



AREA CONTEXT / ZONING

APPLICANT: 1691126 ONTARIO INC
 7171 YONGE ST.

FILE No. SC11118286 (RB)

 SUBJECT LANDS

DATE: 03/13/12



AIR PHOTO 2011

APPLICANT: 1691126 ONTARIO INC
7171 YONGE ST.

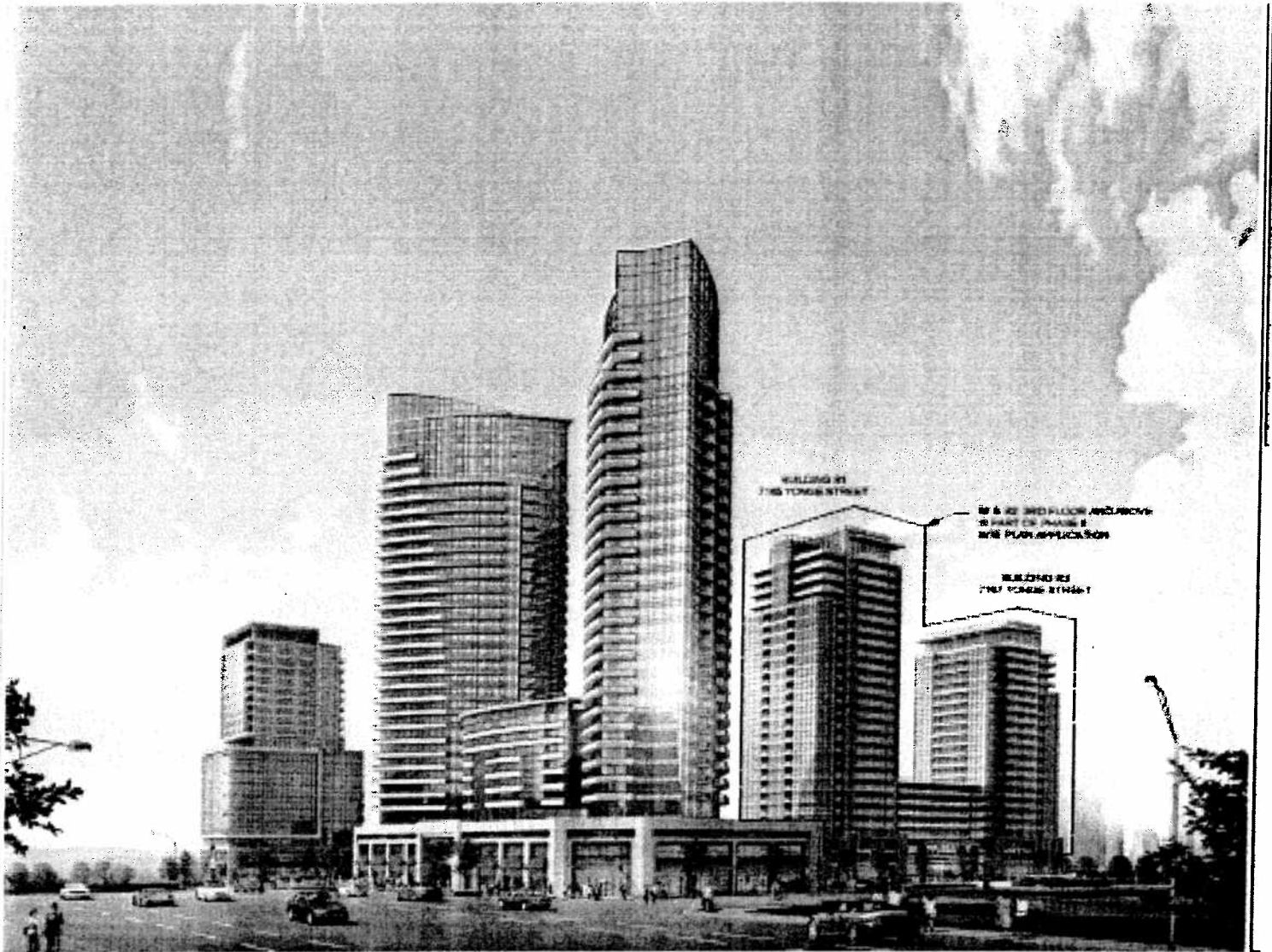
FILE No. SC11118286 (RB)

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FIGURE No. 3





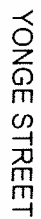
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SITE STATISTICS & PERSPECTIVE

APPLICANT: 1691126 ONTARIO INC
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~~MEADOWVIEW ROAD~~

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SITE PLAN

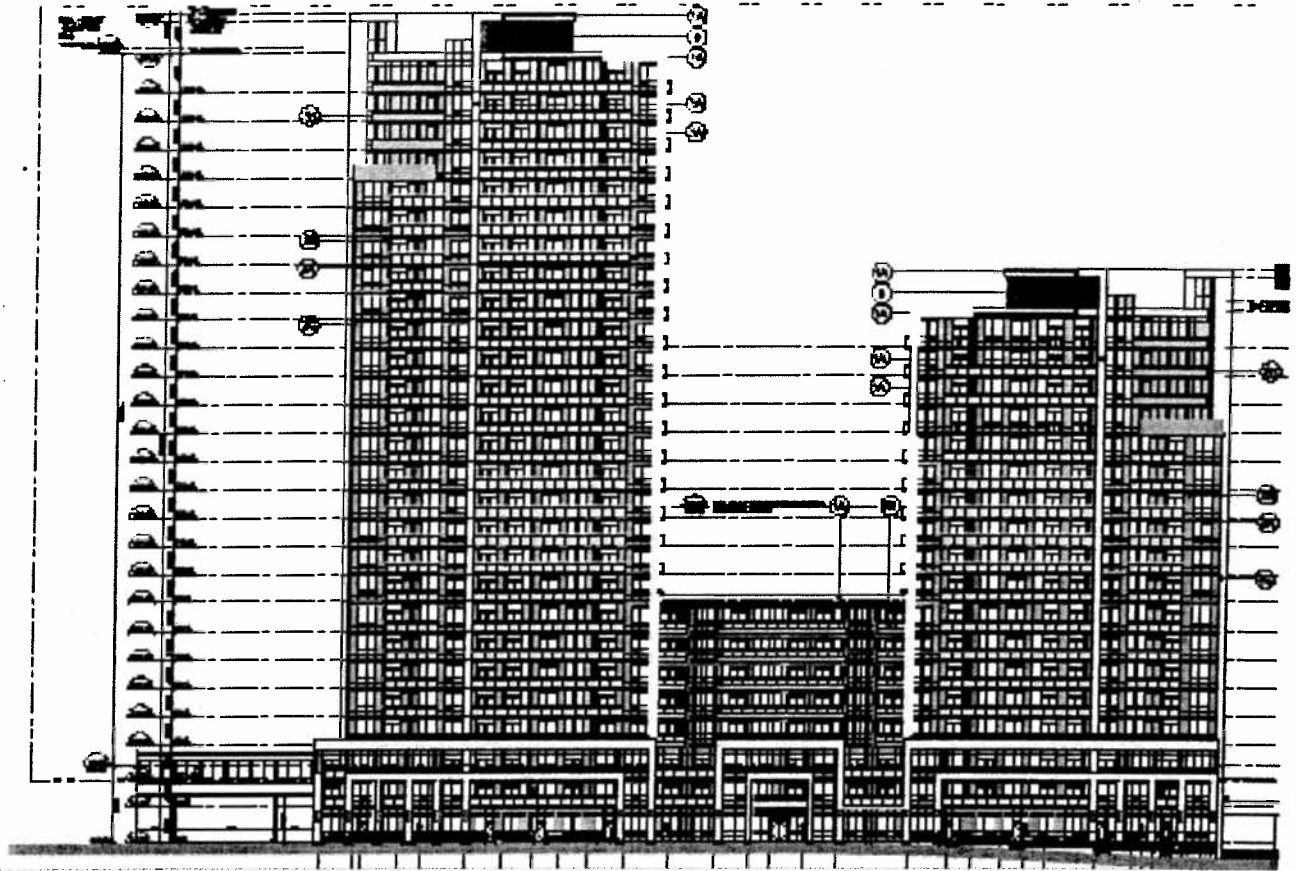
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400 N 500 E 200 SUBJECT LANDS

DATE: 03/13/12

FIGURE No. 5



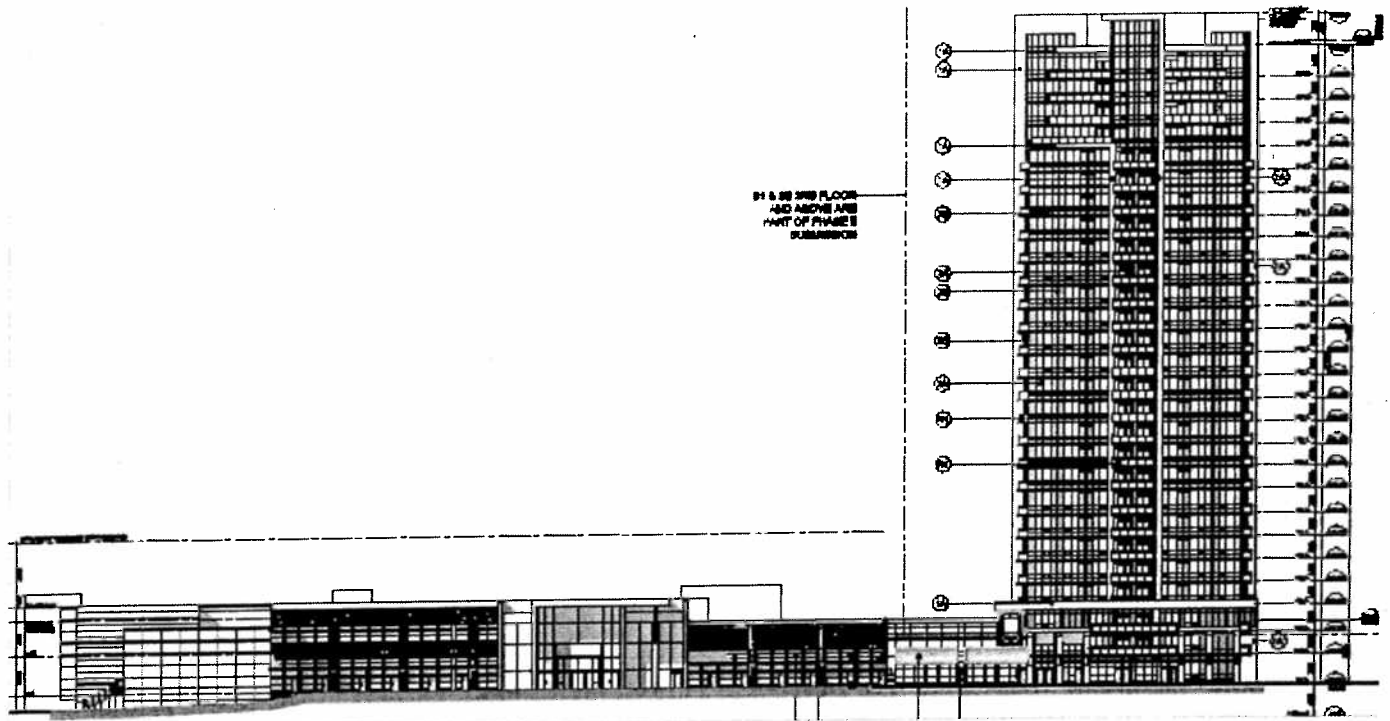
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SOUTH ELEVATION

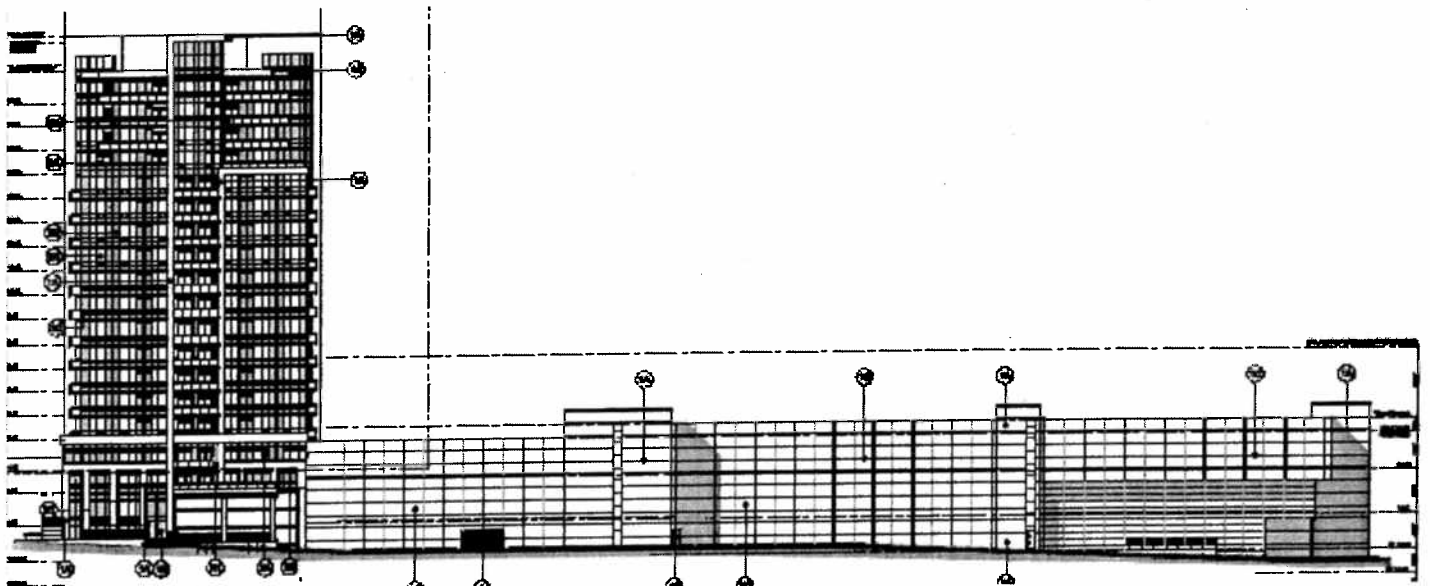
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WEST



EAST

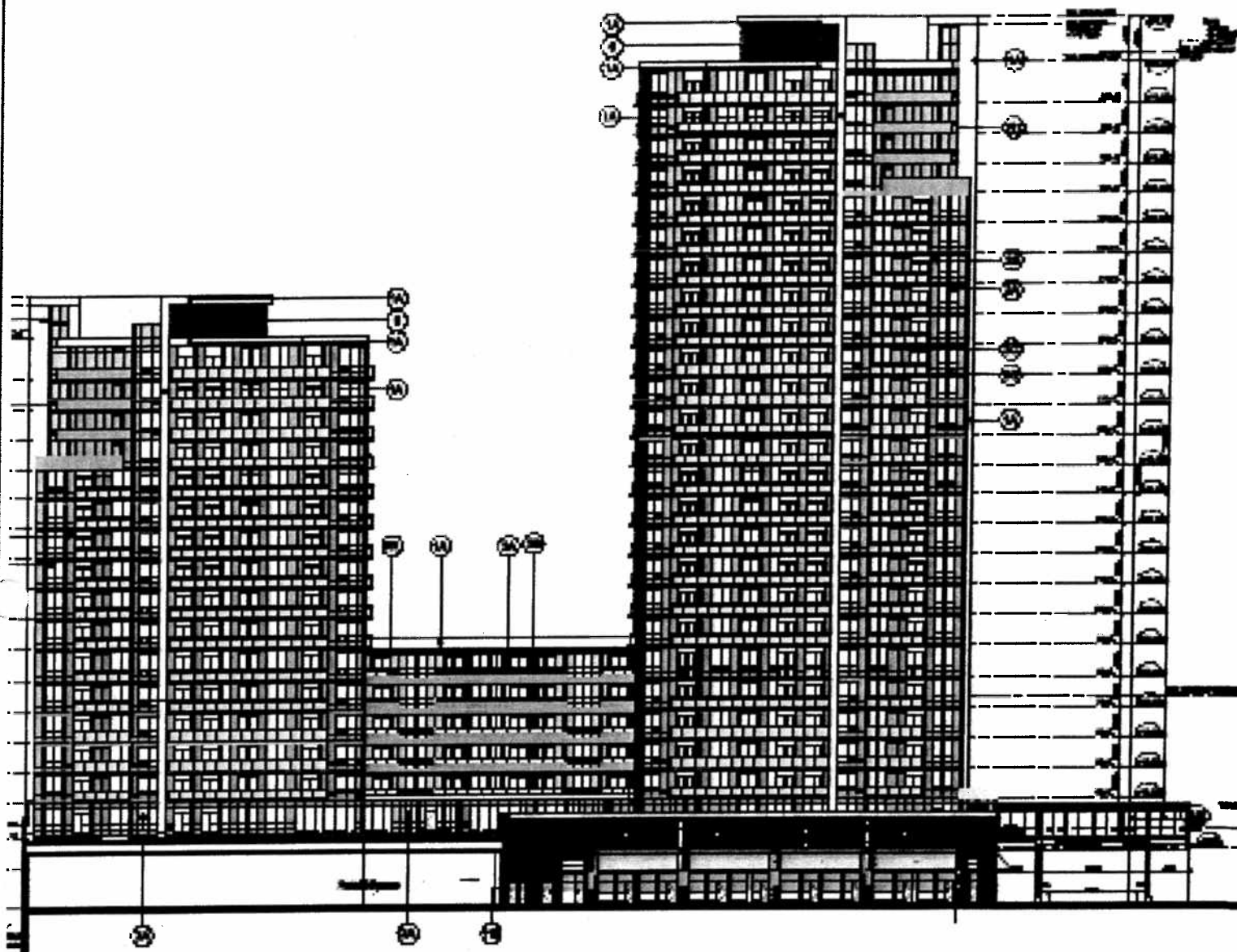
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WEST & EAST ELEVATION

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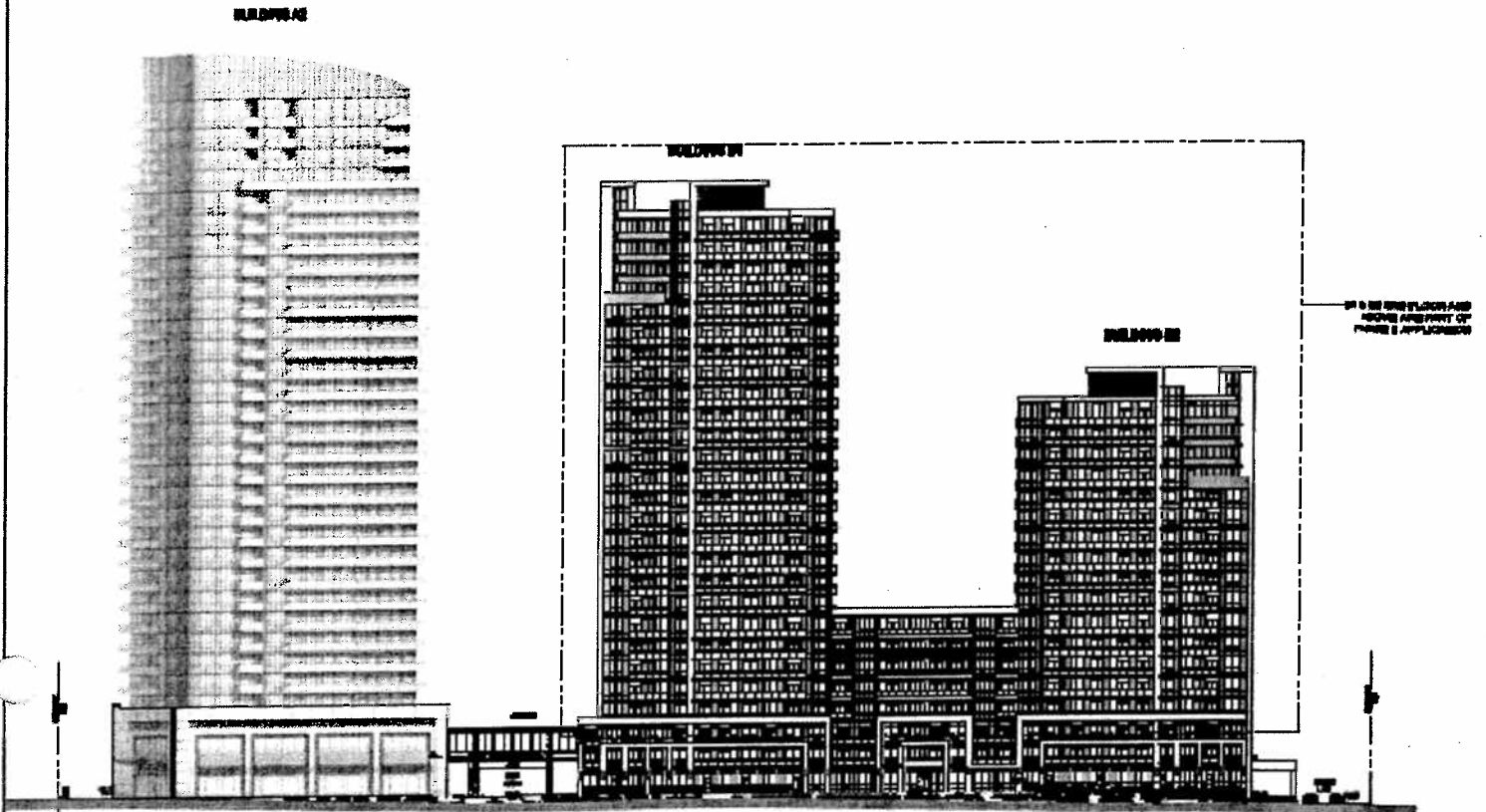
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NORTH ELEVATION

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MEADOWVIEW ELEVATION

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7171 YONGE ST.

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**Appendix A:
Site Plan Approval Conditions of the Town of Markham
1291126 Ontario Inc. (Liberty Development Corporation)
World on Yonge Phase 2
7171 Yonge Street**

1. THAT site plan approval shall lapse after a period of three years commencing April 10, 2012 in the event that a site plan agreement is not executed within that period;
2. THAT the site plan shall comply with the requirements of By-law 2009-118, as amended;
3. THAT prior to execution of the Site Plan Agreement, the owner shall:
 - Submit an appraisal report for the subject lands for the purposes of calculating cash-in-lieu of parkland;
 - Satisfy all conditions of the Regional Municipality of York.
4. THAT the Site Plan Agreement shall:
 - Provide for payment by the Owner of all applicable fees, recoveries and development charges;
 - Contain provisions for satisfying Town Departments including all requirements of the Director of Engineering, the Fire Department, Waste Management and Roads;
 - Contain a clause whereby the owner agrees to attain LEED silver certification for the proposed development;
 - Contain a clause whereby the Owner agrees to implement bird-friendly design measures within the development;
 - Contain clauses whereby the owner agrees to implement recommended measures identified in the approved Travel Demand Management Study, as amended.
 - Contain a clause whereby the owner agrees to provide cash-in-lieu of parkland for the remaining parkland dedication associated with the Phase 2 development.

Appendix B:
Site Plan Approval Conditions of the Regional Municipality of York
1291126 Ontario Inc. (Liberty Development Corporation)
World on Yonge Phase 2
7171 Yonge Street

That prior to the execution of a Site Plan Agreement the Owner shall:

1. Provide a detailed work plan and an implementation strategy with details on logistics and approach for each of the additional TDM measures (Buildings B1 and B2), as identified in Schedule "C" of the Amending Agreement (between the Applicant, the Town of Markham, and York Region) to the satisfaction of the Town of Markham and York Region;
2. Provide a detailed program for continuous studies and monitoring of the effectiveness of the TDM measures as per Schedule "C" of the Amending Agreement (between the applicant, the Town of Markham, and York Region) to the satisfaction of the Town of Markham and York Region; and
3. Address the following comments related to the *Addendum Letter to Transportation Impact Study – Revised* dated April 21, 2011 and the subsequent *Addendum Letter to Transportation Impact Study -Update* dated May 31, 2011:
 - a) The letters indicate that the 2006 TTS data was extracted to identify the non-auto trip percentages for the study area. However, traffic zones 1147 and 1148 are associated with the 2001 TTS representing the area where the subject site is situated. It should be noted that the 2006 TTS has different zone systems from the 2001 TTS. As such, the letters should be revised to indicate the correct zone numbers (i.e. traffic zones 2351, 2352, 2353, and 2354) based on the 2006 TTS traffic zone system.
 - b) The Cole Engineering study relies heavily on the TTS data for modal shares and definitions of transit and non-auto modal splits. Based on the 2006 TTS trip data provided for the study traffic zones, 24% and 32% are identified as the percentages of person trips made by transit and non-auto (e.g. transit, school buses, walking, cycling, etc) relative to the total number of person trips made by all modes of transportation, respectively. As such, the Applicant must implement appropriate TDM measures and/or other programs at this development stage to encourage the transit usage to achieve the 30% transit modal split as applied in the 2008 Cole Engineering traffic report. The addendum letter (May 31, 2011) indicates that this transit modal split (i.e. 30%) used in the traffic study is in fact currently being achieved, which is not a conclusion supportable by the Region since only the non-auto modal split has reached the 30% level but not the transit modal split.

- c) According to the York Region Official Plan, it is the policy of Council to target an overall transit modal split of 50% during peak periods in the Regional Centres and Corridors by 2031. We have defined the Transit Modal Split the percentage of person trips made using transit and school buses relative to the total number of person trips made by all modes of transportation. A transit modal split of 24% was calculated for the study area based on the 2006 TTS data. Thus, in order to achieve the Regional target (i.e. 50% of transit modal split), the site must develop and implement a comprehensive TDM plan to encourage transit and other non-auto transportation mode usage. It is not acceptable that the study states "A Rapidway is not needed to achieve the 30% modal splits in order to support Phase 2 development". This quoted statement must be withdrawn or deleted from the letters with an addendum letter by the Applicant.
- d) Section 2.2 of the letters indicate a decrease of 10 to 12 percent at the Yonge Street/ Meadowview Avenue intersection, which is inconsistent with the recent Region's ATR and turning movement counts (TMC) in this area. Review of ATR counts between 2006 and 2010 identifies an annual increase of 2 and 5 percent during the AM and PM peak hours, respectively. Further justification is required to clarify the decrease of 10 to 12 percent as indicated in the letters, along with clarification on the sources of the TMC data.