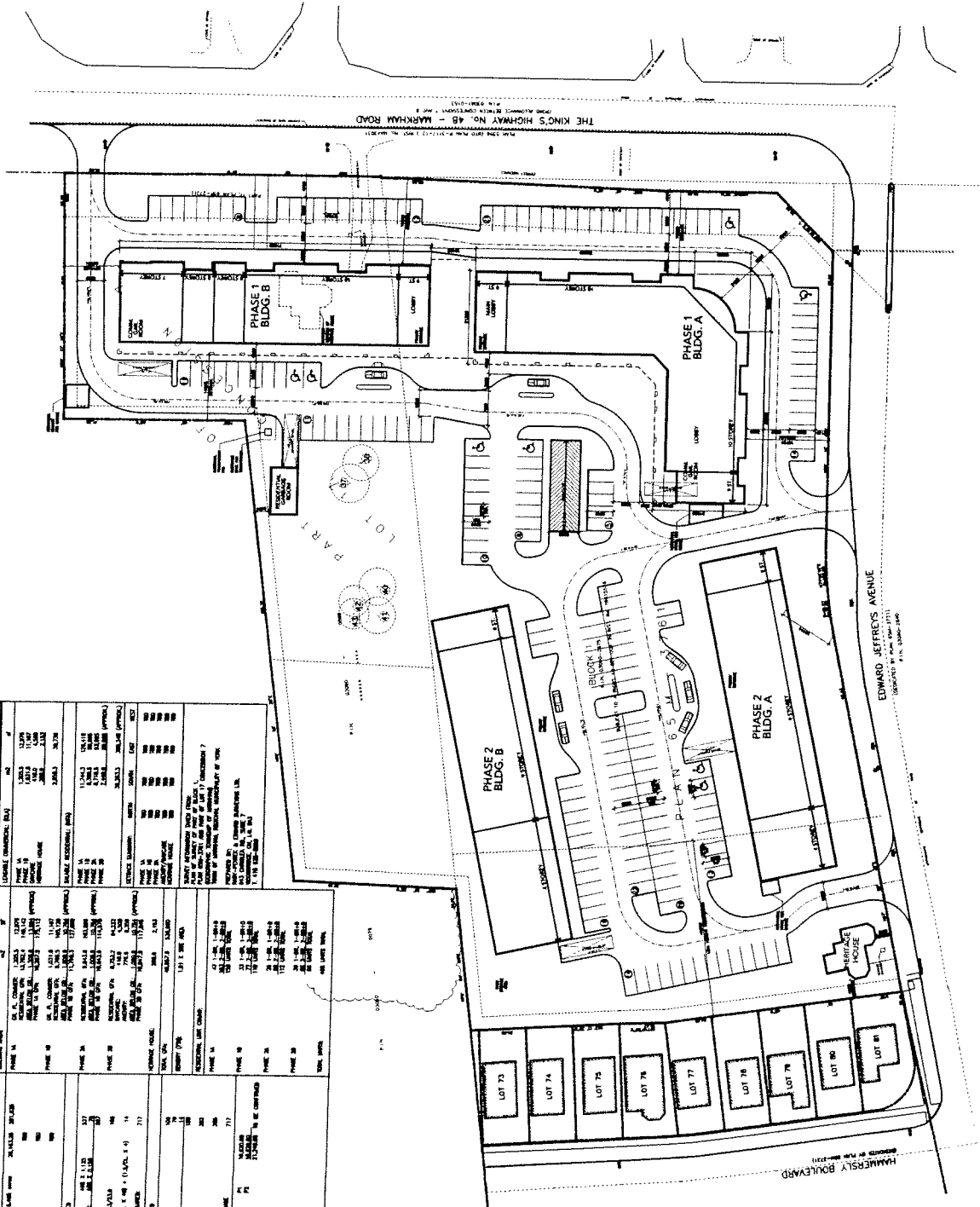
Sincerely,



Vania Ottoborgo

cc. Biju Karumanchery, Development Manager - Town of Markham

ALL INFO IN THIS REPORT WAS OBTAINED FROM THE FOLLOWING SOURCE(S):



Kohn Architects Inc.  
16 Spadina Ave. Suite 501, Toronto ON M5V 2N6  
Telephone 416 703 6700 Fax 416 703 6704  
info@kohnarchitects.com

"The fact that the [U.S.] government is not doing anything to help the people of the world is a very serious problem," he said. "The fact that the [U.S.] government is not doing anything to help the people of the world is a very serious problem."

Doc	Date	Page
1	11/06/00	1



**Kohn**

**GOVERNOR'S SQUARE**  
**MIXED USE DEVELOPMENT**  
MANAGINE HOMES  
1401 W. 48th & EDWARD JEFFREY'S AVE

TOWN OF MARSHAM  
CHINA

### ESTIMATING TABLE

Issue By	Classified By	Date Classified	Project No
			07 114
Date Plotted			Scale
Aug 17, 2007 - 5:01pm			1:300
Drawing No			Revision No

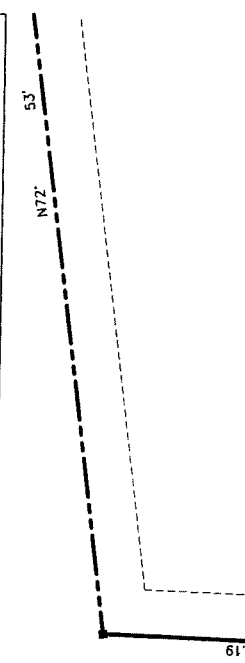
A100

SITE STATISTICS:			m2			SF		
ZONING			MJC* 187					
SITE AREA			6.465 acres			26,163.25		
LANDSCAPE AREA:						281,628		
COVERAGE:						TBD		
PAVED AREA:						TBD		
PARKING - REQUIRED						TBD		
RESIDENTIAL UNITS:			468 X 1.125			527		
VISITOR:			468 X 0.150			70		
COMMERCIAL:			2,237.3/23.0			597		
DAYCARE: (1/5 STU. X 40) + (1.5/CL. X 4)						106		
TOTAL PARKING REQUIRED:						14		
PARKING - PROVIDED						717		
COMMERCIAL VISITOR						106		
DAYCARE						70		
TOTAL SURFACE						14		
P1 RESIDENTIAL						190		
P2 RESIDENTIAL						262		
TOTAL PARKING PROVIDE						265		
UNDERGROUND GFA:						717		
P1						10,620.00		
P2						10,620.00		
						21,240.00		
						TO BE CONFIRMED		

BUILDING AREA:			m2			SF		
PHASE 1A			GR. FL. COMMER: 1,205.5			12,976		
			RESIDENTIAL GFA: 13,762.4			148,142		
			AREA BELOW GR.: 1,300.0			13,994 (APPROX)		
PHASE 1B			GR. FL. COMMER: 1,031.8			11,107		
			RESIDENTIAL GFA: 9,766.5			105,129		
			AREA BELOW GR.: 1,000.0			10,764 (APPROX.)		
PHASE 2A			GR. FL. COMMER: 1,031.8			127,000		
			RESIDENTIAL GFA: 9,643.6			103,806		
			AREA BELOW GR.: 1,000.0			10,764 (APPROX.)		
PHASE 2B			GR. FL. COMMER: 1,031.8			114,570		
			RESIDENTIAL GFA: 8,753.2			94,222		
			DAYCARE: 418.0			4,500		
			AMENITY: 776.6			8,359		
			AREA BELOW GR.: 1,000.0			10,764 (APPROX.)		
HERITAGE HOUSE:			10,947.8			117,845		
TOTAL GFA:			49,857.6			536,680		
DENSITY (FSI):			1.91 X SITE AREA					
RESIDENTIAL UNIT COUNT:								
PHASE 1A			47 1-BR, 1-BR+D					
			103 2-BR, 2-BR+D					
			150 UNITS TOTAL					
PHASE 1B			33 1-BR, 1-BR+D					
			77 2-BR, 2-BR+D					
			110 UNITS TOTAL					
PHASE 2A			26 1-BR, 1-BR+D					
			86 2-BR, 2-BR+D					
			112 UNITS TOTAL					
PHASE 2B			30 1-BR, 1-BR+D					
			66 2-BR, 2-BR+D					
			96 UNITS TOTAL					
TOTAL UNITS:			468 UNITS TOTAL					

LEASABLE COMMERCIAL: (GLA)			m2			sf		
PHASE 1A			1,205.5			12,976		
PHASE 1B			1,031.8			11,107		
DAYCARE			418.0			4,500		
HERITAGE HOUSE			200.0			2,153		
SALABLE RESIDENTIAL: (NFA)			2,855.3			30,736		
PHASE 1A			11,744.3			126,419		
PHASE 1B			8,360.5			89,995		
PHASE 2A			8,718.5			93,995		
PHASE 2B			7,440.0			80,086 (APPROX.)		
SETBACK SUMMARY:			36,263.3			390,348 (APPROX.)		
PHASE 1A			TBD			TBD		
PHASE 1B			TBD			TBD		
PHASE 2A			TBD			TBD		
AMENITY/DAYCARE			TBD			TBD		
HERITAGE HOUSE			TBD			TBD		

SURVEY INFORMATION TAKEN FROM:  
 PLAN OF SURVEY OF PART OF BLOCK 1,  
 PLAN 65M-3761 AND PART OF LOT 17 CONCESSION 7  
 (GEOGRAPHIC TOWNSHIP OF MARKHAM)  
 TOWN OF MARKHAM, REGIONAL MUNICIPALITY OF YORK  
 PREPARED BY:  
 RADY-PENITEK & EDWARD SURVEYING LTD.  
 643 CHRISLEA RD., SUITE 7  
 WOODBRIDGE, ON, L4L 8A3  
 T. 416 635-5000



## Shuttleworth, Valerie

---

**From:** Mai Somermaa [msomermaa@emeryinvestments.com]  
**Sent:** November 22, 2007 11:33 AM  
**To:** Shuttleworth, Valerie  
**Subject:** RE: allocation for Emery Williamsatown phase 5  
**Importance:** High

Hi Val: I spoke to Rick and as long as it is fully documented that Emery would be "deferring" use of its current allocation in exchange for getting full allocation in 2011 (with a 2010 building program as a possibility), then Emery agrees to postpone using its allocation.

Please confirm the "in writing/documentated" part of this agreement.

Thanks, Mai

---

**From:** Shuttleworth, Valerie [mailto:vshuttleworth@markham.ca]  
**Sent:** Wednesday, November 21, 2007 4:43 PM  
**To:** Mai Somermaa  
**Subject:** RE: allocation for Emery Williamsatown phase 5

That's great – thanks Mai. Senior staff are meeting tomorrow afternoon to discuss allocation further.

### *Valerie Shuttleworth*

Director of Planning and Urban Design  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario L3R 9W3  
905- 475-4713 Fax. 905-479-7768  
vshuttleworth@markham.ca

-----Original Message-----

**From:** Mai Somermaa [mailto:msomermaa@emeryinvestments.com]  
**Sent:** November 21, 2007 3:14 PM  
**To:** Shuttleworth, Valerie  
**Subject:** allocation for Emery Williamsatown phase 5

Hi Val: I just laid out the options for Rick and he'd like to think about it and get back to me tomorrow morning. I understand this is time sensitive and I hope to get back to you by noon tomorrow.  
THanks, Mai

November 16, 2007

Mr. Jim Baird, MCIP, RPP  
Commissioner, Development Services  
Town of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

140 Renfrew Drive, Suite 201, Markham, Ontario,  
Canada L3R 6B3

Tel: (905) 513-0170; Fax: (905) 513-0177

E-mail: [jkirk@mgp.ca](mailto:jkirk@mgp.ca)

[www.mgp.ca](http://www.mgp.ca)

[www.mgpinfo.com](http://www.mgpinfo.com)

Dear Sir:

**Re: Servicing Allocation  
Lonsmount Construction Limited  
South East Corner of Highway 7 and Warden Avenue  
Part of Lot 10, Concession 5**

I am writing on behalf of Lonsmount Construction regarding the potential allocation of new servicing capacity. It appears the Region is prepared to grant conditional capacity and the Town may be in a position in the near future to distribute it, in order to allow Markham Centre to continue to develop. We respectfully request that a total of 1,199 units be allocated to the Lonsmount project.

Council has endorsed guidelines which have been used since 2002 (updated in 2005) for prioritizing allocation distribution. The Lonsmount project fulfills the following guidelines:

- Completion of key transportation infrastructure

The project has the opportunity to deliver; a north/south major collector road, being the Birchmount Avenue extension north to connect with Village Parkway, which would connect the northern part of Markham Centre with the City of Toronto.

The proposal also includes an east/west major collector road (Hullmark/Riverside Drive), and a north/south minor collector road (Verclaire Gate extension). These key pieces of transportation infrastructure would help to complete the road network through the central section of Markham Centre and provide connectivity between Enterprise Boulevard and Highway 7.

- Implementation of Markham Centre

The subject lands are located within Markham Centre and include development along several landmark locations within the Secondary Plan Area.

- Infill development along key transit corridors

The project would help the Town/Region to achieve the Provincial goal for intensification within



built up areas. Additionally, the proposal includes high density commercial and residential development along routes served by regional transit.

- Provision of development with public benefits (eg. Community facilities and public infrastructure)

The proposal would deliver over seven hectares of parks to the Markham Centre Area, and over six hectares of valley lands would be dedicated. An elementary school site is also located on the subject lands.

- Provision of development that supports the Town's smart growth and new urbanism initiatives and that demonstrates exceptional urban design


The proposed density and built form of the Lonsmount project is supportive of the Town's smart growth initiatives. It is transit supportive and complementary to the plan for Markham Centre. The buildings will be designed to an extremely high quality of urban design and architecture.

You may be aware that applications for Zoning By-law Amendment and Draft Plan of Subdivision on behalf of Lonsmount were submitted to the Town on October 29, 2007. The applications proposed 4,240 residential units and 48,719 square metres of commercial space, in a high density, mixed use, urban environment.

The request for 1,199 units of servicing allocation, would allow Lonsmount to complete its Phase 1 development at the landmark intersection of Highway 7 and Warden Avenue.

We look forward to discussing this subject with you further. Should you have any questions or concerns, please do not hesitate to contact us.

Yours truly,  
**MALONE GIVEN PARSONS LTD.**



Jim Kirk, MCIP, RPP  
Partner

cc: Murphy Hull, Lonsmount Construction Limited  
Alan Brown, Town of Markham  
Steve Schaefer, SCS Consulting  
Simon Ko, Kirkor Architects

November 15, 2007

Val Shuttleworth  
Director of Planning  
The Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3

DEVELOPMENT SERVICES

NOV 15 2007

RECEIVED

Re: **Servicing Allocation for  
Two 6 Storey Residential Buildings  
540 Bur Oak Avenue**

Dear Val:

On November 29, 2005, Council confirmed the servicing allocation for 77 units for our site at 540 Bur Oak Avenue. Our site plan application proposes two buildings with a total of 186 units (73 units in Building A and 113 units in Building B). The staff report dated May 16, 2006 noted that since Building A did not require the full allocation, the additional 4 units of allocation would be returned to the Trustee or to the Town. We would now like to apply for the balance of the 113 units of allocation required for the development.

We look forward to hearing that our application for additional allocation has been approved. Please do not hesitate to contact me if you have any questions or concerns.

Yours truly,

EMERY INVESTMENTS

*Mai Somermaa*  
Mai Somermaa

MS/ab

Copy to: Stephen Kitagawa, Senior Planner

AFFILIATED COMPANIES:

E. MANSON INVESTMENTS LIMITED • MAYVON INVESTMENTS • BLACKHILL DEVELOPMENTS LIMITED

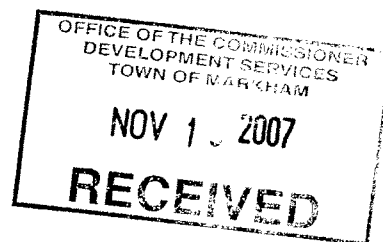
• ZUREIT HOLDINGS LIMITED • LANCASTER DEVELOPMENTS

Tina



File #: 1120  
Date: November 15, 2007

Mr. Jim Baird, MCIP, RPP, Commissioner of Planning  
Town of Markham  
101 Town Centre Boulevard  
Markham, ON, L3R 9W3



Dear Mr. Baird:

Re: 404 North - Servicing Allocation  
Town of Markham

We are writing on behalf of the 404 North Developer Group regarding the potential allocation of new Service Capacity for the 404 North residential lands.


We understand that York Region has recently announced a conditional release of additional servicing allocation, part of which will be allocated to the Town of Markham. The 404 North landowner group request that a minimum of 150 residential units be allocated to the Trustee of the 404 North landowner Group for distribution to the residential owners.

The primary rational for this request is to facilitate the completion of the northern portion of the Woodbine By-Pass. As you are aware, the By-Pass is located primarily on the Vetmar lands and forms the boundary between the employment lands to the north and residential lands to the south. The By-Pass is being extended to Honda Boulevard through the first phase of development in the 404 North area. Allocation of residential servicing capacity to the 404 North landowner group would allow the developmpent to proceed immediately, which would facilitate the completion of the Woodbine By-Pass between Honda Boulevard and existing Woodbine.

We appreciate your consideration of this request.

Sincerely,

SCS Consulting Group Ltd.

  
Steve Schaefer, P. Eng.

Principal

sschaefer@scsconsultinggroup.com

- c. Ms. V. Shuttleworth, Town of Markham  
Mr. J. McGovern, Rice Commercial Group  
Mr. M. Rice, Rice Commercial Group  
Mr. A. Lio, 404/19<sup>th</sup> Avenue Developments Inc.  
Mr. A. Vetesse, Vetmar Limited  
Ms. K. Beckman, Trustee 404 North Landower Group, Davies Howe Partners



THE REMINGTON GROUP INC.

November 12, 2007

Development Services Commission  
The Corporation of the Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario L3R 9W3

**ATTENTION: MR. RICHARD KENDALL, MANAGER OF DEVELOPMENT, CENTRAL DISTRICT**

**RE: STEELES AVENUE AND HIGHWAY NO. 48  
TRANSFER OF SERVICING ALLOCATION TO  
MARKHAM DOWNTOWN FILE 19TM-01012 – RULAND PROPERTIES LIMITED**

---

Dear Richard:

Further to our recent conversations, please accept this as the formal request for the transfer of the balance of the servicing allocation assigned to our lands located at the northwest corner of Steeles Avenue and Highway No.48 to our site in Markham Centre.

More specifically we request the re-assignment of the current servicing allocation from the lands described as Part 4, Registered Plan 65R-15129 to file 19TM-01012.

Please be advised that we will be submitting the necessary zoning amendment applications to have a "H" hold symbol applied to the lands at Steeles Avenue and Highway No.48.

Should you require any further information, please do not hesitate to contact me at (905) 761-8200.

Yours Truly,  
THE REMINGTON GROUP

Randy Peddigrew  
Senior Vice President  
Land Development Division

RP/da



FILE:  
WEST VILLAGE  
ALLOCATION

November 8, 2007

Town of Markham  
Development Services  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3

Attention: Jamie Bosomworth

Dear Jamie:

**Re: Servicing Allocation  
Angus Glen West Village**

The Region of York's Planning and Economic Development Committee at its October 31, 2007 meeting considered a staff report entitled "Servicing Allocation and Future Regional Conditions for Draft Plan of Subdivision Approval". The report included a recommendation for the local municipal distribution of servicing allocation for the year 2011, with Markham recommended to receive a total of 2,978 units. The Region has assigned a total of 968 units of Markham's total allocation toward the Intensification Reserve. The remaining 2,010 units that would be available are being recommended to be targeted towards communities that are already under construction.

The Angus Glen West Village received a total allocation of 230 units, upon which we received draft plan approval to permit the development of 173 single detached units and 57 townhouse units. As a result the West Village draft plan is still awaiting allocation for:

- 166 Single Detached lots;
- Garden Apartment Block of 120 units
- Village Gate Block on the south side of Major Mackenzie Drive (Block 352) which will contain a mix of condominium townhouses and apartments with approximately 382 units.

In keeping with the Region's intentions to assign allocation to assist in completing communities already under construction, our request is for the Town to assign Angus Glen West Village additional servicing allocation that would allow us to develop the 166 single detached lots and the 120 units Garden Apartment Block (see attached plan). This would allow us to substantially complete the West Village plan, excluding the Village Gate block, and generate the revenues needed to pay the substantial infrastructure costs, particularly the cost of constructing the bridge connection.

When evaluating our request for additional allocation I would like you to consider that the Angus Glen West Village, and the entire Angus Glen community for that matter, has delivered upon the initial goal set out in the Secondary Plan, of creating a comprehensive new urbanism community that provides a mix of low, medium and high density housing along with high quality urban design and high quality architecture. We are also honouring our commitment to provide a Neighbourhood Commercial plaza

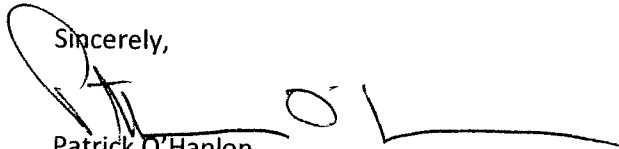
that will serve the residents of Angus Glen and the surrounding community. This plaza will again deliver our trademark high quality urban design and architecture.

As you are aware the development of the West Village involves substantial upfront costs related to the construction of the bridge over the Bruce Creek, extending Angus Glen Boulevard to Major Mackenzie Drive and extending sanitary services to Glenbourne Park Drive. Assignment of the requested additional allocation would allow us to help offset these substantial upfront costs, which currently must be paid for with the development of only 230 lots.

During the last round of the distribution of servicing allocation Angus Glen did not receive any additional allocation. We would note that the West Village initially had 600 units of allocation and we cooperated with the Town by agreeing to the redistribution of 400 units of allocation to elsewhere in the Town. I hope that with the assignment of this additional allocation for 2011 that Angus Glen will be given serious consideration for additional allocation.

Thank you for your consideration of this request and if you have any further questions on this matter please contact me at extension 408.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. O'Hanlon', with a long horizontal line extending to the right.

Patrick O'Hanlon  
President

Copy: Mayor Frank Scarpitti  
Councillor Dan Horchik  
Ron Blake  
Stephen Kitagawa



DRAFT PLAN OF SUBDIVISION OF  
 LOT 24 AND BLOCKS B AND C  
 REGISTERED PLAN 6037  
 AND PART OF LOTS 19 AND 20,  
 CONCESSION 5,  
 TOWNSHIP OF MARKHAM, COUNTY OF YORK  
 FORMERLY BLOCK 36, LANDS FOR FUTURE DEVELOPMENT  
 DRAFT PLAN 6037, APPROVED APRIL 1, 1996  
 TOWN OF MARKHAM  
 REGIONAL MUNICIPALITY OF YORK

Additional Information  
 As required under section 5(1) of the  
 Planning Act R.S.O. 1990

AMDIS GEN VILLAGE LTD.  
 18, Lundy St. is to be used in accordance with the Schedule of Land Use  
 By-Bye Regulations.

NOTE: Certain areas in Schedule Details.

Owner's Authorization

AMDIS GEN VILLAGE LTD.  
 18, Lundy St. is to be used in accordance with the Schedule of Land Use  
 By-Bye Regulations.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

Surveyor's Certificate

AMDIS GEN VILLAGE LTD.  
 18, Lundy St. is to be used in accordance with the Schedule of Land Use  
 By-Bye Regulations.

Designer's Certificate

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

AMDIS GEN VILLAGE LTD.

PHASE I - DRAFT APPROVED - 230 UNITS  
 LOTS WITHOUT DRAFT APPROVAL/ALLOCATION - 166 SINGLE DETACHED LOTS  
 GARDEN APARTMENT BLOCK - 120 UNITS

REGISTERED PLAN 65M-2456

# 2011 Proposed Local Municipal Distribution of Servicing Allocation

Municipality	One Year Total				Intensification Reserve				Proposed New 2011 Servicing Allocations			
	Column A				Column B				Column C			
	(population)	units**	(population)	units**	(population)	units**	(population)	units**	(population)	units**	(population)	units**
Aurora	1,531	489	459	147	1,071	342						
East Gwillimbury*	1,500	500	225	75	1,275	425						
King (King City)	1,045	337	157	51	888	286						
Markham	10,185	2,978	3,310	968	6,875	2,010						
Newmarket	2,060	654	618	196	1,442	458						
Richmond Hill	6,934	2,160	2,253	702	4,680	1,458						
Vaughan	10,695	3,155	3,476	1,025	7,219	2,130						
Stouffville	1,788	600	268	90	1,520	510						
Totals	35,737	10,873	10,767	3,254	24,971	7,619						

\*a Pre-paid DC Agreement currently being reviewed to extend YDSS wastewater services to Queensville, Holland Landing and Sharon in consultation with East Gwillimbury. This issue will be further defined in a subsequent Finance Principles report.

\*\* calculated using municipal average persons per unit (April 5, 2006 report - Water & Wastewater Capacity and Servicing Assignment Update on Unit Mix and Related Populations)





## Majorwood Developments Inc.

200 Bridgeland Avenue  
Toronto, Ontario  
M6A 1Z4

Tel: (416) 785-8172  
Fax: (416) 781-2981

By Email

October 30, 2007

Planning Department  
The Corporation of the Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3

Attention: Ms. Valerie Shuttleworth, M.C.I.P.  
Director of Planning and Urban Design

Dear Ms. Shuttleworth:

**Re: Draft Plan of Subdivision 19TM-02015  
Request for Phase Two Draft Approval and  
Corresponding Servicing Allocation  
Markham File Nos. SU 02 118584 & ZA 02 118517**

This letter is written in support of, and further to, the August 10, 2007 Stantec letter to your attention in the matter of obtaining draft plan approval and corresponding municipal servicing allocation for the remainder of the lands within the Cathedral-West Community. More specifically, this letter is intended to place emphasis on the request for draft plan approval and servicing allocation for the remainder of the lands that have not yet received servicing allocation within Majorwood's draft plan 19TM-02015.

Majorwood has experienced first hand, the demand for housing in Markham. Just over eighty (80) of the 122 units allocated to Majorwood were sold within the first two weeks of opening the sales office and over 100 units have been sold to date. Majorwood has purposely slowed the sale of the remaining units in order to keep its sales office open and its sales staff busy. Housing construction is scheduled to commence as soon as building permits are issued. Applications for building permit have been made for all of 122 units. Without draft plan approval of more units and the accompanying additional allocation, Majorwood will be required to close its sales center.

The remainder of the Majorwood plan that is without allocation is comprised of townhouses Blocks, semi-detached lots, a park site and a portion of a school site. A significant amount of these lands have already been serviced as a direct result of (a) construction of the municipal services for the units having allocation and (b) satisfying the Town's requirement to prevent the future excavation of newly constructed roads in

order to install municipal services for subsequent phases of development. Consequently, there four semi-detached units and 40 townhouse units without allocation that are completely serviced and ready for construction. To begin housing construction on these 44 units is simply a matter of registering the lots and obtaining building permits. To begin housing construction on the remainder of the units without allocation would only be a matter of registering the lots and constructing two short roads.

Majorwood has made a significant financial investment in the Woodbine By-Pass project by contributing its share of the full cost of constructing the By-Pass. Majorwood is required to carry this financial burden for a number of years and this becomes particularly onerous when the allocation received to-date represents well less than half of the total number of units within the plan.

We herein respectfully ask that the Town to utilize the May 26<sup>th</sup> Memorandum of Understanding, the priority ranking and the other information mentioned in Stantec's August 10<sup>th</sup> letter to help ensure that additional allocation is made available to Majorwood whenever and as soon as the Region assigns more allocation to the Town.

Should you have any questions or require additional information, please advise. I may be reached by telephone at (416) 785 8172, ext. 232, by facsimile at (416) 781 2981 or by email at [frank@lakeviewhomesinc.com](mailto:frank@lakeviewhomesinc.com).

Yours truly,

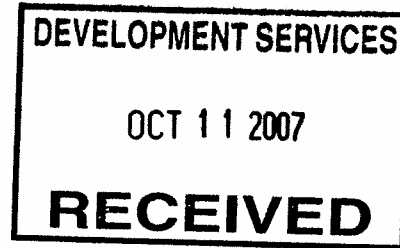
**Majorwood Developments Inc.**

Per:   
Frank Palombi, P. Eng.

Copy: Mr. Mac Cosburn

October 10, 2007

The Corporation of the Town of Markham  
Anthony Roman Centre  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3



Attn: **Ms. Valerie Shuttleworth, Director of Planning, D.S.C.**

Dear Madam:

Re: **Lasseter Development Inc.**  
**Request for Servicing Allocation**

In anticipation of the Town preparing a report dealing with the recommended distribution of additional servicing allocation, we hereby request an allocation of 277 units on behalf of Lasseter Development Inc., as highlighted on the enclosed plan.

We are requesting this allocation to complete the northeast quadrant of the Berczy Village Secondary Plan being an area bounded by Major Mackenzie Drive to the north, Graywood / Greenpark Condo to the south, Robinson Creek Wetland to the west, and McCowan Road to the east.

We believe our proposal meets the policy principles adopted by Regional Council and the Town of Markham, in encouraging intensification opportunities, promoting public transit usage / linkages, maximizing the efficient use of public services / infrastructure, and the completion of infill developments.

If further information is required please do not hesitate to contact me at your earliest convenience.

Yours truly,  
METRUS DEVELOPMENT INC.

Nik Miracic,  
Project Manager

File/Lasseter/Draft Plan/Phase 2 - Allocation Request

# ReDevco MANAGEMENT

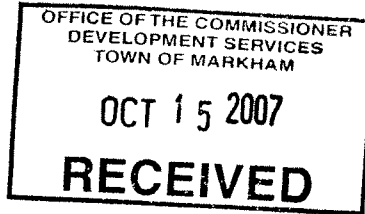
Real Estate and Development Management

4339 Garnetwood Chase  
Mississauga ON L4W 2H1

Tel: (905) 624-1250  
Fax: (905) 624-1257

October 9, 2007

Mr. Jim Baird, MCIP, RPP  
Commissioner of Development Services  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3



Dear Jim

Re: Service Allocation to Cornell Community, Fall 2007

I understand that the Town of Markham will be preparing a report this fall recommending how an additional 2,900 units, more or less, of service allocation should be distributed between various new communities in Markham. This letter is submitted on behalf of the Cornell Landowners to request that the maximum possible amount of allocation be given to the Cornell Community, in the order of 1,300 units (309 units of high density for Cornell Centre plus approximately 1,000 units for the remainder of the community), and that all of this allocation be given to the Trustee rather than to specific projects.

First I want to comment on the amount of allocation requested. You will recall prior to the last round of allocation in June of 2006 I wrote to you requesting consideration of a significant allocation to the Cornell Community. Several of the factors outlined in that letter still apply, including:

1. Cornell is a unique community in the Town and contains a mix of low, medium and high density development, plus institutional, commercial and employment lands in a well planned and world renowned new urbanism community
2. Cornell is the largest new community in Markham and is more than 50% larger than the second largest community. As such each unit in Cornell represents a much smaller per cent of the total than in other new communities
3. Cornell consists of both a high density core and a lower density more traditional community surrounding the core. The Cornell core is equal in importance to any other high density core in the Town, and the lower density areas are equal in importance to any other low density community. Essentially Cornell is equivalent to two other communities in the Town and consideration should be given to providing a double service allocation to it.
4. The Cornell owners have front-ended the construction of significant infrastructure including the construction of Bur Oak from Ninth Line to Hwy. 7

I also want to remind you that, on June 18, 2007 the Cornell Secondary Plan Advisory Committee passed the following resolution:

*In recognition of the importance of the type and quality of growth that is planned in the Cornell Community and its consistency with the objectives of Sustainable Development,*

*And in recognition of the fact that growth in Cornell supports the achievement of several local, regional and provincial growth objectives in addition to the desires of its existing residents,*

*And in recognition of the fact that decisions by Council of the Town of Markham in addition to many other factors will affect the continued rate of growth in the Cornell Community,*

*Therefore it is resolved that the Cornell Advisory Committee encourages the Town of Markham to adopt policies that will facilitate the continued growth of the Cornell Community including allocating the maximum practical amount of service capacity to it.*

This resolution was passed in recognition of several factors including:

1. Cornell is a good example of sustainable development because:
  - It is a transit supportive community and is well served with local transit. Further it will contain the eastern terminal of the YRT VIVA service
  - It integrates all densities of residential housing, live-work units, plus community amenity, shopping and employment opportunities in a compact pedestrian friendly urban development form.
  - It provides housing within walking distance of a major employer, Markham Stouffville Hospital
2. Cornell Centre assists the Town to meet the Provincial goal of accommodating 40% of new growth in existing urban areas.
3. Growth in Cornell will expedite the completion of community facilities in the east end of the Town including shopping, recreational and institutional facilities.

In summary, a new allocation of 1,300 units will allow continued growth of higher density residential forms in Cornell Centre while allowing development of the lower density areas to continue. The Landowners Group requests that an allocation of 1,300 units be given to Cornell at this time.

Second, I want to comment on the request that the allocation be given to the Trustee rather than to a specific project(s). In all previous distributions the allocation was given to the Trustee for distribution and that remains the strongly preferred procedure. There are several reasons for this, and the procedure as requested still allows for consideration of specific objectives or projects of merit that the Town may wish to encourage.

Some time ago, when OPA 5 was approved, the Town required that Developers enter into Cost Sharing Agreements to provide for the construction of infrastructure necessary for the development of new communities. That procedure has worked well and developers have entered into those agreements, constructed and shared the cost of constructing infrastructure pursuant to those agreements, and generally shared the opportunity to develop more or less proportionately with the sharing of costs. It seemed equitable that the share of costs incurred by an owner should be proportionate with the opportunity to develop that was received by that owner. That practice is generally followed in Cornell.

That procedure also allows for specific objectives of the Town to be accommodated. If for some reason it is desired that a particular development be encouraged and that a share of allocation be given to that development beyond the share it would otherwise be entitled to receive, that can be accomplished. That generally leads to some modification to the Cost Sharing so the sharing of costs and benefits remains fair. That modification can include a re-adjustment of costs, or an understanding that in future the benefit of additional allocation will be reversed, but specific objectives can be accommodated within

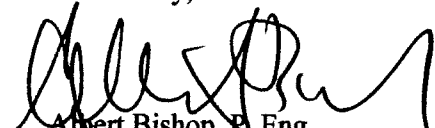
the context of the Cost Sharing Agreement. The thing that really cannot be accommodated is an allocation of service allocation outside of the context of the CSA. That leads to the impossible situation where the benefit of development opportunity (generally the allocation of service capacity) is not shared consistent with the sharing of costs. That inevitably will lead to a break down of the entire CSA concept.

When the last allocation was distributed in spring 2006 the Town directed that out of a total allocation of 450 units to Cornell, 150 units should be used for high density in Cornell Centre. This was consistent with the Town's objective to encourage high density development in Cornell Centre. The owners did not take issue with this objective and agreed that the 150 units should be assigned to whichever high density residential development in Cornell Centre first received site plan approval. There were two projects competing for that allocation, the Lindvest application and the Springhill / Macwood application, and the Lindvest application was ultimately first approved by the Town and received the allocation. The Group had confirmed within itself how this would be dealt with, depending on which application received the allocation, such that the fairness of the CSA was not compromised but also such that the Town's objective to encourage high density development was achieved.

Therefore even if the Town wishes to encourage a particular development at this time the Group still requests that the allocation not be given specifically to the project. Instead we request that the allocation be given to the Trustee with the proviso that the Town requests it be directed to a specific area or project if that is the Town's desire. That will allow the Group to make the appropriate modifications to the allocation and the CSA so that the Town's request can be accommodated and the integrity of the CSA can still be preserved.

Thank you for considering these requests. The Cornell Landowners look forward to continuing to work with the Town in completing the development of the Cornell Community, a world renowned new urbanism development.

Yours truly,



Albert Bishop, R. Eng.  
Principal

Cc: Valerie Shuttleworth  
Biju Karumanchery  
Cornell Landowners Group  
Kim Beckman  
Bob Webb

# ReDevco MANAGEMENT

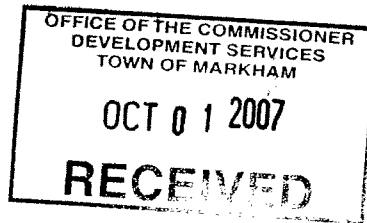
*Real Estate and Development Management*

4339 Garnetwood Chase  
Mississauga ON L4W 2H1

Tel: (905) 624-1250

Fax: (905) 624-1257

September 26, 2007



Mr. Jim Baird, MCIP, RPP  
Commissioner of Development Services  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3

Dear Jim

Re: Service Allocation to Greensborough Community, Fall 2007

I am the Manager of the Greensborough Landowners Group and I am writing on behalf of the Group regarding the potential allocation of new Service Capacity to Greensborough. I understand the Town may receive additional allocation from the Region and may be in a position in the near future to distribute that allocation to new development areas in the Town in order to allow those areas to continue to develop. The Greensborough Owners request that a total of 273 units be allocated to the Trustee of the Greensborough Community for distribution to the owners in that Community.

The rationale for this is as follows:

First, we request that the allocation be given to the Trustee for distribution to the owners. The owners have entered into a complex Cost Sharing Agreement as required under the Secondary Plan and the conditions of Draft Plan Approval. This agreement provides, amongst other things, for the sharing of costs and the allocation of servicing capacity between owners. Therefore we request that the allocation go to the Trustee for distribution in accordance with that agreement rather than directly to specific owners or projects.

Second, the number of 273 units is based on the following:

- 77 full lots and 10 part lots in the Humboldt Phase 2B3 Plan as outlined on the attached sketch
- 49 full lots and the other portion of the 10 part lots in the Best Homes project immediately adjacent to the Humboldt plan, also as outlined on the attached sketch
- The total for Humboldt and Best Homes is 136 units
- 77 units in Greensborough Phase 1 for development of the last remaining property south of Bur Oak, known as the Grove Property
- 60 units in Greensborough Phase 2 to permit development to begin in the vicinity of the proposed Place of Worship on Humboldt Lands between Ninth Line and Markham By-pass

The Group has previously outlined the reasons to support allocation to Greensborough, but I want to briefly remind you of the following:

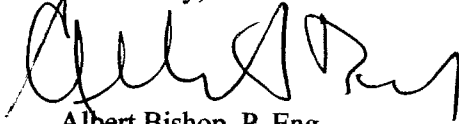
- Development of the Greensborough Community has been developed in a well planned and orderly pattern moving from south to north. The owners wish to continue with that orderly growth

- There is a GO Station immediately adjacent to the Greensborough Community, and residents of homes in Greensborough can walk to that station. The Greensborough Owners helped facilitate that Station by providing lands for a parking lot and by constructing the portion of Bur Oak which provides access to the facility. This contributes to creating sustainable development in Greensborough
- The Greensborough owners have also done work of benefit to the entire Town including works to eliminate a flooding problem on existing homes backing onto Exhibition Creek, construction of east-west transportation links including Bur Oak and Castlemore, and provision of lands for construction of the new Markham By-pass

I also want to remind you that in the last distribution of capacity completed in spring 2006 Greensborough received less allocation than requested. At that time we received only 169 units of a total of 219 units requested. We also remind you that Greensborough received very little allocation from either of the two allocations completed prior to spring 2006.

In summary, the Greensborough Owners request an allocation of 273 units to the Trustee from the next available distribution. If you have questions about this feel free to call me.

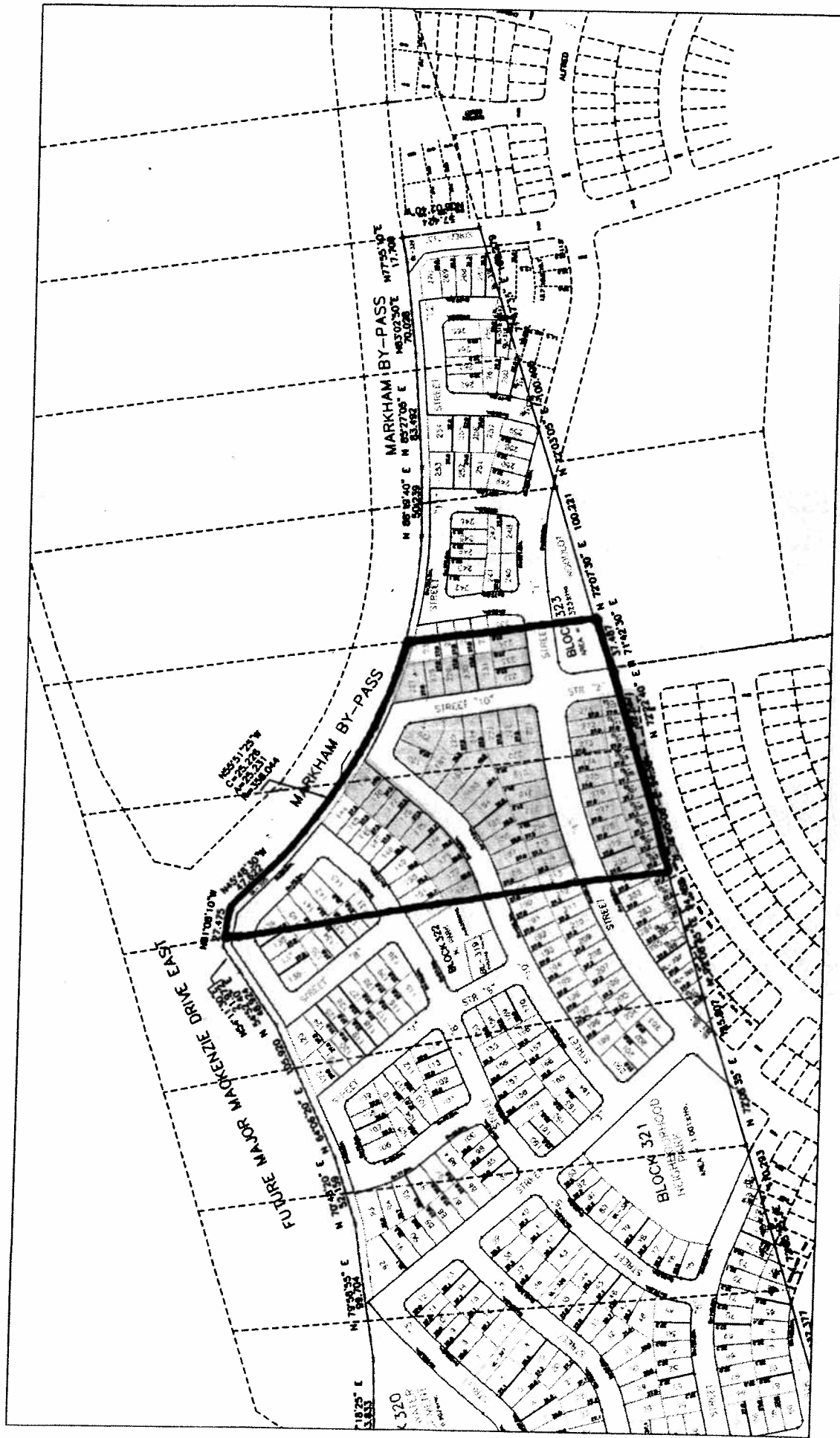
Yours truly,

A handwritten signature in black ink, appearing to read 'Albert Bishop', written over a horizontal line.

Albert Bishop, P. Eng.  
Principal

Cc: Biju Karumanchery – Town of Markham  
Greensborough Landowners Group  
Steve Schaeffer  
Andrew Orr







## Kendall, Richard

---

**From:** Shakir Rehmatullah [shakir@flatogroup.com]  
**Sent:** September 21, 2007 11:28 AM  
**To:** Bosomworth, Jamie  
**Cc:** Sellars, Gary; Shuttleworth, Valerie; Roberge, Tina; Kendall, Richard  
**Subject:** Re: Best Homes - Request for Servicing Allocation for Greensborough and Wismer  
**Importance:** High

Hi Jamie,

Following is the list describing the type and the number of units we are requesting:

**Wismer:**  
30 Singles Units  
38 Semi Detached Units

**Greensborough:**  
55 Single Detached Units

**South Unionville:**  
128 Townhomes

I am also copying Richard on this e-mail as we have included South Unionville as well.

Should you require additional information, please contact me.

Thanks  
Shakir

Flato Management Inc.  
3601 Highway 7 East, Suite 309  
Markham, ON  
L3R 0M3  
[www.flatogroup.com](http://www.flatogroup.com)  
Tel: 905-479-9292  
Fax: 905-479-9165  
Cell: 416-399-6739

----- Original Message -----

**From:** Bosomworth, Jamie  
**To:** shakir@flatogroup.com  
**Cc:** Sellars, Gary ; Shuttleworth, Valerie ; Roberge, Tina  
**Sent:** Thursday, September 20, 2007 10:36 AM  
**Subject:** RE: Best Homes - Request for Servicing Allocation for Greensborough and Wismer

Shakir,

Please provide the type of unit so we can calculate the total population to be allocated.

-----Original Message-----

06/11/2007

**From:** Shuttleworth, Valerie  
**Sent:** September 20, 2007 10:32 AM  
**To:** Roberge, Tina  
**Cc:** Bosomworth, Jamie  
**Subject:** FW: Best Homes - Request for Servicing Allocation for Greensborough and Wismer  
**Importance:** High

Please print e-mail and attachments. Thanks.

Jamie - FYI

*Valerie Shuttleworth*  
 Director of Planning and Urban Design  
 Town of Markham  
 101 Town Centre Boulevard  
 Markham, Ontario L3R 9W3  
 905- 475-4713 Fax. 905-479-7768  
[vshuttleworth@markham.ca](mailto:vshuttleworth@markham.ca)

-----Original Message-----

**From:** Shakir Rehmatullah [mailto:[shakir@flatogroup.com](mailto:shakir@flatogroup.com)]  
**Sent:** September 17, 2007 8:48 AM  
**To:** Baird, Jim; Shuttleworth, Valerie; Brown, Alan  
**Cc:** Karumanchery, Biju; Sellars, Gary; Tony Masongsong  
**Subject:** Best Homes - Request for Servicing Allocation for Greensborough and Wismer  
**Importance:** High

Good Morning Val, Alan and Jim:

We understand that some additional allocation is going to be available in the near future and therefore, I am writing this to submit our formal request to you for servicing allocation for our Greensborough and Wismer Sub-division.

- We are requesting for 68 units in Wismer and we are willing to upfront the construction cost of Greenspire Avenue from Castlemore to Major Mackenzie.
- We are requesting for 55 units in Greensborough and through this sub-division, we will be dedicating portion of the wood lot/parkland required for the Greensborough Community.

I have also attached a sketch for each sub-division for your reference. We will appreciate your consideration to our request. It has always been a great pleasure dealing with Markham and we look forward in working with you in the years to come.

Should you require additional information, please contact me.

Regards  
 Shakir

Flato Management Inc.  
 3601 Highway 7 East, Suite 309  
 Markham, ON  
 L3R 0M3  
[www.flatogroup.com](http://www.flatogroup.com)  
 Tel: 905-479-9292  
 Fax: 905-479-9165  
 Cell: 416-399-6739

06/11/2007

## Roberge, Tina

---

**From:** Baird, Jim  
**Sent:** Wednesday, September 19, 2007 2:55 PM  
**To:** Roberge, Tina  
**Subject:** FW: Best Homes - Request for Servicing Allocation for Greensborough and Wismer  
**Importance:** High

Jim Baird, M.B.A., M.C.I.P.  
Commissioner of Development Services  
Development Services Commission  
Town of Markham, Anthony Roman Centre  
101 Town Centre Boulevard, Markham, Ontario L3R 9W3  
(905) 477-7000 ext. 4875 Fax (905) 479-7768  
e mail: [jbaird@markham.ca](mailto:jbaird@markham.ca) Website: [www.markham.ca](http://www.markham.ca)  
-----Original Message-----

**From:** Shakir Rehmatullah [<mailto:shakir@flatogroup.com>]  
**Sent:** September 17, 2007 8:48 AM  
**To:** Baird, Jim; Shuttleworth, Valerie; Brown, Alan  
**Cc:** Karumanchery, Biju; Sellars, Gary; Tony Masongsong  
**Subject:** Best Homes - Request for Servicing Allocation for Greensborough and Wismer  
**Importance:** High

Good Morning Val, Alan and Jim:

We understand that some additional allocation is going to be available in the near future and therefore, I am writing this to submit our formal request to you for servicing allocation for our Greensborough and Wismer Sub-division.

- We are requesting for 68 units in Wismer and we are willing to upfront the construction cost of Greenspire Avenue from Castlemore to Major Mackenzie.
- We are requesting for 55 units in Greensborough and through this sub-division, we will be dedicating portion of the wood lot/parkland required for the Greensborough Community.

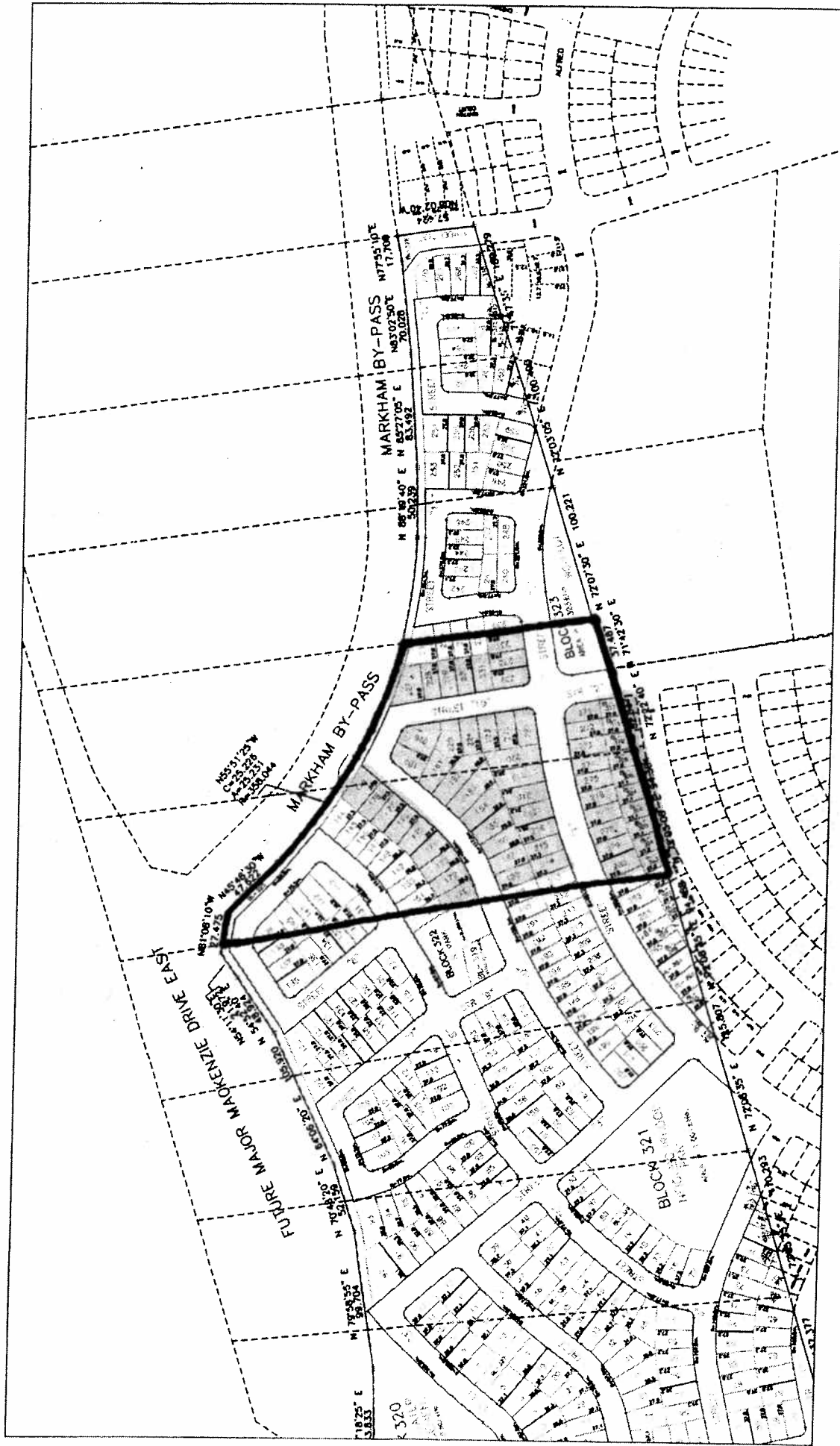
I have also attached a sketch for each sub-division for your reference. We will appreciate your consideration to our request. It has always been a great pleasure dealing with Markham and we look forward in working with you in the years to come.

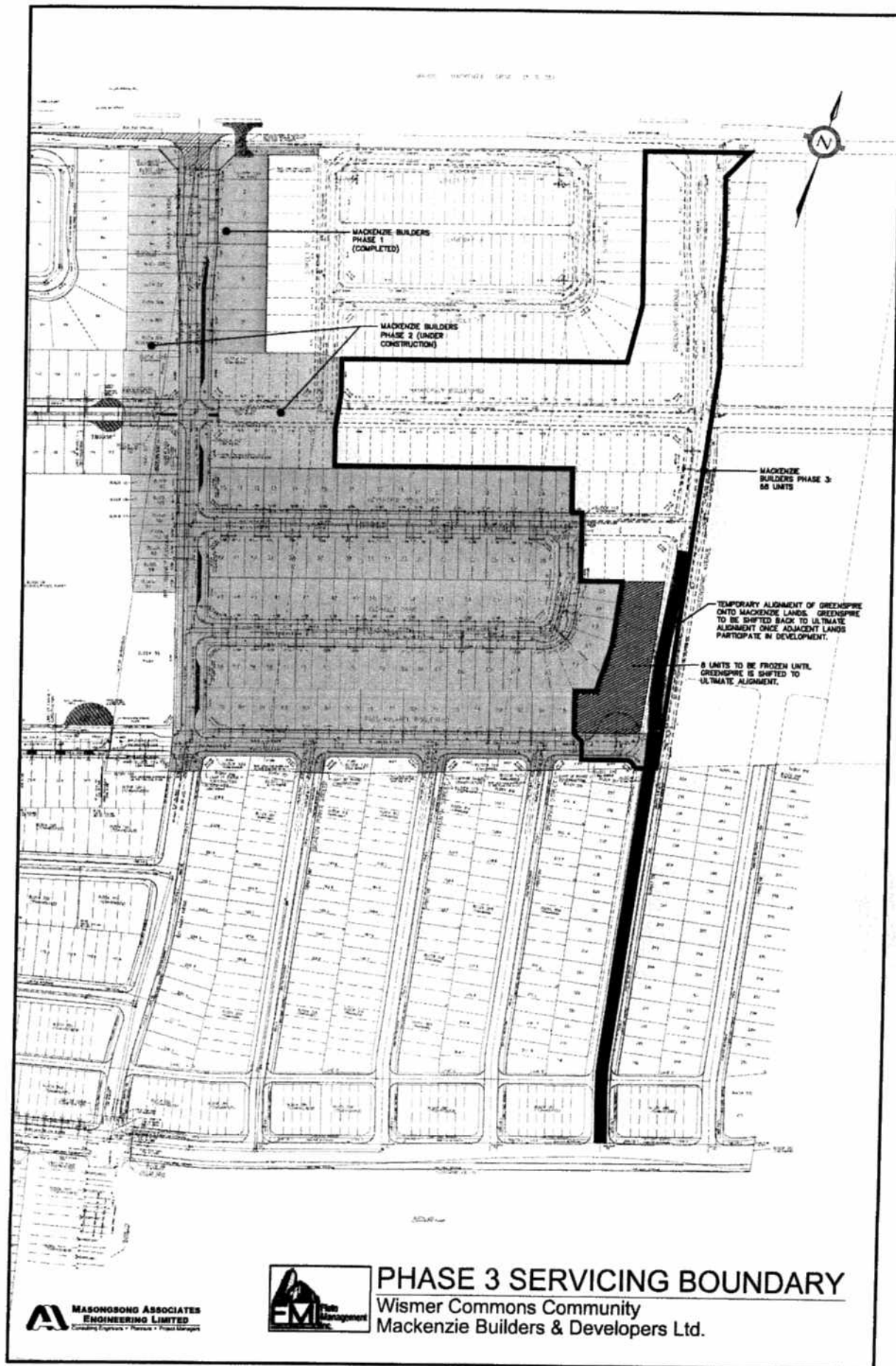
Should you require additional information, please contact me.

Regards  
Shakir

Flato Management Inc.  
3601 Highway 7 East, Suite 309  
Markham, ON  
L3R 0M3  
[www.flatogroup.com](http://www.flatogroup.com)  
Tel: 905-479-9292  
Fax: 905-479-9165  
Cell: 416-399-6739

9/20/2007





## Roberge, Tina

---

**From:** Baird, Jim  
**Sent:** Tuesday, September 18, 2007 6:06 PM  
**To:** Roberge, Tina  
**Subject:** FW: Garden Homes application - Cornel

FYI – I think there may also be some earlier letter(s) re this request.

Jim Baird, M.B.A., M.C.I.P.  
Commissioner of Development Services  
Development Services Commission  
Town of Markham, Anthony Roman Centre  
101 Town Centre Boulevard, Markham, Ontario L3R 9W3  
(905) 477-7000 ext. 4875 Fax (905) 479-7768  
e mail: [jbaird@markham.ca](mailto:jbaird@markham.ca) Website: [www.markham.ca](http://www.markham.ca)

-----Original Message-----

**From:** Karumanchery, Biju  
**Sent:** September 17, 2007 10:21 AM  
**To:** Shuttleworth, Valerie  
**Cc:** Baird, Jim; Brown, Alan; Bosomworth, Jamie  
**Subject:** FW: Garden Homes application - Cornel

Val,

Sal Crimi is looking for 303 Units for the Garden Homes application in Cornell as highlighted below:

-----Original Message-----

**From:** Sal Crimi [<mailto:scland@rogers.com>]  
**Sent:** Monday, September 10, 2007 8:37 PM  
**To:** Karumanchery, Biju  
**Cc:** Wouters, Margaret; 'Ignazio Giardina'; [scland@rogers.com](mailto:scland@rogers.com)  
**Subject:** RE: Garden Homes application - Cornel

Because the underground parking structure needs to be built for at least either the west half or the east half of the site I would need the following;

- One highrise building 205 units
- Two blocks of stacked townhouse units –  $2 \times 25 = 50$  units
- four blocks of common element condo units –  $4 \times 12 = 48$  units

Total for one half including underground parking 303 units

Sal Crimi, P.Eng.  
S.C. Land Management Corporation  
Tel: (905) 787-1542  
Fax: (905) 737-2464  
Web Site: [www.scland.ca](http://www.scland.ca)

---

**From:** Karumanchery, Biju [<mailto:bkarumanchery@markham.ca>]  
**Sent:** September 10, 2007 4:42 PM  
**To:** [scland@rogers.com](mailto:scland@rogers.com)

9/19/2007



**Cc:** Wouters, Margaret  
**Subject:** RE: Garden Homes application - Cornel

Sal,

Please give me a call. From what you have provided below I'm not certain how many more units you need over and above the 205 units for the apartment. I know you said that you have to construct the underground garage for more than the apartment building as part of phase 1. The question is how much allocation for townhouse units are absolutely necessary to accommodate the underground garage to be built as part of the apartment building. Please let me know a.s.a.p. Thanks.

## **Biju Karumanchery**

Development Manager  
 East District  
 Planning and Urban Design Department  
 Town of Markham  
 (905) 477-7000, ext. 2970  
[bkarumanchery@markham.ca](mailto:bkarumanchery@markham.ca)

-----Original Message-----

**From:** Sal Crimi [mailto:[scland@rogers.com](mailto:scland@rogers.com)]  
**Sent:** Friday, September 07, 2007 5:08 PM  
**To:** Karumanchery, Biju  
**Cc:** [scland@rogers.com](mailto:scland@rogers.com)  
**Subject:** Garden Homes application - Cornel

Biju,

As requested.

### **Springhill Site Plan Application – Avenue 7 [Total on site Plan 590 units]**

1. The concept for the southern block adjacent to Hwy # 7 was developed in conjunction with David Clark's vision (representing the Town of Markham) which has now been incorporated into the Proposed Cornell Secondary Plan Area..
2. Mixed Use ground floor Commercial & High Rise residential on Avenue 7
3. Two 10 storey towers fronting on Avenue 7.
  - a. Approx. 200 units per building – 400 apartment units
  - b. Approx. 13,500 sq. ft of ground floor retail per building
  - c. Shared Underground parking facility of approx. 850 spaces plus 40 surface parking spaces dedicated to visitors and commercial customers.
  - d. Surface parking restricted to rear of building, so as to maintain the Avenue 7 street edge views.
  - e. Building facades have been shaped and terraced to provide for visual variety along the street edge.
  - f. High quality building materials, and materials variety are proposed, so as to create a variety of architectural textures to the building, particularly on Avenue 7.
  - g. A portion of the roof for each building is proposed to be "Green" so as to achieve a higher LEED Certification Rating.
4. Four 4 storey interior block stacked townhouses – approx. 25 units per building supported by underground parking. – 100 stacked units
5. Eight blocks of 3 storey common element condominium townhouses having a total of 90 units with private on surface garage.

***Springhill Draft Plan Application [Total on Draft Plan 107 units]***

The southern Block of the Springhill / Macwood property described above, transitions to more conventional Draft Plan area. The Draft Plan area features are summarized as follows;

1. Draft Plan Area contains 107 conventional “Cornell” styled 2 story freehold townhouse blocks having a variety of unit sizes.
2. Draft Plan proposal provides for the re-location of a heritage house, and a 2.7 acre school site.
3. The already established grid road network within the Cornell Centre area, will be maintained and enhanced.
4. Town / Region will the opportunity to sell surplus lands along the Old Markham By-Pass road allowance to Springhill / Macwood for a financial benefit, which could be assigned to community improvement costs with the Cornell community, i.e. augment the cost of the Community Wellness Centre.

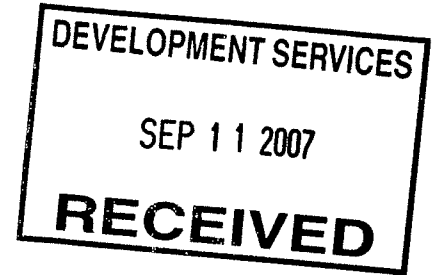
Sal Crimi, P.Eng.  
S.C. Land Management Corporation  
Tel: (905) 787-1542  
Fax: (905) 737-2464  
Web Site: [www.scland.ca](http://www.scland.ca)

**WISMER COMMONS DEVELOPERS GROUP**  
**c/o Anison Management Inc.**  
**20 Valleywood Drive, Suite 106**  
**Markham, Ontario L3R 6G1**  
**Tel: (905) 474-2514 Fax: (905) 474-2517**

*Lena  
copy JB ✓  
(with map) AB  
JB + Gary  
ng. file ✓  
draft  
response  
please  
T. Lark*

September 10, 2007

The Corporation of the Town of Markham  
Anthony Roman Centre  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3



**Attention: Ms. Valerie Shuttleworth, Director of Planning  
Development Services Commission**

Dear Ms. Shuttleworth:

**Re: Proposed Servicing Allocation  
Wismer Commons Secondary Plan Area**

On behalf of the Wismer Commons Developers Group, in anticipation of the Town of Markham proceeding with the distribution of draft plan of subdivision approvals in advance of servicing allocation as per the Region of York's servicing protocol, we are hereby requesting the Town's consideration in providing an allocation of 944.5 units to the Wismer Commons Secondary Plan Area, as shown on the enclosed servicing allocation plan/schedule, dated September 6, 2007.

The Group is requesting allocation to provide for the following:

1. Completion of the outstanding portion of Castlemore Avenue from Roy Rainey Avenue to just east of Furrow Street, identified as Group No. 1 on the schedule, requiring an allocation of 46.5 units.
2. Development of fully serviced lots/blocks along James Parrot Avenue and Alexander Lawrie Avenue, and completion and delivery of the outstanding community facilities (two parks and woodlot), identified as Group No. 2 on the schedule, requiring an allocation of 95 units.

3. Development of infill areas within the community, identified as Group No.3 to No. 10, requiring an allocation of 803 units.

The Group's proposal would meet the policy principles adopted by Regional Council and the Town of Markham to provide for completion of transportation infrastructure, delivery of community facilities and completion of both vacant serviced lands and infill development to provide for completion of existing neighbourhoods.

Furthermore, the Wismer Commons Developers Group has demonstrated their ability to deliver development and have fully utilized their existing low/medium density allocation received to date.

Thank you in advance for your consideration.

Yours Very Truly,

**WISMER COMMONS DEVELOPERS GROUP**



*Lazo*: Lazo Mirkjelj, Trustee

c.c.: Members of the Wismer Commons Developers Group

## **Roberge, Tina**

---

**From:** Shuttleworth, Valerie  
**Sent:** Friday, August 31, 2007 1:28 PM  
**To:** Roberge, Tina  
**Subject:** FW: PROPOSED PLAN OF SUBDIVISION #19TM-05013

Please print and put in my current servicing allocation correspondence file. Thanks.

Valerie Shuttleworth  
Director of Planning and Urban Design  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario L3R 9W3  
905- 475-4713 Fax. 905-479-7768  
vshuttleworth@markham.ca

-----Original Message-----

From: tom.gunovski@sympatico.ca [mailto:tom.gunovski@sympatico.ca]  
Sent: August 30, 2007 5:30 PM  
To: Brown, Alan  
Cc: Scarpitti, Frank; Shuttleworth, Valerie; Chiu, Alex; tom.gunovski@sympatico.ca  
Subject: PROPOSED PLAN OF SUBDIVISION #19TM-05013

Hello Alan,

I firstly want to thank staff for assisting me through the planning process for my proposed plan of subdivision.

I understand there may be opportunities in the near-term to consider additional release of sewage allocation in the Town of Markham. I respectfully request your consideration to provide allocation to the proposed development on Lee Avenue based on a number of compelling factors. The proposed development:

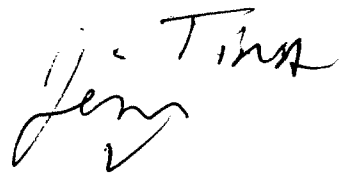
- will complete a small infill site in a community that is mature and virtually built-out;
- will offer an efficient use of backyard lotting, yet still respect the community character (73'-87' frontages);
- will not require any new infrastructure on Town roads; in fact, it will utilize an existing stormwater management pond at Brimley and Lee Avenue, which has been designed to accommodate the development.

Furthermore, the development has undergone extensive community input. We met with the neighbors on several occasions in the Town Council Chambers to deliberate lot sizes and lot configurations, and have willingly reduced the number of lots from 16 to 12 to respect community and Council concerns.

I believe there is more than sufficient merit to provide near-term allocation for this subdivision, and hope that you will find this summary useful in your consideration. If there are any outstanding technical or planning matters, my consultants and I are freely available to discuss with you and staff.

Respectfully,





## MILLIKEN MAIN STREET LANDOWNERS GROUP

59 Leander Street, Brampton, ON L6S 3M4

[diralam@rogers.com](mailto:diralam@rogers.com)

(ph) 905-450-9594

August 15, 2007

Ms. Valerie Shuttleworth  
Director, Planning and Urban Design  
Town of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

Dear Ms. Shuttleworth:

**Re: Milliken Main Street Landowners Allocation and Community Improvement Update**

The Milliken Main Street Landowners Group indicated to the Town of Markham earlier this year that in order to provide for the delivery and construction of road improvements and community lands that an additional allocation of at least 156 units would be required.

At the time of making this request, specific assumptions were made. First, it was assumed that all Landowners who were then participating in the Landowners Group would remain members of the Group. Second, that the members of the Group would be able to convey to the Town all required lands for road improvements with the exception of the extension of Midland Avenue, north to connect with Old Kennedy. It was always acknowledged that in order to complete the Midland/Old Kennedy connection some lands would have to be expropriated. Finally, it was assumed that the transportation report being undertaken by the Group would support the requirement for specific road improvements, namely, Midland Avenue, Gorvette Avenue, Street A and Old Kennedy.

Since submitting our request to the Town for the allocation of 156 additional units, the Milliken Main Street Landowners Group have been advised by their traffic consultant, BA Consulting, that improvements to Gorvette Avenue are not required during Phase 1, that Street A need not connect to Gorvette until Phase 2 is ready to proceed and alternatively, improvements to Steeles Avenue intersections (Steeles and Midland and Steeles and Old Kennedy) are required during the build-out of Phase 1. In other words, the road improvements required during Phase 1 of Milliken Main Street are improvements at the south end of the community.

The cost of these road improvements create a financial front-ending obligation for the Milliken Main Street Landowners Group similar to that previously proposed when we requested an additional allocation of 156 units.

The Landowners propose to construct the road improvements during the build-out of the first phase of Milliken Main Street as identified on a series of drawings A-1, A-2 and A-3 prepared by Masongsong Associates Engineering Limited, enclosed with this letter.

Drawing A1 is the ownership plan for the entire Secondary Plan area.

Drawing A2 is the Community Land Use Phasing Plan showing the stages of development. This drawing also tabulates the allocation for each of the participating owners.

Drawing A3 identifies the Community Land and Construction Program with the anticipated timing of the various road and sewer improvements.

We have determined that the entire Secondary Plan will eventually have a build-out in excess of 1800 units, of which 914 units are within the Phase 1 stage, or 50% development under Phase 1. The 914 units includes the 275 units of allocation borrowed by Remington for their Kennedy/Denison project which requires replacement, the 135 affordable housing units given directly to Sunrise by the Town, together with other previously allocated units to Owners such as Aldrovandi, and two Ontario Inc ownership lands. We submit the following development phasing:

Existing and borrowed allocation	575 units (275 borrowed)	
Required allocation over existing	<u>339 units</u>	
<b>Total Phase 1 development required</b>	<b>914 units</b>	
Phase 2 (Participating Owners only)	679 units	
Sub-Total		1,593 units
Allowance of future allocation (non-participating)		<u>250 units</u>
Anticipated Secondary Plan total units		1,843 units

We wish to note however that out of the above, the following has been allocated by the Town:

Existing prior to recent allocation	300 units
Recent allocation	<u>311 units</u>
<b>Total allocation</b>	<b>611 units</b>

From the above, we are deficient by 303 units to support the development of our Phase 1 participating owners needs. Since 275 units are borrowed, the immediate net deficit at this time is 28 units.

In addition to the road and sewer improvements, the Landowners Group will also be contributing the parkland requirements for the entire community along with the new school site, for a combined value of construction and land of approximately Fifteen Million (\$15,000,000.00) Dollars as identified on drawing A-3.

To this end, the Landowners Group will proceed with this work during the Phase 1 build-out, but continues to request that the Town provide the additional 156 units of allocation requested in our previous report to staff.

Finally, we also request that the Town assist the Group in recovering Development Charge Credits from the Splendid China project in Toronto. The Splendid China project is going to be



paying for Development Charges to the City of Toronto. A portion of the City DC's are allocated to road improvements. Further, the Steeles Avenue improvements completed by the Milliken Landowners will benefit the City of Toronto and Splendid China. Therefore, we believe it is reasonable and fair for the Town of Markham to ask the City of Toronto to contribute the value of the road component of the City DC's equal to the amount paid by Splendid China. In our estimate, the value of the credits available to Splendid China is in the range of \$800,000.

We thank you for your continued support and ask that you offer serious consideration to our requests contained herein and the development of the Milliken Main Street Secondary Plan.

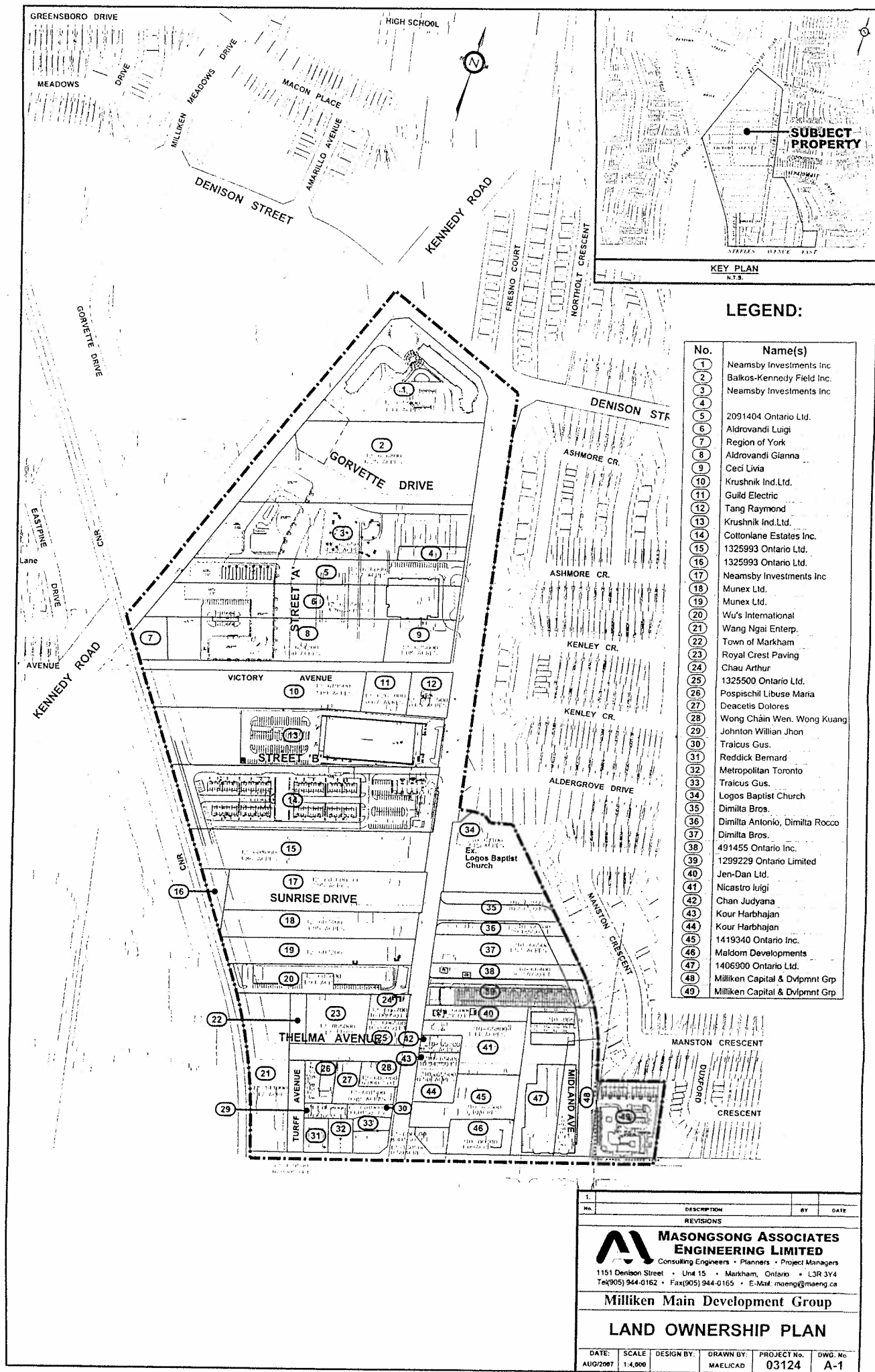
Yours very truly,

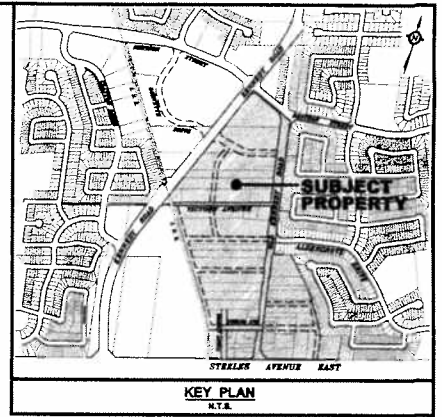
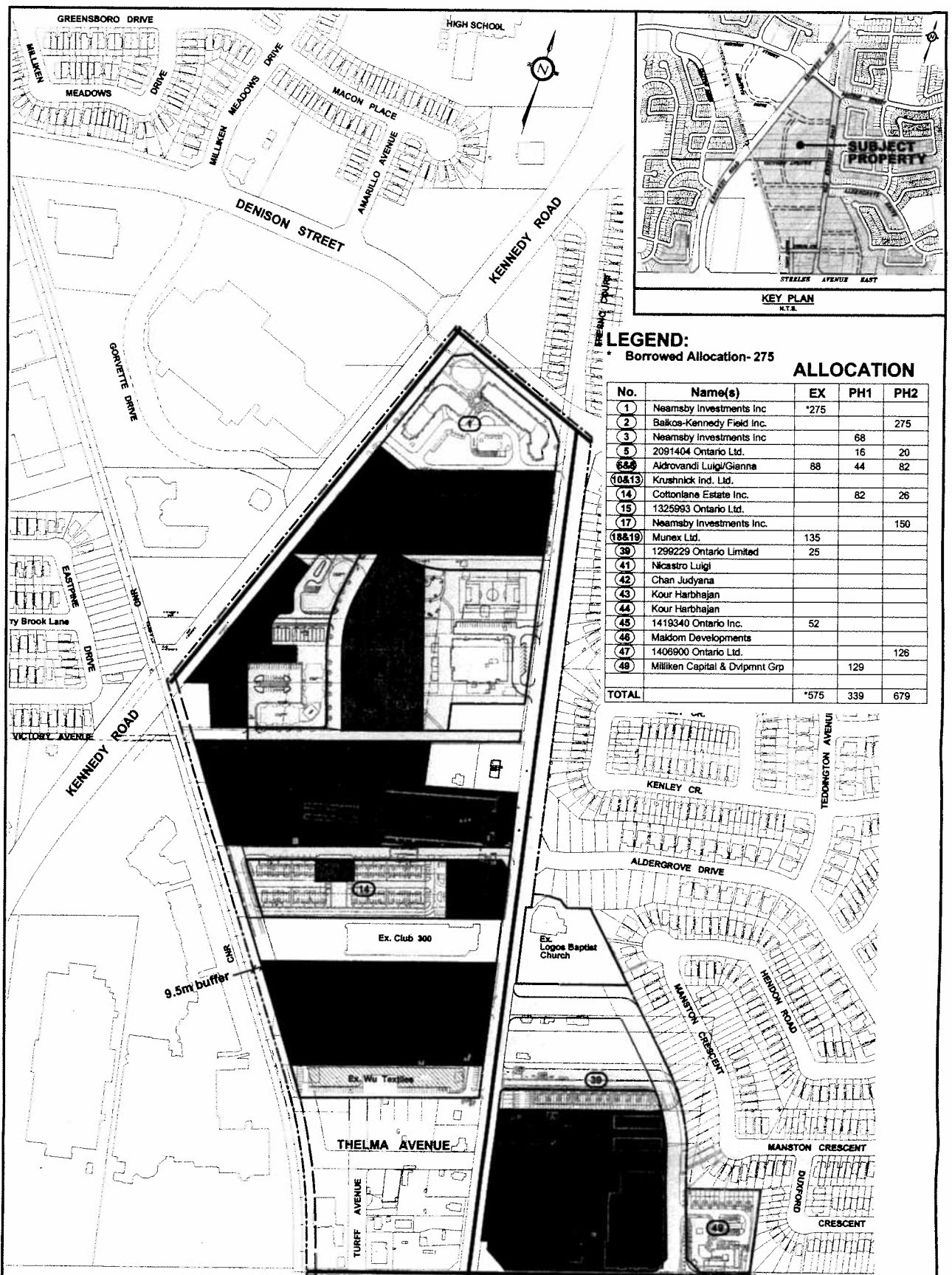
**MILLIKEN MAIN STREET LANDOWNERS GROUP**

A handwritten signature in black ink, appearing to read 'A. Madden', written in a cursive style.

Andrew Madden  
Group Manager and Trustee

cc. The Milliken Main Street Landowners  
Mr. Jim Baird, Commissioner, Planning and Urban Design  
Mr. Richard Kendall, Planner  
Mr. Tony Masongsong





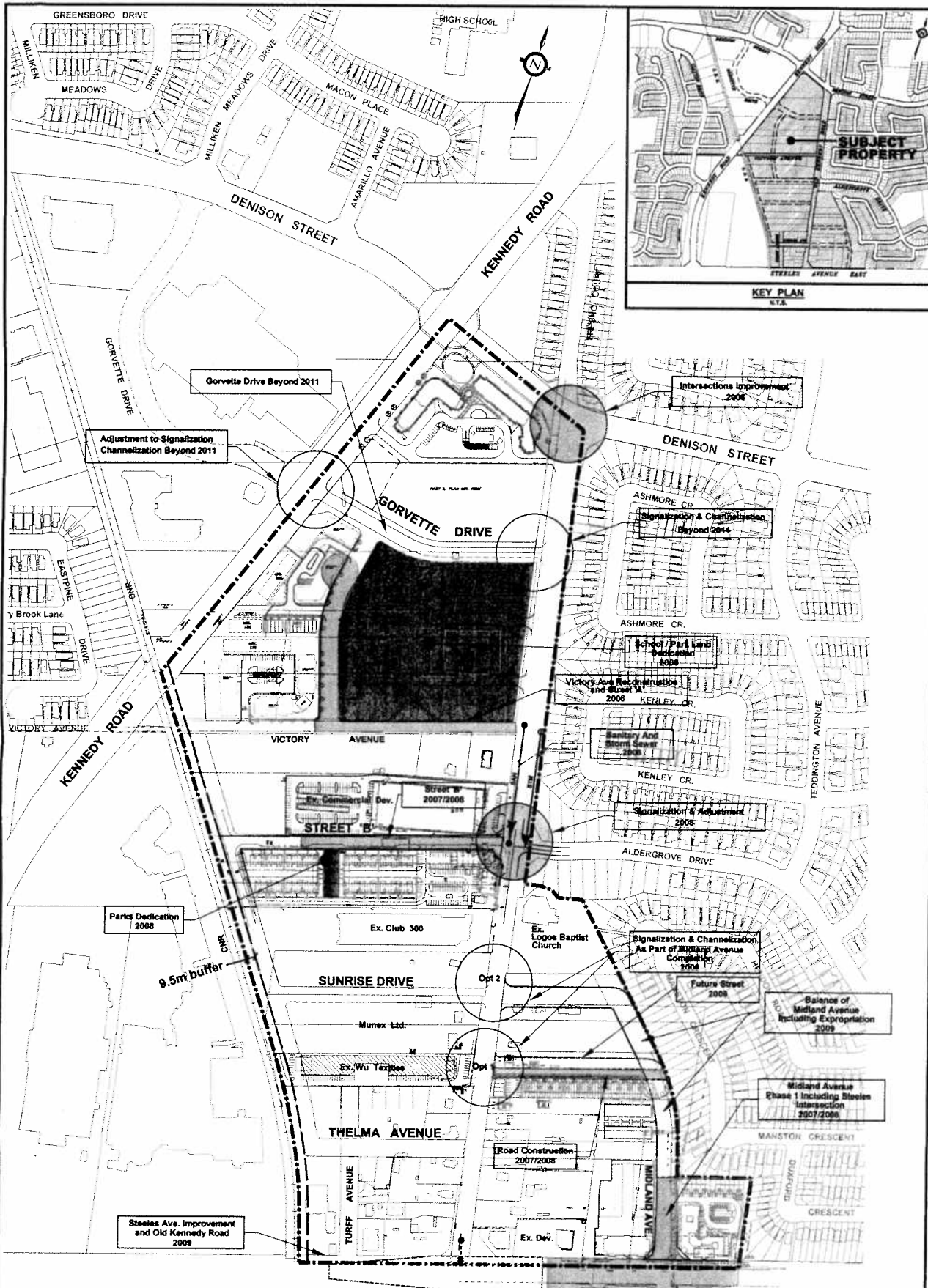
**LEGEND:**  
\* Borrowed Allocation-275

		ALLOCATION		
No.	Name(s)	EX	PH1	PH2
1	Neamsby Investments Inc	*275		
2	Balkos-Kennedy Field Inc.			275
3	Neamsby Investments Inc		68	
5	2091404 Ontario Ltd.		16	20
6&8	Aldrovandi Luigi/Gienne	88	44	82
10&13	Krushnick Ind. Ltd.			
14	Cottonlane Estate Inc.		82	26
15	1325993 Ontario Ltd.			
17	Neamsby Investments Inc.			150
18&19	Munex Ltd.	135		
39	1299229 Ontario Limited	25		
41	Nicastro Luigi			
42	Chan Judyana			
43	Kour Harbhajan			
44	Kour Harbhajan			
45	1419340 Ontario Inc.	52		
46	Maldom Developments			
47	1406900 Ontario Ltd.			126
48	Milliken Capital & Dvlpmt Grp		129	
<b>TOTAL</b>		<b>*575</b>	<b>339</b>	<b>679</b>

**LEGEND:**

- Phase 1
- Park Phase 1
- Phase 2
- Existing Development

1.		DESCRIPTION		BY		DATE	
REVISIONS							
<b>MASONGSONG ASSOCIATES ENGINEERING LIMITED</b> Consulting Engineers • Planners • Project Managers 1151 Denison Street • Unit 15 • Markham, Ontario • L3R 3Y4 Tel: (905) 944-0162 • Fax: (905) 944-0165 • E-Mail: masong@masong.ca							
<b>Milliken Main Development Group</b> <b>COMMUNITY LAND USE PHASING</b>							
DATE:	SCALE:	DESIGN BY:	DRAWN BY:	PROJECT No.	DWO. No.		
AUG/2007	1:4,000		MAEL/CAD	03124	A-2		



**LEGEND:**

- 2007/2008
- Park/School 2008
- 2009
- Beyond 2011

**TOTAL COST OF CUL  
AND CONSTRUCTION INCLUDING**

1.	DESCRIPTION	BY	DATE
REVISIONS			

**MASONGSONG ASSOCIATES  
ENGINEERING LIMITED**

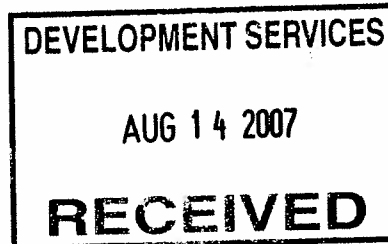
Consulting Engineers • Planners • Project Managers  
 1151 Denison Street • Unit 15 • Markham, Ontario • L3R 3Y4  
 Tel: (905) 944-0162 • Fax: (905) 944-0165 • E-Mail: masong@masong.ca

**Milliken Main Development Group  
COMMUNITY LAND &  
CONSTRUCTION**

Stantec Consulting Ltd.  
300 - 7270 Woodbine Avenue  
Markham ON L3R 4B9  
Tel: (905) 474-0455 Fax: (905) 474-9889  
stantec.com



**Stantec**



August 10, 2007  
File: 60620843

The Town of Markham  
Planning Department  
101 Town Centre Boulevard  
Markham, Ontario, L3R 9W3

**Attention:** Valerie Shuttleworth, Director of Planning

**Reference:** Request for Draft Approval / Future Community Servicing Allocation  
Next Phased Lands, Cathedral Community Secondary Plan Area  
Cathedral Community Planning District - West Landowner's Group  
Town of Markham

We are writing on behalf of the Cathedral Community Planning District – West Landowners Group (Landowners Group). The purpose of this letter is to request the Town to move forward with the planning approvals necessary to allow draft plan approval of the remaining residential lands within the Community.

It is understood that the Region of York has issued a policy for draft plan approval for lands without allocation. It is also understood that the Region of York is considering a further allocation assignment to the Town of Markham in the near future.

By means of background, the Landowners Group has a current servicing allocation of 1,400 units within draft plan approved lands. Full build out of the Cathedral Community Planning District - West requires servicing allocation for a total in excess of 3,000 units.

The Landowners achieved their current allocation through the extraordinary efforts of front-ending the PD7 watermain extension to Victoria Square, the Woodbine By-pass front-ending and the participation in the deep sanitary sewer project within the Woodbine By-pass. The extension of services and roads was financed with less than 50% of the units in the Community being made available for development. The Landowners Group has made significant contributions to the Community without full access to 50% of the residential portion of the plan.

As you are aware, the Cathedral Community is uniquely designed with strict architectural urban design guidelines to capture the essence of a European Town focused on a Cathedral, a piazza and a vibrant and intense mix of commercial and residential uses. This is unique, not only for the Town of Markham, but all of the Greater Toronto Area. Planned densities reflect a commitment to "Smart Growth" principles. The completion of the Cathedral Precinct is eagerly awaited and will provide high and medium density residential opportunities for over 1,200 units.

August 10, 2007

Valerie Shuttleworth, Director of Planning

Page 2 of 2

**Reference: Request for Draft Approval / Future Community Servicing Allocation  
Next Phased Lands, Cathedral Community Secondary Plan Area  
Cathedral Community Planning District – West Landowners Group  
Town of Markham**

Accordingly, we sincerely request, that should there be any further allocation made available to the Town through the optimization efforts of York Region that the Town continue to recognize the following factors for the Town's prioritization of any future allocation assignment and/or the ability to move forward with the completion of draft plan approvals for the remaining lands in the Cathedral Community Planning District - West:

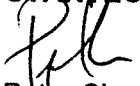
- Memorandum Of Understanding, dated May 26, 2006 and executed between the Town of Markham and West Cathedral Management Inc.
- Development Services Committee Report, dated November 22, 2005, describing the allocation prioritization guidelines established by Council, specifically distribution to development that demonstrate:
  - Financial commitment to the 'Completion of key transportation infrastructure'.
  - 'Provision of development that supports the Town's smart growth and new urbanism initiatives, and that demonstrate exceptional urban design'.
- Council endorsed additional considerations in February 2005 with respect to prioritization for the completion of development blocks (i.e. filling in the holes) and giving communities a "finished" look.
- Landowners Group front-ending of key Regional transportation infrastructure, i.e. the Woodbine By-Pass. The current estimated Capital Cost of the Region Works is \$14,000,000, which includes construction cost and land acquisition.
- Significant architectural design and high density land use designation for the lands immediately surrounding the Cathedral of the Transfiguration of the Lord, identified in the Secondary Plan as the Cathedral Precinct.

To date, two Plans of Subdivision have already been registered within the Cathedral Community Planning District - West. This summer, the majority of the Landowner's will be registering their respective Phase 1 developments.

The Landowners Group as a whole have utilized their full servicing allocation distributed to date and are looking forward to working with the Town to secure the balance of the servicing allocation for the remaining 1,600 units to complete the Community, which includes a number of parks and school sites, see attached copy of the Community Lot Distribution Plan.

Regards,

**STANTEC CONSULTING LTD.**



Peter Slama, P. Eng.

Land Development Project Manager

c.c. Mayor and Members of Council, c/o Sheila Birrell, Clerk, Town of Markham  
John Livey, CAO, Town of Markham  
Alan Brown, Director of Engineering, Town of Markham  
Cathedral Landowner's Group



UNIT TYPE  
 13.7m (45') SINGLE  
 13.7-14.0m (45-46') SINGLE  
 13.7-14.0m (45-46') SINGLE  
 11.5m (38') SINGLE  
 9.1m (30') SINGLE  
 9.1m (30') SEMI-DETACHED  
 9.1m (30') SEMI-DETACHED

UNIT TYPE  
 7.5m (25') ON STREET TOWNHOUSE  
 7.5m (25') ON STREET TOWNHOUSE  
 6.0m-8.0m (20-26') ON STREET TOWNHOUSE  
 6.0m-8.0m (20-26') ON STREET TOWNHOUSE  
 MEDIUM DENSITY  
 MEDIUM DENSITY / MIXED USE  
 HIGH DENSITY / MIXED USE

LAND USE TYPE  
 PARK  
 OPEN SPACE  
 SCHOOLS  
 BUSINESS PARK  
 CATHEDRAL



Stantec Consulting Ltd.  
 7270 WOODBINE AVE.,  
 SUITE 300 MARKHAM,  
 ONTARIO L3R 4B9  
 TELEPHONE: (905)  
 474-0455  
 FAX: (905) 474-9889

TOWN OF MARKHAM  
 WORKS & TRANSPORTATION  
DIRECTOR OF ENGINEERING & DEVELOPMENT, ALAN BROWN

CATHEDRAL WEST COMMUNITY  
 LOTTING DISTRIBUTION PLAN

PLAN 1.0

DATE: OCTOBER 2005  
 PROJECT: 606-20843  
 SCALE: 1:2500





**EMI** Flato  
Management  
Inc.  
AFFILIATED WITH FLATO GROUP INC.

Aug. 7<sup>th</sup> 2007

Val Shuttleworth  
Director of Planning  
Town of Markham

DEVELOPMENT SERVICES

AUG 14 2007

**RECEIVED**

*Copy + draft*  
3601 Highway 7 East, Suite 309  
Markham, Ontario, L3R 0M3  
Phone: (905) 479-9292  
Fax: (905) 479-9165

**Re: Requesting 68 units of Servicing Allocation and the Construction of Greenspire Avenue in the Wismer Community.**

Further to our conversation, I am writing this on behalf of Best Homes Ltd. to request your consideration for granting us with 68 units of servicing allocation for our Wismer Project. As discussed, we are willing to upfront the cost of construction for Greenspire Avenue from Castlemore to Major MacKenzie.

Attached is the sketch showing the proposed construction of Greenspire Avenue. I would appreciate your consideration to this request. Should you require additional information, please contact me at any time.

Thanking You

Shakir Rehmatullah

c.c. Mayor Frank Scarppiti  
c.c. John Livey – CAO  
c.c. Alan Brown – Director of Engineering  
c.c. Jim Baird – Commissioner of Development Services  
c.c. Tony Masongsong – MAEL  
c.c. Best Homes Ltd.

[www.flatogroup.com](http://www.flatogroup.com)



## **Roberge, Tina**

---

**From:** Shuttleworth, Valerie  
**Sent:** Wednesday, June 20, 2007 2:56 PM  
**To:** Roberge, Tina  
**Subject:** FW: Cornell Advisory Committee Resolution

This needs to be attached to my next report on servicing allocation – in September. I think you started a folder already, please add this. Thanks.

### ***Valerie Shuttleworth***

Director of Planning and Urban Design  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario L3R 9W3  
905- 475-4713 Fax. 905-479-7768  
vshuttleworth@markham.ca

-----Original Message-----

**From:** Albert Bishop [mailto:bishop.redevco@sympatico.ca]  
**Sent:** June 19, 2007 1:45 PM  
**To:** Shuttleworth, Valerie; Bond, Wendy; Sean Hertel  
**Cc:** Webster, John; Heath, Jack  
**Subject:** Cornell Advisory Committee Resolution

Valerie, Wendy and Sean

Attached for your information is a copy of the presentation to Cornell Advisory Committee last night. As agreed, I have re-written it slightly to frame it as a position of the Committee rather than of mine, but the message is the same. Also attached is a copy of the resolution, exactly as passed last night. I am also sending a copy to Councillors Heath and Webster.

Valerie, it is for your information.

Wendy, if you wish to attach it to the minutes of the Advisory Committee I have no problem with that.

Sean, it is for your information and use as appropriate at the Region. If possible could you send me a copy of the report you will be taking to Regional Council later this week.

Call or e-mail me if you have any questions or comments (905) 624-1250.

Al Bishop

**Discussion in Support of a Resolution Passed by Cornell Advisory Committee  
June 18, 2007**

The Cornell Advisory Committee supports the continued development of the Cornell Community as a priority development area in the Town of Markham, and encourages the Town of Markham to adopt policies in support of that.

**Why is it necessary for the Town to adopt policies to support development of a new community?**

The rate of development in new communities throughout York Region is governed primarily by the availability of sewage treatment capacity and not by market forces. The capacity that is available in total is a quantitative matter that can be measured in absolute numbers and is not able to be changed by Town policies, but the way in which the available capacity is allocated to various new communities is a qualitative matter and is determined by Town policy. The Town can determine how the available capacity is allocated to the various new communities to permit continued growth in those communities.

**What is the current situation in Cornell?**

In the spring of 2006 the Cornell builders had approximately 900 units nine remaining to be sold, which represented nine months supply based on the then current sales rate of 1,200 units per year. Since then a further 450 units have been allocated to Cornell, including 200 singles and 100 town homes in the low density area, and 150 high density units in Cornell Centre. The 300 units in the low density area have been allocated to builders and they are proceeding with applications for approval to construct those homes. Lindvest Properties and Macwood / Springhill each have submitted applications to construct the 150 high density units in Cornell Centre and they are competing to receive the allocation for those units. However, without a significant allocation of new capacity to Cornell the sales offices will soon close and, once the current inventory of available capacity is used up, growth will stop.

**The Cornell Advisory Committee supports continued growth in Cornell.**

The Cornell Advisory Committee believes growth in Cornell should be encouraged because:

1. Cornell is an excellent example of new urbanism and represents good planning.
  - Cornell is being developed in a compact urban form. Density in the low density areas of Cornell is generally higher than the density in other communities. This is consistent with provincial and regional policies regarding sustainable development and controlling sprawl
  - Cornell contains a full range of land uses including residential, commercial and employment. Development of this type reduces commuting time and improves quality of live for its residents. Further, the residential areas include a full range of housing types. These attributes help to fulfill Town objectives
  - Cornell contains a good percentage of live-work units. This is becoming increasingly desirable in today's economy and concern for the environment
  - As the community matures, Cornell will provide the central commercial and shopping area for the east end of the Town of Markham

2. Cornell Centre is a key component of implementing several local, regional and provincial development initiatives
  - Cornell Centre is a higher density node, which is an important part of allowing the Town to achieve its provincial and regional mandate of accommodating 40% of new growth within the existing urban area
  - Cornell Centre supports the town and region “nodes and corridors” objectives
  - Cornell Centre supports the local transit and rapid transit objectives of YRT along the former Hwy. 7, now referred to as Avenue 7
3. The existing residents of Cornell have been waiting a long time for Cornell to “mature”
  - Development in Cornell started in the late 1990’s, earlier than in the other new communities, but for several years in the early part of this decade growth slowed significantly. Early residents had certain expectations of the rate at which the community would mature, which were not met, and they have waited a long time for community amenities that are population dependent to arrive. Early projects, also built in anticipation of significant population growth such as The Mews, have struggled. Only when the current builders acquired the project a few years ago did growth once again start to boom but unfortunately, at almost the same time the service capacity issue arose
  - Cornell is the largest new community in the Town, containing approximately 1,500 acres, and Cornell also will contain the largest population. The next largest community contains only 1,000 acres and many are significantly smaller. Therefore each unit of growth in Cornell represents a significantly smaller percent of the total than in any of the other new communities
  - Desired community facilities such as shopping, a community centre, schools including high schools with shared community facilities, a fire station, are all dependent on a higher per cent of the total population being in place
  - Growth greater than that which will be achieved under current allocation will be required in order to reach the “trigger point” for many of these desired facilities

### **Will anyone other than the builders benefit from continued development in Cornell?**

There is no doubt that the builders in Cornell will benefit from continued growth in Cornell. But there are clear benefits to the existing residents of Cornell, the Cornell Community, and the Town and Region as a whole as a result of the positive attributes of Cornell and its contribution to achieving local, regional and provincial goals as outlined. The Advisory Committee encourages the Town to support continued growth in Cornell for those reasons.

Further, the builders in Cornell have been cooperative in their dealings with the Town, not confrontational, and have provided the following:

1. They have entered into a Parkland Dedication Agreement with the Town to provide for the dedication of parkland, open space, woodlots and woodlot expansion areas, trails and community facilities or cash, all at a rate much higher than permitted under the Planning Act and under terms at least as good as if not better than the terms of the previous agreement between the Town and the Province
2. They constructed Bur Oak Avenue several years in advance of the time when they would have needed it themselves, and constructed Riverlands as an alternate to Bur Oak when it became clear that Bur Oak could not be completed by the desired deadline.

3. They constructed services that will benefit Markham Stouffville Hospital including a storm pond that will permit a storm pond currently on the hospital lands to be removed. As a result the land currently used for the hospital pond can be used for construction of the hospital expansion. Although there is a cost sharing agreement under negotiation between the builders and the hospital, the amount to be paid by the hospital is much less than would have been paid had the hospital lands been owned by a for profit developer.
4. In cooperation with local and provincial agencies such as TRCA, MNR, MOE and DFO the owners paid for construction of a fish ladder at Milne Dam to permit fish passage around the dam.

These facts are included not to suggest that the Cornell Advisory Committee believes that the Cornell builders should be rewarded for the things they have done. It is only to suggest they do not deserve to be punished for things they have done.

### **What does the Advisory Committee propose?**

The Advisory Committee recognizes that the Town has developed a rating system for allocating available treatment plant capacity between new communities, and has used that ranking system as the basis for previous recommendations and decisions regarding allocation of service capacity. Cornell has, in the past, ranked number 2 in that priority system, second to Markham Centre, but higher than other more traditional new communities.

The Advisory Committee believes that Cornell should have a higher ranking and a higher priority for future allocation decisions, and should have the highest priority ranking.

Further the Advisory Committee believes that, because Cornell is such a large community and is unique in that it consists of both a lower density area and a higher density area, both of which are comparable if not superior to other similar communities elsewhere in the Town, that Cornell should receive consideration for a double allocation of any available capacity.

In consideration of these facts the Cornell Advisory Committee has passed the attached resolution.

## Cornell Advisory Committee Resolution

Passed June 18, 2007

In recognition of the importance of the type and quality of growth that is planned in the Cornell Community and its consistency with the objectives of Sustainable Development,

And in recognition of the fact that growth in Cornell supports the achievement of several local, regional and provincial growth objectives in addition to the desires of its existing residents,

And in recognition of the fact that decisions by Council of the Town of Markham in addition to many other factors will affect the continued rate of growth in the Cornell Community,

Therefore it is resolved that the Cornell Advisory Committee encourages the Town of Markham to adopt policies that will facilitate the continued growth of the Cornell Community including allocating the maximum practical amount of service capacity to it.



May 11, 2007

Mr. Jim Baird  
Commissioner of Development Services  
Town of Markham  
101 Town Centre Boulevard  
Markham, Ontario  
L3R 9W3



Dear Jim:

**Re: Servicing Allocation  
Angus Glen West Village**

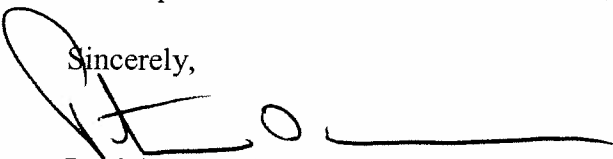
Further to our recent discussions I am writing to you to request that the Town designate additional allocation for the Angus Glen West Village should additional servicing allocation be assigned to the Town of Markham by the Region of York.

I have previously written to you pointing out that the Angus Glen West Village, and the entire Angus Glen community for that matter, has delivered upon the initial goal set out in the Secondary Plan, of creating a comprehensive new urbanism community that provides a mix of low, medium and high density housing along with high quality urban design and high quality architecture. We are also honouring on our commitment to you to provide a Neighbourhood Commercial plaza that will serve the Angus Glen residents and the surrounding residents. This plaza will again deliver our trademark high quality urban design and architecture.

As you are aware the development of the West Village involves substantial upfront costs related to the construction of the bridge over the Bruce Creek, extending the Angus Glen Boulevard to Major Mackenzie Drive and extending sanitary services to Glenbourne Park Drive. Any additional allocation that would allow us to deliver more units to help offset these substantial upfront costs would be greatly appreciated.

Thank you once again for considering this request and if you have any questions on this matter please contact me at extension 409.

Sincerely,



Patrick O'Hanlon  
President

7750 Bayview Avenue  
Thornhill, Ontario  
Canada L3T 4A3

Tel: (905) 889-1125  
Toll free: 1-800-291-7750



## Shouldice Hospital

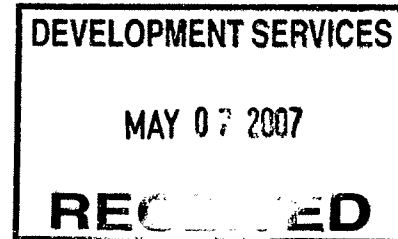
[www.shouldice.com](http://www.shouldice.com)

e-mail address:  
[postoffice@shouldice.com](mailto:postoffice@shouldice.com)

Fax: (905) 889-4216

May 2, 2007

Valerie Shuttleworth  
Director, Planning and Urban Design  
101 Town Centre Blvd  
Markham ON  
L3R 9W3



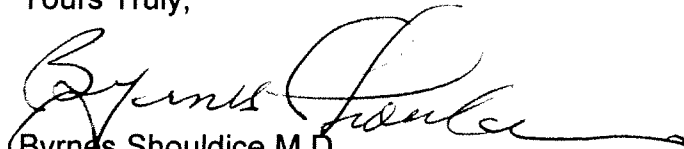
Dear Ms. Shuttleworth

To ensure your office is kept current on our plans for the property at 7750 Bayview Avenue, Thornhill (Shouldice Hospital) I thought it prudent to provide you with this interim report.

Presently the Board of Directors are reviewing a draft of a "Request for Proposal". It is my intention to have the RFP finalized in the very near future. However, there are several factors involved and at the very least is our commitment to the community having owned the property for several generations. Yet another factor is relocating the parking lot. Perhaps the present single largest challenge are the changes to the storm water management plan. Scott Cole from Cole engineering reported on this particular impact late April 2007. As a result we are presently digesting the storm water management adjustments and the impact they have on our goal to formulate a RFP. No doubt you are aware of the result a further change to our presently designated sewage allocation would have on this family owned and operated institution.

Without question I appreciate your patience as we progress towards the large task of finalizing our "Request for Proposal". If I can offer further insight regarding our progress please do not hesitate to contact me.

Yours Truly,

  
Byrnes Shouldice M.D.  
Chairman of the Board  
Shouldice Hospital Limited

cc: Ron Blake