



Report to: Development Services Committee

Report Date: September 29, 2020

SUBJECT: PRELIMINARY REPORT
Enterprise Boulevard Inc.
Applications for Official Plan Amendment and Zoning By-law Amendment to permit a high density development with a maximum 1,400 apartment units on the north side of Enterprise Boulevard, immediately east of the Metrolinx-GO Stouffville rail corridor (Ward 3)

File No. PLAN 20 113948

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:

That the report titled “PRELIMINARY REPORT, Enterprise Boulevard Inc., Applications for Official Plan Amendment and Zoning By-law Amendment to permit a high density development with a maximum of 1,400 apartment units on the north side of Enterprise Boulevard, immediately east of the Metrolinx-GO Stouffville rail corridor (Ward 3), PLAN 20 113948”, be received.

EXECUTIVE SUMMARY:

Not applicable.

PURPOSE:

This report provides preliminary information on applications for Official Plan Amendment and Zoning By-law Amendment (the “Applications”) submitted by Enterprise Boulevard Inc. (the “Owner”). This report contains general information on the applicable Official Plan policies and the identified issues and should not be taken as Staff’s opinion or recommendation on the Applications.

Application deemed complete

Staff deemed the Applications complete on June 11, 2020.

The next steps in the Planning process include:

- Holding the statutory Public Meeting at a future date to be determined following the presentation of the Development Options for the Markham Centre Secondary Plan Update to the Development Services Committee (“DSC”);
- Consideration of a Recommendation Report by the DSC; and,

- If the current applications are approved then a site plan application will be required to review matters such as site layout, design excellence and architectural treatment, relationship to the public realm, landscape treatment, sustainability measures, etc. (it should be noted that the conceptual site plan submitted in support of the current applications is intended only to support the proposed height, massing and residential density program and to provide the basis for the preparation of a zoning by-law amendment).

BACKGROUND:

Subject Lands and Area Context

The 2.07 ha (5.12 ac) subject lands are located on the north side of Enterprise Boulevard, immediately east of the Metrolinx-GO Stouffville rail corridor, as shown on Figure 1 (the “Subject Lands”).

The Subject Lands have approximately 250 m (820 ft.) of frontage along Enterprise Boulevard, immediately opposite the northern terminus of University Boulevard, and are currently vacant with the exception of a wooded area adjacent to the rail corridor and a woodland area along the northern portion of the Subject Lands, which extends onto the adjacent properties to the north. The Enterprise Boulevard right-of-way is graded to travel under the existing rail corridor. As a result Enterprise Boulevard is significantly lower than the elevation of the subject property and half its frontage along Enterprise Boulevard is encumbered with a retaining wall. A 0.35 ha (0.86 ac) future public park is proposed northeast of the Subject Lands. Figure 3 shows the surrounding land uses.

History - Previous Approval

In 2012, Markham Council approved site-specific Official Plan Amendment No. 202 (“OPA 202”) and site-specific Zoning By-law Amendment 2012-152 (“By-law 2012-152”), under a previous landowner (Markham Centre Development Corporation), who did not proceed with their development. Enterprise Boulevard Inc. has recently acquired the Subject Lands.

OPA 202 and By-law 2012-152 permits a high density residential development on the majority of the Subject Lands (the “2012 Approved Development Concept”), as shown in Figure 4.

Proposed Development

The Owner proposes to revise the 2012 Approved Development Concept as shown conceptually in Figure 5 (the “Proposed Development”).

Table 1 summarizes the changes from the 2012 Approved Development Concept to the Proposed Development, as shown Figures 4 and 5. In both the 2012 Approved Development Concept and the Proposed Development, the northern woodland is proposed to be preserved and conveyed into public ownership.

| TABLE 1 2012 Approved Development Concept and the Proposed Development Comparison | | |
|--|---|--|
| Land Use | 2012 Approved Development Concept | Proposed Development |
| Number of Apartment Dwelling Units | 981 | A maximum of 1,400 |
| Number of Buildings | <p>Four residential buildings:</p> <ul style="list-style-type: none"> • Building A (29-storeys) and Building B (28-storeys) along the rail corridor with a shared, three levels of above grade parking structure • Building C (10-storeys) along Enterprise Boulevard • Building D (29-storey) at the northwest corner of Enterprise Boulevard and University Avenue (formerly Ravis Road) | <p>Three residential buildings:</p> <ul style="list-style-type: none"> • Building A1 (33-storeys) and Building A2 (34-storeys) along the rail corridor with a shared, five levels of above grade parking structure • Building B1 (12-storeys) along Enterprise Boulevard • Building B2 (33-storeys) at the northwest corner of Enterprise Boulevard and University Avenue |
| Total Gross Floor Area (“GFA”) | 82,276 m ² (885,612 ft ²) | 102,000 m ² (1,097,955 ft ²) |
| Parking | Provided within two below grade and three above grade levels contained in the shared podium between Buildings A and B | Provided within a one level underground parking garage which spans the entire developable portion of the Subject Lands and in a five level above grade parking structure in the shared podium of Buildings A1 and A2 |
| Vehicular Access | Access driveway aligned to University Avenue (formerly Ravis Road) | Access via a private access at the intersection of Enterprise Boulevard and the northerly terminus of University Boulevard |

Provincial and Regional Policy Conformity

In considering the Applications, Staff will assess consistency with the 2020 Provincial Policy Statement (the “PPS”), conformity with the 2019 Growth Plan for the Greater

Golden Horseshoe (the “Growth Plan”), and conformity with the York Region 2010 Official Plan (the “Regional OP”).

2014 Markham Official Plan (the “2014 Official Plan”)

The Subject Lands are designated “Mixed Use High Rise” and “Greenway” in the 2014 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 with the greatest level of development intensification. Unless specified in a secondary plan or site-specific policy, the “Mixed Use High Rise” designation permits a maximum building height of 15-storeys and maximum density of 3 times the area of the Subject Lands (Floor Space Index – “FSI”). The “Greenway” designation applies to the woodland portion of the Subject Lands, which protects and enhances natural heritage features.

The policies of the 2014 Official Plan indicate 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 (the “1987 Official Plan”), as amended, and the 1997 Markham Centre Secondary Plan (“OPA 21”), as amended, shall apply to the Subject Lands.

The 1987 Official Plan

The Subject Lands are designated “Commercial – Community Amenity Area” and “Environmental Protection Area”. The planned function of the “Community Amenity Area” designation is to provide for a multi-use, multi-purpose centre with a diverse range of retail, services, community, institutional and recreational uses. Office development and medium and high-density housing are provided at appropriate locations. The “Environmental Protection Area” designation applies to lands containing natural features, such as woodlots and Significant Vegetation Communities.

OPA 21

The Subject Lands are partially designated “Open Space” and “Open Space – Environmentally Significant” by OPA 21. In 2012, the developable portion of the Subject Lands was redesignated to “Community Amenity Area - Major Urban Place” by OPA 202, which amends OPA 21, and includes site-specific permissions for the Subject Lands based on the 2012 Approved Development Concept. It also indicates that a Precinct Plan is not required.

Through the submitted Official Plan Amendment application, the Owner proposes the following:

- i) to increase the maximum number of residential units from 981 to 1,400 units
- ii) to increase the maximum height of the buildings from 29-storeys to 34-storeys

In October 2019, the City initiated an update to the Markham Centre Secondary Plan (“MCSP”) Update. A series of visioning workshops took place over July to September of this year to help inform the Development Options, which are anticipated to be presented

to DSC in December 2020, and that would culminate in a Recommended Development Concept in Q2-2021.

Zoning

The Subject Lands are zoned “Markham Centre Downtown Two *19 (Hold)” [MC-D2*19(H)] and “Markham Centre Public Space Two” (MC-PS2) by Zoning By-law 2012-152, which amends By-law 2004-196 (see Figure 2).

Through the submitted Zoning By-law Amendment application, the Owner proposes to amend By-law 2012-152 as follows:

- i) Increase the maximum number of residential units from 981 to 1,400
- ii) Increase the maximum building height from 29-storeys to 34 storeys (increase from a maximum height of 100 m to 116 m)
- iii) Increase the maximum site Net Floor Area, as defined in the Markham Centre Zoning By-law, from 84,000 m² to 93,600 m²
- iv) Reduce the parking space requirements from a range of 1 to 1.2 spaces per unit to a range of 0.65 to 1.15 spaces per unit total for both residents and visitors
- v) Modify several other development standards as they relate to building design.

OPTIONS/ DISCUSSION:

The following summarizes the issues raised to date. These matters, among others identified through the circulation and detailed review of the Proposed Development, will be addressed, in a final recommendation report to DSC:

- 1) Review of the submitted Planning Justification Report, draft Official Plan Amendment, and draft Zoning By-law Amendment, prepared by Gatzios Planning + Development Consultants Inc.
- 2) Review of the Proposed Development in the context of the existing policy framework, as well as the MSCP Update process.
- 3) Review of the appropriateness of the Proposed Development having regard to the following:
 - a) compatibility with the existing and planned surrounding lands uses
 - b) the appropriateness of the proposed density and building heights
 - c) affordable housing, purpose-built rental, senior-focused housing, and family friendly units
 - d) the provision of community facilities (e.g. day care)
 - e) built form and massing, building location/orientation, and transitions
 - f) setbacks, and buffers from the rail corridor
 - g) preliminary sun and shadow and wind analysis
 - h) traffic impacts, driveway access, parking, and transportation demand management

- i) pedestrian connections, linkages to woodland, and private and shared amenity areas
 - j) municipal servicing
 - k) proposed off-road multi-use trail adjacent to the rail corridor as shown in the City's draft Active Transportation Master Plan trail plans
- 4) The appropriateness of the Owner's submitted Transportation Study, which is currently under review by the City's Transportation Planning Staff, and the proposed reduced parking standard.
- 5) The Proposed Development includes the removal of the smaller western wooded area and a small portion of the northern woodland, in order to accommodate the private access driveway. The Owner submitted an Environmental Impact Study that is currently under review by the City's Natural Heritage Planning Staff.
- 6) Review of all technical studies submitted in support of the Proposed Development including, but not limited to, the following:
- a) Transportation Study
 - b) Functional Servicing and Stormwater Management Report
 - c) Environmental Impact Study
 - d) Environmental Noise and Vibration Assessment
 - e) Urban Design Plan
 - f) Preliminary Pedestrian Wind Assessment
 - g) Preliminary Shadow Study
 - h) Tree Inventory
- 7) The Proposed Development will have to have regard for any requirements of external agencies including, but not limited to, Ministry of Transportation Ontario ("MTO"), Metrolinx, the Toronto and Region Conservation Authority ("TRCA"), and York Region.
- 8) Review of financial obligations including, but not limited to, cash-in-lieu of parkland, woodland compensation and Section 37 contributions.

FINANCIAL CONSIDERATIONS AND TEMPLATE:

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 departments and external agencies and their requirements will be addressed as part of a future staff recommendation report.

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: 2012 Approved Development Concept

Figure 5: Proposed Development

AGENT:

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