



Report to: Development Services Committee

Report Date: June 26, 2018

---

**SUBJECT:**                    **RECOMMENDATION REPORT**  
OnePiece (MS) Developments Inc.  
Applications for Zoning By-law Amendment and Site Plan  
Approval to permit a high density residential mixed-use  
development on the north side of Enterprise Boulevard, west  
of Main Street Unionville  
28 Main Street Unionville  
Markham Centre (Ward 3)

File Nos. ZA 16 119946 & SC 15 119946

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

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

---

**RECOMMENDATION:**

- 1) That the report dated June 26, 2018 titled “RECOMMENDATION REPORT, OnePiece (MS) Developments Inc., Applications for Zoning By-law Amendment and Site Plan Approval to permit a high density residential mixed-use development on the north side of Enterprise Boulevard, west of Main Street Unionville, 28 Main Street Unionville, Markham Centre (Ward 3), File Nos. ZA 16 119946 & SC 15 119946” be received;
- 2) That the Zoning By-law Amendment application (ZA 16 119946) submitted by OnePiece (MS) Developments Inc., be approved and that Staff continue to work with the Applicant on finalizing the implementing Zoning By-law Amendment, to be brought forward for enactment at a future Council meeting;
- 3) That the application for Site Plan Approval (SC 15 119946) submitted by OnePiece (MS) Developments Inc. be endorsed in principle subject to the conditions attached in Appendix ‘A’;
- 4) That site plan approval be delegated to the Director of Planning and Urban Design or his designate; not to be issued prior to the execution of a site plan agreement;
- 5) That Council grant servicing allocation for the 673 residential units within this development;
- 6) That the City reserves the right to revoke or reallocate servicing allocation should the development not proceed in a timely manner;

- 
- 7) 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;
  - 8) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

**EXECUTIVE SUMMARY:**

The subject property is located at the northwest corner of Main Street Unionville and Enterprise Boulevard and is municipally known as 28 Main Street (Figure 1). The subject site is approximately 2.06 ha (5.08 ac) in size and has frontage along both Main Street Unionville and Enterprise Boulevard. Bill Crothers Drive bisects the subject lands into an east and west parcel.

In December 2012, Global Unionville Development Inc. (the then Owner of the subject property) submitted applications for Official Plan and Zoning By-law Amendments to permit a residential mixed-use development on the site. The proposal consisted of three (3) buildings with heights ranging from 9, 19 and 25 storeys with a total of 718 units, as well as a public park and preservation of the existing woodlot (Figure 4).

On June 24, 2014, the City approved the Official Plan Amendment application (OPA 219) to permit the proposed residential mixed-use development. The approval was appealed to the Ontario Municipal Board (OMB) [now known as the Local Planning Appeal Tribunal (LPAT)] by the adjacent landowner immediately to the north [Main Street Residence (Unionville) Inc]. Since that time, a new Owner [OnePiece (MS) Developments Inc.] has acquired the site and modified the proposed development, as outlined in this report (Figure 5).

The LPAT is the approval authority as it relates to the Official Plan Amendment application and the parties have been working together on a settlement of the appeal. If a settlement is achieved, the parties will work together to finalize a modified OPA that implements the proposed development and Zoning By-law Amendment. The proposed Zoning By-law Amendment will come into effect once the modification of the OPA is approved by the Tribunal and comes into effect, as per subsection 24(2) of the *Planning Act*.

A statutory Public Meeting was held on May 2, 2017 to consider the proposed Zoning By-law Amendment application. Concerns raised by residents in attendance included matters pertaining to built form transition, heights of the proposed buildings, increased traffic congestion and pollution, shadowing impacts, disruption of telecommunications services, and the Applicant's contribution to community amenities. These matters, amongst others, are discussed in this report.

Staff are generally satisfied with the site plan, building elevations and landscaping that is proposed. The two buildings respond to an urban environment, and the tower elements are designed to minimize shadow impacts on adjacent properties.

The Applicant has committed to a number of City initiatives including but not limited to LEED Silver certification, including various sustainability measures (Appendix 'B'), 3-stream sorting and collection system for organics, recyclable materials and residual waste; and, bird friendly measures and dark sky compliance.

Based on the discussion provided in this report Staff recommends the following:

- That the Zoning By-law Amendment application be approved and that Staff continue to work with the Applicant on finalizing the implementing Zoning By-law Amendment, to be brought forward for approval at a future Council meeting;
- That the site plan application be endorsed in principle subject to the site plan conditions attached as Appendix 'A'; and,
- 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 Applicant.

**PURPOSE:**

The purpose of this report is to recommend approval of a proposed Zoning By-law Amendment application and endorsement of a companion site plan application submitted by OnePiece (MS) Developments Inc. to facilitate the development of a high density residential mixed-use development on the north side of Enterprise Boulevard, west of Main Street Unionville (Figure 1).

**BACKGROUND:**

The subject property is located at the northwest corner of Main Street Unionville and Enterprise Boulevard and is municipally known as 28 Main Street (Figure 1). The subject site is approximately 2.06 ha (5.08 ac) in size and has frontage along both Main Street Unionville and Enterprise Boulevard. Bill Crothers Drive, which connects Bill Crothers Secondary School to Enterprise Boulevard, bisects the site into an east parcel and a west parcel. The westerly portion of the site is occupied by a woodlot that is approximately 6,311 m<sup>2</sup> (67,933 ft<sup>2</sup>) in size, while the remainder of the site is vacant (Figure 3).

Surrounding uses are as follows (Figure 3):

- To the north is a 9-storey seniors' residence development (for the easterly portion of the subject lands) and Bill Crothers Secondary School (for the westerly portion of the subject lands);
- To the east across Main Street Unionville is a three-storey medical office building;
- To the south across Enterprise Boulevard is the Markham Pan Am Centre and vacant lands intended for the York University-Markham Centre campus. South of the woodlot, at the west end of the subject site, are lands that have been approved for a high density development (Markham Centre Development Corporation) consisting of four buildings with heights of 10-29 storeys; and,
- To the west is the Stouffville GO line.

---

**History of Previous Applications**

In December 2012, Global Unionville Development Inc. (the then Owner of the subject site) submitted applications for Official Plan and Zoning By-law Amendments to permit a residential mixed-use development on the site. The proposal consisted of three (3) buildings with heights ranging from 9, 19 and 25 storeys with a total of 718 units, as well as a public park and preservation of the existing woodlot (Figure 4).

On June 24, 2014, the City approved the Official Plan Amendment application (OPA 219) to permit the proposed residential mixed-use development. The approval was appealed to the Ontario Municipal Board (OMB) [now known as the Local Planning Appeal Tribunal (LPAT)] by the adjacent landowner immediately to the north [Main Street Residence (Unionville) Inc.]. Resolution of the appeal still rests with the LPAT. The implementing Zoning By-law Amendment was withheld, to be brought forward at some point in the future, upon the resolution of various matters including but not limited to finalizing the necessary site details and financial arrangements relating to shared access and private driveway arrangements with the landowner to the north. Since that time, a new Owner [OnePiece (MS) Developments Inc.] has acquired the site and modified the proposed development, as outlined in this report (Figure 5).

The LPAT is the approval authority as it relates to the OPA and the parties have been working together on a settlement of the appeal. If a settlement is achieved, the parties will work together to prepare the necessary modifications to the OPA that implements the proposed development and Zoning By-law Amendment. The proposed Zoning By-law Amendment will come into effect once the modified OPA is approved by the Tribunal and comes into effect, in accordance with subsection 24(2) of the *Planning Act*.

**PROCESS TO DATE:**

- Application for Zoning By-law Amendment deemed complete on January 31, 2017
- Preliminary Report considered by Development Services Committee on April 24, 2017
- Statutory Public Meeting held on May 2, 2017
- Recommendation Report considered by Development Services Committee (DSC) on June 25, 2018

**Next Steps:**

- Resolution of LPAT Appeal related to OPA 219
- In the event of Council approval of the application, finalization and subsequent enactment of the implementing Zoning By-law Amendment (as noted previously, the Zoning By-law Amendment will only come into force and effect once the modification of the OPA is approved by the LPAT and comes into effect)
- Endorsement of the site plan application by DSC by way of subject report
- Issuance of site plan endorsement by Staff
- Execution of a site plan agreement and Section 37 agreement by the Owner
- Issuance of site plan approval by Staff

---

**Proposal is for a high density residential mixed-use development**

The proposal consists of a residential mixed-use development comprised of two buildings, one on the west parcel (Phase 1) and the other on the east parcel (Phase 2). Combined, the two buildings have 673 residential units and a total GFA of 65,273 m<sup>2</sup> (702,616 ft<sup>2</sup>), of which 1,627 m<sup>2</sup> (17,513 ft<sup>2</sup>) is grade-related retail space. Two public park dedications are also proposed: a 3,509 m<sup>2</sup> (37,772 ft<sup>2</sup>) park in the west parcel and a 3,369 m<sup>2</sup> (36,265 ft<sup>2</sup>) park in the east parcel. Retention of a 6,311 m<sup>2</sup> (67,933 ft<sup>2</sup>) existing woodlot within the west parcel, adjacent to the park, is also proposed and will be conveyed to the City (\*see note below) (Figure 5).

**\*N.B.** The land areas for the woodlot and public park conveyances have been adjusted from those indicated in the April 24, 2017 Preliminary Report as a result of the Applicant's Architect confirming property boundaries based on the legal survey.

*West Parcel (Phase 1)*

The west parcel is comprised of one, 33-storey, residential mixed-use building with a total of 362 units and approximately 35,432 m<sup>2</sup> (381,399 ft<sup>2</sup>) of GFA, of which 499 m<sup>2</sup> (5,369 ft<sup>2</sup>) is grade-related retail space (Figure 5). The building contains an 8-storey podium that steps back above the 1<sup>st</sup>, 2<sup>nd</sup>, and 4<sup>th</sup> levels along Enterprise Boulevard, and above the 6<sup>th</sup> level along Bill Crothers Drive. The 33-storey tower element, located at the south-east end of the building, is stepped back along Bill Crothers Drive above the 8<sup>th</sup> level (Figure 6).

Vehicular access is proposed via a driveway off Bill Crothers Drive (approximately 45 metres north of Enterprise Boulevard), which will provide left-in/right-in/right-out movements (left-out movements will be prohibited). A future connection to the lands to the north [also owned by Main Street Residence (Unionville) Inc.] is proposed. The pick-up/drop-off and loading areas, as well as the ramp to the underground parking, are located along the driveway on the north side of the proposed building. A total of 416 parking spaces are proposed, with 7 visitor parking spaces provided at grade and the remainder within 7 levels of underground parking. Additional lay-by parking spaces (approx. 12 spaces) are proposed along the north side of Enterprise Boulevard (Figure 5).

Immediately west of the proposed building, just south of Bill Crothers Secondary School, is a new public park. The park is approximately 3,509 m<sup>2</sup> (37,772 ft<sup>2</sup>) in size and provides a forecourt to Bill Crothers Secondary School connecting to Enterprise Boulevard. There is no underground parking proposed beneath the new public park. West of the new public park is a 6,311 m<sup>2</sup> (67,933 ft<sup>2</sup>) woodlot. Both the new public park and woodlot will be dedicated to the City.

*East Parcel (Phase 2)*

The east parcel is comprised of one, 29-storey, residential mixed-use building with a total of 311 units and approximately 29,842 m<sup>2</sup> (321,227 ft<sup>2</sup>) of GFA, of which 1,128 m<sup>2</sup> (12,141 ft<sup>2</sup>) is grade-related retail space (\*\*see note below) (Figure 5). The building contains an 8-storey podium, which steps back above the 1<sup>st</sup> level at the northeast corner of the building and above the 4<sup>th</sup> level along Enterprise Boulevard. Along the east side of

the building, the podium is terraced with step-backs provided above the 4<sup>th</sup> and 6<sup>th</sup> levels. The 29-storey tower element, located at the west end of the building, is stepped back above the 8<sup>th</sup> level on the east and west sides (Figure 7).

**\*\*N.B.:** The seven townhouse units embedded in the podium, as indicated in the April 24, 2017 Preliminary Report, have been removed in favour of retail space.

Vehicular access is provided via a shared easement driveway with the adjacent property owner to the north [Main Street Residence (Unionville) Inc.]. The driveway connections are proposed to be located on Main Street (at the existing location, approximately 75 metres north of Enterprise Boulevard) and Bill Crothers Drive (relocated to a point approximately 50 metres north of Enterprise Boulevard). Pick-up/drop-off and loading areas, as well as access to the underground parking garage are located off the driveway. Loading and access to the underground parking garage have been screened from view from the 9-storey seniors' residence development to the north. A total of 382 parking spaces are provided within 7 levels of underground parking.

East of the proposed building a new 3,369 m<sup>2</sup> (36,265 ft<sup>2</sup>) public park is proposed, at the northwest corner of Main Street Unionville South and Enterprise Boulevard. As with the new public park proposed for the west parcel, this new public park will not be encumbered by underground parking and will be dedicated to the City.

## **Official Plan and Zoning**

### *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 for development where the greatest level of intensification are intended to take place in Markham. Unless specified in a secondary plan or site-specific policy, the maximum height is 15 storeys and the permitted density is 3.0 FSI. The "Greenway" designation applies to the woodlot portion of the subject lands.

### *Markham Centre Secondary Plan (OPA 21)*

The lands are further designated "Community Amenity Area – General", "Open Space" and "Open Space Environmentally Significant" in the Markham Centre Secondary Plan (OPA 21). Lands designated "Community Amenity Area – General" may be used predominantly for medium and high density uses. The "Open Space" designation corresponds with a "Neighborhood Park" that is identified in the area by the Secondary Plan, and the "Open Space – Environmentally Significant" designation corresponds to the existing woodlot on the west portion of the site. Section 4.5.7 d) of the Markham Centre Secondary Plan states that the existing woodlot shall be credited as parkland and incorporated into a neighbourhood park.

As mentioned previously, on June 24, 2014, the City approved OPA 219, which sought to redesignate the subject site to "Community Amenity Area-Major Urban Place" (and

“Open Space” and “Open Space-Environmentally Significant”), incorporate site specific height and densities reflective of the proposal at that time, and exempt the subject lands from the precinct plan requirements identified in the Secondary Plan. Given the OMB appeal, these designations and policies are not yet in-force. Furthermore, OPA 219 will need to be modified to reflect the proposed development.

#### *Existing Zoning*

A majority of the subject lands are zoned “Rural Residential One” (RR1) by By-law 122-72, as amended. The remainder of the site (residual portions of surplus Enterprise Boulevard road allowance) is zoned “Highway Commercial (C3) by By-law 122-72, as amended (Figure 2).

#### *Proposed Zoning*

The Applicant is requesting the subject lands be rezoned to “Markham Centre Public Space Two” (MC-PS2) (woodlot and public parks) and “Markham Centre Downtown Two” [MC-D2]” (remainder of the site). In the event of approval, Staff will continue to work with the Applicant on drafting the implementing Zoning By-law Amendment, incorporating any site specific exceptions and holding provisions (including but not limited to those identified in this report), and bring it forward for Council approval once finalized.

#### **Statutory Public Meeting held on May 2, 2017**

On May 2, 2017, a statutory Public Meeting was held to consider the proposed Zoning By-law Amendment application. Concerns raised by residents in attendance included matters pertaining to built form transition, heights of the proposed buildings, increased traffic congestions and pollution, shadowing impacts, disruption of telecommunications services, and the Applicant’s contribution to community amenities. A representative from Main Street Residence (Unionville) Inc. made a deputation indicating overall satisfaction with the proposal, but that further discussions on the parking, shared driveway and access issues between the properties was required.

#### **OPTIONS/ DISCUSSION:**

##### **Staff are generally satisfied with the site plan, building elevations and landscaping**

The two buildings respond to an urban environment by providing an active built form edge along Enterprise Boulevard and the intersection of Bill Crothers Drive (Figure 8). The podium buildings have an appropriate street wall condition that maintains a comfortable pedestrian scale, while the two public parks flanking the site provide a break in the massing along the pedestrian environment. The west public park also provides opportunities for enhancement and preservation of the existing woodlot.

The tower elements are designed to minimize shadow impacts on adjacent properties. They frame the intersection at Enterprise Boulevard and Bill Crothers Drive and provide appropriate separation distances. Step-backs at different levels of the podium and at the base of the towers help break up the massing and bring variety and interest to the street frontage. Variation in architectural expression of the buildings through the use of vertical elements, corner elements and balconies adds to the visual interest. Proposed façade

materials include vision, fritted and spandrel glass, white and graphite gray ceramic style panel and white and graphite gray metal panels (Figure 8). Minor changes to the façade articulation of the towers, and their materiality, are required and will be addressed prior to the issuance of site plan endorsement.

The landscape concept plan proposes a publicly accessible private open space between the east parcel (Phase 2) building and the proposed east public park, providing a combination of hardscape and soft landscape, integrated seating with planters and opportunity for outdoor café space next to the retail at the east end of the building. Upper level outdoor amenity areas for the residents are proposed on the 9<sup>th</sup> level of both buildings. Revisions to the landscape concept plan and streetscape plans, based on the requirements of the City of Markham Streetscape Manual, Markham Centre Streetscape Guidelines, and Staff comments, are required and will be addressed prior to the issuance of site plan endorsement.

#### **Comments from the City's Design Review Panel (DRP)**

The proposed development was considered by the City's Design Review Panel (DRP) on September 29, 2016. It should be noted that, at the time, the east public park dedication in Phase 2 was proposed to be a privately owned public/private open space. The DRP supported the dedication of the west public park given its adjacency to the woodlot and suggested that programming/built form be considered for the privately owned public/private open space on the east end of the site. The Applicant has since revised the plan and is proposing a public park dedication at this location (as noted previously, a much smaller publicly accessible private open space is still proposed between the Phase 2 building and the proposed east public park). The DRP also recommended that the architectural expression be simplified and that the proposed development be designed as a potential landmark. Staff will continue to work with the Applicant on addressing these comments through minor changes to the façade articulations and materiality of the towers.

#### **Applications presented to the Markham Centre Advisory Group**

The proposed development was presented to the Markham Centre Advisory Group on June 13, 2017. At this meeting, the Applicant's Architect gave an overview presentation of the proposed development, the two public park conveyances, the outstanding LPAT Appeal and the various sustainable design features to be incorporated into the same.

#### **Shadow Study has been reviewed and impacts are acceptable**

A Shadow Study has been undertaken by the Applicant for the proposed development. Intervals of 1 hour increments from 9:18 am to 6:18 pm on March 21<sup>st</sup>, June 21<sup>st</sup> and September 21<sup>st</sup> provided the basis for the study. Staff have reviewed the Shadow Study and are of the opinion that shadow impacts will not have unacceptable adverse impacts on adjacent developments. The Shadow Study has also been reviewed by the York Region District School Board (YRDSB) and Main Street Residence (Unionville) Inc.

At the May 2, 2017 Statutory Public Meeting, Staff were asked to confirm whether there will be any impacts on the solar panels on the Markham Pan Am Centre. Based on the



Shadow Study, the proposed development only starts to cast shadow on the Markham Pan Am Centre rooftop after 6:00 pm in the summer months. In this regard, Staff do not believe that the proposed development will have any significant impacts on the performance of the solar panels.

**Wind Study has been submitted and wind conditions are generally acceptable**

The Applicant has submitted a Pedestrian Level Wind Study, which concludes that wind conditions are generally acceptable over the entire site at grade with minor exceptions. The study also concludes that the influence of the proposed buildings outside of the subject property lines is generally neutral, creating calmer conditions in some areas and somewhat windier conditions elsewhere. In order to respond to some of the findings in the study, the Applicant has removed all entrances to the retail spaces along the west facing façade of the Phase 2 building, as well as committed to the use of wind barriers and landscape planting in the roof top amenity areas located in both buildings.

**Shared access and private driveway arrangements with Main Street Residence (Unionville) Inc.**

As previously mentioned, a shared easement driveway is proposed for the east parcel. The proposed shared easement driveway has been developed in consultation with the adjacent landowner to the north [Main Street Residence (Unionville) Inc.], in order to minimize the number of driveway connections to public streets. The driveway connections are proposed to be located on Main Street [at the existing location, approximately 75 metres north of Enterprise Boulevard, on the lands owned by Main Street Residence (Unionville) Inc.] and on Bill Crothers Drive (relocated to a point approximately 50 metres north of Enterprise Boulevard, on the lands owned by Applicant). Updates to the easements, established in the Phase 1 approval of the 9-storey seniors' residence located on the Main Street Residence (Unionville) Inc. lands, are required to this effect, so that vehicular traffic from the developments will both have the ability to use the Bill Crothers Drive access and the Main St. access. Staff have been advised that the Applicant has been working with Main Street Residence (Unionville) Inc. on preparing development related agreements between the two parties and that execution of these agreements, and the revisions to the easements as discussed above, is in progress.

An easement is also proposed for the west parcel in favour of Main Street Residence (Unionville) Inc. for a future phase west of Bill Crothers Drive. The proposed shared easement driveway is located approximately 45 metres north of Enterprise Boulevard on lands owned by the Applicant, which will provide access via an internal north-south driveway.

**Transportation, Parking and Transportation Demand Management**

The Applicant has submitted a Traffic Impact Study (TIS) in support of the proposed development. The findings from the TIS recommend that the intersection of Enterprise Boulevard/Bill Crothers Drive be signalized to accommodate existing traffic volumes. The Applicant's Traffic Consultant is in the process of preparing functional design drawings for the purposes of the Enterprise Boulevard/Bill Crothers intersection upgrades

and for the proposed on-street parking bays along Enterprise Boulevard (between Ravis Road and Bill Crothers Drive), as well as detailed traffic signal design drawings for the Enterprise Boulevard/Bill Crothers Drive intersection. The Applicant will need to co-ordinate delivery of the signalized intersection closely with timing of the York University-Markham Centre campus.

### *Parking*

The Markham Centre Zoning By-law 2004-196 requires parking to be provided for apartment dwellings at a rate of 1 space per dwelling for residents and 0.2 spaces per dwelling for visitors, for a total of 1.2 spaces per unit. The by-law prohibits the provision of additional parking spaces over and above the by-law requirement. It should be noted that the by-law has been amended for specific development proposals to reflect a reduced rate of 1 space per unit for residential and visitors combined.

The Applicant is proposing to provide parking for the residential component based on a rate of 0.91 space per dwelling and 0.2 per visitor, for a total of 1.11 spaces per unit. Parking for the retail component will be provided at a rate of 1 space per 30 m<sup>2</sup>, in accordance with the standard in the Markham Centre Zoning By-law 2004-196, as amended. Based on this, a total of 794 parking spaces are required. The Applicant is providing a total of 798 parking spaces.

### *TDM Measures*

Transportation Demand Management (TDM) measures to reduce car dependency will be required as a condition of site plan approval to the satisfaction of the Director of Engineering (Appendix 'A'). TDM measures proposed by the Applicant include the provision of bicycle parking spaces (both short and long term), travel information packages to inform new residents of transportation options in the area (both current and future), and travel surveys (provided by the City), which will be distributed upon occupancy, in order to evaluate the success of the proposed TDM measures and to determine future enhancements to TDM strategies to be implemented throughout the City. Transportation Planning staff are generally satisfied with the proposed TDM measures and have asked the Applicant to work with York Region Transit/York Region for the delivery of the transit incentive program and to consider implementing a car-share program.

### **Applicant has entered into Cost Sharing Agreement with the York Region District School Board (YRDSB) and Main Street Residence (Unionville) Inc.**

The stormwater management facilities for Bill Crothers Secondary School took into account drainage from the proposed development. Main Street Residence (Unionville) Inc. up fronted construction of Bill Crothers Drive. The YRDSB and Main Street Residence (Unionville) Inc. have a cost sharing agreement for storm sewers, a private stormwater management pond located on the YRDSB's lands, and Bill Crothers Drive. Both the YRDSB, as well as Main Street Residence (Unionville) Inc., have provided confirmation to Staff that the Applicant has entered into the Cost Sharing Agreement.

---

**Toronto and Region Conservation Authority (TRCA) Comments**

A small portion of the subject lands are located within a TRCA Regulated Area of the Rouge River watershed and the applications have been circulated to the TRCA for their review and approval. The TRCA has advised that they have no objections to the subject Zoning By-law Amendment application. With respect to the subject site plan application, the TRCA has advised, in their latest correspondence to the City, that their comments related to water resources engineering remain outstanding. These comments include, but are not limited to, the Applicant demonstrating the requisite stormwater management criteria has been met and providing further details/specifications regarding how the release rate will be achieved. The Applicant will be required to address these comments, to the satisfaction of TRCA staff, which is a condition of site plan approval (Appendix 'A').

**New Sanitary Sewer to be constructed within the Enterprise Boulevard ROW**

Initially the Applicant was proposing a sanitary connection to the existing sanitary sewer on Main Street Unionville, south of Unionville Gate. This would have required the existing pipe to be replaced with a larger diameter pipe to accommodate additional flows from the proposed development. However, after further analysis, Staff advised the Applicant that the existing downstream sanitary sewers on Main Street Unionville were already at their maximum capacities. To relieve some of the capacity issues, the Applicant is now proposing to connect to the existing sanitary sewer on Ravis Road, which ultimately drains into the YDSS system. This will require the construction of an approximately 220 m sanitary sewer, within the Enterprise Boulevard ROW, in order to connect to the existing sanitary sewer on Ravis Road. A condition of Hold removal will be included in the implementing Zoning By-law Amendment to secure this requirement. The Applicant will need to co-ordinate the construction of this sanitary sewer closely with timing of the York University-Markham Centre campus.

**Stormwater Management, Grading and Servicing for woodlot and proposed west public park**

The Applicant is currently working with Staff to resolve the grading, servicing and stormwater management for the woodlot and proposed west public park. Staff is requesting that stormwater management be designed in accordance with the previously accepted SWM report, prepared by Schaeffer's Consulting Engineers (dated March 2006), which indicates that stormwater management for the woodlot and proposed west public park be directed to the private stormwater management pond north of Bill Crothers Secondary School. This will require stormwater management to be accommodated through the secondary school lands or alternatively through Bill Crothers Drive. Accordingly, consultation with the YRDSB is required. The Applicant will be required to resolve the grading, servicing and stormwater management of the woodlot and proposed west public park, to the satisfaction of the Director of Engineering, prior to the issuance of site plan endorsement (Appendix 'A'). It should also be noted that all of the works associated with the grading, servicing and stormwater management for the woodlot and proposed west public park shall be constructed by the Applicant at their sole cost.

---

**Natural Heritage Staff are generally satisfied with findings and conclusions of the Environmental Impact Statement**

The Applicant has submitted an Environmental Impact Statement (EIS) to the City's Natural Heritage Staff for their review and comments. The purpose of the EIS is to identify potential impacts and propose mitigation measures for the woodlot at the western limit of the subject lands, which is to be conveyed to the City as part of the development process. Natural Heritage Staff have advised that they are satisfied with the limit of development and the proposed 10 metre vegetation protection zone adjacent to the woodlot feature. The recommendations of the EIS are to be implemented as a condition of site plan approval and prior to the conveyance of the woodlot to the City. This includes the preparation of a woodlot restoration plan and buffer planting plan in order to improve the overall health of the woodlot through invasive species removal, native species/pollinator-friendly plantings, and thinning of the plantation. A condition of site plan approval has been included to this effect (Appendix 'A').

**Parkland to be secured via a combination of land dedication and payment of CIL of parkland**

As discussed above, the Applicant is proposing to convey two public parks and the woodlot to the City. When combined, this results in 1.3 ha (3.2 ac) of land dedication, which represents approximately 72% of the requirement for the proposed development. The balance of the parkland dedication will be secured via cash-in-lieu payment. Payment of the appropriate amount of cash-in-lieu or parkland will be required as a condition in the site plan agreement. As discussed previously, Section 4.5.7 d) of the Markham Centre Secondary Plan, the woodlot will be credited as parkland and incorporated into a neighbourhood park.

It should be noted that the Applicant has advised Staff that portions of the east public park are intended to be used for construction staging [by both the Applicant and Main Street Residence (Unionville) Inc.]. This will require agreements with the City regarding the timing for the conveyance of the parkland and/or to allow construction staging to occur on City-owned lands.

**Applicant to connect to Markham District Energy**

The Applicant has advised that the proposed development will connect to Markham District Energy Inc.

**LEED Silver and Sustainability Measures**

Servicing allocation has been identified for the proposed development (the equivalent of 673 residential units). The Applicant will be seeking LEED Silver certification as per the City's policy for high density residential development, with an attempt at achieving LEED Gold certification. This LEED silver requirement will be a condition in the site plan agreement (Appendix 'A'). Additional sustainable measures are proposed for the development (Appendix 'B') including, but not limited to, the following:

- 
- Terraces and roof landscaped areas proposed for both buildings will be designed to reduce heat island effects and the roof will be treated with high albedo materials to further reduce it.
  - Water efficiency measures such as water use reduction measures, water efficiency landscaping and water sub-metering;
  - Optimization of energy performance by an energy modeler, enhanced refrigerant management, and measurement and verification measures; and,
  - Indoor quality measures such as implementation of a construction indoor quality management plan, low emitting materials for adhesives and sealants, paints and coatings and flooring systems.

The Applicant will be required to implement the sustainable measures (Appendix 'B') as a condition of the site plan agreement (Appendix 'A').

**Applicant to provide 3-Stream sorting and collection system**

The Applicant has committed to providing a 3-Stream sorting and collection system for organics, recyclable materials and residual waste (dual chute system with bi-sorting equipment.), as well as separate waste rooms (located on the ground floor) for both the retail and residential components in each of the buildings. At the May 2, 2017 Public Meeting, the Applicant was asked to look into the feasibility of using an automated vacuum waste collection system. The Applicant has advised that the possibility was investigated, but has not been implemented due to the associated costs, the additional space required to make this type of system work and the lack of broader infrastructure to connect to.

**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 m<sup>2</sup> within 16 metres 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. The Applicant is required to submit a Photometric Lighting Plan for review, with confirmation that it has been designed in accordance with the City's Bird Friendly Guidelines, as a condition of site plan approval (Appendix 'A').

**Section 37 Agreement and Public Art**

Section 37 of the Planning Act allows municipalities to grant increases in height and/or density in return for additional services, facilities and other community benefits. It is appropriate to consider a Section 37 contribution for community benefits, including public art, for the proposed development. A condition of Hold removal will be included in the implementing Zoning By-law Amendment to secure this requirement.

**Landowners Group**

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

**Construction Management Plan is required**

Prior to the issuance of site plan approval (Appendix 'A'), the Applicant will be required to submit a Construction Management Plan (CMP) in accordance with the City's requirements. The CMP shall take into considerations matters, including but not limited to: on-site construction, the construction of new sanitary sewer external to the site on Enterprise Boulevard, the signalization of the intersection on Enterprise Boulevard/Bill Crothers Drive and the associated streetscape enhancements. The CMP shall also be coordinated with the CMP's for the future construction of the York University-Markham Centre campus and Phase 2 of the seniors' residence to the north.

**CONCLUSIONS**

Based on the discussion above Staff recommend the following:

- That the Zoning By-law Amendment application be approved and that Staff continue to work with the Applicant on finalizing the implementing Zoning By-law Amendment, to be brought forward for approval at a future Council meeting;
- That the site plan application be endorsed in principle subject to the site plan conditions attached as Appendix 'A'; and,
- 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 Applicant.

**FINANCIAL CONSIDERATIONS AND TEMPLATE:**

Not applicable.

**HUMAN RESOURCES CONSIDERATIONS**

Not applicable.

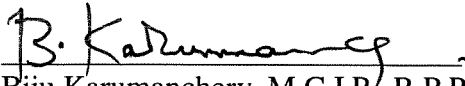
**ALIGNMENT WITH STRATEGIC PRIORITIES:**


The proposed development aligns with the strategic priority to manage growth in an effective and efficient manner in an appropriate location relative

**BUSINESS UNITS CONSULTED AND AFFECTED:**

The applications have been circulated to various City departments and external agencies and their requirements have been reflected in the report or in the site plan conditions.

**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: Original Proposal (Global Unionville Development Inc.)

Figure 5: Current Proposal [OnePiece (MS) Developments Inc.]

Figure 6: West Parcel (Phase 1) Elevations

Figure 7: East Parcel (Phase 2) Elevations

Figure 8: Coloured Rendering (viewed from the South across Enterprise Boulevard)

Appendix 'A': Conditions of Site Plan Approval

Appendix 'B': Sustainable Measures

**AGENT:**

David Huynh

Bousfields Inc.

3 Church Street, Suite 200

Toronto, ON

M5E 1M2

T.416-947.9744 x.242

F.416.947.0781

Email: [dhuynh@bousfields.ca](mailto:dhuynh@bousfields.ca)

File path: Amanda\File 16 119946\Documents\Recommendation Report

---

**APPENDIX A**

**City of Markham  
Conditions of Site Plan Approval  
OnePiece (MS) Developments Inc.  
28 Main St.  
File No. SC 15 119946**

That prior to site plan endorsement:

1. The Owner shall provide a clearance letter from the Toronto and Region Conservation Authority (TRCA) advising that any outstanding conditions, financial or otherwise, have been cleared to the satisfaction of the TRCA.
2. 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.
3. The Owner shall satisfy the technical requirements of all City departments and applicable external agencies, including but not limited to, the submission of a woodlot restoration plan and buffer planting plan, addendum to the Traffic Impact Study (including finalization of the proposed TDM measures), functional design drawings and cost estimates for the purposes of the Enterprise Boulevard/Bill Crothers intersection upgrades and for the proposed on-street parking bays along Enterprise Boulevard between Rivis Road and Bill Crothers Drive, and a detailed traffic signal design drawing and cost estimate for the Enterprise Boulevard/Bill Crothers Drive intersection, to the satisfaction of the Director of Engineering and the Director of Planning and Urban Design.
4. 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.
5. The Owner shall submit detailed drawings to the Waste Management Department showing the separate waste rooms for both the retail and residential components for Phase 1 and Phase 2 and the intended collection point(s) for all of the retail and residential waste containers, to the satisfaction of the City's Waste Management Department.
6. 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:

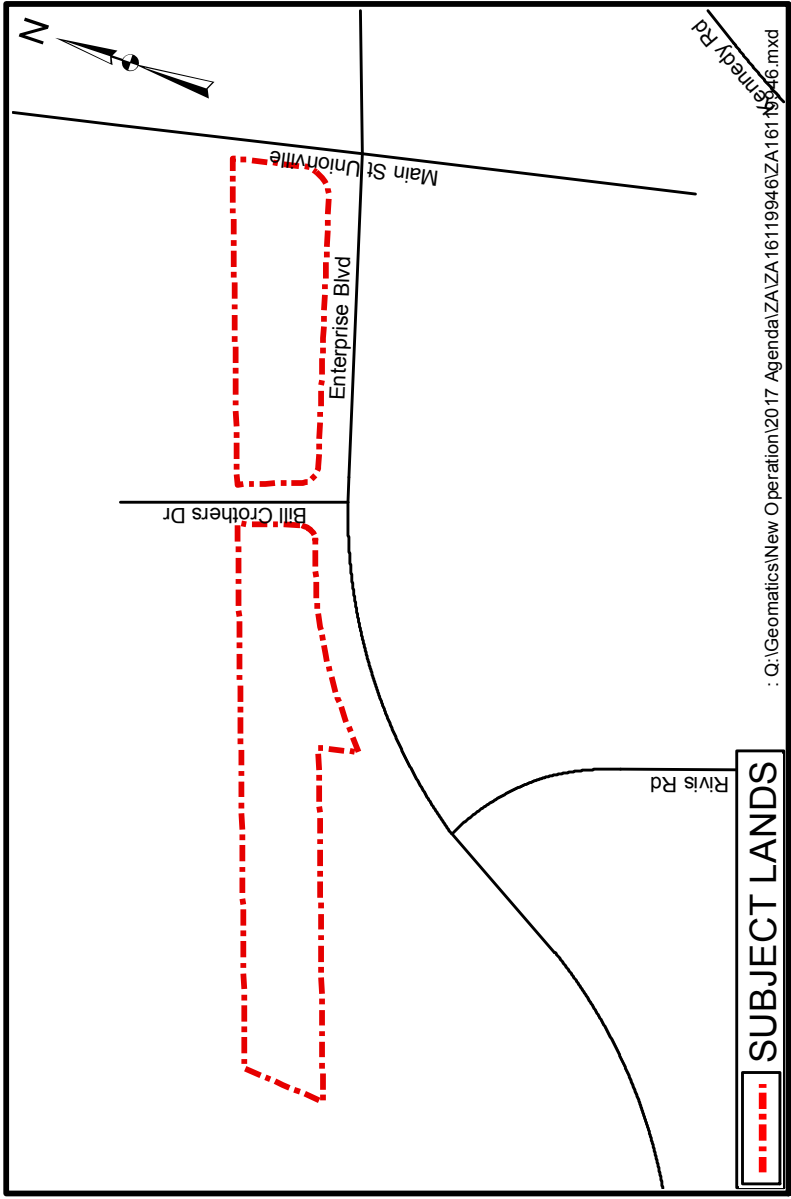
1. Provision for the payment by the Owner of all applicable fees, recoveries, development charges, cash-in-lieu of parkland, and any other financial obligations and securities.



2. Provision for the conveyance of the woodlot and implementation of the EIS findings.
3. Provision for the conveyance of the two public park dedications.
4. Provision for any easements and right-of-way dedications, if applicable.
5. Provision to ensure all requirements of the TRCA are satisfied.
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. The Owner agrees to implement Bird Friendly measures and Dark Sky lighting to the satisfaction of Director of Planning and Urban Design.
8. The Owner agrees to finalize and implement the Transportation Demand Management (TDM) Plan and provide the respective Letter of Credit to the satisfaction of the Director of Engineering.
9. The Owner agrees to implement the proposed sustainable measures attached as Appendix 'B'.

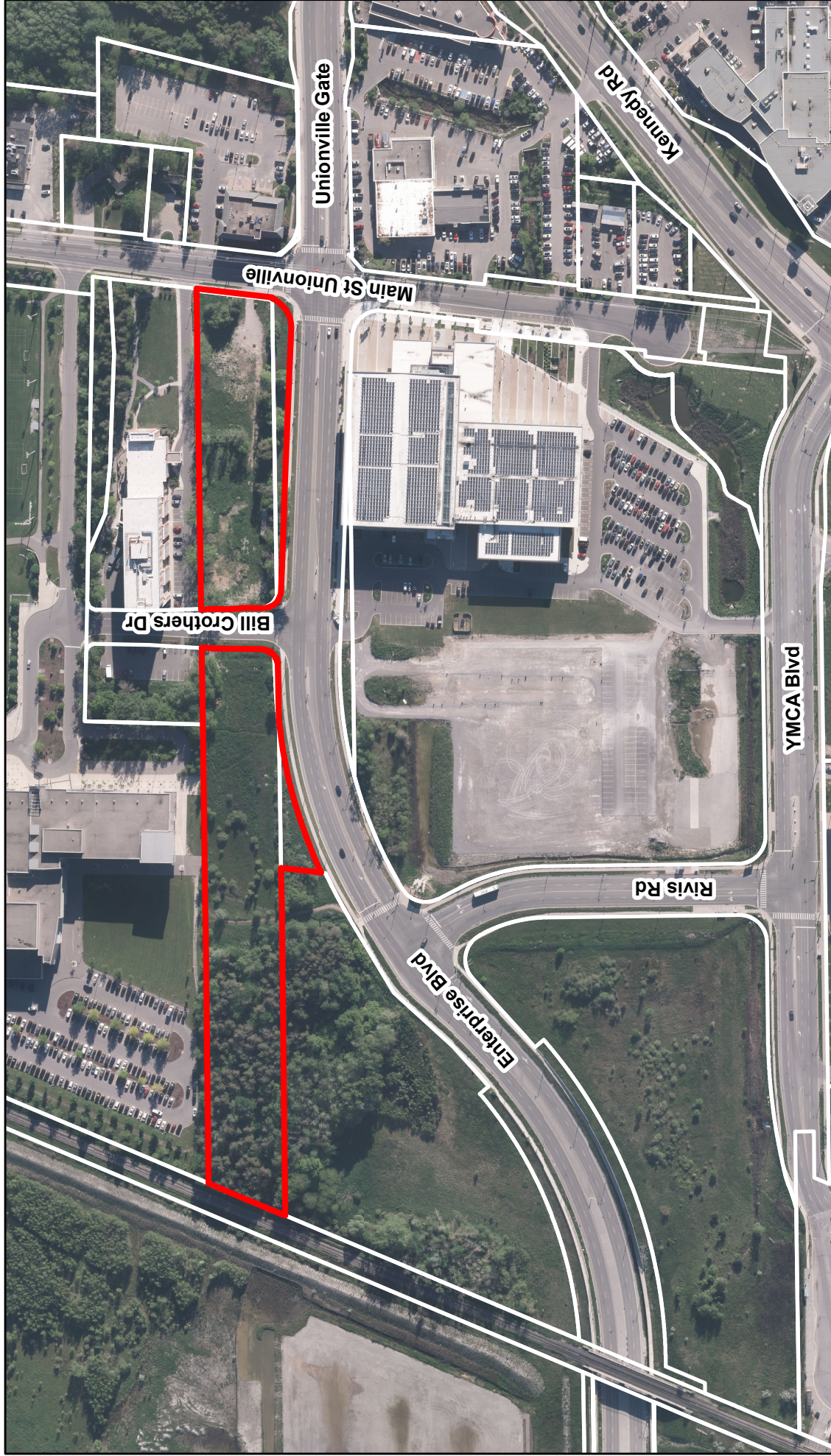
That prior to the execution of Site Plan Agreement and issuance of Site Plan Approval:

1. The implementing Zoning By-law Amendment shall come into effect.
2. The Owner shall submit final site plans, building elevations, engineering drawings, lighting plans, landscape plans, along with any other drawings, plans, studies and reports, including but not limited to a Construction Management Plan, which are required to comply with the requirements of the City and applicable external agencies, to the satisfaction of the Director of Planning and Urban Design.










# AERIAL PHOTO (2017)

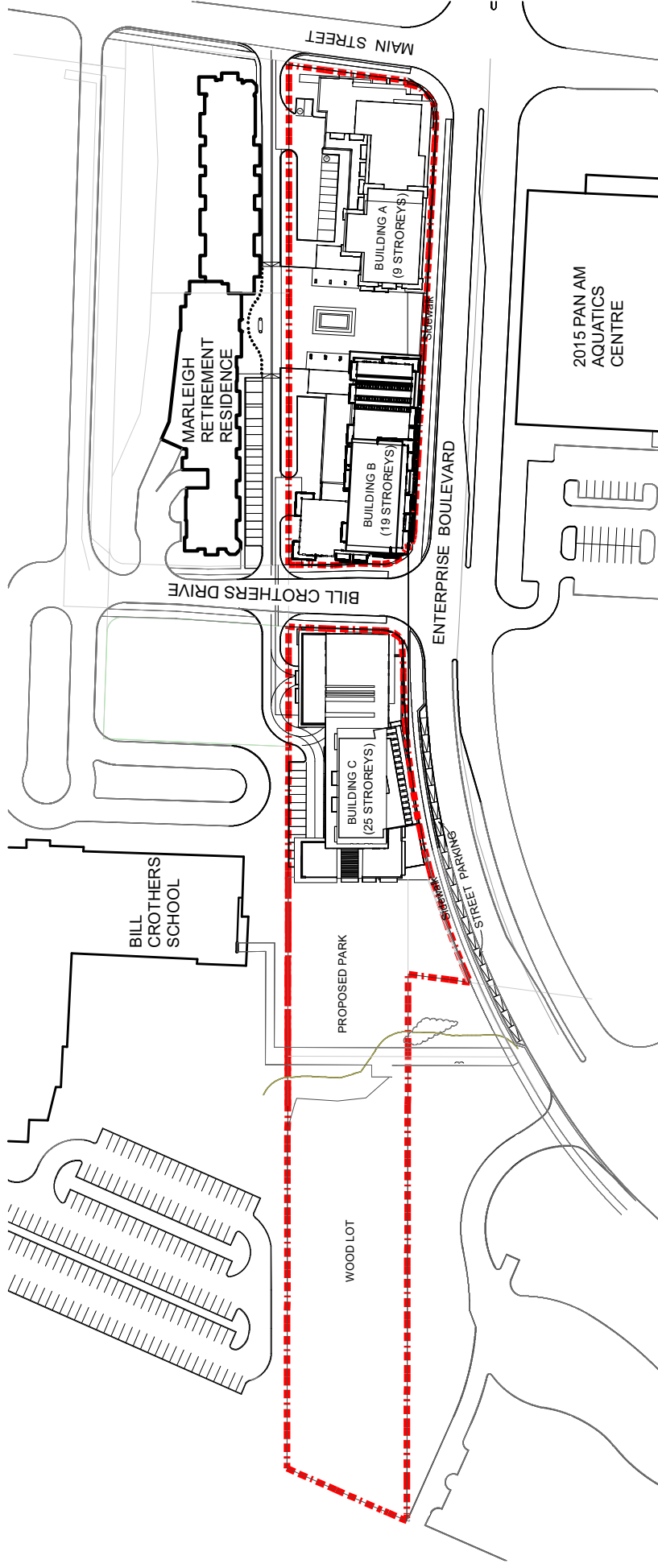
APPLICANT: ONEPIECE (MS) DEVELOPMENTS INC.  
28 MAIN ST. UNIONVILLE

FILE No: ZA.16119946\_SC.15119946 (SB)

Q:\Geomatics\New Operation\2018 Agenda\ZA\ZA16119946\_SC15119946 (SB)\ZA16119946\_SC15119946.mxd

 SUBJECT LANDS





# ORIGINAL PROPOSAL (Global Unionville Development Inc.)

APPLICANT: ONEPIECE (MS) DEVELOPMENTS INC.  
28 MAIN ST. UNIONVILLE

FILE No: ZA.16119946\_SC.15119946 (SB)

 SUBJECT LANDS

Q:\Geomatics\New Operation\2018 Agenda\ZA\ZA16119946\_SC1511946 (SB)\ZA16119946\_SC1511946.mxd

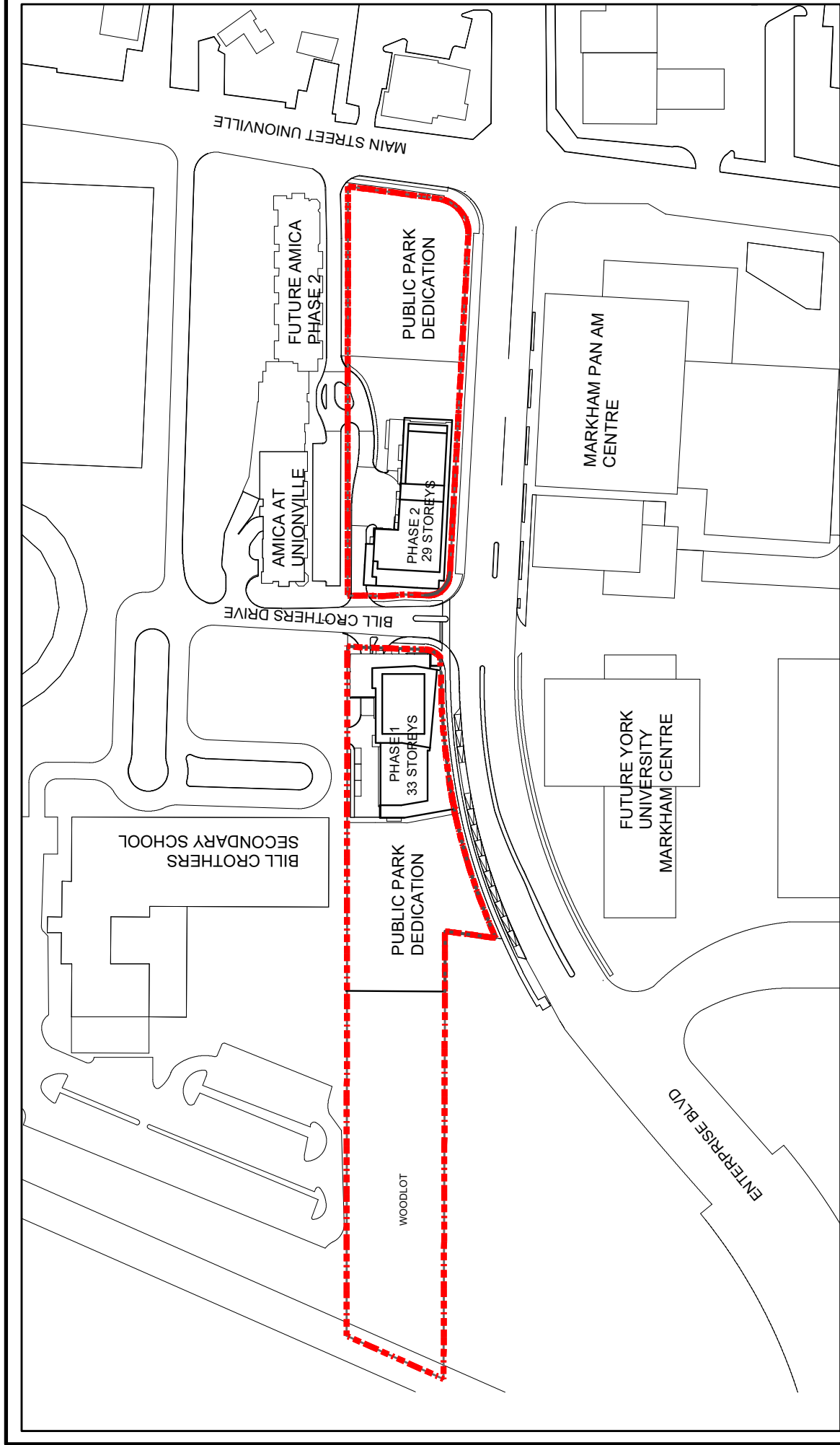
 MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW

Checked By: SB

DATE: 11/06/2018

**FIGURE No. 4**



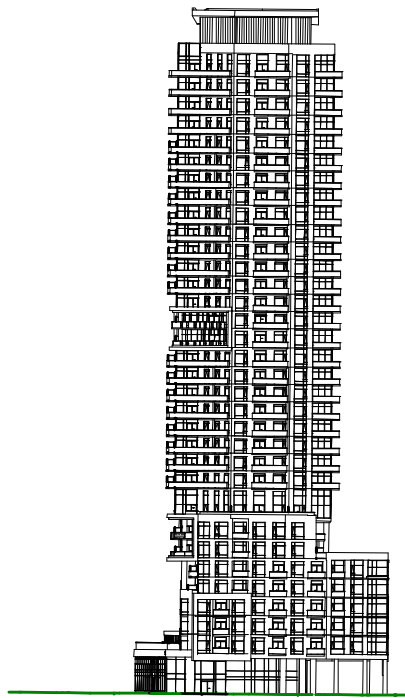
# CURRENT PROPOSAL (OnePiece (MS) Developments Inc.)

APPLICANT: ONEPIECE (MS) DEVELOPMENTS INC.  
28 MAIN STREET UNIONVILLE

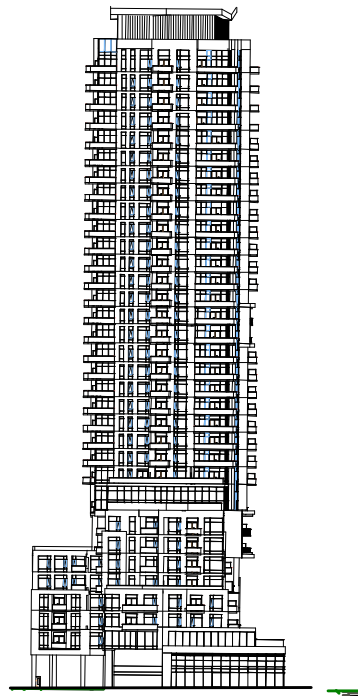
 SUBJECT LANDS

FILE No. ZA.16119946\_SC15119946 (SB)

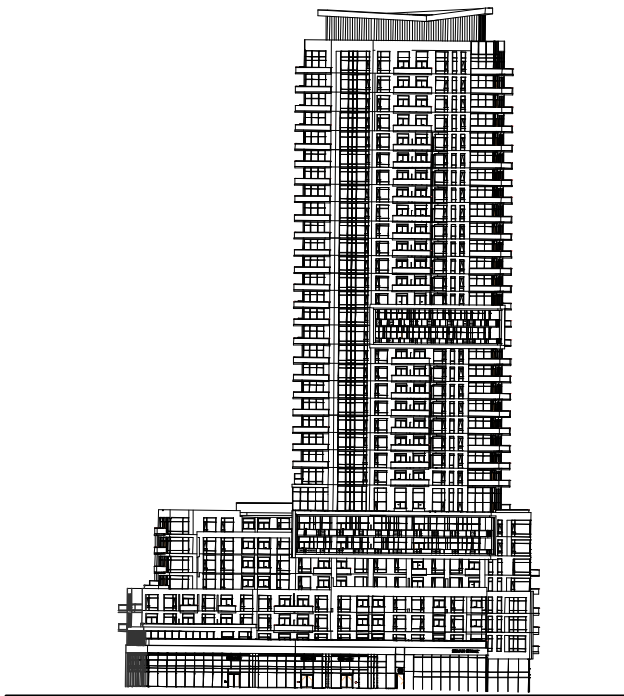
Q:\Geomatics\New Operation\2018 Agenda\ZA\16119946\_SC15119946 (SB)\ZA16119946\_SC1511946.mxd



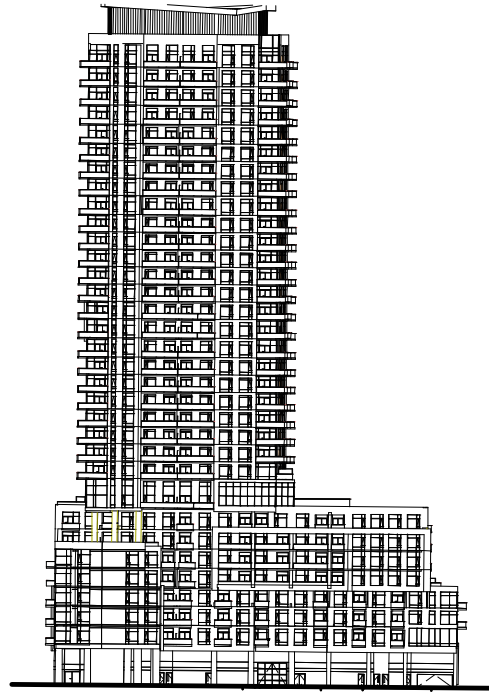
EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

# WEST PARCEL (Phase 1) ELEVATIONS

APPLICANT: ONEPIECE (MS) DEVELOPMENTS INC.  
28 MAIN ST. UNIONVILLE

FILE No: ZA.16119946\_SC.15119946 (SB)

: Q:\Geomatics\New Operation\2018 Agenda\ZA\ZA16119946\_SC15119946 (SB)\ZA16119946\_SC15119946.mxd

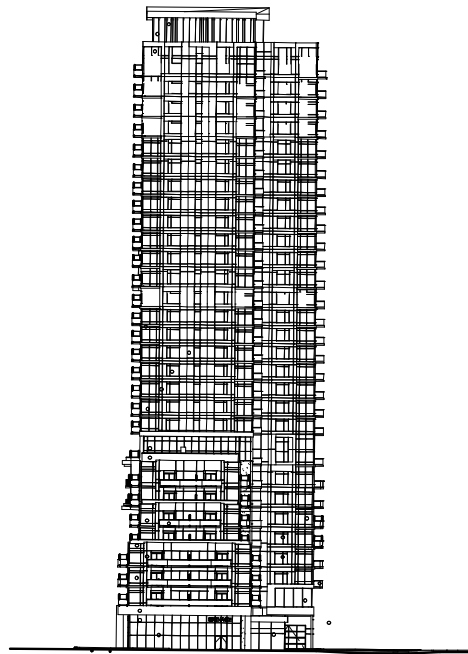
DATE: 11/06/2018



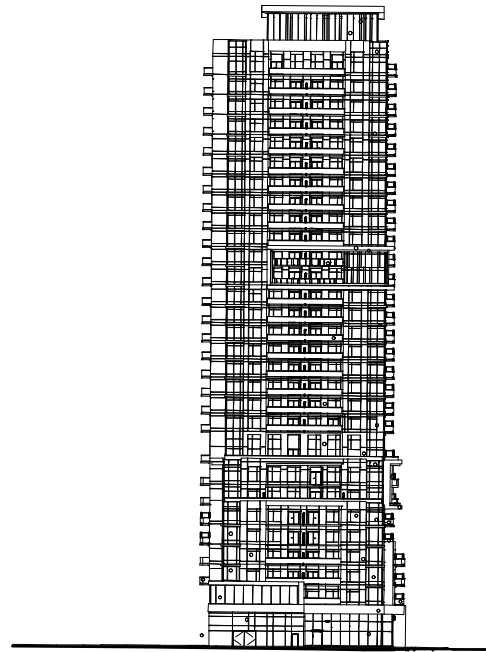
DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW Checked By: SB

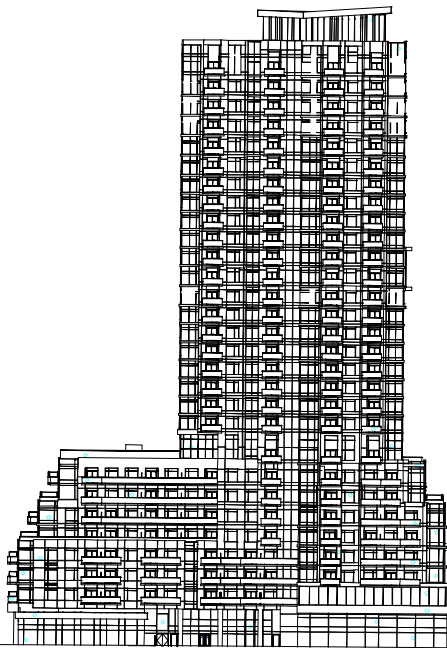
FIGURE No.6



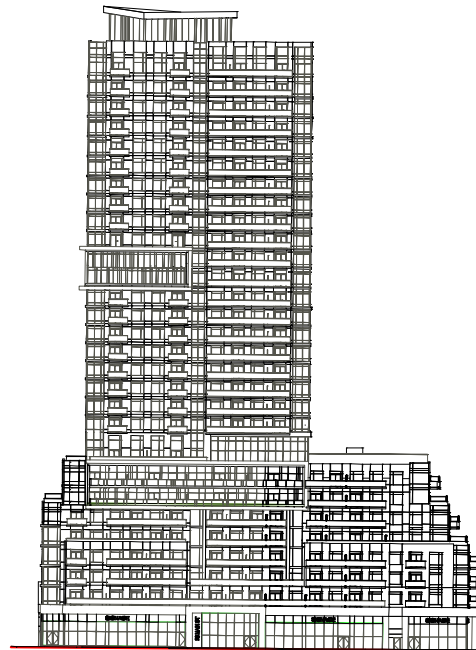
EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

# EAST PARCEL (Phase 2) ELEVATIONS

APPLICANT: ONEPIECE (MS) DEVELOPMENTS INC.  
28 MAIN ST. UNIONVILLE

FILE No: ZA.16119946\_SC.15119946 (SB)

: Q:\Geomatics\New Operation\2018 Agenda\ZA\ZA16119946\_SC1511946 (SB)\ZA16119946\_SC1511946.mxd

DATE: 11/06/2018



DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW

Checked By: SB

FIGURE No.7





## COLOURED RENDERING (Viewed from the South across Enterprise Blvd.)

APPLICANT: ONEPIECE (MS) DEVELOPMENTS INC.  
28 MAIN ST. UNIONVILLE

FILE No: ZA.16119946\_SC.15119946 (SB)

Q:\Geomatics\New Operation\2018 Agenda\ZA\ZA16119946\_SC15119946 (SB)\ZA16119946\_SC15119946.mxd

DATE: 11/06/2018



DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW

Checked By: SB

**FIGURE No.8**



## 28 Main Street Unionville

### Sustainability Features Letter Prepared – June 01, 2018

The Phase 1 & Phase 2 Developments of 28 Main Street Unionville will implement a number of sustainable features in its design, and will aim for LEED Silver with an attempt at Gold.

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. Almost all parking proposed on site will be underground to further reducing the heat island effect.

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

20 Martin Ross Ave Toronto ON M3J 2K8  
TEL 416 665 6060 [kirkorarchitects.com](http://kirkorarchitects.com)

CLIFFORD KORMAN  
BES / B.ARCH / OAA / MRAIC /  
MAIBC / OPPI / RPP / MCIP /  
NCARB / AIA / AAA

STEVEN KIRSHENBLATT  
BES / B.ARCH / OAA / MRAIC /  
MAIBC / LEED AP

CARLOS ANTUNES  
B.TECH (ARCH) / M.ARCH /  
OAA / MRAIC

DAVID BUTTERWORTH  
BA (HONS) ARCH / DIP ARCH  
(OXFORD) / OAA / ARB / RIBA /  
MRAIC

BRENT WHITBY  
BES / M.ARCH / OAA /  
MAA / AAA / MRAIC

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