



Report to: Development Services Committee

Report Date: March 29, 2016

SUBJECT: RECOMMENDATION REPORT
Del Ridge (East Markham) Inc.
Applications to amend the Official Plan and Zoning By-law to permit a two (2) phased development comprised of two (2) - 8 storey apartment buildings at 7325 Markham Road and for Site Plan Approval for Phase 1 of the proposed development.

File Nos: OP/ZA/SC 15 133670

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

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

RECOMMENDATION:

- 1) That the report dated March 29th, 2016 titled “RECOMMENDATION REPORT, Del Ridge (East Markham) Inc., Applications to amend the Official Plan and Zoning By-law to permit a two (2) –phased development comprised of two (2) residential apartment buildings at 7325 Markham Road and for Site Plan Approval for Phase 1 of the proposed development, File Nos: OP/ZA/SC 15 133670,” be received;
- 2) That the record of the Public Meeting held on September 24th, 2015 regarding the Official Plan and Zoning By-law Amendment applications submitted by Del Ridge (East Markham) Inc. (OP/ZA 15 133670), be received;
- 3) That the Official Plan Amendment (OP 15 133670) submitted by Del Ridge (East Markham) Inc. to amend the City’s in-force Official Plan (Revised 1987) as amended, and to amend the Armadale Secondary Plan (PD 24-2) for part of the Armadale Planning District, as amended, to permit two (2) – 8 storey apartment buildings at 7325 Markham Road, be approved, and the draft Official Plan Amendment attached as Appendix ‘A’ be finalized and adopted without further notice;
- 4) That the Official Plan Amendment (OP 15 133670) submitted by Del Ridge (East Markham) Inc. to amend the City’s Official Plan 2014, to permit two (2)- 8 storey apartment buildings at 7325 Markham Road, be approved, and the draft Official Plan Amendment attached as Appendix ‘B’ be finalized and adopted without further notice, and City staff prepare a modification to the new Official Plan (2014) which is currently under appeal, to reflect the Official Plan Amendment and forward it to the Ontario Municipal Board for approval;

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- 5) That the Zoning By-law Amendment (ZA 15 133670) submitted by Del Ridge (East Markham) Inc. to amend the City's Zoning By-law 177-96, as amended, to permit two (2) – 8 storey apartment buildings at 7325 Markham Road be approved, and the draft Zoning By-law Amendment attached as Appendix 'C' be finalized and enacted without further notice;
 - 6) That the Site Plan application (SC 15 133670) submitted by Del Ridge (East Markham) Inc. to facilitate the development of an 8-storey residential apartment building (Phase 1) be endorsed in principle, subject to the conditions in Appendix 'D' ;
 - 7) That this endorsement shall lapse and site plan approval will not be issued, after a period of three (3) years commencing on March 29th, 2016 in the event the site plan agreement is not executed within that time period;
 - 8) That Site Plan Approval be delegated to the Director of Planning and Urban Design or his designate, to be issued following execution of a site plan agreement. The Site Plan is only approved when the Director or his designate has signed the site plan;
 - 9) That the City's 2009 Policy requiring all High Density residential developments to achieve at least LEED Silver, be waived, subject to the implementation of the sustainability initiatives outlined in this report, to the satisfaction of the Commissioner of Development Services;
 - 10) That Council grant servicing allocation for 261 residential apartment units (Phase 1) of the proposed development;
 - 11) That the Mayor and Clerk be authorized to execute a Section 37 Agreement with the Owner;
 - 12) That the City reserves the right to revoke or reallocate servicing allocation should the development not proceed in a timely manner;
 - 13) And that Staff be authorized to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

This report discusses and recommends approval of Official Plan, Zoning By-law Amendment and Site Plan applications submitted by Del Ridge (East Markham) Inc. for proposed high density residential development at 7325 Markham Road (the "subject property") which is located at the south-east corner of Markham Road and New Delhi Drive. Del Ridge (East Markham) Inc. is proposing two (2)-8 storey apartment buildings which will be constructed in two (2) phases. Phase 1 will be comprised of a 25,685 square metre (276,471 square feet) apartment building with 261 residential units and Phase 2 will be comprised of an 18,780.75 square metre (202,154.3 square feet) apartment building with 181 residential units.

The subject lands are designated “Community Amenity Area” in the City’s in-force Official Plan (Revised 1987), as amended, and in the Armadale East Secondary Plan, which contemplates medium and high density residential uses with a maximum allowable average net site density of 80 to 148 units per hectare for high density development. The proposed amendment to the City’s in-force Official Plan (Revised 1987) as amended, and the Armadale East Secondary Plan will increase the allowable maximum average net site density to 200 units per hectare for the overall site.

The subject property is designated “Mixed Use Mid Rise” in the City’s 2014 Official Plan (as partially approved by the OMB on October 30th, 2015) (the “City’s 2014 Official Plan) which provides for a mix of uses including mixed use apartment buildings up to a maximum height of eight (8) storeys and a maximum overall density of up to 2.0 FSI (Floor Space Index). The proposed amendment to the City’s 2014 Official Plan will increase the maximum overall density to 2.3 for the overall site.

The subject property is zoned “Community Amenity Two *258 (Hold) [CA2*258(H)]”. An amendment to the Zoning By-law is required to implement site-specific development standards, such as increasing the maximum permitted height and FSI and zoning a 6 metre (19.7 feet) buffer, which is located along the south and east property lines to “Open Space One (OS1)” and which will be conveyed into public ownership, as well as removing the existing Holding (H) provision.

The applicant is required to satisfy the requirements of the Toronto and Region Conservation Authority (TRCA), the Region of York and the Ministry of Natural Resources and Forestry (MNRF) in addition to City requirements prior to approval of the proposed development. The applicant will also be complying with other City requirements such as implementing sustainable initiatives specific to the proposed “Greenlife” buildings, and entering into a Section 37 Agreement for community benefits in return for the increase in density.

Staff recommend approval of the Official Plan and Zoning By-law Amendments (Appendix ‘A’, ‘B’ and ‘C’) because the proposed development is appropriate, it delivers the form of intensification envisioned for the subject lands and it is supported by adequate community services and the existing transportation network. Staff also recommend endorsement in principle of the Site Plan application for Phase 1 of the proposed development subject to the conditions in Appendix ‘D’.

PURPOSE:

This report discusses and recommends approval of applications submitted by Del Ridge (East Markham) inc. to amend the City’s Official Plan and Zoning By-law to permit two (2)- 8 storey apartment buildings with a total of 442 apartment units at 7325 Markham Road. This report also recommends endorsement in principle of a Site Plan application submitted by Del Ridge (East Markham) Inc. for Phase 1 of the proposed development.

BACKGROUND:**Subject property and area context**

The subject property is located at the south-east corner of Markham Road and New Delhi Drive (Figure 1) and is approximately 2.22 hectares (5.5 acres). There is a stormwater management pond to the east, a water channel (Morningside tributary) and residential development to the south, and commercial development on the north side of New Delhi Drive. Across Markham Road on the south side of Golden Avenue is an existing construction contractor's yard which is currently the subject of a rezoning application to permit a townhouse development. Four (4) to six (6) storey apartment buildings are located on the west side of Markham Road between Denison Street and Highglen Avenue (Figure 3).

Proposed 8-storey apartment buildings

Del Ridge (East Markham) Inc. is proposing two (2), 8-storey apartment buildings which will be constructed in two (2) phases. Phase 1 will be comprised of an 8-storey building with 261 apartment units and a gross floor area (GFA) of approximately 25,685 square metres (276,471 square feet) (Figure 4). The building will be oriented along the Markham Road and New Delhi Drive frontages.

The City's Parking Standards By-law requires 1.25 parking spaces per dwelling unit be provided for residents and 0.25 parking space per dwelling unit for visitors. Phase 1 will therefore require 326 parking spaces for residents and 65 parking spaces for visitors. 394 parking spaces will be provided as part of Phase 1, 284 of which will be accommodated in a two level underground parking garage and 110 of which will be surface parking spaces. Of the 394 parking spaces, 66 will be provided for visitors and 328 will be provided for residents, which complies with the City's Parking Standards By-law requirement. The site plan application, which is in part the subject of this report, applies to Phase 1 of the proposed development only.

Phase 2 will be comprised of an 8-storey building with 181 apartment units and a gross floor area (GFA) of approximately 18,780.75 square metres (202,154.3 square feet). 47 surface parking spaces will be provided and 227 parking spaces will be provided in a two level underground parking garage. The City's Parking Standards By-law requires 226 parking spaces for residents and 45 parking spaces for visitors. 46 of the total parking spaces will be for visitors with the remainder provided for residents ensuring overall compliance with the City's Parking Standards By-law requirement. A future site plan application will be required for the proposed Phase 2 development. A right-in only access on Markham Road and a full movement access on New Delhi Drive will be provided to service both phases of development.

Official Plan and Zoning

Official Plan (Revised (1987), as amended, and the Armadale East Secondary Plan

The subject property is designated "Community Amenity Area" in the City's in-force Official Plan (Revised 1987), as amended, and in the Armadale East Secondary Plan. The "Community Amenity Area" designation allows a range of commercial, retail,

service, institutional and recreational uses as well as medium and high density residential uses. The Official Plan (Revised 1987), as amended and the Armadale East Secondary Plan allow a maximum average net site density of 80 to 148 units per hectare for high density development. The applicant is requesting to amend the City's Official Plan (Revised 1987), as amended and the Armadale East Secondary Plan to increase the density to allow the proposed development.

City's Official Plan 2014 [as partially approved by the OMB on October 30, 2015].

The subject property is designated "Mixed Use Mid Rise" in the City's Official Plan 2014 as partially approved by the OMB on October 30, 2015), (the "City's Official Plan 2014"). The "Mixed Use Mid Rise" designation contemplates a mix of uses including apartment buildings with a maximum building height of 8 storeys and a maximum overall density of up to 2.0 FSI (Floor Space Index). An amendment to the City's 2014 Official Plan is proposed by the applicant to increase the FSI allowed on the subject property to 2.3 FSI for the overall site.

Zoning

The subject property was zoned in 2004 to "Community Amenity Two *258 (Hold) [CA2*258(H)]". The current zoning permits apartment dwellings with site-specific development standards. An amendment to Zoning By-law 177-96, as amended, is required to permit the proposed development.

Community Information Meeting held on August 26th, 2015

The Ward Councillor facilitated a community information meeting on August 26th, 2015. Approximately 15 residents attended. Some of the main comments that were raised by the residents include, but are not limited to:

1. Impact of the proposed development on traffic;
2. Displacement of wildlife in the area;
3. Loss of privacy;
4. Concerns with the overall amount of development in the local area;
5. Ability of the developer to sell units prior to approval of the current applications; and
6. Final grading of the proposed development.

The concerns raised by residents are addressed in more detail later in the Options/Discussion section of this report. The Traffic Impact Study which was submitted by the applicant and reviewed by the Region of York and City staff determined that the impact of the proposed development on existing traffic conditions was found to be acceptable. The applicant has retained an environmental consultant who is consulting with the Ministry of Natural Resources and Forestry on assessing the impact of the proposed development on existing wildlife in the area. There are sufficient buffers and setbacks proposed to minimize adverse impacts on neighbouring residents. The proposed development, as explained later in the report, meets the intent of the City's Official Plan policies for intensification. Detailed grading plans have been reviewed by the City as well as the TRCA and the Region of York to ensure that there are no adverse impacts on neighbouring properties, streets or the water channel.

Statutory Public Meeting held on September 24th, 2015

The applicant provided a building model at the statutory Public Meeting and discussed the proposed environmental and sustainability initiatives which will be incorporated as part of the proposed development. Development Services Committee acknowledged written submissions from residents expressing concerns with density, height and traffic. Development Services Committee discussed integration of the stormwater management pond, provision of buffers, and tree preservation and planting. There were no residents who spoke at the statutory Public Meeting.

OPTIONS/ DISCUSSION:

Amendments to the City’s Official Plan

The City’s Official Plan 2014 (as partially approved by the OMB on October 30th, 2015) excludes from the calculation of FSI lands to be used for parks and open space or which comprise natural heritage features and their associated vegetation protection zones. In this case a buffer will be conveyed to the City as discussed later in the report and so cannot be included in the FSI calculation, therefore a modification will be brought forward (see Appendix ‘B’) to increase the allowable FSI. The FSI for the overall site is 2.0 if the buffer is included in the FSI calculation which will conform to the City’s Official Plan 2014 (as partially approved by the OMB on October 30th, 2015).

Each phase of development will be developed individually, governed by separate condominium corporations. As a result each phase will become separate properties and will individually be required to conform to the City’s Official Plan and Zoning By-law.

CITY’S IN-FORCE OFFICIAL PLAN (REVISED 1987), AS AMENDED.

	Overall Site	Phase 1	Phase 2
Maximum density allowed for high density uses	80 to 148 units per hectare	80 to 148 units per hectare	80 to 148 units per hectare
Proposed density	200 units per hectare	194 units per hectare	209 units per hectare
Maximum number of residential units allowed	329	200	129
Proposed number of residential units	442	261	181

CITY’S OFFICIAL PLAN 2014 (AS PARTIALLY APPROVED BY THE OMB ON OCTOBER 30, 2015)

	Overall Site	Phase 1	Phase 2
Maximum FSI allowed	2.0	2.0	2.0
Proposed FSI	2.3	2.1	2.6

Amendments to the City's Official Plan are appropriate

The City's in-force Official Plan (Revised 1987), as amended, contemplates that the subject property will be developed with medium and high density residential uses or a range of other uses including commercial, retail and service uses intended to serve as identifiable focal points for the community. The proposed development is appropriate in this location as it is located in close proximity to commercial areas (including to the north and along the west side of Markham Road, south of 14th Avenue, and at Steeles Avenue), recreational and institutional uses including schools, parks (including a new community park planned north of New Delhi Drive) and community centres (including the new south-east community centre at Middlefield and 14th). The proposed development is also in a location which is well served by public transit.

The proposed development also promotes the City's objective to intensify lands along arterial and major collector roads and to support existing and planned transit services and retail activities in the community. Having regard for the amount of existing commercial real estate (much of which is vacant) in the vicinity of the subject property to serve the needs of the community, staff are of the opinion that requiring a mix of uses on the subject property is not necessary to meet the objectives of the City's 2014 Official Plan.

The proposed development will not adversely impact nearby development as it is bounded by Markham Road to the west, New Delhi Drive and commercial development to the north, and a stormwater management pond to the east. The existing water channel and proposed tree planting within the environmental buffer along the south edge of the subject property together with the orientation of the buildings along the Markham Road and New Delhi Drive frontages provide sufficient separation and landscaped buffer to minimize any adverse impacts of the proposed development on the existing residential homes to the south.

Amendments to the Zoning By-law

The current "Community Amenity Area Two *258 (Hold) [CA2*258(H)]" zoning implements site-specific development standards for the subject property while allowing apartment buildings among other uses. The proposed amendment to Zoning By-law 177-96, as amended, is required to tailor some of the site-specific development standards to permit the proposed development, including; increasing the maximum permitted FSI and height, and implementing building setbacks and landscaped open space area requirements. The Zoning By-law Amendment will also zone the 6 metre buffer to "Open Space One (OS1)." There is an existing Holding (H) provision which will be removed as part of this Zoning By-law amendment as the conditions have been satisfied and/or are no longer applicable.

Transportation and Parking

The Region of York and the City have reviewed the Traffic Impact Study submitted by the applicant in support of the proposed development and have concurred that the transportation network as well as the proposed accesses can support the proposed development. The access on Markham Road has been restricted to right-in only, which is a requirement of the Region to reduce any conflicts between the proposed Markham

Road access and vehicles using the dedicated right turn lane into New Delhi Drive. The access on New Delhi Drive will be a full movement access serving both Phases of development. Each phase of development will be regulated by separate Condominium Corporations and therefore the appropriate easements will need to be granted for access purposes and for any other purpose deemed necessary, as conditions of site plan approval (see Appendix 'D'). As discussed in detail above, the required number of parking spaces (both for residents and visitors) will be provided by the applicant and no parking reductions are being sought.

Transportation Demand Management (TDM)

The Traffic Impact Study submitted in support of the proposed development includes a Transportation Demand Management (TDM) Plan. TDM measures that the Owner will be required to implement include:

1. Provision of cycling facilities including accessible bicycle parking and storage for both residents and visitors.
2. Transit subsidy program as well as the provision of transportation options information package to new purchasers and tenants.
3. Travel surveys and monitoring program to evaluate the success of the proposed TDM measures and to determine future enhancement.
4. Installation of a television monitor in each building lobby that can be programmed to show relevant transportation information. The developer will be responsible for the initial installation and the condominium corporation will be responsible for content and future maintenance.
5. Participation in the car-share program

These TDM measures will be incorporated into the site plan agreement and an appropriate TDM Letter of Credit, which reflects the costs required to develop and implement all the proposed TDM measures will be provided by the Owner (see Appendix 'D').

The proposed development is subject to approval from the TRCA and includes conveyance of a buffer to the City

As previously mentioned, the subject property abuts a water channel (the Morningside Tributary) to the south. The Regulatory Floodline is predominantly contained within the existing channel with a portion of the floodplain extending onto the subject land. The TRCA determined that a 6 metre (19.7 feet) buffer, being the greater of the measurement from the south property line or from the Regional Floodline be conveyed into public ownership. In this case a 6 metre (19.7 feet) buffer from the south property line will be conveyed into public ownership and will be appropriately zoned to "Open Space One *(OS1)". A 4 metre (13 feet) wide landscaped open space area abutting the entire length of the buffer will also be provided, but will remain in private ownership. The final planting plan for both the buffer and the landscaped open space are still being reviewed between the applicant, the TRCA and City staff.

The City's in-force Official Plan (Revised 1987), as amended, requires a minimum buffer width of 10 metres from the Regulatory Floodline in order to protect and enhance the ecological function and integrity of natural features. The applicant is providing the required 10 metre setback from the Regulatory Floodline. The 4 metre wide landscaped open space area mentioned above is provided in addition to the required 6 metre buffer; the applicant is also proposing a 3.65 metre (12 feet) retaining wall and bio-retention area within the 4 metre (13 feet) landscaped open space area. While the proposed retaining wall is outside of the 10 metre buffer, staff continue to work with the applicant to reduce the extent and soften the appearance of the retaining wall.

The TRCA has no objections to the proposed Official Plan and Zoning By-law Amendment applications subject to the 6 metre buffer being conveyed into public ownership and being zoned to an "Open Space" category. The TRCA has no objections to the proposed site plan subject to the applicant satisfying all of their requirements prior to site plan endorsement (see Appendix 'D').

Ministry of Natural Resources and Forestry (MNRF)

Natural Resource Solutions Inc. (NRSI) has been retained by the Owner to undertake screening for Species at Risk (SAR) for the subject property, as well as to evaluate potential impacts resulting from the proposed development on the downstream habitat for Redside Dace. The applicant is required to provide written acknowledgement from the Ministry of Natural Resources and Forestry (MNRF) to ensure that any significant wildlife and natural systems adjacent to the site are protected, prior to issuance of site plan approval (see Appendix 'D').

Region of York

The Region of York (the "Region") is the approval authority for Official Plan Amendments in the City of Markham. Further to a request from City Staff, the Region has exempted the Official Plan Amendment application from Regional approval because the Region did not identify any Regional interest which will be adversely affected. The Region also indicated that transportation and access issues related to the proposed development as it relates to Markham Road, which is a regional road, must be addressed to the Region's satisfaction. A copy of the City's Notice of Decision on the Official Plan Amendment will be forwarded to the Region.

Markham Road is under the jurisdiction of the Region and Regional staff have reviewed all of the relevant materials, including the Traffic Impact Study submitted in support of the applications. The Region has indicated that they have no objections to the proposed development, subject to a number of conditions including the following:

1. Conveyance of a road widening across the full Markham Road frontage to provide a minimum of 22.5 metres from the centerline of Markham Road; and,
2. Conveyance of a 15 metre by 15 metre daylight triangle at the south-east corner of the Markham Road and New Delhi Drive intersection.

The Region has also restricted the access on Markham Road to right-in movements only. The Owner will be required to satisfy all of the Region's requirements (see Appendix 'D').

Proposed site plan, building elevations and landscaping are appropriate

The built form, massing and placement of the Phase 1 building enhances its role as a corner building at the intersection of Markham Road, an important regional arterial, and New Delhi Drive, a local shopping and mixed use street east of Markham Road. The building elevations are appropriate for their high visibility location and incorporate a base, middle and a top within its facades. These features are emphasized through the use of different materials and colours including a stone base and two colours of brick, with precast and stone detailing around windows, which creates additional interest. The surface parking and underground parking ramp entrance are tucked behind the buildings, so as not to be visible from the street.

Pedestrian activity and street interaction are supported with interconnected and accessible walkways throughout the site and to the public sidewalks. Extensive landscaping is provided around the building to soften the hard surfaces. Street trees are planted along the two major street frontages for streetscape enhancement. Naturalized plantings are proposed along the water channel helping to stabilize the steep slopes. Most of the plant materials are native species, which are low maintenance, drought tolerant, and provide good habitat for wildlife enhancement. The applicant will be required to implement bird friendly elements into the proposed building and use dark-sky friendly lighting to the satisfaction of the Director of Planning and Urban Design (see Appendix 'D').

Sanitary servicing constraints

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

Sustainability initiatives

The applicant is proposing "GreenLife" buildings, which include many sustainable features (see Appendix 'E') including but not limited to the following:

1. Insulated concrete forms (which is a key structure in the energy saving construction system);
2. Geothermal (ground source heating);
3. Solar parking lot lights;
4. Energy recovery ventilator (brings it own fresh air in on an exchange system within the control of the unit owner);
5. Solar panels on the roof (and over parts on the surface parking area);
6. Electric car charging station;

7. Energy monitoring for every unit;
8. Decant recapture – where decant/ spent energy from electrical transformation and photovoltaic inversion is captured geothermally and used to temper the domestic hot water supply to all condo units;
9. Thermography – survey using infrared imaging to determine how effective GreenLifesolutions actually are; and
10. 5 year monitoring- data is monitored and used on newer projects as a baseline for study purposes.

Section 37 Agreement

Section 37 of the Planning Act allows municipalities to grant increases in height and/or density in return for additional services, facilities and other community benefits. It is appropriate to consider a Section 37 contribution for community benefits for the proposed development as the applicant is proposing an amendment to the City's Official Plan to increase the allowable density and an amendment to the City's Zoning By-law to increase the permitted FSI.

The City's in-force Official Plan (Revised 1987) provides for a maximum average net site density of 80 to 148 units per hectare for high density development, which would permit a maximum of 329 units given that the site is 2.22 hectares. The applicant is requesting the density be increased to 200 units per hectare to allow a total of 442 units on the overall site. The Section 37 contribution will be in return for the additional 113 units, which will be allowed if the Official Plan Amendment is approved by Council. It is recommended that Staff be authorized to enter into a Section 37 Agreement (see Appendix 'D').

CONCLUSION:

It is the opinion of Staff that the proposed development is appropriate and will meet the City's policy objectives and vision for the subject land and will not result in demonstrable adverse impact on the existing community. It is therefore recommended that the proposed amendments to the City's Official Plan (Revised 1987), as amended, and the Armadale East Secondary Plan, the City's Official Plan 2014 (as partially approved by the Ontario Municipal Board on October 30th, 2015) and to Zoning By-law 177-96, as amended, attached as Appendices 'A', 'B' and 'C' respectively be approved. Staff also recommend that the site plan for Phase 1 of the proposed development be endorsed in principle subject to the conditions identified in Appendix 'D'.

FINANCIAL CONSIDERATIONS AND TEMPLATE:

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

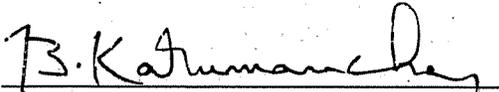
ALIGNMENT WITH STRATEGIC PRIORITIES:

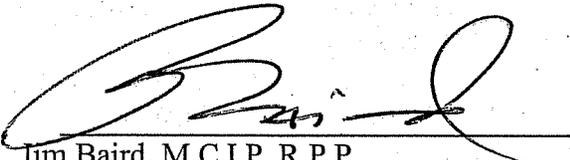
The proposed development aligns with the strategic priorities for growth management, transportation and the environment.

BUSINESS UNITS CONSULTED AND AFFECTED:

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

RECOMMENDED BY:


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


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

ATTACHMENTS:

- Figure 1: Location Map
- Figure 2: Area Context/ Zoning
- Figure 3: Air Photo
- Figure 4: Proposed Site Plan
- Figure 5: Proposed Building Elevations (East and West)
- Figure 6: Proposed Building Elevations (North and South)

- Appendix 'A': Draft Official Plan Amendment to the City's Official Plan (Revised 1987), as amended and to the Armadale East Secondary Plan
- Appendix 'B': Draft Official Plan Amendment to the City's Official Plan 2014 (as partially approved by the Ontario Municipal Board on October 30th, 2015)
- Appendix 'C': Draft Zoning By-law Amendment
- Appendix 'D': Site Plan Conditions
- Appendix 'E': Sustainable Initiatives

OWNER CONTACT INFORMATION:

Dave De Sylva
Del Ridge (East Markham) Inc.
7800 Kennedy Road
Unit 2
Markham, ON, L3R 2C7
(Tel) 905-479-5448
(Email) howland@bellnet.ca

APPENDIX 'D'
SITE PLAN CONDITIONS
DEL RIDGE (EAST MARKHAM) INC.
7325 MARKHAM ROAD
SC 15 133670

That prior to site plan endorsement:

1. The Owner shall provide a clearance letter from the Region of York advising that all Regional pre-endorsement conditions have been satisfied.
2. The Owner shall provide a clearance letter from the Toronto and Region Conservation Authority advising that all of their site plan requirements have been satisfied.
3. The Owner shall finalize the treatment of the 6 metre environmental buffer and the 4 metre landscaped open space area adjacent to the environmental buffer including the final design of the proposed retaining wall, to the satisfaction of the Director of Planning and Urban Design.
4. The Owner satisfies all City departments technical requirements to the satisfaction of the Director of Planning and Urban Design.

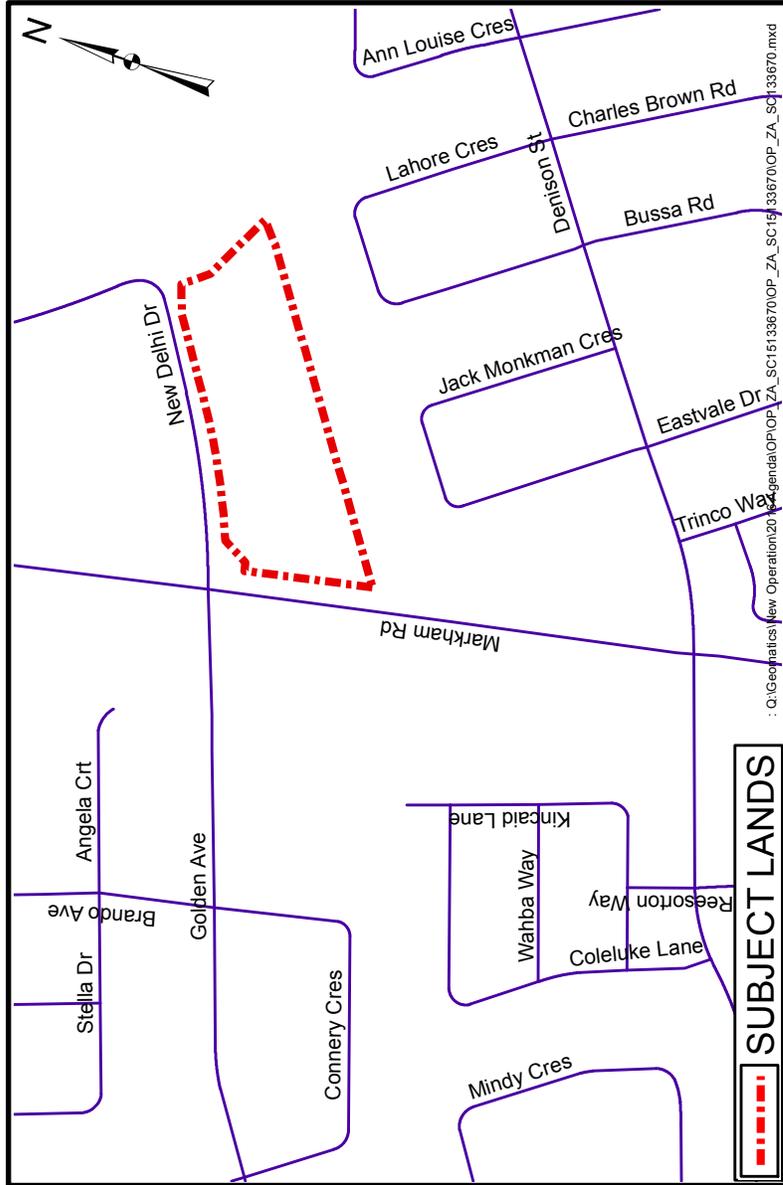
That the Owner shall enter into a Site Plan Agreement with the City, containing all standards and special provisions and requirements of the City and external agencies, including but not limited to:

1. Provisions for the payment by the Owner of all applicable fees, recoveries, development charges, provision of parkland dedication (including cash-in-lieu of parkland), public art contribution, and any other financial obligations and securities.
2. Provisions to satisfy all of the Region of York requirements.
3. Provisions to satisfy all of the Toronto and Region Conservation Authority requirements.
4. That the Owner agrees to implement the Bird Friendly Measures and Dark Sky lighting to the satisfaction of the Director of Planning and Urban Design.
5. That the Owner agrees to implement the Transportation Demand Management Plan and provide the respective Letter of Credit, to the satisfaction of the Director of Engineering.
6. Provision to ensure that the Owner pays to the City their proportionate share of the Markham Road sewer and local sewer upgrade for the proposed development, to the satisfaction of the Director of Engineering.
7. That the Owner agrees to implement the sustainable initiatives attached as Appendix 'E', to the satisfaction of the Director of Planning and Urban Design.

That prior to execution of the Site Plan Agreement:

1. The Owner shall submit final site plans, building elevations, engineering drawings, lighting plans, landscape plans and tree preservation plans, along with

- any other drawings, plans, studies, reports which are required to comply with the requirements of the City and external agencies, to the satisfaction of the Director of Planning and Urban Design.
2. The Owner executes a Section 37 Agreement, to the satisfaction of the Director of Planning and Urban Design.
 3. That easements for access purposes be granted to the future Phase 2 development.
 4. That the Owner obtains written acknowledgement from the Ministry of Natural Resources and Forestry for the proposed development.





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AIR PHOTO 2015

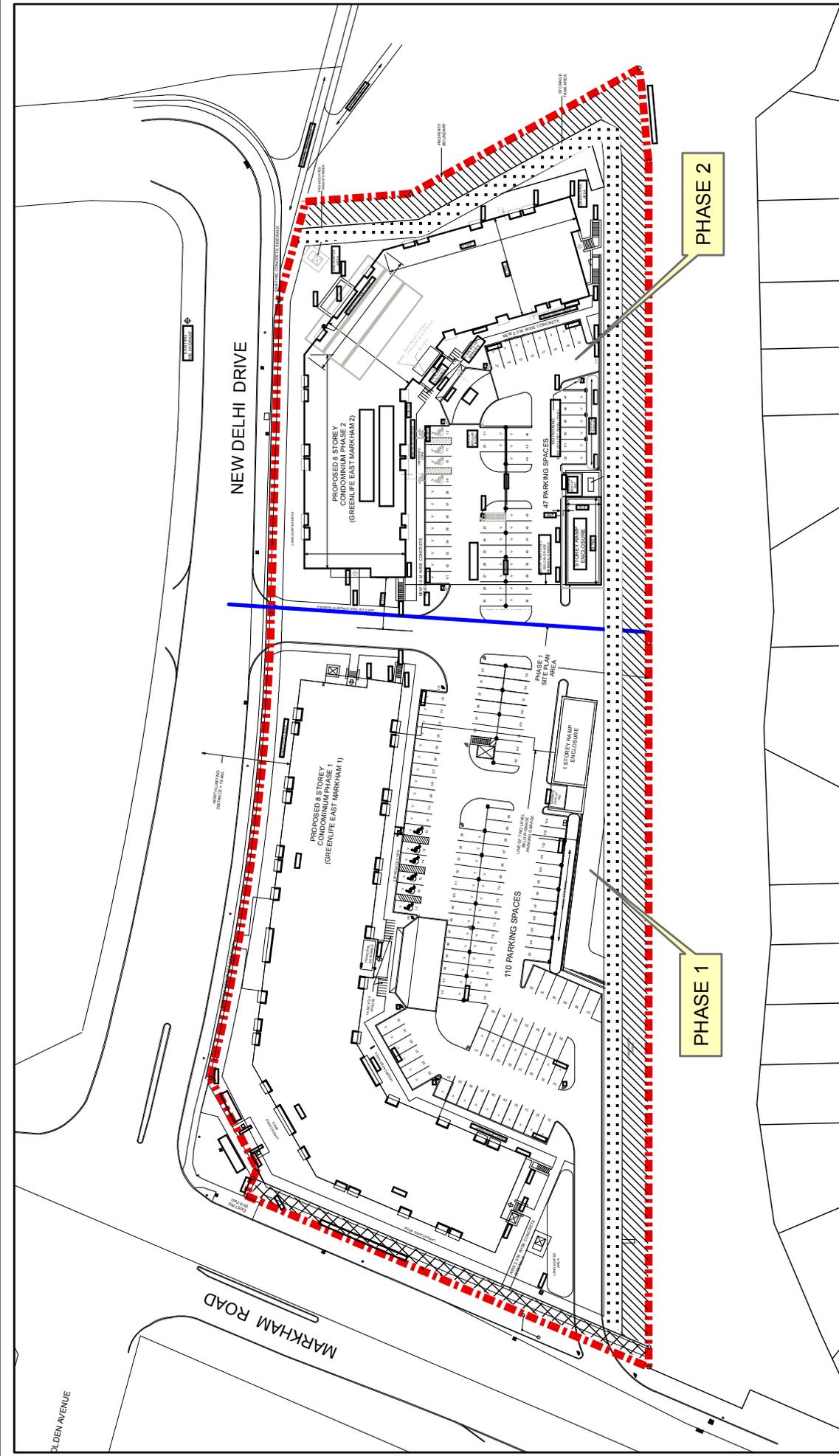
APPLICANT: DEL RIDGE (EAST MARKHAM) INC.
 7325 MARKHAM ROAD
 FILE No: OP/ZA/SC15133670(SM)

 SUBJECT LANDS



DATE: 02/22/16

FIGURE No. 3



SITE PLAN

APPLICANT: DEL RIDGE (EAST MARKHAM) INC.

7325 MARKHAM ROAD

FILE No: OP/ZA/SC15133670(SM)

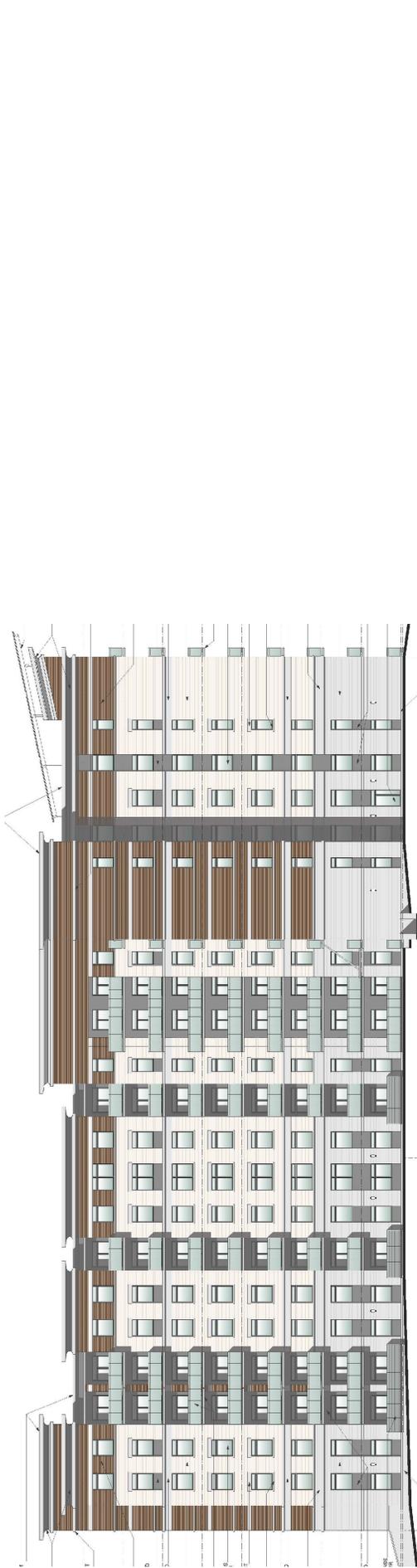
-  SUBJECT LANDS
-  LANDS TO BE CONVEYED TO THE REGION OF YORK
-  6m ENVIRONMENTAL BUFFER TO BE CONVEYED TO THE CITY
-  4m LANDSCAPE OPEN SPACE AREA

DATE:02/22/16

FIGURE No. 4

: Q:\Geomatics\New Operation\2016 Agenda\O\OP_ZA_SC15133670\OP_ZA_SC15133670\OP_ZA_SC133670.mxd





EAST ELEVATION



WEST ELEVATION

: Q:\Geomatics\New Operation\2016 Agenda\OPIOP_ZA_SC15133670\OP_ZA_SC15133670\OP_ZA_SC133670.mxd

ELEVATIONS

APPLICANT: DEL RIDGE (EAST MARKHAM) INC.

7325 MARKHAM ROAD

FILE No: OP/ZA/SC15133670(SM)



Drawn By:DD

Checked By:SM

DATE:02/22/16

FIGURE No. 5



NORTH ELEVATION



SOUTH ELEVATION

ELEVATIONS

APPLICANT: DEL RIDGE (EAST MARKHAM) INC.
 7325 MARKHAM ROAD
 FILE No: OP/ZA/SC15133670(SM)

: Q:\Geomatics\New Operation\2016 Agenda\OP\OP_ZA_SC15133670\OP_ZA_SC15133670\OP_ZA_SC15133670.mxd

APPENDIX “A”

OFFICIAL PLAN

of the

CITY OF MARKHAM PLANNING AREA

AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987), as amended,
and to incorporate Amendment No. 13 to the Armadale East Secondary Plan
for part of the Armadale Planning District (Planning District No. 24)

***DEL RIDGE (EAST MARKHAM) INC
(7325 Markham Road)***

(April, 2016)

OFFICIAL PLAN
of the
CITY OF MARKHAM PLANNING AREA
AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987), as amended, and to incorporate Amendment No. 13 to the Armadale East Secondary Plan for part of the Armadale Planning District (Planning District No. 24).

This Official Plan Amendment was adopted by the Corporation of the City of Markham, By-law No. 2016-XXX, in accordance with the Planning Act, R.S.O., 1990 c P13, as amended, on the XX day of April 2016.

Mayor

City Clerk

THE CORPORATION OF THE CITY OF MARKHAM

BY-LAW NO. 2016-XXX

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

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

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

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS XX DAY OF APRIL, 2016.

CITY CLERK

MAYOR

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DRAFT

PART I – INTRODUCTION

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

PART I – INTRODUCTION

1.0 GENERAL

- 1.1** PART I – INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2** PART II – THE OFFICIAL PLAN AMENDMENT, attached hereto, constitutes Official Plan Amendment No. XXX to the Official Plan (Revised 1987), as amended, and is required to enact Amendment No. 13 to the Armadale East Secondary Plan (PD 24-2) for the Armadale East Planning District (Planning District No. 24). Part II is an operative part of this Official Plan Amendment.
- 1.3** PART III – THE SECONDARY PLAN AMENDMENT, including Schedule “A” attached hereto, constitutes, Amendment No. 13 to the Armadale East Secondary Plan (PD 24-2) for the Armadale East Planning District (Planning District No. 24). This Secondary Plan Amendment may be identified by the symbol PD 24-2-13. Part III is an operative part of this Official Plan Amendment.

2.0 LOCATION

The Amendment applies to a 2.22 hectare (5.5 acre) parcel of land, municipally known as 7325 Markham Road. The subject land is located at the south-east corner of Markham Road and New Delhi Drive.

3.0 PURPOSE

The subject property is designated “Community Amenity Area” which provides for a range of land uses including commercial and medium and high density residential uses. The purpose of this Amendment is to increase the allowable maximum density for residential uses on the subject property and to designate the 6 metre environmental buffer “Hazard Lands” provided along the south and east property lines of the subject property.

4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT

This Amendment permits an increase in the maximum net site density for residential uses which is appropriate intensification for the subject property which is supported by the proximity of the subject site to public transit and public amenities as well as the implementation of sustainable initiatives throughout the proposed development and the protection of the water channel to the south of the subject property.

DRAFT

PART II – THE OFFICIAL PLAN AMENDMENT

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

PART II – THE OFFICIAL PLAN AMENDMENT

1.0 THE OFFICIAL PLAN AMENDMENT

- 1.1** Section 1.1.2 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes.
- 1.2** Section 1.1.3(a) of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments listed in the second sentence of the bullet item dealing with the Armadale East Secondary Plan PD 24-2, for part of the Armadale Planning District, to be placed in numerical order including any required grammatical and punctuation changes prior to the words “to this Plan.”
- 1.3** Section 9.2.6 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes prior to the words “to this Plan.”
- 1.4** No additional changes to the texts or schedules of the Official Plan (Revised 1987), as amended, are being made by this Amendment. This Amendment is also being made to incorporate changes to the text of the Armadale East Secondary Plan (PD 24-2). These changes are outlined in Part III which comprises Amendment No. 13 to the Armadale East Secondary Plan (PD 24-2).

2.0 IMPLEMENTATION AND INTERPRETATION

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

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

This Amendment to the Official Plan (Revised 1987), as amended is exempt from approval by the Region of York. Following adoption, notice of Council’s decision will be given in accordance with the Planning Act, and the decision of Council is final, if a Notice of appeal is not received before or on the last day of filing an appeal.

Prior to Council's decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and schedule(s). Technical amendments are those minor changes that do not affect the policy or intent of the Amendment. For such technical amendments, the notice provisions of Section 7.13 (c) of Part II of the Official Plan (Revised 1987), as amended, shall not apply.

DRAFT

DRAFT

PART III- THE SECONDARY PLAN AMENDMENT (Pd 24-2-13)
(This is an operative part of the Official Plan Amendment No. XXX)

PART III- THE SECONDARY PLAN AMENDMENT (PD 24-2-13)

1.0 THE SECONDARY PLAN AMENDMENT

(Amendment No. 13 to the Armadale East Secondary Plan PD 24-2)

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

1.1 Section 7.5.4 is hereby amended by the addition of the following subsection (j) and the addition of Figure 24-2-13 (attached hereto as Schedule “A”) to be appropriately placed on the first page following the new subsection 7.5.4 (j):

“ j) Notwithstanding Section 2.13 or Section 3.3.2 of the Official Plan, the 2.22 hectare (5.5 acre) parcel of land located at the south-east corner of Markham Road and New Delhi Drive and municipally known as 7325 Markham Road, as shown on Figure 24-2-13 and designated “Community Amenity Area” may be developed with a maximum net site density as follows:

- a) 200 units per hectare for combined lands ‘A’ and ‘B’ (Phases 1 and 2);
- b) 194 units per hectare for the lands shown as ‘A’ (Phase 1); and
- c) 209 units per hectare for the lands shown as ‘B’ (Phase 2).”

2.0 IMPLEMENTATION AND INTERPRETATION

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

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

This Amendment to the Official Plan (Revised 1987), as amended, is exempt from approval by the Region of York. Following adoption, notice of Council’s decision will be given in accordance with the Planning Act, and the decision of Council is final, if a notice of appeal is not received before or on the last day for filing an appeal.

Prior to Council’s decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and schedule(s). Technical amendments are those minor changes that do not affect the policy or intent of the

Amendment. For such technical amendments, the notice provisions of Section 7.13(c) of Part II of the Official Plan (Revised 1987), as amended, shall not apply.

April 2016

DRAFT

APPENDIX “B”

CITY OF MARKHAM

OFFICIAL PLAN AMENDMENT NO. XXX

To amend the City of Markham Official Plan 2014, as amended.

DEL RIDGE (EAST MARKHAM) INC.

(April, 2016)

DRAFT

CITY OF MARKHAM

OFFICIAL PLAN AMENDMENT NO. XXX

To amend the City of Markham Official Plan 2014, as amended.

This Official Plan Amendment was adopted by the Corporation of the City of Markham, By-law No. 2016-XXX in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the _____ day of April, 2016.

Mayor

City Clerk

THE CORPORATION OF THE CITY OF MARKHAM

BY-LAW NO. _____

Being a by-law to adopt Amendment No. XXX to the City of Markham Official Plan 2014, as amended.

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

1. THAT Amendment No. XXX to the City of Markham Official Plan 2014, as amended, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and effect on the date of the final passing thereof, after the “City of Markham Official Plan, Part 1” is in effect.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS _____ DAY OF APRIL, 2016.

CITY CLERK

MAYOR

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DRAFT

PART I - INTRODUCTION

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

PART I - I NTRODUCTION

1.0 GENERAL

- 1.1** PART I - INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2** PART II - THE OFFICIAL PLAN AMENDMENT, attached thereto, constitutes Official Plan Amendment No. XXX. Part II is an operative part of this Official Plan Amendment.

2.0 LOCATION

This Amendment applies to a 2.22 hectare (5.5 acre) parcel of land located at the south-east corner of Markham Road and New Delhi Drive, and municipally known as 7325 Markham Road.

3.0 PURPOSE

The subject property is designated “Mixed Use Mid Rise” which allows a maximum overall density of up to 2.0 FSI (Floor Space Index). The purpose of this Official Plan Amendment is to increase the maximum density allowed on the subject property and to designate the 6 metre environmental buffer “Greenway” which is provided along the south and east property lines.

4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT

This Amendment permits an increase in the maximum overall density on the subject property which is appropriate intensification supported by the proximity of the subject property to public transit and public amenities as well as the implementation of sustainable initiatives throughout the proposed development and protection of the environmental buffer to the abutting water channel to the south.

DRAFT

PART II - THE OFFICIAL PLAN AMENDMENT

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

PART II - THE OFFICIAL PLAN AMENDMENT

1.0 THE OFFICIAL PLAN AMENDMENT

1.1 Section 9.2 of the Official Plan 2014, as amended, is hereby amended by adding the following new Section 9.2.11 and a new Figure 9.2.11 as follows:

“9.2.11 7325 Markham Road

The following density provisions shall apply to the ‘Mixed Use Mid Rise’ lands shown in Figure 9.2.11:

- a) the maximum *floor space index* for the lands shown as ‘A’ (Phase 1) is 2.1;
- b) the maximum *floor space index* for the lands shown as ‘B’ (Phase 2) is 2.6; and
- c) the maximum *floor space index* for the combined ‘A’ and ‘B’ lands (Phases 1 and 2) is 2.3.

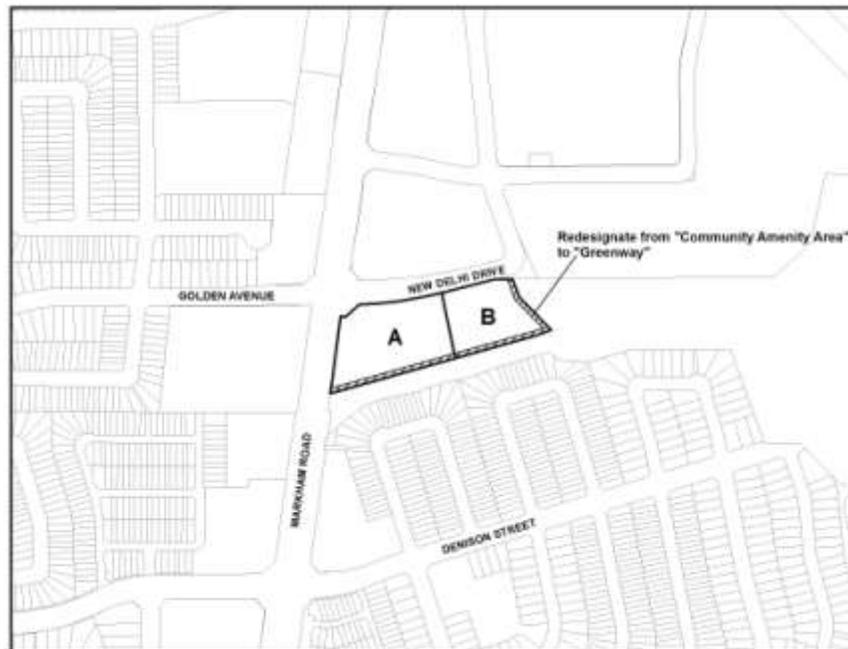


Figure 9.2.11”

- 1.2 Section 9.2.1 of the Official Plan 2014, as amended, is hereby amended by adding a new reference to Section 9.2.11 in Figure 9.2.1 as follows:

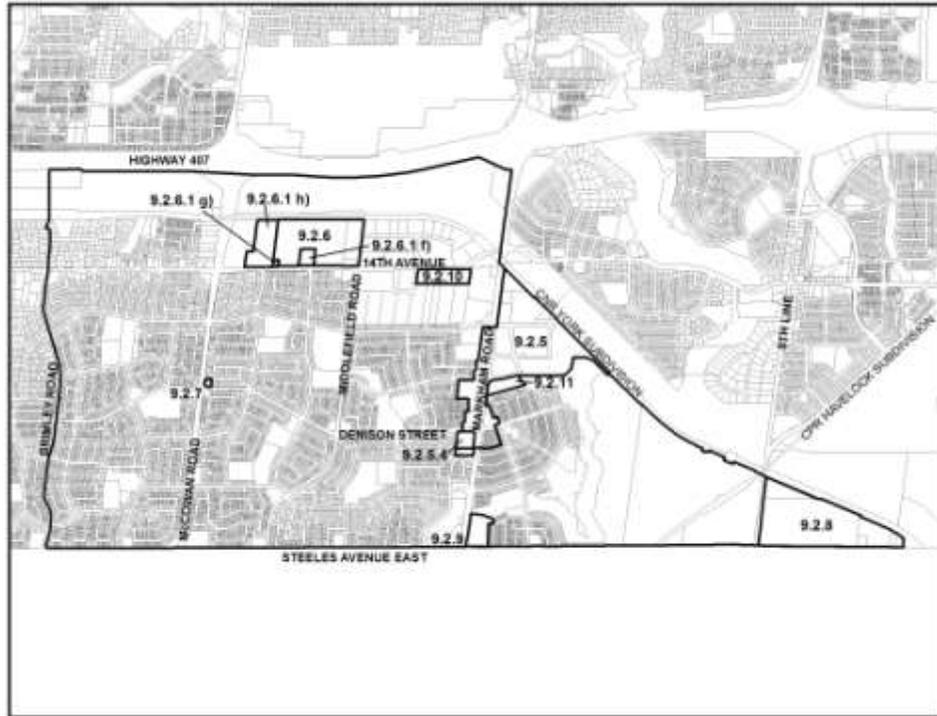


Figure 9.2.1

2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the City of Markham Official Plan 2014, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

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

This Amendment to the City of Markham Official Plan 2014, as amended, is exempt from the approval by York Region. Following adoption, notice of Council's decision will be given in accordance with the Planning Act, and the decision of Council is final, if a notice of appeal is not received before or on the last day for filing an appeal.

Prior to Council's decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and map(s). Technical amendments are those minor changes that do not affect the policy or intent of the Amendment. For such technical amendments, the notice provisions of Section 10.7.5 of the City of Markham Official Plan 2014, as amended, shall apply.

(April 2016)

DRAFT



BY-LAW 2016-_____

A By-law to amend By-law 177-96, as amended

The Council of the Corporation of the City of Markham hereby enacts as follows:

- 1.0 By-law 177-96, as amended, is hereby further amended as follows:
- 1.1 By rezoning the lands outlined on Schedule 'A' attached hereto as follows:

From

Community Amenity Two *258 (Holding) [CA2*258(H)]

to

Community Amenity Two *552 (CA2*552)

Community Amenity Two *553 (CA2*553)

Open Space One (OS1)

- 1.2 By adding the following subsections to Section 7 – EXCEPTIONS

“7.552 Del Ridge (East Markham) Inc. at the south-east corner of Markham Road and New Delhi Drive – Phase 1

Notwithstanding any other provisions of this By-law, the provisions in this Section shall apply to those lands denoted by the symbol *552 on Schedule 'A' of this By-law.

7.552.1 Special Zone Provisions

The following special zone standards shall apply:

- a) Minimum setback from the south property line – 20m;
- b) Minimum setback for a one-storey parking ramp enclosure from the south property line – 5.5m;
- c) Minimum setback from any *public street*- 6m;
 - i) balconies are allowed to encroach a maximum of 5.2 m into the minimum setback from any public street;
- d) Minimum *landscaped open space* along south property line – 4m;
 - i) A retaining wall is permitted to encroach into the *landscaped open space*;
- e) Minimum *landscaped open space* adjoining any *public street* – 6m;
 - i) awnings, roof overhangs, open colonnades, canopies, uncovered platforms or stairs and balconies are allowed to encroach into the landscaped open space;

- f) Maximum *floor space index (FSI)* – 2.0;
- g) Maximum number of *apartment dwellings* – 261;
- h) Maximum number of *storeys* – 8;
- i) Maximum *height* – 30m.
- j) The minimum height requirements of Table B7 – Part 2 of 4 shall not apply;
- k) The applicant shall be required to enter into a Section 37 Agreement to secure provision of community facilities and services by the City.”

“7.553 Del Ridge (East Markham) Inc. at the south-east corner of Markham Road and New Delhi Drive – Phase 2

Notwithstanding any other provisions of this By-law, the provisions in this Section shall apply to those lands denoted by the symbol *553 on Schedule ‘A’ of this By-law.

7.553.1 Special Zone Provisions

The following special zone standards shall apply:

- a) Minimum setback from the south property line – 7m;
- b) Minimum setback for a one-storey parking ramp enclosure from the south property line – 4.5m;
- c) Minimum setback from any *public street* – 6m;
 - i) balconies are allowed to encroach a maximum of 5.2m into the minimum setback from any public street;
- d) Minimum *landscaped open space* along the south and east property lines – 4m;
- e) Minimum *landscaped open space* adjoining any *public street*- 6m;
 - i) awnings, roof overhangs, open colonnades, canopies, uncovered platforms or stairs and balconies are permitted to encroach into the landscaped open space;
- f) Maximum *floor space index (FSI)* – 2.2;
- g) Maximum number of *apartment dwellings* – 181;
- h) Maximum number of *storeys* – 8;
- i) Maximum *height* – 30m;
- j) The minimum height requirements of Table B7 – Part 2 of 4 shall not apply;
- k) The applicant shall be required to enter into a Section 37 Agreement to secure provision of community facilities and services by the City.”

READ A FIRST, SECOND, AND THIRD TIME AND PASSED ON
_____, 2016.

KIMBERLEY KITTERINGHAM
CITY CLERK

FRANK SCARPITTI
MAYOR

DRAFT



EXPLANATORY NOTE

BY-LAW 2016-____

A By-law to amend By-law 177-96, as amended

Del Ridge (East Markham) Inc.

7325 Markham Rd

South-east corner of Markham Road and New Delhi Drive

CON 8 PT LT 3 65R15734 PT PT 1

Lands Affected

The proposed by-law amendment applies to a 2.2 hectare (5.5 acre) parcel of land located at the south-east corner of Markham Road and New Delhi Drive. The subject property is municipally known as 7325 Markham Road.

Existing Zoning

The subject property is zoned “Community Amenity *258 (Holding) [CA2*258(H)]” under By-law 177-96, as amended.

Purpose and Effect

The purpose of this By-law is to amend the above-noted Zoning By-law in order to rezone the subject property to “Community Amenity Two *552 (CA2*552)”, “Community Amenity Two *553 (CA2*553)” and “Open Space One (OS1)”.

The effect of the By-law is to permit two (2)- 8 storey apartment buildings with a total of 442 residential units which will be constructed in two (2) phases.

Appendix E

26 THINGS THAT MAKE GREENLIFE DIFFERENT

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