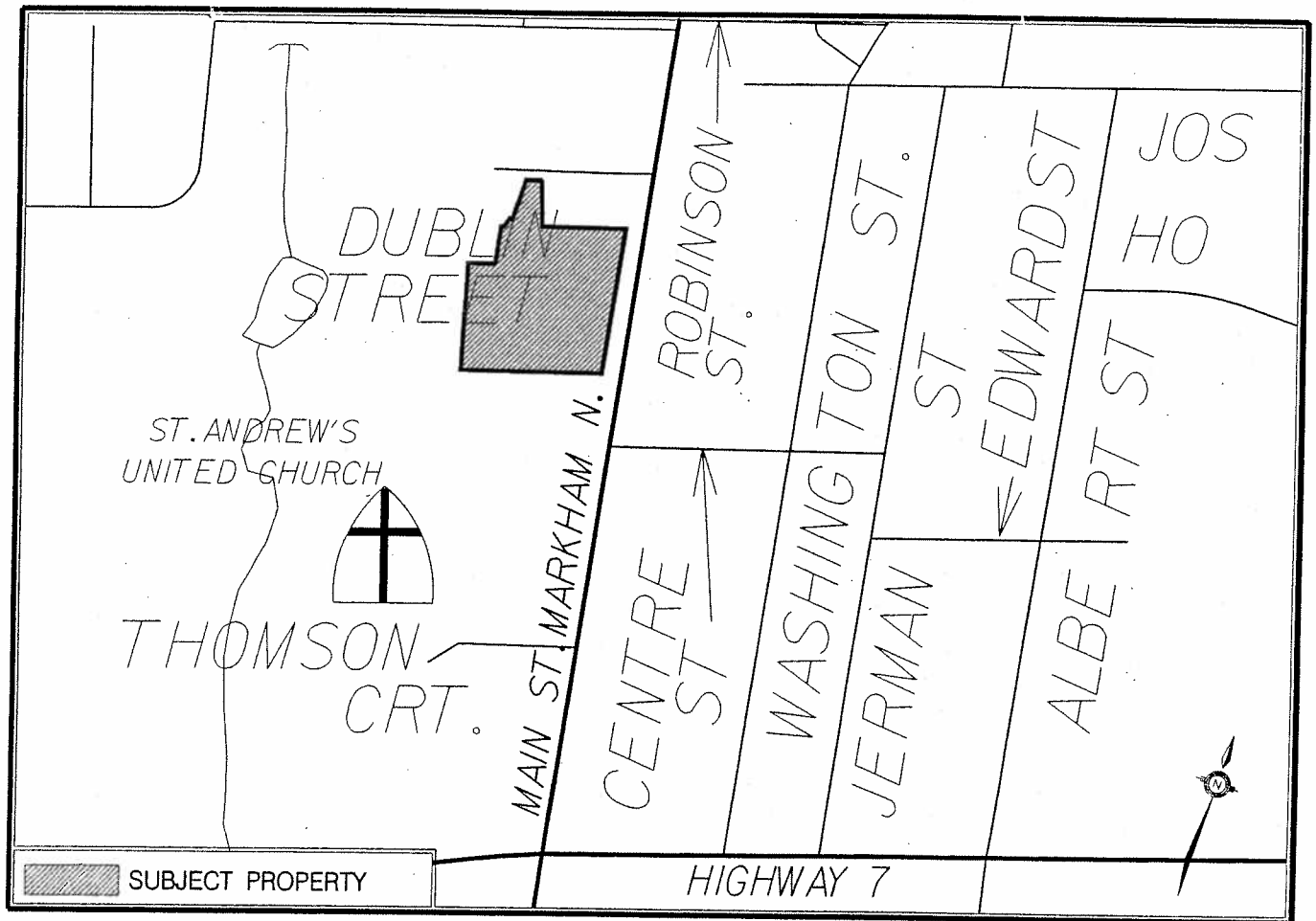
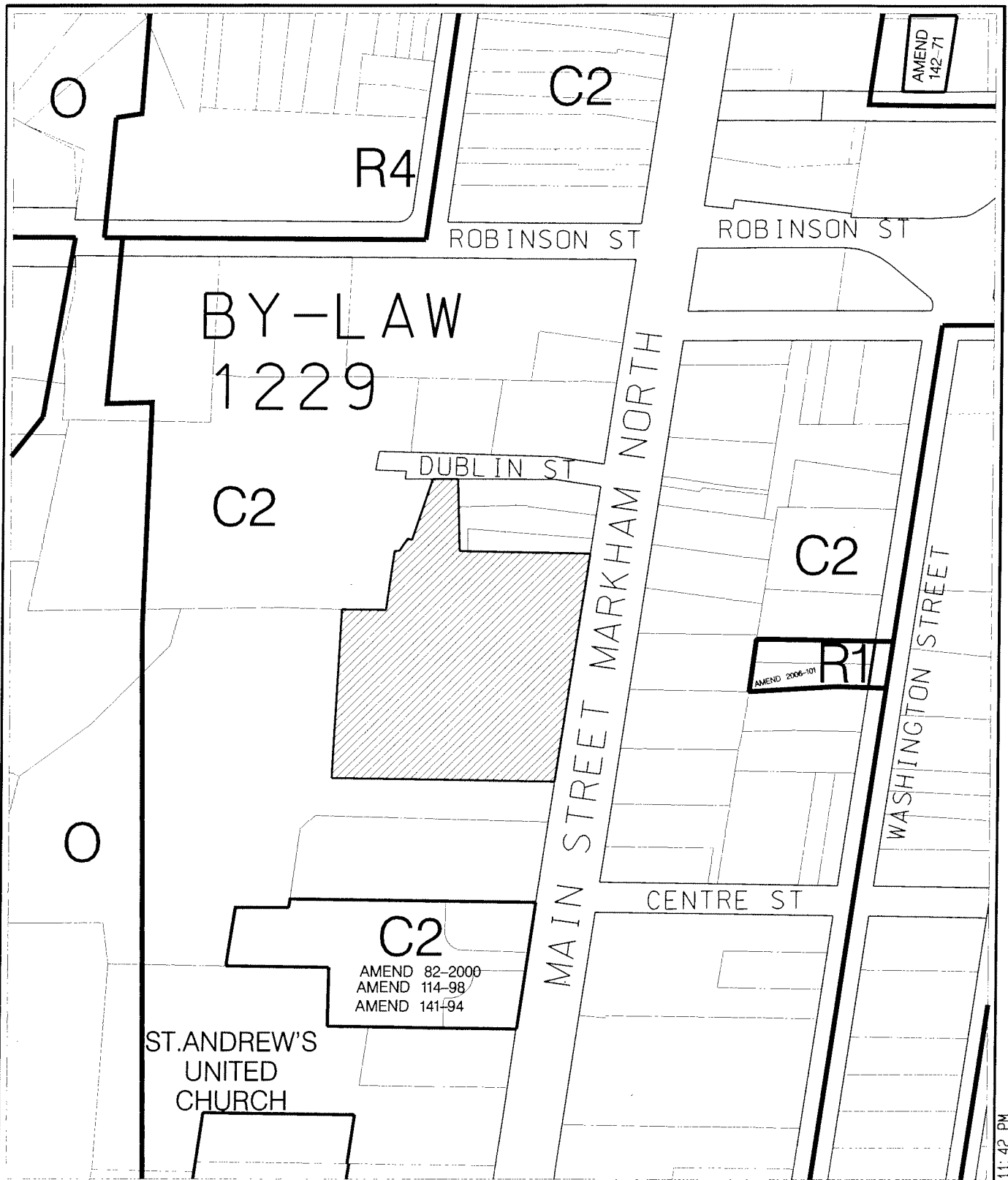


**Figure 1**

**Location Map:**





## AREA CONTEXT /ZONING

APPLICANT: SIERRA HOMES  
57-72 MAIN STREET MARKHAM NORTH

FILE No: SC. 09111099 (PW)

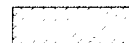


DEVELOPMENT SERVICES COMMISSION

DWN BY: CPW

CHK BY: PW

SCALE 1:



SUBJECT PROPERTY

DATE: 30/04/09

FIGURE No.2

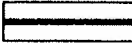
sc09111099.DGN 30/04/2009 12:11:42 PM



# AIR PHOTO (2007)

APPLICANT: SIERRA HOMES  
57-72 MAIN STREET MARKHAM NORTH

FILE No: SC. 09111099 (PW)

 SUBJECT PROPERTY  
DATE: 300409

 **MARKHAM** DEVELOPMENT SERVICES COMMISSION

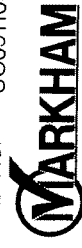
DWN BY: CPW CHK BY: PW SCALE 1:

**FIGURE No.3**

# SITE PLAN

APPLICANT: MORIRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SC0911099 (PW)



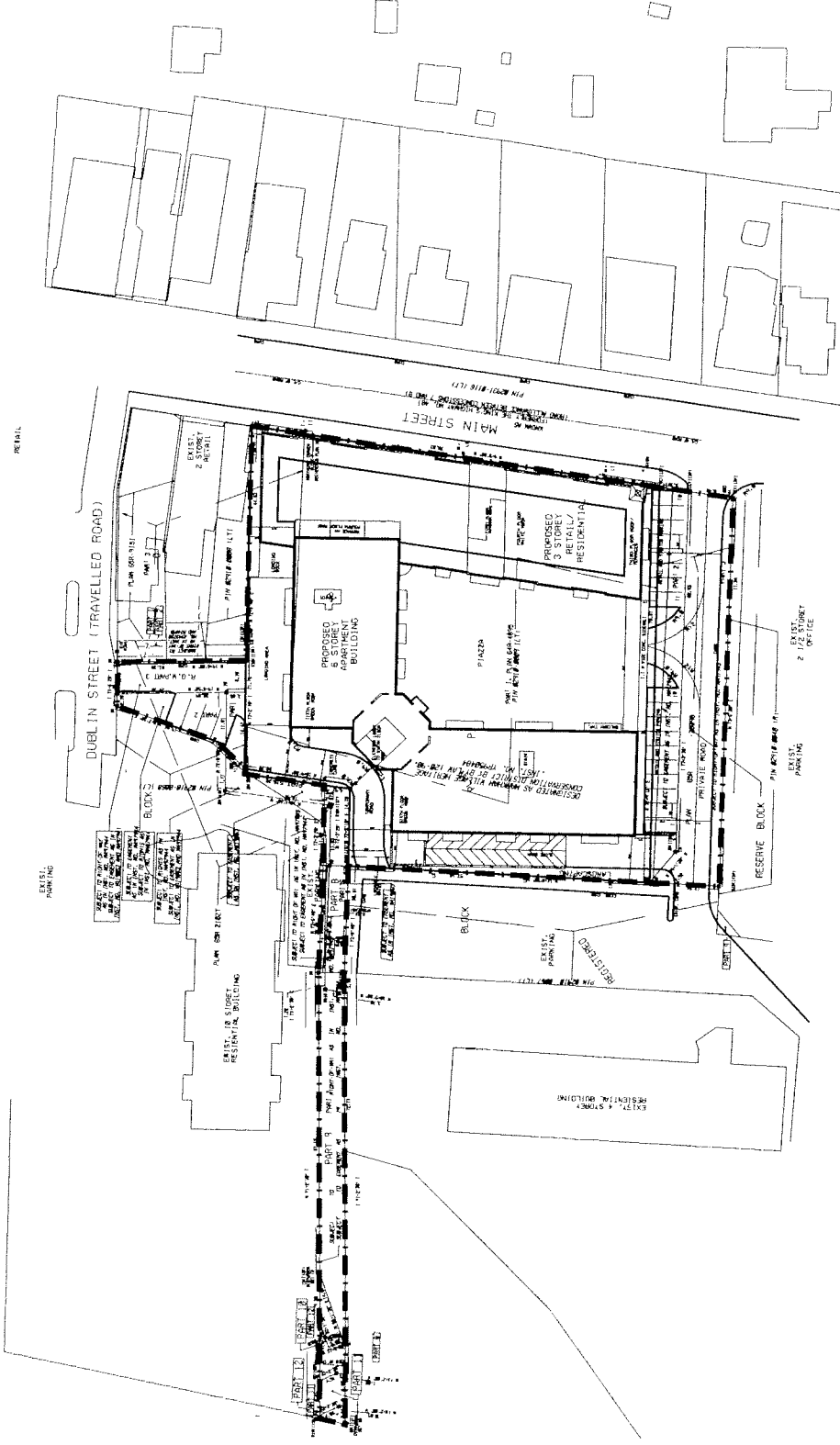
DEVELOPMENT SERVICES COMMISSION

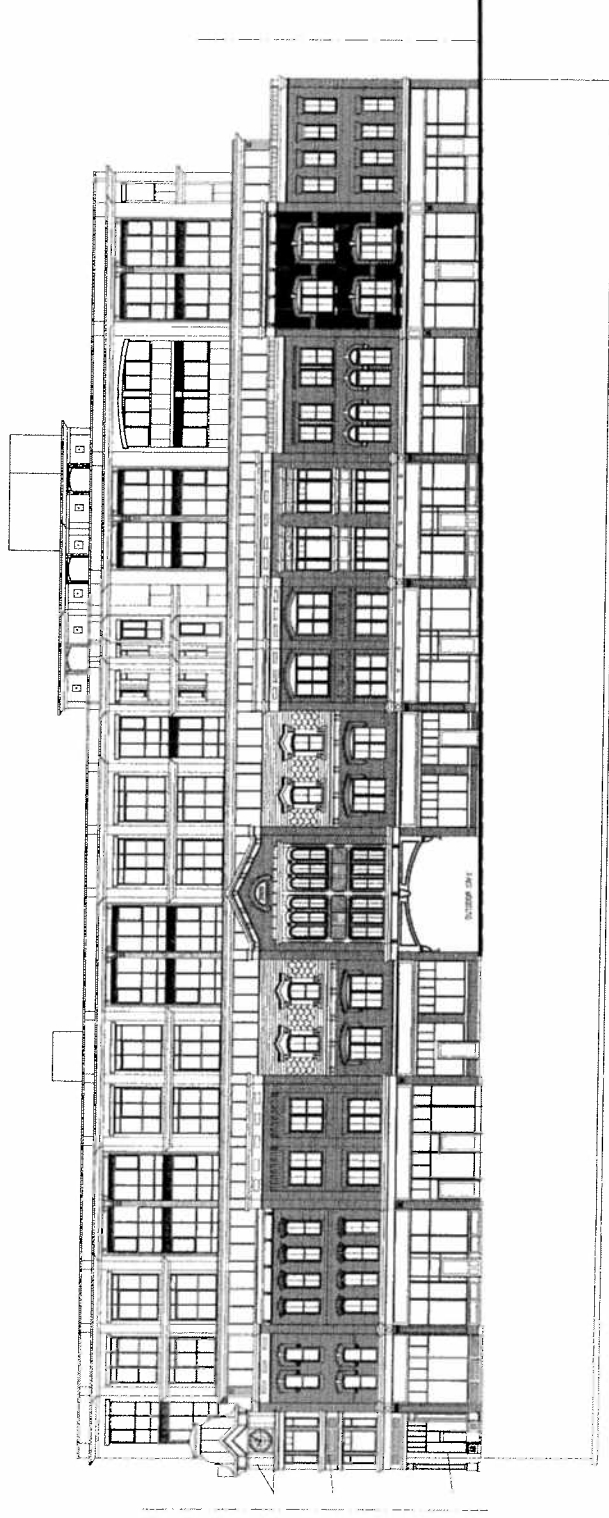
DATE: 02/01/10

FIGURE No. 4

DRAWN BY: DD CHECKED BY: PW SCALE 1:

SUBJECT LANDS





# ELEVATIONS (EAST)

APPLICANT: MORRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SU0911099 (PW)

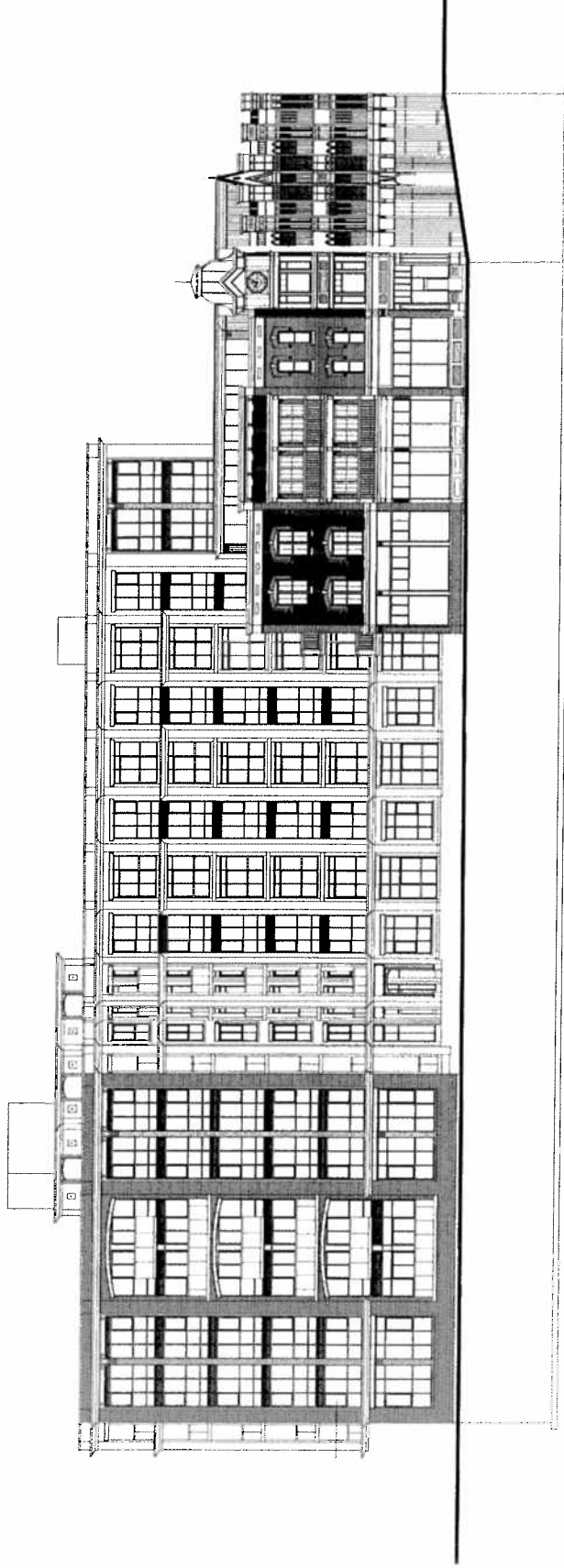


DEVELOPMENT SERVICES COMMISSION

DATE: 02/01/10

DRAWN BY: DD CHECKED BY: PW

FIGURE No. 5



# ELEVATIONS (SOUTH)

APPLICANT: MORRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SU0911099 (PW)

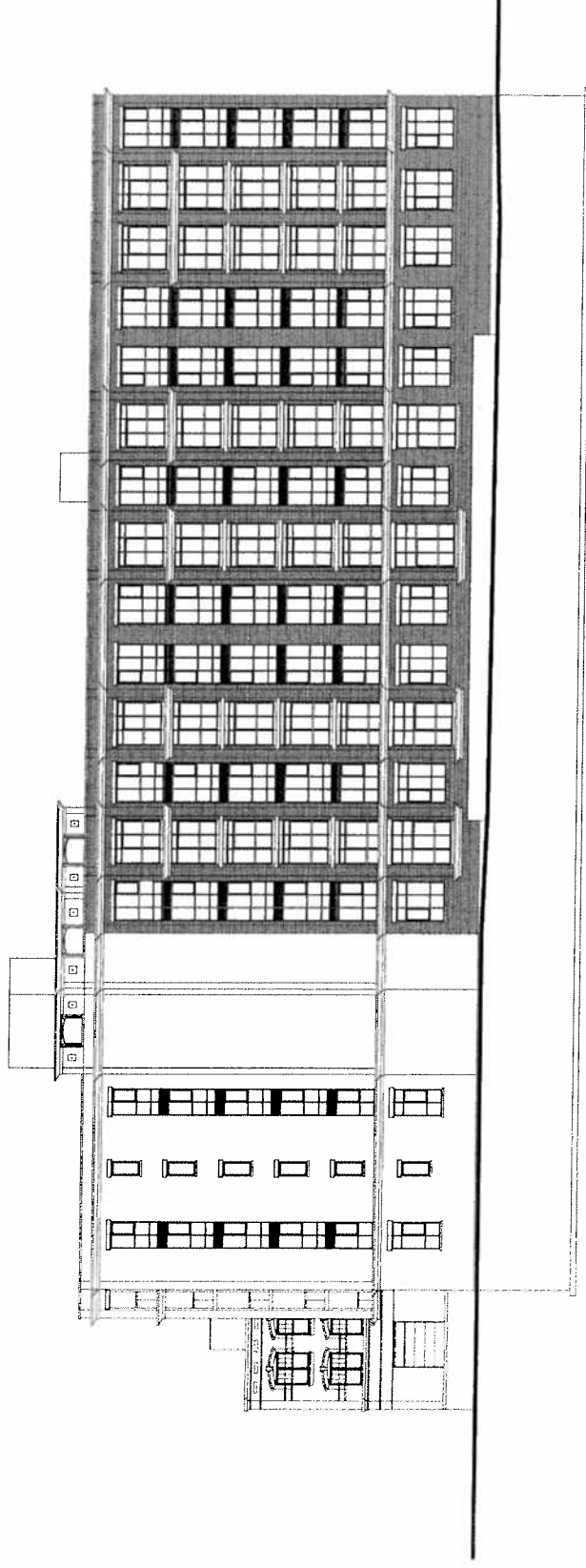


DEVELOPMENT SERVICES COMMISSION

DATE: 02/01/10

DRAWN BY: DD CHECKED BY: PW

FIGURE No. 6



# ELEVATIONS (WEST)

APPLICANT: MORRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SU0911099 (PW)

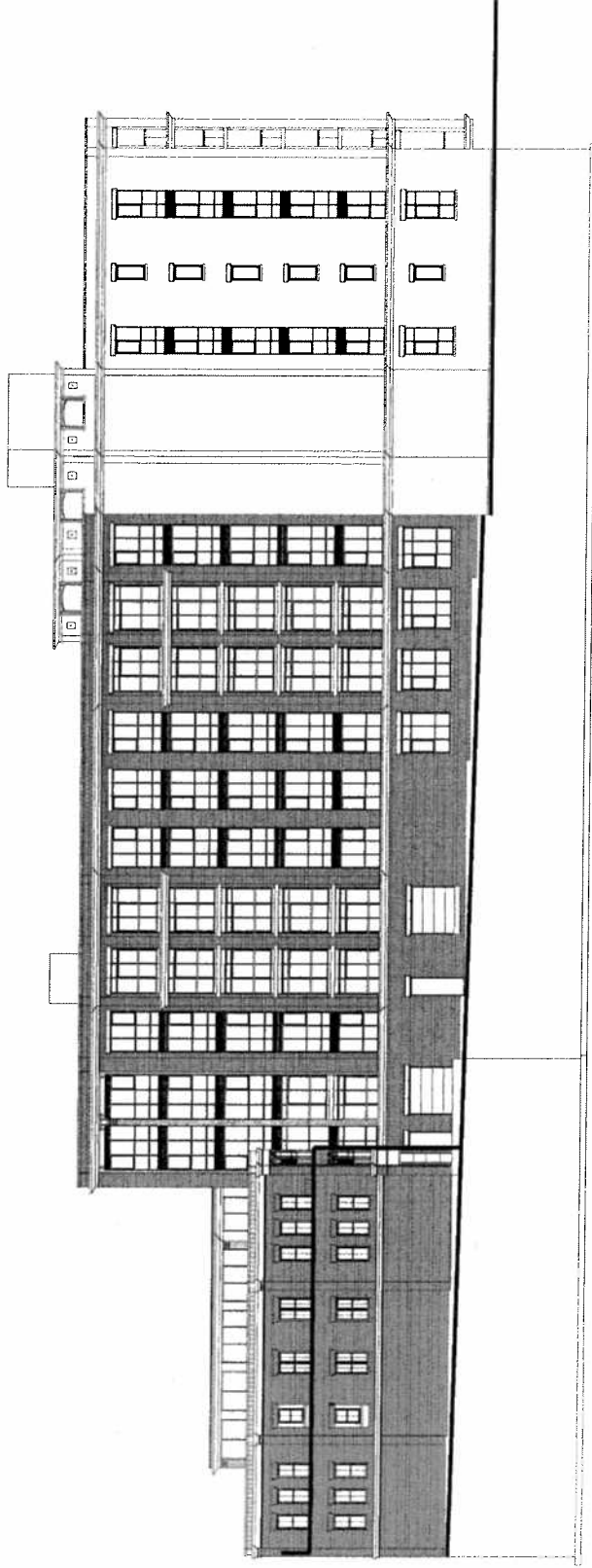


DEVELOPMENT SERVICES COMMISSION

DATE: 02/01/10

FIGURE No. 7

DRAWN BY: DD CHECKED BY: PW



# ELEVATIONS (NORTH)

APPLICANT: MORRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SU0911099 (PW)



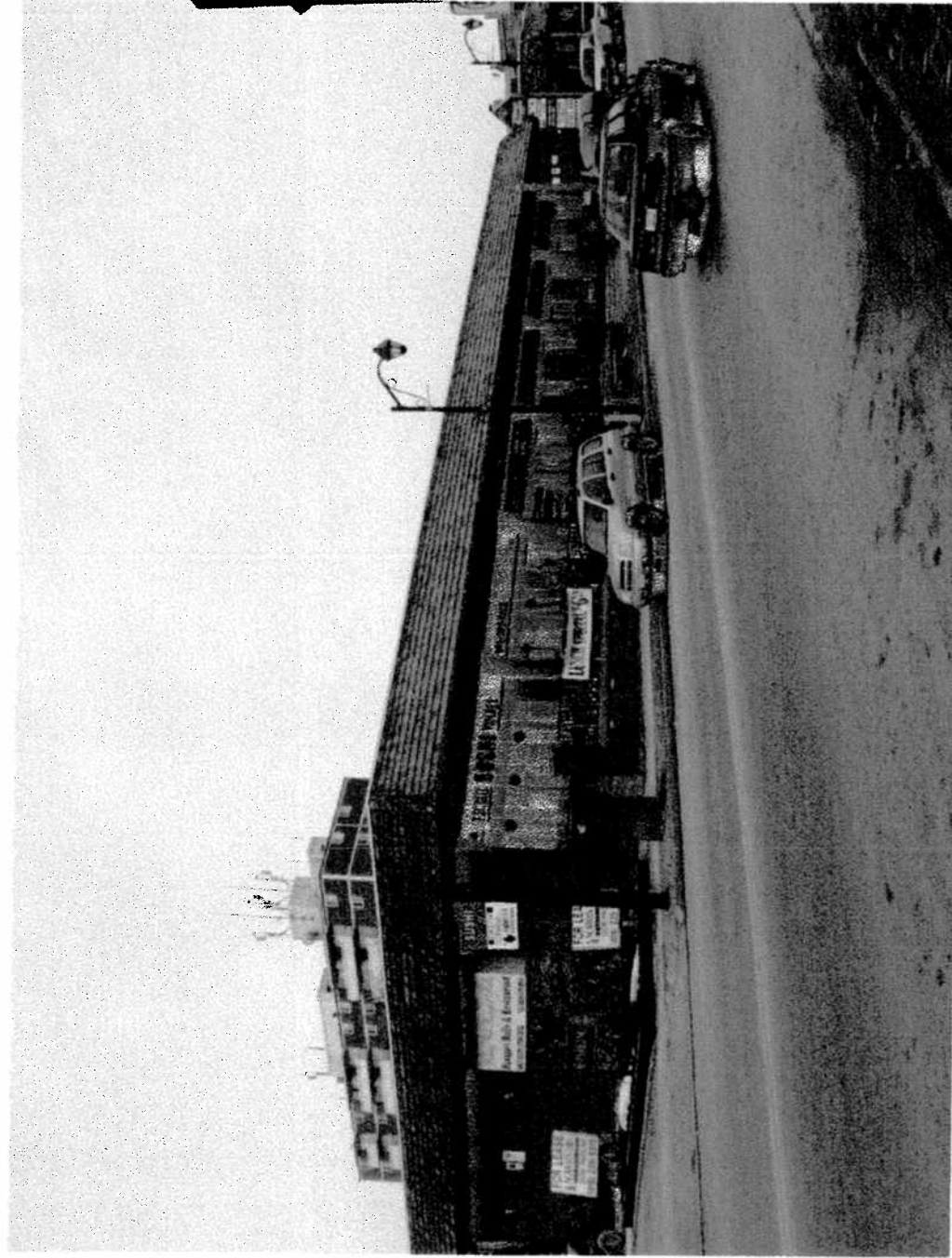
DEVELOPMENT SERVICES COMMISSION

DATE: 02/01/10

FIGURE No. 8

DRAWN BY: DD CHECKED BY: PW





# EXISTING BUILDING

APPLICANT: MORRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SU0911099 (PW)



DEVELOPMENT SERVICES COMMISSION

DATE: 02/01/10

DRAWN BY: DD CHECKED BY: PW

FIGURE No.9

17.0M

GREEN ROOF

SIXTH FLOOR APARTMENTS

FIFTH FLOOR APARTMENTS

4.7M

TERRACE

FOURTH FLOOR APARTMENTS

TERRACE

THIRD FLOOR APARTMENTS

SECOND FLOOR APARTMENTS

FIRST FLOOR RETAIL

MAIN STREET

# STREET SECTION SIGHT LINE STUDY

APPLICANT: MORRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SU0911099 (PW)

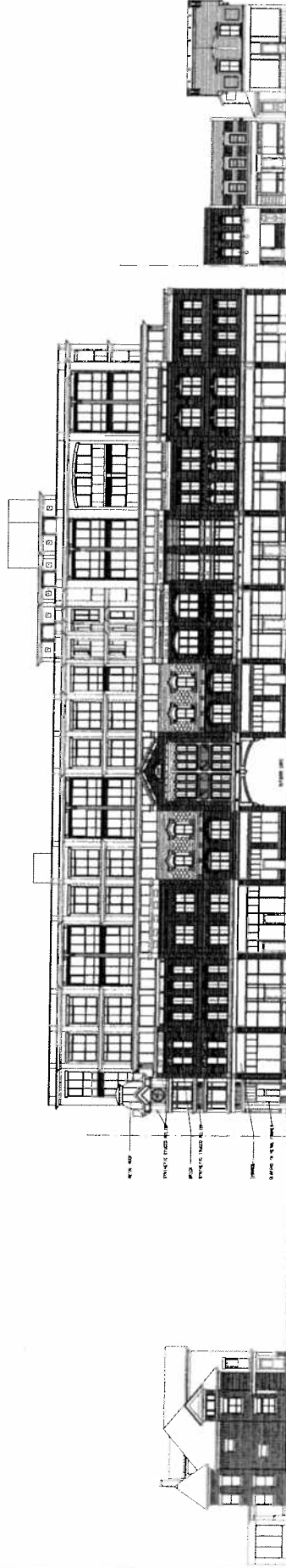


DEVELOPMENT SERVICES COMMISSION

DATE: 02/01/10

DRAWN BY: DD CHECKED BY: PW

FIGURE No.10



# STREETSCAPE

APPLICANT: MORRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SU0911099 (PW)

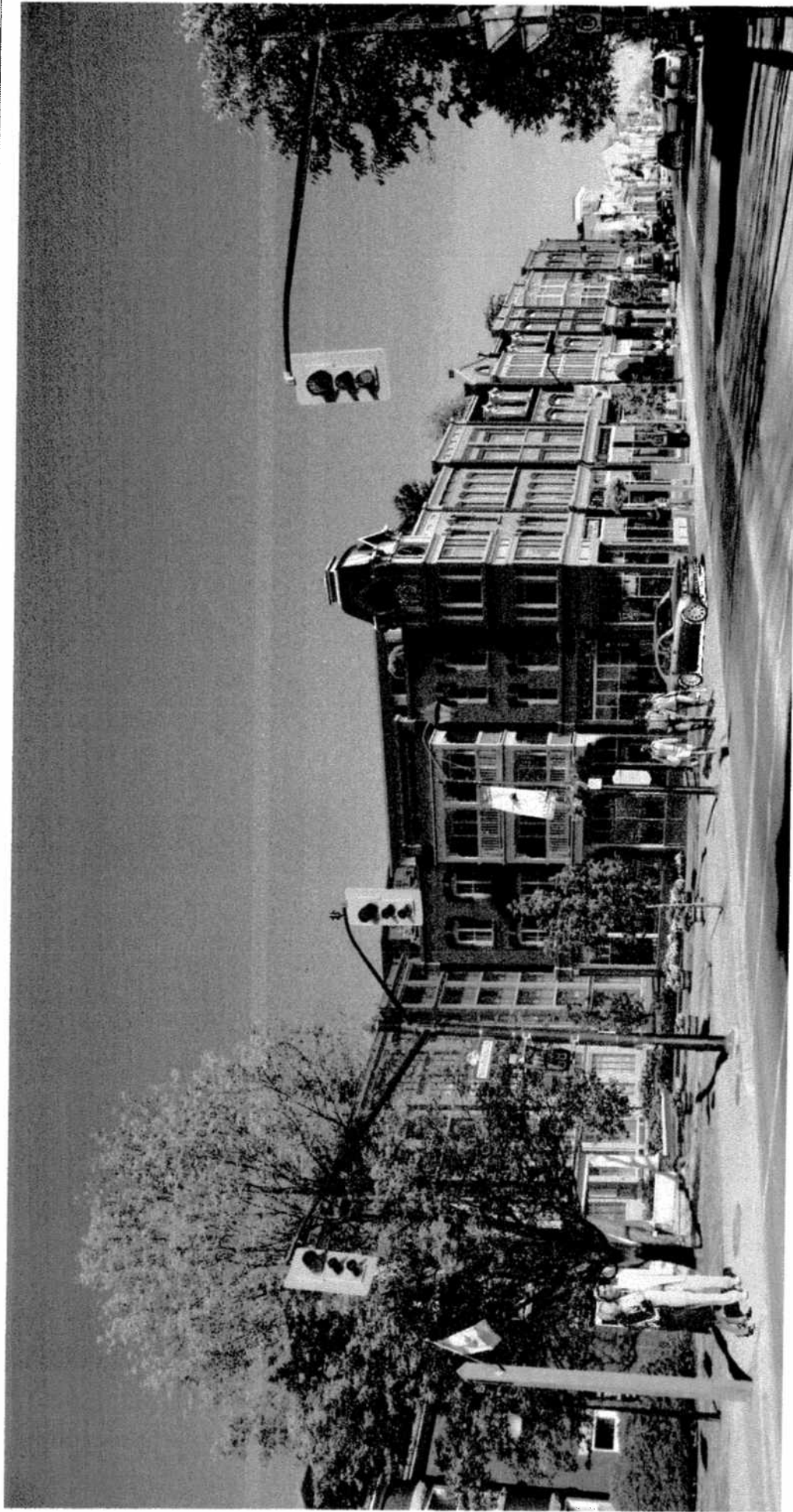


DEVELOPMENT SERVICES COMMISSION

DATE: 02/01/10

FIGURE No. 11

DRAWN BY: DD CHECKED BY: PW



# PERSPECTIVE (LOOKING NORTH)

APPLICANT: MORRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SU0911099 (PW)

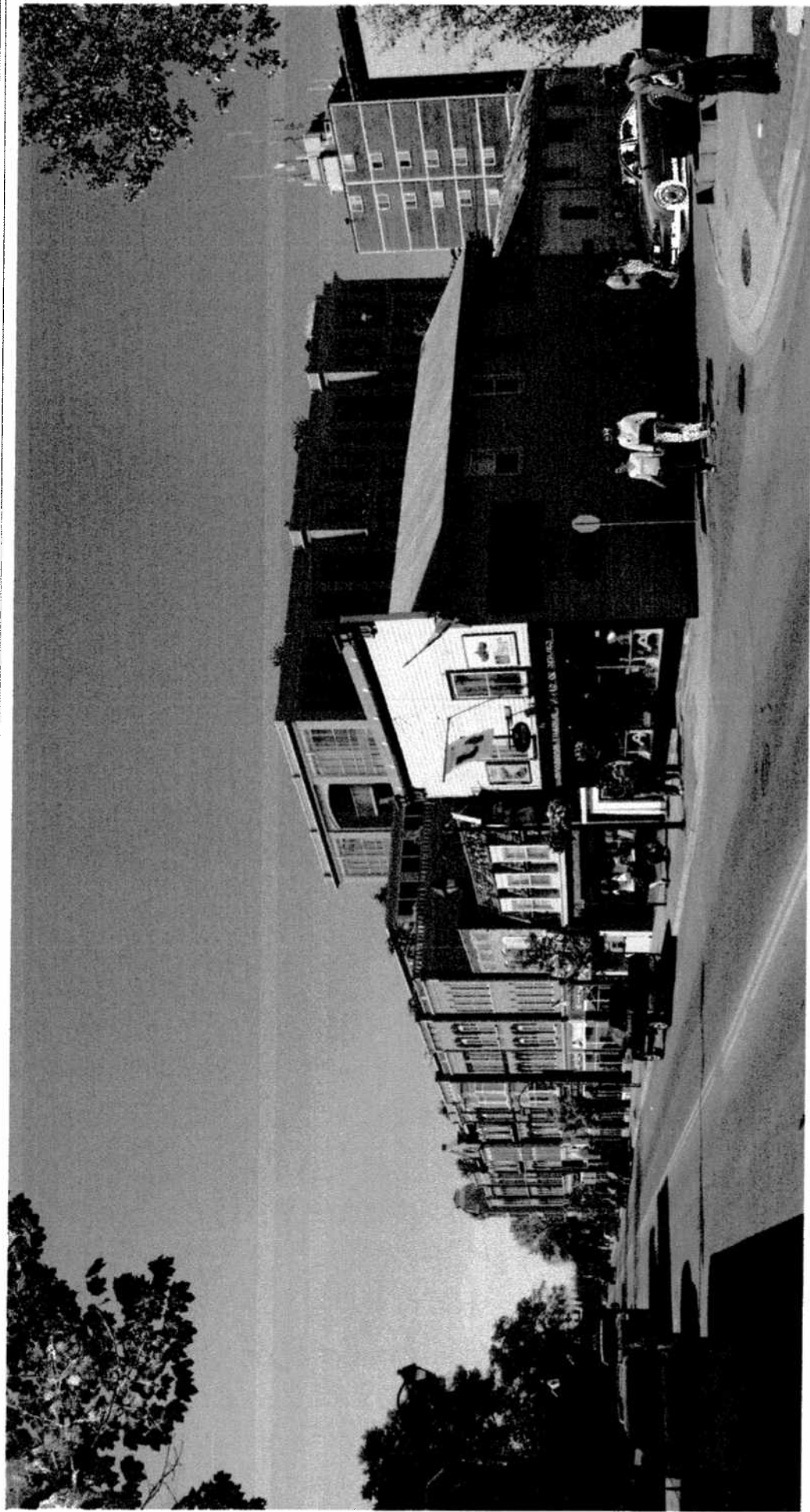


DEVELOPMENT SERVICES COMMISSION

DATE: 02/01/10

DRAWN BY: DD CHECKED BY: PW

FIGURE No.12



# PERSPECTIVE (LOOKING SOUTH)

APPLICANT: MORRIS KANSON (MARKHAM VILLAGE SHOPPES) LTD  
58 - 72 MAIN STREET MARKHAM NORTH

FILE No: SU0911099 (PW)



DEVELOPMENT SERVICES COMMISSION

DATE: 02/01/10

DRAWN BY: DD CHECKED BY: PW

FIGURE No.13





FILE No: SU0911099 (PW)



DRAWN BY: DD      CHECKED BY: PW

FIGURE No.14

15. CORRESPONDENCE (16.11)

Extract: R. Hutcheson, Manager of Heritage Planning

HERITAGE MARKHAM RECOMMENDS:

That the following correspondence be received:

- 1) Toronto Branch Architectural Conservancy of Ontario: ACT newsletter, June 2009.
- 2) Toronto Historical Association: May 2009 newsletter
- 3) Heritage Canada Foundation: Heritage Magazine – “Sustainable by Design” issue
- 4) Ontario Historical Society: OHS Bulletin, April 2009 issue.
- 5) Notice of Class Environmental Assessment: Markham By-Pass Watermain Project.
- 6) Insurance and Heritage Properties: An information sheet from the Government of Ontario.

CARRIED

16. SITE PLAN APPROVAL APPLICATION

FILE NO. SC 09 111099

58-72 MAIN STREET NORTH MARKHAM VILLAGE

PROPOSED RE-DEVELOPMENT OF 58-72 MAIN STREET NORTH (16.11)

Extracts: R. Hutcheson, Manager of Heritage Planning  
P. Wokral, Project Planner

The Heritage Planner advised that the redevelopment of 58-72 Main Street North had been referred to the Architectural Review Sub-Committee, and their recommendations were now before the Committee. The recommendations were reviewed.

John Beresford, Architect, and Morris Kansun, the owner, were in attendance, and advised that they support the recommendation. Updated elevations were provided.

Staff had several additional changes to recommend, relating to:

- window details and mansard roof of the Main Street façade
- changes to the masonry and addition of a column for the Clock Tower
- plate glass windows not to be included in interior courtyard façade
- colonnade or landscaping to screen the courtyard storefronts
- pushing back the wall of the 5<sup>th</sup> floor to be in line with the wall of the 6<sup>th</sup> floor by eliminating the 6<sup>th</sup> floor walk-out terrace. Consider replacing this lost unit with stacked units by the elevator shafts.
- elevations of the six storey building to be redesigned to look more like an industrial warehouse.

HERITAGE MARKHAM RECOMMENDS:

THAT overall Heritage Markham generally supports the application to redevelop the property at 58-72 Main Street North, as proposed (subject to some minor changes) as it will result in the removal of an infill project not seen as complementary to the Heritage District, it will reinforce the Main Street as a traditional shopping environment with an enhanced streetscape of traditional designed storefronts and facades, it will provide pedestrian oriented uses at grade that will contribute to animation of the streetscape, and it will support the introduction of residential units in the village core;

THAT Heritage Markham supports the proposed scale and massing of the building, including a three storey component along Main Street and six storey component to the rear, for the following reasons:

- The proposed massing and height provides an appropriate transition between the 2-2 1/2 storey historical buildings of Main St. N. and the 5 and 10 storey apartment buildings in behind the subject property,
- The enhanced height is located to the rear of the property and is designed to be blocked from view when standing across Main St. N.
- The proposed massing and height is not adjacent to low-rise residential homes;

THAT Heritage Markham's support of the proposed height and massing of the development is based on site specific conditions and should not be interpreted as support for building heights in excess of 2 1/2 storeys on other properties within the Markham Village Heritage Conservation District

THAT Heritage Markham supports the current massing of the corner element and clock tower along Main St. N.;

AND THAT Heritage Markham recommends that the proposed balconies on the south elevation of the Main St. block of buildings have more traditional railings to either stand alone or be used in conjunction with glass, and that the details of the railing should be based on local historical examples to make the balconies resemble traditional front porches, perhaps with the use of traditional brackets;

THAT additional changes, as discussed by Heritage Markham on June 10, 2009, be included;

AND THAT any further review of design details be delegated to Heritage Section staff.

CARRIED



## Analysis and Recommendations

Studies conducted on car sharing systems across North America show that each car share vehicle typically allows three to four members to get rid of a vehicle they currently own, and helps approximately twice as many members to avoid purchasing a vehicle in the first place. A web-based survey of car share members across Canada and the United States found a much larger impact, estimating that each car share vehicle allows members to sell nearly 15 vehicles (1.5 primary vehicles and 13.4 secondary vehicles). The mail-out survey conducted as part of this study elaborated on these results.

The survey showed that dedicated car share vehicles were an incentive for membership among building residents. Nearly 65% of the surveyed car share members indicated that having a car share vehicle in their building was somewhat or very important in their decision to become a member. After controlling for other factors influencing auto ownership, such as average unit value and neighbourhood walkability, the presence of dedicated car share vehicles was shown to have a significant negative influence on the average auto ownership and parking demand of building residents. Based on all of these results, there is a strong technical justification to provide a reduction in parking requirements for multi-unit residential buildings providing dedicated car share vehicles.

### Parking Reduction Ratio

Determining the most appropriate parking reduction ratio (PRR) involves a number of considerations including current parking requirements, empirical findings, consultation findings and the ease of implementation. Based on these factors, the following PRR is proposed:

- For any apartment or condominium development, the minimum parking requirement should be reduced by up to 4 parking spaces for each dedicated car share stall. The limit on this parking reduction is calculated as the greater of:

- $4 * (\text{Total number of units} / 60)$ , rounded down to the nearest whole number; or
- 1 space.
- Where a maximum parking ratio is specified, dedicated car share parking spaces should not count towards the maximum allowable parking supply, up to 10% of the maximum number of parking spaces.

Aside from the specific numbers in the formula, this specification is unique in that the maximum reduction in required parking spaces due to car sharing is tied to the number of dwelling units. One four-space reduction is allowed for every 60 units calculated on a sliding scale. In other words, a 40-unit development would receive a parking requirement reduction of 2 spaces if it provided one (or more) dedicated car share parking spaces ( $40/60 \times 4 = 2.67$ , rounded to 2). A few other development scenarios are summarized in Exhibit 19.

Exhibit 21: *Scenarios for Proposed Parking Reduction Ratio*

SIZE OF DEVELOPMENT (# OF UNITS)	MAXIMUM ALLOWABLE REDUCTION IN THE MINIMUM REQUIRED PARKING	CAR SHARE SPACES REQUIRED TO ACHIEVE THIS REDUCTION
Less than 30	1	1
30 – 44	2	1
45 – 59	3	1
60 – 74	4	1
75 – 89	5	2
90 – 104	6	2
105 – 119	7	2
120 – 134	8	2
135	9	3
195	13	4
255	17	5
315	21	6
375	25	7

### Why this Parking Reduction Ratio?

The four space reduction per car share vehicle is within the range of expected impacts of car sharing on auto ownership from the literature as shown earlier in Exhibit 2-2. The proposed reduction is

## APPENDIX 'C'

The following conditions of site plan endorsement shall apply to 58-72 Markham Main Street North:

1. That prior to site plan approval, the Owner enter into a site plan agreement with the Town of Markham containing all standard provisions and requirements of the Town and public agencies including but not limited to the following
  - a) Provision for payment by the Owner or all applicable fees, recoveries, development charges and financial securities;
  - b) Provision for satisfying all requirements of Town Departments and external agencies;
  - c) That the Owner shall covenant and agree to achieve a minimum LEED Silver Buildings;
2. That prior to site plan approval, the Owner shall address any concerns identified by the Town, and other external agencies, and revise any studies or plans accordingly, to the satisfaction of the Town.
3. That prior to site plan approval the Owner shall satisfy all conditions of the Minor Variance application A/103/09 including a Parking Utilization Study to the satisfaction of the Commissioner of Development Services.
4. That prior to site plan approval, the Owner shall grant vehicular access easements in favour of the abutting property to the west known as 56 Main Street North over the temporary road illustrated on the site plan for use during annual street festivals when Main Street North is closed down blocking vehicular access from the private road located at the southern boundary of 58-72 Main Street North.
5. That prior to site plan approval the Owner shall provide a Traffic Impact Study to the satisfaction of the Commissioner of Development Services and a Traffic Management Plan to the satisfaction of the Commissioner of Development Services, outlining how potential negative impacts to local traffic and business will be mitigated during the different phases of construction, including but not limited to the planned delivery routes of trucks, material unloading and storage areas, parking for construction workers, and location of traffic signs alerting motorists and pedestrians about the proposed construction.
6. That prior to site plan approval, the Owner shall submit final drawings, including but not limited to, site plan and elevation drawings, landscape plans, grading and servicing plans, composite utility plans, pavement marking and signage plans that comply with all requirements of the Town and other public agencies, to the satisfaction of the Town.

7. That prior to site plan approval, the Owner shall review and obtain approval of Heritage Section Staff for all external building materials and products including but not limited to brick size, texture and colour; window materials and configurations; decorative trims; storefront materials and details.
8. That the Owner agree in the site plan agreement to attain a LEED silver certification for the proposed development and provide appropriate securities and a confirmation letter from the Region of York certifying that the criteria for the LEED Benefit Program has been satisfied.
9. That site plan endorsement of the proposed re-development of 58-72 Main Street North shall lapse and final approval will not be issued, after a period of three years commencing February 16, 2010, in the event that the site plan agreement is not executed within that period.