



Report to: Development Services Committee

Report Date: October 23, 2012

SUBJECT:

RECOMMENDATION REPORT

Application for Site Plan Control Approval
GTA Centre L.P. on behalf of The Remington Group
Proposed Markham Sports, Entertainment and Cultural Centre
East side of Tributary 4, south of Enterprise Boulevard
311 Enterprise Boulevard
Markham Centre
SC 12 124727

PREPARED BY:

Richard Kendall, Manager of Development, Central District
Extension 6588

RECOMMENDATION:

- 1) That the Recommendation Report titled “Application for Site Plan Control Approval, GTA Centre L.P. on behalf of The Remington Group” be received;
- 2) That the application for Site Plan Control Approval for the proposed Markham Sports, Entertainment and Cultural Centre be endorsed in principle, subject to the conditions attached as Appendix A;
- 3) That Site Plan Control Approval be delegated to the Commissioner of Development Services, to be issued following execution of a Site Plan Agreement. Site Plan Control Approval is issued only when the Commissioner or designate has signed the site plan;
- 4) That site plan approval is conditional on Council approving a financial model and implementing agreements for the funding and operation of the arena and delivery of external infrastructure works to support the site plan application;
- 5) That staff report back to Council on requirements and agreements related to road network improvements, event traffic management and special transit service requirements to support programming associated with the site plan application in consultation with Metrolinx, VIVA, York Region and MTO;
- 6) That Council authorize the enactment of a by-law to remove the Hold (H) provisions on the subject lands upon execution of the Site Plan Agreement to the satisfaction of the CAO in consultation with the Commissioner of Development Services and the City Solicitor; and,
- 7) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

This report discusses a site plan application for a multi-purpose sports, entertainment and cultural centre within Markham Centre, the City’s new Downtown. The site is situated on 2.69 ha within the Remington Group’s Downtown Markham comprehensive mixed-use project, in the vicinity of the Unionville GO Station and future Mobility Hub. The facility will have seating for up to 20,000 persons and consists of 65,000 square metres

(699,677 square feet) of floor area. Retail, restaurant and administrative office space is included with provisions to be made for community use and access to the facility.

This is a significant proposal for the City and a catalyst for the development of Markham Centre. The intent is to create a multi-use venue for hosting a variety of concerts, civic celebrations, sporting and community use events. The facility is well located with good accessibility to the Unionville GO station, VIVA and YRT transit, the future Highway 407 Transitway and with good access and exposure to Highway 407 and the Regional arterial network.

The facility is consistent with objectives of the Markham Centre Secondary Plan (OPA 21) to create a complete and integrated community which contains a mix of uses suitable to a City Centre, including new cultural, recreational and institutional facilities. Opportunities for community access will be secured through a separate community access agreement. The use is permitted per the Markham Centre Zoning By-law.

The building has been positioned in a manner to protect for long-term Highway 407 Transitway alignment options. It does not conflict with the MTO's current preferred alignment as identified in the approved EA and protects for Markham's suggested alternate alignment for the 407 Transitway (i.e. running adjacent to the north edge of Highway 407 through Markham Centre).

A comprehensive transportation analysis has been undertaken which examines, among other items, the existing and future road network, pedestrian and cycling access, required infrastructure improvements, site access, parking and transit service. A suite of measures is recommended to address short-term and long-term conditions, and special event management. The transportation study has been peer reviewed and is being up-dated to reflect comments from staff and the peer review consultants engaged by the City.

Extensive discussions are on-going with external agencies and transit providers to address infrastructure improvements, transit requirements and the provision of special transit service for major events. These discussions will continue over an extended period of time and staff have initiated a series of regular working group meetings to facilitate this process. Staff will report back to Council with further up-dates, principles and agreements.

There will be an interim design condition relative to grading, access, parking and circulation, with ultimate conditions reflecting the future urbanization and build-out of the adjacent lands. Provision is being made for future implementation of the final road network contemplated in the Council endorsed Adamson concept and the Markham Centre Transportation Strategy to be finalized through the current Mobility Hub Study. The endorsed Adamson concept anticipates that a number of new streets will be introduced in the vicinity of the mobility hub which will rise to cross over the GO line, with the intermediate spaces eventually being used to accommodate structured parking beneath development sites. As such, the surface parking lots proposed adjacent to the arena represent an interim condition. The evolution of the surface to structured parking

will occur over an extended period of time as sites are developed and infrastructure is completed.

A number of options are being explored to incorporate sustainable initiatives into this project, including connecting to Markham District Energy. The project architect is also addressing bird friendly and dark sky initiatives through the use of patterned and non-reflective glass elements, decorative down lighting, small scale vent grates, and cut-offs on light fixtures to direct light appropriately and reduce reflection.

While the building orientation and design elements are generally set, there are a number of technical issues still to be finalized with staff and outside agencies (Metrolinx, VIVA, YRT, MTO, and TRCA) which require further analysis prior to final site plan approval. Consequently, this report recommends Council endorse the site plan in principle, subject to conditions and execution of a Site Plan Agreement, with final site plan approval to be issued by the Commissioner of Development Services. The recommendation also provides that final site plan approval and Hold (H) zoning removal be subject to execution of a site plan agreement to the satisfaction of the CAO and City Solicitor. The recommendation further provides that site plan approval is conditional on Council approving a financial model and implementing agreements for the funding and operation of the arena and delivery of external infrastructure works to support the site plan application.

PURPOSE:

The purpose of this report is to discuss and make recommendations on an application for Site Plan Control Approval for a proposed sports and entertainment complex consisting of 65,000 square metres (699,677 square feet) of floor area to be located on the east side of Tributary 4, south of Enterprise Boulevard, in Markham Centre (Figures 1, 3, 4 and 5).

BACKGROUND:

The vacant 2.69 hectare (6.65 acre) property is located within the Remington Group's Downtown Markham project, at the southeast corner of Enterprise Boulevard and Trib 4, west of the Unionville GO Station, immediately north of Highway 407 and municipally known as 311 Enterprise Boulevard (Figures 3 and 4). The Remington Group's Downtown Markham project is a comprehensive mixed-use development comprising 94.3 ha (233 acres) within the Centre West Precinct of Markham Centre.

The objective of the Markham Centre Secondary Plan (OPA 21) adopted by Council in 1994, is to create a complete and integrated community which contains a mix of uses suitable to a City Centre. This includes locating new cultural and institutional facilities to serve the needs of local users and residents, to reinforce the role of Markham Centre as a cultural and social focus and an active area of higher order services and facilities.

Consistent with the objectives of the Secondary Plan, the Remington Group's Downtown Markham comprehensive development was initially draft plan approved and zoned in 2004. The Markham Centre By-law (By-law 2004-196) implements the precinct plan and draft plan endorsed by Council. Given the long term build-out of the subject lands (projected at 20 plus years) and the need to provide land use flexibility over the course of the evolution of the new downtown, the Markham Centre By-law created permissive zone categories which provide for a variety of mixed-use permissions, consistent with an urban environment and Markham's objectives for creating a downtown over the long-term.

In April, 2012, Council endorsed a financial framework for the funding of the construction of a public and private partnership to develop a sports, entertainment and cultural centre in Markham Centre. The final terms of this partnership arrangement, including the conveyance of the lands and capital and operating costs for the facility, and associated infrastructure, will be the subject of a separate report/presentation to Council at a later date. A community information meeting on the site plan application and potential transportation implications was held on June 21, 2012. Further discussions have taken place over the summer and a series of Open Houses are being held in October. A non-statutory public meeting on the site plan application is scheduled for October 24, 2012.

OPTIONS/ DISCUSSION:

This is a significant development proposal for the City and a catalyst for the development of Markham Centre. The intent is to create a multi-use venue for hosting a variety of concerts, civic celebrations, sporting and community use events. The facility is well located with good accessibility to the Unionville GO station, VIVA and YRT transit, the future Highway 407 Transitway and with good access and exposure to Highway 407 and the Regional arterial network.

While the building orientation and design elements are generally set, there are a number of technical issues still to be finalized with staff and outside agencies (Metrolinx, VIVA, YRT, MTO, and TRCA) which will require further analysis and time to resolve. Staff will report back to Council on requirements and agreements related to road network improvements, event traffic management and special transit service requirements to support programming associated with the site plan application following resolution of the technical issues identified in this report. Consequently, this report recommends Council endorse the site plan in principle, subject to conditions and execution of a site plan agreement, prior to final approval by the Commissioner of Development Services.

Transit and Road Design

The building has been positioned in a manner to protect for Highway 407 Transitway alignment options. In consultation with MTO, the siting does not conflict with the MTO's current preferred alignment as identified in the approved EA. This location also protects for Markham's suggested alternate alignment for the 407 Transitway (i.e.

Frontage Street adjacent to the north edge of Highway 407). The resolution of the alignment will be addressed further through the Markham Centre Mobility Hub Study which is anticipated to commence in Quarter 4 of 2012, in consultation with Metrolinx, MTO and VIVA. It is anticipated that the recommendations resulting from the Mobility Hub study will be used to inform a future comprehensive amendment to the Markham Centre Secondary Plan (OPA 21) and the final Precinct Plan for the Remington Downtown Markham lands.

It is noted that there will be an interim design condition relative to grading, access, parking and circulation. The ultimate condition will reflect the build-out on the adjacent lands and the implementation of the final road network contemplated as part of the Adamson concept for this area, the Markham Centre Transportation Strategy and eventual recommendations arising from the future Mobility Hub Study.

The Council endorsed Adamson concept anticipates that a number of new streets will be introduced in the vicinity of the mobility hub which will rise to cross over the GO line. Consequently, the grades for these new roads are to be recognized in the positioning of the arena, and the site plan conforms with and protects for the ultimate condition with respect to layout grading and servicing (Figure 15). In addition, there are a number of external works that will be secured through this approval process as discussed further in this report.

Located on the south side of Enterprise Boulevard, east of Tributary 4 and west of the GO rail line and Unionville GO station, the building will ultimately be surrounded by a network of public streets (Figure 5). The north/south orientation towards Enterprise Boulevard allows the facility to have frontage and pedestrian access on Enterprise Boulevard, the major east/west street within Markham Centre and the focus of Markham Centre's retail core. This placement avoids conflict with the MTO EA alignment for the 407 Transitway and also allows for frontage on a proposed street to the east which would eventually be connected to Enterprise Boulevard.

In the interim, the applicant is proposing to terminate the northerly portion of this easterly street in a cul-de-sac and retain it in private ownership (Figure 6). This section of streetscape will be closed during major events, providing pedestrian access, public space, programming opportunities, and emergency access. Ultimately, this space would transition to a public street and these programming and public space elements will be accommodated within a future public square/plaza proposed to the east to provide a more direct pedestrian connection between the arena and the future Mobility Hub (Figure 15).

The southern-most street (Frontage Street) forms part of a future continuous connection west to Birchmount Road and easterly, linking up with the future Markham Live street proposed for the east side of the GO line and extending to Kennedy Road (Figures 5 and 6). In the interim, this road will provide secondary access to the surface parking lot to the east of the arena and serve as the primary access for vehicle loading and servicing for the arena. The westerly street (East Valley Drive), connecting with Enterprise Boulevard

will be a public road from the outset, accommodating secondary vehicular access, and servicing functions.

Building Design

The 20,000 seat arena is proposed to have a gross floor area of 65,000 square metres (699,677 square feet). This figure includes approximately 1,200 square metres (12,917 square feet) of retail floor area and 5,600 square metres (60,280 square feet) of office/administrative space (Figure 12). The retail floor area will generally be located along the Enterprise Boulevard frontage. The office space will be focused above the retail component along Enterprise Boulevard, providing a 4 plus storey building mass next to the street edge (Figures 8, 9, 10 and 11).

Primary pedestrian access points will be along Enterprise Boulevard and along the easterly elevation oriented toward the future Mobility Hub and urban square, with surface parking as an interim condition. The ticket office is also on the east elevation adjacent to the primary entrance. A separate V.I.P. entrance is proposed on East Valley Drive, along with access to 124 parking spaces below the north end of the building. Service functions, including waste handling and loading, will occur at the south end of the building with 6 full size loading spaces and 3 smaller bays proposed to accommodate special events. The extensive loading bays enhance the functionality and speed of set-up/tear down for multi-purpose events. An additional 44 parking spaces are to be located in this area (Figures 8 and 9).

The building has a total length of approximately 198 metres (650 feet) and a frontage along Enterprise Boulevard of approximately 130 metres (425 feet). Given the extensive mass of the structure, the design will need to pay special attention to scale and proportion, and the use and quality of materials to define and articulate the building, while accommodating bird friendly and sustainable initiatives. Building materials proposed include a combination of backlit translucent panels, prefinished metal panels, glass, sandblasted glass and manufactured stone (Figures 10 and 11).

The area containing the offices will be clad with glazing panels and feature a glass canopy detail. A prefinished metal canopy is proposed along portions of the east and south elevations. The westerly, V.I.P. entrance will be clad in decorative bronze panels with a glass canopy. The decorative bronze panels will extend south along this elevation to screen the service areas at the rear of the building. The City Architect will continue to work with the applicant on design components and streetscape elements within and adjacent to the facility. Details of mechanical equipment and signage will be required prior to site plan approval.

Official Plan and Zoning

The site is designated Community Amenity Area – General and Business Park Area in the Markham Centre Secondary Plan (OPA 21). The Community Amenity designation provides for a wide range of uses, including institutional, community facilities and

recreational uses. The Business Park designation also contemplates a range of institutional, sports, health and fitness recreational uses.

The lands are zoned Markham Centre Downtown One (MC-D1[H]), which permits uses such as Offices, Community Centers, Financial Institutions, Hotels, Trade and Convention Centres, Municipal Parking Lots, Parking Garages, Night Clubs, Restaurants, Retail Stores and **Recreational Establishments**. Recreational Establishments, by definition, includes an ice/curling or roller skating rink.

Per the Markham Centre by-law, recreational establishments are required to provide parking at a rate of 1 space per 37 square metres of floor area, which would translate to approximately 1,757 minimum required parking spaces (See Transportation Analysis section for higher parking rate actually being proposed). The by-law allows for required parking to be located off-site within the plan area. The provisions of the by-law do not prevent the use of any land, building or structure by a public authority, provided the use generally complies with the applicable zone category setback standards. There are Hold (H) provisions in place relating to the execution of agreements and completion of required studies, provision of infrastructure and parking. The Hold (H) would be lifted upon the issuance of Site Plan Approval, following execution of the Site Plan Agreement and Financial Agreements.

DEPARTMENTAL/AGENCY COMMENTS:

The building has been located in a manner to protect for future transit alignments and anticipated infrastructure and road improvements and grading changes which are integral components of the strategy for the build-out of Markham Centre/Mobility Hub. As a result, grades around the facility have been designed to ensure that these long-term elements can be accommodated, while providing an appropriate interim design condition. The applicant continues to work closely with staff to finalize the grades for the arena and surface parking lots, while protecting for future implementation of street network and transit alignments, urban square and development options to be finalized through the Mobility Hub Study.

Detailed comments provided by Engineering staff address this proposal from a transportation, servicing and technical perspective as follows:

Transportation Analysis has been Undertaken and Peer Reviewed

The applicant retained Genivar to undertake a comprehensive transportation analysis for this project which examines, among other items, the existing and future road network, pedestrian and cycling access, required infrastructure improvements, site access, parking and transit service. Genivar is recommending a suite of measures to address short-term and long-term conditions, and special event management.

Based on a 20,000 seat facility and anticipating an 8:00 p.m. weekday special event start time the report provides a strategy to accommodate special events through road improvements identified below, enhanced transit service, enhanced pedestrian facilities, cycling network, the provision of 4,400 to 7,500 new and shared parking spaces (depending on available additional transit service), and an extensive traffic management plan (Figures 13 and 14).

This analysis, which has been peer reviewed by a qualified, independent consultant (HMM) retained by Markham, is currently being updated by Genivar to address the peer reviewer and Engineering staff comments. In addition, the study is being reviewed by Metrolinx, Region of York, VIVA/YRT and MTO. Road cross-sections, right-of-way widths and street elevations are also being finalized. The study identifies recommended transportation infrastructure for opening day, consisting of the following, which will need to be reflected in the appropriate agreements:

- Construction of Miller Avenue from Warden Avenue to Birchmount Road. This will require EA approvals, approval of 2013 Development Charges By-law, funding for design and property acquisition in 2013/14, agency approvals and construction in 2014/2015.
- Possible extension of Miller Avenue or a private driveway to access a potential parking lot south of Highway 407 and east of Birchmount Road.
- 407 off-ramp extensions, or suitable alternate design agreed upon by the City, 407 ETR and MTO, at Warden Avenue and Kennedy Road interchanges. This will require EA approvals, approval of 2013 Development Charges By-law, funding for design and property acquisition in 2013/14, agency approvals and construction in 2014/2015.
- The Kennedy Road interchange off-ramp extension will require interim use of City lands until Markham Live Street is built, per the Council endorsed Adamson concept.
- Construction of local roads such as Frontage Street to Birchmount Road, East Valley Drive, Street A and Markham Live Street including the dedication of the right-of-ways and interim Street A cul-de-sac until the new Enterprise Boulevard is constructed.
- Construction of a northbound left turn lane on Kennedy Road at the Kennedy off-ramp extension, a northbound right turn lane on Birchmount Road at Frontage Street, and a southbound left turn lane on Birchmount Road at Frontage Street.

To accommodate the traffic and pedestrian surge both before and after special events, the traffic management plan is required to address, among other matters, paid police officers, parking attendants, modified signal timing, signage and adjustable lane direction. The special event traffic management plan will be updated and expanded by the Applicant as required to the satisfaction of the City, York Region and York Region Police.

In order for the street network to function adequately, many of these measures are based on a high transit modal split, and as such require the assistance and programming of external transit providers and agencies. Discussions are on-going with GO Transit/Metrolinx, VIVA and YRT to address the implementation of these measures and secure the transit assets and assistance required. These discussions will continue and Engineering staff will up-date Council as these matters are resolved, including service agreements.

Parking

A range of parking (4,400 to 7,500 spaces) has been identified by Genivar as being required for the arena. The extent of parking on opening day will be subject to available transit for special events and will be adjusted accordingly. Of this, 1,532 spaces are proposed in the immediate area and the balance of this parking is to be accommodated by way of shared use of parking on other Remington-owned sites, Unionville GO and at satellite locations in the vicinity of the transit stations with shuttle bus access to the facility. Arrangements for the use of these shared spaces will need to be finalized with the owners and transit providers.

There are sufficient opportunities for parking spaces in the general area and external sites to meet the parking requirements. A number of parking lots are to be provided within walking distance and shuttle service to the arena. Designated areas for transit staging and storage, accessible parking, kiss and ride facilities are to be finalized. It is noted that bus/coach staging facilities are proposed in a dedicated area on the north side of Enterprise Boulevard (Figures 13 and 14).

The adjacent surface parking lots represent an interim condition. With the completion of the road network over the GO line as contemplated by the Adamson concept and the implementation of other infrastructure improvements identified through the Mobility Hub Study, these lots will eventually be transformed to higher density developments with structured parking. It is anticipated that the parking displaced through the development of these lots will be accommodated, to a large extent, through the structured parking being provided for the new buildings in an urban shared parking context. This parking supply will be in close proximity to service arena events which are anticipated to have different peak parking requirements. The evolution of the surface parking to structured parking will occur over an extended period of time as sites are developed and infrastructure is completed.

The public has expressed concerns to staff with respect to the potential for event parking to over-flow on local residential streets. Staff will have to monitor such activity and, if necessary, apply parking restrictions. Residents in this scenario would be provided a parking pass to park in front of their house.

Pedestrian/Cycling Access and Street Lighting

Access to these dedicated parking facilities will be primarily by Enterprise Boulevard with a secondary access from East Valley Drive and Frontage Street. A drop off area adjacent to Enterprise Boulevard is also proposed. The primary parking lot contains a dedicated central walkway to direct people to the main entrance.

With much of the pedestrian traffic anticipated to originate at the GO station, the applicant is looking at opportunities to provide a walkway connection, possibly utilizing the tunnel under the GO line currently reserved for VIVA's dedicated rapidway. Enhanced sidewalks connecting the facility to transit facilities and parking lots will be required, including a pedestrian connection to access parking spaces identified within lands on the south side of Highway 407.

Directing pedestrians and cyclists to the arena through and around the proposed lots in a safe and comfortable environment is crucial, especially since many of the major events are to occur in the evening. Consequently, the street lighting plan (for public streets, sidewalks, and parking lots) takes on much greater significance, in concert with landscape elements and the provision of adequate sidewalks, way-finding, bike parking and street furniture.

Staff are finalizing an external cycling network for Markham Centre and have incorporated cycling requirements in the future road network to facilitate access to this site. These bike lanes and on-site facilities will be finalized to the satisfaction of the Director of Engineering. It is noted that bike parking is identified at several locations in proximity to the main easterly entrance of the building.

Transportation Demand Management

A comprehensive Transportation Demand Management (TDM) Plan will be required to help reduce the use of cars by employees and patrons. The plan should address the provision of bicycle storage, pedestrian access and parking priority for carpool vehicles. Other TDM measures could include working with Smart Commute Markham/Richmond Hill (Transportation Management Association) to develop and implement trip reduction initiatives; assisting in the development and maintenance of a website with up-to-date transportation information; and, the provision of kiosks to display transportation information of special events and normal transit services. A monitoring program to evaluate the success of the proposed TDM measures will be a component of the plan.

Functional Servicing and Stormwater Management Report has been prepared

A number of external works are required to accommodate the facility and a Functional Servicing and Stormwater Management Report has been prepared by Masongsong Associates Engineering Ltd. The Servicing Report demonstrates how the existing available municipal services and proposed new infrastructure can be used to service the arena, including the impact on the downstream sanitary and storm sewers, stormwater

management ponds, and watermains. Additional hydrogeological information may be required in the event of dewatering issues being identified. While the report concludes there are no major water, sanitary/storm sewers and stormwater management issues, the design, construction and maintenance of external works will need to be secured by way of the Site Plan and/or Development Agreement(s).

Other Technical Submission Requirements Identified

East Valley Drive is proposed adjacent to the east side valley slope of Tributary 4, as such a slope stability analysis is required to ensure the valley slope will be stable, along with an erosion and sediment control plan. In addition, a geotechnical report outlining the underground soil conditions and depth of groundwater table is required for the design and construction of underground services and road. Tributary 4 is under the TRCA's jurisdiction and final comments are pending from the TRCA regarding their requirements, which will be a condition of site plan approval.

An Environmental Site Assessment (ESA) report will be required for any lands to be conveyed to the City. The Phase 1 ESA involves reviewing existing historical records, site reconnaissance, inspection of any existing buildings/structures, and interviews with knowledgeable persons and regulatory officials in order to identify, assess, report and remediate actual or potential sources of environmental contamination. A Phase 2 ESA and a remediation plan will be required in the event contaminated soils or groundwater are anticipated.

Site Servicing and Grading for the Site Plan

The site servicing plan, grading plan and stormwater management report prepared by Masongsong Associates Engineering Ltd. demonstrates how the site will be serviced and graded and confirms there are no major water, sanitary/storm sewers or stormwater management issues. The plans and report are currently being finalized and updated by Masongsong Associates Engineering Ltd, implementation of which will be a condition of site plan approval.

Transit Service Provider discussions are on-going

As noted, extensive discussions are on-going with various external agencies and transit providers to address the key issues of infrastructure improvements, transit alignments and special transit service provisions for major events. It is anticipated that these discussions will continue over an extended period of time (1 year) and staff have initiated a series of regular working group meetings to facilitate this process. In order to achieve the desired transit usage outlined in the transportation assessment, negotiations with Metrolinx, VIVA and YRT are underway to achieve the following:

- Enhanced GO train service for special events (3 trains)
- Enhanced bus service and special event express service (100 buses)
- Bundling of transit fare into ticket prices
- Marketing plan to promote transit usage

- Advancing VIVA rapidway east of Birchmount Road from 2017 to 2015
- Potential platform on the west side of the GO Line at Unionville Station.

Appropriate agreements will be required with the transit providers to address these special event conditions, including the provision and funding of special event transit services and related requirements (marketing) at the Applicant's costs and the advancement of the dedicated VIVA transit line east of Birchmount Road.

Ministry of Transportation

The site is adjacent to Highway 407 and is subject to MTO's permitting process and requirements. Staff and the applicant have been in discussions with MTO regarding their requirements for the site plan application. It is noted that the arena has been located to protect both the EA approved and the Markham preferred alignment of the future 407 Transitway. In this regard a series of regular meetings are scheduled with Ministry staff.

Other Issues and City Requirements

Detailed landscaping and streetscape plans will be required which address an appropriate interim condition, and to demonstrate protection for transition to the ultimate urban condition. The interim condition is to implement continuous, accessible pedestrian connections not only from the parking lots, transit stops, and GO station, but along the entire length of Enterprise Boulevard through the plan area. A possible future underground pedestrian link to the Mobility Hub has been identified in the design of the event level of the arena, and landscape plans are also to demonstrate the future urban square and connections to the Mobility Hub.

The applicant is exploring a suite of options to incorporate sustainable initiatives into this project, intended to achieve LEED equivalency. These include connecting to Markham District Energy; refrigeration plant waste heat recovery system; ventilation and hydronic energy recovery systems; lighting controls with occupancy sensors; energy efficient light fixtures; high performance glass and insulation; water recovery and storage for irrigation; solar powered light standards; low flow plumbing fixtures; bioswales, and bike racks. The project architect is incorporating a number of bird friendly and dark sky initiatives into the project including patterned and non-reflective glass elements, decorative down lighting, small scale vent grates, and cut-offs on light fixtures to direct light and reduce reflection.

Waste storage will be interior to the building, occurring on the lower service level at the south end of the building by the event loading bays. Garbage and recycling facilities will need to meet City standards and once the programming for the building is finalized, the waste streams (organics, recycling, etc.) will be calculated to determine compactor size, number of bins and storage capacity required.

Community access to the facility has been the subject of discussions between the applicant and Council, and these matters will be addressed as part of Council's final deliberations on the financial model and partnership arrangements. Community elements will need to be identified, as necessary, on the final plans and will also be provided for in the implementing agreements. This is a condition of site plan approval.

This is a significant, publicly accessible building within Markham and staff have requested the applicant to explore opportunities to introduce public art elements into the project, consistent with Council's endorsed policy. It is recommended that the Director of Culture be requested to work with the applicant to establish appropriate public art elements for the project and potential budget opportunities.

The property owner is a member of the Markham Centre Landowners Group and confirmation from the Trustee that they have met their applicable group agreement obligations will be required before site plan approval.

Markham Centre Advisory

Prior to final Site Plan Control Approval the application will formally be presented to the Markham Centre Advisory for consideration and evaluation against the Performance Measures Document.

FINANCIAL CONSIDERATIONS:

These matters will be addressed as part of a separate discussion with Council based on the proposed financial framework being established to finance the arena and associated infrastructure.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable at this time.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The site plan application aligns with the City's strategic priorities of Growth Management and Transportation/Transit. The community access arrangements will also align with Council priorities pertaining to Recreation and Community Facilities, Culture and Diversity. Similar to other projects, the applicants will be seeking LEED certification or equivalent, and connection to Markham District Energy, consistent with the City's Environmental objectives.

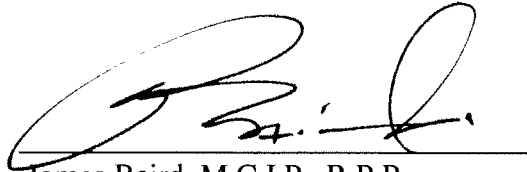
BUSINESS UNITS CONSULTED AND AFFECTED:

The application has been circulated to applicable Departments and Agencies for comment, and their requirements have been addressed as conditions to Site Plan Approval. Final requirements of Council, City Departments and Public Agencies will be incorporated into the Site Plan Agreement and Associated Agreements.

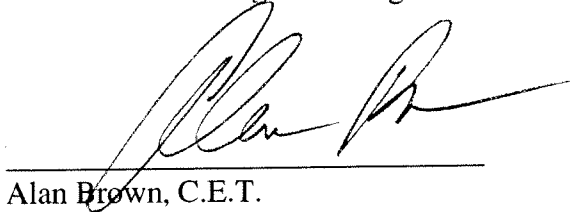
RECOMMENDED BY:



Rino Mostacci, M.C.I.P., R.P.P.
Director of Planning and Design



James Baird, M.C.I.P., R.P.P.
Commissioner of Development Services



Alan Brown, C.E.T.
Director of Engineering

AGENT:

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ATTACHMENTS:

Appendix A – Conditions of Site Plan Approval

- Figure 1: Site Location
- Figure 2: Area Context / Zoning
- Figure 3: Air Photo
- Figure 4: Downtown Markham Project Context
- Figure 5: Project Context Plan
- Figure 6: Site Plan
- Figure 7: Schematic Massing View
- Figure 8: Event Level Plan
- Figure 9: Main Concourse Level Plan
- Figure 10: Elevations (East & West)
- Figure 11: Elevations (North & South)
- Figure 12: Rendering
- Figure 13: Parking Plan A (4,400 spaces)
- Figure 14: Parking Plan B (7,500 spaces)
- Figure 15: Long Term Demonstration Plan

APPENDIX A – CONDITIONS OF SITE PLAN APPROVAL

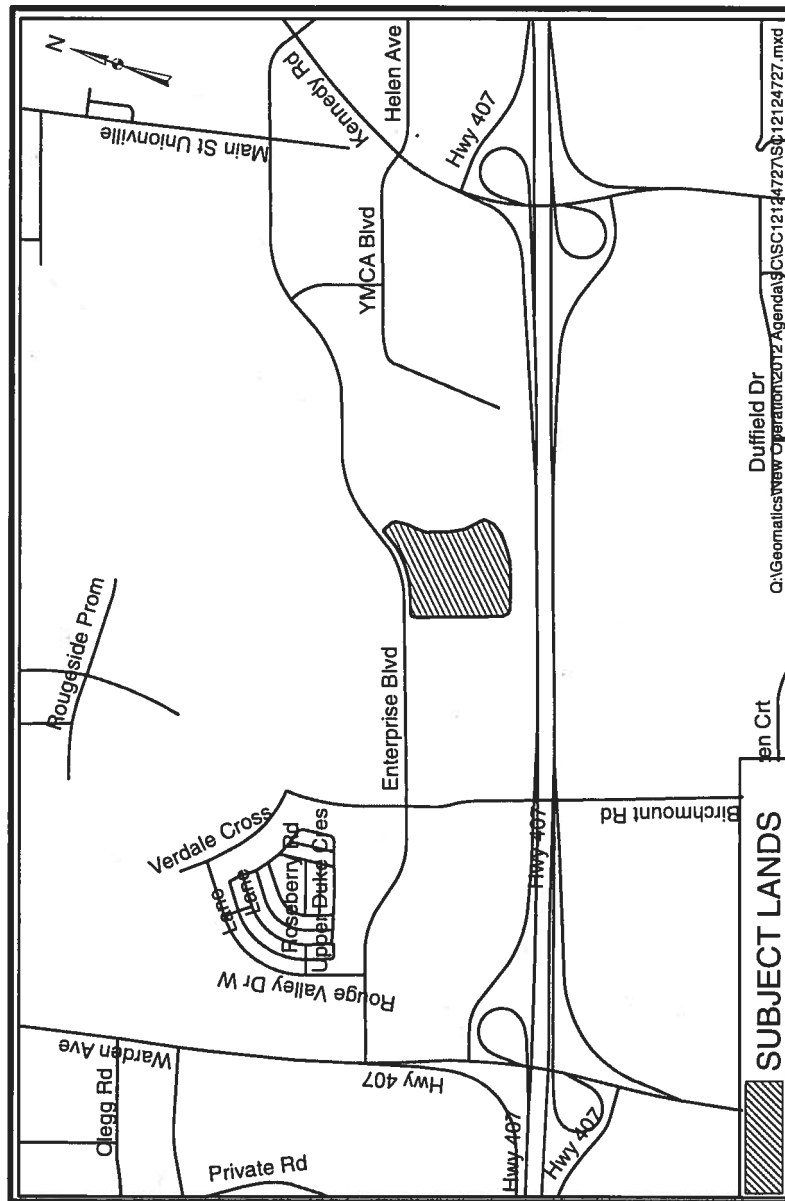
1. That prior to final Site Plan Approval, the Owner shall submit final drawings including, but not limited to, site plans (which include transformer locations, freestanding and building mounted service elements [including Siamese connections], and provide for bike parking) and elevation drawings, floor plans, screening of mechanical equipment, an underground parking layout plan, grading, servicing and engineering drawings that comply with all requirements of the City and authorized public agencies, to the satisfaction of the Commissioner of Development Services. The final plans shall incorporate appropriate Fatal Light Awareness Programme (FLAP) components, to the satisfaction of the Commissioner of Development Services;
2. That prior to final Site Plan Approval the Owner shall submit a Landscape Plan and Streetscape Plan, including a detailed lighting submission, prepared by a Landscape Architect, having O.A.L.A. membership for approval by the Commissioner of Development Services. This plan shall include details of landscape and hard surface materials, street furniture, way-finding, enhanced walkway connections, lighting details, internal and external pedestrian routes to parking lots and transit terminal and facilities to the satisfaction of the Commissioner of Development Services;
3. That the Owner enter into a Development Agreement(s) with the City for the design, construction, and maintenance of all external municipal services, road improvements, and other infrastructure necessary to support the Site Plan, including but not limited to:
 - Provision for the construction of local roads in 2014/15 including the dedication of the right-of-ways, free of cost and encumbrances, to the satisfaction of the Director of Engineering,
 - EA approval, design, property acquisition, agency approvals, construction of external roads and intersection improvements, and ramp extensions, as outlined in the Engineering staff report dated October 9, 2012, in accordance with a financial framework to be approved by Council,
 - Provision for the up-front funding of external works which may require a development charge credit component,
 - Stipulation that if during construction of any buildings or infrastructure within the project (Site Plan and External Works) contaminated soils are discovered on the applicants lands, the Owner shall submit a further remedial action plan to the City for peer review and concurrence prior to carrying out the clean up, to the satisfaction of the Director of Engineering
 - Conveyance of right-of-ways and easements as required, free of costs and encumbrances to the satisfaction of the City Solicitor.

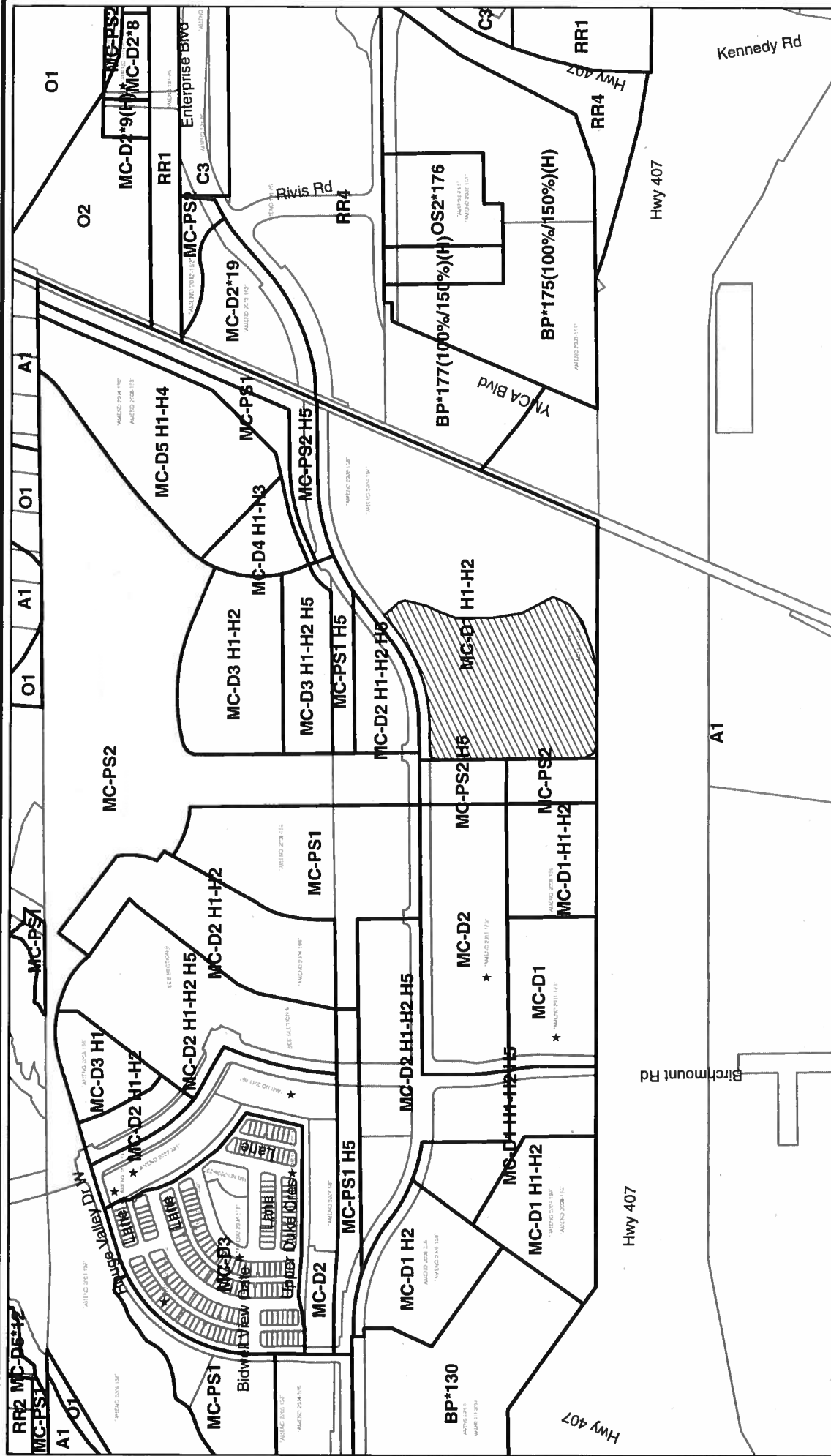
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4. That the Owner enter into a Site Plan Agreement with the City, containing all standard and special provisions and requirements of the City and other public agencies, including payment by the Owner of all applicable fees, recoveries, cash-in-lieu of parkland and development charges, in accordance with a financial framework to be approved by Council, prior to final site plan approval;
 5. That the location, size and construction of all refuse storage areas and recycling facilities, and arrangements for waste collection, be to the satisfaction of Markham Waste Management Department;
 6. That provision for Fire Routes, yard hydrants, Siamese connections and other emergency access requirements be to the satisfaction of the Fire Department;
 7. That provision for snow removal and storage, and sidewalk maintenance, be to the satisfaction of the General Manager of Operations and Director of Engineering;
 8. That the Owner provide and implement detailed Grading/Drainage, Servicing and Stormwater Management plans, to the satisfaction of the Director of Engineering and TRCA, including provision of adequate on-site stormwater storage;
 9. That the Owner confirm that there are no shoring tie-back encroachment into the City's existing or future right of ways or alternatively enter into an appropriate encroachment agreement, and confirm the proposed property limits between private and public roads within the plan to the satisfaction of the Director of Engineering;
 10. That final approval of the Servicing Report and MESP for the area is subject to approval by the Director of Engineering and TRCA prior to commencement of municipal servicing (roads, storm sewers);
 11. That the Owner submit detailed engineering drawings showing the design of water distribution, sanitary/storm sewers, SWM facilities, bioswales, and road network in conformity with the approved Servicing Report and Transportation Study prior to construction of municipal services or execution of Site Plan Agreement or Pre-servicing Agreement, whichever is earlier;
 12. That the Owner is responsible to obtain all approvals from the City and other approving agencies having jurisdiction and pay for all engineering fees, permit fees associated with approvals, etc. for the design, approvals, construction, and maintenance of all municipal and other applicable services, in accordance with a financial framework to be approved by Council;
 13. That the Owner provide Composite Utility Plans showing how the site is to be serviced by various public utilities including Markham District Energy;

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14. That the road cross-sections including cycling and pedestrian facilities are to be subject to review and approval by the Director of Engineering and Director of Planning and Urban Design, prior to commencement of municipal servicing (roads, storm sewers);
 15. That the Owner comply with all requirements of the City and authorized public agencies, including MTO/407 ETR, VIVA/YRT, and the Region of York to the satisfaction of the Commissioner of Development Services.
 16. That the Owner comply with all requirements of the TRCA, to the satisfaction of the Commissioner of Development Services;
 17. That the Owner submit the following studies to the satisfaction of the Director of Engineering and TRCA:
 - Slope stability analysis for Tributary 4 east slope under different loading conditions imposed by East Valley Drive;
 - Geotechnical Report for municipal infrastructure design and construction prior to servicing of both the external and internal areas;
 - Erosion and sediment control plans and the Owner shall implement such controls prior to proceeding with any work on site. Erosion and Sediment Control Plans will be required to be submitted by the Owner and accepted by the City prior to stripping or removing of any topsoil from the site.
 - Hydrogeological Investigation Report to address construction dewatering and any permanent lowering of the groundwater level
 18. That prior to any land conveyance to the City, the Owner shall:
 - Submit Phase 1 ESA report prepared by a Qualified Professional in accordance with the Record of Site Condition Regulation (O. Reg. 153/04) describing the current conditions of the land to be conveyed to the City and any proposed remedial action plan, for peer review and concurrence.
 - At the completion of any necessary site remediation process, submit certification from a Qualified Professional that the necessary clean up has been carried out and that the land to be conveyed to the City meets the Site Condition Standards of the intended land use.
 - File a Record of Site Condition on the Provincial Environmental Site Registry for the land to be conveyed to the City.
 - Pay all costs and fees associated with the City retaining a third-party reviewer for the peer review service as per the City fee By-law.
 19. That the Owner co-ordinate the approval and execute necessary agreements with the City, various Transit Agencies and property owners for pedestrian connections, including provision for the funding and construction, operation and maintenance of the proposed pedestrian tunnel/bridge and required pedestrian facilities, in accordance with a financial framework to be approved by Council.

-
20. That the Owner designate pedestrian routes and construct sidewalks with sufficient width to accommodate special events in accordance with the Transportation Study and a financial framework to be approved by Council, to the satisfaction of the Commissioner of Development Services.
 21. That the Owner enter into required agreements with the City, Metrolinx, VIVA and the Applicant for the provision and funding of special event transit services and related requirements (marketing), in accordance with a financial framework to be approved by Council.
 22. That the Owner enter into agreement(s) with the City and Applicant pertaining to the provision of parking (both interim surface and ultimate structured parking), parking fees, maintenance and operation.
 23. That the Owner shall enter into agreement(s) with Metrolinx, City, Applicant and Private Property Owners for the use of offsite facilities and assessment of parking fees.
 24. That the Owner enter into an agreement with the City and Applicant for the approval and implementation of a Traffic Management Plan including the provision in the agreement for monitoring and adjustment.
 25. That the Owner provide cycling facilities on the abutting road network and finalize on-site facilities to the satisfaction of the Director of Engineering (nearby streets with cycling facilities include Birchmount Road, Frontage Street, East Valley Drive, and the future Simcoe Promenade/VIVA rapidway corridor).
 26. That the Owner provide and implement a TDM plan to the satisfaction of the Director of Engineering, which clearly identifies measures to promote alternative modes to the single occupant vehicle. The TDM Plan shall be binding on future Tenants/Operators of the development and be updated as required by the City and York Region.
 27. That prior to final site plan approval the Owner respond to comments made by the Markham Centre Advisory and provide and implement a comprehensive Green Infrastructure plan, including LEED certification or equivalent, and connections to the Markham District Energy network, to the satisfaction of the Commissioner of Development Services;
 28. That prior to final site plan approval, the Owner provide a release from the Trustee for the Markham Centre Landowners Group confirming that the Owner has met their financial obligations to the Group with respect to these lands;
 29. That should the Owner participate in the enhanced hoarding programme, the Mayor and Clerk be authorized to enter into a Hoarding Agreement with the Owner;

30. That the Owner continue to work with staff on an appropriate public art component for this project, to the satisfaction of the Commissioner of Development Services in consultation with the Director of Culture;
31. That the Owner execute a Community Access Agreement to the satisfaction of the CAO, Commissioner of Community and Fire Services and City Solicitor;
32. That site plan approval is conditional on Council approving a financial model and implementing agreements for the funding and operation of the arena and delivery of associated infrastructure;
33. That this endorsement shall lapse and site plan approval will not be issued after a period of three years commencing November, 2012, in the event that the site plan agreement is not executed within that period.





AREA CONTEXT / ZONING

**APPLICANT: GTA CENTRE L.P. ON BEHALF OF THE REMINGTON GROUP
MARKHAM SPORTS, ENTERTAINMENT & CULTURAL CENTRE
311 ENTERPRISE BOULEVARD**

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MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By: CPW

Checked By: RK

DATE: 10/15/2012

FIGURE No. 2



AIR PHOTO

APPLICANT: GTA CENTRE L.P. ON BEHALF OF THE REMINGTON GROUP
 MARKHAM SPORTS, ENTERTAINMENT & CULTURAL CENTRE
 311 ENTERPRISE BOULEVARD

FILE No. SC. 12124727 (RK)

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Drawn By: CPW

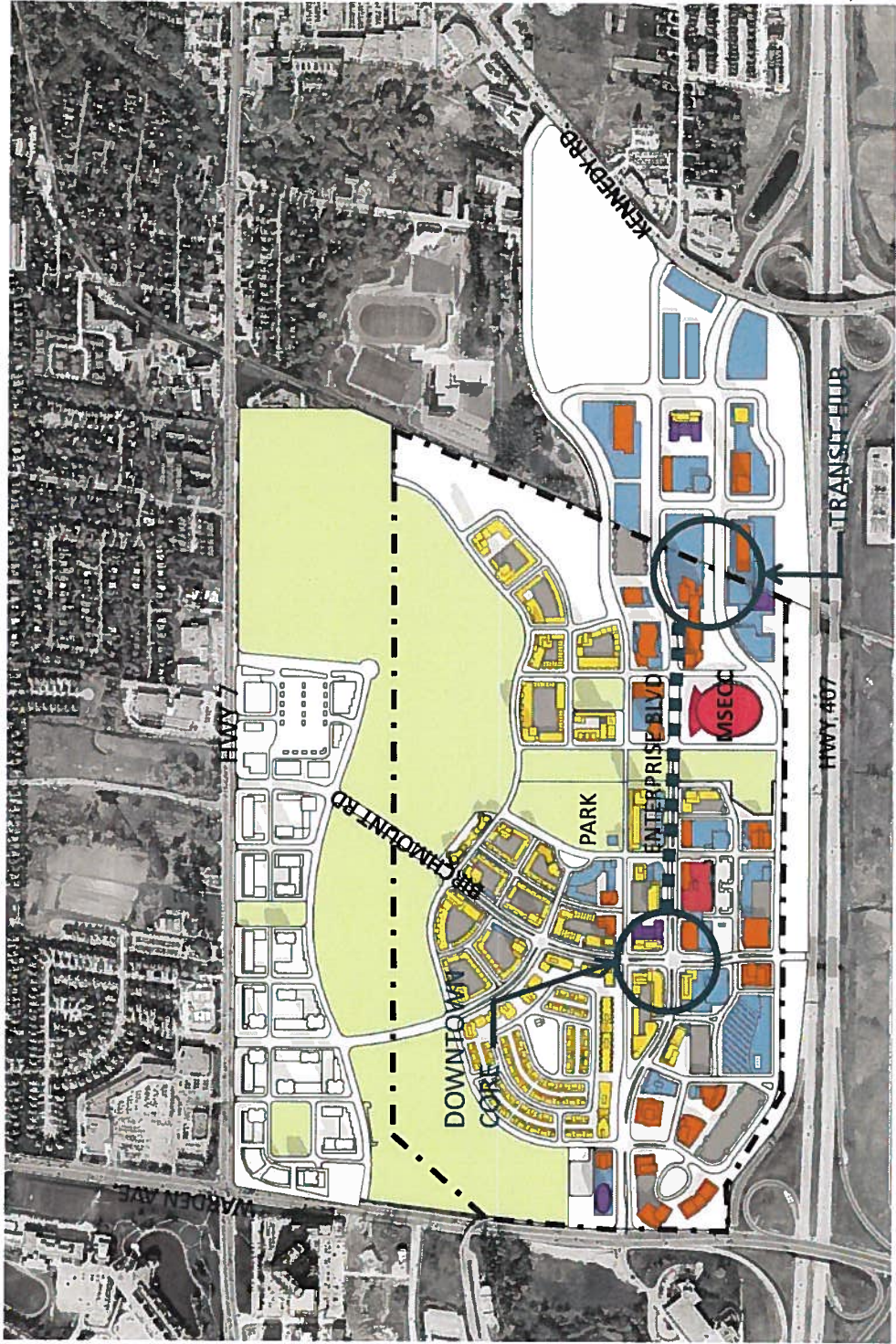
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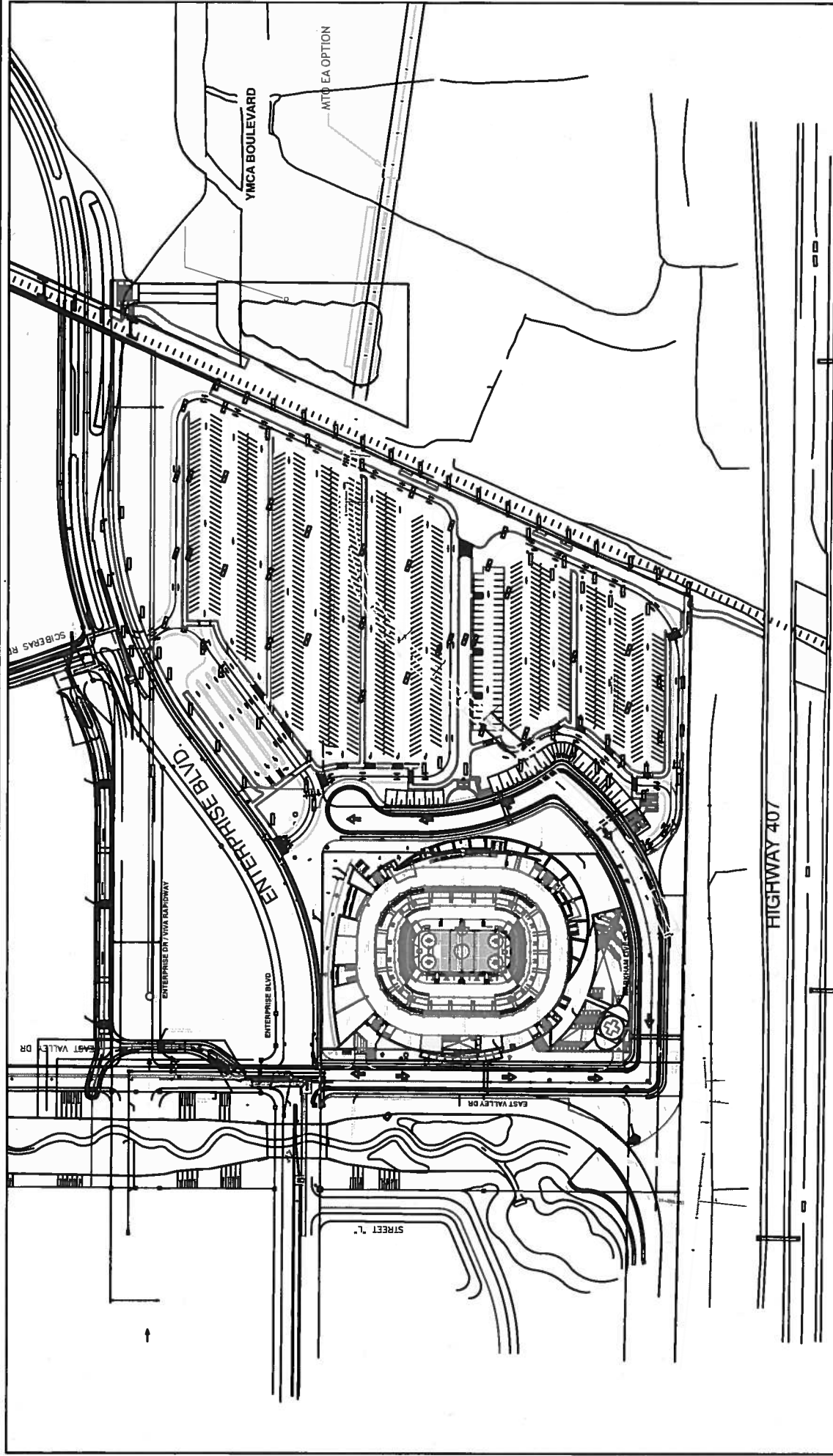
 SUBJECT LANDS

DATE: 10/15/2012

FIGURE No. 3

Figure 4: Downtown Markham Project Context





SITE PLAN

APPLICANT: GTA CENTRE L.P. ON BEHALF OF THE REMINGTON GROUP
 MARKHAM SPORTS, ENTERTAINMENT & CULTURAL CENTRE
 311 ENTERPRISE BOULEVARD

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DEVELOPMENT SERVICES COMMISSION

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DATE: 10/15/2012

FIGURE No. 6

Figure 7: Schematic Massing View

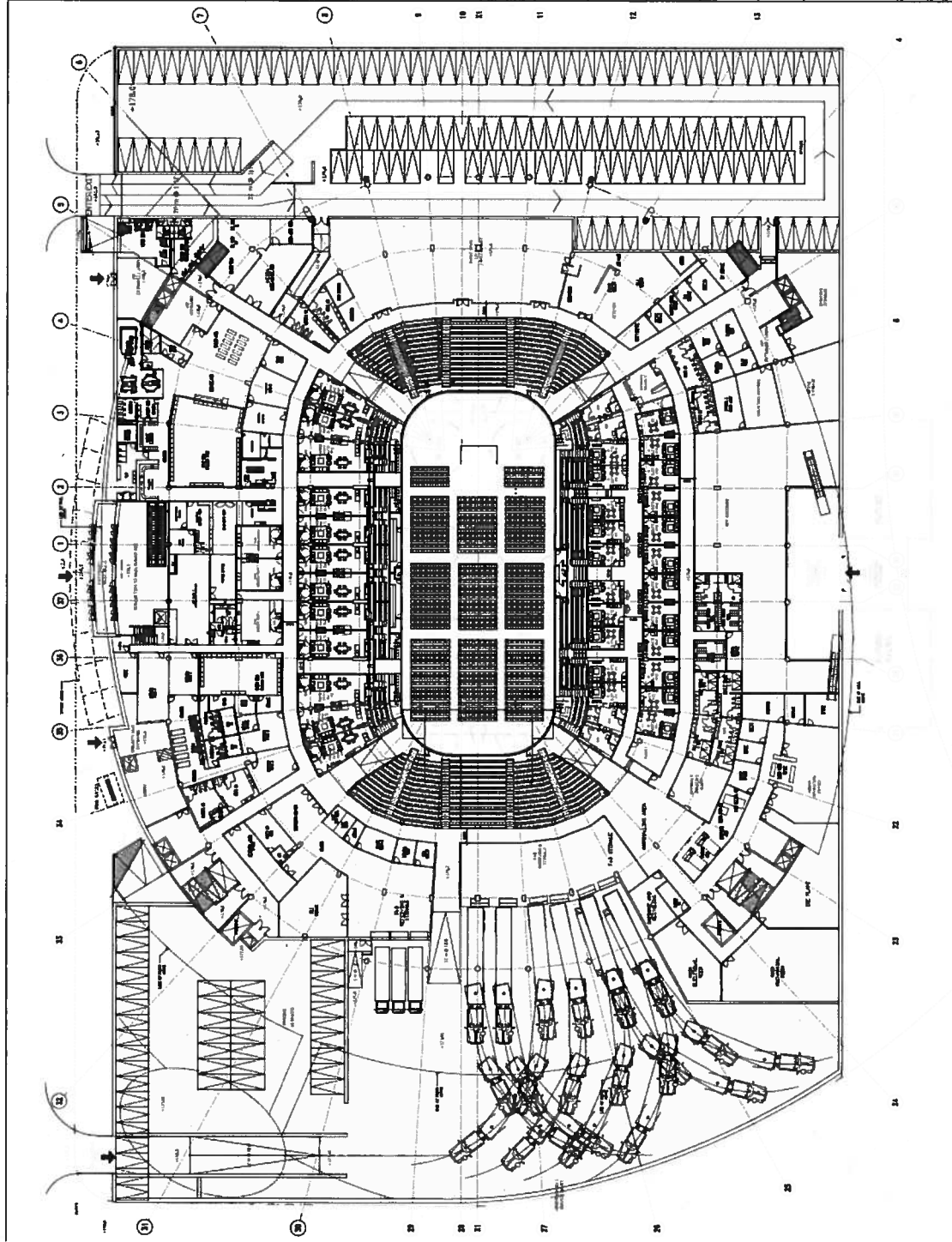


AERIAL VIEW DOWNTOWN MARKHAM

**DOWNTOWN
MARKHAM**



Quadrangle
Architects



EVENT LEVEL PLAN

APPLICANT: GTA CENTRE L.P. ON BEHALF OF THE REMINGTON GROUP
 MARKHAM SPORTS, ENTERTAINMENT & CULTURAL CENTRE
 311 ENTERPRISE BOULEVARD

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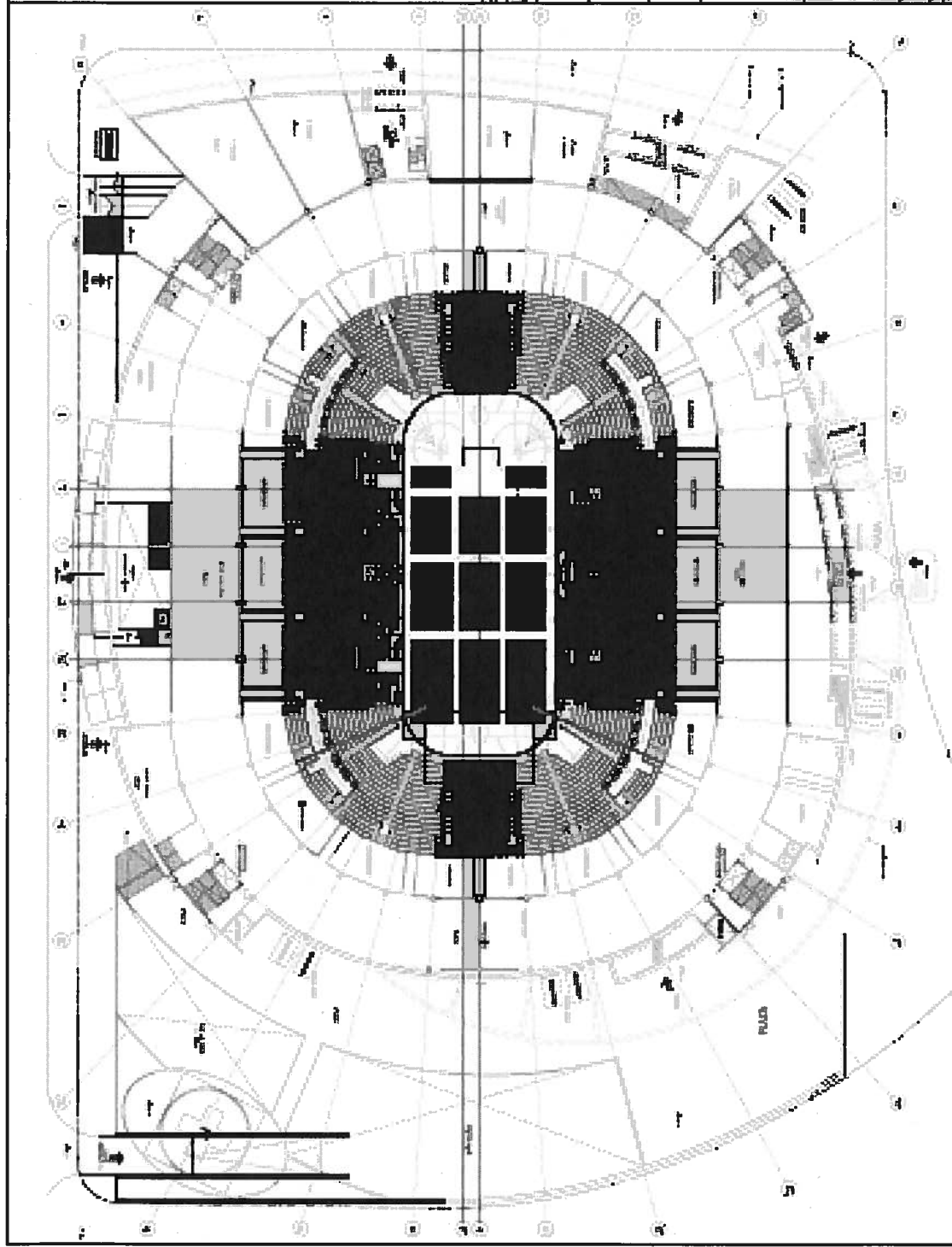
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Checked By: RK

DATE: 10/15/2012

FIGURE No.8



MAIN CONCOURSE LEVEL PLAN

APPLICANT: GTA CENTRE L.P. ON BEHALF OF THE REMINGTON GROUP
 MARKHAM SPORTS, ENTERTAINMENT & CULTURAL CENTRE
 311 ENTERPRISE BOULEVARD

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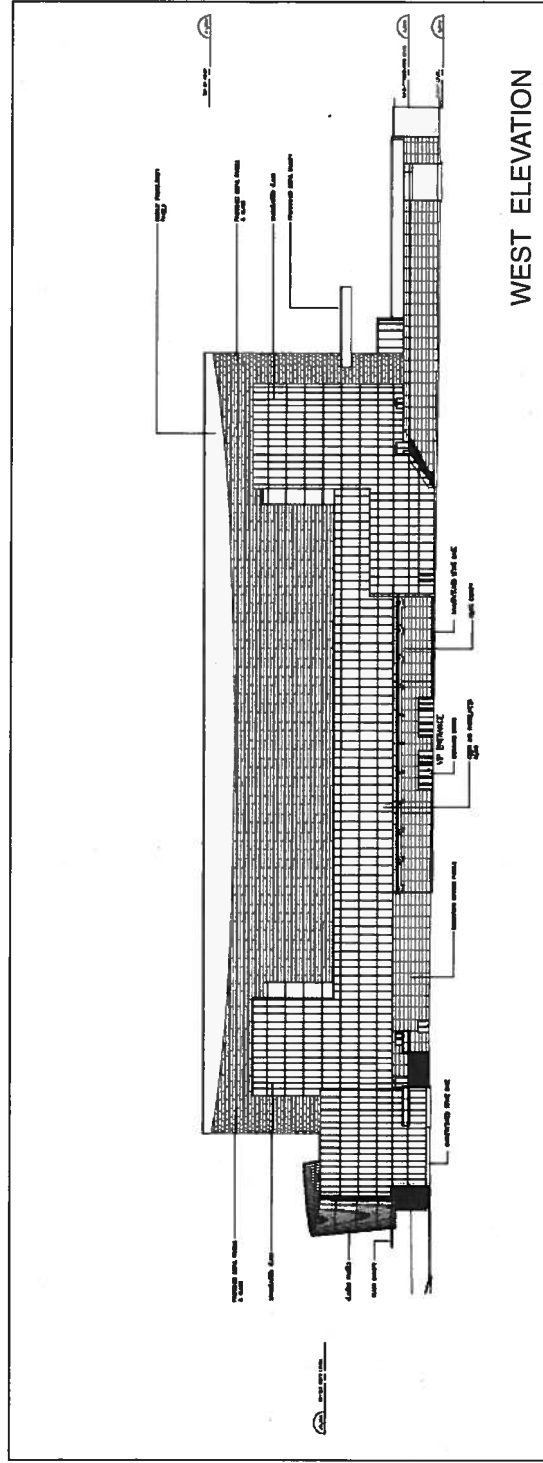
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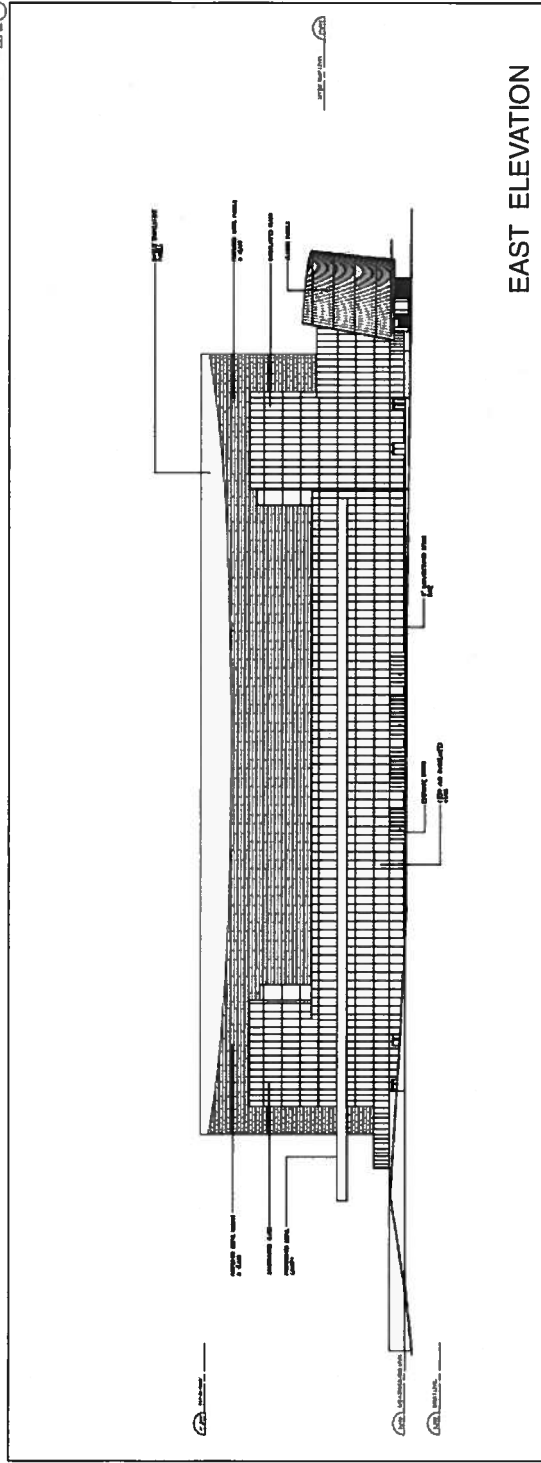
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FIGURE No.9



WEST ELEVATION



EAST ELEVATION

ELEVATIONS (EAST & WEST)

APPLICANT: GTA CENTRE L.P. ON BEHALF OF THE REMINGTON GROUP
MARKHAM SPORTS, ENTERTAINMENT & CULTURAL CENTRE
311 ENTERPRISE BOULEVARD

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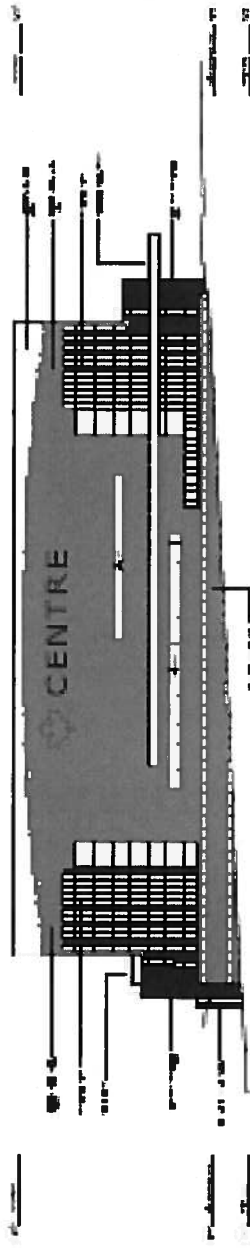
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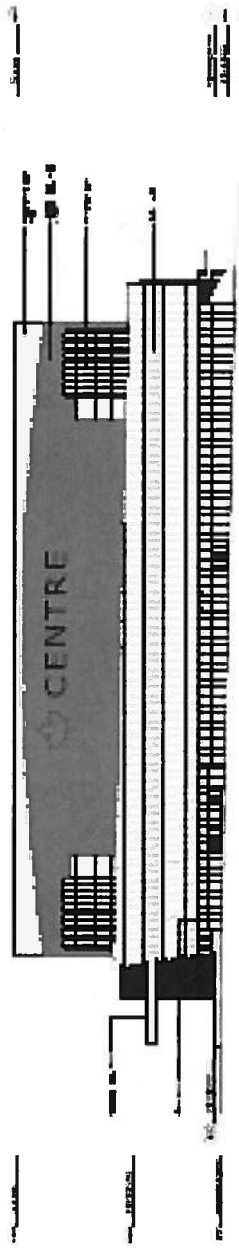
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DATE: 10/15/2012

FIGURE No.10



SOUTH ELEVATION



NORTH ELEVATION

ELEVATIONS (NORTH & SOUTH)

APPLICANT: GTA CENTRE L.P. ON BEHALF OF THE REMINGTON GROUP
MARKHAM SPORTS, ENTERTAINMENT & CULTURAL CENTRE
311 ENTERPRISE BOULEVARD

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Figure 12: Rendering



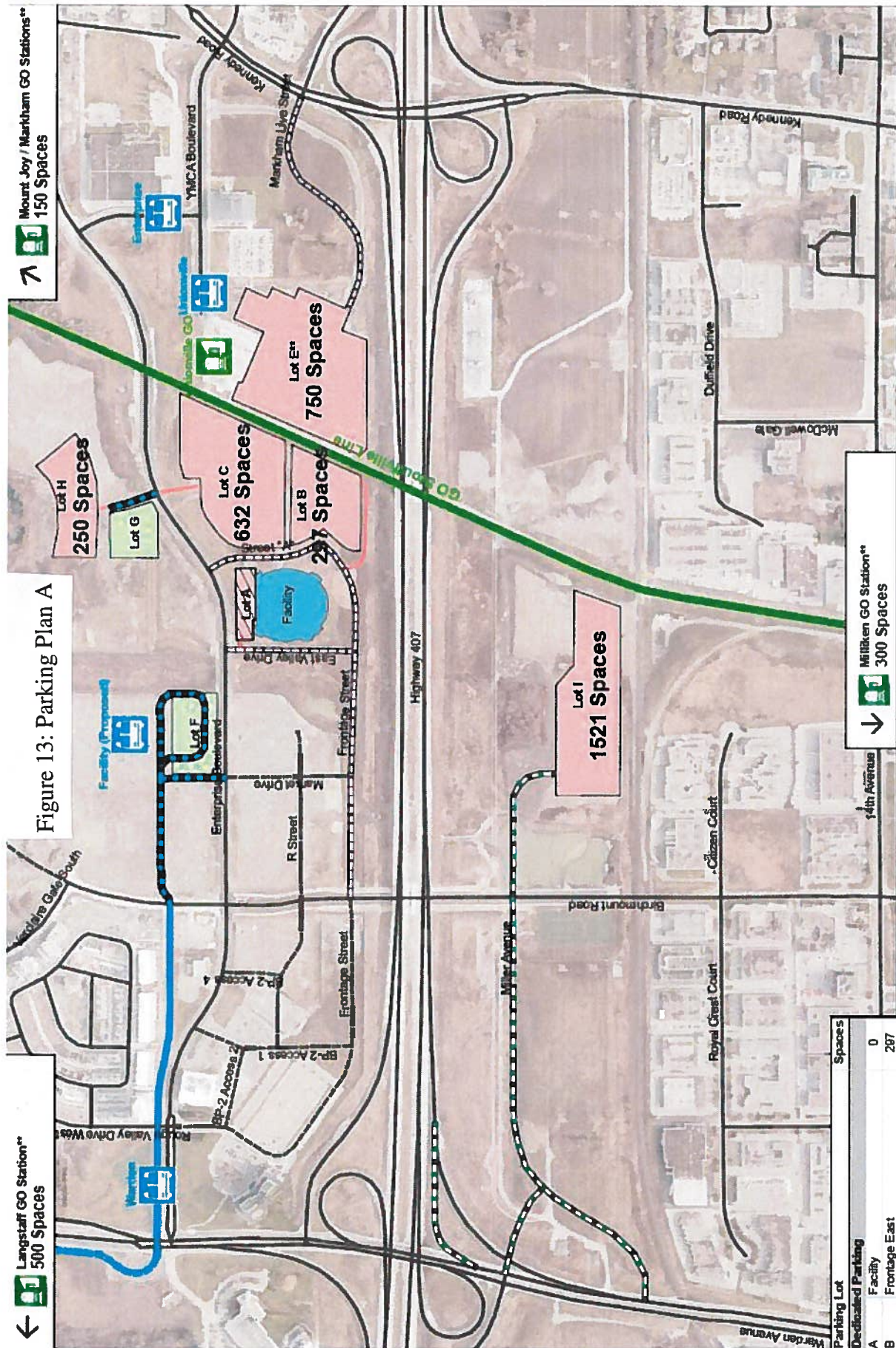


Figure 13: Parking Plan A

Legend

- MSECC Facility** (Blue square)
- Parking**
 - Parking Lots (Pink square)
 - On-site Parking (Hatched square)
 - Transit Facility (Green square)
 - Parking Lot Accesses (Red line)
- Transit**
 - GO Station (Green bus icon)
 - GO Rail Line (Green line)
 - Planned by 2014 (Blue line)
 - Existing (Black line)
 - Bus Accessways (Dashed black line)
- Viva**
 - Viva Station (Blue bus icon)
 - Existing (Blue line)
 - Planned by 2014 (Blue line)
 - Bus Accessways (Dashed black line)
- Roads Required for Facility**
 - Required Roads for Facility (Thick black line)
 - Preferred Roads for Facility (Thin black line)
 - Roads Planned by 2014 (Dashed black line)
 - Existing Roads (Thin black line)

Note: ** Use of this lot subject to further discussion with GO Transit.

Parking Lot	Spaces
Dedicated Parking	
A Facility	0
B Frontage East	287
C Enterprise	632
H Seiberras	250
I Miller	1,521
Subtotal	2,700
Shared Parking in Markham Centre	
E Unionville GO Station	750
Subtotal	750
Shared Parking outside Markham Centre	
J Langstaff GO Station	500
K Milliken GO Station	300
L Mount Joy GO Station	150
Subtotal	950
TOTAL	4,400

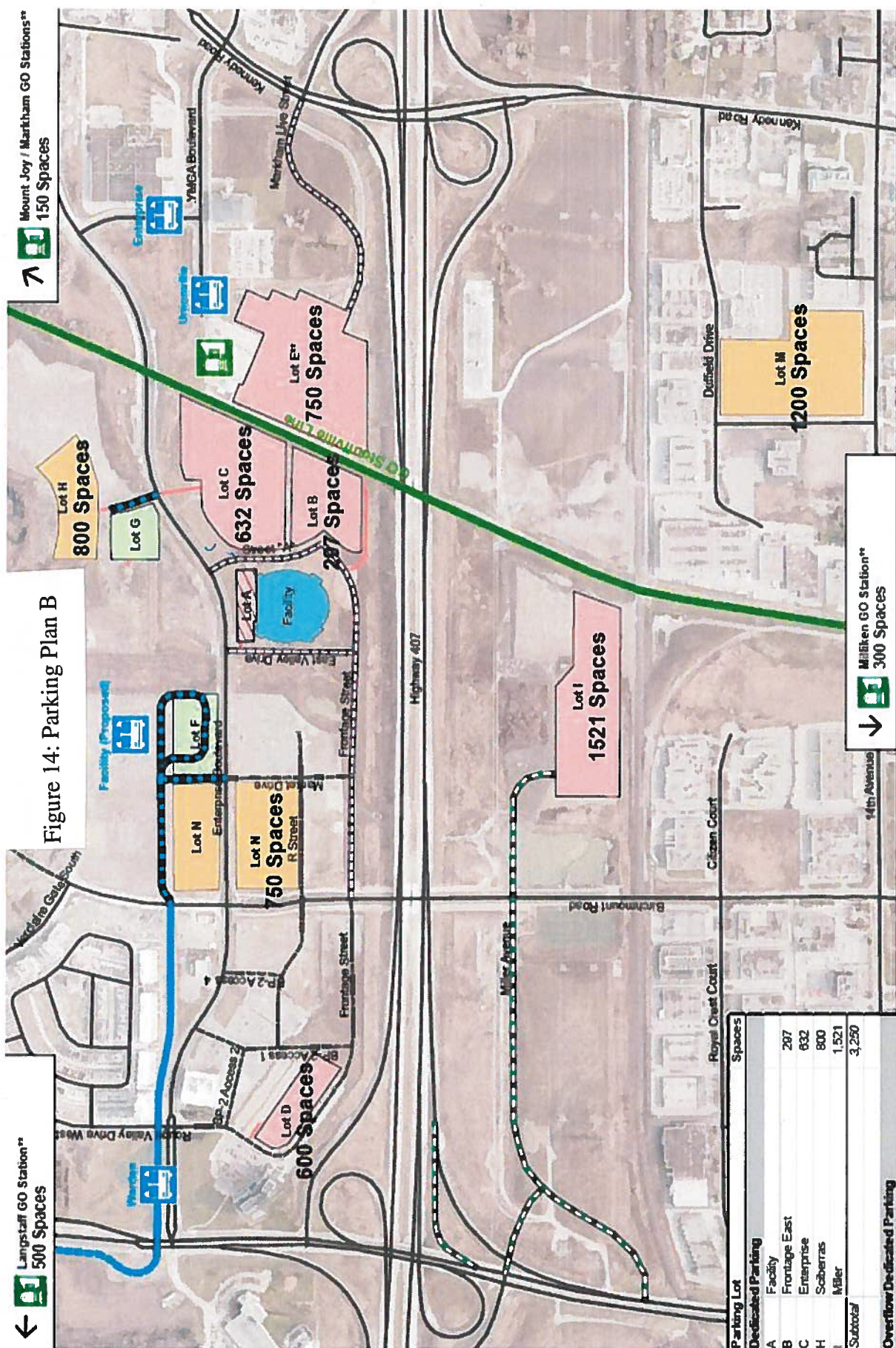


Figure 14: Parking Plan B

Legend

- MSECC Facility
- Parking
- Parking Lots
- On-site Parking
- Parking Lots - Different from Preferred Parking Plan
- Transit Facility
- Parking Lot Accesses

Transit

- GO Station (Unionville)
- GO Rail Line

Viva

- Viva Station

Roads Required for Facility

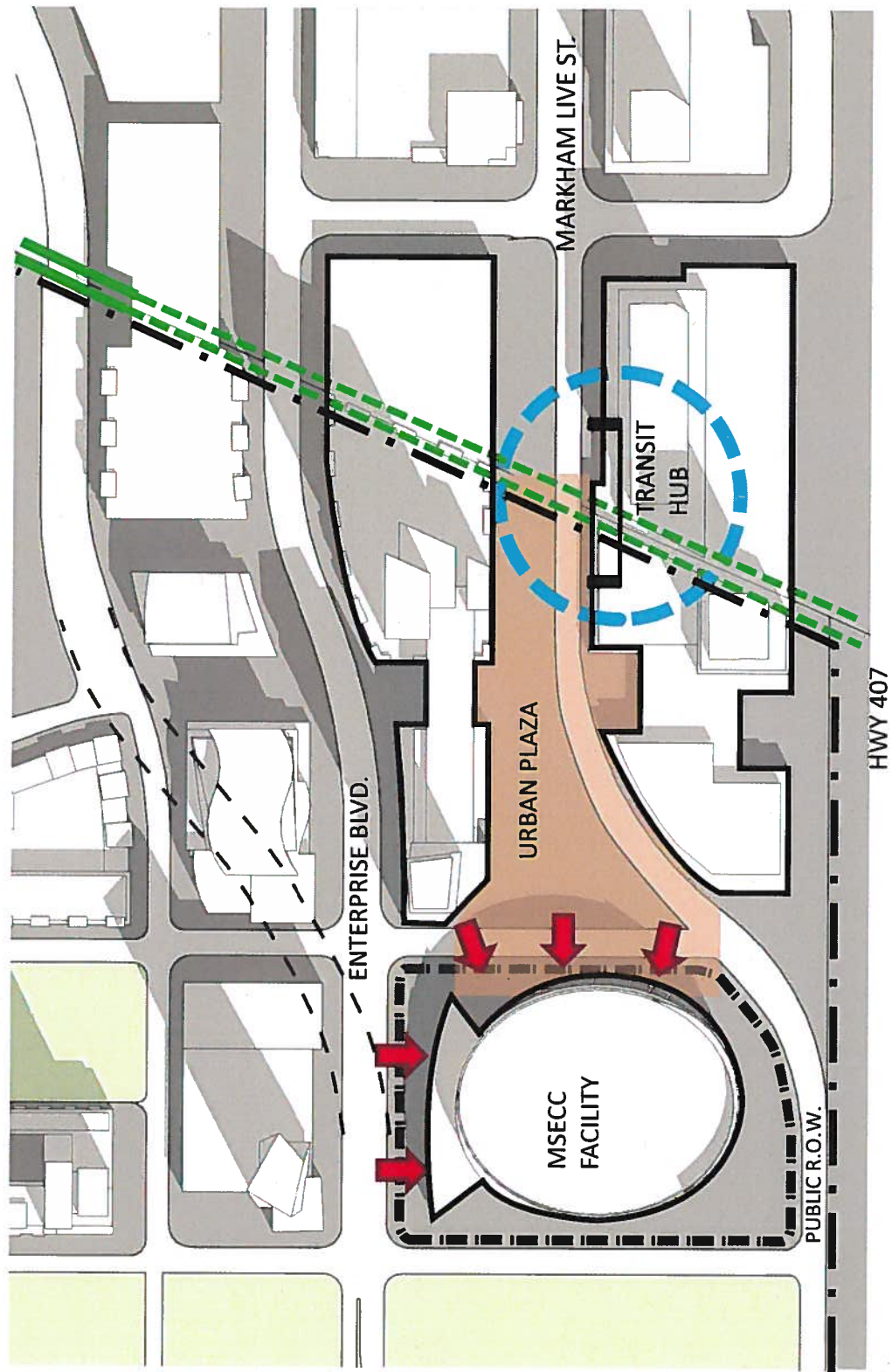
- Required Roads for Facility
- Preferred Roads for Facility
- Roads Planned by 2014
- Existing Roads
- Bus Accessways

Scale: 0 90 180 360 Metres

Parking Lot	Spaces
Dedicated Parking	
A Facility	207
B Frontage East	632
C Enterprise	800
D Soberras	1,521
E Miller	3,250
Subtotal	
Overflow Dedicated Parking	
M Fourteenth Avenue (Near Crystal Palace)	1,200
Subtotal	1,200
Shared Parking in Marikhan Centre	
D Frontage West (Near Worley/Parsons)	600
E Unionville GO Station	750
N Enterprise West (Buildings J, K, L & M)	750
Subtotal	2,100
Shared Parking outside Marikhan Centre	
J Langstaff GO Station	500
K Milliken GO Station	300
L Mount Joy GO Station	150
Subtotal	950
TOTAL	7,500

Note: ** Use of this lot subject to further discussion with GO Transit.

Figure 15: Long Term Demonstration Plan



FUTURE FULL BUILD OUT

