



Electronic Development Services Committee Meeting

Agenda

Meeting No. 8

May 11, 2020, 9:30 AM - 3:00 PM

Live streamed

Note: Members of Development Services Committee will be participating in the meeting remotely.

Due to COVID-19, our facilities are closed to the public.
Access is not permitted to the Markham Civic Centre and Council Chamber.

Members of the public will be permitted to submit written deputations by email to
clerkspublic@markham.ca

Members of the public who wish to make virtual deputations must register by completing an online [***Request to Speak Form***](#) or e-mail clerkspublic@markham.ca providing full name, contact information and item they wish to speak to. Alternatively, you may connect via telephone by contacting the Clerk's office at 905-477-7000 Ext. 3990.

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<https://pub-markham.escrimemeetings.com/>

Electronic Development Services Committee Agenda

Meeting Number 8

May 11, 2020, 9:30 AM - 3:00 PM

Live streamed

Please bring this Development Services Committee agenda to the Council meeting on May 26, 2020.

Pages

1. **CALL TO ORDER**
2. **DISCLOSURE OF PECUNIARY INTEREST**
3. **APPROVAL OF PREVIOUS MINUTES**
 - 3.1 **DEVELOPMENT SERVICES COMMITTEE MINUTES – APRIL 21, 2020 (10.0)** 9
 1. That the minutes of the Development Services Committee meeting held April 21, 2020, be confirmed.
4. **DEPUTATIONS**
5. **COMMUNICATIONS**
6. **PETITIONS**
7. **CONSENT REPORTS - DEVELOPMENT AND POLICY ISSUES**
 - 7.1 **PRELIMINARY REPORT BUR OAK (ARH) DEVELOPMENTS INC. APPLICATION TO AMEND THE OFFICIAL PLAN TO INCREASE THE FLOOR SPACE INDEX (FSI) FROM 1.75 TO 2.2 TO ALLOW A 20-STOREY APARTMENT BUILDING AT 1709 BUR OAK AVENUE (WARD 4) FILE NO: PLN 20 130579 (10.3)** 23

S. Muradali, ext. 2008

 1. That the report titled “Preliminary Report, Bur Oak (ARH) Developments Inc., Application to amend the Official Plan to increase the Floor Space Index (FSI) from 1.75 to 2.2 to allow a 20-storey apartment building at 1709 Bur Oak Avenue (Ward 4), File No: PLN 19 130579”, be received.

- 7.2 PRELIMINARY REPORT INCON HOLDINGS (MARKHAM ROAD) LTD. APPLICATIONS TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW TO PERMIT MEDIUM TO HIGH DENSITY DEVELOPMENT AT 7350 MARKHAM ROAD (WARD 7) (10.3, 10.5)** 32

S. Muradali, ext. 2008

1. That the report titled “Preliminary Report, Incon Holdings (Markham Road) Ltd., Applications to amend the Official Plan and Zoning By-law to permit a high density mixed use development at 7350 Markham Road (Ward 7), File No. PLN 19 141513”, be received.

- 7.3 PRELIMINARY REPORT APPLICATION FOR ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION, SUBMITTED BY LEPORIS CONSTRUCTION INC.** 42

AT 2705 AND 2755 ELGIN MILLS ROAD EAST TO FACILITATE THE FUTURE DEVELOPMENT OF THE SUBJECT LANDS FOR EMPLOYMENT USES (WARD 2) FILE NOS. ZA 16 137567 AND SU 16 137567 (10.5, 10.7)

M. Rokos, ext. 2980

1. That the report titled “PRELIMINARY REPORT, Application for Zoning By-law Amendment and Draft Plan of Subdivision, submitted by Leporis Construction Inc. at 2705 and 2755 Elgin Mills Road East to facilitate the future development of the subject lands for employment uses (Ward 2)” be received.

- 7.4 PRELIMINARY REPORT APPLICATION FOR ZONING BY-LAW AMENDMENT, SUBMITTED BY CLERA HOLDINGS INC. ON BLOCK 81, REGISTERED PLAN 65M-4033 (WEST SIDE OF WOODBINE AVENUE, SOUTH OF ELGIN MILLS ROAD EAST)** 57

TO FACILITATE THE DEVELOPMENT OF THREE ONE STOREY BUILDINGS AND A TWO STOREY BUILDING WITH A GFA OF 3,697 M2 (WARD 2) FILE NO. PLAN 19 123509 (10.5)

M. Rokos, ext. 2980

1. That the report titled “PRELIMINARY REPORT, Application for Zoning By-law Amendment, submitted by Clera Holdings Inc. on Block 81, Registered Plan 65M-4033 (west side of Woodbine Avenue, south of Elgin Mills Road East) to facilitate the development of three one storey buildings and a two storey building with a GFA of 3,697 m² (Ward 2)” be received.

7.5 CYCLING AND PEDESTRIAN ADVISORY COMMITTEE - 2020 BUSINESS PLAN REVIEW (6.3)

70

L. Cheah, ext. 4838

Note: A member of the Cycling and Pedestrian Advisory Committee will be available to answer questions, if needed.

1. That the memorandum dated May 11, 2020 entitled " Cycling and Pedestrian Advisory Committee - 2020 Business Plan Review" be received.

8. PRESENTATIONS - DEVELOPMENT AND POLICY ISSUES

8.1 UPDATE ON DEVELOPMENT SERVICES (10.0)

100

J. Yeh, ext. 7922

Note: A. Prasad, Commissioner of Development Services will provide a presentation on this matter.

1. That the presentation entitled "Update on Development Services", dated May 11, 2020, be received; and,
2. That Staff be authorized to continue with statutory and non-statutory public meetings utilizing electronic meeting participation; and,
3. That Staff be authorized to reconvene Committee of Adjustment meetings to consider applications utilizing electronic meeting participation; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

8.2 MARKHAM CENTRE SECONDARY PLAN UPDATE – STATUS AND WORK PLAN OPTIONS (10.4)

117

S. Lue, ext. 2520

Note: Stephen Lue, Manager, Central District will provide a presentation on this matter.

1. That the presentation by Mr. Stephen Lue, Manager, Central District, entitled "Markham Centre Secondary Plan Update – Status and Work Plan Options" be received.

9. REGULAR REPORTS - DEVELOPMENT AND POLICY ISSUES

9.1 RECOMMENDATION REPORT ONE PIECE IDEAL (MS) DEVELOPMENTS INC. APPLICATIONS FOR OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT, AND SITE PLAN

128

APPROVAL TO PERMIT A 47-STOREY,

**RESIDENTIAL MIXED-USE BUILDING WITH A TOTAL OF 362 UNITS
ON THE PHASE 1 (WESTERLY) PARCEL OF 28 MAIN STREET (WARD
3) FILE NOS: PLAN 19 142690 AND SC 15 119946 (10.3, 10.5 and 10.7)**

S. Bordone, ext. 8230

1. That the report dated May 11, 2020 titled “RECOMMENDATION REPORT, OnePiece Ideal (MS) Developments Inc., Applications for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval to permit a 47-storey, residential mixed-use building with a total of 362 units on the Phase 1 (westerly) parcel of 28 Main Street (Ward 3)”, be received; and,
2. That the Official Plan Amendment application (PLAN 19 142690) submitted by OnePiece Ideal (MS) Developments Inc., be approved and the draft Official Plan Amendment, attached as Appendix ‘A’, be finalized and brought forward to a future Council meeting to be adopted without further notice; and,
3. That the Zoning By-law Amendment application (PLAN 19 142690) submitted by OnePiece Ideal (MS) Developments Inc., be approved and the draft Zoning By-law Amendment, attached as Appendix ‘B’, be finalized and brought forward to a future Council meeting to be enacted without further notice; and,
4. That in accordance with the provisions of subsections 45 (1.4) of the Planning Act, R.S.O. 1990, as amended, the Owner shall through this Resolution, be permitted to apply to the Committee of Adjustment for a variance, if necessary, from the provisions of the accompanying Zoning By-law, except for building height increase, before the second anniversary of the day on which the by-law was approved by Council; and,
5. That the application for Site Plan Approval (SC 15 119946) submitted by OnePiece Ideal (MS) Developments Inc. be endorsed, in principle, subject to the conditions attached in Appendix ‘C’; and,
6. That site plan approval be delegated to the Director of Planning and Urban Design or his designate and not to be issued prior to execution of a Site Plan Agreement; and,
7. That Council grant servicing allocation for the 362 units on the Phase 1 (westerly) parcel; and,
8. That the City reserves the right to revoke or reallocate servicing allocation should the development not proceed in a timely manner; and,

9. That this endorsement shall lapse after a period of three (3) years from the date of endorsement in the event that a Site Plan Agreement is not executed within that period; and further,
10. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

9.2 FEE DEFERRAL: TARIFF OF FEES FOR THE PROCESSING OF PLANNING APPLICATIONS & FEES OR CHARGES FOR SERVICES OR ACTIVITIES PROVIDED OR DONE BY THE CITY (CITY WIDE) (10.0)

182

B. Lee, ext. 7507 & B. Karumanchery, ext. 2970

1. That the staff memo entitled “Fee Deferral: Tariff of Fees for the Processing of Planning Applications & Fees or Charges for Services or Activities Provided or Done by the City (City Wide)” be received; and,
2. That (a) the *Tariff of Fees for the Processing of Planning Applications* in By-law 211-83 as amended by By-law 2019-137, and (b) *Fees or Charges for Services or Activities Provided or Done by the City* in By-law 2002-276 be amended as outlined in this memo to provide financial relief to the development industry; and,
3. That By-law 2002-276 be amended to reflect the 2020 annual adjustment for the Residential Infill Grading and Servicing (RIGS) fee from 26% to 28.6% ; and,
4. That the relevant by-law amendments be brought forward to the next Council meeting for enactment; and further,
5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

10. REGULAR REPORTS - TRANSPORTATION AND INFRASTRUCTURE ISSUES

10.1 HIGHWAY 404 NORTH COLLECTOR ROADS, MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION (WARD 2) (5.7)

186

N. Azmy, ext. 2197 and M. Ilic, ext. 2136

1. That the staff report entitled “Highway 404 North Collector Roads Municipal Class Environmental Assessment, Study Completion (Ward 2)”, be received; and,
2. That the preferred alternative for Highway 404 North Collector Roads as set out in the Environmental Study Report be endorsed; and,
3. That staff be authorized to issue a Notice of Study Completion for the

project and make the Environmental Study Report available for public review for a period of 30 days commencing May 2020; and further,

4. That Staff be authorized and directed to do all things necessary to give effect to this resolution

10.2 **MAIN STREET UNIONVILLE PROPOSED PARKING PROHIBITION (WARD 3) (5.12)**

195

D. Porretta, ext. 2040

1. That the report entitled “Main Street Unionville Proposed Parking Prohibition (Ward 3),” be received; and,
2. That Schedule “C” of Parking By-law 2005-188 be amended to temporarily rescind the existing parking prohibition on the west side of Main Street Unionville, from Station Lane to a point 23m north of Victoria Avenue, until the later of September 8, 2020 or the end of the Ontario Declaration of Emergency; and,
3. That Schedule “C” of Parking By-law 2005-188 be amended to temporarily rescind the existing parking prohibition on the west side of Main Street Unionville, from a point 24m north of Fred Varley Drive to Carlton Road, until the later of September 8, 2020 or the end of the Ontario Declaration of Emergency; and,
4. That Schedule “C” of Parking By-law 2005-188 be amended to temporarily prohibit parking at any time on the west side of Main Street Unionville, from Station Lane to a point 23m north of Victoria Avenue, until the later of September 8, 2020 or the end of the Ontario Declaration of Emergency; and,
5. That Schedule “C” of Parking By-law 2005-188 be amended to temporarily prohibit parking at any time on the west side of Main Street Unionville, from a point 24m north of Fred Varley Drive to Carlton Road, until the later of September 8, 2020 or the end of the Ontario Declaration of Emergency; and,
6. That the cost of materials, installation and future removal of the regulatory signs in the amount of \$1,500 be funded from COVID-19 operating account # 330-330-4580 (Traffic Signs/Supplies); and,
7. That the By-law Enforcement, Licensing & Regulatory Services be directed to enforce the parking prohibition upon installation of the signs and passing of the by-law; and,
8. That Council delegate authority to the Director of Engineering in consultation with the Director of Operations to amend parking, traffic and speed limit by-laws, where required, in order to promptly respond

to traffic operations and safety concerns arising during the COVID-19 pandemic until such time as this authority is repealed by Council; and further,

9. That staff be authorized and directed to do all things necessary to give effect to this resolution.

11. MOTIONS

12. NOTICES OF MOTION

13. NEW/OTHER BUSINESS

*As per Section 2 of the Council Procedural By-Law, "New/Other Business would generally apply to an item that is to be added to the **Agenda** due to an urgent statutory time requirement, or an emergency, or time sensitivity".*

14. ANNOUNCEMENTS

15. ADJOURNMENT

Information Page

Development Services Committee Members: All Members of Council

Development and Policy Issues

Chair: Regional Councillor Jim Jones

Vice-Chair: Councillor Keith Irish

Transportation and Infrastructure Issues

Chair: Deputy Mayor Don Hamilton

Vice-Chair: Councillor Reid McAlpine

Culture and Economic Development Issues

Chair: Councillor Alan Ho

Vice-Chair: Councillor Khalid Usman

Development Services meetings are live video and audio streamed on the City's website.

Alternate formats for this document are available upon request.

Consent Items: All matters listed under the consent agenda are considered to be routine and are recommended for approval by the department. They may be enacted on one motion, or any item may be discussed if a member so requests.

Please Note: The times listed on this agenda are approximate and may vary; Council may, at its discretion, alter the order of the agenda items.

**Development Services Committee is scheduled to recess for
lunch from approximately 12:00 PM to 1:00 PM**

**Note: As per the Council Procedural By-Law, Section 7.1 (h)
Development Services Committee will take a 10 minute recess after
two hours have passed since the last break.**



Development Services Committee Minutes

Meeting Number 7

April 21, 2020, 9:00 AM - 1:00 PM

Live streamed

Roll Call	<p>Mayor Frank Scarpitti</p> <p>Deputy Mayor Don Hamilton</p> <p>Regional Councillor Jack Heath</p> <p>Regional Councillor Joe Li</p> <p>Regional Councillor Jim Jones</p> <p>Councillor Keith Irish</p> <p>Councillor Alan Ho</p>	<p>Councillor Reid McAlpine</p> <p>Councillor Karen Rea</p> <p>Councillor Andrew Keyes</p> <p>Councillor Amanda Collucci</p> <p>Councillor Khalid Usman</p> <p>Councillor Isa Lee</p>
Staff	<p>Andy Taylor, Chief Administrative Officer</p> <p>Arvin Prasad, Commissioner, Development Services</p> <p>Brenda Librecz, Commissioner, Community & Fire Services</p> <p>Claudia Storto, City Solicitor and Director of Human Resources</p> <p>Brian Lee, Director, Engineering</p> <p>Christina Kakaflikas, Acting Director, Economic Growth, Culture & Entrepreneurship</p>	<p>Biju Karumanchery, Director, Planning & Urban Design</p> <p>Ron Blake, Senior Development Manager, Planning & Urban Design</p> <p>Daniel Brutto, Planner I, North District</p> <p>Don De Los Santos, Manager, Small Business Centre</p> <p>Francesco Santaguida, Assistant City Solicitor</p> <p>Scott Chapman, Election & Council/Committee Coordinator</p>

Alternate formats for this document are available upon request

1. CALL TO ORDER

In consideration of the ongoing state of emergency surrounding the 2019 Novel Coronavirus (COVID-19) and the emergency public health orders issued by the Government of Ontario, this meeting was conducted electronically to maintain physical distancing among participants.

The Development Services Committee meeting convened at the hour of 9:01 AM with Regional Councillor Jim Jones presiding as Chair.

Development Services Committee recessed at 12:05 PM and reconvened at 12:48 PM.

Mayor Frank Scarpitti left the meeting at 11:54 AM.

2. DISCLOSURE OF PECUNIARY INTEREST

Councillor Reid McAlpine declared a conflict of interest on item 8.1 (Celebrate Markham Action Plan) as he has incurred expenses related to the planning and preparation of the 2020 Unionville Festival by the Unionville Festival Board.

3. APPROVAL OF PREVIOUS MINUTES

3.1 DEVELOPMENT SERVICES COMMITTEE MINUTES – MARCH 9, 2020 (10.0)

Moved by Councillor Khalid Usman

Seconded by Regional Councillor Jack Heath

1. That the minutes of the Development Services Committee meeting held March 9, 2020, 2019, be confirmed.

Carried

3.2 DEVELOPMENT SERVICES PUBLIC MEETING MINUTES - MARCH 3, 2020 (10.0)

Moved by Councillor Khalid Usman

Seconded by Regional Councillor Jack Heath

1. That the minutes of the Development Services Public meeting held March 3, 2020, be confirmed.

Carried

4. DEPUTATIONS

There were no deputations.

5. COMMUNICATIONS

Communications were submitted for the following item:

9.2 - Berczy Warden Holdings Inc. (10348 Warden Avenue)

6. PETITIONS

There were no petitions.

7. CONSENT REPORTS - DEVELOPMENT AND POLICY ISSUES

7.1 DOORS OPEN ORGANIZING COMMITTEE MINUTES - JANUARY 23, 2020 (16.11)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the Doors Open Organizing Committee meeting held January 23, 2020, be received for information purposes.

Carried

7.2 CYCLING AND PEDESTRIAN ADVISORY COMMITTEE (CPAC) MINUTES – JANUARY 16, 2020 (16.34)

There was discussion regarding the status of funding for the Markham Cycles program.

Moved by Councillor Karen Rea

Seconded by Regional Councillor Joe Li

1. That the minutes of the Cycling and Pedestrian Advisory Committee (CPAC) meeting held January 16, 2020, be received for information purposes.

Carried

7.3 VARLEY-MCKAY ART FOUNDATION OF MARKHAM MINUTES – JANUARY 20, 2020 (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the Varley-McKay Art Foundation of Markham meeting held January 20, 2020, be received for information purposes.

Carried

7.4 HERITAGE MARKHAM COMMITTEE MINUTES – FEBRUARY 12, 2020 AND MARCH 11, 2020 (16.11)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the Heritage Markham Committee meeting held February 12, 2020 and March 11, 2020, be received for information purposes.

Carried

7.5 REPORT ON INCOMING PLANNING APPLICATIONS FOR THE PERIOD OF NOVEMBER 15, 2019 TO FEBRUARY 15, 2020 (10.0)

There was discussion on the status of the following incoming planning applications:

- EXP (14 Cedar Avenue)
- Weins Canada (7537 Woodbine Avenue)
- Onepiece Ideal (MS) Developments Inc. (28 Main Street)

Moved by Regional Councillor Jack Heath

Seconded by Deputy Mayor Don Hamilton

1. That the report entitled “Report on Incoming Planning Applications for the Period of November 15, 2019 to February 15, 2020”, be received and staff be directed to process the applications in accordance with the approval route outlined in the report; and,
2. That staff be authorized and directed to do all things necessary to give effect to this solution.

Carried

7.6 INFORMATION REPORT 2020 FIRST QUARTER UPDATE OF THE STREET AND PARK NAME RESERVE LIST (10.14, 6.3)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the report titled ‘Information Report 2020 First Quarter Update of the Street and Park Name Reserve List’, be received; and,
2. That Council approve the revised Street and Park Name Reserve List set out in Appendix ‘A’ attached to this report; and further,

3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

7.7 PRELIMINARY REPORT DIGRAM DEVELOPMENTS HELEN INC. APPLICATIONS FOR OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION TO PERMIT AN EIGHT-STOREY RESIDENTIAL BUILDING AT 55, 63 & 83 HELEN AVENUE (WARD 3) FILE NOS. PLAN 19 137397 AND SU/ZA 17 135415 (10.3, 10.5)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the report titled “PRELIMINARY REPORT, Digram Developments (Helen) Inc., Applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision to permit an eight-storey residential building at 55, 63, and 83 Helen Avenue (Ward 3), File Nos. PLAN 19 137937 and SU/ZA 17 135415” be received.

Carried

7.8 JOSEPH & LEAH PIPHER FARMHOUSE AND SMOKEHOUSE 33 DICKSON HILL ROAD (16.11.3)

The Committee resolved to refer this matter back to staff to allow for continued discussions between the landowners and staff.

Moved by Mayor Frank Scarpitti

Seconded by Regional Councillor Joe Li

1. That as recommended by Heritage Markham, the Joseph & Leah Pipher Farmhouse and Smokehouse-33 Dickson Hill Road be approved for designation under Part IV of the Ontario Heritage Act as a property of cultural heritage value or interest; and,
2. That the Clerk’s Department be authorized to publish and serve Council’s Notice of Intention to ate as per the requirements of the Ontario Heritage Act; and,
3. That if there are no objections to the designation in accordance with the provisions of the Ontario Heritage Act, the Clerk be authorized to place a designation by-law before Council for adoption; and,

4. That if there are any objections in accordance with the provisions of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Ontario Conservation Review Board; and,
5. That if the designation is referred to the Conservation Review Board, Council authorize the City Solicitor and appropriate staff to attend any hearing held by the Board in support of Council's decision to designate the property; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Referred

7.9 PRELIMINARY REPORT EMIX LTD., APPLICATIONS TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW TO ADD COMMERCIAL USES INCLUDING A COMMERCIAL SELF-STORAGE FACILITY AT 8400 WOODBINE AVENUE, WEST SIDE OF WOODBINE AVENUE, NORTH OF PERTH AVENUE (WARD 8) FILE NOS. PLAN 19 132742 AND PLAN 20 110587 (10.3, 10.5)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the report dated April 21, 2020, entitled "PRELIMINARY REPORT Emix Ltd., Applications to amend the Official Plan and Zoning By-law to add commercial uses including a commercial self-storage facility at 8400 Woodbine Avenue, west side of Woodbine Avenue, north of Perth Avenue (Ward 8) File Nos. PLAN 19 132742 and PLAN 20 110587", be received.

Carried

7.10 PRELIMINARY REPORT APPLICATIONS FOR A DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT BY 1212763 ONTARIO LTD. TO FACILITATE APPROXIMATELY 417 DWELLING UNITS, PARKLAND, TWO STORMWATER MANAGEMENT PONDS, GREENWAY AND THE SUPPORTING ROAD NETWORK ON THE SUBJECT LANDS KNOWN LEGALLY AS PART OF LOTS 22 AND 23, CONCESSION 4 IN THE BERCZY GLEN SECONDARY PLAN AREA (WARD 2) FILE NO.: PLAN 19 142694 (10.7, 10.5)

There was discussion regarding the potential leveraging of section 37 contributions towards the development of seniors recreation facilities in the

surrounding area, as well as the potential construction of purpose-built second suites.

Moved by Councillor Alan Ho

Seconded by Councillor Karen Rea

1. That the report dated April 21, 2020 titled “PRELIMINARY REPORT, Applications for a Draft Plan of Subdivision and Zoning By-law Amendment by 1212763 Ontario Ltd. to facilitate approximately 417 dwelling units, parkland, two stormwater management ponds, greenway and the supporting road network on the subject lands known legally as Part of Lots 22 and 23, Concession 4 in the Berczy Glen Secondary Plan Area (Ward 2)”, be received.

Carried

7.11 RECOMMENDATION REPORT DEMOLITION OF NON-HERITAGE PORTIONS OF A PROPERTY DESIGNATED UNDER PART IV OF THE ONTARIO HERITAGE ACT 10225 KENNEDY ROAD ROBINSON GLEN SECONDARY PLAN AREA, WARD 6 (16.11 & 10.13)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the report titled “Recommendation Report, Demolition of Non-Heritage Portions of a Property Designated Under Part IV of the Ontario Heritage Act, 10225 Kennedy Road, Robinson Glen Secondary Plan Area, Ward 6, File No. 19 102709 DP”, dated April 21, 2020, be received; and,
2. That Council endorse the demolition of the non-heritage portions of the dwelling known as the Homer Wilson Farmhouse; and,
3. That the non-heritage portions of the building be carefully removed with manual demolition of selected areas adjoining the heritage building, to ensure no accidental damage by machine operation occurs; and,
4. That a plan or description of how any openings (windows and doors) in the heritage building are to be secured once the non-heritage portions of the building have been removed be provided by the applicant, prior to the issuance of the demolition permit, to the satisfaction of the Manager of Heritage Planning; and,

5. That any issues with openings, roofing, rain gutters/downspouts, soffits and fascia be addressed to ensure that the heritage building remains in stable condition until its future restoration occurs; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8. PRESENTATIONS - CULTURE AND ECONOMIC DEVELOPMENT ISSUES

8.1 CELEBRATE MARKHAM ACTION PLAN (10.16)

Councillor Reid McAlpine declared a conflict on this item. (He has incurred expenses related to the planning and preparation of the 2020 Unionville Festival by the Unionville Festival Board.)

Arvin Prasad, Commissioner, Development Services, introduced the item.

Christina Kakaflikas, Acting Director, Economic Growth, Culture & Entrepreneurship delivered a presentation on the Celebrate Markham Action Plan, providing members of Committee with an overview of the impacts to the 2020-2021 Celebrate Markham Grant Program event cycle resulting from the disruptions caused by the 2019 Novel Coronavirus (COVID-19). Recommended actions and next steps were outlined.

The Committee discussed the following relative to the Celebrate Markham Action Plan:

- Program eligibility criteria, including pre- and post-event financial reporting requirements;
- Consideration of appropriate grant funding for modified and/or virtual events for the 2020-2021 event cycle; and,
- Potential relief options for unrecoverable and non-deferrable expenses incurred to-date by event organizers.

Moved by Mayor Frank Scarpitti

Seconded by Regional Councillor Jack Heath

1. That the presentation entitled "Celebrate Markham Action Plan", be received; and,
2. **That staff be authorized to approve urgent funding allocations under the Celebrate Markham Grant Program for events scheduled between April**

1 and mid-July 2020 not exceeding the event amounts approved for the 2019-2020 funding cycle; and further,

- 3. That staff be directed to report back with an interim status report on the 2020-2021 Celebrate Markham Action Plan by the end of May 2020.**

Carried

9. REGULAR REPORTS - DEVELOPMENT AND POLICY ISSUES

9.1 RECOMMENDATION REPORT BERCZY ELGIN HOLDINGS INC. APPLICATIONS FOR A DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT TO FACILITATE THE CREATION OF APPROXIMATELY 788 RESIDENTIAL UNITS, TWO SCHOOL BLOCKS OR PARTS THEREOF AND ONE PARK BLOCK ON THE SUBJECT PROPERTY KNOWN MUNICIPALLY AS 3575 ELGIN MILLS ROAD EAST (WARD 2) FILE NO'S.: SU/ZA 18 235522 (10.7, 10.5)

Arvin Prasad, Commissioner, Development Services, introduced the item.

Ron Blake, Senior Development Manager, provided members of Committee with an overview of the development application, including the site context, application history, and key issues addressed in the revised draft plan of subdivision.

Christine Halis, KLM Planning Partners, consultant for the applicants, was in attendance and delivered a presentation on the development proposals for 3575 Elgin Mills Road East and 10348 Warden Avenue, including an overview of the site context, initial and revised draft plans of subdivision, and proposed zoning by-law amendment.

The Committee discussed the following relative to the development applications:

- Securing age-friendly and accessible design housing within the proposed subdivisions, including requirements for a minimum percentage of walk-out units, purpose-built second suites, and units with master bedrooms at grade;
- Securing a minimum percentage of purpose-built rental housing units within the proposed subdivisions;
- Status and phasing of municipal servicing infrastructure for the proposals and Future Urban Area;
- Leveraging section 37 contributions for public leisure space such as seniors recreation facilities and day-care centres;

- Future leisure facility provision strategies under the City’s Integrated Leisure Master Plan;
- Exploring opportunities for co-location of day-care facilities within local schools;
- Implementing separated cycling and pedestrian facilities along Elgin Mills Road and Warden Avenue;
- Increasing compensation requirements for the loss of mature trees, including the planting of backyard trees where feasible;
- Clarifying ownership details for fences abutting private properties through Agreements of Purchase and Sale to mitigate potential confusion regarding maintenance responsibilities;
- Securing the protection of the existing heritage structure;
- Investigating opportunities for the installation of residential fire sprinkler protection systems;
- Concerns regarding the side set-backs for the proposed rear-lane townhouses and potential impacts on tree planting and servicing requirements; and,
- Community energy and sustainability initiatives for the proposed developments.

It was requested that staff continue to work with the applicant to address the comments raised by members of Committee before proceeding to Council for final approval.

Moved by Councillor Alan Ho

Seconded by Councillor Khalid Usman

1. That the staff report dated April 21, 2020 titled “RECOMMENDATION REPORT, Berczy Elgin Holdings Inc., Applications for a Draft Plan of Subdivision and Zoning By-law Amendment to facilitate the creation of approximately 788 residential units, two school blocks or parts thereof and one park block on the subject property known municipally as 3575 Elgin Mills Road East (Ward 2),” be received; and,
2. That the record of the Public Meeting held on March 26, 2019, regarding the Applications for a Draft Plan of Subdivision and Zoning By-law Amendment by Berczy Elgin Holdings Inc. on the subject property known municipally as 3575 Elgin Mills Road East (Ward 2), be received; and,

3. That in accordance with the provisions of subsections 45 (1.4) of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Owners shall through this Resolution, be permitted to apply to the Committee of Adjustment for a variance from the provisions of the accompanying Zoning By-law, before the second anniversary of the day on which the by-law was approved by Council; and,
4. That the application submitted by Berczy Elgin Holdings Inc. to amend Zoning By-law 304-87, as amended, be approved and the draft by-law attached as Appendix 'A' be finalized and brought forward to a future Council meeting to be enacted without further notice; and,
5. That Draft Plan of Subdivision 19TM-18010 be approved, subject to the conditions set out in Appendix B of this report; and,
6. That the Director of Planning and Urban Design or his designate, be delegated authority to issue draft plan approval, subject to the conditions set out in Appendix B, as may be amended by the Director of Planning and Urban Design or his designate; and,
7. That draft plan approval for Draft Plan of Subdivision 19TM-18010 will lapse after a period of three (3) years from the date of Council approval in the event that a subdivision agreement is not executed within that period; and,
8. That servicing allocation for 788 units be assigned to Draft Plan of Subdivision 19TM-18010; and,
9. **That Council authorize a City Wide Hard Development Charge credit not exceeding \$1,560,196 to DG Berczy Elgin Holdings Inc. relating to their portion of the construction and property costs associated with roads identified as Street 2 (from Elgin Mills Road to south limit of subdivision) and Street 1 (Elgin Mills Road to south limit of subdivision) within the plan of subdivision; and,**
10. **That the Mayor and Clerk be authorized to execute a Development Charge Credit Agreement, if required, in accordance with the City's Development Charge Credit and Reimbursement Policy, with DG Berczy Elgin Holdings Inc., or their successors in title to the satisfaction of the Treasurer and City Solicitor; and further,**
11. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

9.2 RECOMMENDATION REPORT APPLICATIONS FOR DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT BY BERCZY WARDEN HOLDINGS INC. TO FACILITATE THE CREATION OF APPROXIMATELY 894 RESIDENTIAL UNITS AND MIXED USES ON THE LANDS KNOWN MUNICIPALLY AS 10348 WARDEN AVENUE (WARD 2) FILE NO'S.: ZA/SU 18 235516 (10.7, 10.5)

It was requested that staff continue to work with the applicant to address the comments raised by members of Committee before proceeding to Council for final approval.

Moved by Councillor Alan Ho

Seconded by Councillor Khalid Usman

1. That the staff report dated April 21, 2020 titled "Recommendation Report, Applications for Draft Plan of Subdivision and Zoning By-law Amendment by Berczy Warden Holdings Inc. to facilitate the creation of approximately 894 residential units and mixed uses on the lands known municipally as 10348 Warden Avenue (Ward 2)" be received; and,
2. That the record of the Public Meeting held on March 26, 2019, regarding the Draft Plan of Subdivision and Zoning By-law Amendment applications by Berczy Warden Holdings Inc. on the Subject Property known municipally as 10348 Warden Avenue, be received; and,
3. **That the communications submitted by Delta Urban Inc. on behalf of Wagem Nominee Limited be received; and,**
4. That in accordance with the provisions of subsections 45 (1.4) of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Owners shall through this Resolution, be permitted to apply to the Committee of Adjustment for a variance from the provisions of the accompanying Zoning By-law, before the second anniversary of the day on which the by-law was approved by Council; and,
5. That the application submitted by Berczy Warden Holdings Inc. to amend Zoning By-law 304-87, as amended, be approved and the draft by-law attached as Appendix 'A' be finalized and brought forward to a future Council meeting to be enacted without further notice; and,
6. That Draft Plan of Subdivision 19TM-18009 be approved, subject to the conditions set out in Appendix B of this report;
7. That the Director of Planning and Urban Design, or his designate, be delegated authority to issue draft plan approval, subject to the conditions set

out in Appendix B, as may be amended by the Director of Planning and Urban Design, or his designate; and,

8. That draft plan approval for Plan of Subdivision 19TM-18009 will lapse after a period of three (3) years from the date of issuance in the event that a subdivision agreement is not executed within that period; and,
9. That servicing allocation for 894 units be assigned to Draft Plan of Subdivision 19TM-18009; and,
10. **That Council authorize a City Wide Hard Development Charge credit not exceeding \$4,881,562 to DG Berczy Warden Holdings Inc. relating to their portion of the construction and property costs associated with roads identified as Street 2 (from north limit of subdivision road to 145m west of Warden Avenue) and Street 3 (from north limit of subdivision to south limit of subdivision) and Street 1 (from east limit of subdivision to west limit of subdivision) within the plan of subdivision, and,**
11. **That the Mayor and Clerk be authorized to execute a Development Charge Credit Agreement, if required, in accordance with the City Development Charge Credit and Reimbursement Policy, with DG Berczy Warden Holdings Inc., or their successors in title to the satisfaction of the Treasurer and City Solicitor; and further,**
12. That Staff be authorized and direction to do all things necessary to give effect to this resolution.

Carried

10. MOTIONS

There were no motions.

11. NOTICES OF MOTION

There were no notices of motion.

12. NEW/OTHER BUSINESS

There was no new / other business.

13. ANNOUNCEMENTS

There were no announcements.

14. ADJOURNMENT

Moved by Deputy Mayor Don Hamilton

Seconded by Councillor Isa Lee

That the Development Services Committee meeting adjourn at 1:25 PM.

Carried



Report to: Development Services Committee

Meeting Date: May 11th, 2020

SUBJECT: Preliminary Report
Bur Oak (ARH) Developments Inc.
Application to amend the Official Plan to increase the
Floor Space Index (FSI) from 1.75 to 2.2 to allow a 20-storey
apartment building at 1709 Bur Oak Avenue (Ward 4)

File No: PLN 20 130579

PREPARED BY: Stacia Muradali, M.C.I.P., R.P.P., Ext. 2008
Acting Manager, East District

REVIEWED BY: Ron Blake, M.C.I.P., R.P.P., Ext. 2600
Senior Development Manager

RECOMMENDATION:

1. That the report titled “Preliminary Report, Bur Oak (ARH) Developments Inc., Application to amend the Official Plan to increase the Floor Space Index (FSI) from 1.75 to 2.2 to allow a 20-storey apartment building at 1709 Bur Oak Avenue (Ward 4), File No: PLN 19 130579”, be received.

EXECUTIVE SUMMARY:

Not applicable.

PURPOSE:

The purpose of this report is to provide preliminary information on the applications by Bur Oak (ARH) Developments Inc. to amend the Official Plan (Revised 1987), as amended, to increase the Floor Space Index (FSI) from 1.75 to 2.2 to allow a 20-storey apartment building at 1709 Bur Oak Avenue. This report contains general information regarding applicable Official Plan and/or other policies, as well as other issues. The report should not be taken as Staff’s opinion or recommendation on the application. The Official Plan Amendment application was deemed complete on September 9th, 2019.

Next steps

1. Statutory Public Meeting
2. Staff recommendation report (after draft vision of the Markham Road/ Mount Joy Secondary Plan is approved by Council).
3. Adoption of Official Plan amendment and enactment of Zoning By-law amendment if appropriate.
4. Issuance of site plan endorsement and site plan approval.
5. Submission of Draft Plan of Condominium application.

It should be noted that this application is moving forward during a period when the Province of Ontario has suspended Planning Act timelines for the review of an application and any appeal to the Local Planning Appeal Tribunal. Under the emergency legislation, municipalities have the discretion to continue the processing of applications, so long as the procedural requirements of the Planning Act can be met (e.g. sending of notices, public meetings, etc.). The application will be circulated to commenting departments and agencies. Further, staff will proceed with the normal resolution of issues, and case management will be undertaken. At the time of the writing of this report, matters respecting the holding of Public Meetings, finalization of approvals and appeals are still being resolved. The Clerk, Legal Services and Development Services are working together to address the mandatory requirements and any technical issues that arise as a result of the emergency.

BACKGROUND:

Subject site and area context

The subject property (1709 Bur Oak Avenue) is located at the south-west corner of Bur Oak Avenue and Markham Road and is approximately 1.74 hectares (4.3 acres). The subject site (the proposed high density portion of the subject land) is approximately 0.36 hectares (0.9 acres) and is part of a larger property which extends westward (Figure 1). A site plan application was approved in 2017 to permit the development of townhouses and two (2) mid-rise buildings and the extension of Battista Perri Drive through the remainder of the overall property west of the proposed high density portion. A Zoning By-law amendment application (discussed later in the report) to permit the proposed high density development was submitted in 2018 and the respective statutory Public Meeting was held on May 21st, 2019. A concurrent site plan application was also submitted for the proposed high density development and will be addressed in staff's final recommendation report.

There is commercial development to the north of Bur Oak Avenue, as well as commercial and industrial development on the east side of Markham Road. The Mount Joy GO Station is located across Markham Road on the east side, and the rail corridor is located further east. There are mixed use buildings fronting onto the west side of Markham Road south of the subject land to Edward Jeffreys Avenue, ranging in height from 14 to 20 storeys. There are also townhouses and a future park to the south of the subject land. The proposed high density building fronts directly on the west side of Markham Road (Figure 3). There is a 10 metre servicing easement owned by the City along the entire frontage of the subject site, which also extends along the frontages of the properties to the south.

Proposed development

A 20-storey apartment building with a total Gross Floor Area (GFA) of approximately 21,370 square metres (230,024 square feet) and an FSI of approximately 2.14 is proposed (see Figure 4). A total of 243 residential units are proposed with indoor and outdoor amenity areas along Markham Road. There will be no vehicular access on Markham Road and the proposed building will share access to the future Battista Perri Drive

extension with the previously approved mid rise buildings to the west. Two (2) levels of underground parking are proposed. There are no non-residential uses proposed.

Official Plan and Zoning

The subject land is shown as “Mixed Use High Rise” in the City’s 2014 Official Plan (as partially approved on November 24th, 2017 and further updated on April 9th, 2018) (the “City’s 2014 Official Plan”). The “Mixed Use High Rise” designation provides for maximum height of 15 storeys and maximum FSI of 3.0. The subject land is located within the Markham Road/ Mount Joy Secondary Plan area which is currently the subject of an on-going Secondary Plan process being undertaken which is a requirement of the City’s 2014 Official Plan. The Secondary Plan will incorporate a land use planning study, transportation study and municipal servicing study which will ultimately inform opportunities and constraints facing development and growth along the Markham Road/ Mount Joy Corridor. The Markham Road/ Mount Joy Secondary Plan process will also examine how much of an increase in population and employment density is appropriate in this area as well as the services and community amenities which are needed to support the population.

Until the Markham Road/ Mount Joy Secondary Plan is approved, the policies of the City’s Official Plan (Revised 1987), as amended, including the Wismer Commons Secondary Plan, shall continue to apply in place of the City’s 2014 Official Plan. The City’s Official Plan (Revised 1987), as amended, designates the subject land “Major Commercial Area” which provides for a diverse range of uses including medium and high density residential uses subject to a rezoning process. The “Major Commercial Area” designation in the Wismer Commons Secondary Plan allows a maximum FSI of 1.75. The applicant therefore has submitted the application to amend the Wismer Commons Secondary Plan which is part of the Official Plan (Revised 1987), as amended, to increase the FSI. The proposed building has an approximate FSI of 2.14. For the purpose of the proposed Secondary Plan amendment and to allow the applicant some flexibility with construction of the building, the Secondary Plan amendment proposes to increase the permitted FSI to 2.2.

The subject land is zoned “Major Commercial *188 (MJC*188)” (Figure 2) which permits a range of commercial uses as well as medium and high density residential uses with a maximum FSI of 2.0 and maximum height of 30 metres or approximately 10 storeys. As previously mentioned, a related Zoning By-law amendment application was submitted in 2018 to request changes to some of the site-specific development standards including increasing the height and FSI, and reducing the parking requirements. The Zoning By-law amendment and site plan applications did not advance beyond the statutory Public Meeting, similar to other high density developments within the Markham Road/ Mount Joy Secondary Plan area. This is to facilitate the Markham Road/ Mount Joy Secondary Plan study. The applications could advance after the draft vision for the Markham Road/ Mount Joy Secondary Plan has been approved by Council which is anticipated towards the end of 2020.

OPTIONS/ DISCUSSION:

Matters identified through the detailed review of this application will be discussed in a future Staff recommendation report. The following is a preliminary list of matters raised for consideration to date.

1. Recent applications for high density development in the Markham Road/ Mount Joy Secondary Plan area , including the related Zoning By-law amendment application for the subject site have not been advancing beyond the statutory Public Meeting until the draft vision for the Secondary Plan has been approved by Council. This allows the City to comprehensively plan for growth in the area and to ensure that any required servicing and transportation improvements, as well as appropriate community amenities are provided to serve existing, currently proposed and future developments. Staff therefore propose that the subject Official Plan amendment application not proceed to a recommendation report until the draft vision for the Secondary Plan has been approved by Council.
2. Review of the appropriateness of the proposed increase in height and density
3. Resolution of comments from City departments and external agencies.
4. Some comments which came out of the Zoning By-law review and which need resolution include justification for the proposed parking reduction, capacity constraints of the downstream sanitary system which is being studied as part of the Secondary Plan process, potential traffic impacts, and appropriate Section 37 contributions.
5. Site plan matters such as site layout, building elevations and materials, parkland dedication and other matters will be addressed as part of a concurrent site plan application.

FINANCIAL CONSIDERATIONS

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The application is being considered within the context of the City's safe and sustainable community strategic priority.

BUSINESS UNITS CONSULTED AND AFFECTED:

The application has been circulated to various departments and external agencies and is currently under review. Any requirements where appropriate will be incorporated into the proposed amendment.

RECOMMENDED BY:

Ron Blake, M.C.I.P., R.P.P.
Senior Development Manager

Arvin Prasad, M.C.I.P., R.P.P.
Commissioner of Development Services

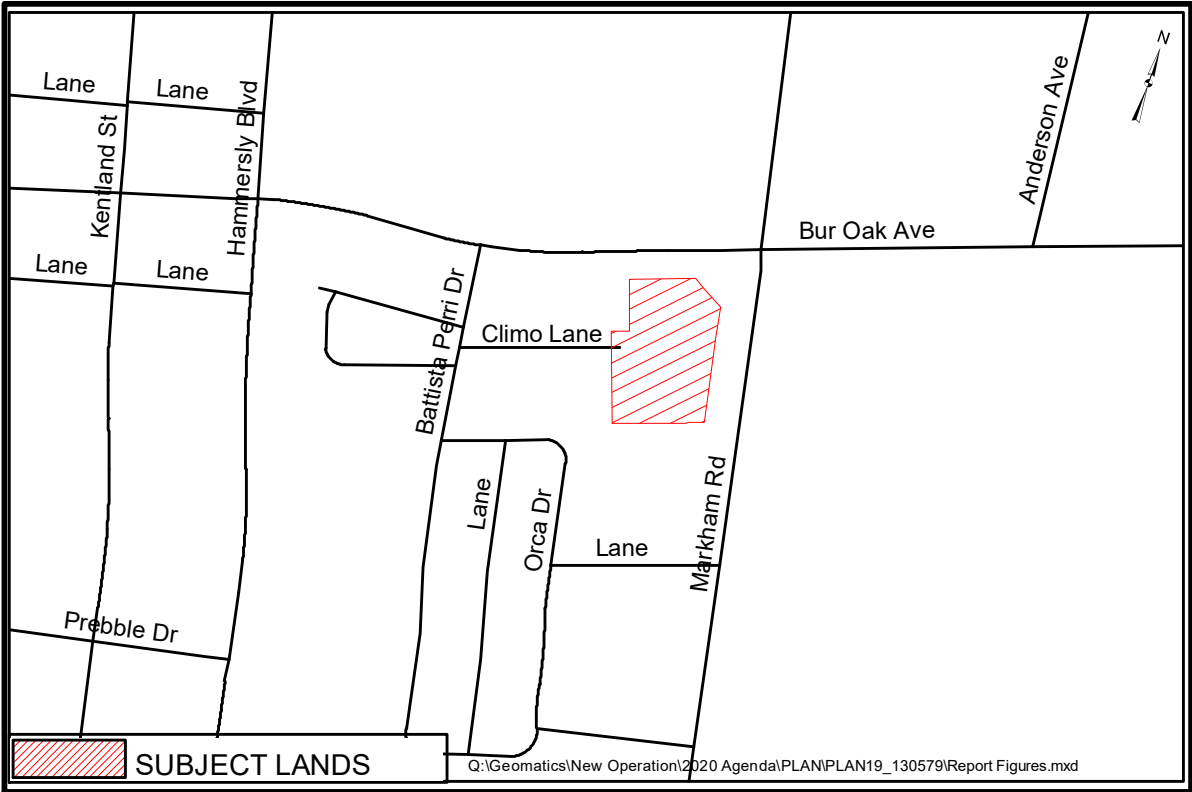
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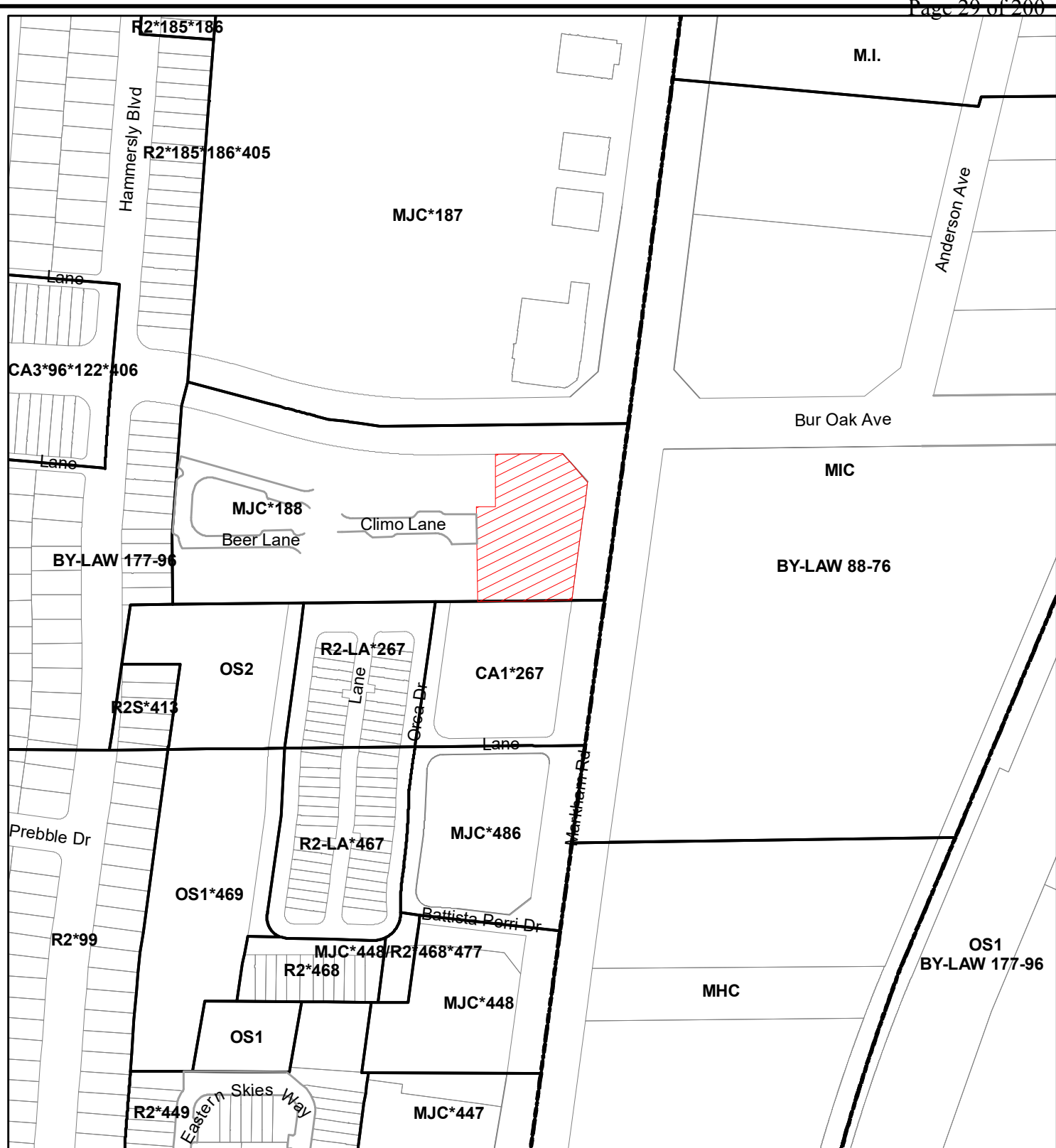
Figure 1: Location Map

Figure 2: Area Context/ Zoning

Figure 3: Air Photo

Figure 4: Proposed High Density Development





AREA CONTEXT / ZONING

APPLICANT: Bur Oak (ARH) Developments Inc.

FILE No. PLAN19130579

 SUBJECT LANDS

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DATE: 7/4/2020



DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: SM

FIGURE No. 2



AERIAL PHOTO (2019)

APPLICANT: Bur Oak (ARH) Developments Inc.

FILE No. PLAN19130579

 SUBJECT LANDS

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DATE: 7/4/2020

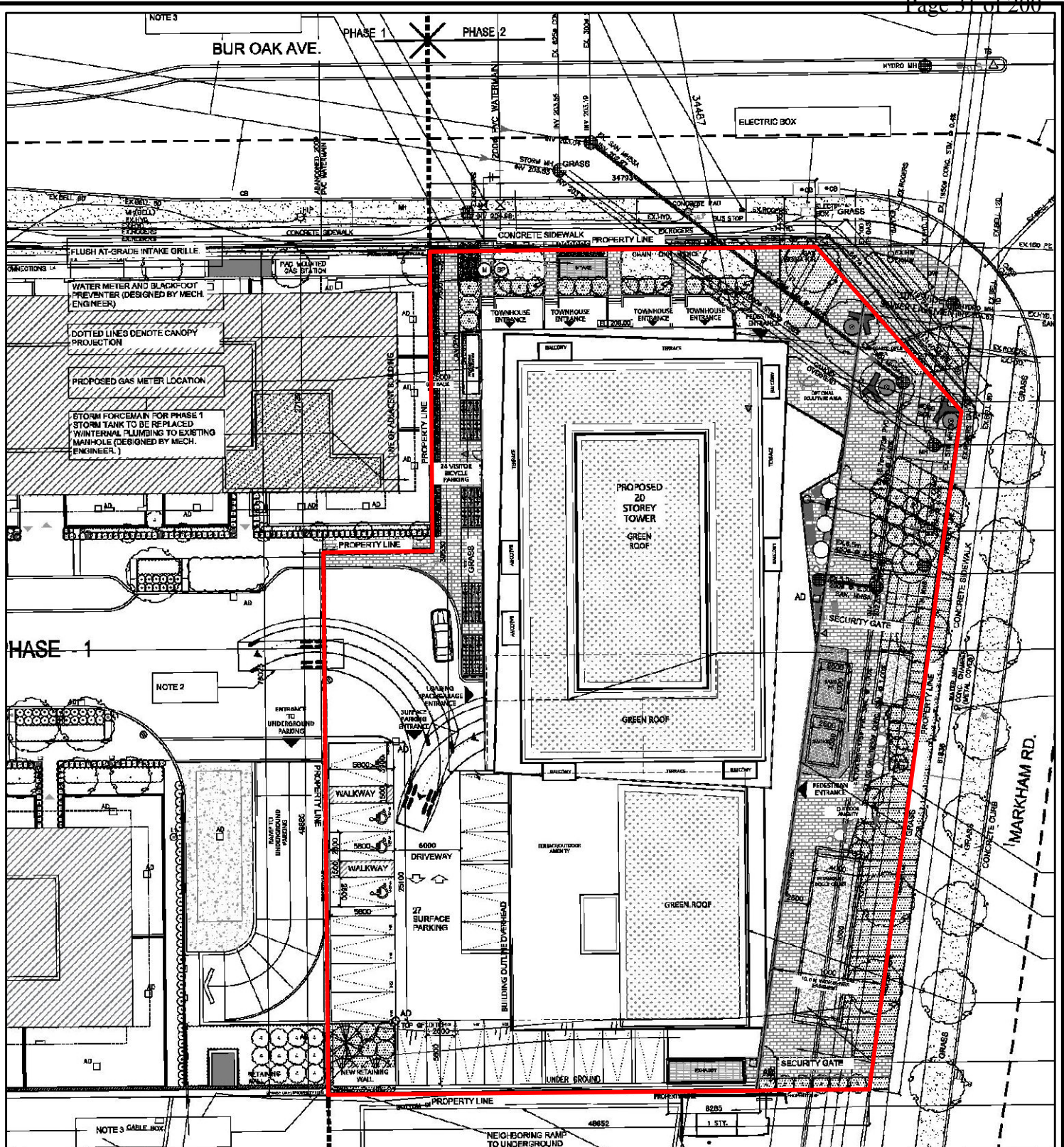


DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: SM

FIGURE No. 3



PROPOSED DEVELOPMENT (SITE PLAN)

APPLICANT: Bur Oak (ARH) Developments Inc.

FILE No. PLAN19130579

 SUBJECT LANDS

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DATE: 7/4/2020



Report to: Development Services Committee

Meeting Date: May 11th, 2020

SUBJECT: Preliminary Report
Incon Holdings (Markham Road) Ltd.
Applications to amend the Official Plan and Zoning By-law to permit medium to high density development at 7350 Markham Road (Ward 7)

File No: PLN 19 141513

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

REVIEWED BY: Ron Blake, M.C.I.P., R.P.P., Ext. 2600
Senior Development Manager

RECOMMENDATION:

1. That the report titled “Preliminary Report, Incon Holdings (Markham Road) Ltd., Applications to amend the Official Plan and Zoning By-law to permit a high density mixed use development at 7350 Markham Road (Ward 7), File No. PLN 19 141513”, be received.

EXECUTIVE SUMMARY:

Not applicable.

PURPOSE:

The purpose of this report is to provide preliminary information on the applications submitted by Incon Holdings (Markham Road) Ltd. to amend the Official Plan and Zoning By-law to permit a high density mixed use development at 7350 Markham Road. This report contains general information in regards to the applicable Official Plan or other policies as well as other issues and the report should not be taken as Staff’s opinion or recommendation on the applications.

The Official Plan and Zoning By-law Amendment applications were deemed complete on December 11th, 2019.

Process to date and next steps

- Community Information Meeting (to be determined)
- A Public Meeting will be scheduled at a future date when appropriate.
- Staff recommendation report
- Submission of Draft Plan of Subdivision application
- Submission of Site Plan application
- Submission of Draft Plan of Condominium application

It should be noted that this application is moving forward during a period when the Province of Ontario has suspended Planning Act timelines for the review of an application and any the appeal to the Local Planning Appeal Tribunal. Under the emergency legislation, municipalities have the discretion to continue the processing of applications, so long as the procedural requirements of the *Planning Act* can be met (e.g. sending of notices, public meetings, etc.). The application will be circulated to commenting departments and agencies. Further, staff will proceed with the normal resolution of issues and case management will be undertaken. At the time of the writing of this report, matters respecting the holding of Public Meetings, finalization of approvals and appeals are still being resolved. The Clerk, Legal Services and Development Services are working together to address the mandatory requirements and any technical issues that arise as a result of the emergency.

BACKGROUND:

Subject site and area context

The subject site (7350 Markham Road) is located at the south-west corner of Markham Road and Golden Avenue and is approximately 2.4 hectares (6 acres) (Figure 1). The subject land has been used as a contractor's construction yard (Dagmar Construction) since the 1980s. There is a six (6) storey apartment building across Golden Avenue on the north-west corner of Markham Road and Golden Avenue and existing low density residential development to the west of the subject land on both the north and south sides of Golden Avenue. There is a four storey apartment building and low density development immediately to the south. There are two eight (8) storey apartment buildings, existing low density residential development, a place of worship as well as commercial development to the east, across Markham Road.

In 2016 a previous site-specific Zoning By-law was enacted by Council and an accompanying site plan applications was endorsed to permit a townhouse development on the subject land. However, the site plan application never advanced to site plan approval and the landowner subsequently sold the subject land.

Proposed development

The applicant is proposing a mix use development comprised of standard, back to back and stacked townhouses, and apartment buildings (see Figure 4). Two (2) 16 storey apartment buildings fronting onto Markham Road are proposed with 8 and 10-storey podiums with both buildings having a total of 593 residential units (see Figure 5). Twenty two, 3-storey townhouses with rear yards are proposed to back onto the existing residential to the west, with a mix of 82, 4-storey stacked and back-to-back townhouses which will be centrally located within the proposed development. An outdoor amenity area is proposed which will contain a tot lot as well as an area for dogs. The proposed overall Floor Space Index (FSI) is approximately 2.69. Further, approximately 146 square metres (1572 square feet) of non-residential uses are proposed on the ground floor of the apartment building. A total of 1,070 parking spaces are required for the entire development and 972 are proposed. The applicant is requesting a parking reduction only for the residential parking spaces in the apartment buildings. The visitors parking

requirement will be exceeded by one (1) parking and five (5) parking spaces will be provided for the non-residential uses which meets the parking requirement. At this time there is one (1) full movement access and one (1) restricted access proposed on Golden Avenue, and one (1) restricted access proposed on Markham Road.

Official Plan and Zoning

The subject land is designated “Mixed Use Mid Rise” in the City’s 2014 Official Plan (as partially approved on November 24th, 2017 and further updated on April 9th, 2018) (the “City’s 2014 Official Plan”). The “Mixed Use Mid Rise” designation provides for a mix of uses including residential buildings up to a maximum height of eight (8) storeys and a maximum FSI of 2.0. An amendment to the City’s 2014 Official Plan is required to redesignate the subject land to “Mixed Use High Rise” which permits a maximum height of 15 storeys and FSI of 3.0. Townhouses and stacked townhouses with a minimum height of three (3) storeys are also provided for. Site-specific exceptions are also being requested to permit an increase in height to 16 storeys and to permit back-to-back townhouses.

The subject land is zoned “Residential Two *566 (Hold) [R2*566 (H)] which permits a site-specific townhouse development. The existing Holding (H) provision requires the Owner to pay to the City their proportionate share of the Markham Road sewer and local sewer upgrade to the satisfaction of the Director of Engineering. An amendment to the Zoning By-law is required to permit the proposed development and to implement appropriate site-specific development standards.

OPTIONS/ DISCUSSION:

Matters identified through the detailed review of these applications will be discussed in a future Staff recommendation report. The following is a preliminary list of matters raised for consideration to date.

1. Evaluate the appropriateness of the proposed Official Plan and Zoning By-law amendments and built form.
2. Examine the compatibility and potential impacts of the proposed development on the existing surrounding neighbourhood.
3. If the proposed Zoning By-law is approved by Council in the future, applicable Section 37 contributions including public art will be determined at that time.
4. If the proposed Official Plan and Zoning By-law amendments are approved a site plan application will be required for the development to proceed. The Site Plan process will require minimum LEED Silver to be achieved for the proposed high density buildings. Sustainable initiatives will also have to be provided for the remainder of the development.
5. A future site plan application will also examine in more detail the building elevations and materials, landscaping, bird-friendly guidelines, amenity space, and determine the appropriate parkland requirements among other things.
6. Future subdivision and condominium applications will also be required.
7. Analysis of the proposed parking reduction is being undertaken.

-
8. Markham Road is under the jurisdiction of the Region of York. The applicant will be required to address any Region of York comments respecting the applications including the proposed access on Markham Road.
 9. Studies submitted in support of the applications are currently under review including a Transportation Impact Study, Planning Justification Study, Functional Servicing Study and Hydrogeological Study. The proposed accesses, traffic impacts, and any servicing capacity constraints or improvements are included in the technical review.

FINANCIAL CONSIDERATIONS

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The applications are being considered within the context of the City's safe and sustainable community strategic priority.

BUSINESS UNITS CONSULTED AND AFFECTED:

The applications have been circulated to internal City departments and external agencies and are currently under review. All conditions and requirements received will be reviewed and where appropriate, will be incorporated into the proposed amendments and any future draft plan and site plan conditions.

RECOMMENDED BY:

Ron Blake, M.C.I.P., R.P.P.
Senior Development Manager

Arvin Prasad, M.C.I.P., R.P.P.
Commissioner of Development Services

ATTACHMENTS:

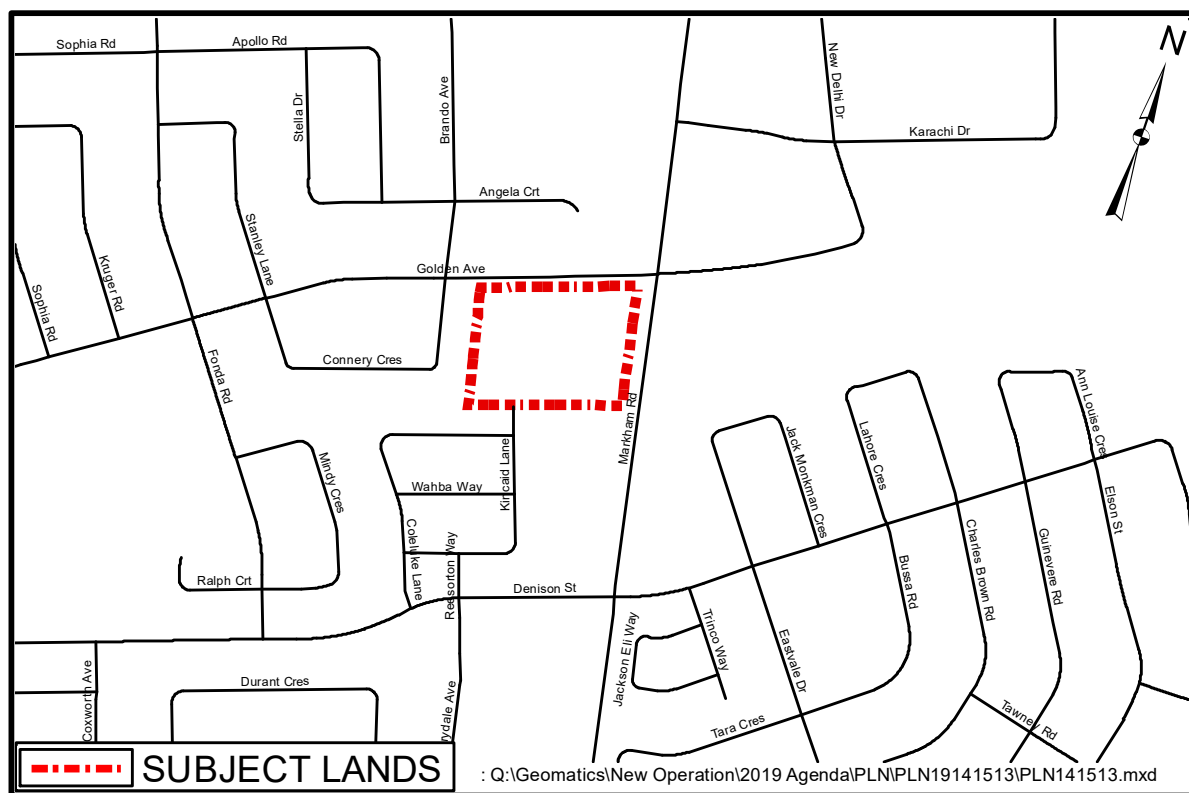
Figure 1: Location Map

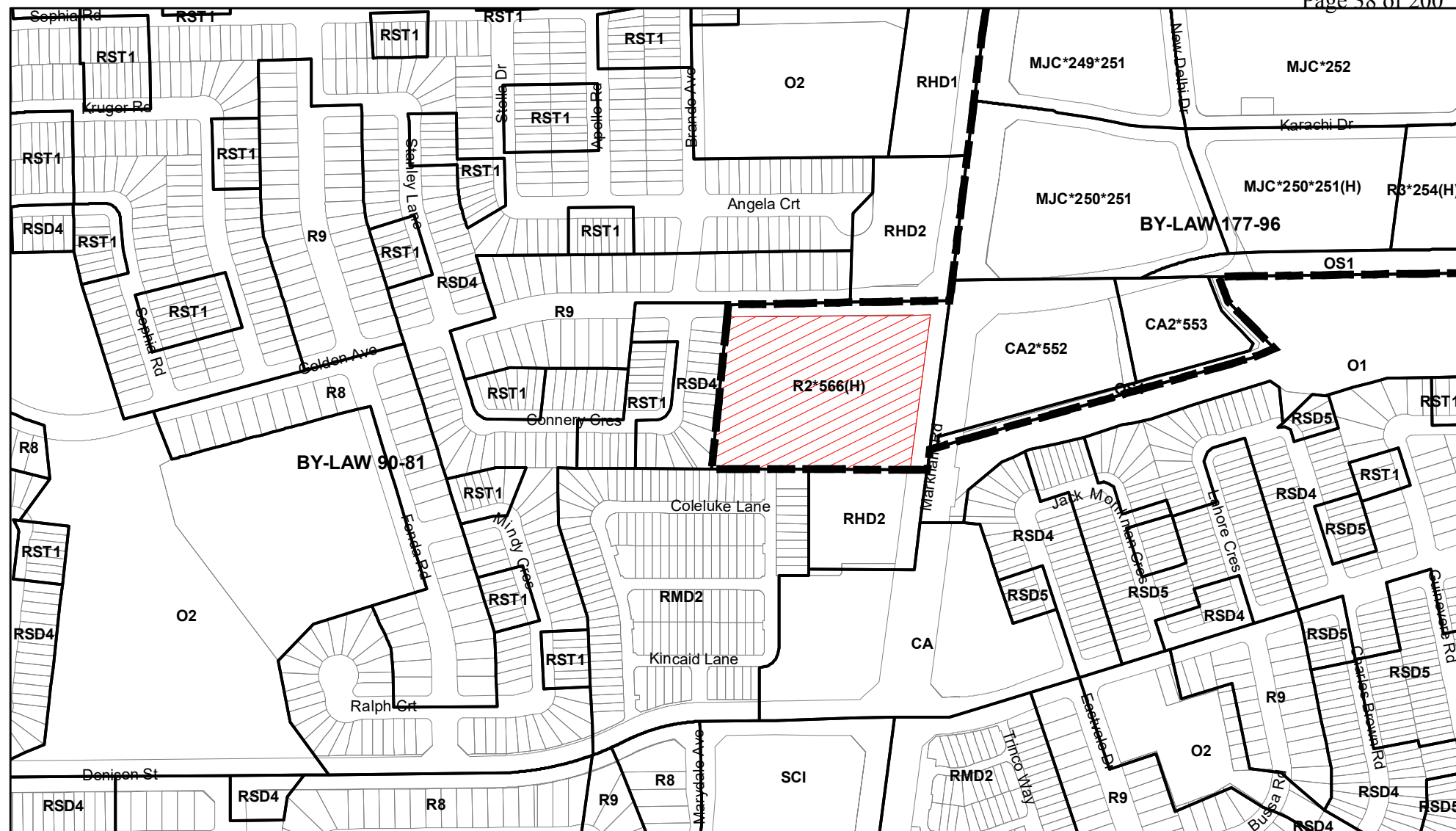
Figure 2: Area Context/ Zoning

Figure 3: Air Photo

Figure 4: Proposed Development

Figure 5: Proposed Rendering (Markham Road)





AREA CONTEXT / ZONING

APPLICANT: Incon Holdings (Markham Rd) Ltd.

FILE No: PLAN19141513

 SUBJECT LANDS



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DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: SM

DATE: 6/4/2020

FIGURE No. 2



AERIAL PHOTO (2019)

APPLICANT: Incon Holdings (Markham Rd) Ltd.

FILE No: PLAN19141513

 SUBJECT LANDS



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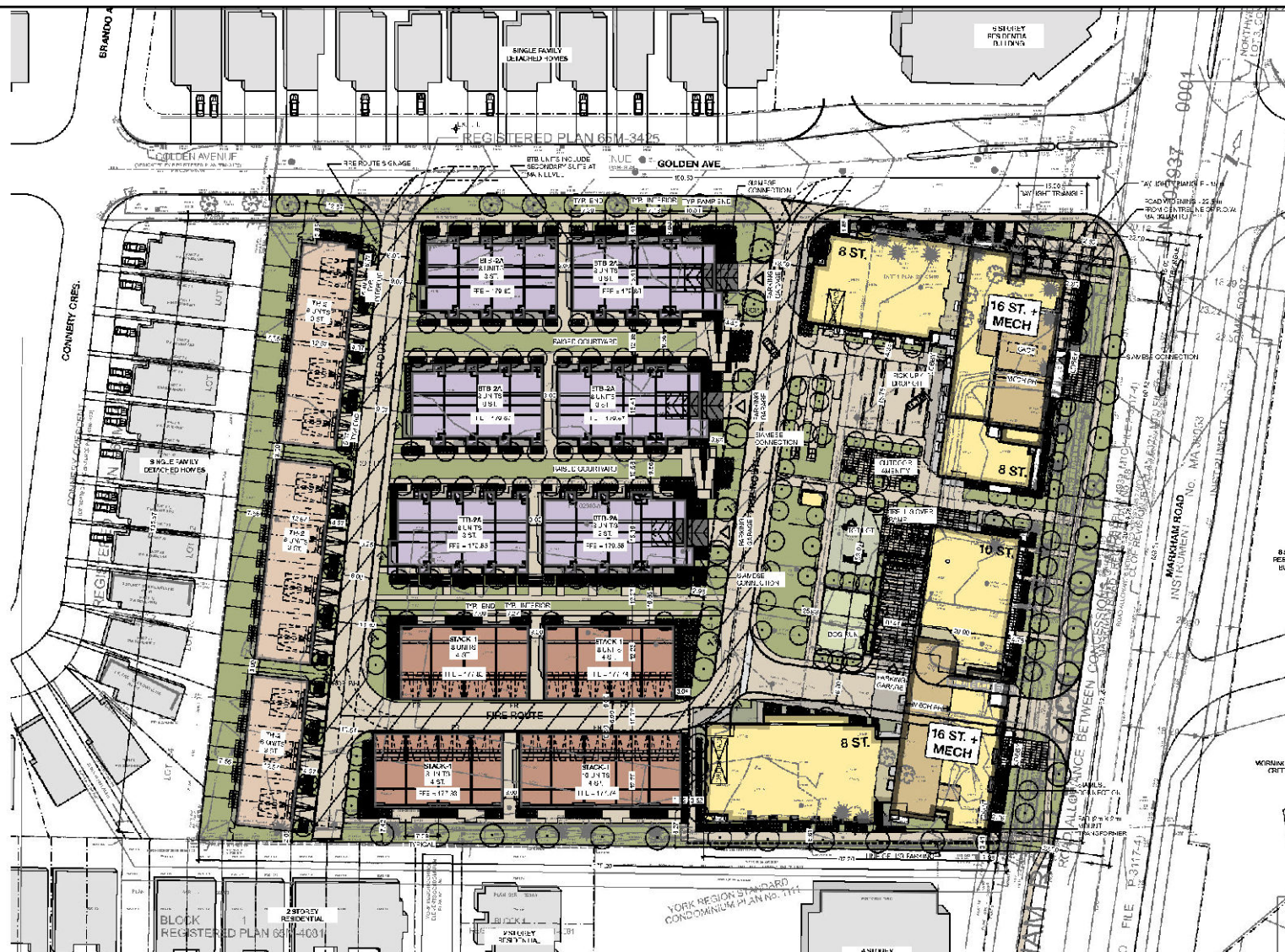
DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: SM

DATE: 6/4/2020

FIGURE No. 3



PROPOSED DEVELOPMENT (SITE PLAN)

APPLICANT: Incon Holdings (Markham Rd) Ltd.

FILE No: PLAN19141513

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MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: SM

DATE: 6/4/2020

FIGURE No. 4





PROPOSED RENDERING ON MARKHAM ROAD

APPLICANT: Incon Holdings (Markham Rd) Ltd.

FILE No: PLAN19141513



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MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: SM

DATE: 6/4/2020

FIGURE No. 5



Report to: Development Services Committee

Meeting Date: May 11, 2020

SUBJECT: PRELIMINARY REPORT
 Application for Zoning By-law Amendment and Draft Plan of Subdivision, submitted by Leporis Construction Inc. at 2705 and 2755 Elgin Mills Road East to facilitate the future development of the subject lands for employment uses (Ward 2)
 File Nos. ZA 16 137567 and SU 16 137567

PREPARED BY: Marty Rokos, MCIP, RPP, ext. 2980, Senior Planner

REVIEWED BY: Ron Blake, MCIP, RPP, ext. 2600, Senior Manager, Development

RECOMMENDATION:

That the report titled “PRELIMINARY REPORT, Application for Zoning By-law Amendment and Draft Plan of Subdivision, submitted by Leporis Construction Inc. at 2705 and 2755 Elgin Mills Road East to facilitate the future development of the subject lands for employment uses (Ward 2)” be received.

PURPOSE:

This report provides preliminary information on applications for Zoning By-law Amendment and Draft Plan of Subdivision. This report contains general information regarding applicable Official Plan (OP) or other policies as well as other issues. The report should not be taken as Staff’s opinion or recommendation on the application.

PROCESS TO DATE:

The applications for Zoning By-law Amendment and Draft Plan of Subdivision were deemed complete on May 4, 2016.

Next Steps

- Statutory Public Meeting to be held when deemed appropriate;
- Recommendation Report; and
- If supported by Committee, draft plan approval and enactment of the proposed Zoning By-law Amendment.

Application Processing

It should be noted that this application is moving forward during a period when the Province of Ontario has suspended Planning Act timelines for the review of an application and any appeal to the Local Planning Appeal Tribunal. Under the emergency legislation, municipalities have the discretion to continue the processing of applications, so long as the procedural requirements of the Planning Act can be met (e.g. sending of notices, public meetings, etc.). The application will be circulated to commenting departments and agencies. Further, staff will proceed with the normal resolution of issues, and case

management will be undertaken. At the time of the writing of this report, matters respecting the holding of Public Meetings, finalization of approvals and appeals are still being resolved. The Clerk, Legal Services and Development Services are working together to address the mandatory requirements and any technical issues that arise as a result of the emergency.

BACKGROUND:

On April 8, 2016 the applicant submitted a complete application for Zoning By-law Amendment and Draft Plan of Subdivision. The lands subject to the application are made up of two separate parcels being developed as a single site and are located on the south side of Elgin Mills Road East, between Woodbine Avenue and Highway 404. They have an area of approximately 7.8 ha (19.4 acres) with a frontage of approximately 210 m (688 ft) on Elgin Mills Road East. A single detached dwelling on the subject lands is proposed to be demolished. (See Figures 1 to 3.)

On July 11, 2006, the previous owners of the subject lands appealed Draft Plan of Subdivision 19T-95075 (see Figure 7) and the related by-laws to the Ontario Municipal Board (OMB). Draft Plan 19T-95075 abuts the subject lands and includes the Clera Holdings site on Block 73, which is currently under development (file number PLAN/SPC 19 123509). The primary reason for the appeal was that multiple stream corridors were planned to be consolidated into a single stream and wildlife corridor between the subject lands and the Clera Holdings property. This resulted in a wider corridor mostly on the subject lands, reducing the developable area of these lands. The parties entered mediation, which was successful and a settlement was reached. The Minutes of Settlement were issued by the OMB on December 18, 2006.

The draft plan includes part of a planned natural wildlife corridor that will reach south along Carleton Creek and north to a stormwater management pond on the north side of Elgin Mills Road. This wildlife corridor is largely on the Leporis lands discussed in this report. Further discussion about the wildlife corridor can be found in the Options/Discussion section of the report.

The surrounding land uses are as follows:

North:	Elgin Mills Road East, stormwater management pond, residential lands designated "Service Employment"
East:	Gas station and vacant lands designated "Service Employment" which are the subject of a rezoning and site plan application
South:	Vacant lands designated "Business Park Employment" and "Greenway"
West:	Vacant lands designated "Greenway", "Business Park Employment", and "Service Employment" which are the subject of a subdivision and rezoning application

Proposal

The applicant is proposing to rezone and subdivide the subject lands and create blocks as summarized in Table 1 below to facilitate the future development of the lands for employment use (see Figure 6).

Table 1: Proposed Draft Plan of Subdivision

Block Number	Use	Size (ha)
1-2	Employment	5.635
3-4	Natural wildlife corridor	1.495
5	0.3 m reserve	0.005
6	Open space	0.220
Street “1”	22 m municipal road	0.480
Total		7.835

A site plan application has not been submitted at this time. Street “1” is proposed as a municipal road with a 22 m right of way that terminates at the westerly property line. The road would also provide access to the abutting Flato Developments Inc. site at 2695 Elgin Mills Road East, which is subject to separate applications for Zoning By-law Amendment and Draft Plan of Subdivision under File No. PLAN 19 119540 (see Figure 8).

A conceptual site plan has been submitted to demonstrate how the site may develop with a future site plan application (See Figure 5). The conceptual site plan shows six buildings on the subject lands with a total gross floor area (GFA) of approximately 21,236 m². The plan is split into two sites: Site A is on the south side of Future Street “1” and is proposed to be developed as a multi unit industrial building. Site B, on the north side of Future Street “1”, includes a proposed convention centre, two multi unit commercial buildings, a stand-alone restaurant, and a 3-storey office building. Both surface and underground parking are proposed. Staff have been working with the applicant to refine the development concept.

The proposed zoning by-law splits the property into site specific Business Corridor (BC) and Business Park (BP) Zones. The following uses are proposed, in addition to the uses already permitted in the BC and BP Zones:

- Motor vehicle body shop
- Child care centre
- Place of entertainment
- Place of amusement
- Day kennel
- Pet grooming
- Commercial school
- Commercial fitness centre

A more detailed discussion on the proposed zoning by-law can be found in the Zoning section of this report.

Official Plan 2014

The subject lands are designated “Employment Area – Service Employment”, “Employment Area – Business Park Employment” and “Greenway – Natural Heritage Network” under the 2014 Official Plan (as partially approved on November 24, 2017 and further updated on April 9, 2018) (see Figure 4).

The “Business Park Employment” designation applies to lands adjoining 400 series highways and is to be planned and developed for prestige industrial and office development, frequently in larger scale buildings located on large properties. This designation is intended to provide strategic locations planned and developed for prestige, larger scale, industrial and office development in business park settings offering high visibility and excellent access to 400 series highways, arterial roads, and transit services.

Lands designated “Service Employment” are intended to accommodate uses that serve and support other business uses and employees in Markham, but that are not provided for in other ‘Employment Lands’. Some of these uses may also serve residents.

The “Natural Heritage Network” designation is a core element of the Greenway System and includes remaining examples of Markham’s natural ecosystem which are essential for preserving biodiversity. The “Natural Heritage Network” designation applies to the proposed natural wildlife corridor and part of the southerly portion of the subject lands.

The subject applications were submitted on April 8, 2016 and deemed complete on May 4, 2016. At that time, the 2014 Official Plan was approved by Council but several sections were under appeal, including the Employment Lands and Greenway System policies. Because the policies of the 1987 Official Plan were in effect when the application was submitted, these are the policies that apply to the subject applications. However, the policies of the 2014 Official Plan represent Council policy and must be taken into account when reviewing the application.

Official Plan 1987

The subject lands are designated “Industrial – Business Corridor Area”, “Industrial – Business Park Area”, and “Valleylands” under the 1987 Official Plan.

The “Business Park Area” designation applies to office and industrial business parks characterized by development displaying high design standards including corporate head offices and research facilities. Generally, these lands have exposure to provincial highways or major arterial roads and are served by public transit.

Lands designated “Business Corridor Area” are intended for industrial and office uses that require the exposure offered by locations in corridors along major road frontages to accommodate the business and service needs of the nearby employment areas that they serve.

The “Valleylands” designation includes lands that are intended for preservation and conservation in their natural state. The “Valleylands” designation applies to the proposed natural wildlife corridor and part of the southerly portion of the subject lands.

The “Business Park Area” designation provides for commercial schools and entertainment uses subject to the review of a specific development proposal and rezoning. Entertainment uses may only be permitted where internally integrated as a component of an office building or hotel. The “Business Corridor Area” designation provides for entertainment uses subject to the review of a specific development proposal and rezoning.

Zoning

The subject lands are zoned “Rural Residential Four (RR4) Zone” by By-law 304-87, as amended. The RR4 Zone permits rural residential uses. A rezoning is required to develop the site for employment uses. The proposed application for zoning by-law amendment would incorporate the subject lands into By-law 177-96 and rezone the subject lands to “Business Corridor*AAA (BC*AAA) Zone”, “Business Park*BBB (BP*BBB) Zone”, and “Open Space One (OS1) Zone” in accordance with the corresponding Official Plan designations. Site specific provisions are proposed for several items, including parking, landscaping, floor space index, drive through service facilities, loading spaces, and retail premises. The proposed additional uses are summarized in Table 2.

Table 2: Proposed additional uses

Zone	Proposed Additional Uses
BC*AAA	Motor vehicle body shop Child care centre Place of entertainment Place of amusement Day kennel Pet grooming
BP*BBB	Child care centre Place of entertainment within an office building or a building containing a hotel Commercial schools Commercial fitness centres Day kennel

The draft zoning by-law submitted by the applicant proposes to permit a motor vehicle body shop in the “Business Corridor Area” designation, however automobile repair uses are prohibited by the 1987 Official Plan.

OPTIONS/ DISCUSSION:

The following is a brief summary of the matters raised to date. These matters, and others identified through the circulation and detailed review of the proposal, will be addressed, if necessary, in a final report to the Committee:

-
1. The establishment of the wildlife corridor discussed in the Background section of this report is triggered by the development of Block 73, which is the abutting Clera Holdings site. The Minutes of Settlement state that if the wildlife corridor has not been constructed before the development of Block 73, Clera Holdings shall construct the wildlife corridor in its entirety prior to or as a condition of the development of a site plan. To allow the establishment of the wildlife corridor, the Minutes of Settlement require the owner of the subject lands to grant licenses and/or easements to Clera Holdings and/or the City, as required, and to enter into a cost sharing agreement. The applicant has informed staff that they are working with Clera Holdings on these matters.
 2. At the Development Services Committee meeting on December 9, 2019, Council asked representatives from Leporis and Flato Developments Inc. to further integrate the planning of the subject lands and 2695 Elgin Street East, or potentially develop both as a single site. Further integration between the two sites has not been pursued by the owners.
 3. Resolve any issues resulting from the review of technical studies including the Planning Justification Report, Environmental Site Assessment, Functional Servicing Report, and Noise Impact Assessment.
 4. Resolve comments from the Toronto and Region Conservation Authority (TRCA), including existing conditions/features, removals and compensation, the functional design of the natural wildlife corridor, floodplain modelling, and stormwater management.
 5. Confirm any outstanding financial obligation, including but not limited to cash in lieu of parkland dedication and tree replacement/compensation.

FINANCIAL CONSIDERATIONS

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The proposed development is to be evaluated in the context of growth management, environmental, and strategic priorities of Council.

BUSINESS UNITS CONSULTED AND AFFECTED:

The applications have been circulated to various City departments and external agencies and are currently under review.

RECOMMENDED BY:

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

Arvin Prasad, M.C.I.P., R.P.P.
Commissioner of Development Services

ATTACHMENTS:

Figure 1 – Location Map

Figure 2 – Area Context/Zoning

Figure 3 – Aerial Photo (2019)

Figure 4 – Official Plan Land Use

Figure 5 – Conceptual Site Plan

Figure 6 – Proposed Draft Plan

Figure 7 – Draft Plan of Subdivision 19T-95075

Figure 8 – Conceptual Site Plan at 2695 Elgin Mills Road East

AGENT:

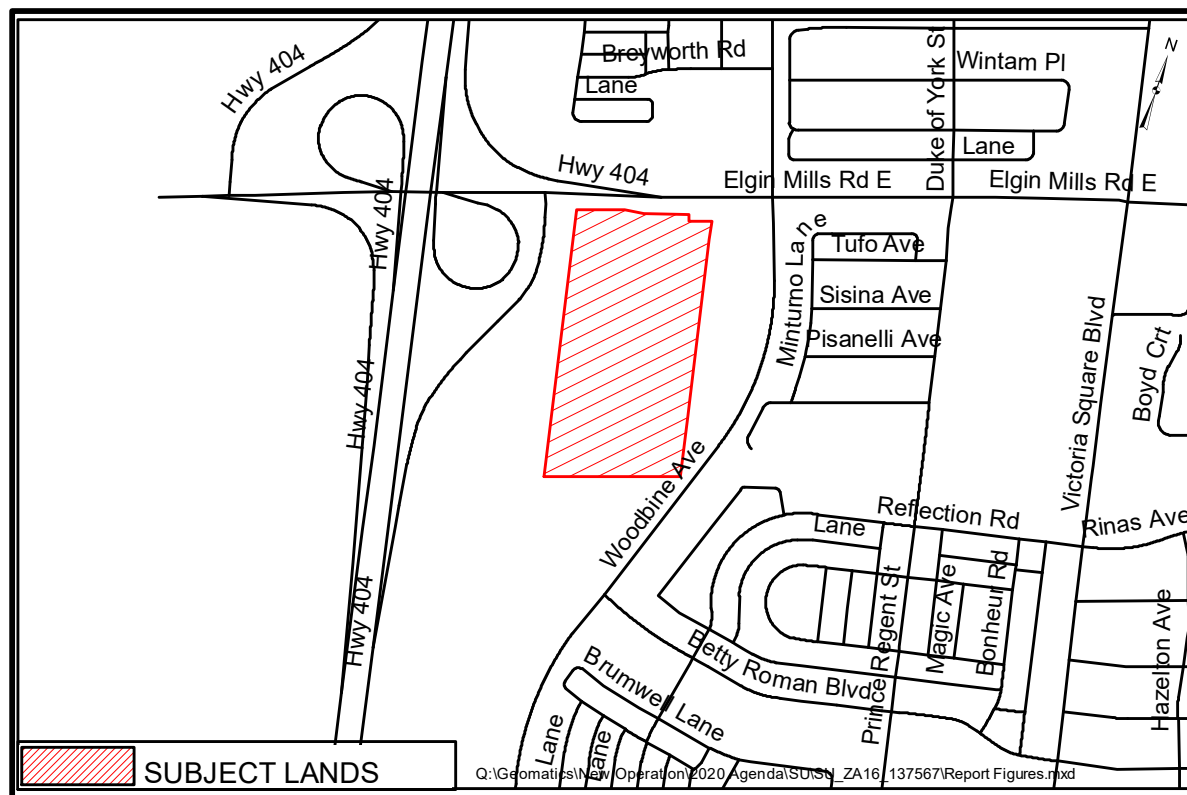
Lisa La Civita

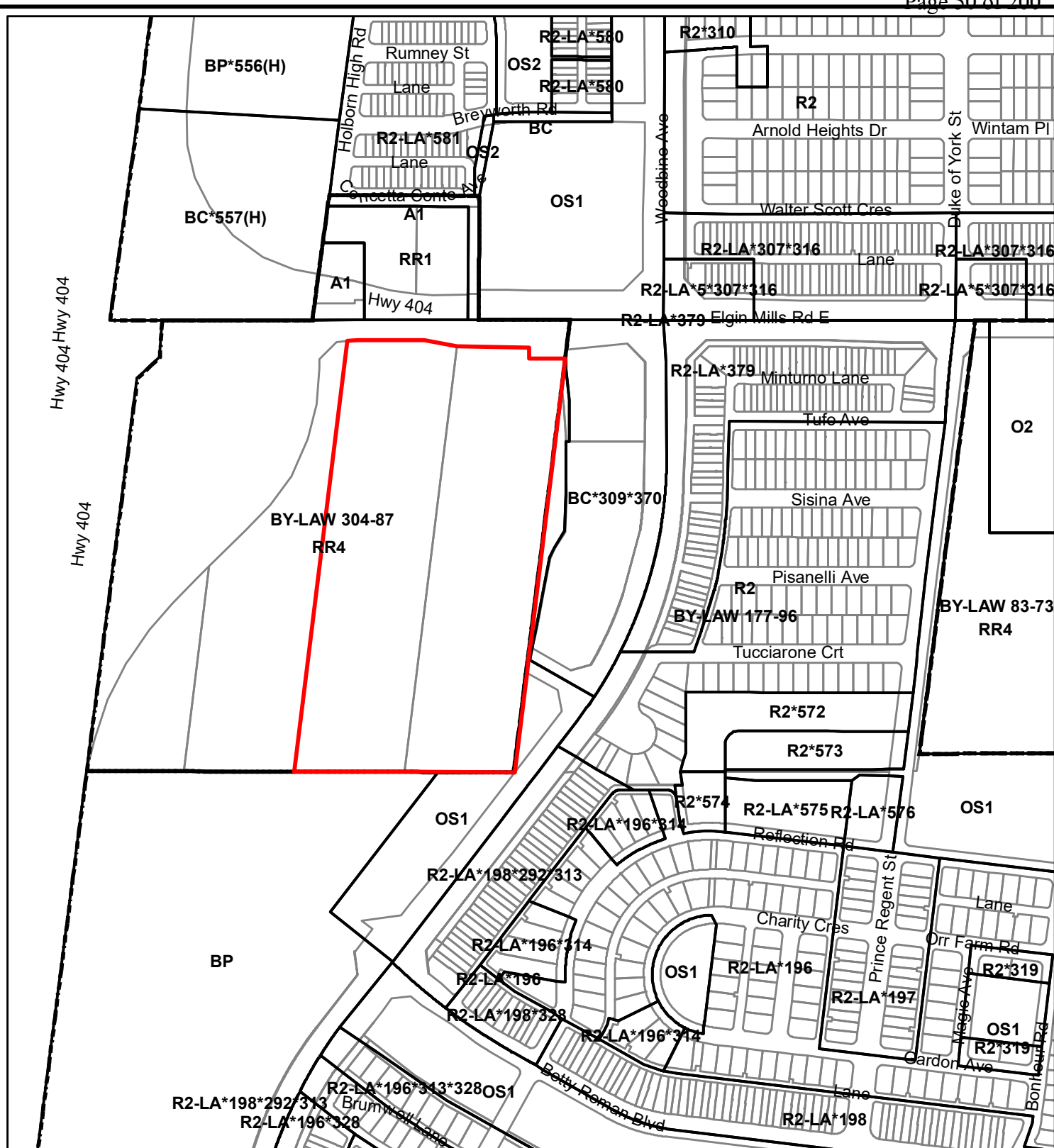
Armland Group

8700 Dufferin Street

Concord, Ontario L4K 4S6

Tel.: 905-660-3765 ext. 535





AREA CONTEXT / ZONING

APPLICANT: Leporis Construction Inc.
2705 & 2755 Elgin Mills Road East

FILE No. SU ZA16137567

 SUBJECT LANDS

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DATE: 14/04/2020



AERIAL PHOTO (2019)

APPLICANT: Leporis Construction Inc.
2705 & 2755 Elgin Mills Road East

FILE No. SU ZA16137567

 SUBJECT LANDS

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DATE: 14/04/2020



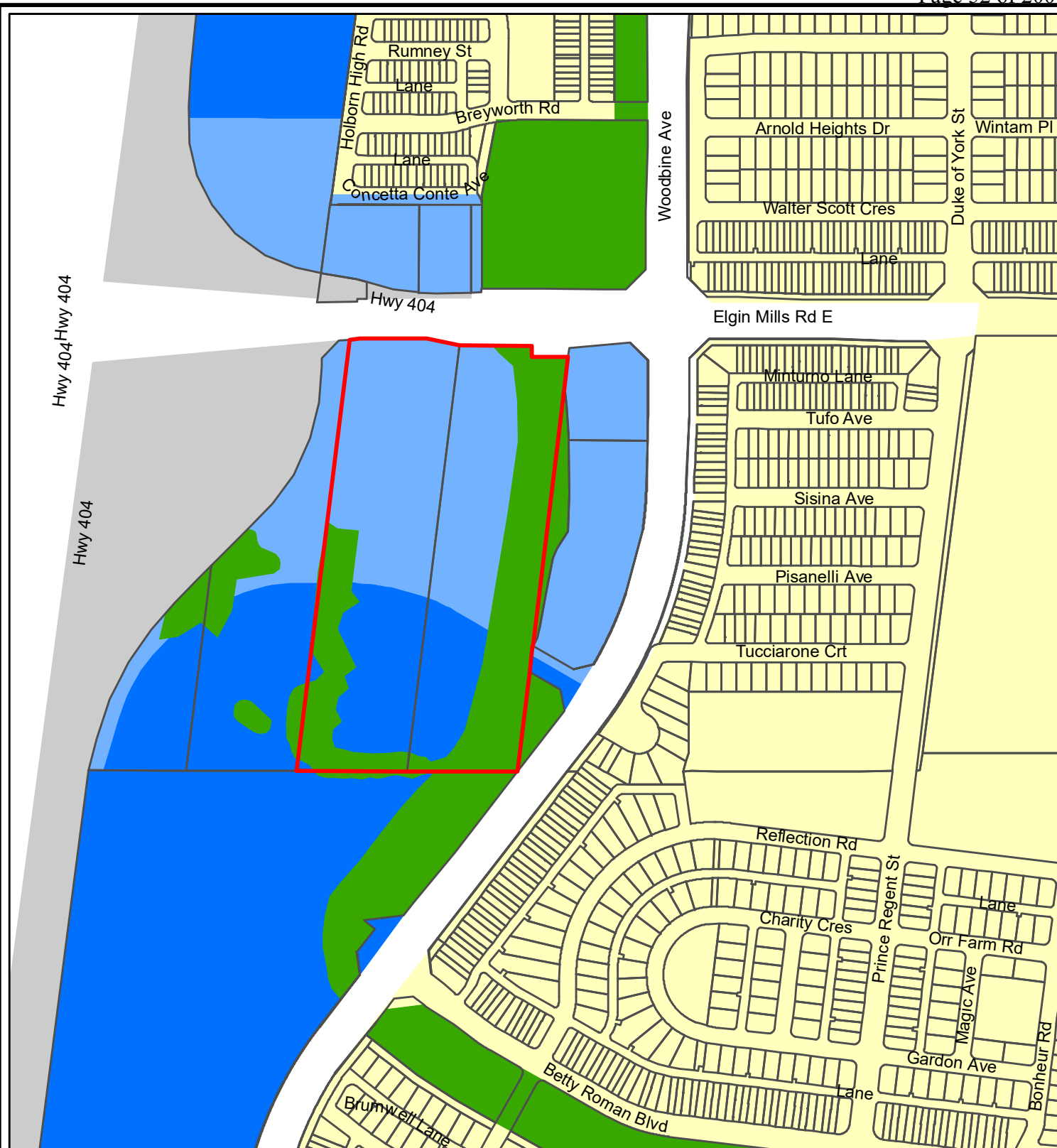
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FIGURE No. 3





OFFICIAL PLAN LAND USE

APPLICANT: Leporis Construction Inc.
2705 & 2755 Elgin Mills Road East

FILE No. SU ZA16137567

Business Park Employment
Service Employment
Residential Low Rise

Transportation and Utilities
Greenway

 SUBJECT LANDS

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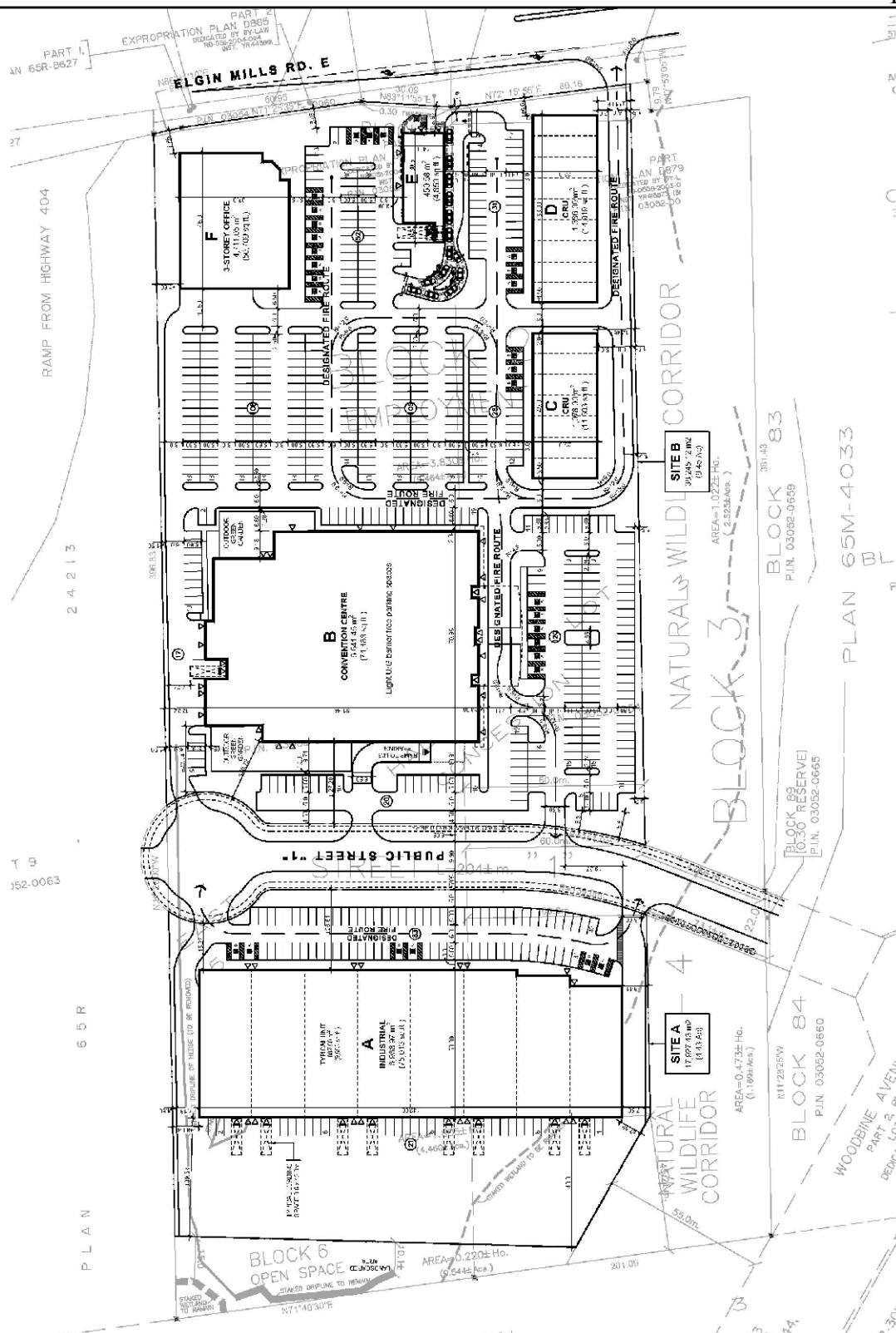


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FIGURE No. 4



CONCEPTUAL SITE PLAN

APPLICANT: Leporis Construction Inc.
2705 & 2755 Elgin Mills Road East

FILE No. SU ZA16137567

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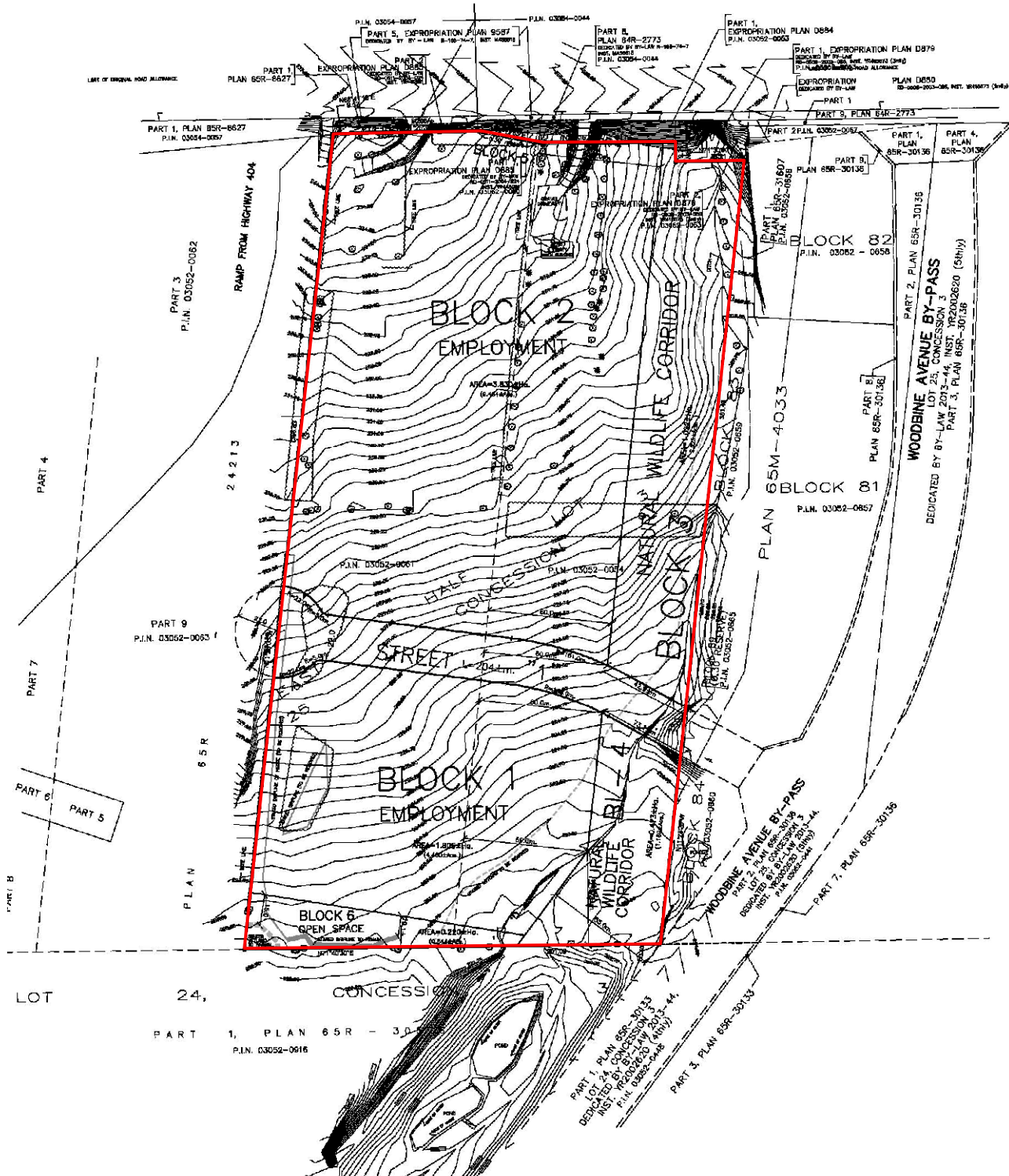
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FIGURE No. 5

(REGIONAL ROAD 49)
 (KNOWN AS) **ELGIN MILLS ROAD EAST**
 (ROAD ALLOWANCE BETWEEN LOTS 25 AND 26, CONCESSION 3)



PROPOSED DRAFT PLAN

APPLICANT: Leporis Construction Inc.
 2705 & 2755 Elgin Mills Road East

FILE No. SU ZA16137567

 SUBJECT LANDS

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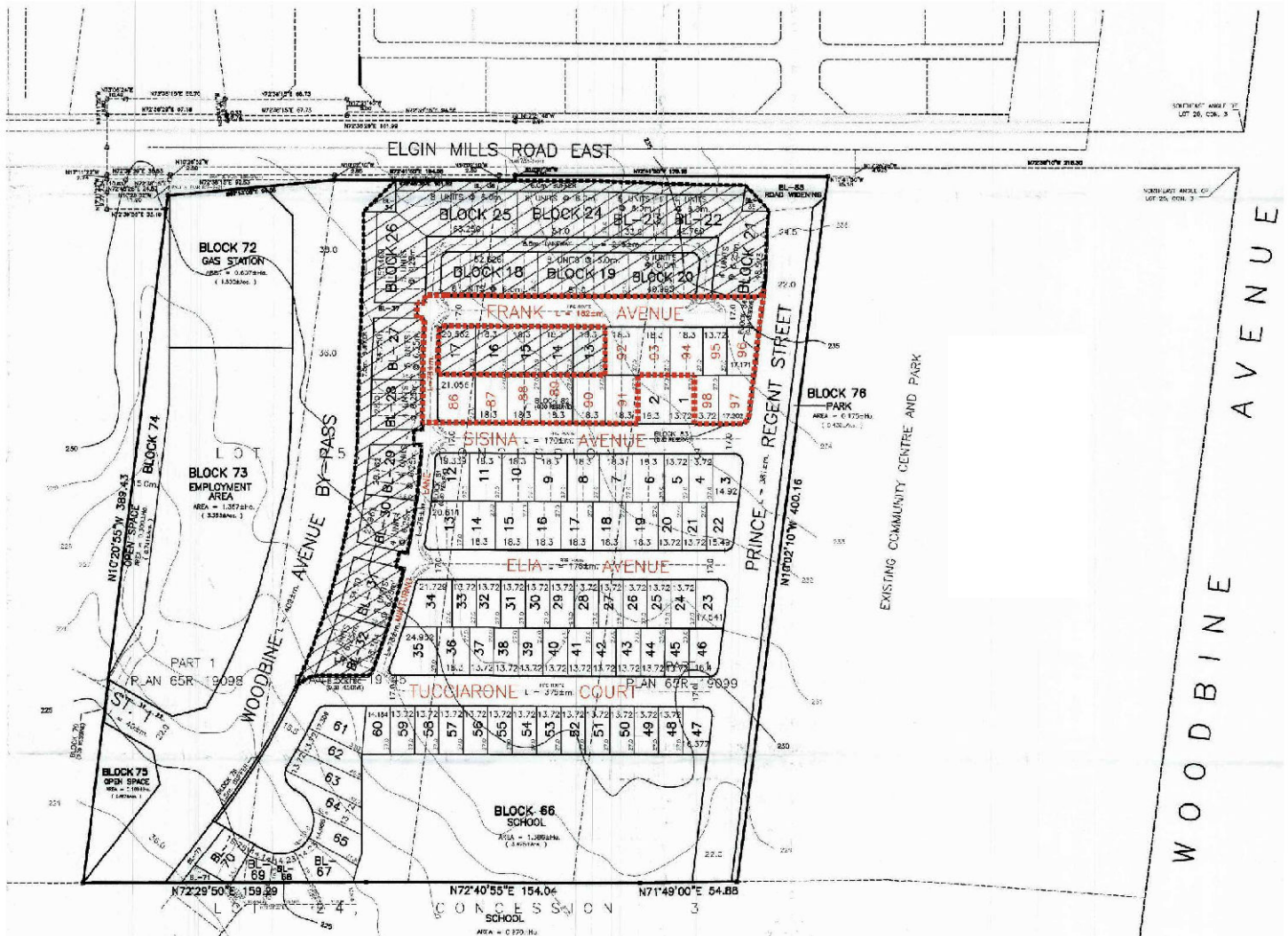


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FIGURE No. 6



DRAFT PLAN 19T-95075

APPLICANT: Leporis Construction Inc.
2705 & 2755 Elgin Mills Road East

FILE No. SU ZA16137567

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FIGURE No. 7



Not to Scale

Legend

- 1 Convention Centre
- 2 Hotel
- 3 Office
- 4 Loading Area
- P Ramp to Below Grade Parking
- ▲ Building Entrance

Site Boundary

14.0 m MTO Setback

Developable Area Boundary

15.0 m Buffer

Natural Feature

ELGIN MILLS ROAD EAST

HIGHWAY 404 CFF-RAMP

LANDS BY
OTHER OWNERPROPOSED
ROAD RIGHT-OF-WAY

Statistics		
Gross Floor Area		
Convention Centre	930 sq.m. (Approx.)	
Hotel (5-Storeys)	5700 sq.m. (Approx.)	
Office (3-Storeys)	2600 sq.m. (Approx.)	
Parking		
Required Parking	Provided Parking	
Convention Centre	89	Surface 181
Hotel	106	Below-Grade 100
Office	82	
TOTAL PARKING	277	281

* STATISTICS ARE APPROXIMATE AND SUBJECT TO CHANGE

BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

Concept Plan 2695 Elgin Mills East
Markham, ON

Project Number 17104 Date May 2019

CONCEPTUAL SITE PLAN AT 2695 ELGIN MILLS ROAD EAST

APPLICANT: Leporis Construction Inc.
2705 & 2755 Elgin Mills Road East

FILE No. SU ZA16137567

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DATE: 14/04/2020



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FIGURE No. 8



Report to: Development Services Committee

Meeting Date: May 11, 2020

SUBJECT: PRELIMINARY REPORT
 Application for Zoning By-law Amendment, submitted by Clera Holdings Inc. on Block 81, Registered Plan 65M-4033 (west side of Woodbine Avenue, south of Elgin Mills Road East) to facilitate the development of three one storey buildings and a two storey building with a GFA of 3,697 m² (Ward 2)
 File No. PLAN 19 123509

PREPARED BY: Marty Rokos, MCIP, RPP, ext. 2980, Senior Planner

REVIEWED BY: Ron Blake, MCIP, RPP, ext. 2600, Senior Manager, Development

RECOMMENDATION:

That the report titled “PRELIMINARY REPORT, Application for Zoning By-law Amendment, submitted by Clera Holdings Inc. on Block 81, Registered Plan 65M-4033 (west side of Woodbine Avenue, south of Elgin Mills Road East) to facilitate the development of three one storey buildings and a two storey building with a GFA of 3,697 m² (Ward 2)” be received.

PURPOSE:

This report provides preliminary information on applications for Zoning By-law Amendment. This report contains general information regarding applicable Official Plan (OP) or other policies as well as other issues. The report should not be taken as Staff’s opinion or recommendation on the application.

PROCESS TO DATE:

The application for Zoning By-law Amendment was deemed complete by the City on July 30, 2019.

Next Steps

- Statutory Public Meeting when deemed appropriate;
- Recommendation Report;
- If supported by committee, enactment of the proposed zoning by-law; and
- Site plan endorsement and approval;

Application Processing

It should be noted that this application is moving forward during a period when the Province of Ontario has suspended Planning Act timelines for the review of an application and any appeal to the Local Planning Appeal Tribunal. Under the emergency legislation, municipalities have the discretion to continue the processing of applications, so long as the

procedural requirements of the Planning Act can be met (e.g. sending of notices, public meetings, etc.). The application will be circulated to commenting departments and agencies. Further, staff will proceed with the normal resolution of issues, and case management will be undertaken. At the time of the writing of this report, matters respecting the holding of Public Meetings, finalization of approvals and appeals are still being resolved. The Clerk, Legal Services and Development Services are working together to address the mandatory requirements and any technical issues that arise as a result of the emergency.

BACKGROUND:

On July 9, 2019 the applicant submitted a complete application for Zoning By-law Amendment. The property subject to the application is located on the west side of Woodbine Avenue, south of Elgin Mills Road. It has an area of approximately 13,865 m² (149,239 ft²) with a frontage of approximately 215 m (705 ft) on Woodbine Avenue. There are no buildings on the property. (See Figures 1 to 3.)

On July 11, 2006, the owners of the abutting lands to the west appealed Draft Plan of Subdivision 19T-95075 (covering the subject lands and additional lands on the east side of Woodbine Avenue, see Figure 7) and the related by-laws to the Ontario Municipal Board (OMB). The subject lands are Block 73 on Draft Plan 19T-95075. The appellant's lands included 2705 and 2755 Elgin Mills Road East, which are currently owned by Leporis Construction Inc. and subject to current development applications (file numbers ZA 16 137567 and SU 16 137567). The primary reason for the appeal related to multiple stream corridors which were planned to be consolidated into a single stream and wildlife corridor between the subject lands and the Leporis properties. This resulted in a wider corridor mostly on the Leporis lands, reducing the developable area of those lands. The parties entered mediation, which was successful and a settlement was reached. The Minutes of Settlement were issued by the OMB on December 18, 2006. The Minutes of Settlement establish certain conditions requiring preservation of the natural wildlife corridor as part of the development of the subject lands and the Leporis lands to the west which are summarized in the Options/Discussion section below.

The surrounding land uses are as follows (see Figure 2):

North:	Gas station and Elgin Mills Road East.
East:	Woodbine Avenue and low rise residential lands.
South:	Vacant lands designated "Business Park Employment" and "Greenway"
West:	Vacant lands designated "Greenway", "Business Park Employment", and "Service Employment" which are the subject of subdivision and rezoning applications.

Proposal

The applicant is proposing a retail and office development, including restaurants and a day care, with a total gross floor area (GFA) of 3,697 m² (39,794 ft²) in four buildings as follows (see Figure 5):

Building 'A':	2 storeys, 1090 m ² (11,733 ft ²)
Building 'B':	2 storeys, 769 m ² (8,277 ft ²)
Building 'C':	1 storey, 1,012 m ² (10,990 ft ²)
Building 'D':	1 storey, 826 m ² (8,891 ft ²)

184 parking spaces are proposed plus 8 bicycle parking spaces. The northerly vehicle access is proposed to be the existing driveway to the abutting gas station on the north side of the proposed development. This driveway straddles the mutual property line and is intended to serve both properties. The southerly vehicle access would be from an extension of the existing municipal road stub abutting the subject lands to the south.

A site plan application has been submitted under File No. SPC 19 123509 (See Figure 5). Delegation By-law 2002-202 states that the Director of Planning and Urban Design is delegated authority to approve a site plan for new retail and commercial development with a total GFA of less than 4,700 m².

A Zoning By-law amendment application has been submitted to establish site specific development standards including the front yard setback, parking depth, and landscaping as well as and permit a day care centre and a restaurant use on the second floor.

Official Plan 2014

The subject lands are designated "Employment Area – Service Employment" under the 2014 Official Plan (as partially approved on November 24, 2017 and further updated on April 9, 2018) (see Figure 4). Lands designated "Service Employment" are intended to accommodate uses that serve and support other business uses and employees in Markham, but that are not provided for in other 'Employment Lands'. Some of these uses may also serve residents.

The "Service Employment" designation provides for office uses as a main use and limits retail to a maximum of 50% of the total gross floor area of the building or 3,000 m², whichever is less. Restaurants and day care centres are permitted as discretionary uses subject to a site specific zoning by-law amendment. A day care centre may only be permitted as part of an office building.

The proposed uses are provided for by the Official Plan.

Zoning

The subject lands are zoned "Business Corridor (BC*309*370) Zone" by By-law 177-96, as amended. The BC*309*370 Zone permits a range of commercial and employment uses including retail stores, business offices and restaurants. Day care centres are not permitted and restaurants are permitted only in the first storey of an office building or as an accessory use to a hotel or trade and convention centre.

The proposed site specific BC Zone would permit a day care centre and a stand alone restaurant without the above restrictions.

OPTIONS/ DISCUSSION:

The following is a brief summary of the matters raised to date. These matters, and others identified through the circulation and detailed review of the proposal, will be addressed, if necessary, in a final report to the Committee:

1. The timing of the restoration of the wildlife corridor discussed in the Background section of this report is triggered by the development of the subject lands. The Minutes of Settlement state that if the wildlife corridor has not been constructed before the development of Block 73, Clera Holdings shall construct the wildlife corridor in its entirety prior to or as a condition of the development of a site plan. To allow the establishment of the wildlife corridor, the Minutes of Settlement require the abutting landowner to grant licenses and/or easements to Clera Holdings and/or the City, as required, and to enter into a cost sharing agreement. The applicant has informed staff that they are working with Leporis on these matters.
2. Mutual driveway easement required for north driveway to be a condition of site plan endorsement.
3. Resolve any issues resulting from the review of technical studies including the Planning Rationale, Environmental Site Assessment, Environmental Impact Study, Functional Servicing and Stormwater Management Report, and Noise Report.
4. Resolve any issues relating to the site layout, including traffic circulation, animation of building frontages facing Woodbine Avenue, and the day care centre outdoor play area. These matters will be addressed as part of the site plan review.
5. Resolve the design of the natural wildlife corridor in accordance with OMB Minutes of Settlement, including a detailed natural channel design, plant species, and fencing as part of the site plan review.
6. Confirm any outstanding financial obligation, including but not limited to cash in lieu of parkland dedication and, tree replacement/compensation. ,
7. Resolve any issues relating to the natural heritage corridor west of the subject lands.

FINANCIAL CONSIDERATIONS

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The proposed applications are being reviewed in the context of the City's Strategic Priorities of Safe Sustainable and Complete Community.

BUSINESS UNITS CONSULTED AND AFFECTED:

The applications have been circulated to various City departments and external agencies and are currently under review.

RECOMMENDED BY:

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

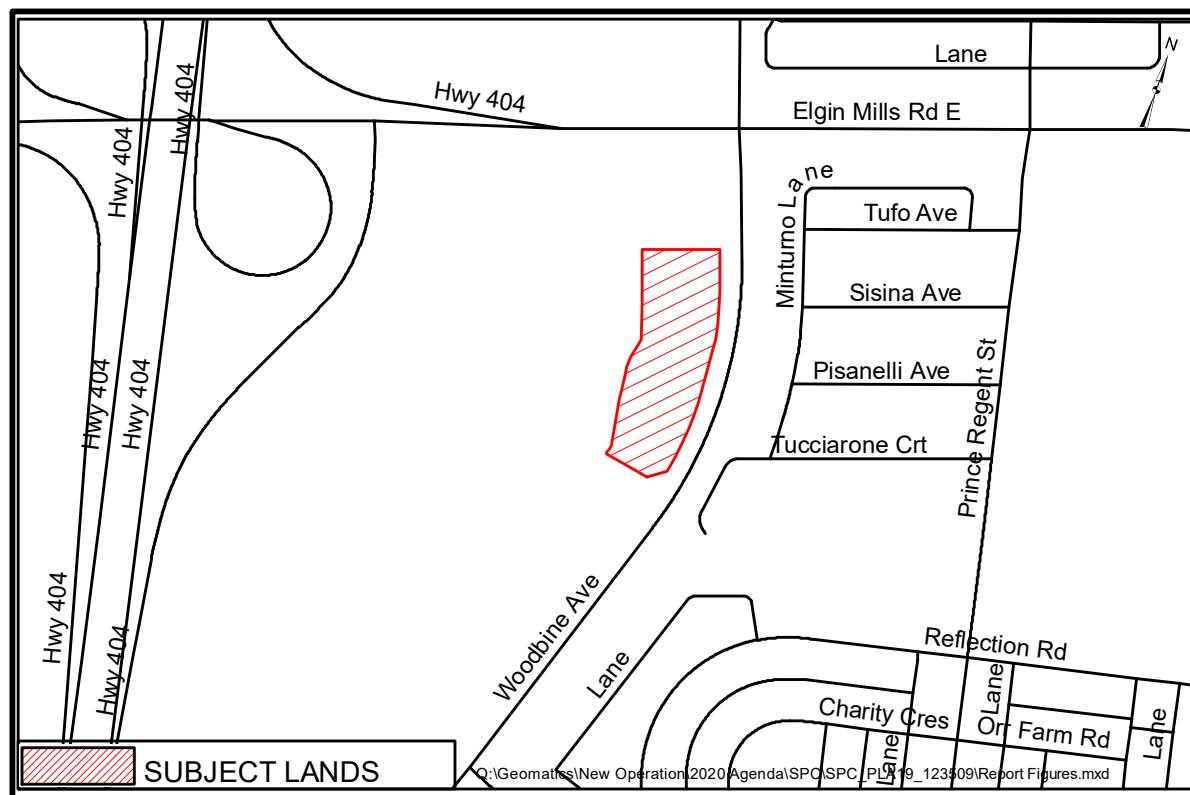
Arvin Prasad, M.C.I.P., R.P.P.
Commissioner of Development Services

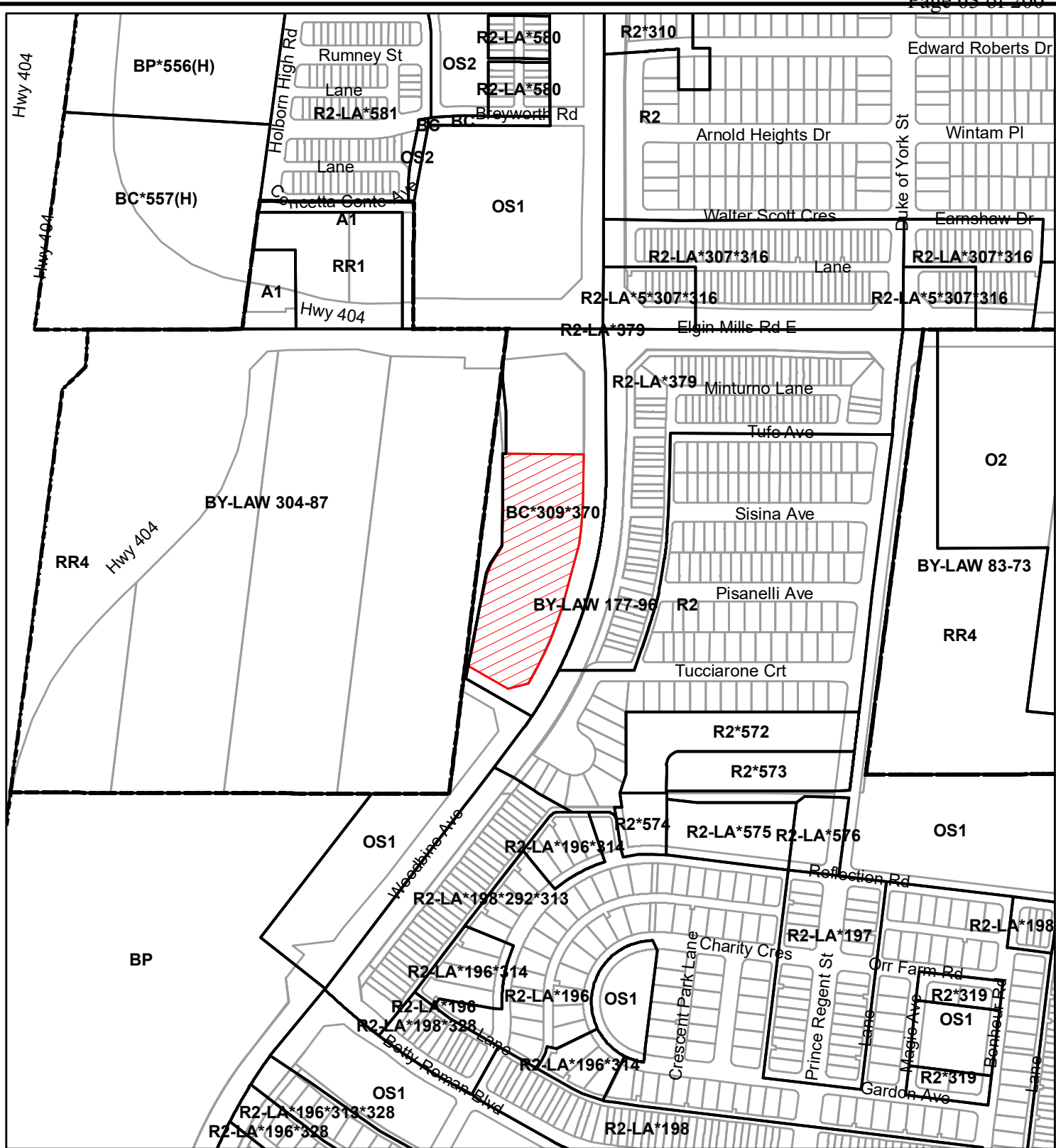
ATTACHMENTS:

Figure 1: Location map
Figure 2: Area Context/Zoning
Figure 3: Aerial Photo 2019
Figure 4: Official Plan Land Use
Figure 5: Proposed Site Plan
Figure 6: Draft Plan of Subdivision 19T-95075

AGENT:

Sandra Wiles
28 Brookbank Court
Markham, Ontario L3P 6K8
Tel.: 416-458-2257





AREA CONTEXT / ZONING

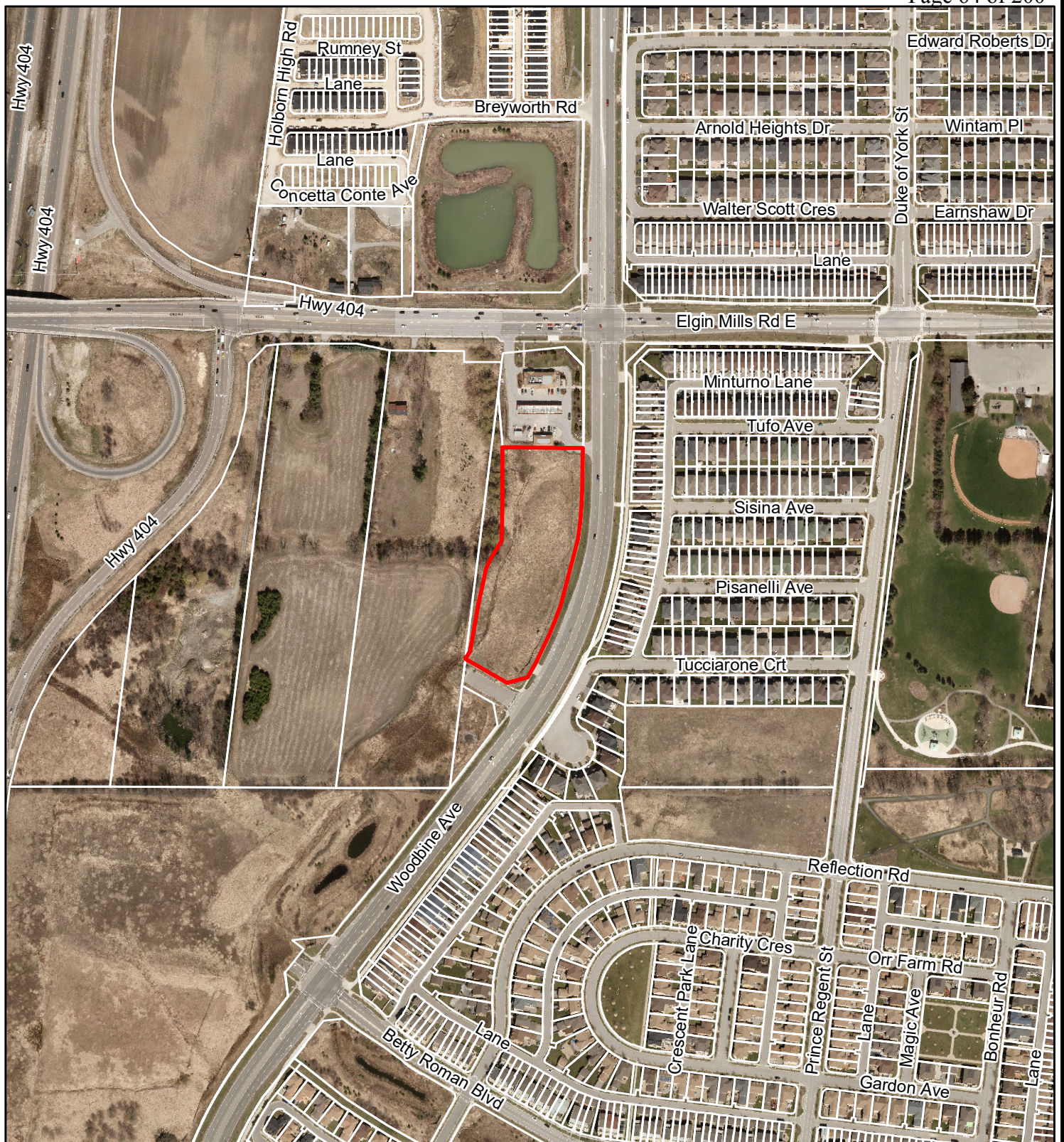
APPLICANT: Clera Holdings Inc.
Woodbine Avenue

FILE No. SPC PLA19123509

 SUBJECT LANDS

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DATE: 14/04/2020



AERIAL PHOTO (2019)

APPLICANT: Clera Holdings Inc.
Woodbine Avenue

FILE No. SPC PLA19123509

 SUBJECT LANDS

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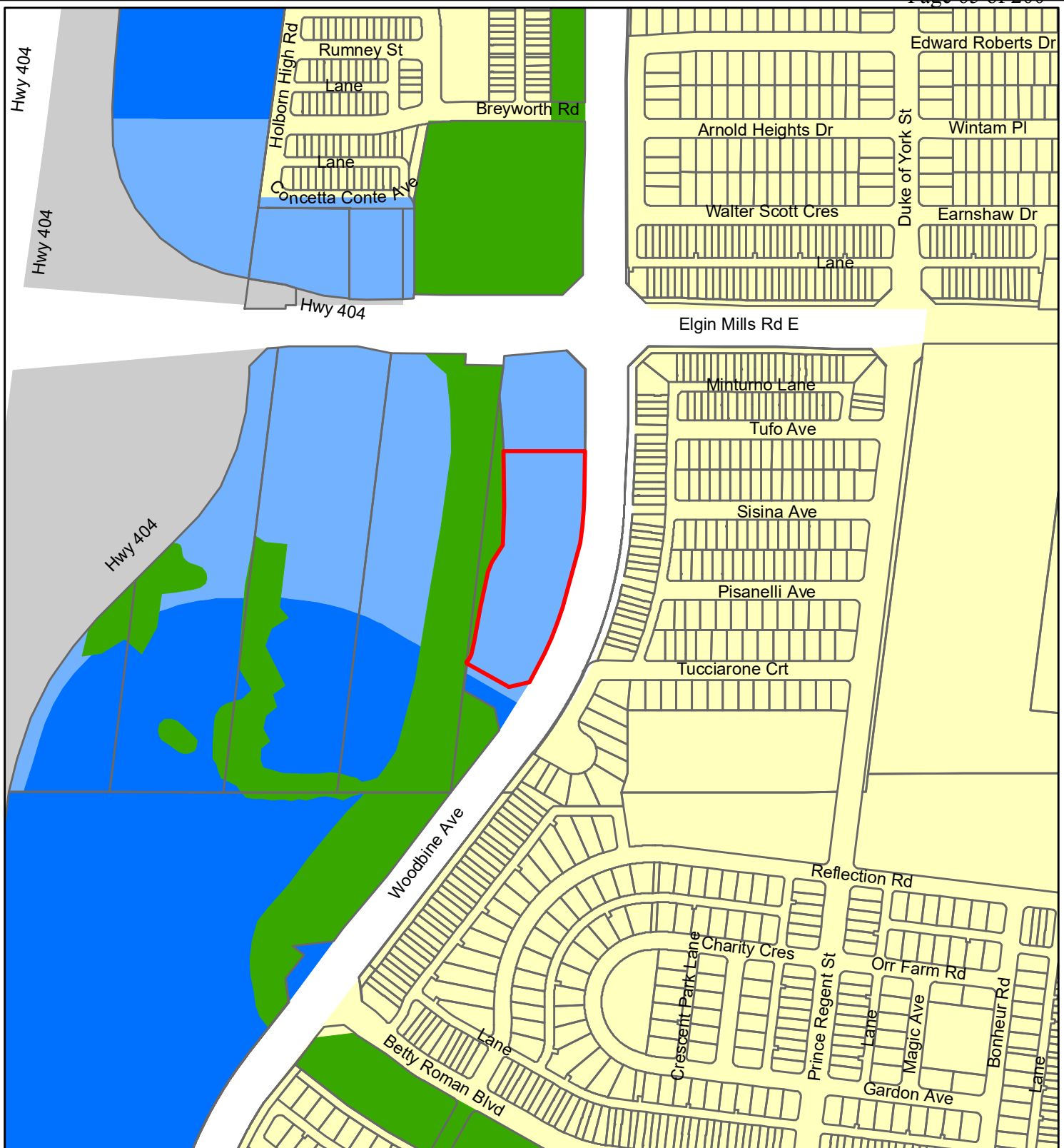


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FIGURE No. 3



OFFICIAL PLAN LAND USE

APPLICANT: Clera Holdings Inc.
Woodbine Avenue

FILE No. SPC PLA19123509

Business Park Employment
Service Employment
Residential Low Rise

Transportation and Utilities
Greenway
SUBJECT LANDS

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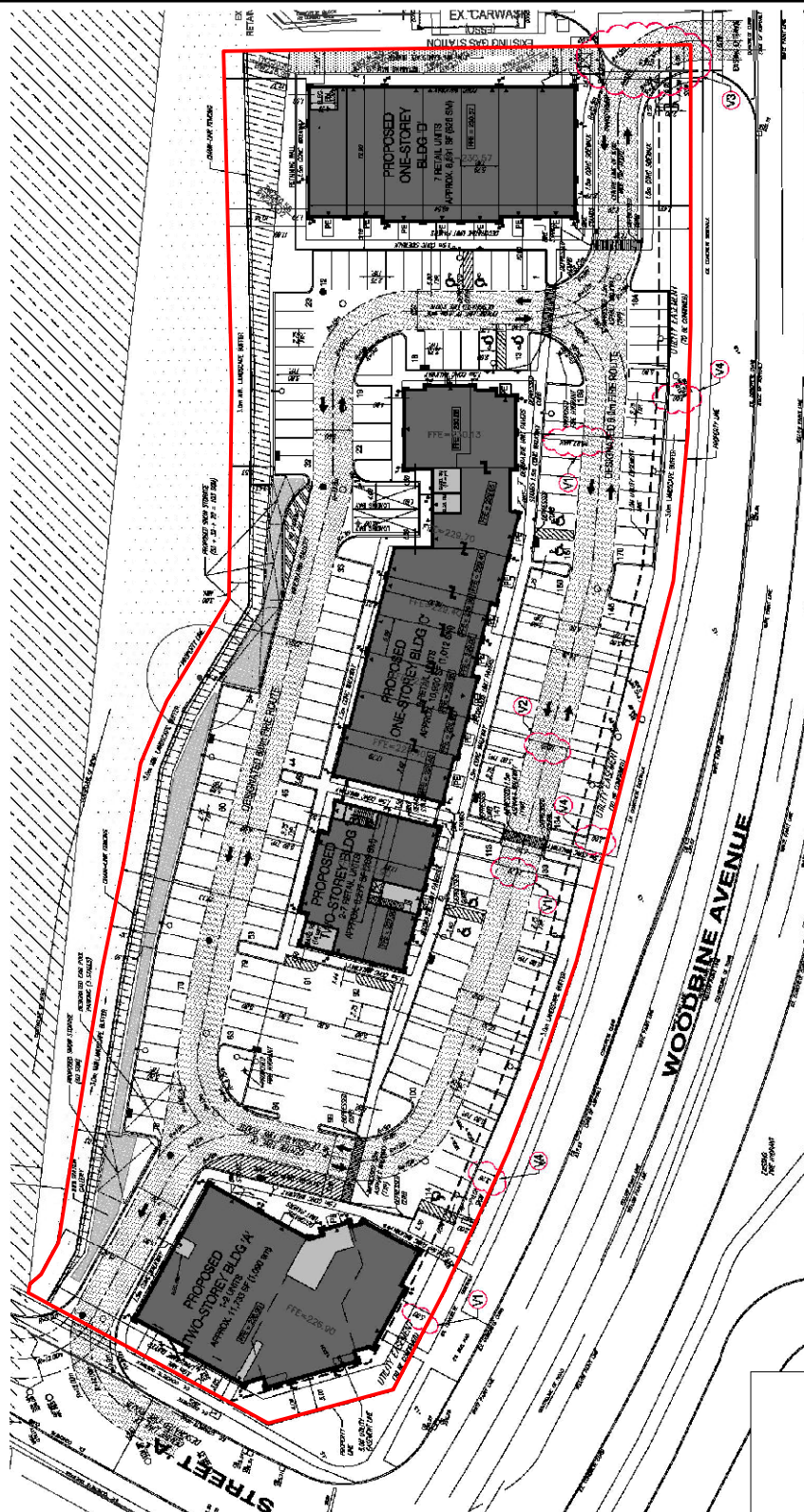


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FIGURE No. 4



PROPOSED SITE PLAN

APPLICANT: Clera Holdings Inc.
Woodbine Avenue

FILE No. SPC PLA19123509

 SUBJECT LANDS

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DATE: 14/04/2020

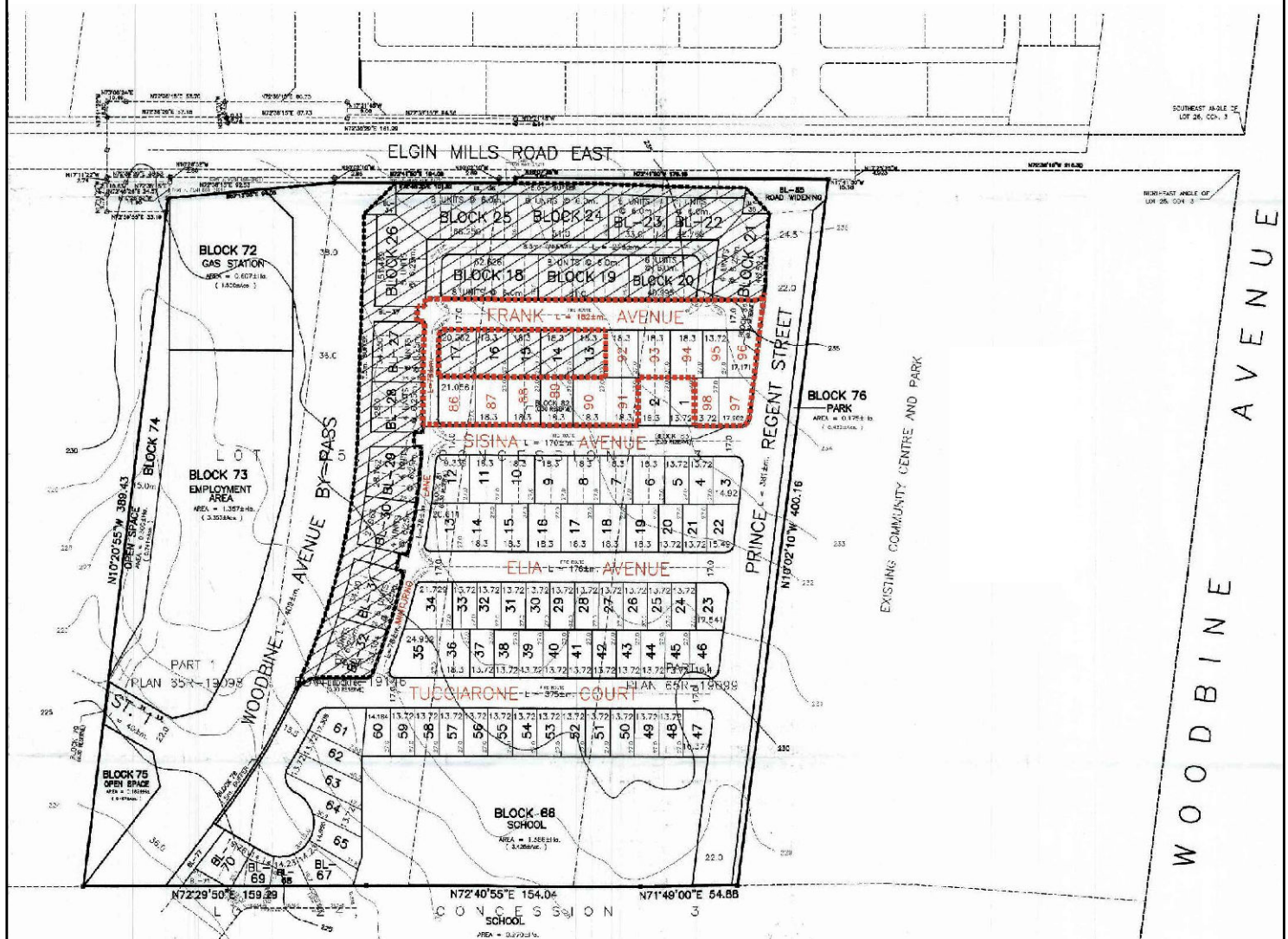


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FIGURE No. 5



DRAFT PLAN OF SUBDIVISION 19T-95075

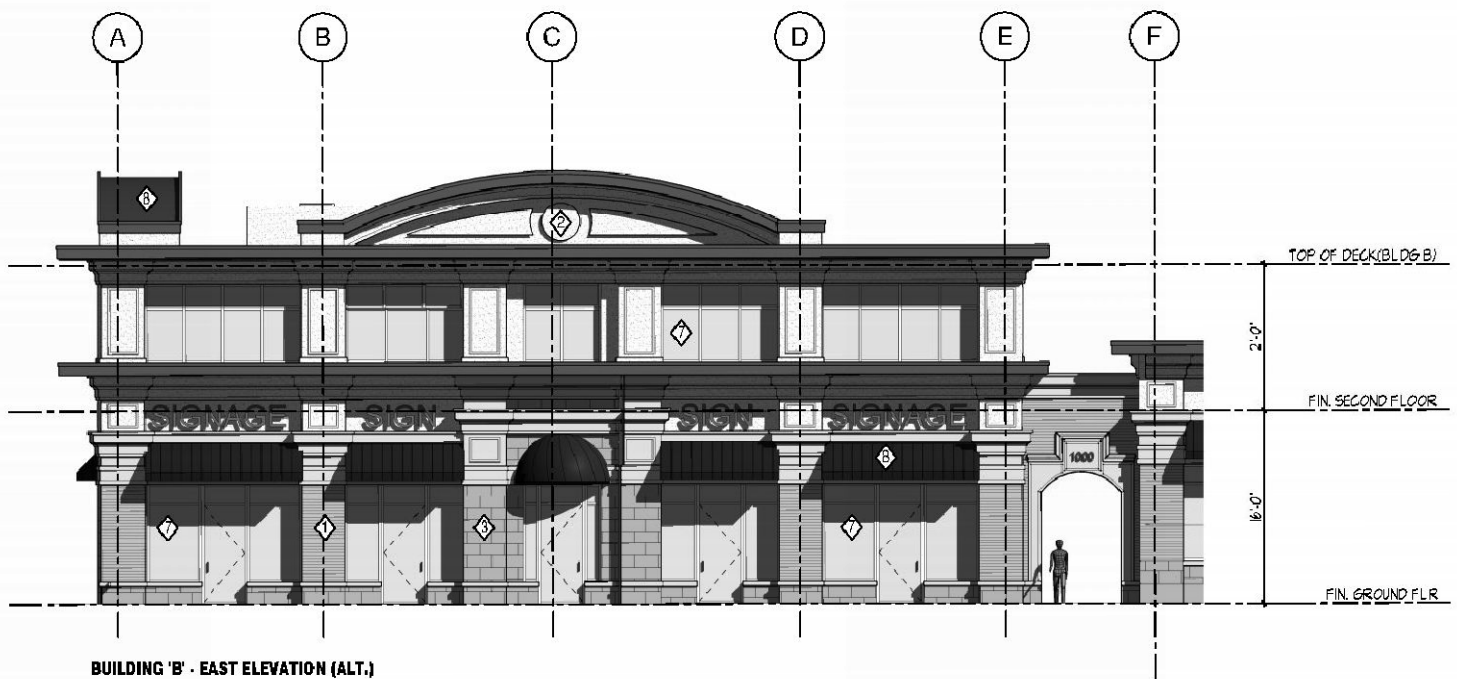
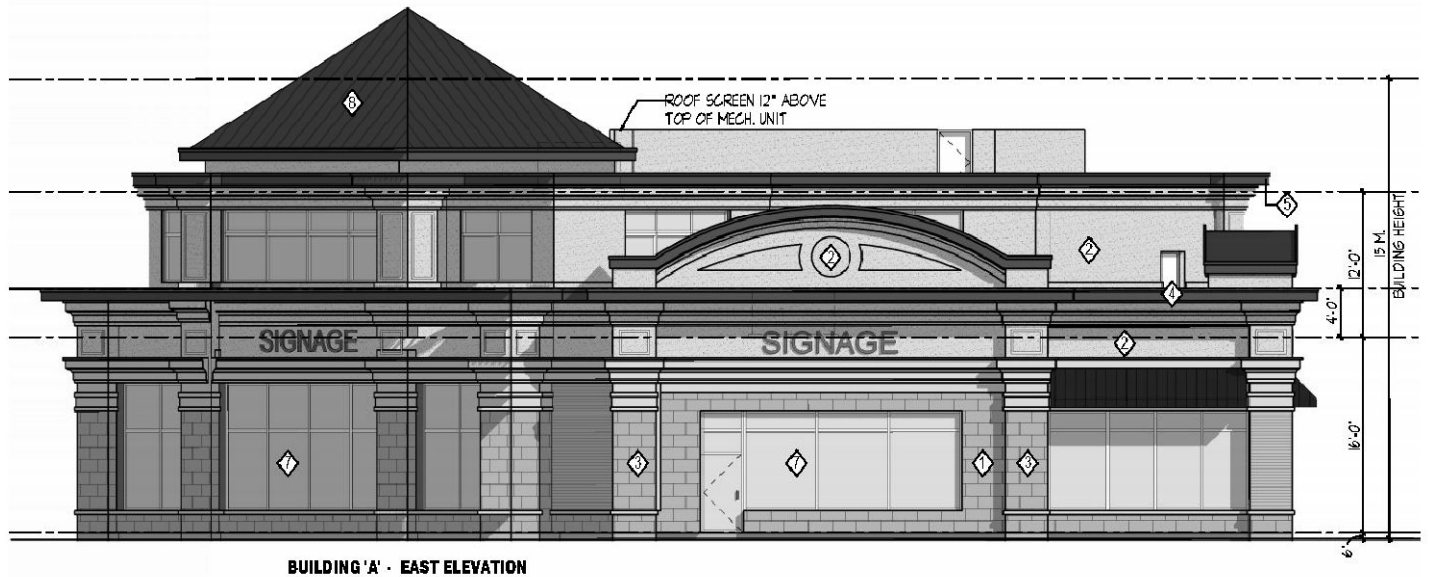
APPLICANT: Clera Holdings Inc.
Woodbine Avenue

FILE No. SPC PLA19123509

 SUBJECT LANDS

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DATE: 14/04/2020



BUILDING A: EAST ELEVATION BUILDING B: EAST ELEVATION

APPLICANT: Clera Holdings Inc.
Woodbine Avenue

FILE No. SPC PLA19123509

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DATE: 14/04/2020

FIGURE No. 7





BUILDING C: EAST ELEVATION BUILDING D: SOUTH ELEVATION

APPLICANT: Clera Holdings Inc.
Woodbine Avenue

FILE No. SPC PLA19123509

Q:\Geomatics\New Operation\2020 Agenda\SPC\SPC_PLA19_123509\Report Figures.mxd

DATE: 14/04/2020



DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: MR

FIGURE No. 8





MEMORANDUM

To: Mayor and Members of Council

From: David Rawcliffe, Chair, Cycling & Pedestrian Advisory Committee

Prepared by: Peter Miasek, Vice-Chair, CPAC
Steve Glassman, Vice-Chair, CPAC

Date: May 11, 2020

Re: **Cycling and Pedestrian Advisory Committee –2020 Business Plan Review**

PURPOSE:

This memorandum is the Cycling and Pedestrian Advisory Committee's annual report to Development Services Committee (DSC). It provides a summary of CPAC's 2019 achievements and its 2020 business plan.

BACKGROUND:

An annual summary of CPAC activities is presented to DSC each Spring.

CYCLING AND PEDESTRIAN ADVISORY COMMITTEE STRUCTURE:

Mandate: "Represent interests of cyclists and pedestrians in Markham, focusing on their needs and priorities, providing advice and support to the City on infrastructure, education/outreach and research, and bring these interests to attention of appropriate staff, department or standing committee of Council"

Membership: 21 members, supported by staff from Engineering Department

- Currently 15 citizens, 3 agencies, 3 Councillors
- Chair: David Rawcliffe, Vice Chairs: Peter Miasek, Steve Glassman

Meetings: monthly meetings open to public

CPAC ACTIVITY HIGHLIGHTS:

The attached presentation provides a summary of the 2019 achievements and the 2020 business plan.

Key 2019 highlights include:

- Advocacy for planning, completion and expansion of major trails such as the Rouge Valley Trail and Markham Centre Trail;
- Advocacy for improved pedestrian safety at Regional intersections and for City-wide study;
- Attracted a record number of registrations for Markham Cycling Day, the largest annual cycling event in York Region;
- Conducted Jane's Walks at two locations;
- Participated in various events and festivals;
- Provided key support for active school travel pilot and operations of Markham Cycles bike hub;
- Provided input to Regional road environmental assessment studies.

Key 2020 business plan projects include:

- Continue advocacy for planning, completion and expansion of major trails;
- Continue advocacy for completion of sidewalk network;
- Provide input to development of the Active Transportation Master Plan;
- Assist in completion of the active school travel pilot and its future development;
- Assist in maintaining operations of Markham Cycles;
- Assist in finalizing the update to the Markham Cycling Map;
- Explore small-scale, low-cost community bike rides to replace the cancelled Markham Cycling Day.

Attachment:

Attachment "A" – 2019 Achievements and 2020 Business Plan



Cycling and Pedestrian Advisory Committee (CPAC)

2019 Achievements & 2020 Business Plan

Submitted to
Development Services Committee
May 11, 2020



Markham Official Plan Sec 7.1.4.2

“To support walking and cycling throughout Markham as competitive mobility choices for everyday activities such as work, school, shopping, business and leisure...”





Advisory Committee Mandate

Mandate: “Represent interests of cyclists and pedestrians in Markham, focusing on their needs and priorities, providing advice and support to the City on infrastructure, education/outreach and research, and bring these interests to attention of appropriate staff, department or standing committee of Council”

Membership – 21 members, supported by staff from Engineering

- Currently 15 citizens, 3 agencies, 3 Councillors
- Chair: David Rawcliffe, Vice Chairs: Peter Miasek, Steve Glassman

Monthly meetings open to public



1. 2019 ACTIVE TRANSPORTATION (AT) ACHIEVEMENTS*

1.1 Engineering

1.2 Encouragement

1.3 Education

1.4 Evaluation

* “State of Nation”, as achieved by entire team – Staff of many City and Region departments + CPAC members (citizens, councillors, agencies). Thank you to all!



1. 2019 ACHIEVEMENTS (details in App.)

1.1 Engineering

Major Active Transportation Projects:

- Rouge Valley Trail
- Lake to Lake MUP
- John Street MUP
- Markham Centre Trails
- Arterial Road EAs – advocating for separated sidewalk + cycle track, instead of MUPs, where room permits.
- South York Greenway Pedestrian and Cycling Corridor (407 Hydro Corridor) concept plan

Filling Pedestrian and Cycling Network Gaps

- Arterial & Collector Road Sidewalk Completion Program
- Small identified gaps – input to Active Transportation Master Plan.
- Edgelines with cycling signage.





1. 2019 ACHIEVEMENTS (details in App.)

1.1 Engineering (Continued):

Pedestrian and Cycling Network Enhancements

- Flexible posts pilot along Highway 7 bike lanes
- Pedestrian and Cycling Planning and Design Guidelines (York Region) - Completed.
- Wayfinding Strategy (York Region) – Close to finalizing
- Markham Rd. Cross-Ride Detailed Design - Completed
- Winter Trail Maintenance Pilot

Markham Active Transportation Master Plan

- Extensive public consultation. Study to be finalized by Q3 2020.





1. 2019 ACHIEVEMENTS (details in App.)

1.1 Engineering (Continued):

Vulnerable User Road Safety

YORK REGION

- Pilot test underway on new safety operational measures at intersections, including at Yonge/Clark
- Study of intersections along McCowan Road and speed limit on Highway 7
- Automated Speed Enforcement - 2-year pilot to begin in 2020, including one Markham site.
- E-scooters – working with municipalities to promote consistent approach

CITY OF MARKHAM

- Markham - Information Memo to Council on “Road Safety in Markham” in March 2019. A traffic safety audit of City’s road network to be completed by Q2 2020.
- Reviewed areas with pedestrian concerns with City Staff
- Signalization - CPAC reviewing 13 local intersections in Markham where signalization is warranted.
- “Vision Zero” – CPAC endorsed the brand, due to universality



1. 2019 ACHIEVEMENTS (details in App.)

1.2 Encouragement:

- 12th annual Markham Cycling Day on Sept 22 at Markham Civic Centre
 - Aviva Canada title sponsor this year
 - Over 1000 participants + 400-600 parents and volunteers. Very positive feedback.
- Jane's Walks on May 4 & 5 with 56 attendees - Thornhill and Markham Village.
- 2 community bike rides in June and August, held in conjunction with local bike shop.
- Provided bike racks at Markham festivals
- Children's Festival (August 25)
- Bike to Work Day (May 29), Bike to School Week (May 28-June 2), Bike Month (June)
- Park People's "Walk in Park" program
- Bike-share feasibility study update to be completed Spring 2020 by York Region
 - Step-out from concept initially proposed by an interested vendor to Markham in 2017



Markham Cycling Day 2019





1. 2019 ACHIEVEMENTS (details in App.)

1.2 Encouragement (Continued):

Active School Travel

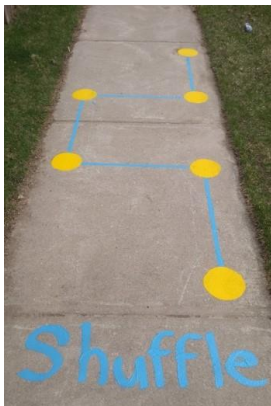
- School Boards, local school staff, parents, students, City Staff and CPAC initiated an elementary school pilot to encourage students walking and cycling to/from schools.
- \$86 K Funding - Province of Ontario (\$60K) through Green Communities Canada, + School Boards (\$9K), York Region (\$9K) and City of Markham (\$8K over 3 years from CPAC funds. FYI- \$2K spent to date)
- May 2019 to end 2020. 9 participating elementary schools in Markham
- 6 tiers of intervention, including marketing, classroom competition, wayfinding signage, sidewalk and pavement markings, new signage, closing Kiss and Ride, and monthly survey data collection.



1. 2019 ACHIEVEMENTS

1.2 Encouragement (Continued):

Active School Travel





1. 2019 ACHIEVEMENTS (details in App.)

1.2 Encouragement (Continued):

Markham Cycles Community Bike Hub

- Objective: to create welcoming space and incubate a cycling culture in a suburban environment
- \$255K funding from Climate Action Fund (Federal Grant) & in-kind contribution from Markham and YRDSB.
- Milliken Mills Community Centre. Officially launched in July 2019. Managed by The Centre for Active Transportation (TCAT).
- Activities include bike training repair workshop, weekly group rides, bike mentorship, bike loan via Markham Library Lendery program.
- Trained student ambassadors at Milliken Mills HS to offer Bike Rodeos at elementary schools
- Metrics – over 700 residents and youth engaged, 350 bicycles repaired or loaned in 3 months. Workshops continued in winter months.
- Funding expired in March 2020. Fund-raising underway
 - \$30K commitment from York Region and \$22K from City of Markham (pending)
 - Grant Applications: Trillium, MESF. Seek other public/private opportunities.





1. 2019 ACHIEVEMENTS

1.2 Encouragement (Continued):

Markham Cycles Community Bike Hub





1. 2019 AT ACHIEVEMENTS

1.3 Education:

Markham's Walking and Cycling Website - Completed

- Cycling Maps
- Cycling Safety and Transit
- Walking Safety
- Master Plans and Studies (Markham + York Region)
- City Projects and Initiatives
- News and Events

Markham's Sidewalk Completion Program Website – Completed

- Program Overview
- Community and Health Benefits
- Construction Program and Project Status
- Related Resources and Ongoing Projects
- FAQ

York Region's Cycling Website - Maintain

- Pedestrian and Cycling Planning and Design Guidelines
- Cycling Maps and Trail Guide
- Cycling Education and Resources, including left turn Bike Boxes, Bike 'n' Bus
- Pedestrian and Cycling Partnership Program



1. 2019 AT ACHIEVEMENTS

1.4 Evaluation:

Growth - 2016 Transportation Tomorrow Survey shows that mode share for Active Travel during morning peak period continues to grow in Markham

- 9% of morning peak trips are walking/cycling in 2016 versus 6% in 2001

Vulnerable User Road Safety – counts of collisions available from road safety reports

- 90 Pedestrian and 60 Cyclist collisions per year in Markham, split roughly 50/50 between regional and local roads, based on CPAC analysis

Cycling Usage at Specific Locations - using fixed and mobile counters



2. 2020 PLAN

2.1 Engineering

2.2 Encouragement

2.3 Education

2.4 Evaluation



2. 2020 PLAN *(new vs. 2019 = italics)*

2.1 Engineering:

Funded projects

- Track progress on all major funded infrastructure projects as per 2019. New ones are:
 - *Rouge Valley Trail – Kennedy North Design – Project 20042*
 - *Markham Centre Trails – Construction of Birchmount to Warden segment*

Gaps - Continue to prioritize and fill gaps as per 2019

- Sidewalk completion program

Enhancements - Work on enhancements to current network

- Flexible posts on Highway 7 bike lane – next steps
- *Unionville Main St. /Highway 7 Connection under bridge – for further review*
- *Winter Trail Maintenance*

Master Plan - Provide input into finalization of Active Transportation Master Plan

Vulnerable Users Road Safety - *Provide input into follow up plans from Road Safety reports (Markham and York)*

York Region Road EAs – Continue to provide feedback



2. 2020 PLAN *(new vs. 2019 = italics)*

2.2. Encouragement:

- Markham Cycling Day – September 13, 2020. **CANCELLED DUE TO COVID-19. MOVE TO JUNE, 2021. EXPLORE SMALL-SCALE LOW-COST COMMUNITY RIDES IN FALL, 2019.**
- Jane's Walks - 4 locations in May, 2020 – Rouge Valley Trail, Thornhill, Heritage Estates, Cornell – **CANCELLED DUE TO COVID-19**
- Bike Racks at festivals **CANCELLED**
- Other outreach
- Active School Travel – Complete pilot study and decide next steps
- Markham Cycles Community Bike Hub – maintain & grow operations
- *Bike Share - Review results of feasibility study for Markham and decide next steps*
- *Work with York Region to set up a "Bike Racks for Schools" program*
- *Follow York Region study of e-scooter regulations*



2. 2020 PLAN (new vs. 2019 = *italics*)

2.3 Education:

- Markham Walking/Cycling and Sidewalk Completion websites – update & maintain
- *Markham Trail and Cycling Map – update and print by Q2 2020*

2.4 Evaluation:

- Continue existing programs



2020 CPAC WORKPLAN COSTS

	<u>2019 Approved Plan, \$</u>	<u>2019 Actual, \$</u>	<u>2020 Plan, \$</u>
Encouragement			
Markham Cycling Day	10,000 (net after sponsors)	11,580	11,000–1,000 (net after sponsors)
Jane's Walk Publicity	1,000	750	1,000
Bike Rack Service	1,000	-	-
Research and Innovations	3,000 – AT School Pilot 5,250 - Other	3000 – AT School Pilot 500 – AST Banners 100 – Community Bike Ride 600 – Markham Cycles Launch	3,000 – School Pilot 2020 7,000 – Markham Cycles 1,200 - Other
Education			
Update & print Markham Cycling & Trails Map	3,000	3,000 (TBC)	-
Attend Conferences and Workshops	1,000	-	1,000
CPAC Meeting Expenses	750	830	750 300
TOTAL	25,000	20,360	25,000 12,500



THANK YOU!
QUESTIONS?



APPENDIX

Details on 2019 Achievements



1. 2019 ACHIEVEMENTS

1.1 Engineering:

Major Active Transportation Projects:

- Rouge Valley Trail
 - COMPLETED: Drakefield Road to Markham Road to Tuclor Lane. UNDER CONSTRUCTION: 14th Ave to Treeline Court.
 - PLANNING: Treeline Court to Bob Hunter Park. Draft wayfinding signage plan under review. Portions are fully accessible.
- York Region's Lake to Lake MUP (Hwy 7 to German Mills Park) – Construction completed, except for areas near planned VIVA curbside stations. Being monitored by CPAC.
- John Street MUP (Bayview Ave. to Rodick Road) – Detailed design completed. Construction planned for 2020.
- Markham Centre Trails – Birchmount Road to Warden Ave under detailed design. Remaining section under EA Review in 2020.
- York Region Road EAs (Bayview Ave, 16th Ave, Kennedy Road, McCowan Road) – CPAC advocates separated sidewalk and cycle track, instead of MUPs.
- South York Greenway Pedestrian and Cycling Corridor (hydro corridor near Hwy 407) concept study to be undertaken by York Region.

Filling Pedestrian and Cycling Network Gaps

- Arterial & Collector Road Sidewalk Completion Program – 108km of sidewalk gap identified: 65km will be programmed for construction and 21km to be constructed through development.
- Small trail, pedestrian connections or cycling gap project ideas provided as part of Active Transportation Master Plan.
- Edgelines on local roads now have cycling signage.





1. 2019 ACHIEVEMENTS

1.1 Engineering (Continued):

Pedestrian and Cycling Network Enhancements

- York Region's flexible posts pilot of 1km protected bike lane along Highway 7 (Town Centre Blvd. to Montgomery Court). York Region to determine pilot next step.
- York Region's Pedestrian and Cycling Planning and Design Guidelines - Completed
- York Region's Wayfinding Strategy – Close to finalizing.
- Markham Rd. Cross-Ride Detailed Design - completed. Potential implementation along Markham Road MUP in 2021 subject to funding approval.
- Winter Trail Maintenance Pilot as per direction of Council. Markham staff to investigate opportunities

Markham Active Transportation Master Plan

- Extensive public consultation conducted in Spring and Fall 2019, including a dedicated CPAC workshop. Study to be finalized by Q3 2020.





1. 2019 ACHIEVEMENTS

1.1 Engineering (Continued):

Vulnerable User Road Safety

YORK REGION

- York Region - 2019 Annual Collision Statistics Report (October 2019)
 - Pilot test underway on new pedestrian and cyclist safety operational measures, including at Yonge/Clark
 - Also conducting intersection study on McCowan Road and speed limit study on Hwy 7 at CPAC request
- Automated Speed Enforcement - York Region's 2-year pilot to begin in 2020, including one Markham site.
- E-scooters – York working with local and neighbouring municipalities to promote consistent approach

CITY OF MARKHAM

- Markham - Information Memo to Council on “Road Safety in Markham” in March 2019. A traffic safety audit of City's road network to be completed by Q2 2020.
- Reviewed areas with pedestrian concerns with City Staff (i.e. Enterprise Blvd & Bill Crothers).
- Signalization - CPAC reviewing 13 local intersections in Markham where signalization is warranted.
- “Vision Zero” – CPAC endorsed the brand, due to universality, and continues to monitor progress in other GTA municipalities.



1. 2019 ACHIEVEMENTS

1.2 Encouragement:

- 12th annual Markham Cycling Day on Sept 22 at Markham Civic Centre
 - Aviva Canada as the title sponsor this year
 - Children races (age 3-10), Tour de Markham with 3 community rides including family-friendly 10km ride; food + give-aways + prizes + entertainment + games + vendors/exhibitors
 - Over 1000 participants + 400-600 parents and volunteers. Very positive feedback.
- Organized Jane's Walks on May 4 & 5 with 56 attendees - Thornhill and Markham Village.
- Supported 2 community bike rides in June and August, held in conjunction with local bike shop.
- Provided Bike racks at Markham festivals (Operations supported) – Unionville Festival, Markham Village Music Festival, Canada Day
- Participated in outreach - Children's Festival (August 25)
- York Region participated in Bike to Work Day (May 29), Bike to School Week (May 28-June 2), Bike Month (June) and sponsored Markham Cycling Day
- Park People's "Walk in Park" program started in October, offers free training to seniors to lead walking groups and event in Markham
- Bike-share feasibility study update to be completed Spring 2020 by York Region
 - Step-out from concept initially proposed by an interested vendor to Markham in 2017



1. 2019 ACHIEVEMENTS

1.2 Encouragement (Continued):

Active School Travel

- School Boards with support from local school staff, parents, students, City Staff and CPAC initiated an elementary school pilot to encourage students walking and cycling to/from schools.
- \$86 K Funding - Province of Ontario (\$60K) through Green Communities Canada, with additional funding from School Boards (\$9K), York Region (\$9K) and City of Markham (\$8K over 3 years from CPAC funding. FYI \$2K spent to date)
- Pilot runs from May 2019 to end 2020. Currently 9 participating elementary schools in Markham – 7 Public Schools & 2 Catholic Schools.
- Pilot Program is 6 tiers of intervention, including marketing, classroom competition, wayfinding signage, various sidewalk and pavement markings, new signage, closing Kiss and Ride, and monthly survey data collection.



1. 2019 ACHIEVEMENTS

1.2 Encouragement (Continued):

Markham Cycles Community Bike Hub

- Objective: to create welcoming space where people can learn more about cycling, meet others who cycle and cycle together; incubate a cycling culture in a suburban environment
- \$255K funding from Climate Action Fund (Federal Grant) & in-kind contribution from Markham and YRDSB.
- Situated at Milliken Mills Community Centre, it was officially launched in July 2019. The project is managed by The Centre for Active Transportation (TCAT). CPAC and City staff sit on the steering committee.
- Activities include bike training (learn how to ride, cycling to commute, safety training), repair workshop, weekly group rides, bike mentorship, bike loan via Markham Library Lendery program.
- Trained student ambassadors at Milliken Mills HS to offer Bike Rodeos at elementary schools
- Metrics – over 700 residents and youth engaged, 350 bicycles repaired or loaned in 3 months. Workshops continued in winter months.
- Funding expired in March 2020. Fund-raising underway
 - \$30K commitment from York Region and \$22K from City of Markham (pending)
 - Grant Applications: Trillium, MESF. Seek other public/private opportunities.





Update on Development Services

May 11, 2020 Development Services Committee Meeting
Arvin Prasad, Commissioner of Development Services



Outline

- Status Update on Service Levels
- Markham Small Business Centre and Economic Development
- ePLAN Benefits
- Development Activity and Revenue
- Maintaining Committee of Adjustment Process
- Policy and Projects Ongoing
- Application Decisions During Provincial Emergency
- Local Planning Appeal Tribunal Appeals During Provincial Emergency
- Public Participation in the Planning Process



Status Update on Service Levels

- ePLAN processing of:
 - majority of planning applications
 - building permit applications
 - engineering submissions
- Building and municipal inspections
- Residential Infill Grading and Servicing
- Markham Small Business Centre and Economic Development
- All Culture venues are closed and programs cancelled





Markham Small Business Centre Quickly Responds to COVID (March 18 to April 24)

- Business Inquiries responded to: 65
- In-Depth Consultations: 14
- Seminars/Workshops delivered: 11
- #Seminar Attendees: = 271
- COVID-19 resources – MSBC web page updated 1-3 times daily since March 18 + COVID research by staff
- Monthly MSBC newsletter issued April 8



Resources for Business During COVID-19 Disruption





Proactive Business Outreach Since (March 18 to April 24)

- Business Outreach focused on sharing information about COVID procurement, and assistance to companies
- Continued response to Site Selection/Real Estate Inquiries (9 in total)
- 14+ companies responding to COVID procurement in areas such as:
 - Ventilator components
 - COVID diagnostic tests
 - Protective equipment: masks, guards, sanitizers





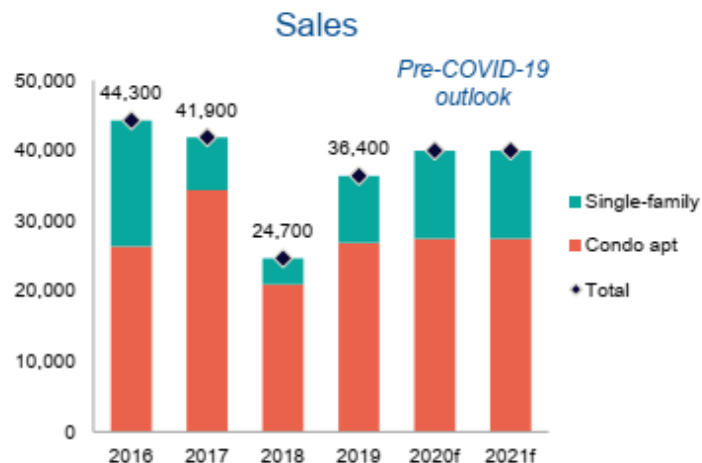
ePLAN Benefits

- Allowed the City to continue processing applications remotely
- Statistics demonstrate very little disruptions to services
- Seamless transition for inspections equipped with tools to work remotely
- Reporting capabilities to monitor performance and provide daily statistics
- Supporting social distancing:
 - Hard copies of applications do not have to be provided at City Hall
 - Online payment for applications





Positive GTA Development Activity Outlook Prior to COVID-19



Source: Altus Group

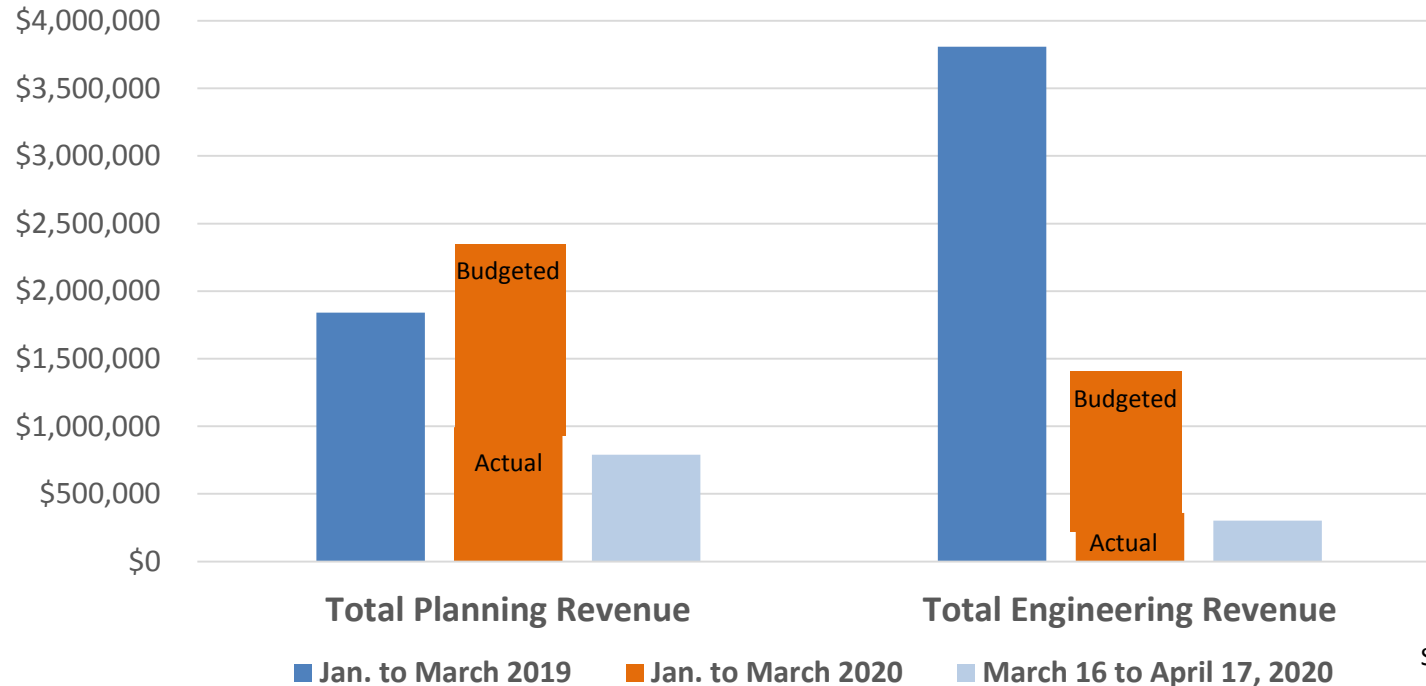


Development Application Activity Continues During Provincial Emergency

Application Type	January to March 2019	January to March 2020	March 16 to April 23, 2020
Minor Variance	31	47	11
Pre Consultation	23	23	6
Site Plan	12	11	3
Consent	6	6	2
Planning Project (OP, ZA, SU)	6	3	2
Condominium	2	1	1
Site Alteration	2	5	1



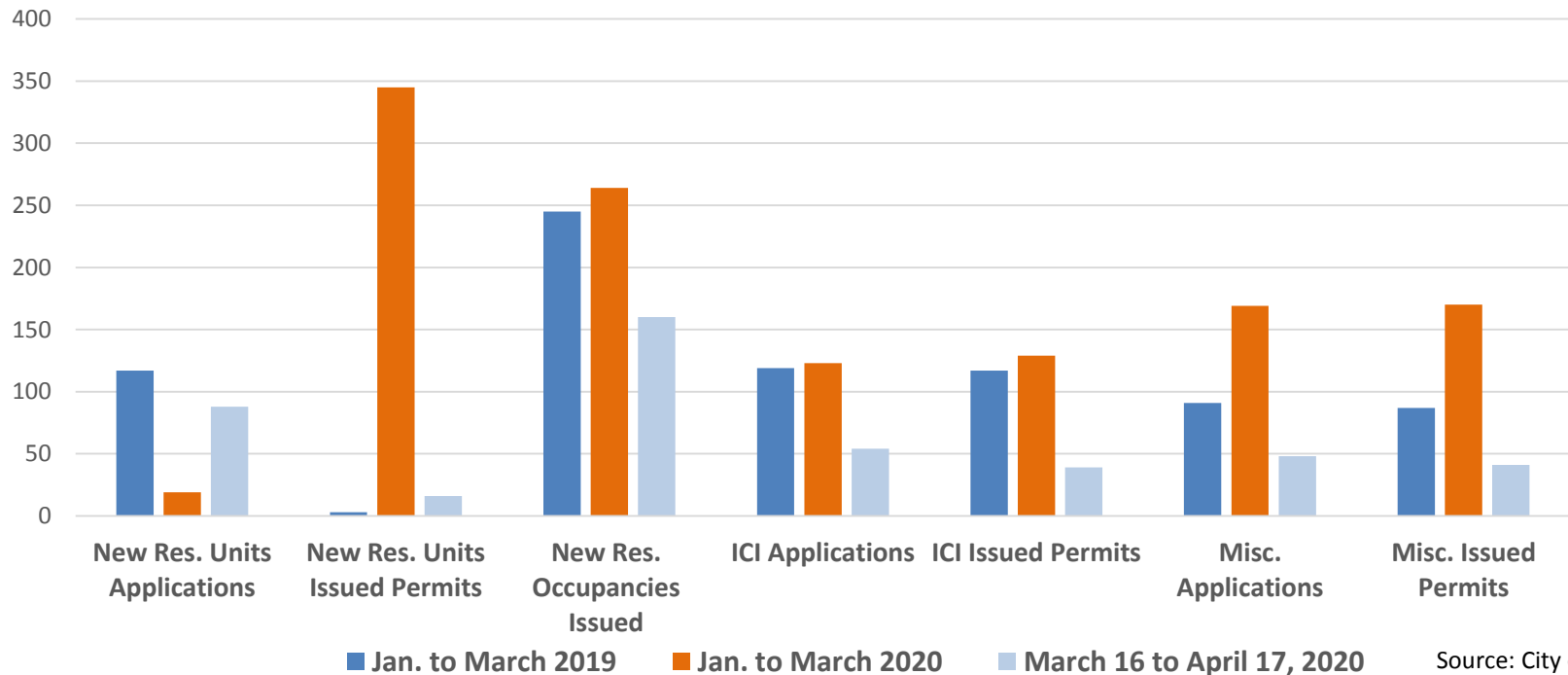
Revenue from Applications Continue to be Received During Provincial Emergency



Source: City of Markham



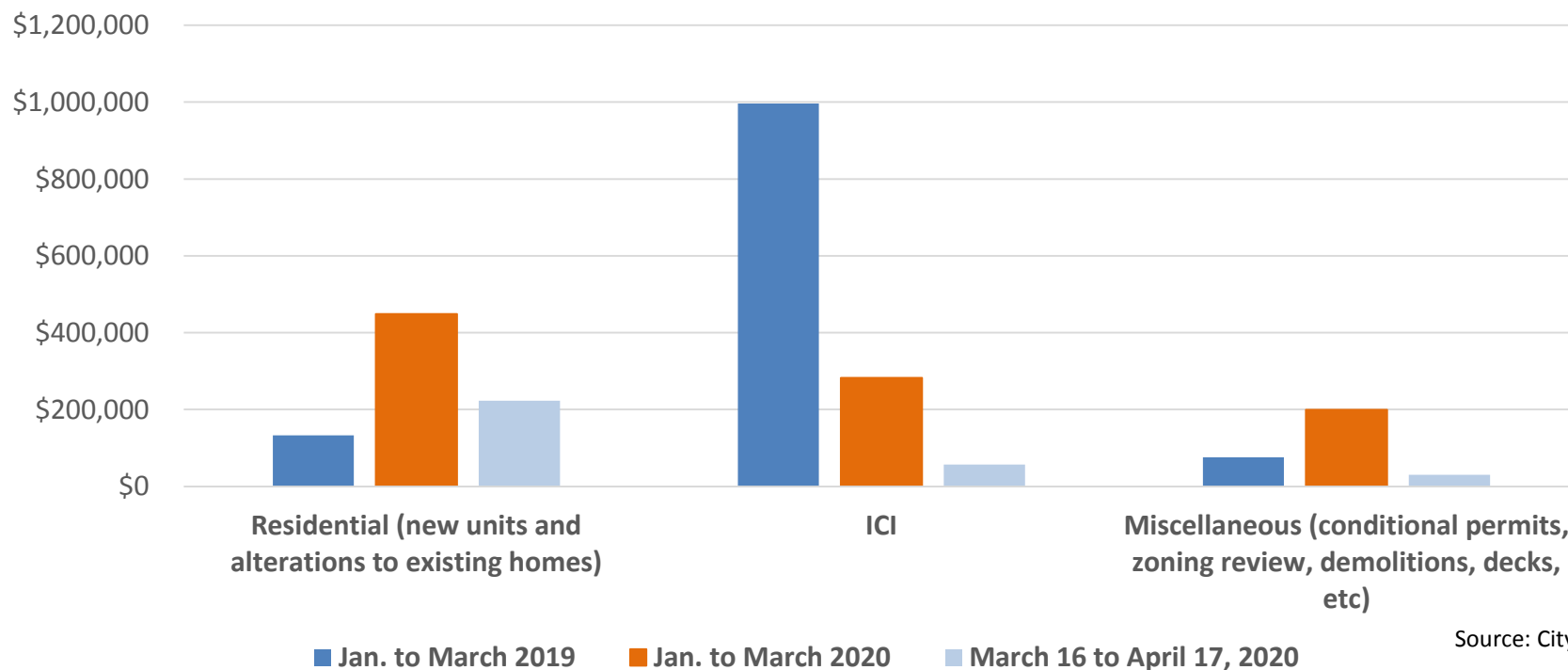
Building Permit Activity Has Continued During Provincial Emergency



Source: City of Markham



Variability in Building Permit Revenue for Residential and ICI During Provincial Emergency



Source: City of Markham



Maintaining Committee of Adjustment Activity

- Committee of Adjustment meetings are permitted to proceed at discretion of the municipality and via electronic meetings
- Current backlog of existing applications should be dealt with
- Recommendation to start up Committee of Adjustment meetings
- Procedural By-law to be amended to provide notice in accordance with the Planning Act at a May 2020 Council meeting





Policy and Projects Ongoing

- New Secondary Plans and Updates are in progress
- Other plans and studies continuing (e.g. housing, natural heritage, active transportation)
- Input to York Region projects (Municipal Comprehensive Review, Master Servicing studies)
- Infrastructure and capital projects





Municipalities Can Consider Development Applications During the Emergency (Ont. Regulation 149/20)

Decision and Notice between
Feb.26 and April 15, 2020

Notice must be re-issued
no later than 15 days
after emergency ends

Decision after March 2 and no
notice issued before April 15,
2020

Notice must be issued
up to 15 days after
emergency ends

If a Decision was not made
prior to April 15, 2020

- * A decision does not need to be made during the emergency
- * Application timelines suspended and no appeals permitted from non-decisions until emergency ends

After April 15, 2020 Notice
may be issued after Decision
is made or no later than 15
days after emergency ends

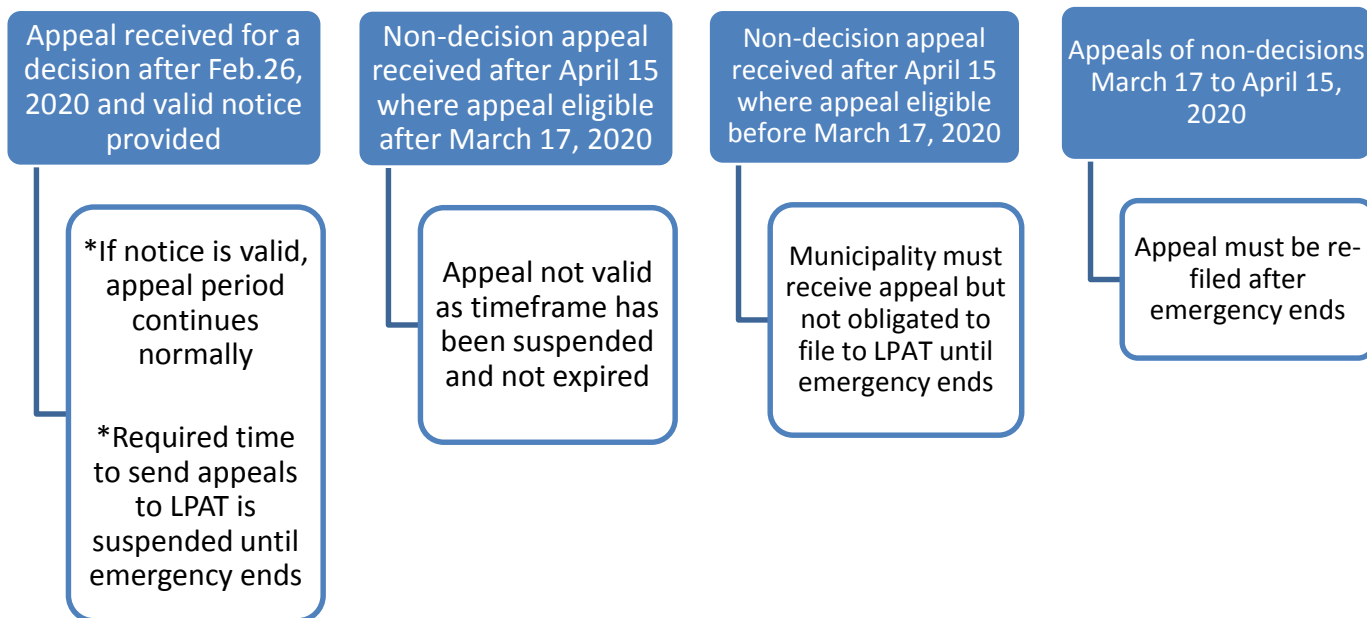
If no appeal, decision
comes into force

If appealed, appeal
record submitted to
LPAT after emergency
ends



Appeals Can Occur But Are to be Provided to LPAT Once Emergency Ends

- Appeals scheduled up to June 30, 2020 have been postponed and to be rescheduled
- Appeals scheduled from July 1, 2020 are expected to proceed
- On a case-by-case basis, LPAT will schedule settlement hearings through teleconference or written submission





Public Participation in the Planning Process

- Online electronic meetings recommended for:
 - Statutory public meetings
 - Community information meetings
- Notification will be provided in accordance with the Planning Act as appropriate
- Explore using social media and other means for supplementary notification





Recommendations

1. That the presentation entitled “Update on Development Services”, dated May 11, 2020, be received;
2. That Staff be authorized to continue with statutory and non-statutory public meetings utilizing electronic meeting participation;
3. That Staff be authorized to reconvene Committee of Adjustment meetings to consider applications utilizing electronic meeting participation;
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Markham Centre Secondary Plan Update

Status and Work Plan Options

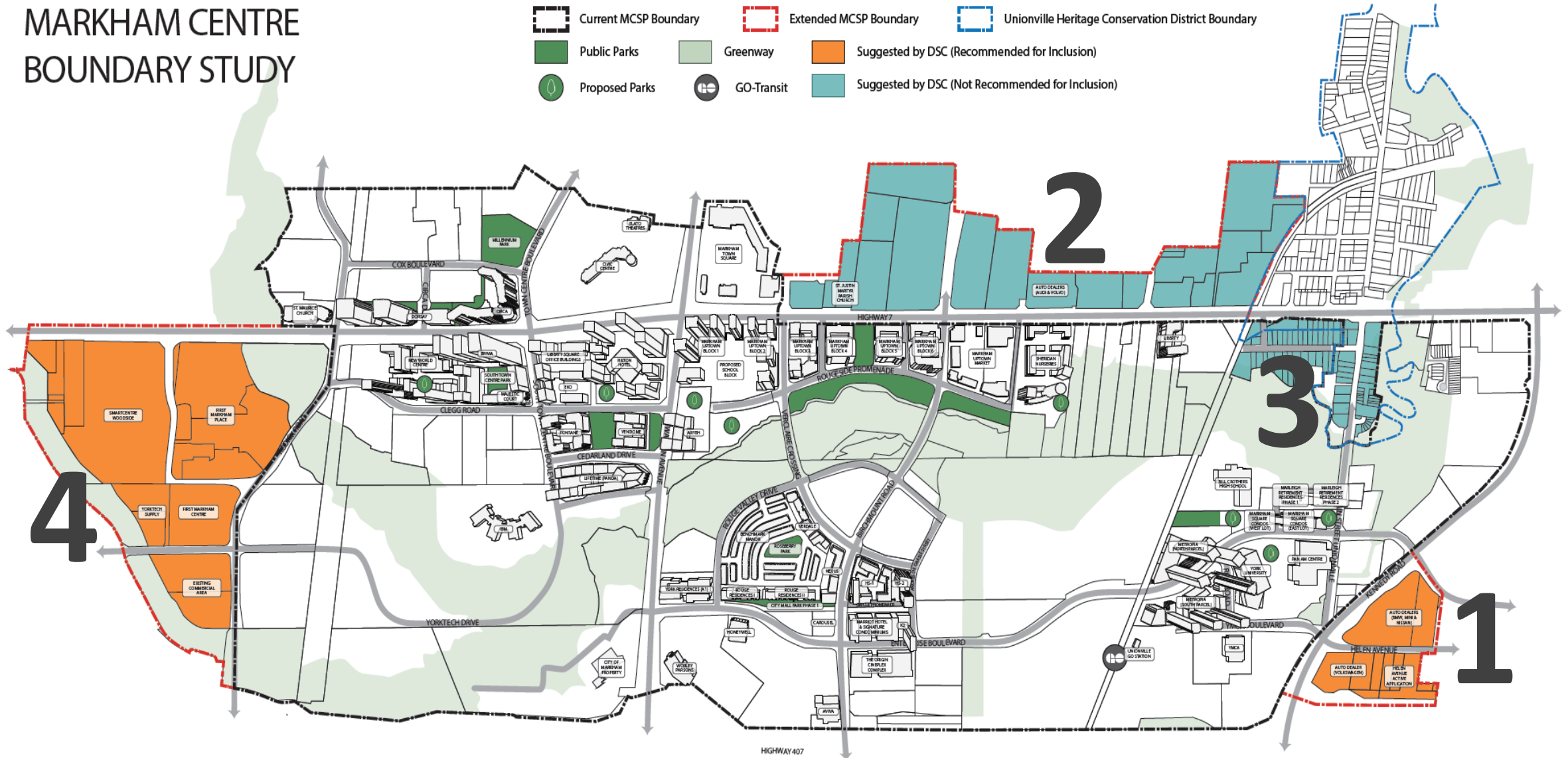
May 11, 2020, Development Services Committee

- October 2019: Secondary Plan Study Update Kick-off
- January 27, 2020: Presentation to DSC
 - Study Expansion Areas
 - Study Vision and Objectives
 - Work Plan

 Current MCSP Boundary
  Extended MCSP Boundary
  Unionville Heritage Conservation District Boundary

 Public Parks
  Greenway
  Suggested by DSC (Recommended for Inclusion)

 Proposed Parks
  GO-Transit
  Suggested by DSC (Not Recommended for Inclusion)

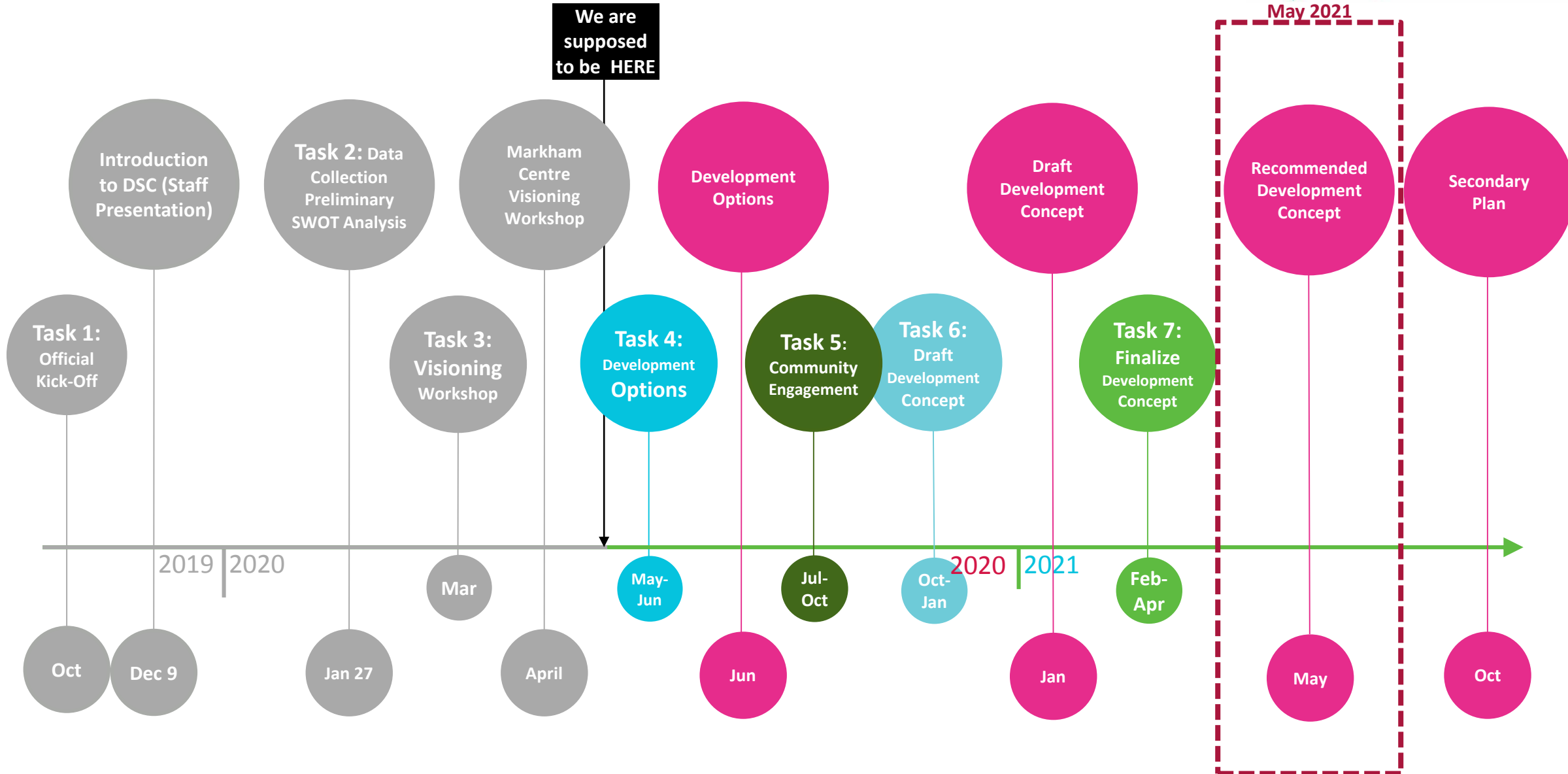


Study Vision and Objectives



- Sense of place
- Appropriate housing options and community amenities
- Opportunities for Civic Centre integration with future developments
- Engage Landowners and public Design strategies to encourage all-season active street use Opportunities to enhance Highway 7 and existing block structure
- Parking strategies

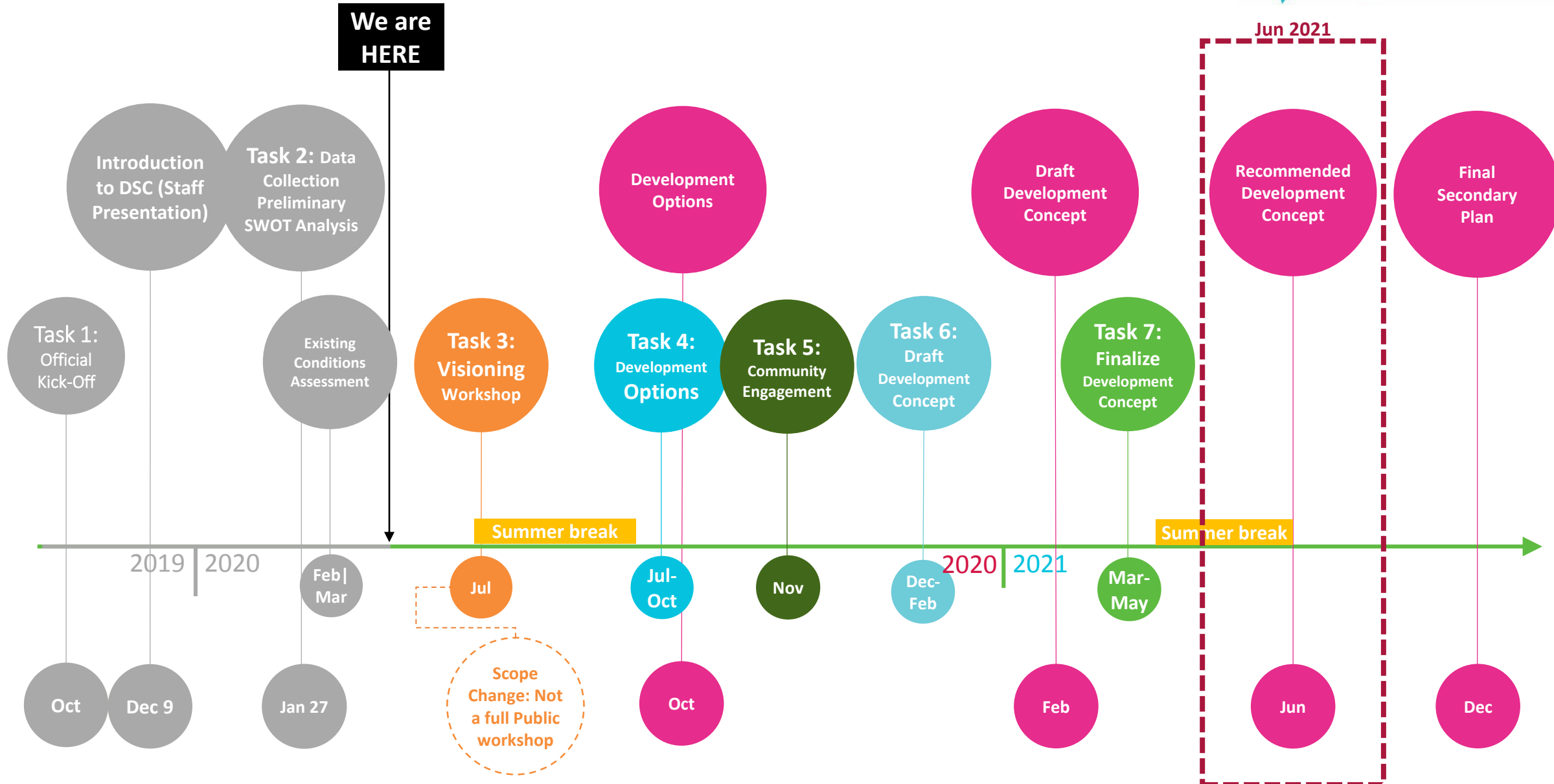
Work Plan (Original)

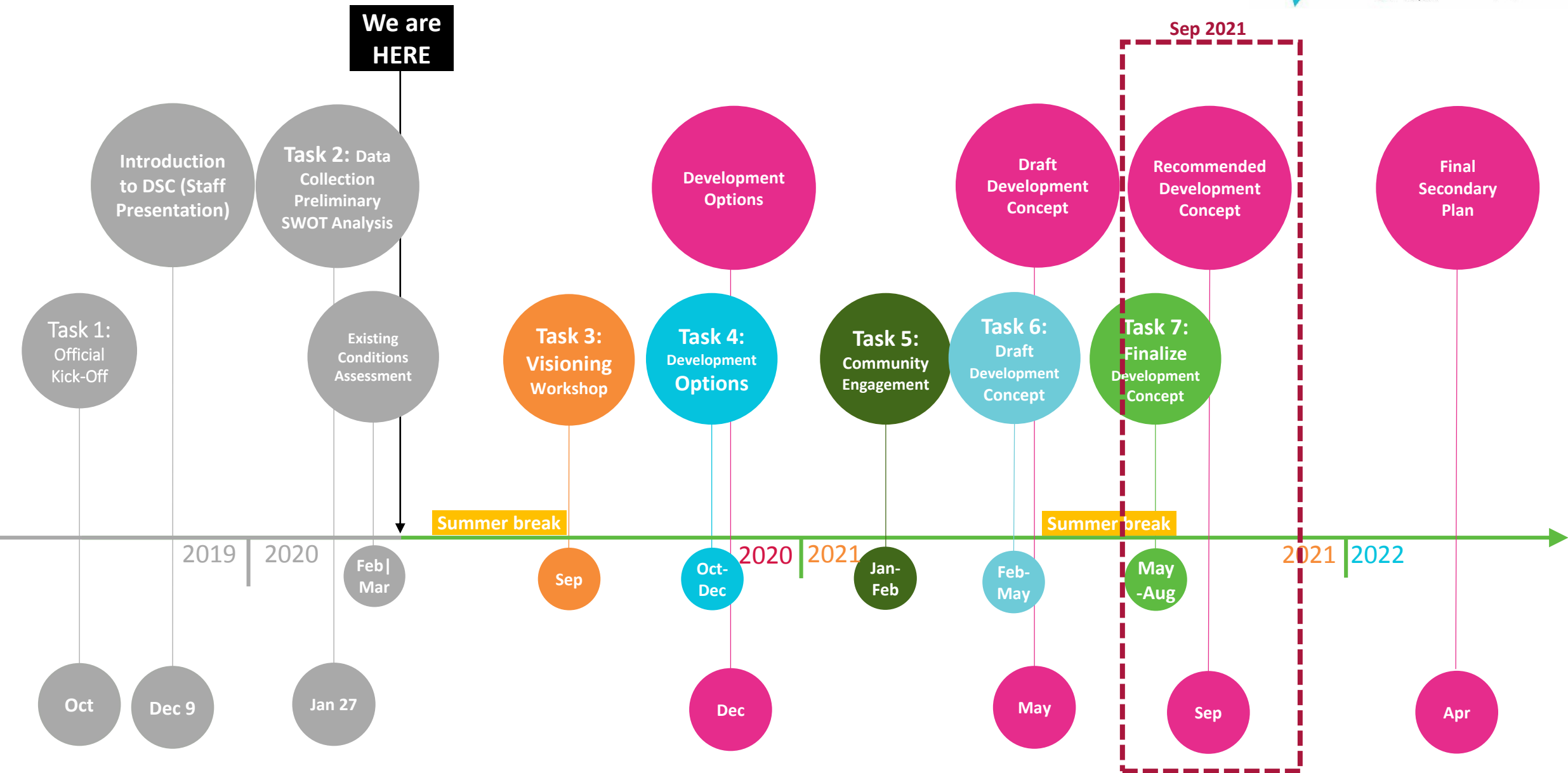


- March 26, 2020: Visioning Workshop (public)
- June 2020: DSC on 3 Development Concept Options
- June to Sep 2020: Summer Public Engagement
- Sep to Nov 2020: Draft Development Concept
- Jan 2021: DSC on Draft Development Concept
- Feb to April 2021: Finalize Development Concept
- May 2021: DSC Recommended Development Concept

- Existing Conditions Report (“ECR”) received February and March 2020
- Staff and external agency review and comments required
- **Status:**
 - Consultants now have all comments; ECR being updated
 - ECR must now include the Study Expansion Areas
 - ECR importance as basis of Visioning Workshop Exercise

Revised Work Plan: Option 1





Work Plan Options Summary

Tasks	Original	Option 1	Option 2
Visioning Workshop	March 26, 2020	July 2020 (Scoped and Virtual)	September 2020 (Possible Scoped and Virtual)
3 Development Options	June 2020	October 2020	December 2020
Community Engagement	July-October 2020	November 2020	January-February 2021
Draft Development Concept	January 2021	February 2021	May 2021
Recommended Development Concept	May 2021	June 2021	September 2021

Thank you



Report to: Development Services Committee

Report Date: May 11, 2020

SUBJECT: RECOMMENDATION REPORT
 One Piece Ideal (MS) Developments Inc.
 Applications for Official Plan Amendment, Zoning By-law
 Amendment, and Site Plan Approval to permit a 47-storey,
 residential mixed-use building with a total of 362 units on the
 Phase 1 (westerly) parcel of 28 Main Street (Ward 3)

File Nos: PLAN 19 142690 and SC 15 119946

PREPARED BY: Sabrina Bordone, M.C.I.P., R.P.P., extension 8230
 Senior Planner, Central District

REVIEWED BY: Stephen Lue, M.C.I.P., R.P.P., extension 2520
 Manager, Central District

RECOMMENDATION:

- 1) That the report dated May 11, 2020 titled “RECOMMENDATION REPORT, OnePiece Ideal (MS) Developments Inc., Applications for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval to permit a 47-storey, residential mixed-use building with a total of 362 units on the Phase 1 (westerly) parcel of 28 Main Street (Ward 3)”, be received;
- 2) That the Official Plan Amendment application (PLAN 19 142690) submitted by OnePiece Ideal (MS) Developments Inc., be approved and the draft Official Plan Amendment, attached as Appendix ‘A’, be finalized and brought forward to a future Council meeting to be adopted without further notice;
- 3) That the Zoning By-law Amendment application (PLAN 19 142690) submitted by OnePiece Ideal (MS) Developments Inc., be approved and the draft Zoning By-law Amendment, attached as Appendix ‘B’, be finalized and brought forward to a future Council meeting to be enacted without further notice;
- 4) That in accordance with the provisions of subsections 45 (1.4) of the *Planning Act*, R.S.O. 1990, as amended, the Owner shall through this Resolution, be permitted to apply to the Committee of Adjustment for a variance, if necessary, from the provisions of the accompanying Zoning By-law, except for building height increase, before the second anniversary of the day on which the by-law was approved by Council;
- 5) That the application for Site Plan Approval (SC 15 119946) submitted by OnePiece Ideal (MS) Developments Inc. be endorsed, in principle, subject to the conditions attached in Appendix ‘C’;

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- 6) That site plan approval be delegated to the Director of Planning and Urban Design or his designate and not to be issued prior to execution of a Site Plan Agreement;
 - 7) That Council grant servicing allocation for the 362 units on the Phase 1 (westerly) parcel;
 - 8) That the City reserves the right to revoke or reallocate servicing allocation should the development not proceed in a timely manner;
 - 9) That this endorsement shall lapse after a period of three (3) years from the date of endorsement in the event that a Site Plan Agreement is not executed within that period; and
 - 10) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

This report recommends approval of applications for Official Plan Amendment and Zoning By-law Amendment, and the endorsement, in principle, of a Site Plan Approval application (the “Applications”), submitted by OnePiece Ideal (MS) Developments Inc. (the “Owner”) to permit a 47-storey, residential mixed-use building consisting of 362 units with ground floor retail.

The Owner obtained previous permissions to construct a high density, residential mixed-use development on the subject lands through Official Plan Amendment No. 219 (“OPA 219”) and site-specific Zoning By-law Amendment 2018-134 (“By-law 2018-134”). The previous approvals permitted the development shown on Figure 4.

The Owner’s technical review of the Phase 1 lands identified the potential for unacceptable impacts on the building foundations of the adjacent land uses due to site limitations and geotechnical and hydrogeological conditions. This resulted in revisions to the Phase 1 building design, involving removal of the strata condition from the proposed public park and relocation of the underground parking to an above grade location within the Phase 1 building podium. In order to accommodate these revisions and maintain the 362 approved residential units, an increase to the building height and alterations to the building setbacks are required.

The statutory Public Meeting held by the Development Services Committee (the “DSC”) on March 3, 2020, together with the two Community Information Meetings (the “CIM”) held on March 12, 2020, and April 30, 2020, provided public input on the Applications. This report identifies how the matters raised throughout the application review process have been resolved or considered.

Staff recommend that Council approve the Applications and that the draft Official Plan Amendment (attached as Appendix ‘A’) and the draft Zoning By-law Amendment (attached as Appendix ‘B’) be finalized and brought forward to a future Council meeting

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for adoption and enactment without further notice. Further, Staff recommend that the application for Site Plan Approval be endorsed, in principle, subject to the conditions attached in Appendix 'C', and that site plan approval be delegated to the Director of Planning and Urban Design or his designate.

PURPOSE:

This report recommends approval of the Applications submitted by the Owner to facilitate a high-density, residential mixed-use development on the northwest corner of Main Street Unionville and Enterprise Boulevard (28 Main Street) in Markham Centre, as shown on Figure 1 (the "Subject Lands").

PROCESS TO DATE:

The following summarizes the process to date and next steps involved:

<u>January 16, 2020:</u>	Staff deemed the applications for Official Plan Amendment and Zoning By-law Amendment complete
<u>February 24, 2020:</u>	the DSC received the Preliminary Report
<u>March 3, 2020:</u>	the City held the statutory Public Meeting
<u>March 12, 2020:</u>	the Local Ward Councillor held the first CIM
<u>April 30, 2020:</u>	the Local Councillor intends to hold the second CIM (at the time of writing this report this meeting had yet to take place)

If Committee chooses to support the Applications, the planning process will include the following next steps:

- site-specific Official Plan Amendment adoption
- site-specific Zoning By-law Amendment enactment
- approval of the Site Plan Application (File No. SC 15 119946)

Application Processing

It should be noted that the Applications are moving forward during a period when the Province of Ontario has suspended *Planning Act* timelines for the review of an application and any appeal to the Local Planning Appeal Tribunal. Municipalities have the discretion to continue the processing of applications, so long as the procedural requirements of the *Planning Act* can be met (e.g. sending of notices, public meetings, etc.). Where a decision is made on an application, the City must send out notice of the decision at any point up to fifteen (15) days after the termination of the emergency; however, anyone eligible to file an appeal under the *Planning Act* may do so prior to the City issuing a notice of decision. The City has held a public meeting in accordance with the *Planning Act*, and the Applications have been circulated to commenting departments and agencies, and the City has received comments as outlined in this report. Further, Staff will continue to work with the Owner on any outstanding issues identified.

BACKGROUND:

The 2.06 ha (5.08 ac) Subject Lands are located on the northwest corner of Main Street Unionville and Enterprise Boulevard (28 Main Street) in Markham Centre, as shown on Figure 1. Bill Crothers Drive bisects the Subject Lands creating two distinct land parcels;

each represents a phase of development, being the west parcel (“Phase 1 lands”) and east parcel (“Phase 2 lands”). The Subject Lands are vacant with a 0.63 ha (1.55 ac) woodlot occupying the western portion of the Phase 1 lands. Figure 3 identifies the surrounding land uses.

Approval History

The Owner obtained previous permissions to construct a high density, residential mixed-use development on the Subject Lands through OPA 219 and By-law 2018-134.

Previous Proposal

The previous permissions (the “Approved Development Concept”) allowed the development of the Subject Lands with the following, as shown in Figure 4:

- 673 apartment dwelling units contained in two buildings (362 units on the Phase 1 lands and 311 units on the Phase 2 lands)
- building heights of 33-storeys (Phase 1 lands) and 29-storeys (Phase 2 lands)
- up to 1,700 m² (18,300 ft²) of non-residential/retail uses for both buildings
- 428 parking spaces accommodated in three levels of underground parking (Phase 1 lands) and 399 parking spaces accommodated in four levels of underground parking (Phase 2 lands)
- the conveyance of two park blocks (the west park block being stratified with three level of underground parking) and the woodlot to the City

Revised Proposal

The Applications subject to this report address the Phase 1 lands only. The Owner will similarly submit further development applications for the Phase 2 lands in the future. The Owner proposes to develop the Phase 1 lands as follows (the “Proposed Development”), as shown in Figure 5:

- 362 apartment dwelling units (consistent with the Approved Development Concept)
- building height of 47-storeys (including roof top mechanical penthouse)
- gross floor area (“GFA”) consisting of 54,257 m² (584,036 ft²) residential uses and 569 m² (6,129 ft²) grade-related retail space
- 432 parking spaces accommodated in a nine-storey above grade parking structure incorporated into the building podium with four at grade parking spaces
- one underground level that would accommodate mechanical and building operations and a resident bicycle parking area
- the conveyance of a new 0.35 ha (0.86 ac) public park (unencumbered, with no parking underneath) and a 0.63 ha (1.55 ac) woodlot to the City

Through the technical review of the Approved Development Concept, the Owner’s engineers and contractors identified the potential for unacceptable impacts on the building foundations of the adjacent land uses due to the site limitations and the geotechnical and hydrogeological conditions of the Subject Lands. This resulted in

revisions to the Phase 1 building design, which primarily involved the removal of the strata condition from the proposed public park and the relocation of the parking supply above grade and within the building podium. To accommodate the revisions and maintain the density at the previously approved 362 residential units, the Owner proposes an increase to the Phase 1 building height from 33-storeys to 47-storeys and alterations to the building setbacks.

Public Engagement

The statutory Public Meeting held by the DSC on March 3, 2020, together with a CIM held on March 12, 2020, and a second CIM to be held on April 30, 2020 (at the time of writing this report this meeting had yet to take place), have facilitated public input on the Applications. The following summarizes the main concerns raised by members of the DSC and the Public under the following themes, which are addressed in the Discussion section of this report:

- a) Height, Density and Angular Plane Analysis
- b) Consideration in advance of the Markham Centre Secondary Plan Update (the “MCSP Update”)
- c) The possibility of a height and density transfer from the Phase 1 lands to the Phase 2 lands, and the option to revert to a previous three building concept on the Subject Lands
- d) Request for further geotechnical analysis as it relates to the feasibility of using a diaphragm wall or other methodologies to construct a multi-level underground parking structure on the Phase 2 lands
- e) The feasibility of accommodating underground or overhead connections (or a combination of the two) to the YMCA, Markham Pan Am Centre, Unionville GO Station, and future York University lands
- f) Shadow Study
- g) Wind Study

DISCUSSION:

The following section highlights the land use policies and planning considerations in response to the Official Plan and Zoning By-law Amendment applications, the response to the public engagement, and the detailed review of the Site Plan Approval application.

Land Use Policies and Planning Considerations

Staff have reviewed the Applications on the Phase 1 lands, in light of the following land use policies:

The Provincial Policy Statement, 2014 (the “PPS”)

The PPS provides policy direction on matters of Provincial interest related to land use planning and development, and promotes growth in settlement areas away from significant or sensitive resources. Growth is to be managed through efficient

development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

The Proposed Development facilitates a compact urban form through the intensification of lands located within the established Settlement Area of the City of Markham where full municipal services presently exist. It contributes towards the economic prosperity of Markham Centre, the City's emerging downtown, and offers a range of residential unit types that would accommodate additional population, including families, to support the existing and planned surrounding commercial and cultural uses. The Proposed Development will take advantage of public investments in higher-order transit and support alternate modes of transportation, such as transit, cycling and walking while using existing infrastructure more efficiently and minimizing land consumption. Staff are satisfied that the Proposed Development conforms to the PPS.

Provincial Growth Plan for the Greater Golden Horseshoe, 2019 (the "Growth Plan")

The Growth Plan outlines Provincial policies for managing and directing where and how growth should occur within the Greater Golden Horseshoe to the year 2041. The premise of the Growth Plan is building compact, vibrant and complete communities, developing a strong competitive economy, protecting and wise use of natural resources and optimizing the use of existing and new infrastructure to support growth in a compact, efficient form.

The Growth Plan directs growth to settlement areas and prioritizes intensification. The Subject Lands are located in Markham Centre, which is one of the 25 identified "Urban Growth Centres" in the Greater Golden Horseshoe. Urban Growth Centres are recognized as regional focal points for accommodating population and employment growth. The Growth Plan also provides a definition of a Major Transit Station Area ("MTSA"), as being the area within an approximate 500 to 800 m radius of a transit station. The Subject Lands are located within 450 m of the Unionville GO Station and are in proximity to numerous existing YRT and VIVA bus routes.

Staff are of the opinion that the Proposed Development conforms to the Growth Plan, as it is located in an Urban Growth Centre and MTSA, seeks to intensify underutilized lands with a mix of uses at transit supportive densities, and aids in the creation of a complete community with non-residential opportunities and amenities for residents, including a new public park.

York Regional Official Plan, 2010 (the "Regional Plan")

The Regional Plan designates the Subject Lands "Urban Area" and within a "Regional Centre" (Markham Centre), and identifies Enterprise Boulevard, abutting the Subject Lands, as a "Regional Corridor". The urban structure of the Region is to intensify into a new generation of sustainable and quality compact areas, with a focus on the Region's Centres and Corridors. These areas will provide a diverse and compatible mix of land

uses, including residential and employment uses, to support vibrant neighbourhoods. Staff are satisfied the Proposed Development conforms to the Regional Official Plan.

Markham Official Plan, 2014 (the “City’s Official Plan”)

The Subject Lands are designated “Mixed Use High Rise” and “Greenway” in the City’s Official Plan (as partially approved on November 24, 2017, and further updated on April 9, 2018). Lands designated “Mixed-Use High Rise” are priority locations where development with the greatest level of intensification is intended to take place. The “Greenway” designation applies to the woodlot portion of the Subject Lands.

The policies of the City’s Official Plan identify that until an updated secondary plan is approved for the Regional Centre-Markham Centre lands, the provisions of the 1987 Town of Markham Official Plan, as amended, and the 1997 Markham Centre Secondary Plan (“OPA 21”), as amended, shall apply to the Subject Lands.

Markham Centre Secondary Plan (“OPA 21”)

The Subject Lands are designated “Community Amenity Area - Major Urban Place”, “Open Space” and “Open Space – Environmentally Significant”, by way of site-specific OPA 219, which amended the OPA 21. OPA 219, which was approved by the Local Planning Appeal Tribunal (the “LPAT”) in its decision issued on February 5, 2019, includes site-specific permissions for the Subject Lands based on the Approved Development Concept and indicated that a Precinct Plan is not required. The approval also included a special provision to permit a stratified park for the Phase 1 lands.

The draft Official Plan Amendment, as shown in Appendix ‘A’, proposes to increase the maximum permitted building height from 33-storeys to 47-storeys and deletes the permission for below grade parking beneath a portion of the Phase 1 lands designated “Open Space”. The Owner’s Proposed Development maintains the density at the previously approved 362 residential units.

Zoning

The Subject Lands are zoned “Markham Centre Downtown Two *28 *(Hold)” [MC-D2*28(H)], “Markham Centre Public Space One *29” (MC-PS1*29), “Markham Centre Public Space One” (MC-PS1) and “Markham Centre Public Space Two (MC-PS2)”, by By-law 2018-134, which amends By-law 2004-196, as shown in Figure 2. The Owner’s Zoning By-law Amendment application seeks to amend By-law 2018-134 to reflect the Proposed Development.

The draft Zoning By-law Amendment, as shown in Appendix ‘B’, rezones a portion of the Subject Lands from “Markham Centre Public Space One *29” (MC-PS1 *29) to “Markham Centre Public Space One” (MC-PS1), amends certain site-specific development standards, including the maximum building height and setbacks, deletes subsection 6.29 (*29), which allowed for parking beneath the west park block, and amends the definition of “storey” for the purposes of applying building standards, but does not change the overall permitted height of the proposed building.

Response to Public Engagement

The following section identifies how the matters raised throughout the application review process, specifically those raised at the statutory Public Meeting and the March 12, 2020, CIM, have been resolved or considered.

a) Height, Density and Angular Plane Analysis

At the March 3, 2020, statutory Public Meeting, and the March 14, 2020, CIM, the Public and members of the DSC expressed concerns relating to the proposed building height increase, compatibility with the Main Street Unionville area, and potential impacts from the density to the surrounding community.

A total of 673 residential units (362 on the Phase 1 lands) and 1,700 m² (18,300 ft²) of grade-related retail space have already been determined as an appropriate development density on the Subject Lands through the adoption and enactment of OPA 219 and By-law 2018-134. The Owner maintains the previously approved residential density and the provision of grade-related retail space, and proposes revisions to the proposed Phase 1 building form in response to soil and groundwater conditions.

The Subject Lands are located within Markham Centre, a provincially identified Urban Growth Centre and Regional Centre, where the highest intensity of development has been directed to occur. Markham Centre is also identified as “Mobility Hub - Anchor Hub” by Metrolinx within the Regional Transportation Plan for the Greater Toronto Area. It is intended that lands within mobility hubs be developed at higher densities and with a greater variety of uses to support the planned function of the mobility hub by taking advantage of the increased transit opportunities provided by the station facilities. The Subject Lands are an appropriate location for the Proposed Development.

In response to the concerns regarding the proposed building height, Urban Design Staff prepared a Context Plan, as shown in Appendix ‘D’, and Angular Plane Study, as shown in Appendix ‘E’. The Context Plan identifies the separation distance from the closest residential dwelling (56 Main Street Unionville) to the Subject Lands, at approximately 310 m from the Phase 1 lands and approximately 240 m from the Phase 2 lands.

The Context Plan further demonstrates the preservation of key sightlines from Bill Crothers Secondary School and the seniors’ residence to the north with the strategic placement of the buildings and proposed park blocks. The Angular Plane Study demonstrates that the Proposed Development satisfactorily meets the 45-degree angular plane test and provides adequate separation distance and transition with minimal impact to the existing low-rise residential community to the north.

b) Consideration in advance of the MCSP Update

The Public raised the matter respecting consideration of the Applications in advance of the finalization of the MCSP Update. In Q4-2019, the City commenced the Secondary Plan Study Update to OPA 21. The Owner previously received approvals for a 33-storey building consisting of 362 residential units. For the reasons already noted, the Owner now requests a 47-storey building while maintaining the 362 units in Phase 1, which were already approved through OPA 219, which amended OPA 21, and the implementing Zoning By-law 2018-134.

The previous approvals, being the Approved Development Concept as illustrated in Figure 4, predate the work currently being undertaken on the MCSP Update, which began in October 2019, and will be incorporated into the Existing Conditions analysis. The Existing Conditions analysis will examine the existing and approved building heights, densities, and related site-specific policies in Markham Centre. Staff opine that consideration of the Proposed Development, as illustrated in Figure 5, in advance of the MCSP Update finalization is appropriate on the basis that the Owner proposes to maintain the previously approved residential density. Through the work with Staff on the Angular Plane Study and the preservation of key sightlines in the Context Plan, the Owner has satisfactorily demonstrated that the proposed building height increase would have minimal impact on the surrounding area. Should Council approve the Proposed Development, the development concept for the MCSP Update would factor in the additional building height. Staff anticipate the completion of the recommended development concept of the MCSP Update in 2021.

c) The possibility of a height and density transfer from the Phase 1 lands to the Phase 2 lands, and the option to revert to a previous three building concept on the Subject Lands

At the statutory Public Meeting, members of the DSC requested Staff to look into the possibility of transferring a portion of the proposed Phase 1 building height and density to the Phase 2 lands, and the feasibility of eliminating the proposed public park on the Phase 2 lands to accommodate a third building to absorb additional density.

At the March 12, 2020, CIM, the Owner clarified the inaccurate information given at the statutory Public Meeting regarding the units sold. The Owner clarified that 89% of the Phase 1 units (323/362 units) are sold and 87% of the Phase 2 units (270/311 units) are sold. The Owner further explained that financing of Phases 1 and 2 are administered through separate financial institutions and that the lenders would likely withdraw should any of the Phase 1 units be transferred to the Phase 2 lands.

When asked of the possibility to revert to a three building scheme with a stratified park arrangement, the Owner was not supportive. The Owner explained their

desire to maintain the park block on the Phase 2 lands, which represents an appropriate and prominent location as an integral part of the negotiations with the landowner to the north (the Main Street Residence (Unionville) Inc.). Staff also note that with the introduction of the Provincial Community Benefit Charge (“CBC”), the ability for the City to secure future parkland in Markham Centre may be limited and therefore preservation of existing/available parkland should be the priority. The Owner advised that the challenge in this area is not the stratification of parkland to accommodate parking, but rather that the minimum required 1.8 m soil depth to ensure proper tree growth and a regularized grade on the park, which would continue to affect the high water table and existing soil conditions that remains the catalyst for the proposed building height increase. For these reasons, Staff do not support a third building at the expense of the proposed park block on the Phase 2 lands.

Staff and the Owner have worked diligently to propose an innovative and well-articulated built form that responds to existing soil conditions, in a location intended for intensification. The Proposed Development is not the first building in Markham Centre to have parking above grade embedded in the building podium. Other examples of developments in Markham Centre that incorporated above grade podium parking in response to the high water table include, but are not limited to, the following:

- i) The Signature Condos complex by Marriot Hotel and Remington located at the northeast corner of Birchmount Road and Enterprise Boulevard
- ii) York Condos by Remington located at the northeast corner of Enterprise Boulevard and Warden Avenue
- iii) Fontana Condominiums by H & W Corporation located at the northeast corner of South Town Centre Boulevard and Cedarland Drive.

In this regard, Staff are of the opinion that the Proposed Development will not set an undesirable precedent in Markham Centre.

- d) Request for further geotechnical analysis as it relates to the feasibility of using diaphragm wall or other methodologies to construct a multi-level underground parking structure

At the March 3, 2020, statutory Public Meeting, and the March 14, 2020, CIM, the Public and members of the DSC requested additional geotechnical analysis be undertaken for the Phase 2 lands to determine whether the planned building height could be reduced by accommodating some or all of the required parking below grade. In response to this request, the Owner’s Engineering Consultant (Grounded Engineering) provided a Diaphragm Wall Feasibility Review on April 1, 2020, to demonstrate the feasibility of using a diaphragm wall, or other methodologies, to construct a multi-level below grade parking structure for the Phase 2 lands. The review concluded that while diaphragm wall systems are technically well suited to handle the complex subsurface conditions on the Phase

2 lands, they do not meet the Owner's cost, schedule, or risk profiles for the proposal.

Based on the boreholes advanced to date across both phases of the development, the upper silty clay layer thickness is not thick enough to accommodate a second level of underground parking on the Phase 1 lands. Notwithstanding this, Grounded Engineering advises that it may be possible to construct a 2-level below grade parking structure on the Phase 2 lands given the increased thickness of the weak salty clay layer based on observations from the preliminary boreholes, but this requires verification once a detailed Geotechnical Investigation of the Phase 2 lands is completed. The Owner commits to verify this preliminary option through a detail Geotechnical Investigation on the Phase 2 lands as part of the future development planning applications.

Staff commit to continue working with the Owner to determine possible design changes on the Phase 2 lands including, the possibility of accommodating additional underground parking levels.

e) Feasibility of accommodating underground or overhead connections (or a combination of the two) to adjacent existing and proposed facilities

At the March 3, 2020, statutory Public Meeting, members of the DSC requested that there be underground or overhead connections (or a combination of the two) from the Proposed Development to the YMCA, Markham Pan Am Centre, Unionville GO Station, and future York University lands. Staff, the Owner, and the Owner's consulting team have looked into the feasibility of implementing these proposed connections and opine that this is unsupportable for the following reasons:

i) Engineering

The Owner's Engineering Consultant advised that underground connections are unfeasible based on the shallow location of services within the Bill Crothers Drive and Enterprise Boulevard right-of-ways. Relocating these services could be cost prohibitive and technically challenging due to the high water table and soil conditions in the area.

ii) Transportation

Currently there are no plans or details with respect to how an overhead connection would be designed and constructed. Accommodating an above grade overpass would require a sightline analysis to ensure there are no sightline obstructions. This would depend on the design and location in relation to the characteristics of Enterprise Boulevard, such as road profile and location of traffic signal heads.

iii) Planning

Two of the key planning considerations when examining this request are Crime Prevention Through Environmental Design (“CPTED”) and Complete Streets. CPTED is based on the principle that proper design and effective use of buildings and public spaces in neighborhoods provide for natural surveillance and can lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life for citizens. In Staff’s opinion, an underground tunnel system, in particular, would fail the design principles of CPTED.

Moreover, taking pedestrians away from the streets and into potentially isolating tunnels could result in less active and complete streets and potentially affect the success of grade-related retail in the area. Further considerations including, but not limited to funding, maintenance, easement requirements, and liability would require close examination. It should also be noted that the Subject Lands are already well connected through the existing sidewalk system to the YMCA, Markham Pan Am Centre, Unionville GO Station, and future York University lands.

Given the reasons cited above, particularly the costs involved, the Owner is not prepared to consider underground or overhead connections to adjacent existing and proposed facilities.

f) Shadow Study

At the March 3, 2020, statutory Public Meeting, members of the DSC requested that the Shadow Study form part of the Recommendation Report for their review (refer to Appendix ‘F’). Intervals of 1-hour increments from 9:18 am to 6:18 pm on March 21, June 21 and September 21 provide the basis for this study. The most notable difference between the shadow studies undertaken for the Approved Development Concept and the Proposed Development are the length of shadow cast by the tower portion. Notwithstanding this, as the tower portion of the Proposed Development consists of a minimal floor plate size, the resulting shadows remain narrow and move quickly. As a result, shadows do not dwell over any particular area of an adjacent property for an extended period. The extent of the shadows cast by the podium portion of the building remain generally consistent with the previous Approved Development Concept. Staff concur with the results of the Owner’s Shadow Study.

g) Wind Study

At the March 3, 2020, statutory Public Meeting, a member of the Public questioned the potential wind impacts that the Proposed Development might have. The Owner undertook a Wind Study Analysis for the Proposed Development, which concludes that wind conditions over most pedestrian sensitive grade-level locations within and surrounding the study site will be acceptable for the intended uses. Where required, mitigation measures, in the form of vertical wind barriers

and canopies/pergolas, are recommended and have been incorporated in the proposed architectural and landscape designs.

Site Plan Approval Application

The following section discusses site plan matters identified and examined through the application review process.

a) Site Plan

The Proposed Development responds to an urban environment by providing a strong built form that frames the intersection of Enterprise Boulevard and Bill Crothers Drive. The Owner proposes 569 m² (6,129 ft²) of grade-related retail space along Enterprise Boulevard, to be retained and marketed by the Owner, which would contribute to the activation of the public realm and provide residents with local amenities. The proposed public park and woodlot conveyance to the west of the Phase 1 lands expands the provision of community amenities in a highly visible and accessible location, provides enhanced opportunities for connectivity between Bill Crothers Secondary School and Enterprise Boulevard, and facilitates woodlot preservation and restoration (see Figure 5).

The provision for vehicular access to the Phase 1 lands continues via a driveway off Bill Crothers Drive that provides left-in/right-in/right-out movements (left out movements will be prohibited). A future connection to the lands to the north is also proposed. The pick-up, drop-off, loading area, and ramp to the above grade podium parking are located off the driveway on the north side of the building, away from the Enterprise Boulevard and Bill Crothers Drive streetscapes, and have been integrated into the building massing and screened from public view (see Figure 6). The Owner proposes 432 parking spaces accommodated in a well-integrated nine-storey above grade podium with four at grade parking spaces. The proposed parking supply meets the parking rate previously approved through By-law 2018-134.

b) Building Elevations

The design of the tower element minimizes shadowing impacts and provides appropriate separation distances on the adjacent properties. The Proposed Development seamlessly integrates a nine-storey podium that incorporates step-backs and massing articulation at different levels that further articulate the building massing for a varying and interesting built form. Variations in architectural expression with strong corner elements and complimentary material and colour palette add to the visual interest and enables the podium parking to appear as residential units. The proposed façade materials include vision and spandrel glass, porcelain panel with gray undertone, and white and graphite gray metal panel (see Figures 7 and 8). Staff may require minor changes to the building façade and materiality, which the Owner will address prior to the issuance of site plan endorsement.

c) Landscape and Amenity Space

The landscape plan proposes a combination of hardscape and soft landscape, bicycle parking spaces, and opportunity for outdoor café space. Residential dwelling units have access to exclusive outdoor amenity areas in the form of private balconies, patios and terraces. Common indoor and outdoor amenity space are provided at level 10 and on the podium rooftop. Revisions to the landscape plan and streetscape plans, based on the requirements of the City of Markham Streetscape Manual, Markham Centre Streetscape Guidelines, and Staff comments, may be required and addressed prior to the issuance of site plan endorsement.

d) Bird Friendly Measures and Dark Sky Compliance

Bird friendly treatment is required in accordance with the City's Bird Friendly Guidelines (2014). The primary treatment is comprised of integral/applied coverings (dots). The treatment will consist of a minimum of 85% coverage on continuous glass with an area greater than 2 m² within a height of 16 m from finished grade. Lighting is mitigated by eliminating up-lighting, will be limited to areas where lighting is needed for safety and security, and is designed to avoid creating "pools" of light and eliminate light spillage on adjacent properties.

The Owner must submit a Photometric Lighting Plan for review, with confirmation that the Proposed Development has been designed in accordance with the City's Bird Friendly and Dark Sky Compliance guidelines, as a condition of the site plan agreement (Appendix 'C').

e) Markham District Energy

The Owner proposes to connect the Proposed Development to Markham District Energy, making efficient use of infrastructure while leveraging the investments made by the municipality in creating this energy system.

f) Leadership in Energy and Environmental Design ("LEED") and Sustainability Measures

The Owner will be seeking LEED Silver certification in accordance with the City's policy for high-density residential development. This LEED Silver certification requirement has been captured as a condition of site plan approval (Appendix 'C'). The Owner proposes additional sustainable measures to be incorporated in to the Proposed Development (Appendix 'G') including, but are not limited, to the following:

- i) provisions for bicycle storage rooms for the residents, residential and retail visitors, and retail staff

- ii) Electric Vehicle (EV) charging stations will be available for residents and visitors
- iii) terraces and roof landscape areas will be designed to reduce heat island effects and the roof will be treated with high albedo materials
- iv) water efficiency measures, such as water use reduction measures, water efficient landscaping and water sub-metering, will be implemented
- v) a construction indoor air quality management plan will be implemented including low emitting materials for adhesives and sealants, paints and coatings, and flooring.

The Owner will be required to implement the sustainable measure (Appendix 'G') as a condition of the site plan agreement (Appendix 'C').

g) Additional Building Amenities

The Owner proposes a variety of communal amenities for the Phase 1 building residents including, but not limited to, the following:

- i) multiple meeting rooms
- ii) library/tech lounge
- iii) gym and yoga/meditation studio
- iv) guest suites
- v) game lounge and theatre

h) Landowners Group

A clearance letter from the Trustee of the Markham Centre Landowners Group is required to confirm that the Owner has met their cost sharing obligations. A condition of site plan approval has been included to this effect (Appendix 'C').

CONCLUSION:

Based on the discussion above Staff recommend the following:

- a) That the Official Plan Amendment application be approved and that the draft Official Plan Amendment attached as Appendix 'A' be finalized and brought forward to a future Council meeting to be adopted without further notice
- b) That the Zoning By-law Amendment application be approved and that the draft Zoning By-law Amendment attached as Appendix 'B' be finalized and brought forward to a future Council meeting to be enacted without further notice
- c) That the application for Site Plan Approval be endorsed in principle subject to the site plan conditions attached in Appendix 'C'
- d) That final approval of the site plan be delegated to the Director of Planning and Urban Design following execution of a Site Plan Agreement between the City and the Owner

FINANCIAL CONSIDERATIONS AND TEMPLATE:

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The Proposed Development aligns with the strategic priority to manage growth in an effective and efficient manner.

BUSINESS UNITS CONSULTED AND AFFECTED:

The Applications were circulated to internal City department and external agencies. Requirements of the City and external agencies have been reflected in the implementing Official Plan Amendment and Zoning By-law Amendment, and in the conditions of Site Plan Approval (see Appendices 'A', 'B' and 'C').

RECOMMENDED BY:

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

Arvin Prasad, 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: Approved Development Concept
Figure 5: Proposed Development (Phase 1)
Figure 6: Site Plan (Phase 1)
Figure 7: Elevations (Phase 1)
Figure 8: Conceptual Rendering (Phase 1)

APPENDICES:

Appendix 'A': Draft Official Plan Amendment
Appendix 'B': Draft Zoning By-law Amendment
Appendix 'C': Conditions of Site Plan Approval
Appendix 'D': Context Plan
Appendix 'E': Angular Plane Study
Appendix 'F': Shadow Study
Appendix 'G': Sustainable Features Letter

AGENT:

Adam Layton
Evans Planning Inc.
8481 Keele St., Unit 12
Vaughan, ON
L4K 1Z7

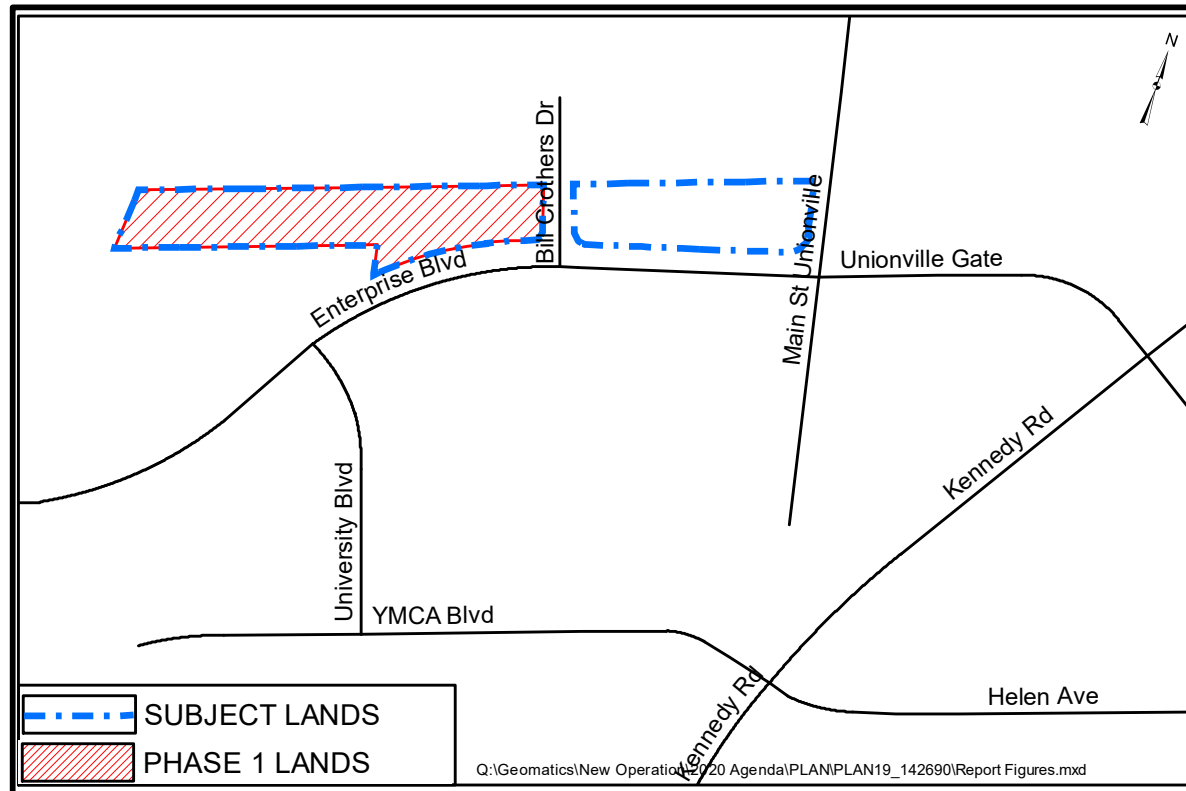
Report to: Development Services Committee

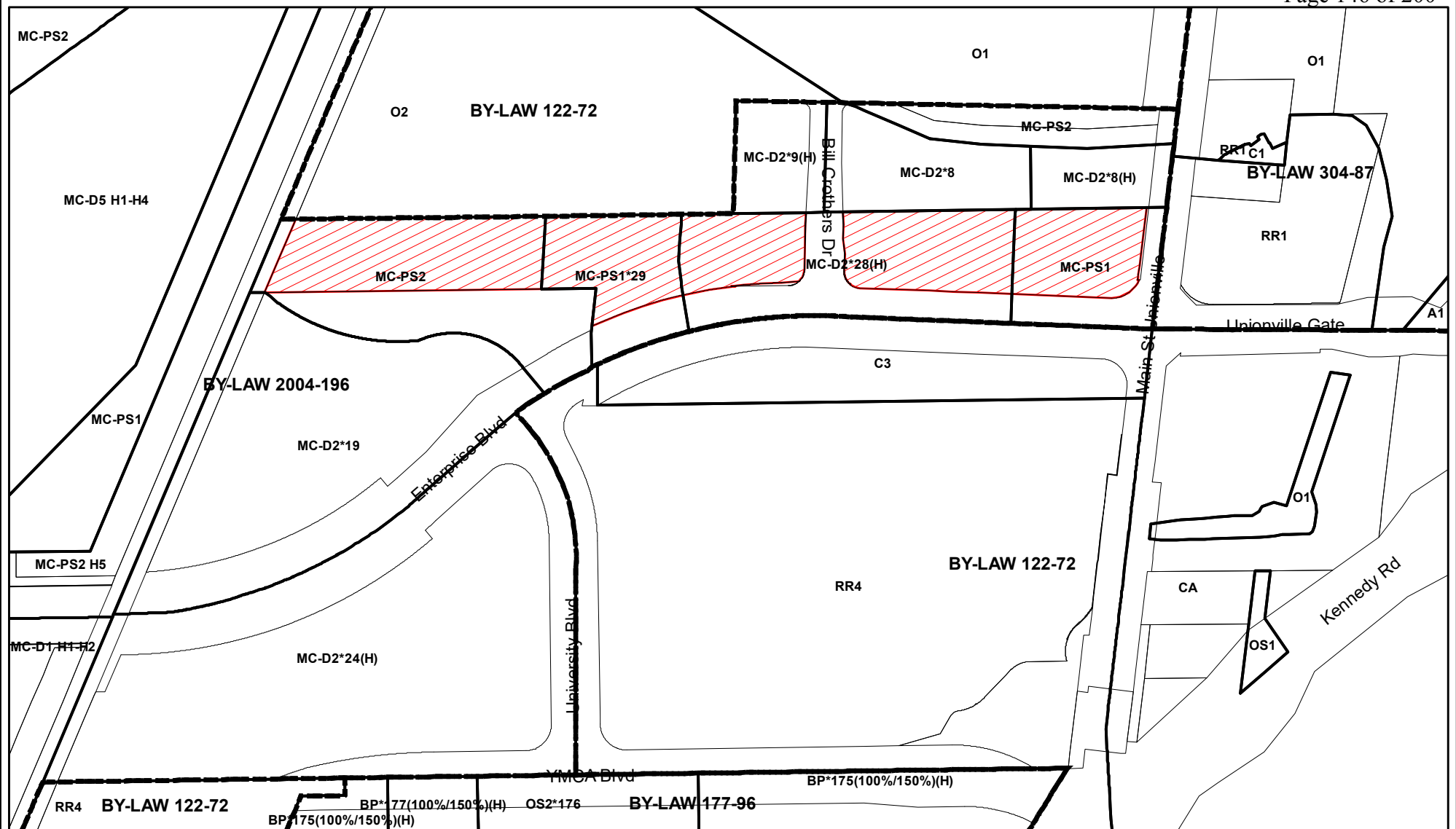
Report Date: May 11, 2020

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Tel: (905) 669-6992 ext. 102

Email: alayton@evansplanning.com





AREA CONTEXT / ZONING

APPLICANT: OnePiece Ideal (MS) Developments Inc.

FILE No. PLAN 19 142690 & SC 15 119946

 SUBJECT LANDS

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DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: SB

DATE: 20/04/2020

FIGURE No. 2



AERIAL PHOTO (2019)

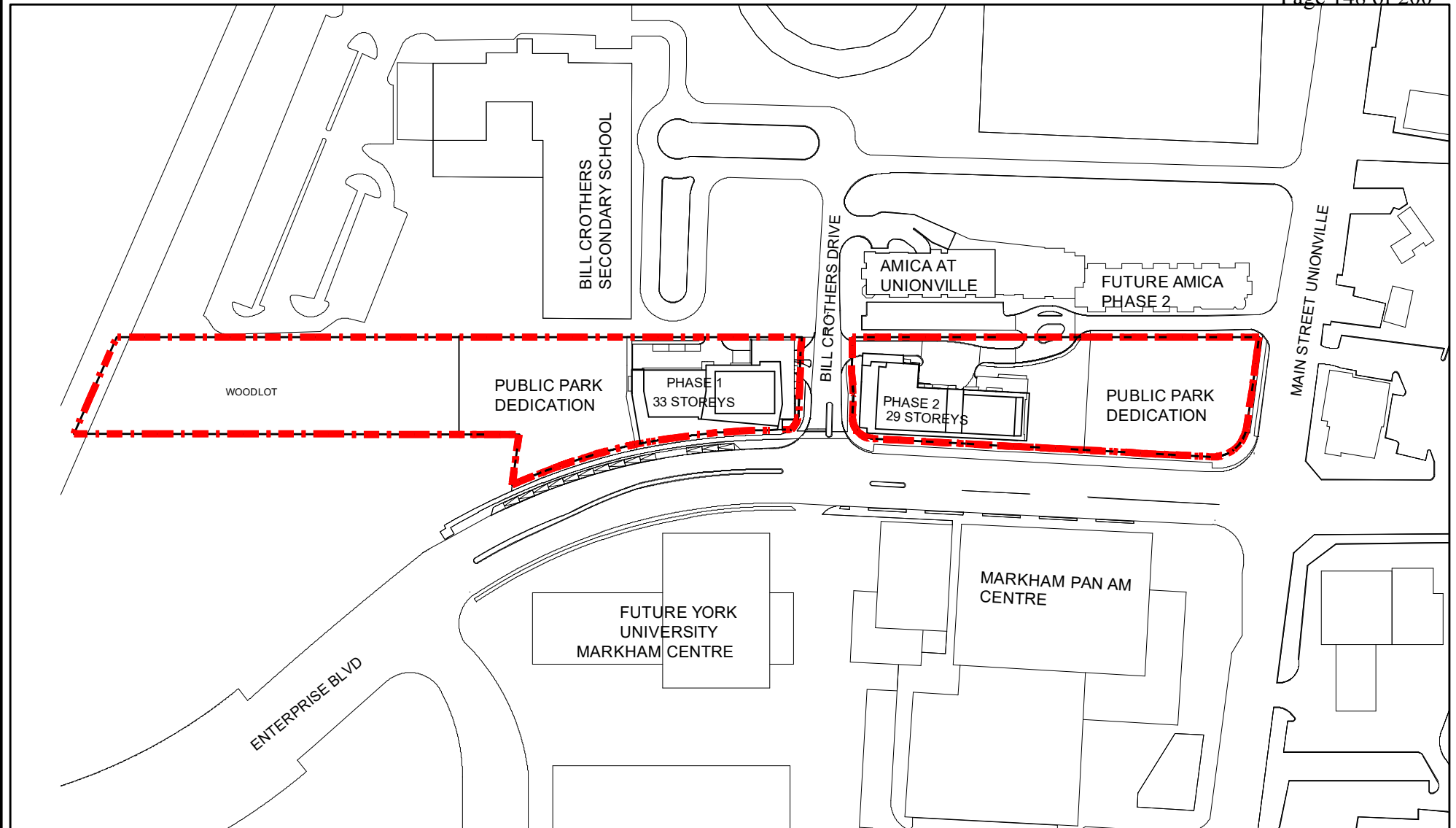
APPLICANT: OnePiece Ideal (MS) Developments Inc.

FILE No. PLAN 19 142690 & SC 15 119946

 SUBJECT LANDS

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DATE: 20/04/2020



APPROVED DEVELOPMENT CONCEPT

APPLICANT: OnePiece Ideal (MS) Developments Inc.

FILE No. PLAN 19 142690 & SC 15 119946

 SUBJECT LANDS

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DATE: 20/04/2020

WOODLOT
DEDICATION

PUBLIC PARK
DEDICATION

PODIUM
9 STOREY

WEST TOWER
PROPOSED 47 STOREY
RESIDENTIAL TOWER

BILL CROTHERS DRIVE

ENTERPRISE BOULEVARD

PROPOSED DEVELOPMENT (PHASE 1)

APPLICANT: OnePiece Ideal (MS) Developments Inc.

FILE No. PLAN 19 142690 & SC 15 119946

 SUBJECT LANDS

DATE: 20/04/2020

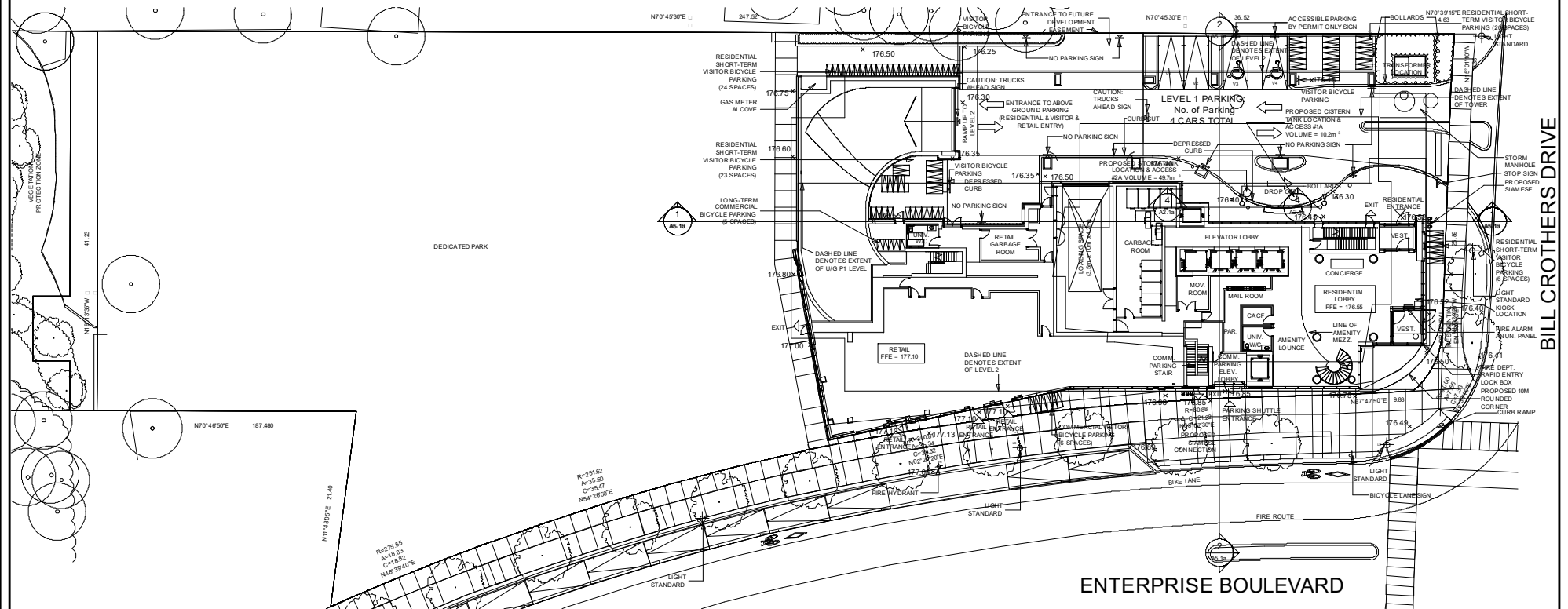
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 MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By: RT

Checked By: SB

FIGURE No. 5

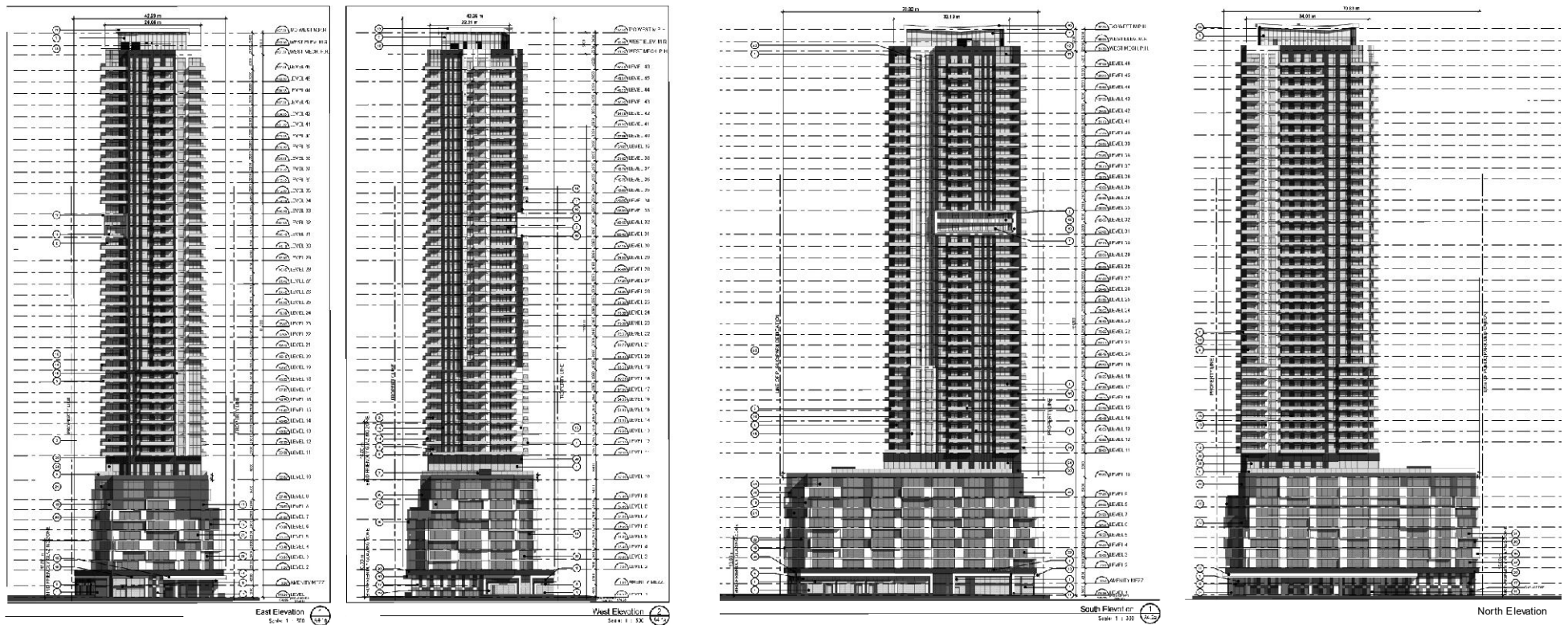


SITE PLAN (PHASE 1)

APPLICANT: OnePiece Ideal (MS) Developments Inc.

FILE No. PLAN 19 142690 & SC 15 119946

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ELEVATIONS (PHASE 1)

APPLICANT: OnePiece Ideal (MS) Developments Inc.

FILE No. PLAN 19 142690 & SC 15 119946

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Phase 1 West - Street Perspective - Looking from Southwest



CONCEPTUAL RENDERING (PHASE 1)

APPLICANT: OnePiece Ideal (MS) Developments Inc.

FILE No. PLAN 19 142690 & SC 15 119946

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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. 9 to the Markham Centre Secondary Plan (PD 33-1)
for the Central Area Planning District (Planning District No. 33).

[OnePiece (MS) Developments Inc.]

(May, 2020)

OFFICIAL PLAN
of the
MARKHAM PLANNING AREA
AMENDMENT NO. XXX

To amend the Official Plan (Revised 1987), as amended and to incorporate Amendment No. 9 to the Markham Centre Secondary Plan (PD 33-1) for the Central Area Planning District (Planning District No. 33).

This Official Plan Amendment was adopted by the Corporation of the City of Markham, By-law No. _____ - ____ in accordance with the Planning Act, R.S.O., 1990 c.P.13, as amended, on the XX day of MONTH, 2020.

Mayor

City Clerk

THE CORPORATION OF THE TOWN OF MARKHAM

BY-LAW NO. _____

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

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

1. THAT Amendment No. XXX to the 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 MONTH, 2020.

CITY CLERK

MAYOR

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PART I - INTRODUCTION

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

PART I - INTRODUCTION

1.0 GENERAL

- 1.1** PART I - INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2** PART II - THE OFFICIAL PLAN AMENDMENT constitutes Official Plan Amendment No. XXX to the Official Plan (Revised 1987), as amended and is required to enact Amendment No. 9 to the Markham Centre Secondary Plan (PD 33-1) for the Central Area Planning District (Planning District No. 33). Part II is an operative part of this Official Plan Amendment.
- 1.3** PART III - THE SECONDARY PLAN AMENDMENT, including Schedule “A”, attached thereto, constitute(s) Amendment No. 9 to the Markham Centre Secondary Plan (PD 33-1) for the Central Area Planning District (Planning District No. 33). This Secondary Plan Amendment may be identified by the symbol PD 33-1-9. Part III is an operative part of this Official Plan Amendment.

2.0 LOCATION

This Amendment to the Official Plan and to the Markham Centre Secondary Plan (PD 33-1) applies to a 2.06 ac (5.08 ac) parcel of land municipally known as 28 Main Street Unionville, located at the northwest corner of Main Street Unionville and Enterprise Boulevard, east of the GO Rail line (the “Subject Lands”). Bill Crothers Drive bisects the Subject Lands creating two distinct parcels; each represents a phase of development, being the west parcel (“Phase 1 lands”) and east parcel (“Phase 2 lands”). More specifically, this Amendment applies to the Phase 1 lands. A future amendment to the Phase 2 lands will be required.

3.0 PURPOSE

The purpose of this Amendment is to amend the Markham Centre Secondary Plan to:

- increase the maximum permitted building height from 33-storeys to 47-storeys for a residential mixed-use building; and,
- delete previous permissions to allow for below-grade parking beneath a portion of the Phase 1 lands designated “Open Space”.

4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT

On June 24, 2014, the City of Markham Council adopted Official Plan Amendment No. 219 (“OPA 219”) to the Markham Centre Secondary Plan (the “MCSP”)

permitting a residential mixed-use development on the Subject Lands. OPA 219 was subsequently appealed to the Ontario Municipal Board [“OMB”, now the Local Planning Appeal Tribunal (“LPAT”)] by the adjacent landowner immediately to the north. In a decision issued on February 5, 2019, the LPAT approved a revised OPA 219 as a settlement. This permitted on the Subject Lands a phased residential mixed-use development consisting of two buildings with heights of 29 and 33-storeys, and maximum 673 residential units of which the Phase 1 lands would accommodate 362 units (the “original development”).

The approved OPA 219 designates the Subject Lands “Community Amenity Area-Major Urban Place”, “Open Space”, and “Open Space-Environmentally Significant” within the MCSP, and permits the original development. OPA 219 also exempts the development of the Subject Lands from the requirements to prepare a Precinct Plan and permits underground parking beneath a future park block (strata condition) within the “Open Space” designation located on the Phase 1 lands. City of Markham Council approved a site-specific Zoning By-law Amendment and endorsed, in principle, a concurrent application for site plan approval for the development in June 2018.

Through the technical review of the original development, the Owner’s engineers and contractors identified the potential for unacceptable impacts on the building foundations of the adjacent land uses due to the site limitations and the geotechnical and hydrogeological conditions of the Subject Lands. This resulted in revisions to the building design on the Phase 1 lands, which primarily involved the removal of the strata condition from the proposed public park and the relocation of the parking supply above grade and within the building podium.

A further amendment to the MCSP is required to increase the maximum building height from 33-storeys to 47-storeys, including the mechanical penthouse, to accommodate the revised built form and maintain the 362 units approved for Phase 1 lands. The maximum 637 residential units and the exemption for a Precinct Plan for the Subject Lands established in OPA 219 are not subject to further amendment.

The revised Phase 1 building design maintains a podium height of nine-storeys, similar to the original development, with an increased building height of 47-storeys from 33-storeys for the point tower built form that would minimize shadow impacts. Without proposed underground parking levels, the podium accommodates the parking supply for the Phase 1 lands.

The Subject Lands are located within close proximity to the Unionville GO Station, which is within an identified “Mobility Hub” by Metrolinx. Lands within a mobility hub and its immediate vicinity are intended to develop with higher densities and a greater variety of uses. The Subject Lands, which are approximately 450 m from the Unionville GO Station, are an appropriate location for the proposed high density residential mixed-use development.

For the reasons outlined above, it is appropriate to amend the MCSP in order to increase the height of the building on the Phase 1 lands from 33 storeys to 47-storeys

and to delete the permissions for below-grade parking beneath a portion of the Phase 1 lands designated “Open Space”. Removing this permission will allow for conveyance of the park to the City of Markham free of any encumbrances.

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 c) of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments listed in the second sentence of the bullet item dealing with the Markham Centre Secondary Plan (PD 33-1), for the Central Area Planning District (Planning District No. 33), to be placed in numerical order including any required grammatical and punctuation changes prior to the words “to this Plan”.
- 1.3** Section 9.2.16 of Part II of the Official Plan (Revised 1987), as amended, is hereby amended by the addition of the number XXX to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes prior to the words “to this Plan”.
- 1.4** No additional changes to the text or schedules of the Official Plan (Revised 1987), as amended, are being made by this Amendment. This Amendment also incorporates changes to the text of the Markham Centre Secondary Plan (PD 33-1) for the Central Area Planning District (Planning District No. 33). These changes are outlined in Part III which comprises Amendment No. 9 to the Markham Centre Secondary Plan (PD 33-1).

2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan (Revised 1987), 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 a subsequent 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 the 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.

PART III - THE SECONDARY PLAN AMENDMENT (PD 33-1- 9)

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

PART III - THE SECONDARY PLAN AMENDMENT (PD 33-1- 9)

1.0 THE SECONDARY PLAN AMENDMENT

(Amendment No. 9 to the Markham Centre Secondary Plan PD 33-1)

The Markham Centre Secondary Plan (PD 33-1) for the Central Area Planning District is hereby amended as follows:

- 1.1** By amending Section 4.3.2.3. q) ii) b. by replacing “33 storeys” with “47 storeys”.
- 1.2** By replacing Figure 33-1-7 with a new Figure 33-1-7 as shown on Schedule “A” attached hereto.
- 1.3** By deleting Section 4.5.5 f).

2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the Official Plan (Revised 1987), 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 the 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.

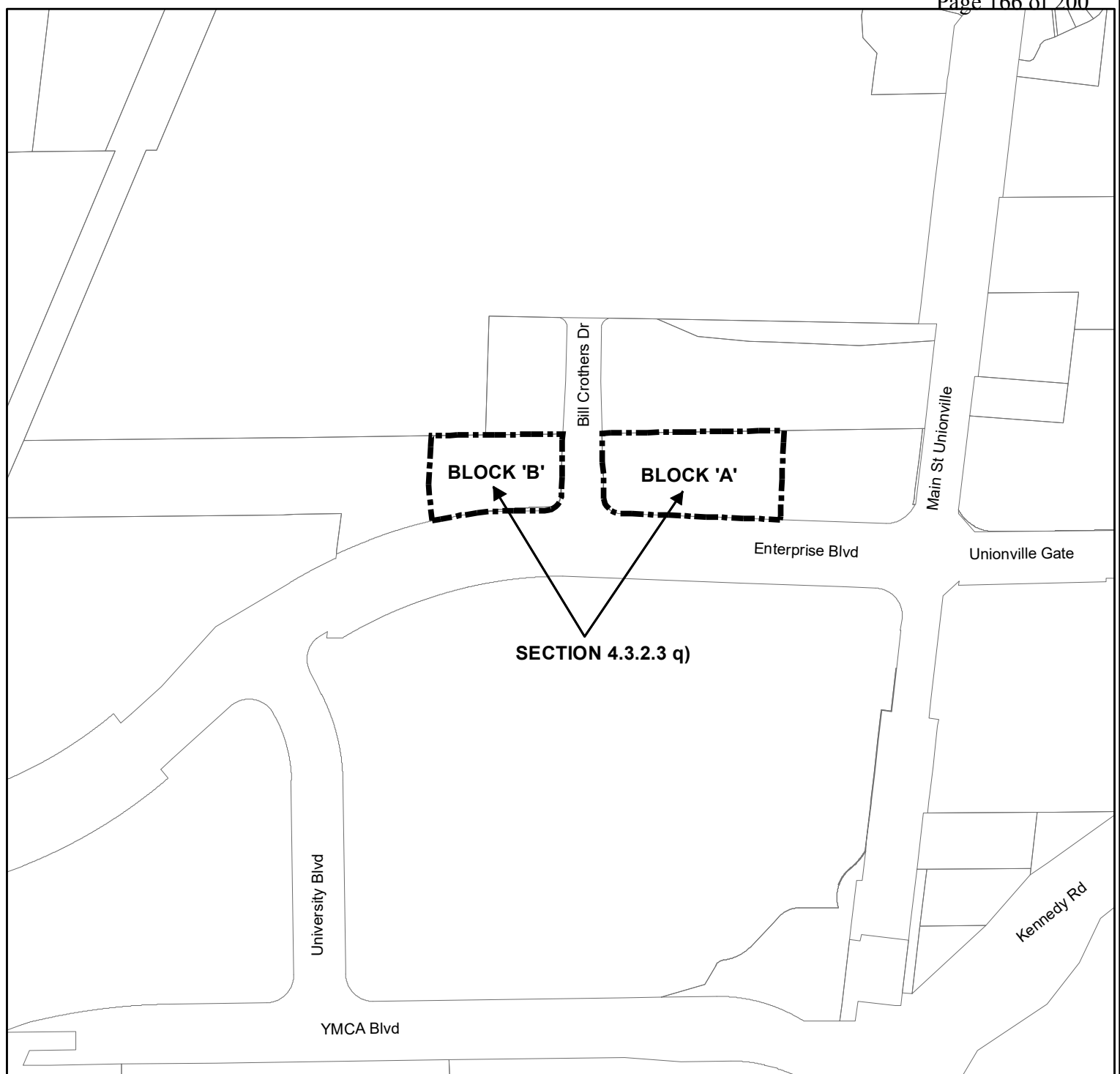


FIGURE 33-1-7 TO THE MARKHAM CENTRE SECONDARY PLAN (PD 33-1)

 Boundary of area covered by the policies in section 4.3.2.3 q)
Land Use Designation: COMMUNITY AMENITY AREA - MAJOR URBAN PLACE

Q:\Geomatics\New Operation\Official Plan\Site Specific OPA\FIGURE 33_1_7\FIGURE 33_1_7.mxd

SCHEDULE "A" TO OPA No. XXX



By-law 2020-XX

A By-law to amend By-law 2004-196, as amended

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

1. That By-law 2004-196, as amended, is hereby further amended as follows:
 - 1.1 Notwithstanding Schedules M1, M3 and M4, the provisions of Schedules M5, M6 and M7 shall apply to the lands denoted on Schedule "A".
 - 1.2 By deleting subsection 6.29 (*29) from Section 6 – Exceptions to By-law 2004-196.
2. By adding the following to Section 6.28.1 d)

For the purpose of this by-law, the following definition shall apply:

Storey means the portion of a building that is situated between the top of any floor and the top of the floor next above it. Where there is no floor above, storey means the portion of a building that is situated between the top of the floor and the ceiling above the floor. Mezzanines shall not be considered a storey if they occupy less than 60% of the floor area of the storey.
3. All other provisions of By-law 2004-196, as amended, not inconsistent with the provisions of this by-law shall continue to apply.

Read a first, second, and third time and passed on May XX, 2020.

Kimberley Kitteringham
City Clerk

Frank Scarpitti
Mayor



Explanatory Note

By-law 2020-XX

A By-law to amend By-law 2004-196, as amended

OnePiece Ideal (MS) Developments Inc.

North side of Enterprise Boulevard, west of Bill Crothers Drive

Lands Affected

The proposed by-law amendment applies to the westerly parcel of the lands municipally known as 28 Main Street Unionville, with an area of approximately 1.28 ha (3.16 ac), located at the northwest corner of Bill Crothers Drive and Enterprise Boulevard, east of the GO Rail line. The subject lands represents the first of two phases of development.

Existing Zoning

The subject lands are zoned “Markham Centre Downtown Two *28(Hold)” [MC-D2 *28(H)], “Markham Centre Public Space One *29” (MC-PS1 *29) and “Markham Centre Public Space Two” (MC-PS2) within the Markham Centre Zoning By-law No. 2004-196.

Purpose and Effect

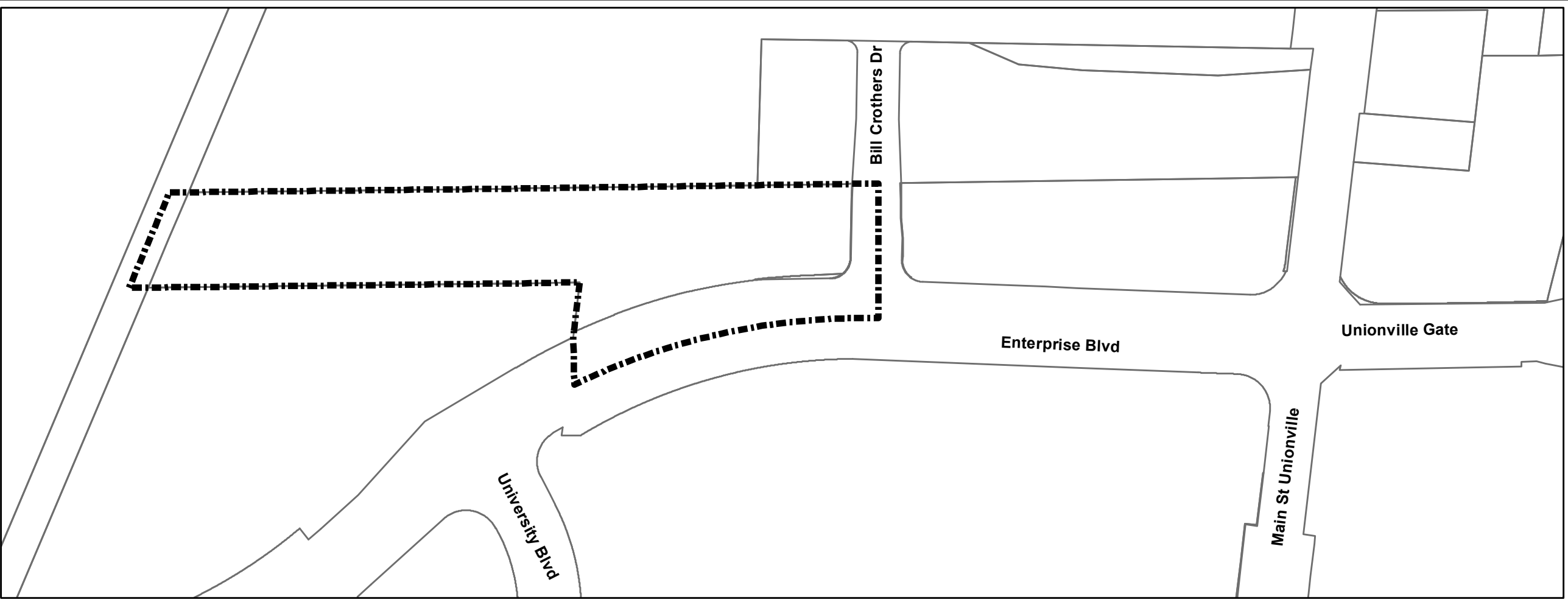
The purpose of this by-law amendment is to:

- Rezone the portion of the subject lands from “Markham Centre Public Space One *29” (MC-PS1*29) to “Markham Centre Public Space One” (MC-PS1);
- Amend certain site specific development standards, including heights and setbacks;
- Delete subsection 6.29 (*29) from Section 6 – Exceptions to By-law 2004-196; and
- Amend the definition of Storey for the purpose of applying building setbacks.

The effect of this by-law amendment is to permit a proposed residential, mixed-use development accommodating 362 residential units and up to a maximum of 700 m² of retail uses in a 47-storey building, including 9-storeys of above grade parking.

Note Regarding Further Planning Applications on this Property

The *Planning Act* provides that no person shall apply for a minor variance from the provisions of this by-law before the second anniversary of the day on which the by-law was amended, unless the Council has declared by resolution that such an application is permitted.



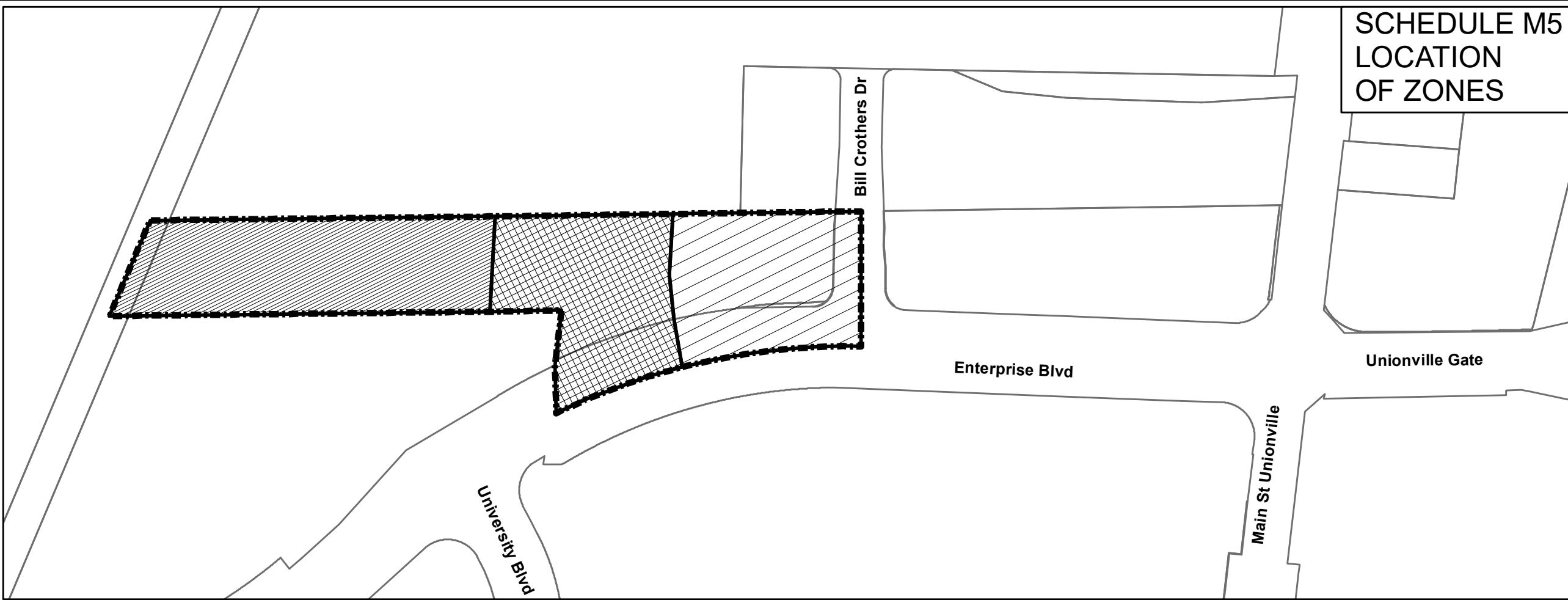
SCHEDULE "A" TO BY-LAW 2020-XX

AMENDING BY-LAW 2004-196 DATED MAY XX, 2020






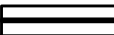

 BOUNDARY OF AREA COVERED BY THIS SCHEDULE

THIS IS NOT A PLAN OF SURVEY. Zoning information presented in this Schedule is a representation sourced from Geographic Information Systems. In the event of a discrepancy between the zoning information contained on this Schedule and the text of zoning by -law, the information contained in the text of the zoning by -law of the municipality shall be deemed accurate.

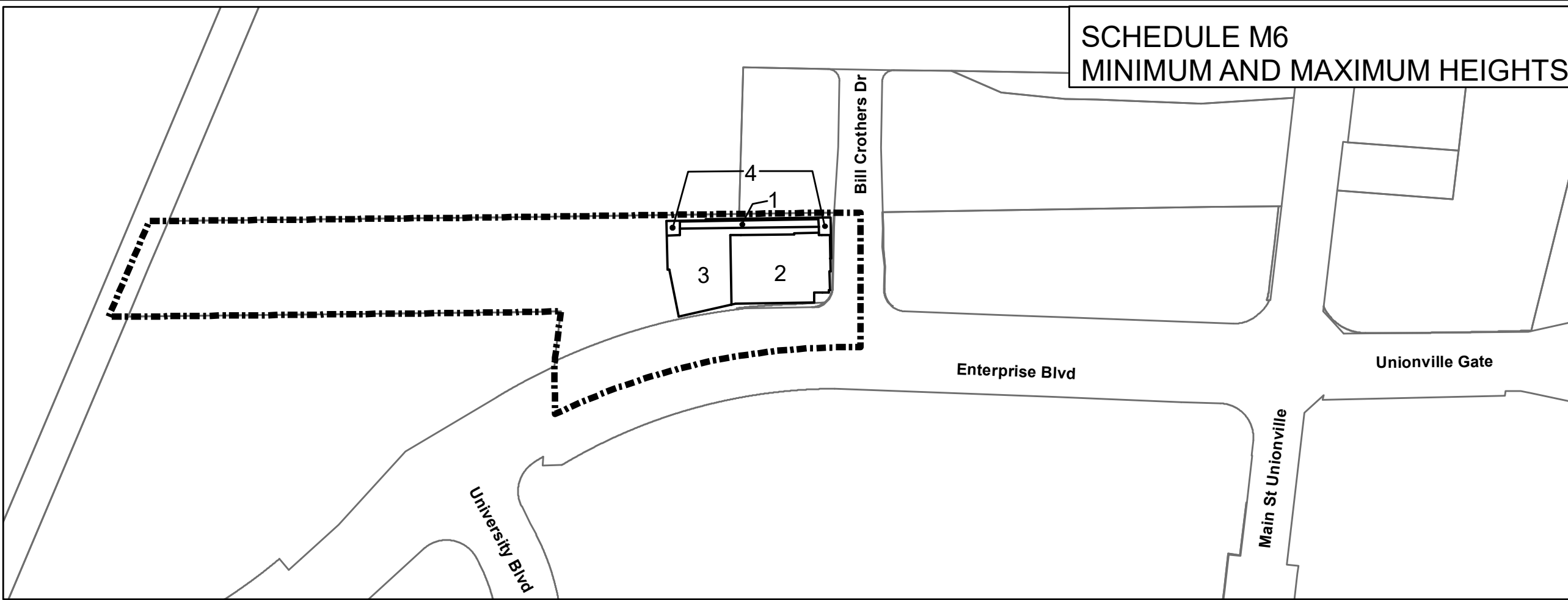


SCHEDULE "M5" TO BY-LAW 2020-XX

AMENDING BY-LAW 2004-196 DATED MAY XX, 2020

- | | | |
|---|--|--|
|  BOUNDARY OF AREA COVERED BY THIS SCHEDULE |  MC-D2*28 |  MC-PSI |
|  BOUNDARY OF ZONE DESIGNATION(S) |  MC-PS2 | |

THIS IS NOT A PLAN OF SURVEY. Zoning information presented in this Schedule is a representation sourced from Geographic Information Systems. In the event of a discrepancy between the zoning information contained on this Schedule and the text of zoning by -law, the information contained in the text of the zoning by -law of the municipality shall be deemed accurate.



SCHEDULE M6
MINIMUM AND MAXIMUM HEIGHTS

Maximum height G.S.C. (DATUM: 1978 G.S.C.) of any part of any building	
1	204m G.S.C.
2	338m G.S.C.
3	215m G.S.C.
4	186m G.S.C.

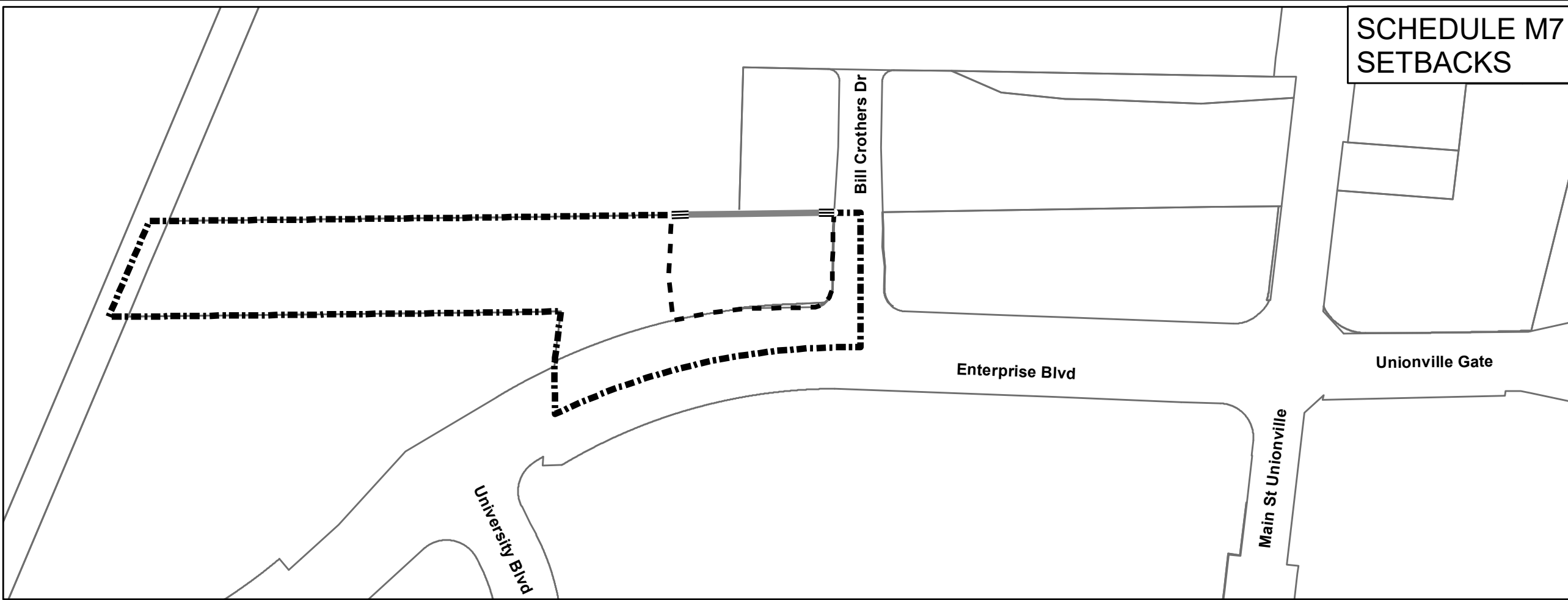
SCHEDULE "M6" TO BY-LAW 2020-XX
AMENDING BY-LAW 2004-196 DATED MAY XX, 2020

■■■■■ BOUNDARY OF AREA COVERED BY THIS SCHEDULE

The following provisions shall apply:

- 1) Notwithstanding height area 2 above, structures (including architectural screening) may project a maximum of 10 metres above the maximum height.
- 2) For the purposes of this by-law, established grade shall mean a 1978 Geodetic Survey of Canada Datum (G.S.C.) elevation of 176.55 metres.

THIS IS NOT A PLAN OF SURVEY. Zoning information presented in this Schedule is a representation sourced from Geographic Information Systems. In the event of a discrepancy between the zoning information contained on this Schedule and the text of zoning by -law, the information contained in the text of the zoning by -law of the municipality shall be deemed accurate.



- ■ ■ The minimum setback to the first storey above grade shall be 0.4m.
- The minimum setback to the first storey above grade shall be 4.0m, for the 2nd through 7th storeys shall be 3.0m, for the 8th and 9th storeys shall be 6.0m, and above the 9th storey shall be 8.0m.
- === The minimum setback to the first storey above grade shall be 4.0m, and the minumum setback above the first storey shall be 8.0m.

SCHEDULE "M7" TO BY-LAW 2020-XX **AMENDING BY-LAW 2004-196 DATED MAY XX, 2020**

 **BOUNDARY OF AREA COVERED BY THIS SCHEDULE**

- The following provisions shall apply:
- 1) Balconies and any storeys above the first storey abutting the south, east, or west lot lines may encroach a maximum of 2.4 metres into a required setback or to a lot line.
 - 2) Notwithstanding the above, along the northern lot line only balconies may encroach into a required setback to a maximum of 2.0 metres.
 - 3) Awnings and canopies are permitted to extend to any other streetline or lot line, except the northern lot line from which a minimum 1.8 metre setback will be required.
 - 4) Balconies shall only be permitted above the 9th storey.

THIS IS NOT A PLAN OF SURVEY. Zoning information presented in this Schedule is a representation sourced from Geographic Information Systems. In the event of a discrepancy between the zoning information contained on this Schedule and the text of zoning by -law, the information contained in the text of the zoning by -law of the municipality shall be deemed accurate.

APPENDIX 'A'

Conditions of Site Plan Approval for Phase 1

OnePiece (MS) Developments Inc.

28 Main Street

File No. SC 15 119946

That prior to site plan endorsement:

1. The Owner shall provide a clearance letter from the Trustee of the Markham Centre Landowners Group confirming that the Owner has met their cost sharing obligations.
2. The Owner shall satisfy the technical requirements of all City departments and applicable external agencies, including but not limited to submission of a Photometric Lighting Plan, to the satisfaction of the Director of Planning and Urban Design.
3. The Owner shall resolve the grading, servicing and stormwater management of the woodlot and proposed west public park, to the satisfaction of the Director of Engineering and Director of Planning and Urban Design.
4. The Owner shall address all City comments and make necessary revisions respecting the site plan and elevation drawings, to the satisfaction of the Director of Planning and Urban Design.

That the Owner enter into a site plan agreement with the City, containing all standard and special provisions and requirements of the City and applicable external agencies, including but not limited to:

1. Provisions for the payment by the Owner of all applicable fees, recoveries, development charges, cash-in-lieu of parkland, and any other financial obligations and securities.
2. Provisions for the conveyance of the woodlot and implementation of the Environmental Impact Study and woodland management plan.
3. Provisions for the conveyance of the west public park dedication.
4. Provisions for any easements and right-of-way dedications, if applicable.
5. Provisions for satisfying all requirements of City Departments and applicable external agencies, including but not limited to, Metrolinx and York Region.
6. The Owner provide written confirmation from a qualified LEED consultant certifying that minimum LEED Silver for the proposed development has been achieved, to the satisfaction of the Commissioner of Development Services.
7. Provisions that the Owner shall agree to implement the Bird-Friendly Measures, as identified on the Bird-Friendly checklist provided on the building elevations, to the satisfaction Director of Planning and Urban Design.
8. Provisions to secure implementation of the approved Transportation Demand Management (TDM) Plan and provide the respective Letter of Credit to the satisfaction of the Director of Engineering.
9. Provisions to secure implementation of the proposed signal work and other modifications at the intersection of Enterprise Boulevard and Bill Crothers Drive and

- provide the respective Letter of Credit to the satisfaction of the Director of Engineering.
10. The Owner agrees to implement the proposed sustainable measures attached as Appendix 'G'.
 11. The Owner agrees to submit updated Streetscape Plans for approval, including details for street tree planting in grates/trenches.
 12. Provisions that the Owner shall agree to be responsible for financing the design and construction of the required retaining wall in the west public park, including lifecycle costs of replacement, and provide payment in accordance with the City's Alternative Infrastructure Policy, to the satisfaction of the Director of Planning and Urban Design.

That prior to the execution of Site Plan Agreement and issuance of Site Plan Approval:

1. The implementing Official Plan Amendment and Zoning By-law Amendment shall come into effect.
2. The Owner shall submit the final elevation drawings, above and underground parking garage layout plans, grading, servicing and engineering drawings, and landscape plans, along with any other plans, studies and reports, which are required to comply with the requirements of the City and external agencies, to the satisfaction of the Commissioner of Development Services.

28 Main Street Context Plan

City of Markham | March 12, 2020

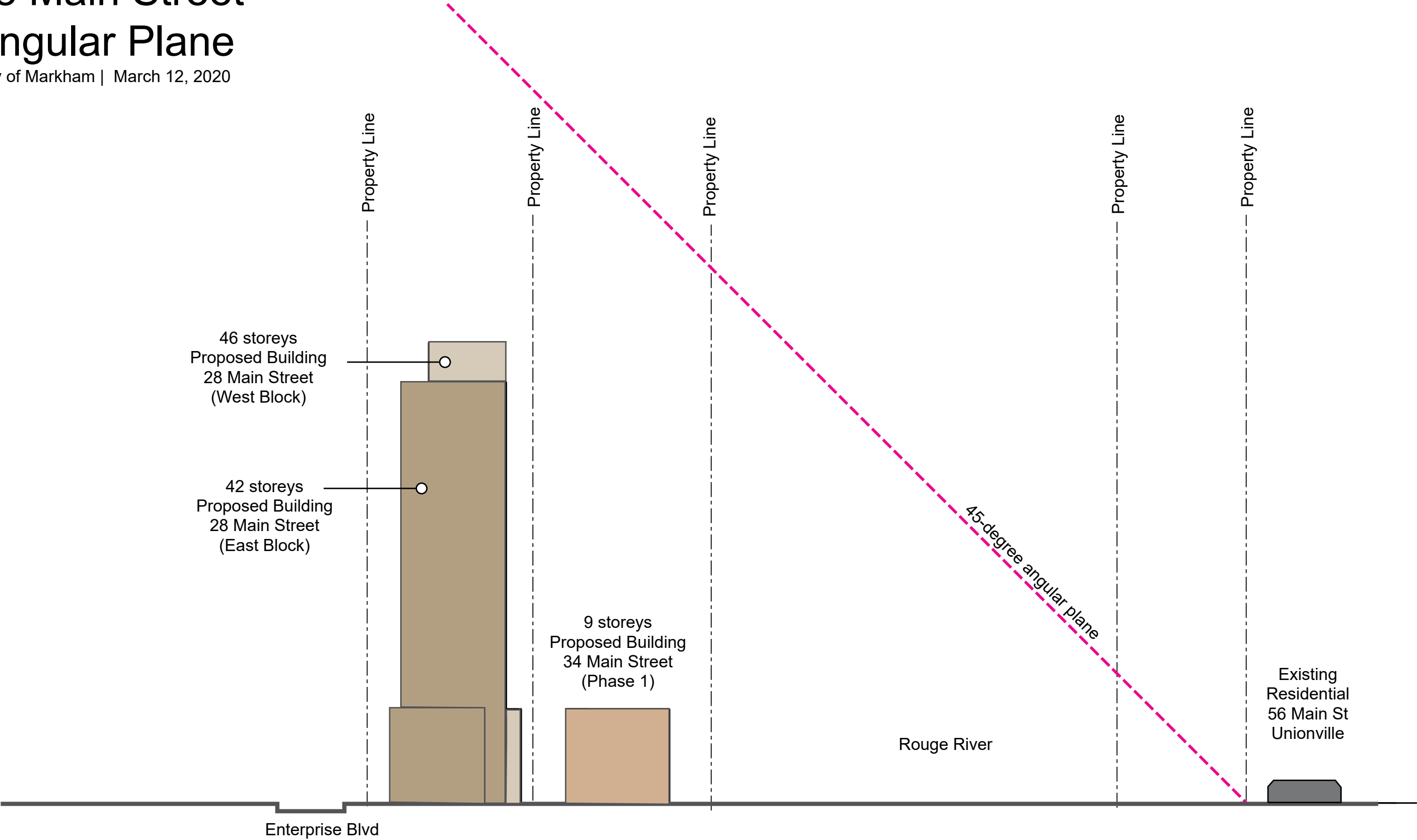
LEGEND

- ① 28 Main Street - West Block
- ② 28 Main Street - East Block
- ③ 34 Main Street Phase 1
- ④ 34 Main Street Phase 2
- ⑤ 34 Main Street Phase 3
- ⑥ Metropia - North Block
- ⑦ Metropia - South Block
- ⑧ York University Campus
- Existing Buildings
- Approved/Planned/Conceptual Building
- Proposed Parks

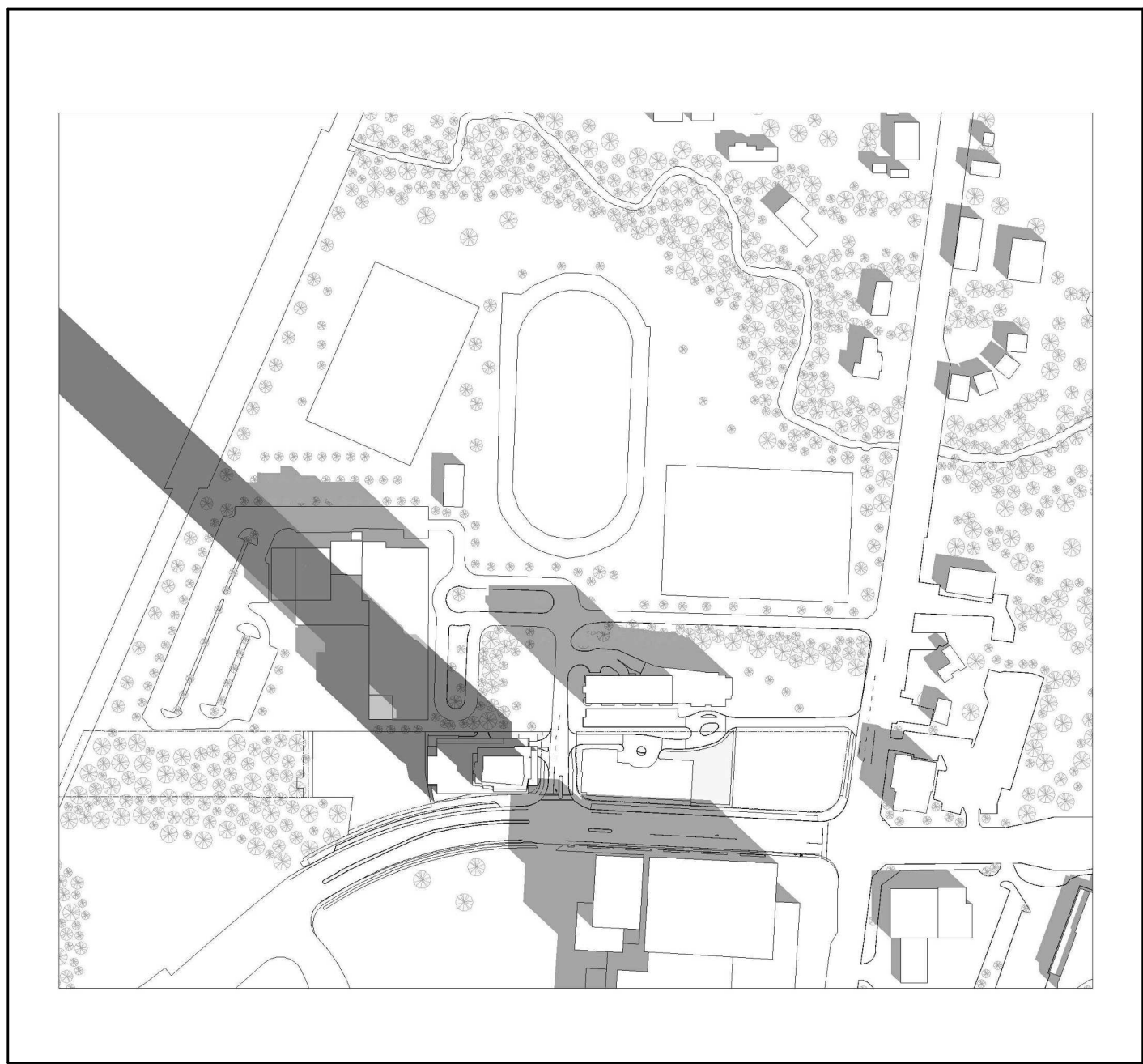


28 Main Street Angular Plane

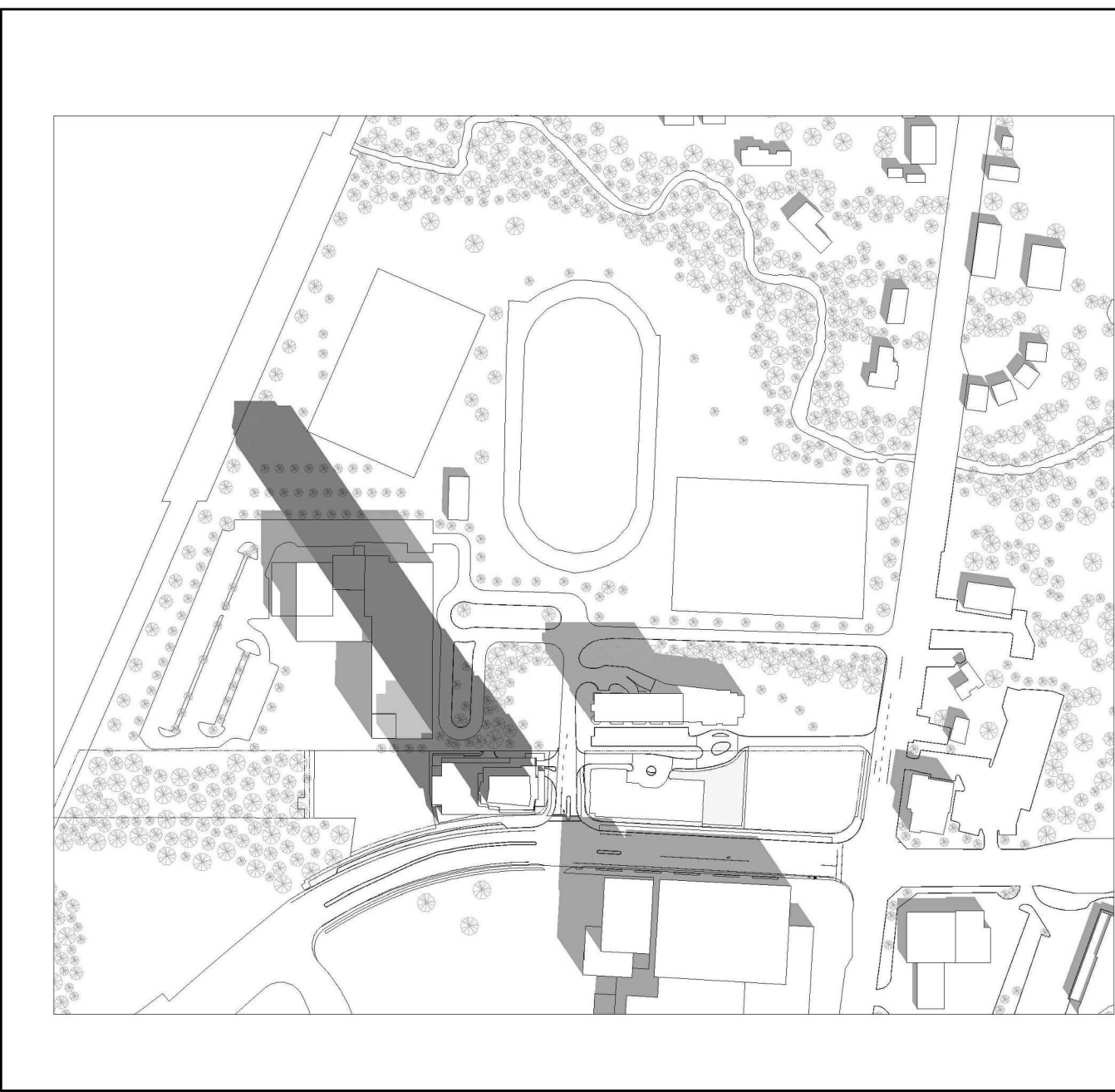
City of Markham | March 12, 2020



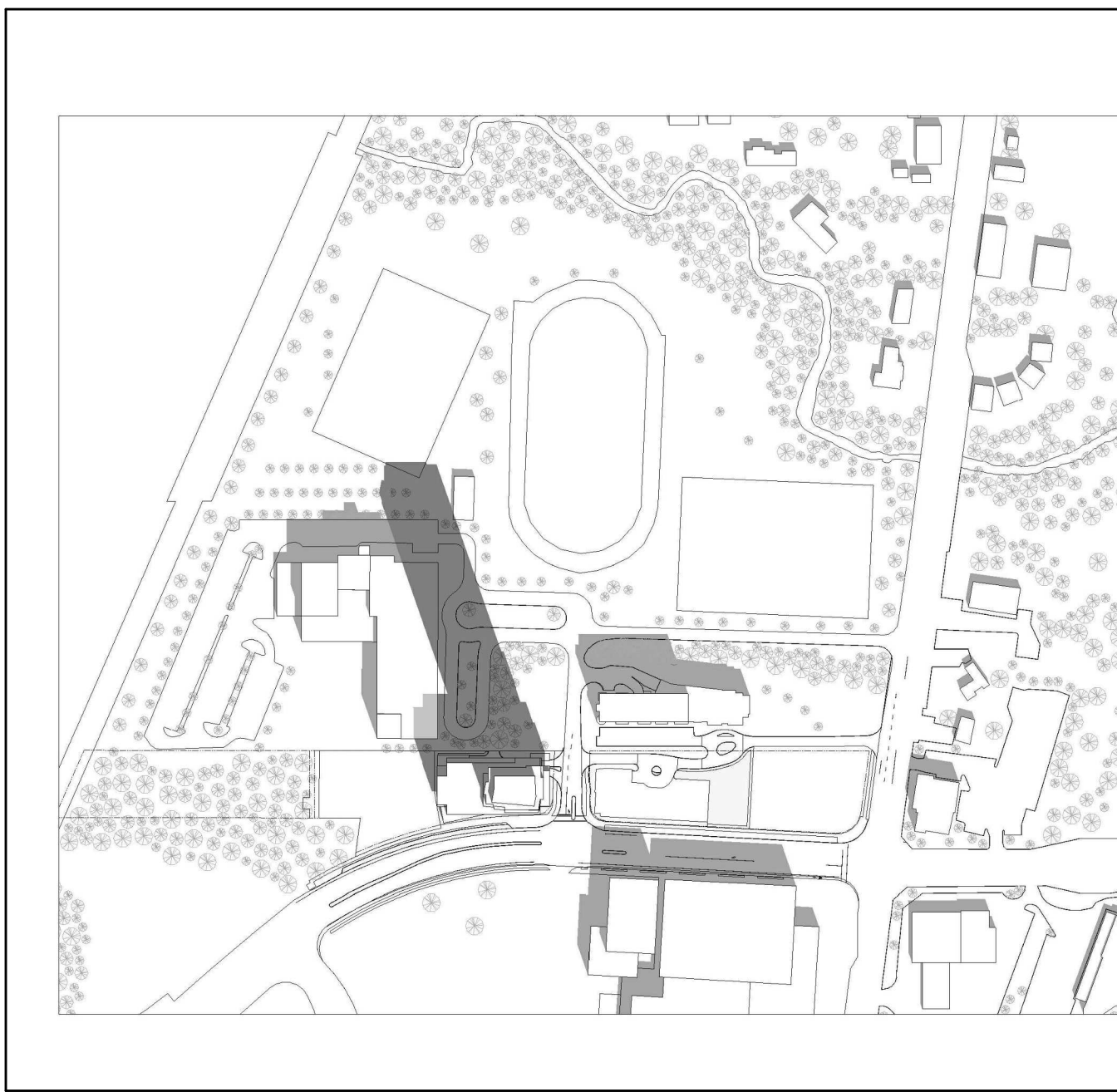
North-south section looking westwards



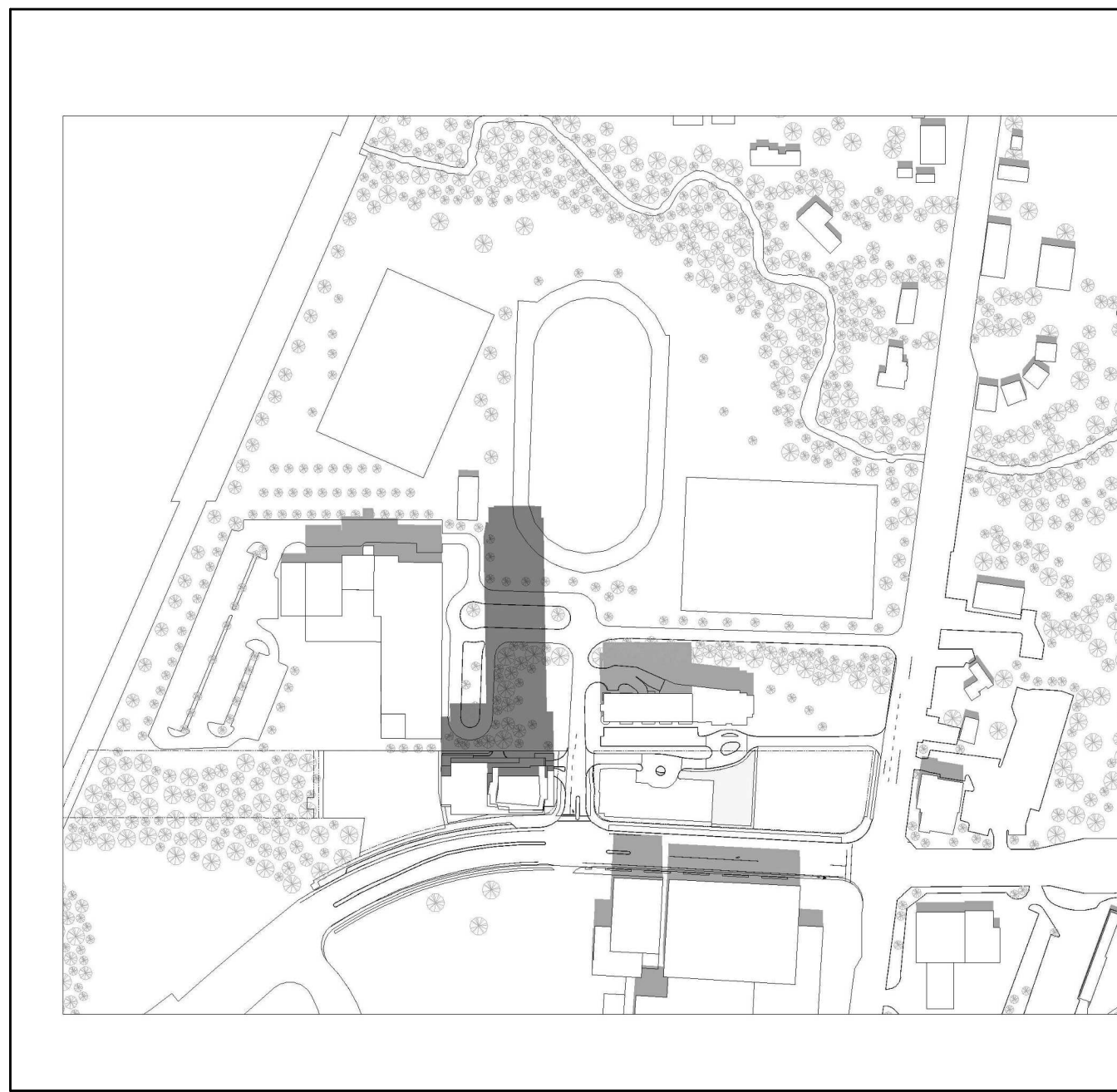
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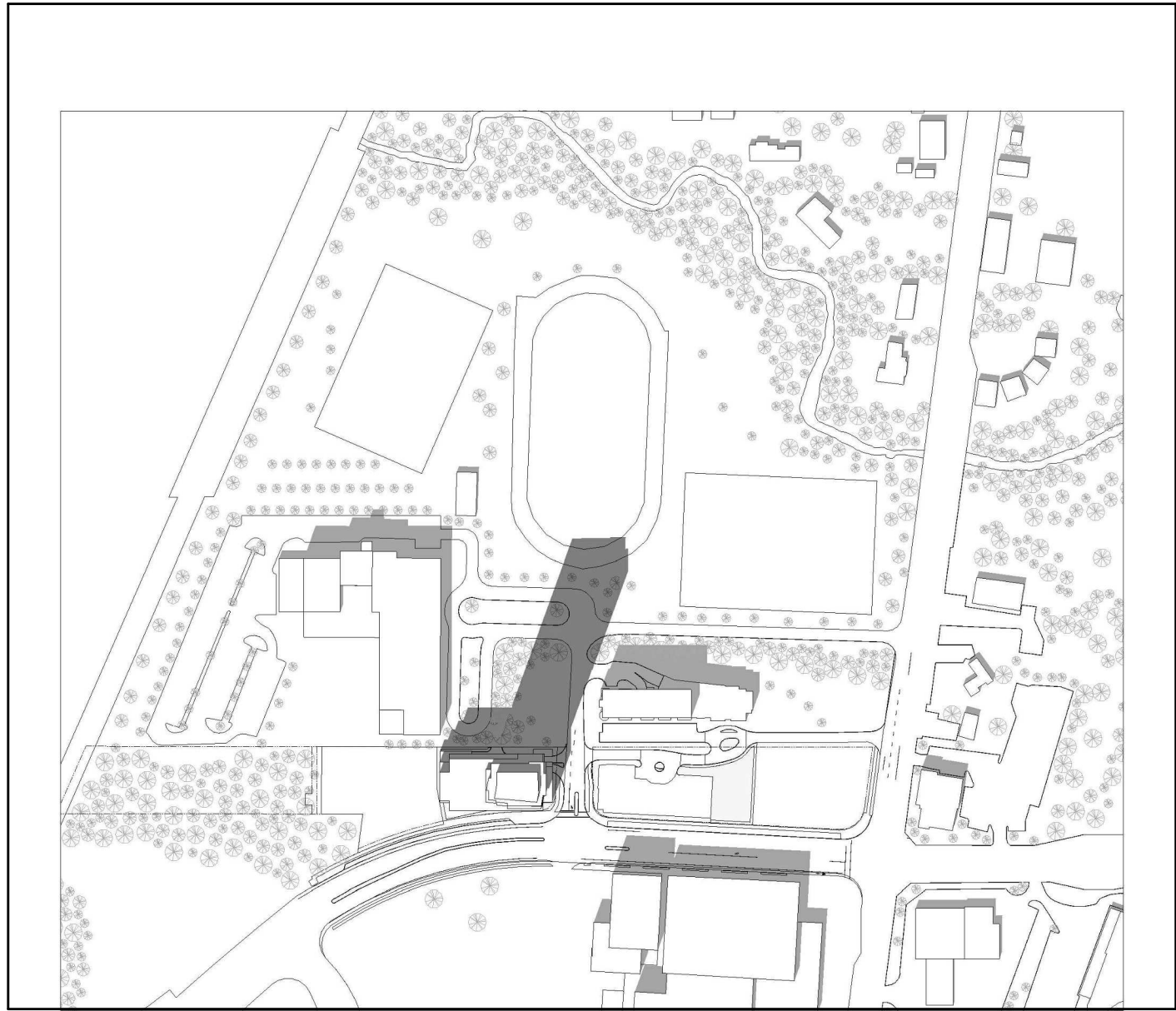
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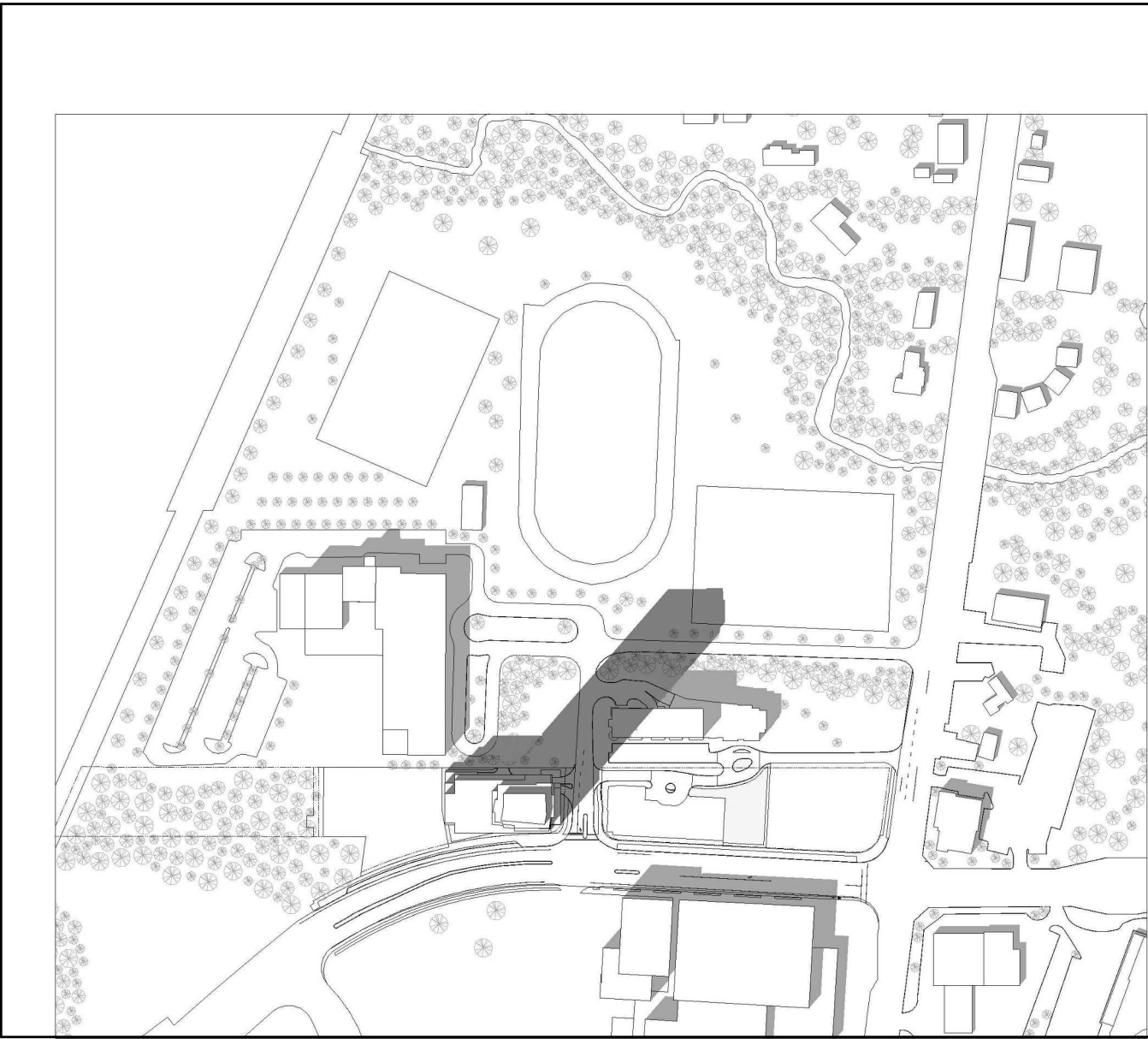
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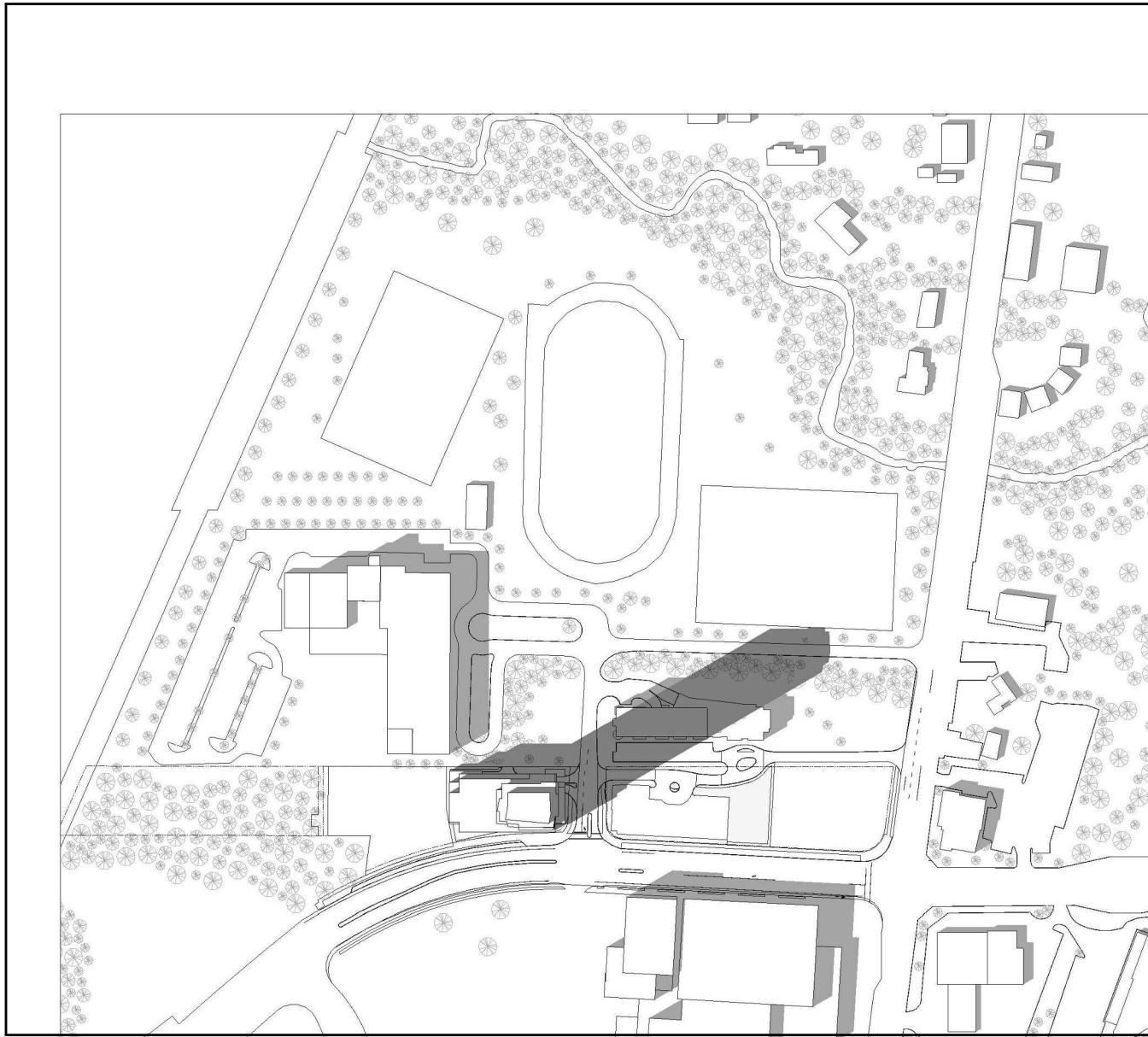
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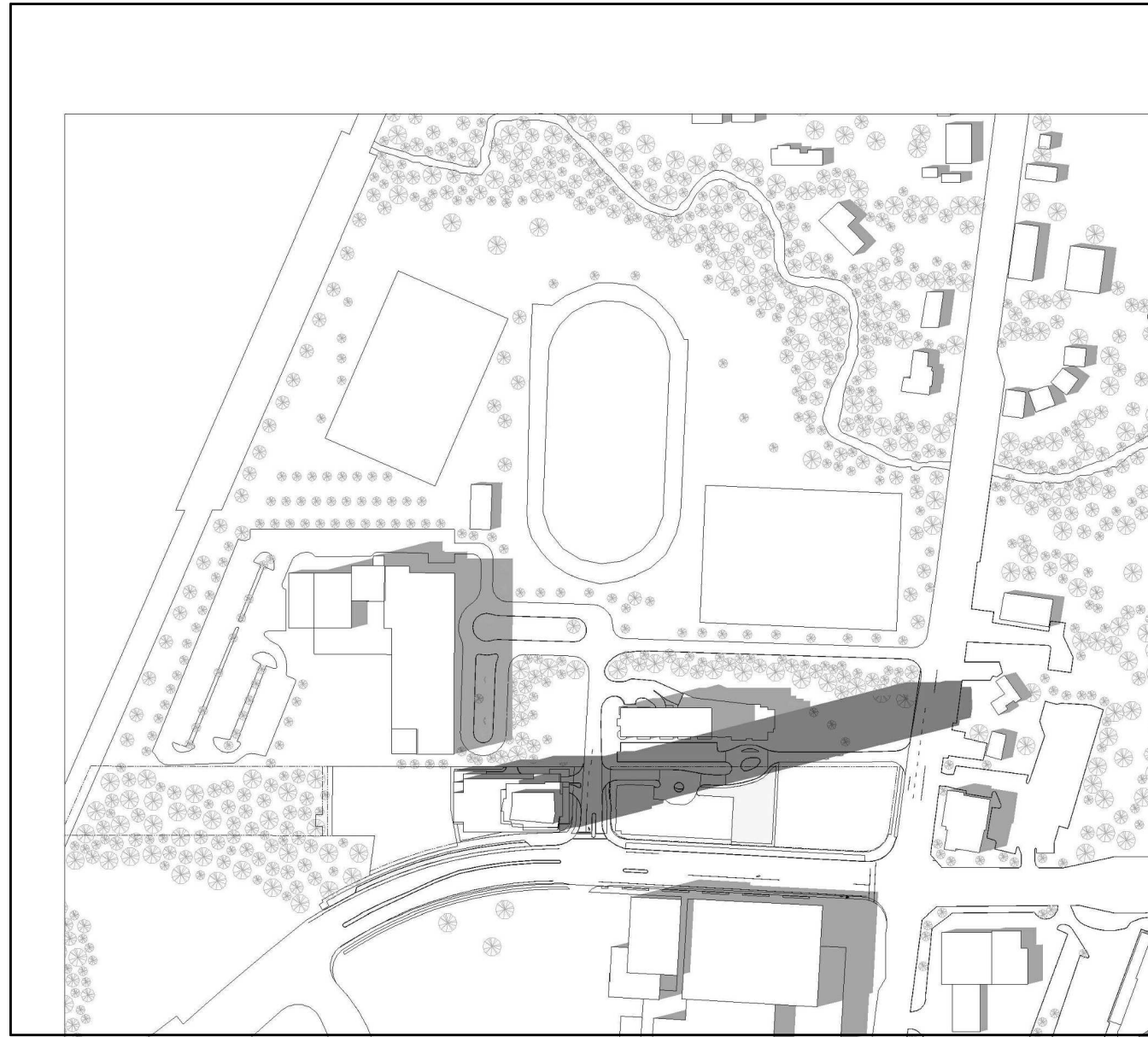
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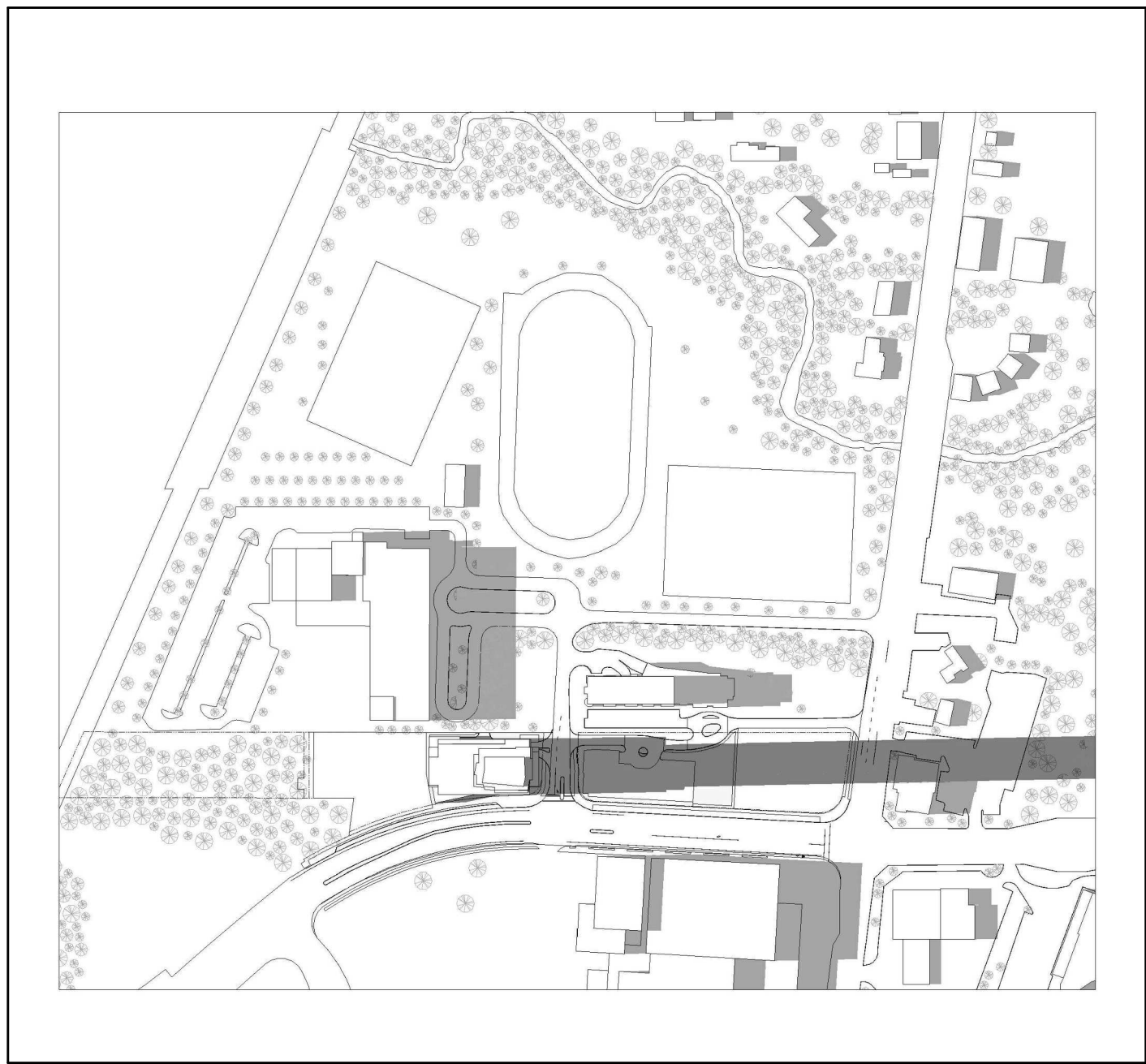
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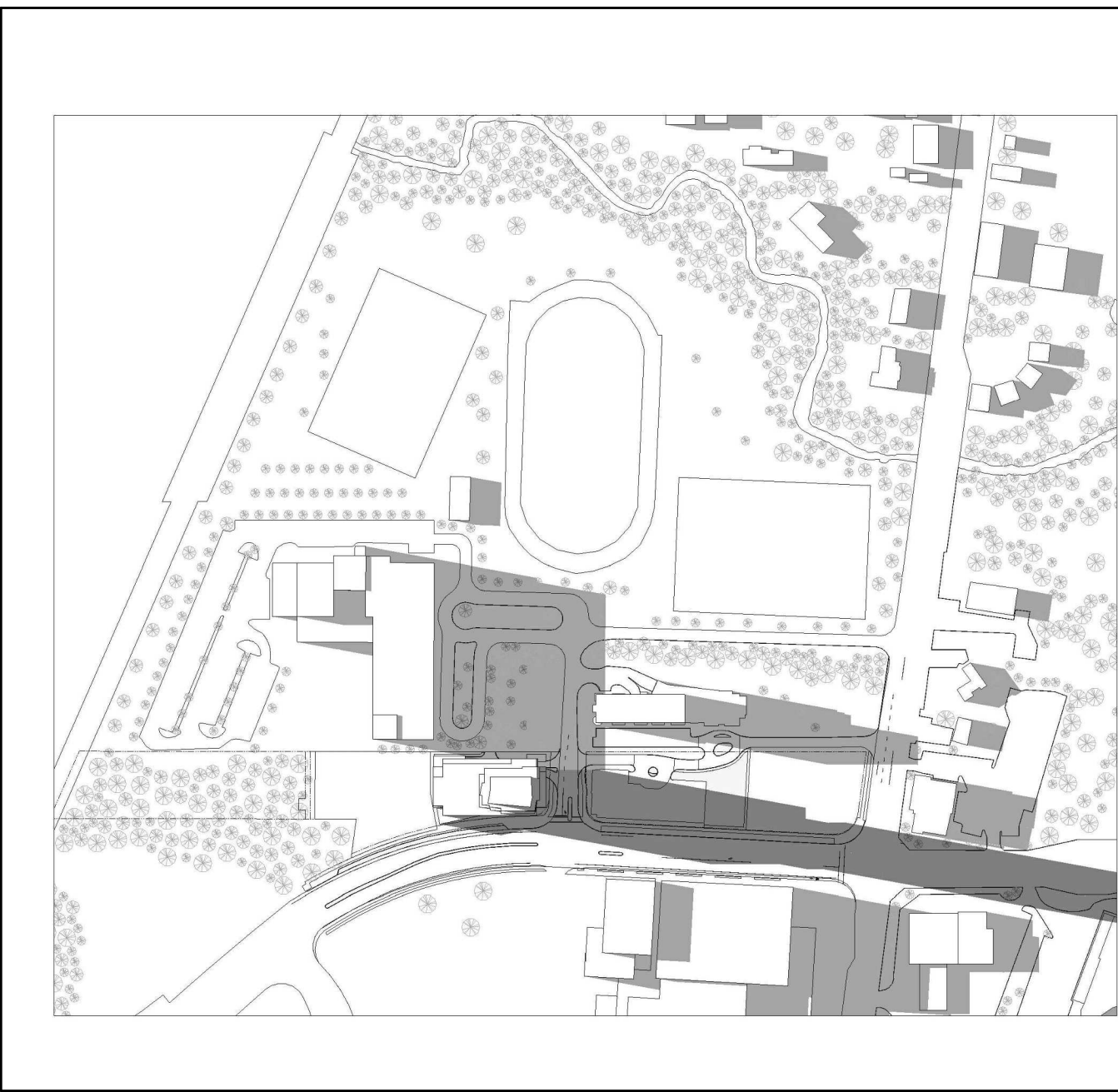
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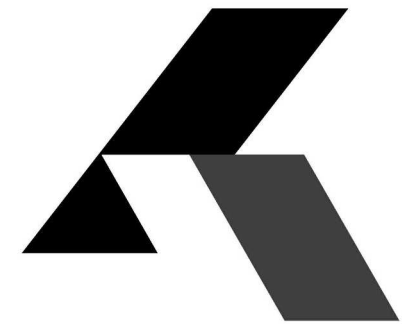
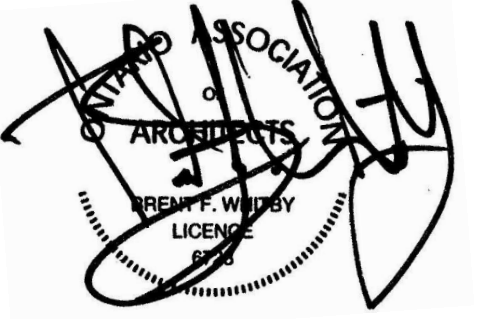


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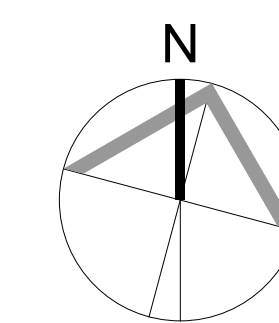
Drawing Title:

Shadow Study
March/September

Project:
PLAN 19 142690; SC 15 119946

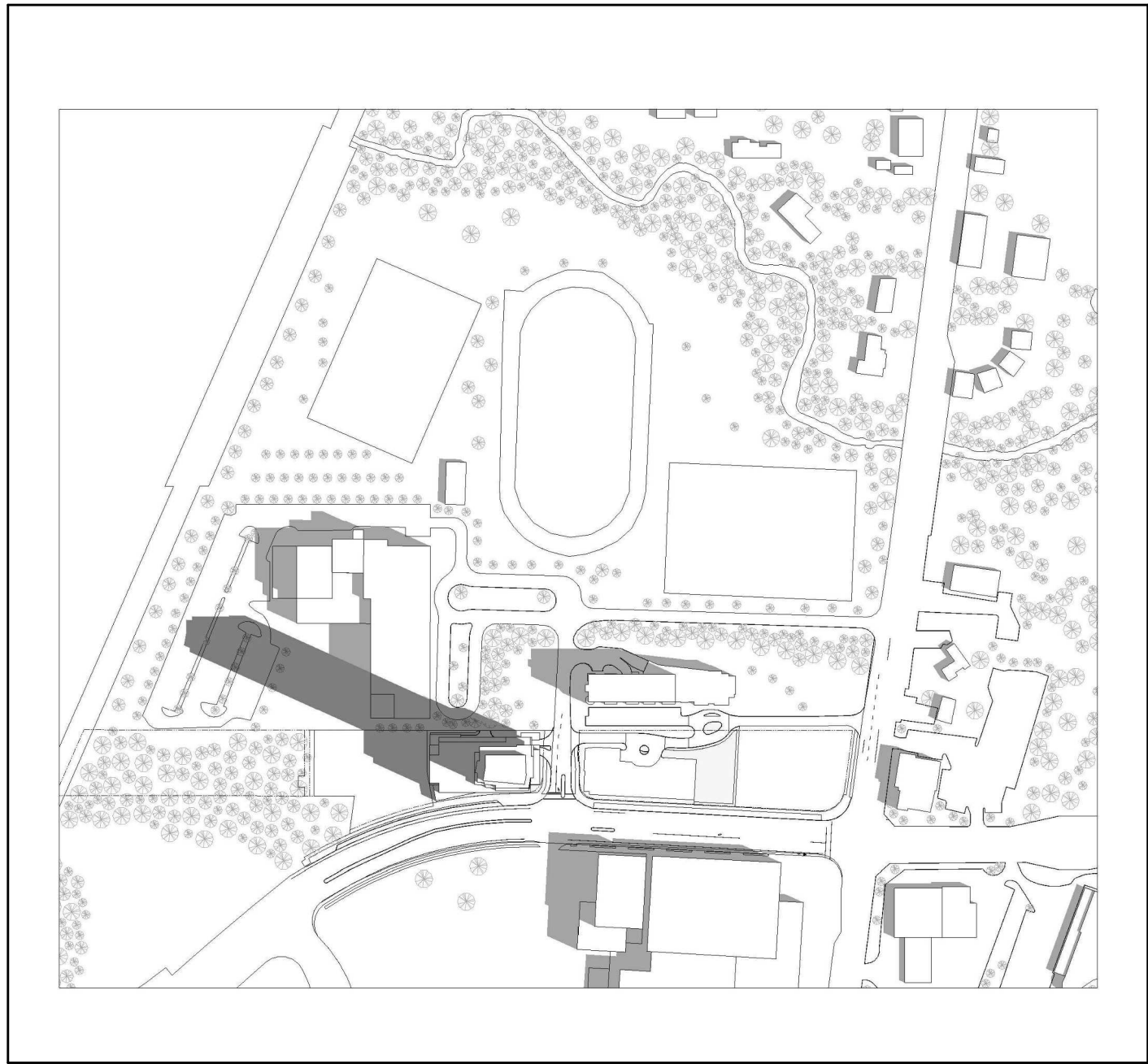
Markham Square
OnePiece Developments

28 Main Street, Unionville
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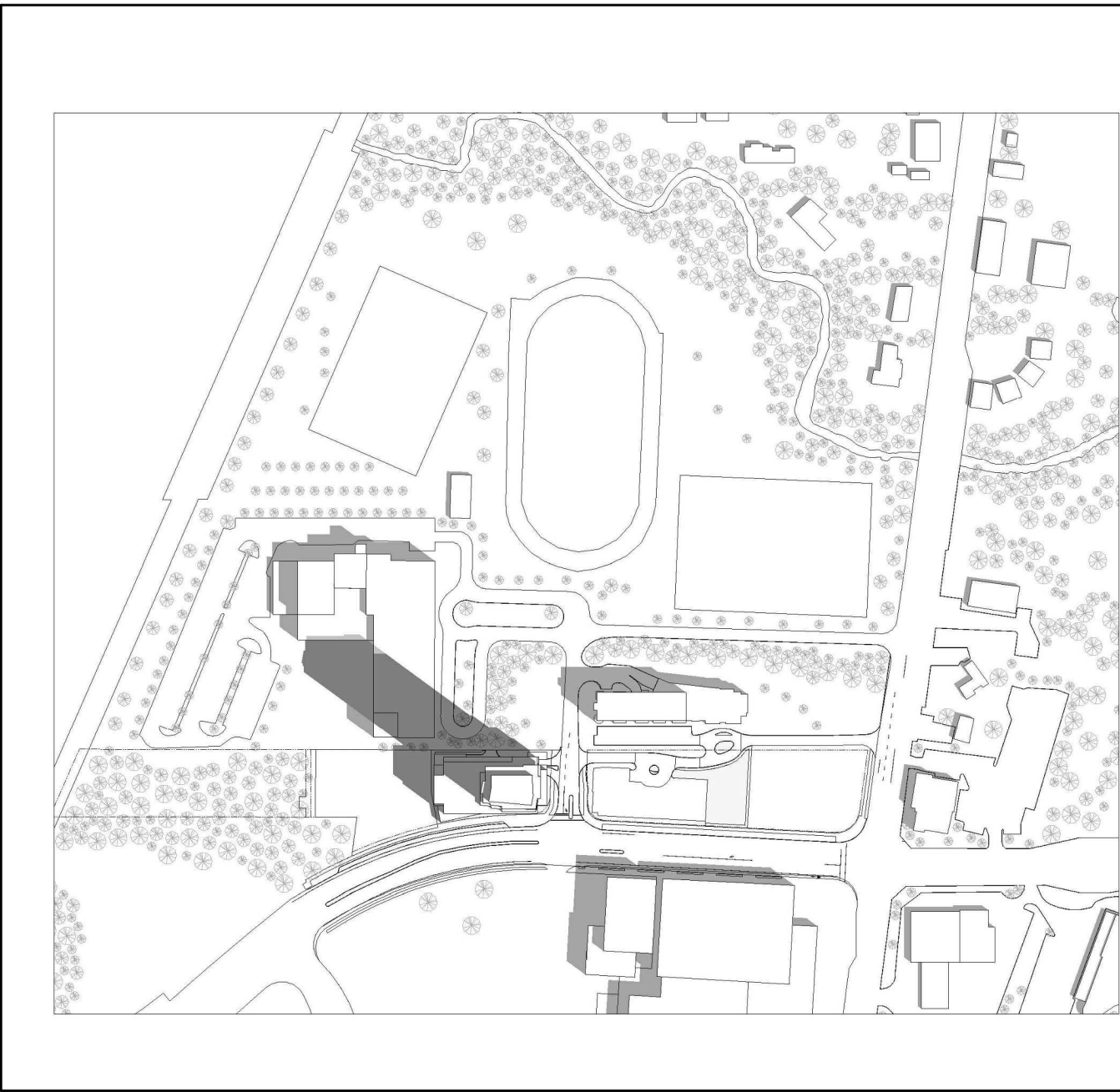


Drawn by:
R.P., J.L.
Checked by:
D.B.
Project No.:
19-076
Date:
April 10, 2020
Drawing No.:

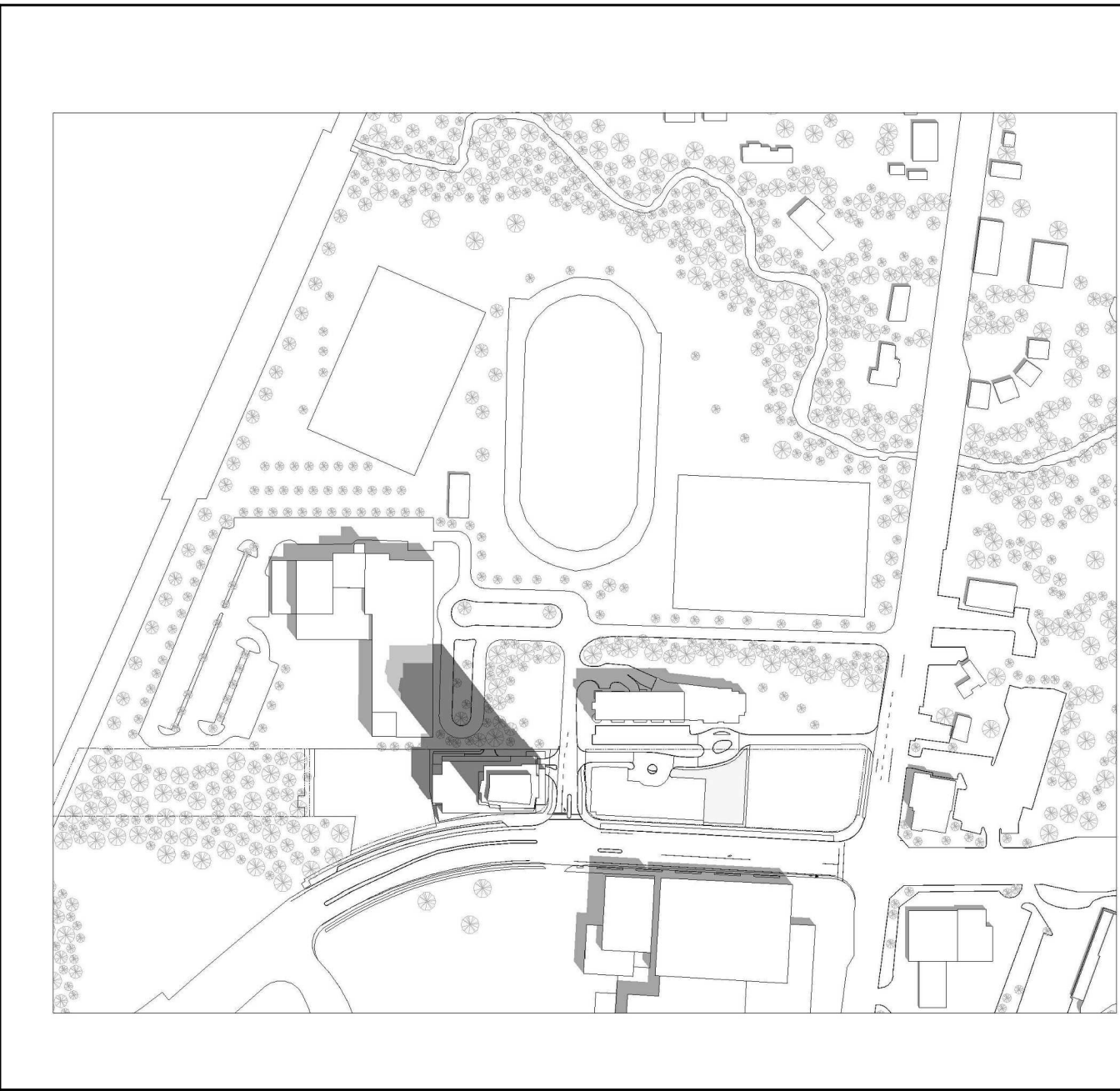
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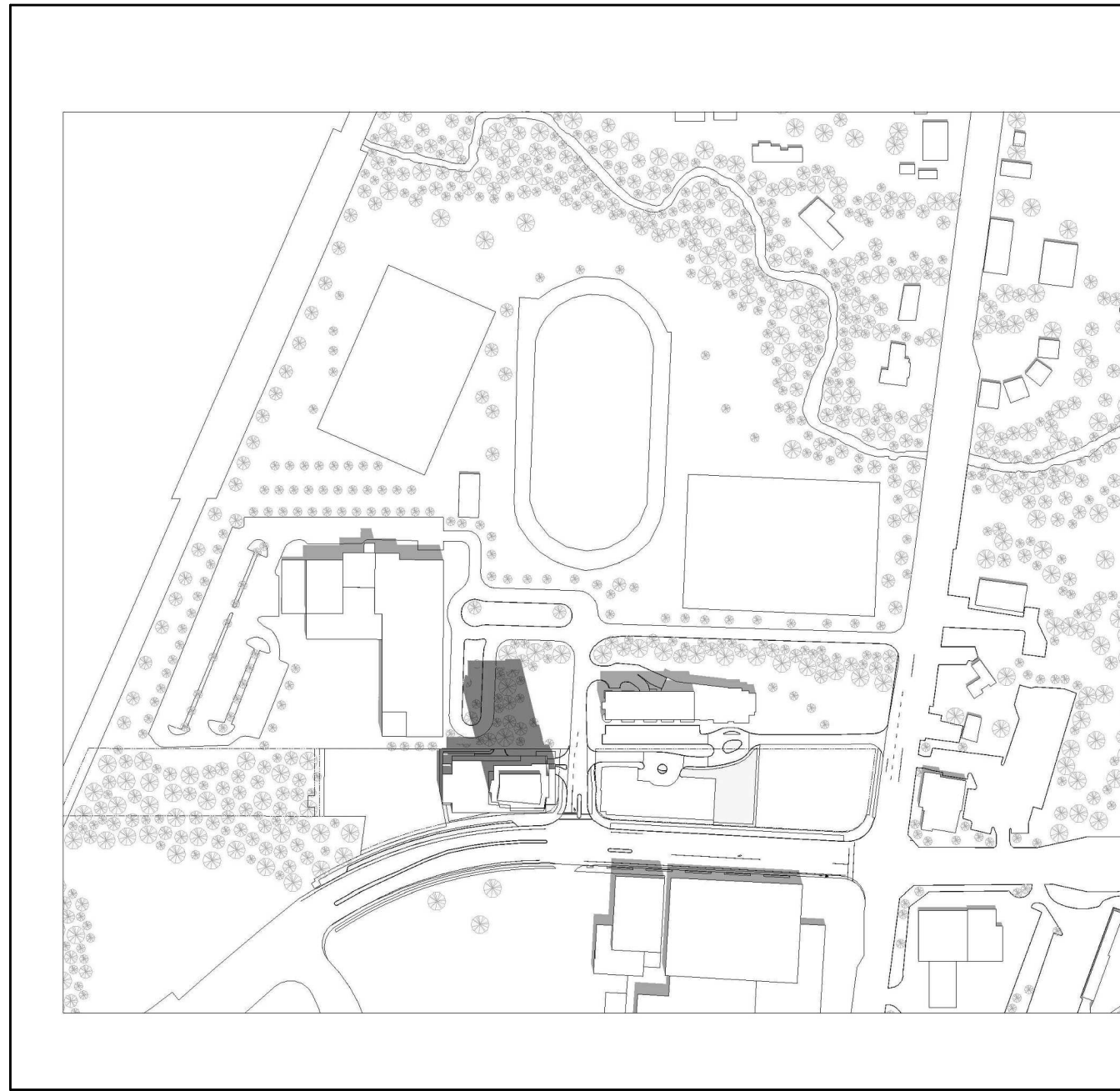
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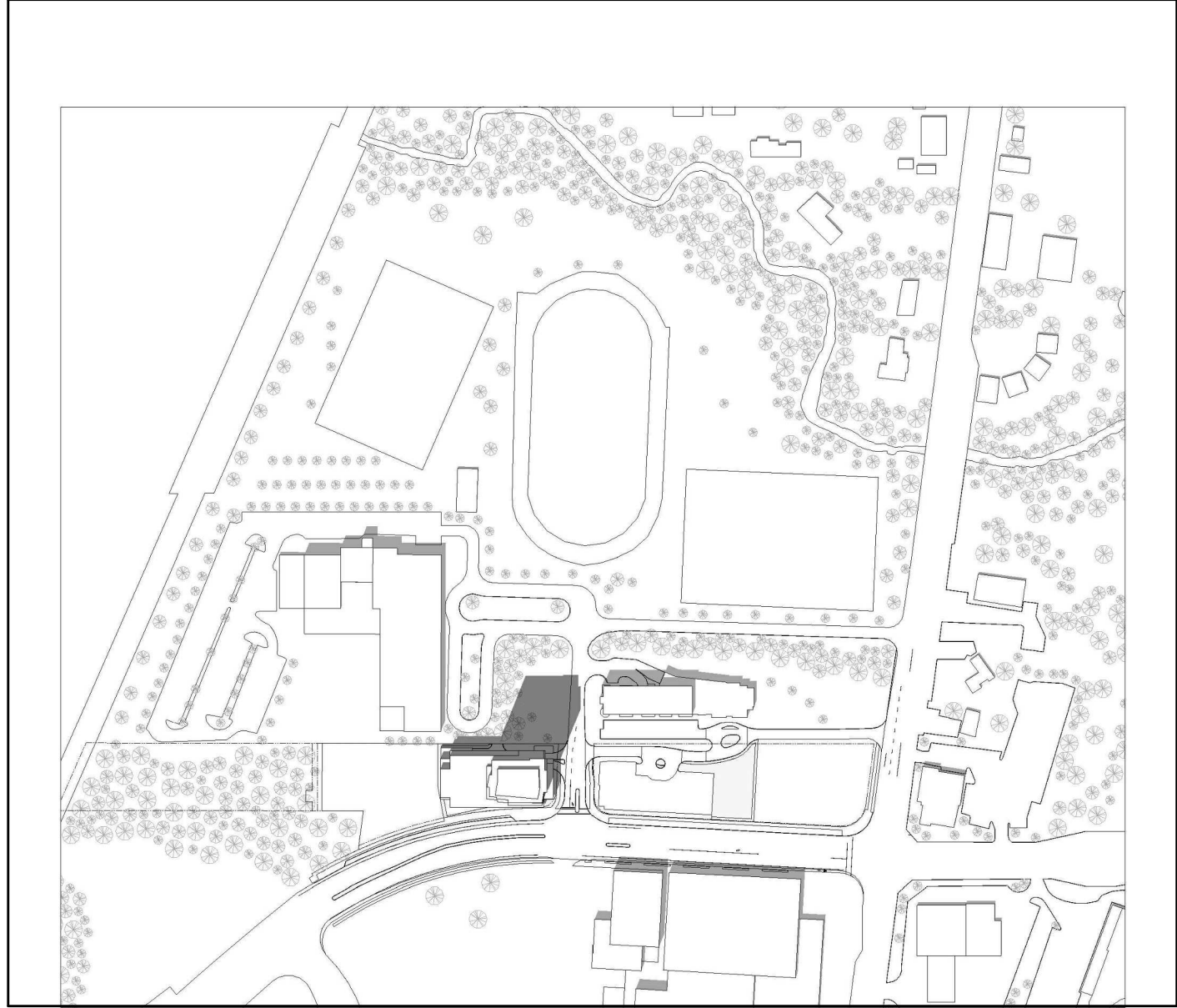
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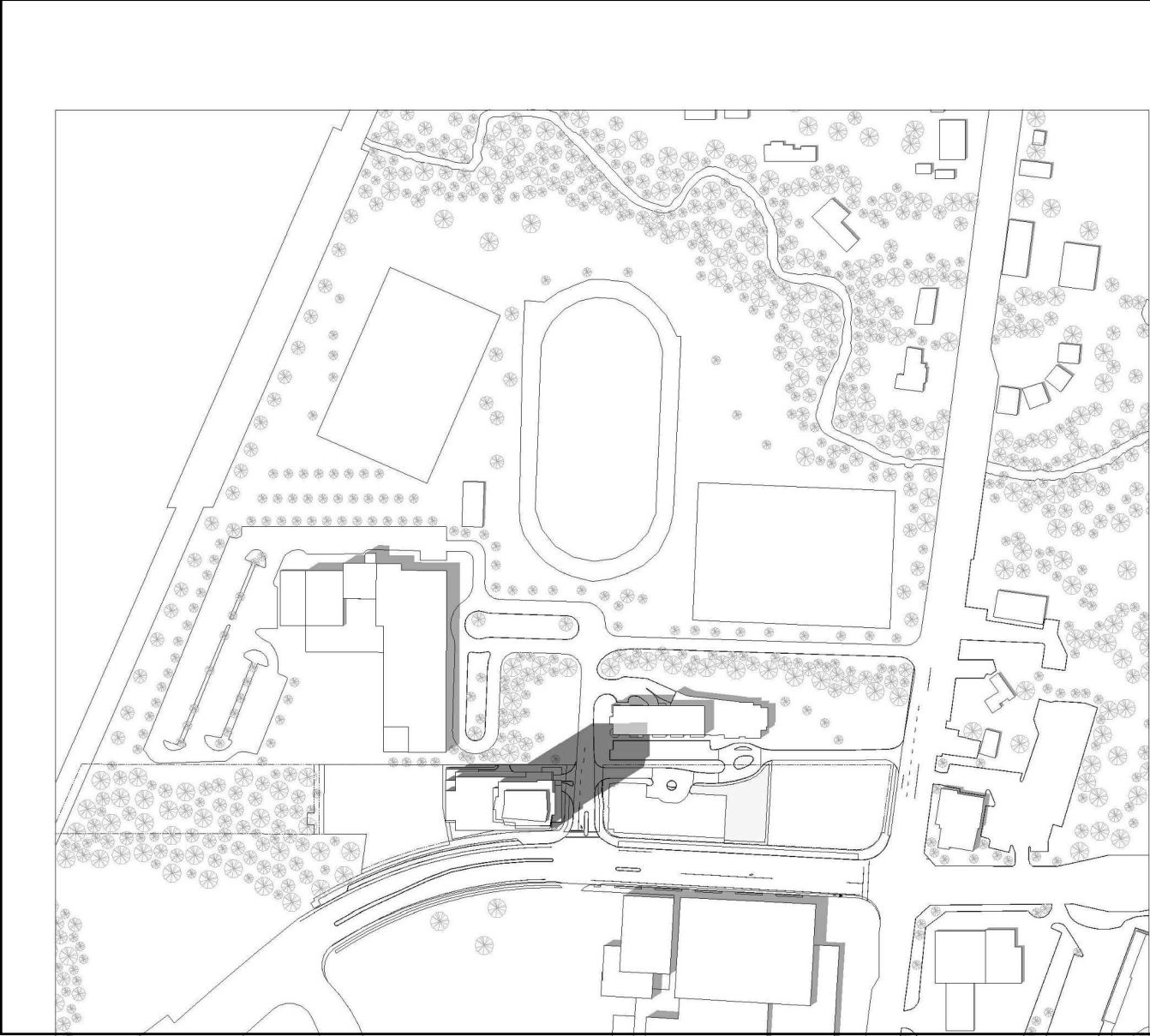
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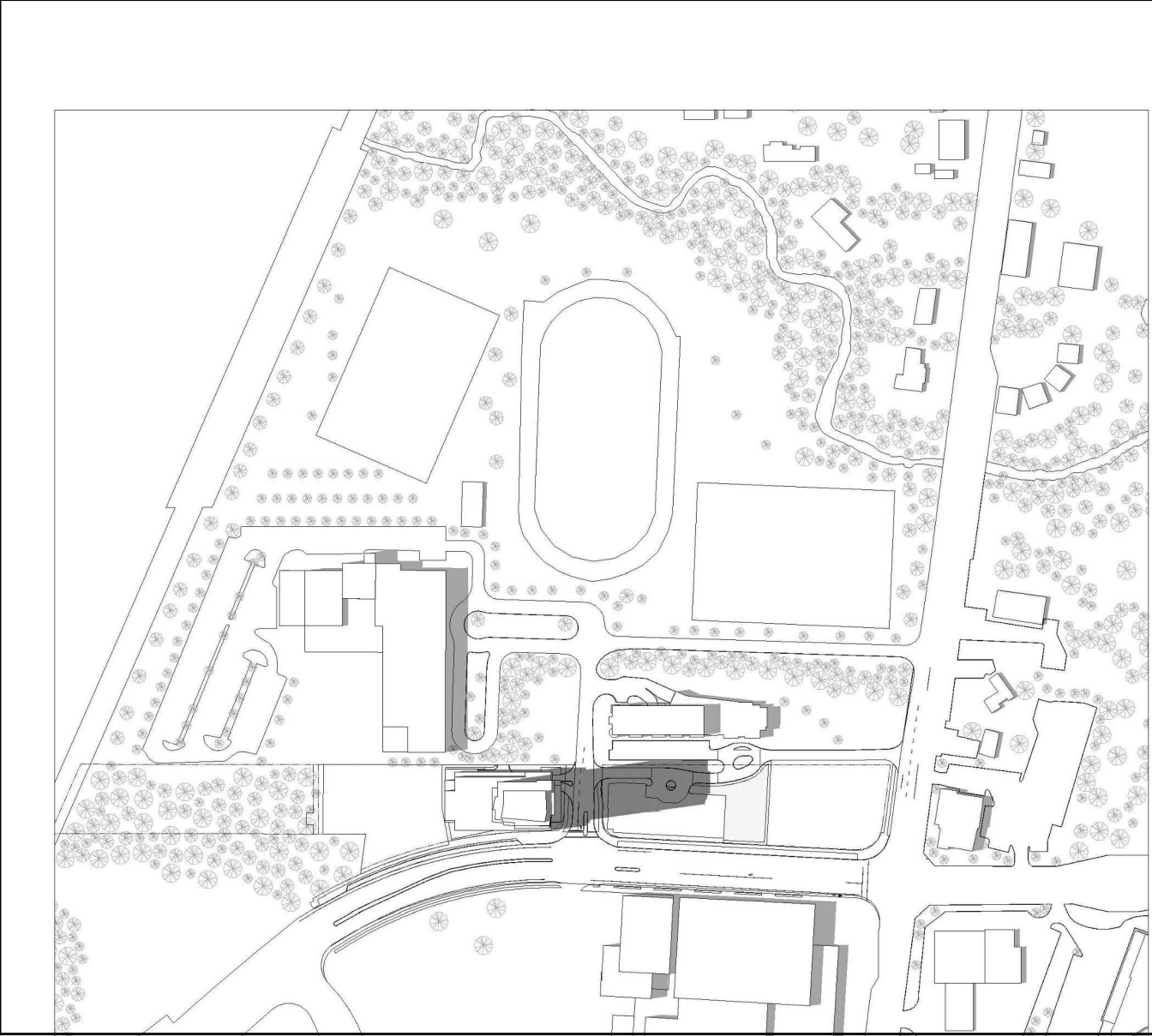
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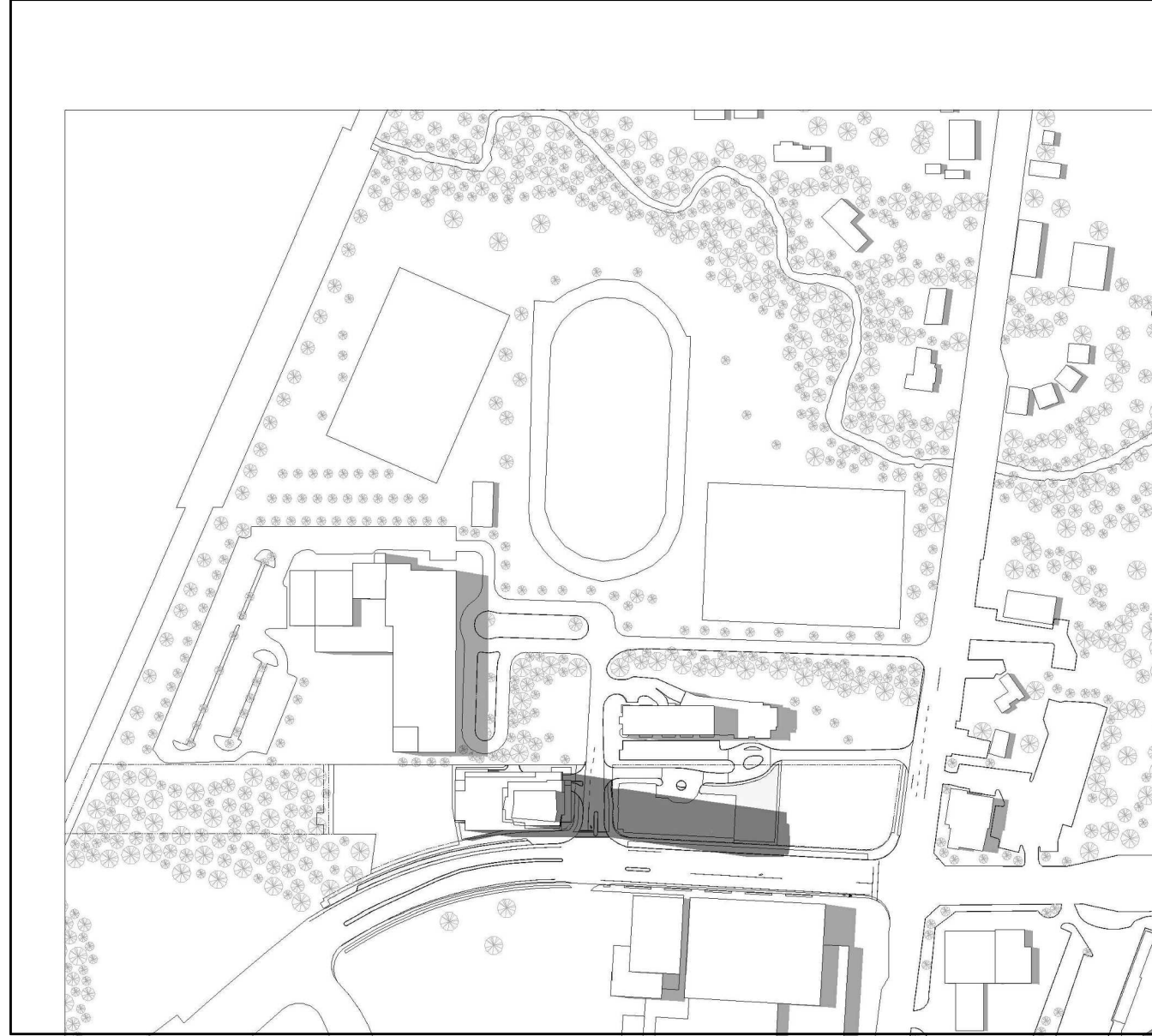
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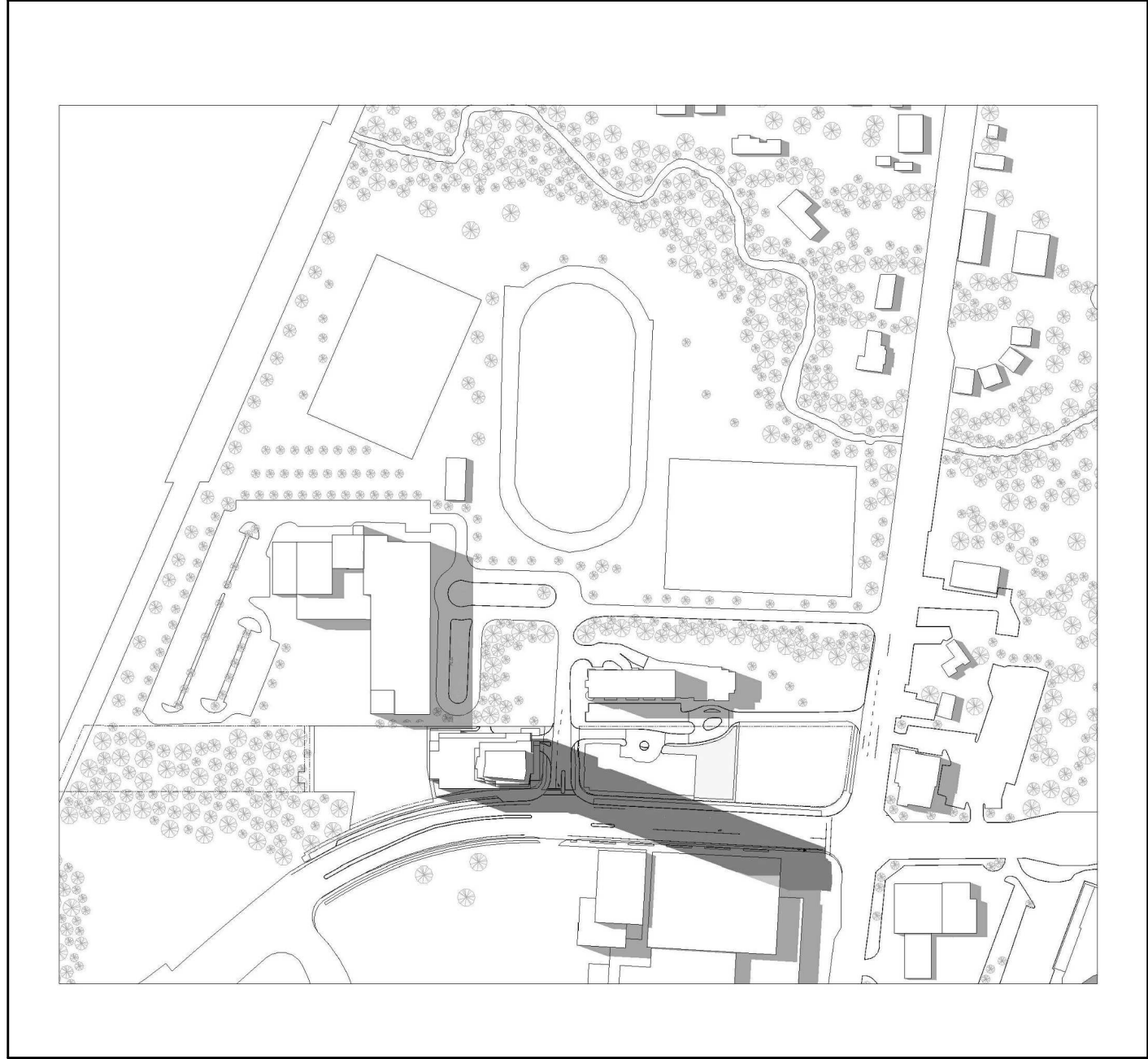
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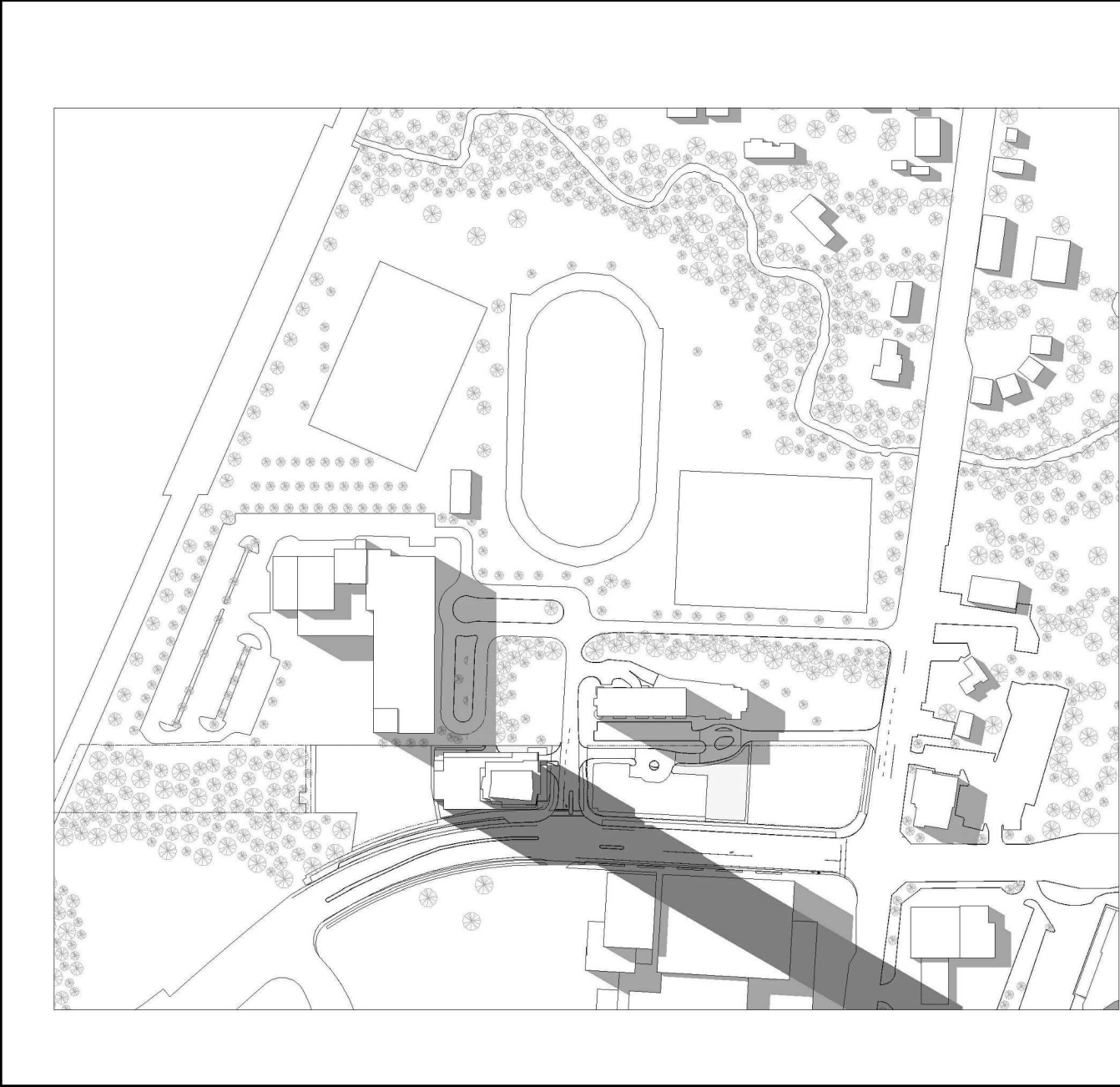
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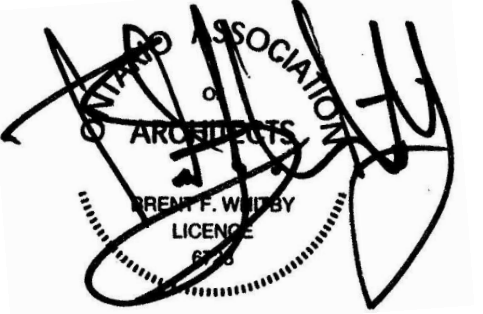


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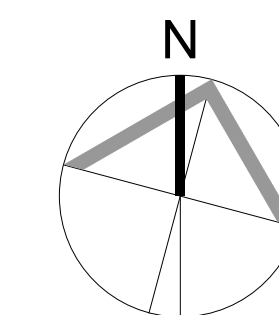
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Shadow Study June

Project:
PLAN 19 142690; SC 15 119946

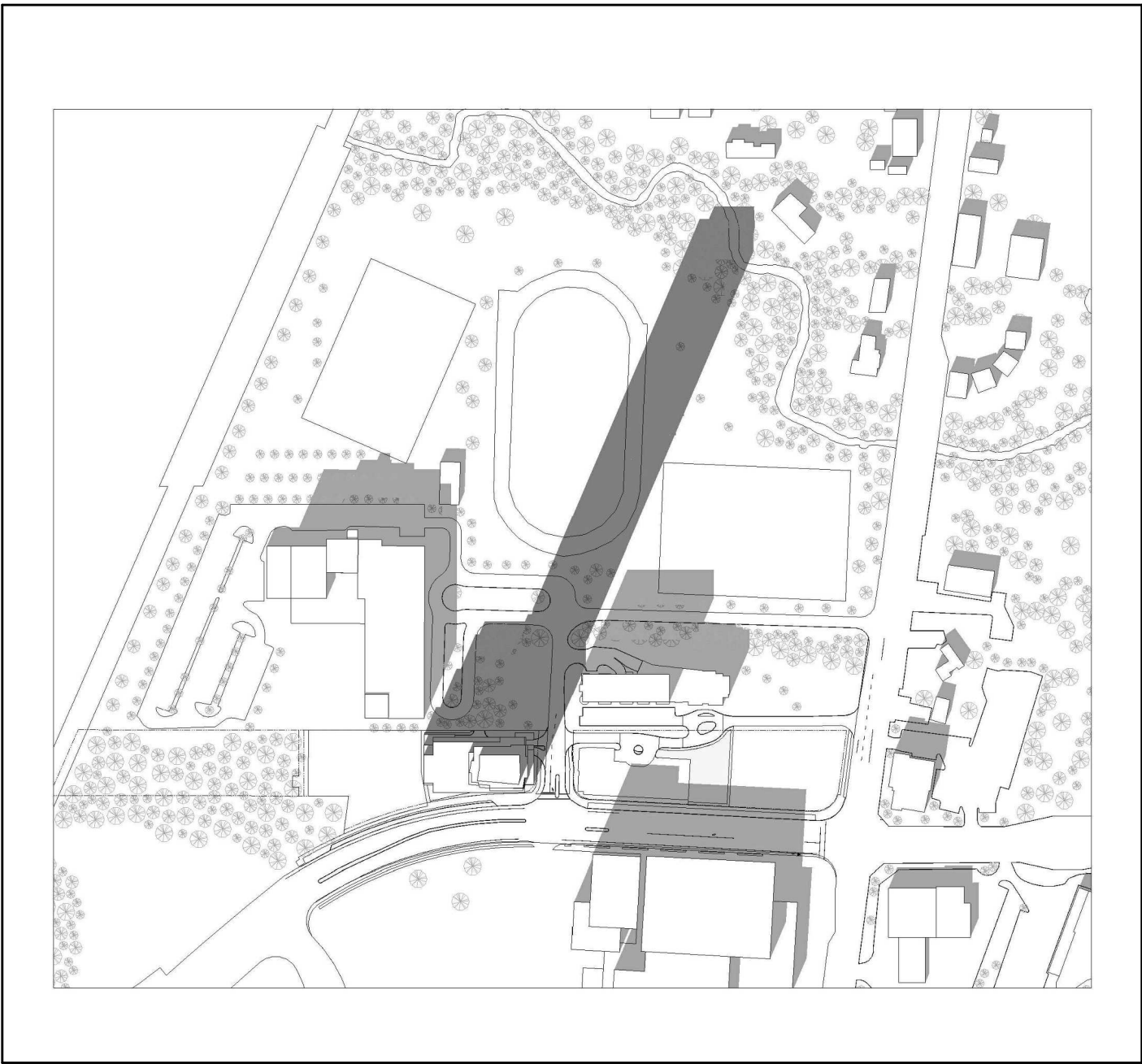
Markham Square
OnePiece Developments

28 Main Street, Unionville
Scale:



Drawn by:
R.P., J.L.
Checked by:
D.B.
Project No.:
19-076
Date:
December 16, 2019
Drawing No.:

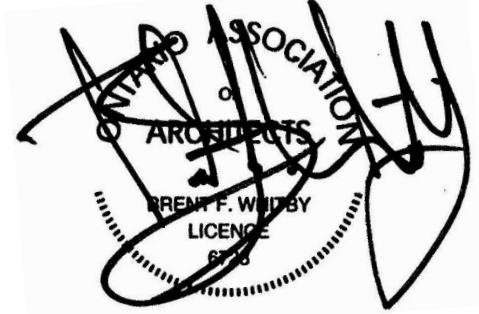
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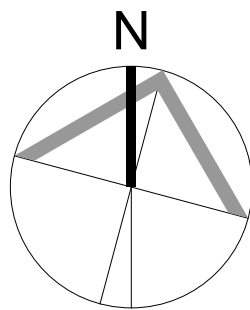
Drawing Title:

Shadow Study December

Project:
PLAN 19 142690; SC 15 119946

**Markham Square
OnePiece Developments**

28 Main Street, Unionville
Scale:



Drawn by:
R.P., J.L.
Checked by:
D.B.
Project No.:
19-076
Date:
April 10, 2020
Drawing No.:

A3.3



28 Main Street Unionville – Phase 1

Sustainability Features Letter Prepared – April 10, 2020

The Phase 1 Development of 28 Main Street Unionville will implement a number of sustainable features in its design, and will aim for LEED Silver.

Sustainable site measures will include increased density and community connectivity; it is within walking distance to public transportation options that includes the Viva Rapid Bus Line, and the Unionville Go-Station. The development also implements bicycle storage rooms for residents, resident visitors, retail visitors and retail staff. Chargers for Electric Vehicles for residents and visitors will also be included.

The Terrace, and roof landscaped areas on both developments will be designed by the landscape architect to reduce the heat island effects, and the roof will be treated with high-albedo materials to reduce it further.

The development will implement water efficiency measures such as water use reduction methods, water efficient landscaping, and water sub-metering. Storm-water quantity control will also be implemented on site.

Energy & Atmosphere measures will include an optimization of energy performance by an energy modeler, enhanced refrigerant management, and measurement and verification measures.

The development will have construction and waste management measures, recycled content, and regional materials as part of a materials and resources plan.

As part of our indoor environmental quality measures a construction indoor air quality management plan will be implemented, low emitting materials for adhesives and sealants, paints and coatings, and flooring

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| Architect, AAA, MAA

BES / B.ARCH / MAIBC
/ RAIC / OPPI / NCARB
/ RPP / MCIP / OAA / AIA

STEVEN KIRSHENBLATT
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/ OAA / M.ARCH

DAVID BUTTERWORTH
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DIP ARCH (OXFORD) / RIBA
/ ARR / RAIC

kirkorarchitects.com

BRENT WHITBY
| Architect, AAA, MAA

BES / M.ARCH / OAA / RAIC

systems will be chosen. Indoor chemical and pollutant source controls will be implemented, with controllability of lighting, and thermal comfort and design.

The development will employ a green building education and green housing keeping initiative as part of a larger strategy.

Sincerely,

A handwritten signature in black ink, appearing to read "David Butterworth". The signature is fluid and cursive, with a large initial "D" and a stylized "B".

David Butterworth



MEMO to Development Services Committee

TO: **Mayor & Members of Council**

C. Andy Taylor, CAO

FROM: Arvin Prasad, Commissioner, Development Services

PREPARED BY: Brian Lee, Director, Engineering, x7507
Biju Karumanchery, Director, Planning & Urban Design, x2970

DATE: May 11, 2020

Re: Fee Deferral: Tariff of Fees for the Processing of Planning Applications & Fees or Charges for Services or Activities Provided or Done by the City (City Wide)

Recommendations

1. That the staff memo entitled “Fee Deferral: Tariff of Fees for the Processing of Planning Applications & Fees or Charges for Services or Activities Provided or Done by the City (City Wide)” be received; and
2. That (a) the *Tariff of Fees for the Processing of Planning Applications* in By-law 211-83 as amended by By-law 2019-137, and (b) *Fees or Charges for Services or Activities Provided or Done by the City* in By-law 2002-276 be amended as outlined in this memo to provide financial relief to the development industry; and
3. That By-law 2002-276 be amended to reflect the 2020 annual adjustment for the Residential Infill Grading and Servicing (RIGS) fee from 26% to 28.6% ; and
4. That the relevant by-law amendments be brought forward to the next Council meeting for enactment; and further,
5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Background

Due to the COVID-19 pandemic, Council approved a number of financial relief measures at its March 27, 2020 meeting, including:

- Water Rate By-law Amendment
- Municipal Accommodation Tax By-law Amendment
- Stormwater By-law Amendment
- User Fee By-law Amendment

The development industry has also approached City staff requesting any possible financial relief.

Discussion

The Development Services Commission is funded from development application fees and development charges with a small component that is tax funded. With the COVID-19 pandemic causing negative financial impact to the community, Council has asked staff to explore ways to provide financial relief. Staff has also received requests from the development industry and from homeowners who are requesting municipal service connections for in-fill development to postpone payment of fees.

While postponement of fees will mean that the City will be upfront on these amounts, the recommended fee deferrals are restricted to the remainder of this year. All fees that are supposed to be paid in 2020 will have to be paid before the end of the year.

Staff is recommending that the Treasurer, upon the advice of the CAO and Commissioner of Development Services, be authorised to defer fees or charges. The deferral is to the earlier of:

- (a) For Processing of Planning Applications: The day prior to the approval of the planning application or a date within the 2020 calendar year, whichever is earlier; and
- (b) For Residential Infill Grading and Servicing (RIGS): The day prior to the City's award of the contract for the service connection work or December 31, 2020, whichever is earlier.

In addition, the party requesting the fee deferral will be required to enter into an agreement with the City regarding the payment of the fees to the satisfaction of the City Solicitor. It is also recommended that the authority to execute fee deferral agreements be delegated to the Treasurer and Commissioner of Development Services.

Staff is also recommending that the fee for Residential Infill Grading and Servicing (RIGS) be amended to reflect the 2020 annual increase from 26% of the Total Cost of Works to 28.6% of the Total Cost of Works.

Financial Considerations

To date the Commission has only received 3 fee deferral requests for a total of \$1.5M, and given that fees are only allowed to be deferred, at the latest, to the end of the year, staff is comfortable that the financial impact will be minimal.

Attachments:

- Attachment A - A By-law to amend By-law 211-83, as amended, being a by-law to prescribe a Tariff of Fees for the Processing of Planning Applications.
- Attachment B - A By-law to amend By-law 2002-276, being a by-law to impose fees or charges for services or activities provided or done by the City of Markham

By-Law 2020 – XX

A by-law to amend By-law 211-83, as amended, being a by-law to prescribe a Tariff of Fees for the Processing of Planning Applications.

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

A by-law to amend By-law 211-83, as amended, being a by-law to prescribe a Tariff of Fees for the Processing of Planning Applications, be amended as follows:

1. THAT the Treasurer, upon the advice of the CAO and Commissioner of Development Services, be authorized to defer fees or charges for services or activities related to the processing of development applications to a date within the 2020 calendar year only and no later than the day prior to the approval of such applications, and that the Treasurer and Commissioner of Development Services or his delegate be authorized to execute agreements thereto, in a form satisfactory to the City Solicitor;
2. THAT all other provisions of By-law 211-83, as amended, except as herein amended or effected, which are not inconsistent with the provisions of this By-law, shall continue to apply.

Read a first, second and third time and passed May xx, 2020.

By-Law 2020 – XX

A by-law to amend By-law 2002-276, being a by-law to impose fees or charges for services or activities provided or done by the City of Markham.

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

A by-law to amend By-law 2002-276, being a by-law to impose fees or charges for services or activities provided or done by the City of Markham, be amended as follows:

1. THAT the Treasurer, upon the advice of the CAO and Commissioner of Development Services, be authorized to defer fees or charges for services or activities related to the processing of Residential Infill Grading and Servicing (RIGS) applications to the earlier of the day prior to the City's award of the contract for the service connection work for the applicable property or December 31, 2020, and that the Treasurer and Commissioner of Development Services or his designate be authorized to execute agreements thereto, in a form satisfactory to the City Solicitor; and
2. THAT the Engineering Fee for new In-fill Residential Service Connections be amended from 26% to 28.6% (Percentage of Total Cost of Works within Municipal Road Allowance); and
3. THAT all other provisions of By-law 2002-276, except as herein amended or effected, which are not inconsistent with the provisions of this By-law, shall continue to apply.

Read a first, second and third time and passed May xx, 2020



Report to: Development Services Committee

Meeting Date: May 11, 2020

SUBJECT: Highway 404 North Collector Roads, Municipal Class Environmental Assessment Study Completion (Ward 2)

PREPARED BY: Nehal Azmy, Senior Capital Works Engineer, Ext.2197
Marija Ilic, Manager, Infrastructure & Capital Projects, Ext. 2136

REVIEWED BY: Alain Cachola, Senior Manager, Infrastructure & Capital Projects, Ext. 2711

RECOMMENDATION:

1. That the staff report entitled “Highway 404 North Collector Roads Municipal Class Environmental Assessment, Study Completion (Ward 2)”, be received;
2. That the preferred alternative for Highway 404 North Collector Roads as set out in the Environmental Study Report be endorsed;
3. That staff be authorized to issue a Notice of Study Completion for the project and make the Environmental Study Report available for public review for a period of 30 days commencing May 2020;
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution

PURPOSE:

The purpose of this report is to seek Council’s endorsement of the preferred alignment of the Highway 404 North Collector Roads, to issue a Notice of Completion and submit the Municipal Class Environmental Assessment Study (“EA Study”) Report to the Ministry of the Environment, Conservation and Parks (“MECP”).

BACKGROUND:

In 2006 the City of Markham (“City”) adopted an Official Plan Amendment and Secondary Plan for the Highway 404 North Planning District (“OPA 149”). It was subsequently approved by the Ontario Municipal Board (“OMB”) in May 2008. OPA 149 predominately designates these lands for employment uses.

OPA 149 is generally bounded by City of Markham municipal boundary to the north, approximately 600 metres north of Elgin Mills Road East to the south, Highway 404 to the west and Woodbine Avenue to the east, and a small area at the south end located between Woodbine Avenue and a Hydro One transmission corridor. The Secondary Plan area is illustrated in **Attachment A**.

The approved *OPA 149 Secondary Plan Schedule BB – Transportation* figure (**Attachment B**), illustrates the conceptual collector road network that may be required to

service the area. In order to confirm the transportation network for the area, an EA Study is required to evaluate alternatives and develop preferred alignments of the collector roads.

In June 2017, the City retained CIMA Canada Inc. to undertake the Highway 404 North Collector Roads Municipal Class Environmental Assessment Study.

OPTIONS/ DISCUSSION:

This study follows the Municipal Engineers Association Municipal Class Environmental Assessment process for a Schedule C project (October 2000, as amended in 2007, 2011 and 2015).

Public Consultation

The consultation process followed for this EA Study includes publishing of a Notice of Project Commencement, two public open houses/information centres ("PIC"), and meetings with reviewing agencies and stakeholders.

The Notice of Project Commencement was issued on November 9, 2017. PICs were held as informal drop-in centres at the Victoria Square Community Centre. PIC No. 1 was held on June 13, 2018. It provided the study overview, identified the problems in the area, presented possible alternative solutions and requested public input.

PIC No. 2 was held on April 24, 2019 and it identified the preferred alignments for the Highway 404 North Collector Roads.

Stakeholders, Councilors, review agencies, affected property owners and Indigenous Groups were notified of the study commencement and invited to attend the PICs. Notices were advertised in the local newspaper and mailed to all stakeholders and property owners in the study area. Notice of Study Completion will be published upon completion of the study and filing of the ESR with the MECP.

Stakeholders / Agencies Consultation

As part of the EA process, a considerable number of meetings have taken place with stakeholders, review agencies and affected property owners to discuss their concerns and to attempt to find an acceptable preferred roads network.

Review agencies and stakeholders consulted included MECP, the Ministry of Tourism, Culture and Sport, the Ministry of Transportation, the Regional Municipality of York, TransCanada Pipelines, Toronto and Region Conservation Authority, Enbridge Gas and Hydro One.

Recommended Alternative

Following feedback received from the public and agencies, the preliminary recommended collector road network required to serve the future developments within the Highway 404 North Planning District area was confirmed to be the preferred alignment as illustrated in **Attachment C**.

Typical cross section of Collector Roads A, D and E1 is illustrated in **Attachment D** and has the following characteristics:

- 24.5 metre right-of-way with urban cross-section
- Two through lanes, one per direction
- 5.0 metre two-way centre left-turn lane
- 3.0 metres active transportation buffer on both sides.

Typical cross-section for Collector Road C1 (extension of Honda Boulevard, and aligning with the existing road) is illustrated in **Attachment E** and has the following characteristics:

- 32.0 metre right-of-way with urban cross-section
- Four through lanes, two per direction
- 5.0 metre two-way centre left-turn lane
- 3.0 metre active transportation buffer on both sides.

Environmental Study Report

An Environmental Study Report (“ESR”) has been prepared to document the study process, evaluation of design alternatives and recommended road alignments within the Highway 404 North Planning District area.

The next step is to file the ESR with the MECP. A Notice of Study Completion will be issued for the project, which will make the Environmental Study Report available for public review for a period of 30 days. During this review period, the public has the option to request a Part II Order (order under Part II of the EA Act) to the MECP if they feel that significant outstanding issues have not been addressed in the ESR, and request a higher level of assessment. MECP will respond to the Part II Order request in one of four ways:

1. Request mediation with the requestor and the City to help address concerns before making a decision
2. Deny the request
3. Deny the request but require the City to fulfill additional conditions before the project can proceed (i.e. further studies or more public consultation)
4. Require the City to conduct a higher review of the project through an Individual Environmental Assessment

If there are no Part II Order requests during the review period, the MECP will advise the City that it may proceed with implementation of the project.

Property Requirements

In order to implement the recommended collector roads network, property must be acquired from TransCanada Pipelines, Enbridge Gas Distribution, Honda Canada, Hydro One and private property owners.

The extent of required property will be determined at the detailed design stage and staff will report back separately on property acquisition. Detailed design for Honda Boulevard extension to 19th Avenue is anticipated to be undertaken in 2021.

Construction Schedule

The construction schedule for this project is subject to timing of development in the Highway 404 North Planning District area and to Council and budget approval.

FINANCIAL CONSIDERATIONS:

The preliminary construction cost for the Highway 404 North Collector Roads is estimated at the total amount of \$18,290,000, in accordance with the Environmental Study Report. As the road infrastructure is to support growth, it will be funded through Development Charges Reserve. These costs will be included in the next update of the Development Charge Background Study.

HUMAN RESOURCES CONSIDERATIONS:

Not Applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

The proposed new Collector Road Network is required to support planned growth in the Highway 404 North Planning District area. Therefore, the recommendations align with the City's Strategic Plan goals of "Safe & Sustainable Community" and "Stewardship of Money & Resources"

BUSINESS UNITS CONSULTED AND AFFECTED:

The Planning Department and Real Property have reviewed this report and concur with the recommendations.

RECOMMENDED BY:

Brian Lee, P.Eng.
Director, Engineering

Arvin Prasad, MCIP, RPP
Commissioner, Development Services

ATTACHMENTS:

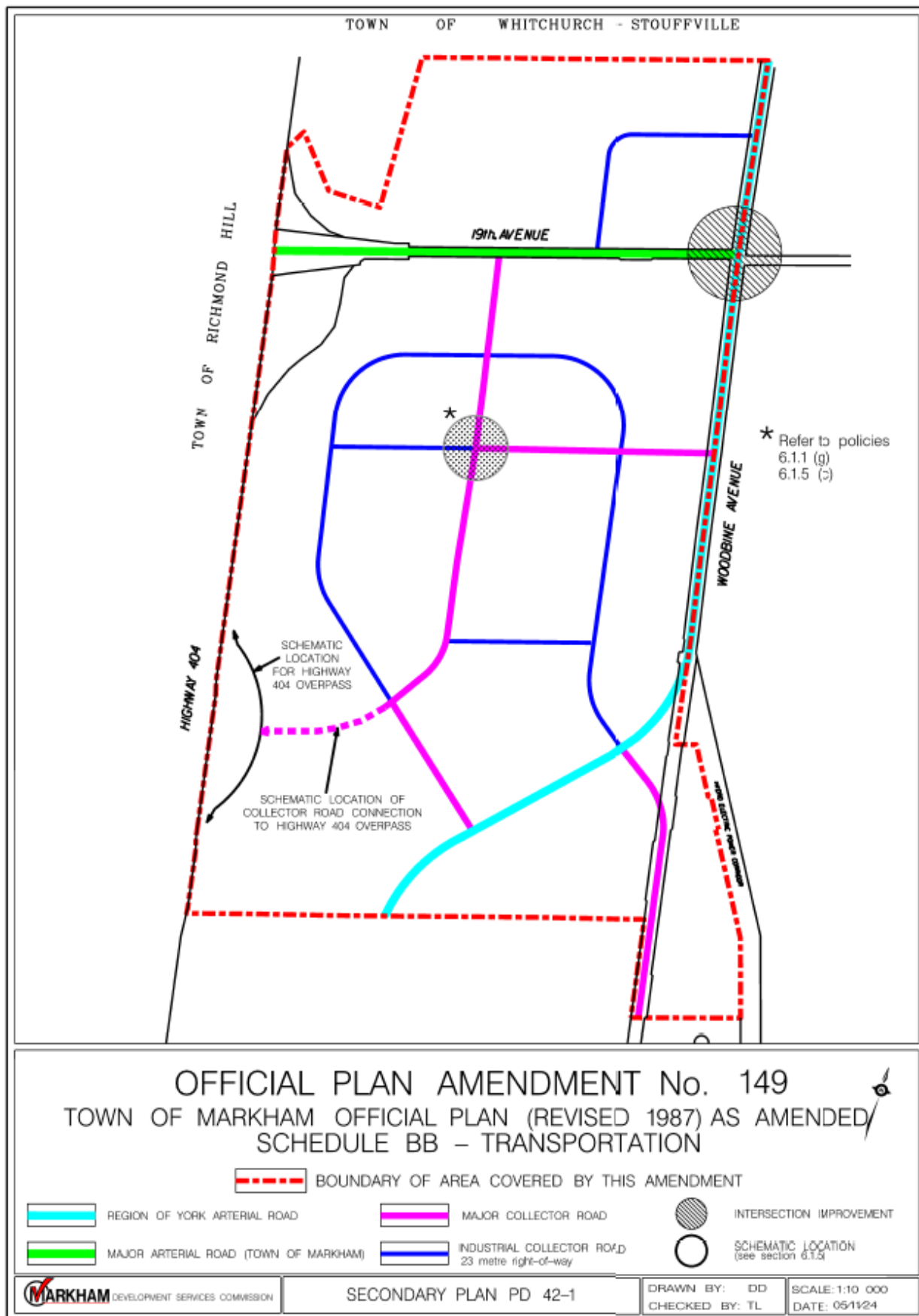
Attachment A - Highway 404 Secondary Plan
Attachment B - Approved OPA 149 Secondary Plan - Transportation
Attachment C - Highway 404 North Collector Roads Preferred Alignments
Attachment D - Collector Road Cross Section (24.m ROW)
Attachment E - Collector Road Cross Section (32.0m ROW)



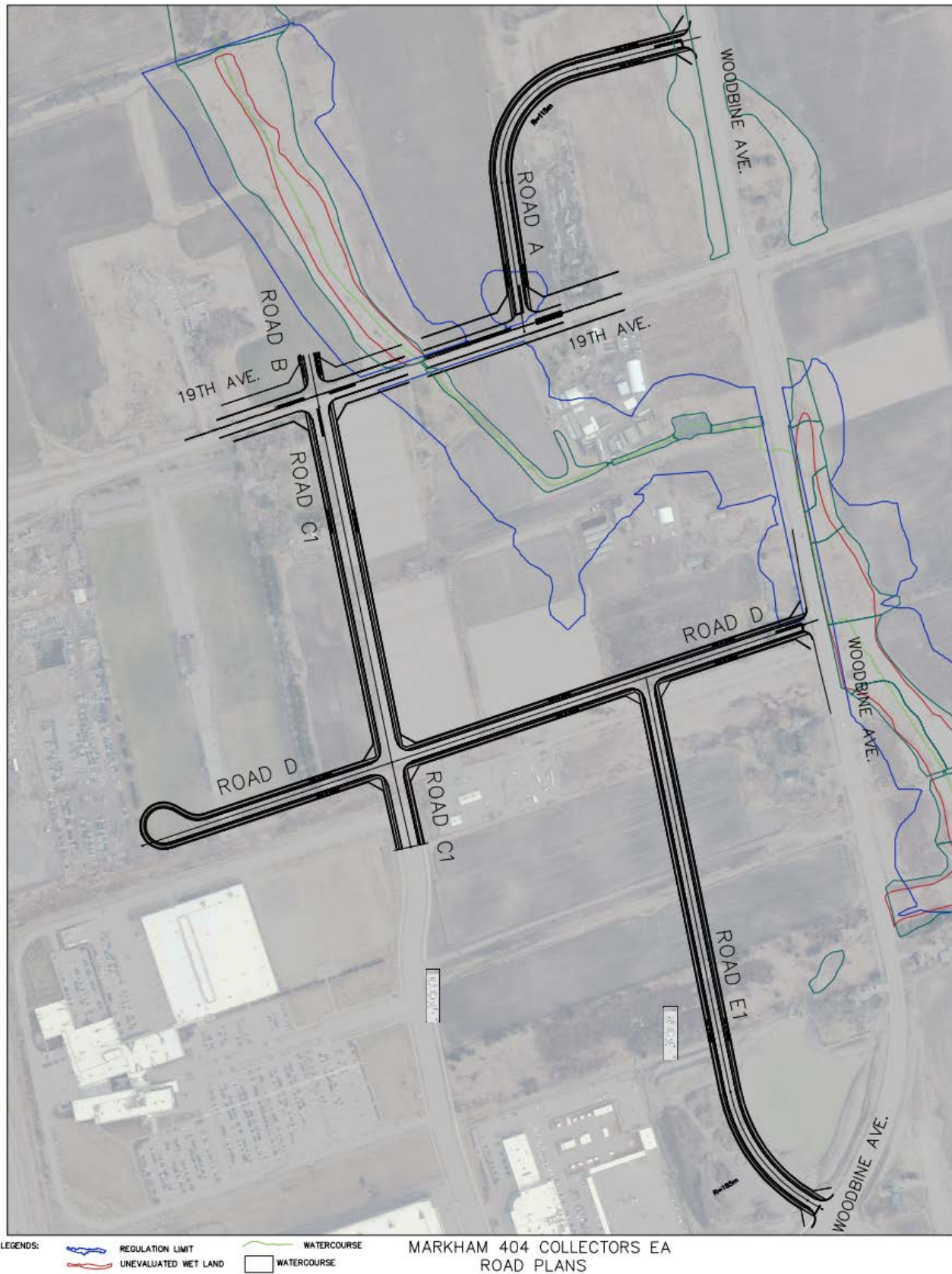
HIGHWAY 404 NORTH SECONDARY PLAN



 OPA149 Lands



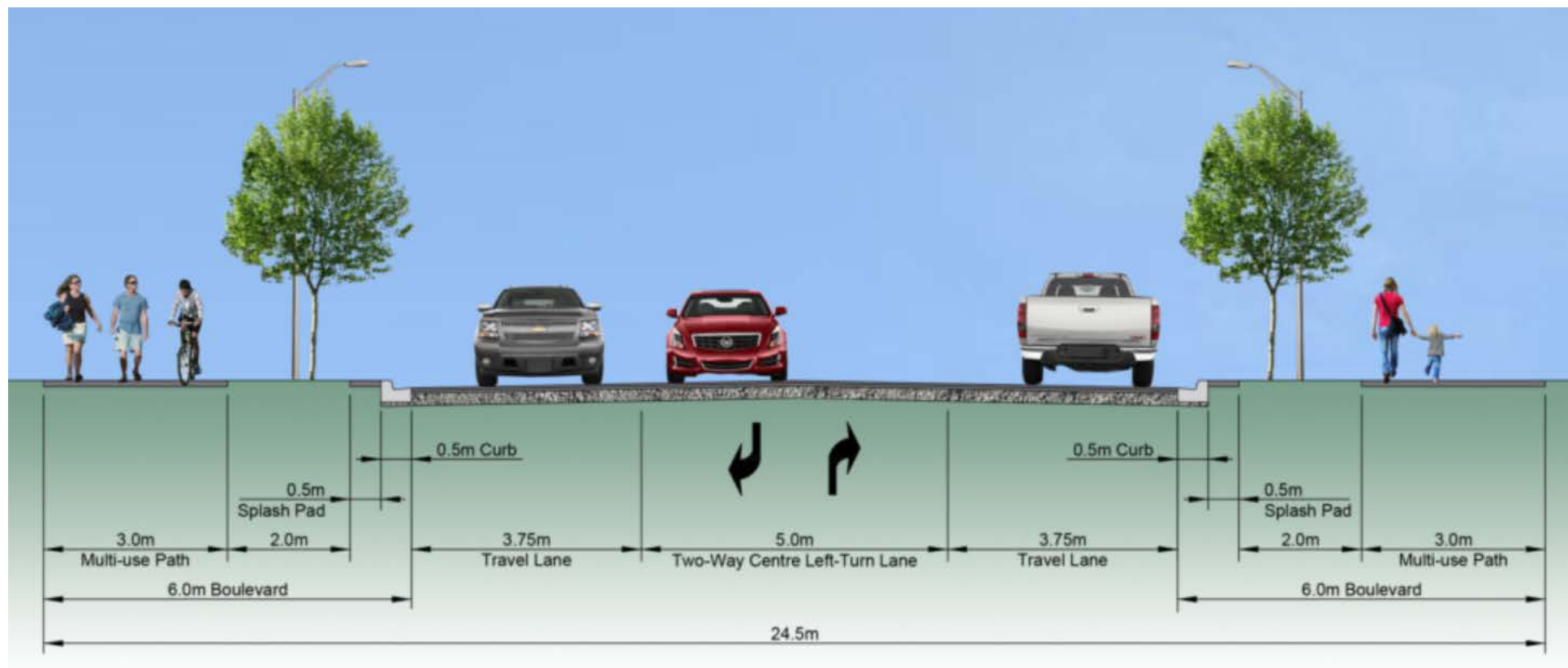
ATTACHMENT B
APPROVED OPA 149 SECONDARY PLAN- TRANSPORTATION



ATTACHMENT C

HIGHWAY 404 COLLECTOR ROADS PREFERRED ALIGNMENT

Highway 404 North Collector Roads Municipal Class Environmental Assessment

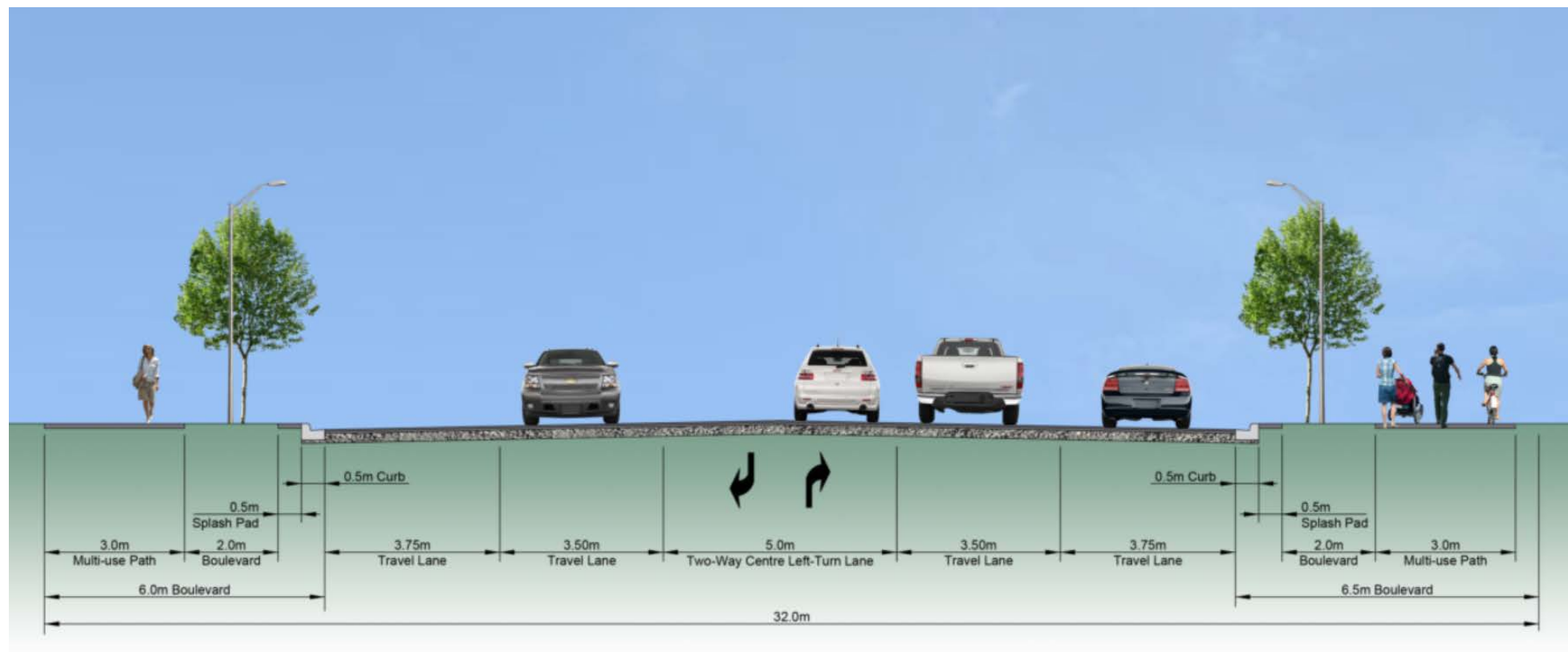


Roads A, D and E1 Typical Cross Section

ATTACHMENT D

HIGHWAY 404 COLLECTOR ROADS CROSS SECTION (24.5m ROW)

Highway 404 North Collector Roads Municipal Class Environmental Assessment



Road C1 Typical Cross-Section

ATTACHMENT E

HIGHWAY 404 COLLECTOR ROADS CROSS SECTION (32.0m ROW)



Report to: Development Services Committee

Meeting Date: May 11, 2020

SUBJECT: Main Street Unionville Proposed Parking Prohibition (Ward 3)

PREPARED BY: David Porretta, Manager, Traffic Engineering, ext. 2040

REVIEWED BY: Loy Cheah, Senior Manager, Transportation, ext. 4838

RECOMMENDATION:

- 1) That the report entitled “Main Street Unionville Proposed Parking Prohibition (Ward 3),” be received; and
- 2) That Schedule “C” of Parking By-law 2005-188 be amended to temporarily rescind the existing parking prohibition on the west side of Main Street Unionville, from Station Lane to a point 23m north of Victoria Avenue, until the later of September 8, 2020 or the end of the Ontario Declaration of Emergency; and
- 3) That Schedule “C” of Parking By-law 2005-188 be amended to temporarily rescind the existing parking prohibition on the west side of Main Street Unionville, from a point 24m north of Fred Varley Drive to Carlton Road, until the later of September 8, 2020 or the end of the Ontario Declaration of Emergency; and
- 4) That Schedule “C” of Parking By-law 2005-188 be amended to temporarily prohibit parking at any time on the west side of Main Street Unionville, from Station Lane to a point 23m north of Victoria Avenue, until the later of September 8, 2020 or the end of the Ontario Declaration of Emergency; and
- 5) That Schedule “C” of Parking By-law 2005-188 be amended to temporarily prohibit parking at any time on the west side of Main Street Unionville, from a point 24m north of Fred Varley Drive to Carlton Road, until the later of September 8, 2020 or the end of the Ontario Declaration of Emergency; and
- 6) That the cost of materials, installation and future removal of the regulatory signs in the amount of \$1,500 be funded from COVID-19 operating account # 330-330-4580 (Traffic Signs/Supplies); and
- 7) That the By-law Enforcement, Licensing & Regulatory Services be directed to enforce the parking prohibition upon installation of the signs and passing of the by-law; and
- 8) That Council delegate authority to the Director of Engineering in consultation with the Director of Operations to amend parking, traffic and speed limit by-laws, where required, in order to promptly respond to traffic operations and safety concerns arising during the COVID-19 pandemic until such time as this authority is repealed by Council; and further,

- 9) That staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report recommends that parking be prohibited at any time on the west side of Main Street Unionville, from Station Lane to Carlton Road. The recommendation to prohibit parking is to provide additional space for pedestrians to comply with the physical distancing guideline during the COVID-19 pandemic and subsequent recovery efforts.

BACKGROUND:

Since the Ontario Declaration of Emergency in March 2020, Staff has been considering various initiatives to maintain physical distancing. Staff also received a request from the ward councillor and the Unionville BIA with suggestions for Main Street Unionville to facilitate improved pedestrian movements and achieve the appropriate physical distancing guideline during the COVID-19 pandemic. Each of these initiatives was studied to assess their feasibility.

Main Street Unionville is a 2-lane minor collector road with an average daily traffic volume of 5,200 vehicles. Between Station Lane and Carlton Road, parking is prohibited at any time on the east side of Main Street Unionville. On the west side, parking is permitted on the boulevard during certain time periods. During the June – September period, parking is restricted from 6:00pm – 6:00am, Monday to Friday, and at any time on weekends and holidays.

DISCUSSION:**Parking is currently permitted on the west boulevard.**

The subject portion of Main Street Unionville has a variable road width of 6.5 metres to 7 metres. The curbs are mountable, allowing vehicles to drive onto and park on the west boulevard (parking is prohibited on the east side). The west boulevard has a total width of 4 metres, comprising of a 1.5 metre concrete sidewalk and a 2.5 metre interlocking paver boulevard. On a typical day, there are parked vehicles on the boulevard. These parked vehicles can obstruct the movement of pedestrians, particularly when there are many pedestrians.

Restricting parking on the west boulevard will allow more space to achieve the physical distancing guideline.

During the COVID-19 pandemic, Public Health Ontario has recommended staying at least 2 metres away from other people whenever possible to help stop the spread of COVID-19. As weather conditions improve and a phased reopening of local businesses occurs in the coming weeks or months, there will be an increase in the number of pedestrians on Main Street Unionville. In order to maintain physical distancing, the existing parking activity on the west boulevard should be prohibited.

Prohibiting parking on the west side of Main Street Unionville is recommended.

If vehicles are prohibited from parking on the west boulevard of Main Street Unionville, between Station Lane and Carlton Road (see Attachment “A”), the 2.5 metre wide boulevard space and the 1.5 metre wide sidewalk will be made available for pedestrians. By making the full 4-metre width of the west boulevard available for pedestrians only, the 2-metre physical distancing guideline can be achievable.

The recommended parking prohibition is intended to be in effect during the COVID-19 pandemic and while physical distancing guideline still apply. While in effect, City staff will continue to monitor pedestrian activities and if necessary, consider additional measures to maintain physical distancing guideline.

FINANCIAL CONSIDERATIONS

The cost of materials, installation and future removal of the regulatory signs in the amount of \$1,500 will be funded from COVID-19 account # 330-330-4580 (Traffic Signs/Supplies). On-going maintenance costs will be managed within the Operations Department’s existing operating budget; therefore, there is no incremental impact to the operating budget. There is no incremental life cycle impact.

HUMAN RESOURCES CONSIDERATIONS

Not Applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The recommendations are intended to improve the safe and efficient movement of pedestrians on Main Street Unionville during the COVID-19 pandemic. Therefore, the recommendations align with the City’s Strategic Plan goal of a “Safe & Sustainable Community”.

BUSINESS UNITS CONSULTED AND AFFECTED:

Operations Department has been consulted and supports the recommendations in this report.

RECOMMENDED BY:

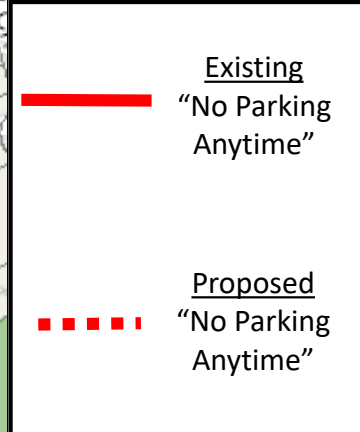
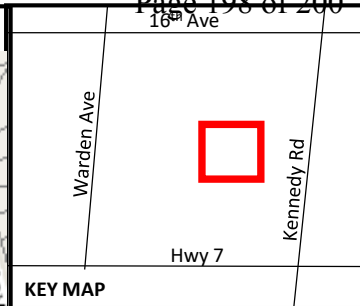
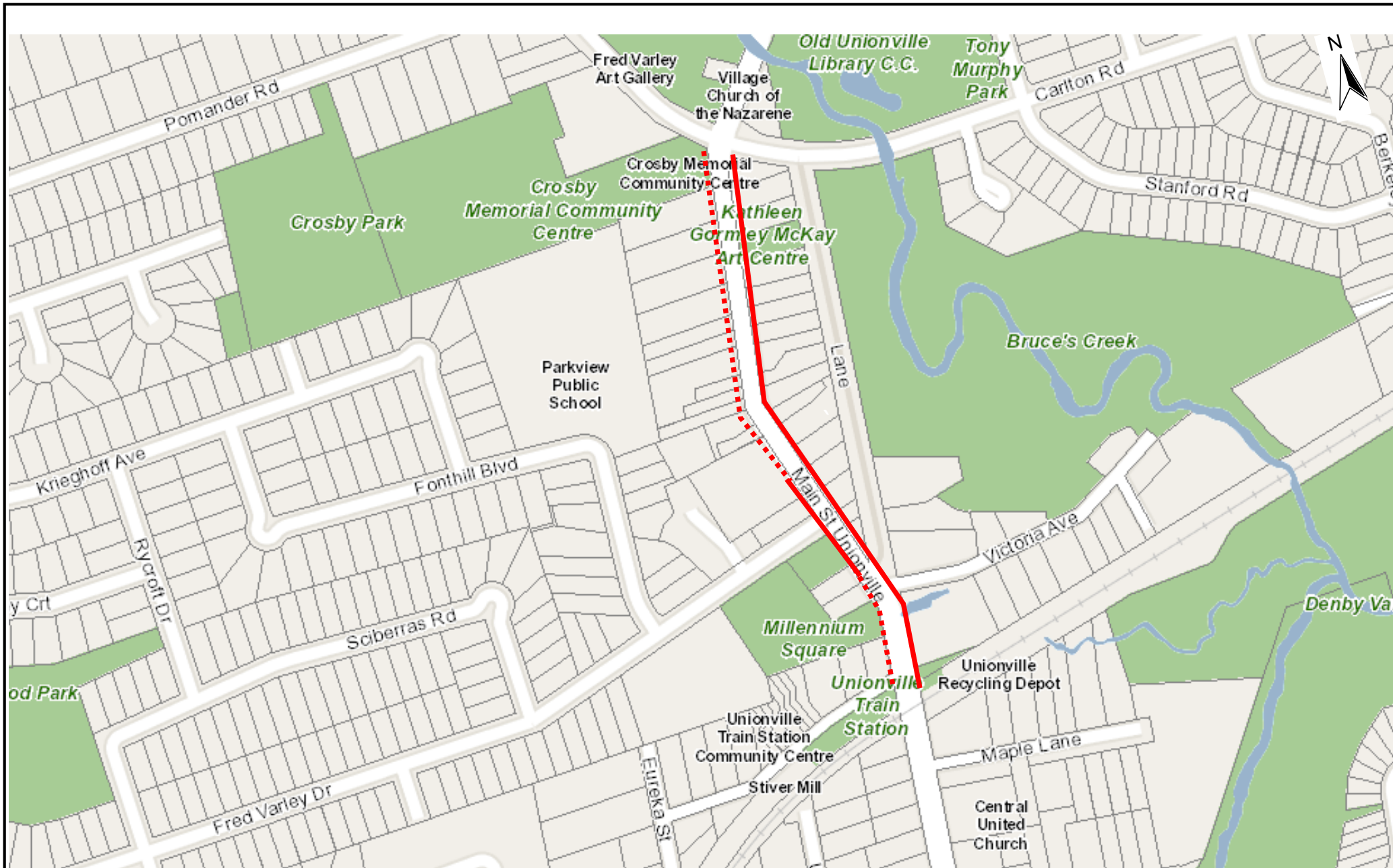
Brian Lee, P.Eng.
Director, Engineering

Arvin Prasad, MPA, RPP, MCIP
Commissioner, Development Services

ATTACHMENTS:

Attachment “A” – Proposed Parking Prohibition Map

Attachment “B” – Proposed By-Law Amendment



Main St Unionville

**Proposed
"No Parking"
Prohibition**

MARKHAM

Engineering Dept.
May 2020

ATTACHMENT A



BY-LAW NUMBER _____

TO AMEND PARKING BY-LAW 2005-188

BE IT ENACTED BY THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM THAT PARKING BY-LAW 2005-188 BE AND THE SAME IS HEREBY AMENDED AS FOLLOWS:

1. That Schedule “C” of Parking By-law 2005-188, pertaining to “No Parking”, be amended by adding the following:

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
<u>STREET</u>	<u>SIDE(S)</u>	<u>BETWEEN</u>	<u>PROHIBITED TIME OR DAYS</u>
Main Street Unionville	West side, including boulevard	Station Lane to a point 23m north of Victoria Avenue	Anytime
Main Street Unionville	West side, including boulevard	A point 24m north of Fred Varley Drive to Carlton Road	Anytime

2. That Schedule “C” of Parking By-law 2005-188, pertaining to “No Parking”, be amended by rescinding the following:

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
<u>STREET</u>	<u>SIDE(S)</u>	<u>BETWEEN</u>	<u>PROHIBITED TIME OR DAYS</u>
Main Street Unionville	West side, including boulevard	Station Lane to a point 23m north of Victoria Avenue	6:00pm to 6:00am; Monday to Friday. Anytime; Saturday, Sunday & Holidays; June 1 st to September 30 th
Main Street Unionville	West side, including boulevard	A point 24m north of Fred Varley Drive to Carlton Road	6:00pm to 6:00am; Monday to Friday. Anytime; Saturday, Sunday & Holidays; June 1 st to September 30 th

ATTACHMENT “B”

3. The By-law shall come into force and effect upon receiving the third reading by the Council of the City of Markham and also when the authorized signs have been erected.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS _____

DAY OF _____, 2020.

KIMBERLY KITTERINGHAM
CITY CLERK

FRANK SCARPITTI
MAYOR