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SHERIDAN NURSERIES PRECINCT PLAN

APPENDIX A



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1.0 INTRODUCTION

1.1 Location and Context

The lands owned by Sheridan Nurseries Limited are designated Commercial in the City's Official Plan and are further designated "Community Amenity Area - General" in the Markham Centre Secondary Plan (OPA 21).

The new Draft Official Plan identifies the property as being within an "Intensification Area" and within a "Regional Centre". The majority of this property is designated "Mixed Use High Rise" and as such is a priority for the highest level of intense development in Markham. Buildings are to have a minimum of 4 and a maximum of 25 storeys and density is generally to be within a range of 2.5 to 3.5 FSI. There is a band of "Mixed Use Mid-Rise" designation adjacent to Highway 7 with the same range of uses but with maximum heights set at 12 storeys and a maximum density in the range of 3.0 FSI.

The subject property is 4.32 ha (10.7 acres) in size on the south side of Highway 7 east of Village Parkway/Birchmount Road. It is immediately east and adjoins the Times Uptown Square Shopping Centre.

This site is situated adjacent to and outside of Precinct 5 (now being developed by Times Group) and as such was not included in the Markham Centre North Precinct Plan. However, since that time, Sheridan has reconfigured their lands holdings by purchasing developable lands to the east (Rutherford) and selling lands along the Rouge Valley to the City for a storm water pond in order to facilitate the longer term planning and design required to integrate into Markham Centre.



1.2 Purpose of this Study

To this end it is the general policy of the City of Markham (and one reinforced in the new proposed City Official Plan) to require lands seeking development approval to prepare a Precinct Plan to adequately examine the placement of streets, blocks for development, land uses, parkland, and types, heights and locations of all future buildings.

Therefore, Sheridan, as part of their approval for a Plan of Subdivision and Zoning By-law, has assembled a team of professionals to prepare this Precinct Plan as an adjunct to the existing Plan prepared for Markham Centre North to the west of this site.





2.0 URBAN DESIGN PRINCIPLES

The Sheridan Precinct Plan is based on a number of key urban design principles which tie it seamlessly to the Markham Center North Precinct Plan. Among these are:

- the preservation and enhancement of the Rouge River Valley system;
- maintaining vistas through the development site to the Rouge and encouraging pedestrian and non-vehicular traffic;
- the extension easterly of Rougeside Promenade from the Times Uptown Development as a major collector road that can be connected further east in the future at Sciberras Road;
- the extension of the Times Uptown block and vehicular circulation pattern;
- the extension of the pattern of development as established by Times Uptown;
- the provision of active building frontages oriented towards open space;
- the establishment of pedestrian links that connect existing communities to future parkland;
- the protection and/or enhancement of existing environmental features; and
- the discrete location of delivery/garbage services and parking access away from active building frontages and open spaces.

3.0 SUSTAINABILITY

This Plan builds upon preceding work in Markham Centre with a focus on further strengthening the foundation for sustainable development. This includes efforts that both safeguard and enhance environmental systems, contribute to the development of healthy communities, and maintain a strong and healthy economy.

3.1 Complete Community

When fully realized, the Sheridan Precinct will be comprised of compact urban development, and include a mix of housing and jobs. Development will place an emphasis on walking, cycling and convenient access to public transit. It will also preserve and enhance the existing natural environment and contribute to the City's cultural heritage.

3.2 Increasing Mobility Options

The focus of the redevelopment of the Sheridan lands will be on creating walkable tree-lined streets that also are safe and accommodating for pedestrians and cyclists alike. The streets will provide the framework for both building and open space parcels. Development within the Precinct will implement transportation demand management strategies that encourage viable options for all users, including pedestrians, cyclists and, where applicable, transit users. The planning and design of streets will play a significant role in accommodating all users with a focus on street activity rather than vehicular use.

3.3 LEED Standards in Building Development

Performance measures for Markham Centre have been adopted by Council and appended to the Markham Centre Secondary Plan (OPA 21). A key component of these guidelines is LEED NC (Leadership in Energy and Environmental Design, New Construction) and the expectation that future buildings will achieve a high standard of quality and energy efficiency. LEED is a points-based system that is the generally accepted standard for measuring a building's ability to conform to established sustainability benchmarks. Development within the Sheridan Precinct will confirm Markham Centre's performance measures by achieving a minimum of LEED Silver certification.

3.4 Bird Friendly Guidelines

In order to minimize the occurrence of bird collisions with buildings all development within the Precinct shall incorporate best practice measures as detailed in the City's Bird-friendly Guidelines, as updated periodically.

3.5 Dark Sky Guidelines

Development within the Sheridan Precinct will strive to reduce the negative impacts of lighting on the night-time environment. To this end future development will adhere to the City's dark-sky guidelines, as amended from time to time.

4.0 THE SHERIDAN PRECINCT PLAN

It is the intention here to show how this Precinct Plan has been developed and crafted to maintain the principles established in the Markham Centre Secondary Plan approved by the Town of Markham in 1994 and finally approved by the OMB in 1997; the more recently adopted Markham Centre North Precinct Plan prepared by Times Group (2009); and the most recently proposed City Official Plan, not yet adopted by Council.

Although Sheridan, unlike Times, is not proposing to develop these lands; it was deemed prudent to prepare exhaustive plans and studies to support a Draft Plan of Subdivision and Rezoning in order that the development could be properly analyzed within the context of the rapidly growing Markham Centre and that the appropriate blocks, massing, density ranges, streets, parklands and open space could be determined well in advance of any possible relocation of the Sheridan operation.



Note: for illustrative purposes only

The configuration of streets, blocks and built-form have been designed to ensure that all future development within the precinct plays a pivotal role in shaping a strong public realm. All future buildings will front on a public street and internal streets and driveways are proposed to be designed to appear and function as public rights-of-way ensuring a strong internal public realm. In addition, the site will see the delivery of a new 1.0 acre public park on its east boundary that will be framed and activated by built-form.

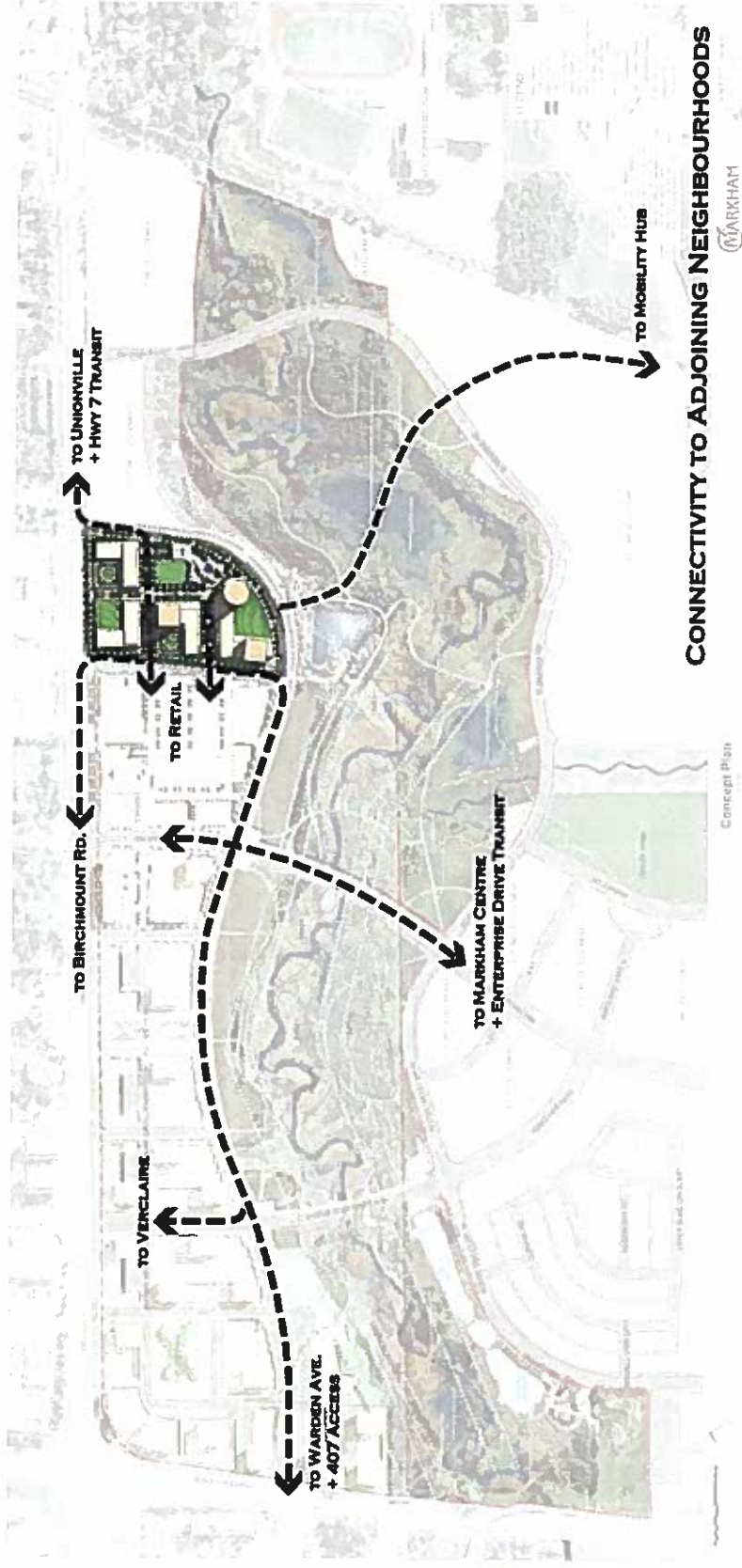
The plan likewise encourages the development of private outdoor amenity spaces including a mid-block north/south pedestrian mall connecting from Highway No. 7 as well as smaller open spaces associated with residential developments.



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5.0 MOVEMENT

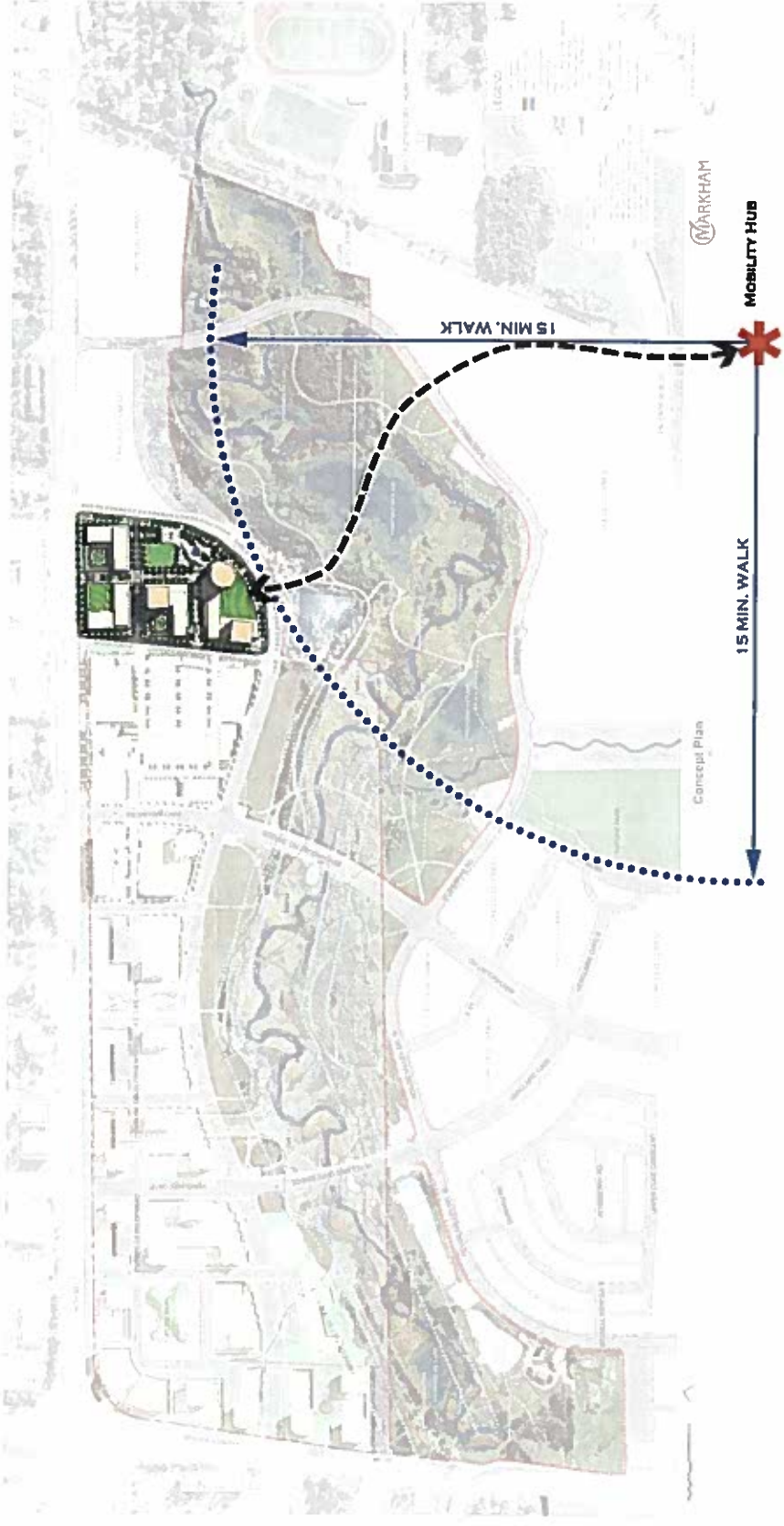
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5.1 Connectivity

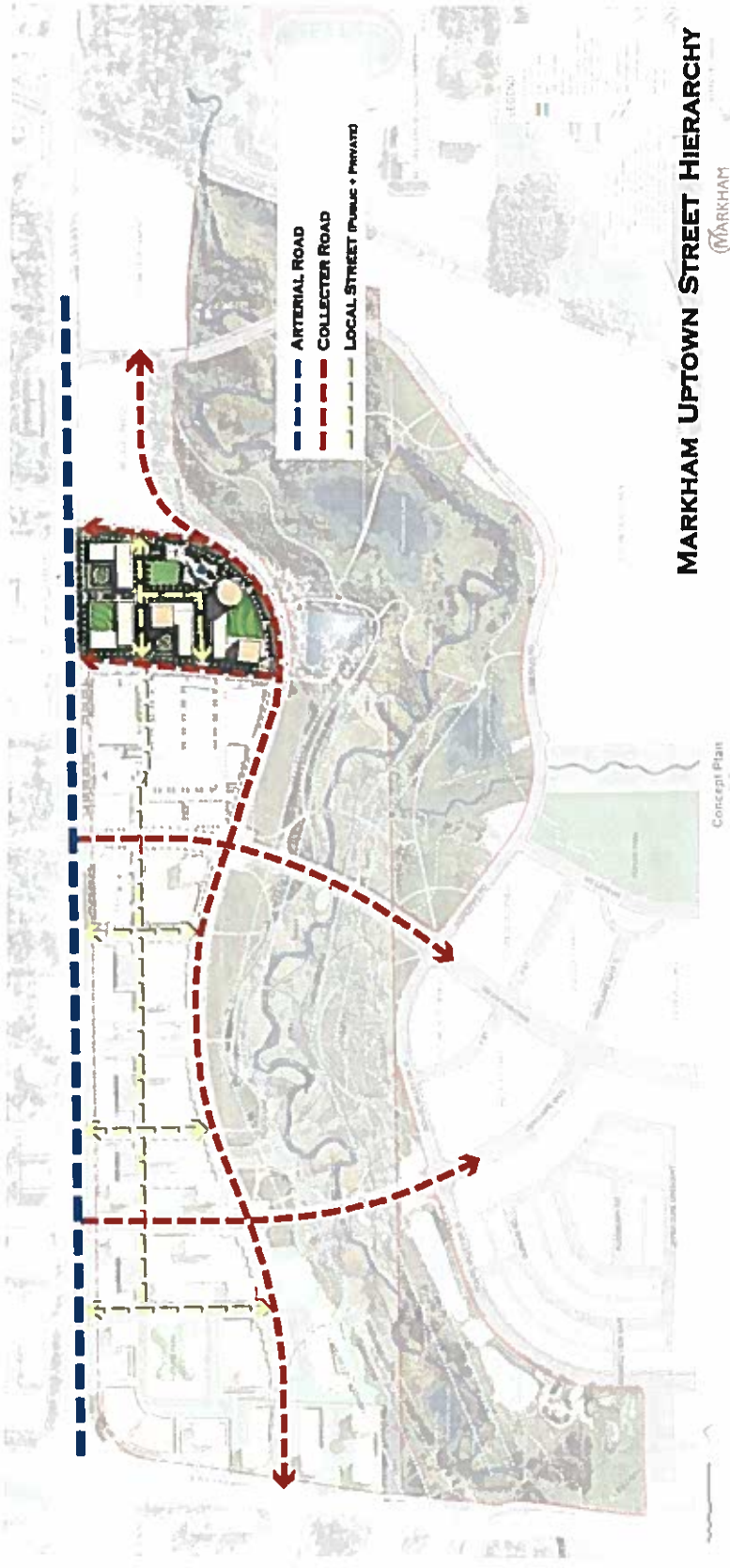
Given that the Sheridan lands are adjacent to the easterly-most block within the Centre North precinct, it benefits directly from pedestrian and vehicular connectivity to Unionville, Highway No. 7 as well as the network of streets, lanes and open spaces within the Centre North precinct as a whole. The block is within less than a 15-minute walk of Birchmount Road, the GO station across the Rouge Valley and the retail and office uses directly to the west. In this regard, the Sheridan lands will offer a unique and highly liveable addition to the Centre North neighbourhood.



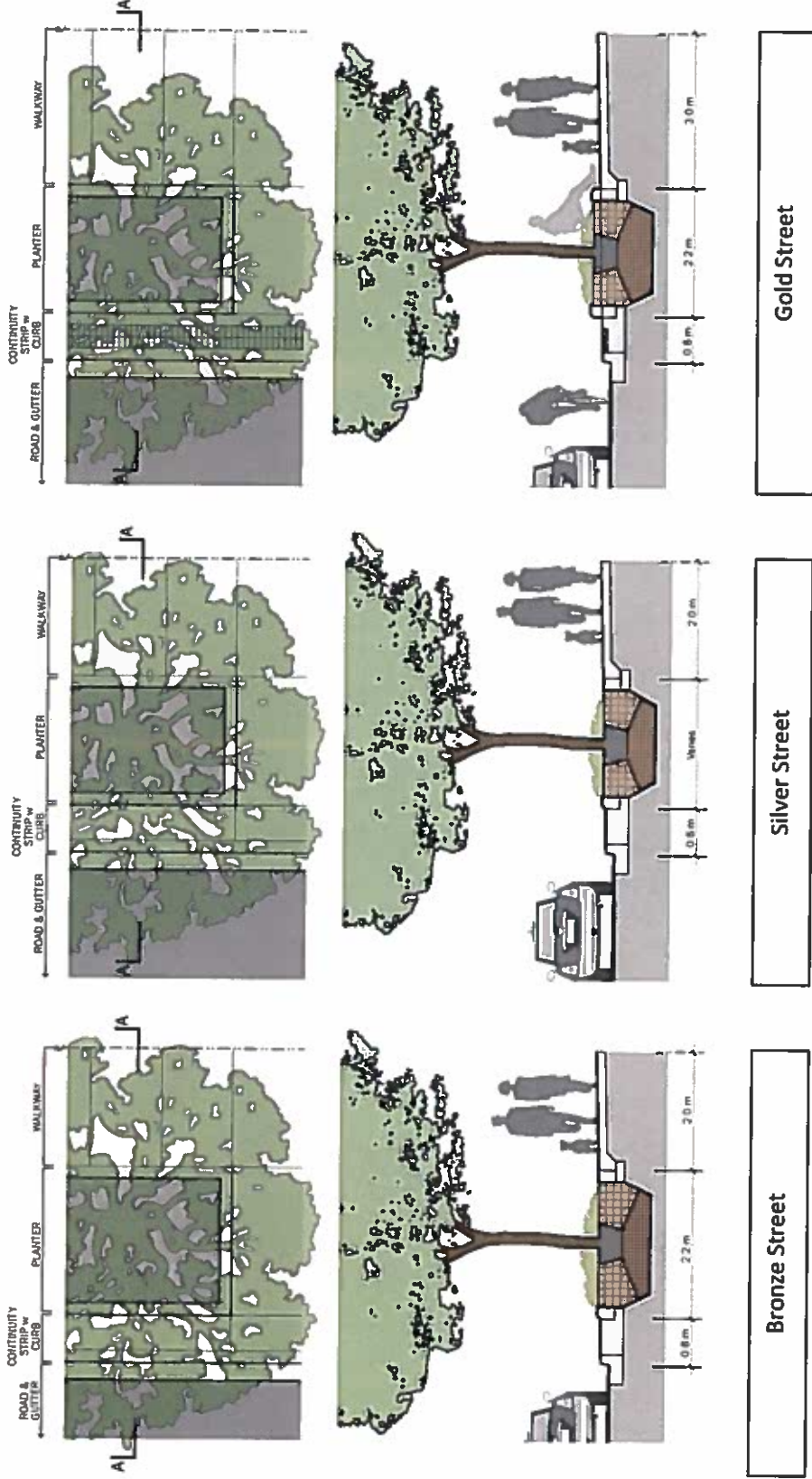


5.2 Street Hierarchy and Character

The Centre North Precinct Plan is comprised of a network of Arterial, Collector and Local streets designed to enhance connectivity across the plan. The Sheridan lands site has been structured so as to reinforce this network of streets. The Sheridan site will front on Highway 7 to the north (arterial), Rougeside Promenade to the south and east (collector) as well as Street 'G' to the west (also a collector).



Streetscape character within the Centre North Precinct and, by extension, within the Sheridan Precinct plan will be determined by the City of Markham *Streetscape Guidelines for Markham Centre*. These guidelines establish boulevard character based on a streetscape hierarchy that includes bronze, silver and gold standards. The only exception to this will be the design of the north/south internal private drive which is being considered as a 'pedestrian first' zone with a high level of landscape finish to reinforce its potential as an extension of the mid-block pedestrian mall extending south from Highway No. 7.



5.3 Vehicular Circulation

It is worth noting that the final alignment of Rougeside Promenade has yet to be finalized and so the Sheridan lands plan brings forward a flexible alignment that would allow it to either extend directly east along the river, or alternatively swing north to form the easterly boundary of our site. As previously stated, internal private streets will be designed to appear and function as local streets within the plan.

5.4 Pedestrian Movement

The network of streets in both the Sheridan Precinct Plan and the Centre North Precinct Plan offer a varied and refined grid of pedestrian walkways connecting built form to retail and commercial uses as well as parks and open spaces within the plan. The Sheridan Precinct Plan benefits in no small measure from its proximity to the Transportation Hub east of the GO rail. The Markham Centre Greenlands Plan proposes an extensive network of trails and boardwalks within the Rouge valley and Sheridan has worked directly with the plan to ensure connectivity to this system as a means of easily accessing the Transportation Hub.

5.5 Bicycle Circulation

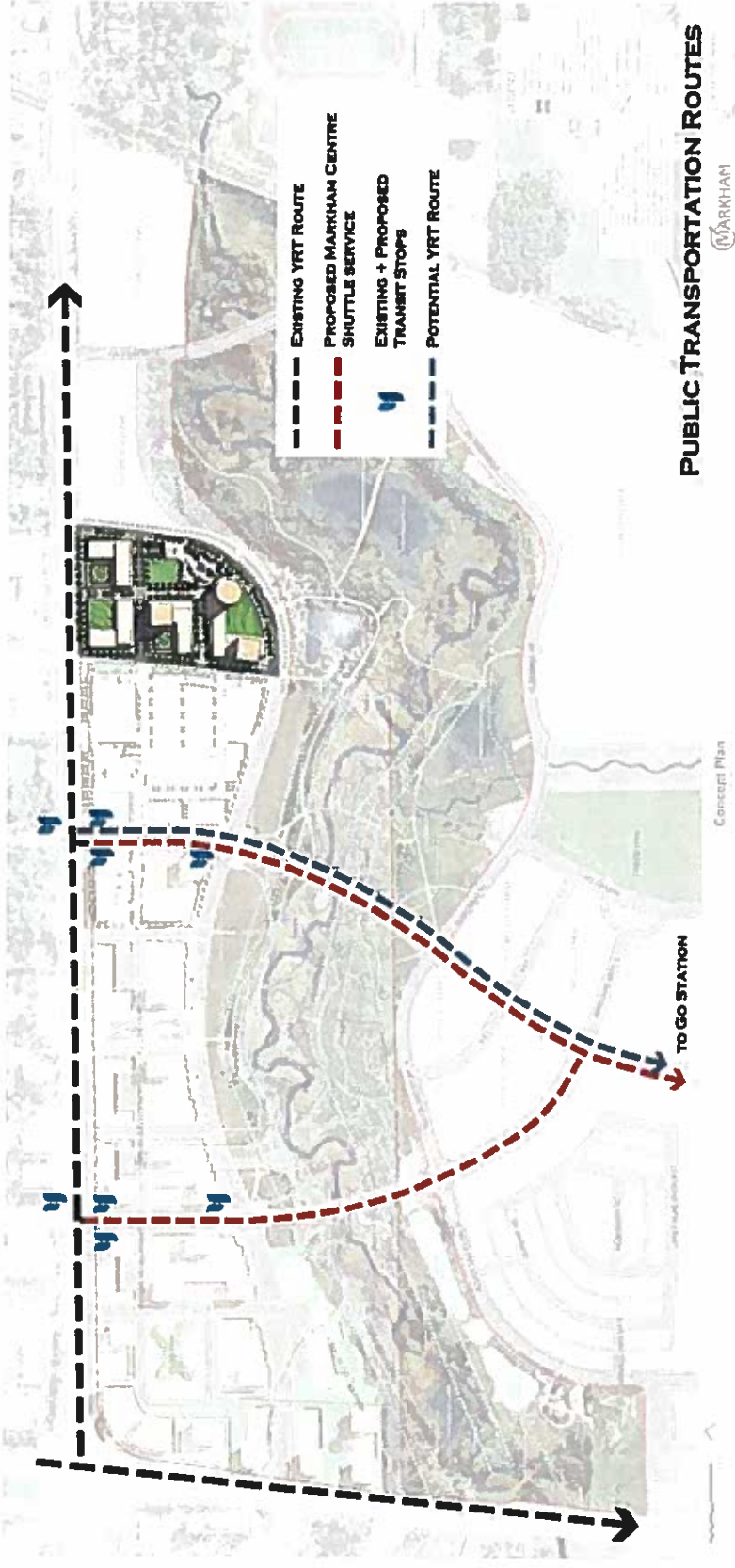
The network of streets in both the Sheridan Precinct Plan and the Centre North Precinct Plan also offer a varied and refined grid of on and off-road bicycle linkages. The Sheridan Precinct Plan in fact plays a key role in extending the bicycle path system farther east along Rougeside Promenade. This system of bike paths also connects with the proposed park/valley trail system offering both a transportation and recreational system to future residents. It is also worth noting that an extensive network of bike parking stations will be incorporated into all future development within the plan as well as within the parks and opens spaces associated with the plan.



Note: for illustrative purposes only

5.6 Public Transit

In addition to the pedestrian circulation routes described above, the Sheridan site will benefit from direct access to on-road transit. The site is within one city-block of the proposed Markham Centre Shuttle Service accessing the GO station and the VIVA system on Enterprise Drive. It will also offer direct access to existing YRT bus service on Highway No. 7.





5.7 Parking (On-street and Below-grade)

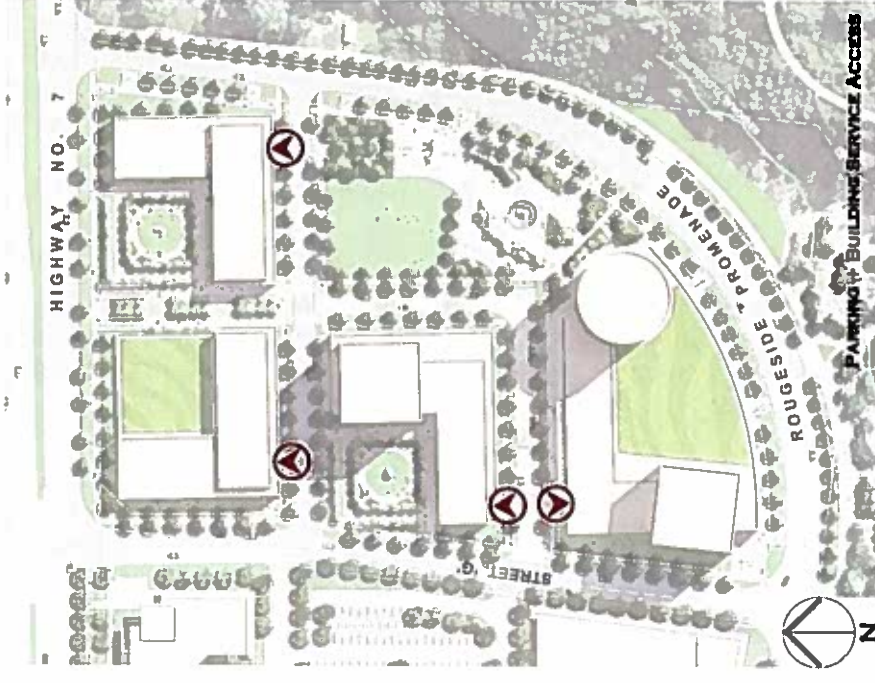
On-street parking within and abutting the Sheridan Precinct is encouraged as it provides opportunities for short-term stays while precluding the need for the construction of parking lots. Such parking is to be encouraged where appropriate and without negatively affecting vehicular, pedestrian or bicycle movement. Parking associated with development blocks within the plan will be accommodated within buildings. Small amounts of visitor parking may be provided at grade but the majority would be screened from view with underground access.

Built-form is arranged on each block in order to ensure that access to underground parking, as well as service access is located off of the internal road network, and placed away from main streets as well as views from intersecting streets. Access is also to be sited so as not to impact upon major public open space areas.

5.8 Building Service Access

Waste management storage and its removal should from an integral part of the design process in the layout and articulation of a development's ground floor. Storage of all collected waste and recyclables should be internalized within the building and discretely located away from main building accesses and active frontages. Vehicular movement for waste/recycling pick-up should be configured such as not to impact upon public or private open spaces or residential enjoyment of these spaces.

Passenger pick-up and drop-off should be readily accessible from main building entrances and designed in a manner that is accessible to all and does not conflict with pedestrian movement between entrance and public rights-of-way or park spaces. Where possible, areas for pick-up and drop-off should be treated with high quality materials and be clearly demarcated in order to articulate the primary arrivals space of a development.



Note: for illustrative purposes only

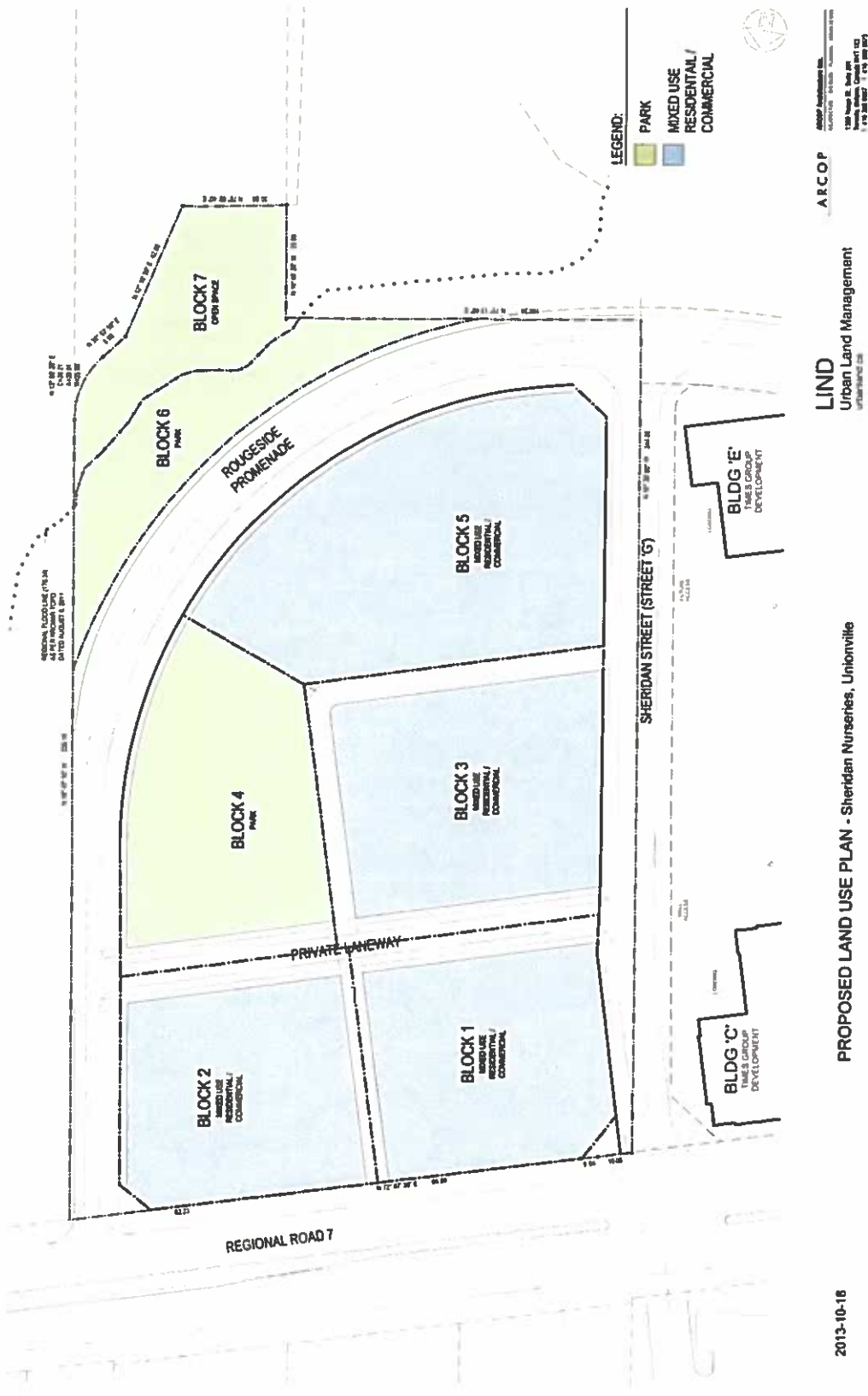
6.0 LAND USE

In keeping with the proposed Draft Official Plan, it is intended that these lands be developed as Mixed Use within the ' Intensification Area' of Markham Centre. These areas are intended to provide retail and service functions for large populations intermixed with high intensity residential uses. Building types could include residential apartment buildings; multi-storey non-residential or mixed use buildings; stacked townhouses or townhouses. The majority of the site is proposed as ' Mixed Use High Rise'. Within Markham, these areas are meant to accept the highest levels of intensification.

A narrow strip along Highway 7 is proposed to be designated Mixed Use Mid-Rise. This designation permits the same range of commercial and residential uses, but with lower heights and a maximum density of approximately 3.0.

Buildings in the Mixed Use High Rise category are to have minimum heights of 4 storeys.

This precinct plan anticipates that there will be a degree of flexibility with respect to the location of commercial office, retail and personal service uses mixed throughout the blocks with residential such that neighbourhoods will be created where people can shop, live and work within close proximity to local public transportation.



7.0 OPEN SPACE

7.1 Connectivity

Open space within the Sheridan Precinct will serve to link adjacent open space components and form part of a larger network that encourages public movement and use while also enhancing and protecting existing natural features. It is to include a range of typologies that contribute to an enhanced experience for pedestrians and cyclists.

7.2 Typology and Character

The configuration of streets, blocks and built-form have been designed to ensure that all future development within the precinct plays a pivotal role in shaping a strong public realm. All future buildings will front onto a public street and internal streets and driveways are proposed to be designed to appear and function as public rights-of-way ensuring a strong internal public realm. In addition, the site will see the delivery of a new 1.0-acre public park on its east boundary that will be framed and activated by built-form.

The plan likewise encourages the development of private outdoor amenity spaces including a mid-block north/south pedestrian mall connecting from Highway No. 7 as well as smaller open spaces associated with residential developments.

The Sheridan Precinct Plan is structured around a new 1.0 acre public park located mid-block on the east boundary. The park is surrounded by built-form and offers opportunities for both active and passive recreation. The park enjoys a prominent location and balances the overall distribution of parks within the Centre North Precinct.



In addition to the public park, the Sheridan precinct will convey privately owned valleylands as well as a small adjoining park block to the City of Markham for inclusion in the Markham Greenlands Plan. This conveyance will allow for the extension of the bicycle/footpath system associated with the Greenlands Plan as well as the restoration of a small piece of degraded landscaping above the top of bank. The valley and associated top of bank have been staked and agreed to by the TRCA and will play an important role in extending the public open space system to the east.



7.3 Views and Vistas

Every opportunity has been taken to use buildings not only as a means of framing streets and public spaces but also as a way to create attractive views and vistas. Besides creating important visual relief these vistas can also provide a useful means of way finding especially for visitors to an unfamiliar environment.

Looking south from the mid-block break along Highway 7 there is an unobstructed tree lined view terminating in the proposed landmark tower on Rougeside Promenade.

The internal east/west access road offers a vista of the public park from Street G where there is an opportunity for terminating this view with appropriately scaled public art in the park.

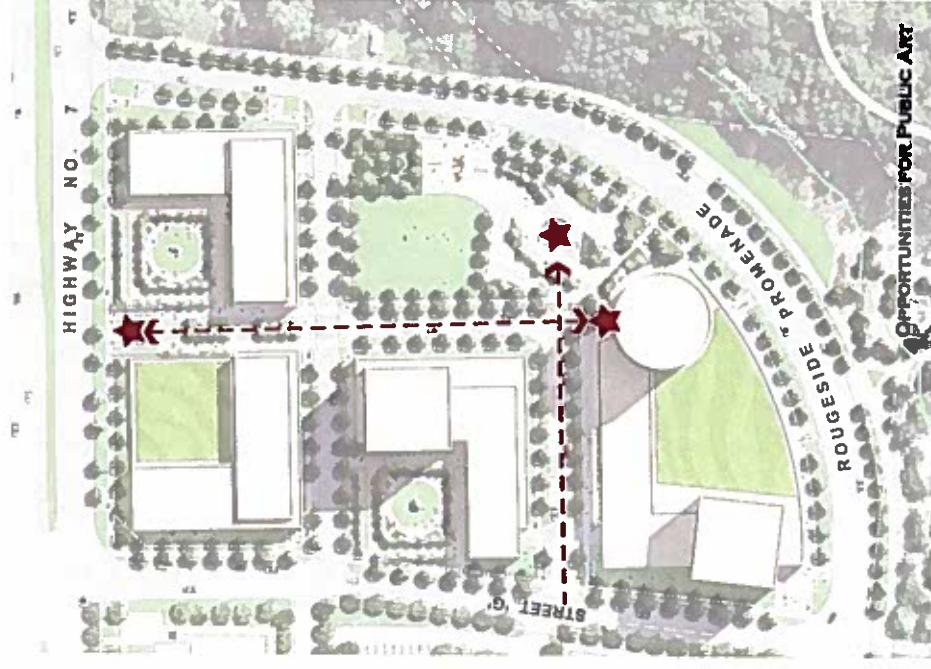
In lower buildings, residential units not facing streets or the park will be given views overlooking landscaped courtyards or amenity spaces situated on a green roof.

The mid block tower will have views of the public park to the east and will be buffered from the mall parking lot to the west by a landscaped courtyard.

A majority of units in the two south towers and the podium will have unobstructed south facing views over the Rouge valley.

7.4 Public Art

The geometry of the Sheridan Precinct offers a multitude of opportunities for the incorporation of public art. A strong linear grid of streets and drives as well as views anchored on the public park and prominent built-form should all be viewed as opportunities for public art. In this instance art can be used to animate views and draw people into the site. It could also be used to convey the history of this site.



Note: for illustrative purposes only

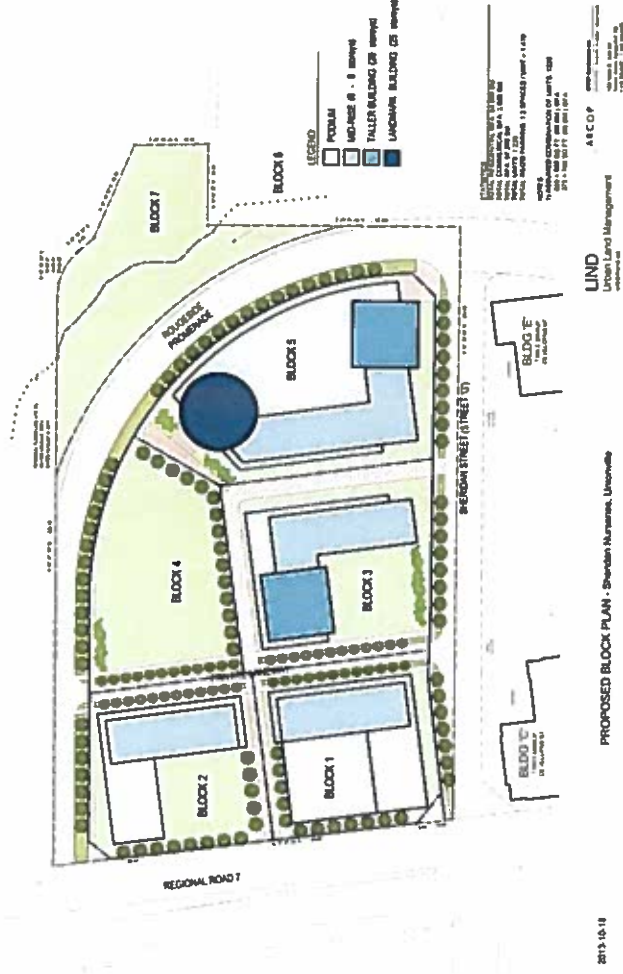


8.0 BUILT-FORM

8.1 Massing

Building massing extends the general pattern of development established to the east in the Markham Centre North Precinct with six to eight storey buildings located along Highway 7 and taller point towers to the south overlooking the proposed park and the Rouge valley. Taller buildings are each set on a lower podium providing opportunities for appropriately scaled facades at street level. Blocks 1, 2, 3 and 5 as shown on the conceptual block plan present opportunities for a range of commercial and residential development which will be further articulated in subsequent site planning. It is expected that there may be opportunities for ground floor retail along RougeSide Promenade; especially for uses such as cafes, restaurants and personal services which could take advantage of the pedestrian traffic near the valley edge trails, links to the GO station and vehicular traffic drawn along this route.

The two parcels fronting on Highway 7 allow for either a continuation of the six storey street wall west of the mall or a break in this pattern. The proposed massing shows a break with some setbacks to provide a landscaped courtyard and a lower podium structure with a green roof. This option as illustrated would offer north facing residential units some separation from Highway 7 and an alternative foreground view when facing this busy arterial.



All towers are proposed as slender point blocks with floor plate areas consistent with development to the west. The illustrated configurations are necessarily schematic and the central round tower is intended to convey the idea that this prominent location on Rougeside Promenade warrants a landmark structure with distinctive architecture. It also marks that point in Markham Centre North that is in closest proximity to the Mobility Centre and the proposed pedestrian and bicycle link to the Centre. In this location height and density will be situated conveniently close to public transit.

It is intended that private laneways for vehicular and/or pedestrian traffic internal to the site will be subject to an easement in favour of the City for public access and that these details will be addressed as future site plans are finalized."

8.2 Height and Densities

In keeping with the proposed new Official Plan, which calls for densities in this area of Intensification and for lands designated "Mixed Use High Rise", development may have a density generally in the range of 2.5 to 3.5 FSI. This site is proposed to conform to this objective.

While heights are generally consistent with development to the east some increase has been proposed to allow for the creation of a significant public park. It was also considered important to introduce some variety in tower heights with the aforementioned "landmark" building being the tallest of the three towers.

Lower slab form structures are arranged to frame streets and public spaces and are restricted to six and eight storeys. The eight storey buildings are stepped back above the sixth storey level along streets in order to introduce a consistent pedestrian scale along these frontages.

8.3 Character of Development

New development within the Sheridan Precinct will present a consistent identity, one that distinguishes itself from that of adjacent properties while also being associated with surrounding new development by means of height and massing. The building character will contribute to a high quality public realm while also respecting the guidelines in Section 3.0 Sustainability as noted in this document.



9.0 SERVICING and DEVELOPMENT PHASING

9.1 Limit of Development

The limit of development was established based on; i) the north limit of the recently constructed stormwater management facility (Sheridan SWM Pond) and ii) the greater of the Regional Storm Flood line or Physical Top of Bank (as staked with TRCA), plus a 10 m buffer. In accordance with OPA 21, the parkland adjacent to the Rouge River valley may include the 10 m buffer.

9.2 Municipal Servicing and Sustainability Measures

SCS Consulting Group was retained to prepare the Functional Servicing Report (FSR) and Preliminary Stormwater Management Report to support the Draft Plan of Subdivision.

The City of Markham recently designed a trunk sanitary sewer along Highway 7 from the York Durham Sanitary System at Kennedy Road, which was sized to accommodate the subject lands. The sewer was constructed in 2012. The study area will be serviced via local gravity collector sewers in a generally south to north direction, to the proposed Highway 7 trunk sanitary sewer at Street G (which abuts the west property limit of the site). Servicing allocation will be subject to Markham Council approval. There is an approximate 2.6 ha external area to the east of the site that can either; i) have sanitary drainage conveyed through the site via local sanitary sewers on Rougeside Promenade and Street G, or ii) have sanitary drainage conveyed easterly to another existing connection point to the Highway 7 trunk sanitary sewer at the future Sciberras Road.

The study area is entirely located within water Pressure District 5. The site will be serviced through a connection to a proposed 200 mm diameter watermain on Street G, which connects to the recently constructed 300 mm diameter watermain on Highway 7. A looped network of watermains will be located through the site.

There is a recently constructed stormwater management facility (Sheridan SWM Pond) located at the south limit of the property that will treat storm runoff from the site and other lands south of Highway 7, as well as lands north of Highway 7.

In accordance with the Master Servicing and Drainage Plan (MSDP) prepared for the Markham Avenue 7 Landowners Group by SCS Consulting Group Ltd. (September 2011), stormwater management measures for the site will include quality control (Enhanced Level), erosion control (attenuation of the 25 mm rainfall runoff with 24 hr release) and water balance enhancement (retain 5 mm rainfall event volume on-site). Stormwater quantity control is not required for lands draining directly to the Rouge River.

In accordance with the MSDP, runoff from 85% of the site plan shall be managed on-site for quality control treatment prior to discharging to the municipal storm sewer system. The remaining 15% of the site plan will runoff directly to the municipal storm sewer system and be treated by the existing Sheridan SWM Pond, together with the runoff from the municipal road right-of-ways.

A gravity storm sewer system will collect 5 year runoff from the site and convey it to the existing Sheridan SWM Pond (via the north inlet headwall).

Storm drainage from the future development lands east of the site area will be drained by others via a future storm sewer along the extension of Rougeside Promenade east of the site. The storm sewer on Rougeside Promenade within the site will be sized to convey these future flows to the existing Sheridan SWM Pond (via the north inlet headwall).

Quality control is proposed to be provided using a treatment train approach of LID measures including increased topsoil depths, passive landscaping, grassed swales, green roofs, rainwater harvesting for on-site re-use, oil-grit separators, and an end-of-pipe wet pond (the existing Sheridan SWM Pond).

The site plan block will provide on-site quality control for the parking lot and landscaped areas via an oil-grit separator sized to provide Enhanced level of protection (80% TSS removal) prior to outletting to the municipal storm sewer system. Rooftop runoff will by-pass the oil-grit separator. Runoff from municipal road right-of-ways will have quality control provided for in the existing downstream Sheridan SWM Pond.

Erosion control for the entire site area will be provided in the existing downstream Sheridan SWM Pond. Green roof and adjacent sloped roofs are proposed to drain to cisterns to allow stormwater re-use for irrigation. Landscaped areas are proposed to utilize rain gardens where appropriate. These additional detention methods will be in addition to the erosion control storage noted above.

Water balance enhancement will be provided by retaining the equivalent of the 5 mm rainfall event volume at the site plan level on-site via a combination of LID techniques such as rainwater harvesting for irrigation, rain gardens, extra topsoil depths, etc. The green roof areas are assumed to fully absorb the 5 mm rainfall runoff directly falling on the roof area.

9.3 Transportation

BA Consulting Group Ltd was retained by Sheridan Nurseries Unionville to carry out a transportation impact study (TIS) to support the Draft Plan of Subdivision.

In keeping with The Markham Centre Secondary Plan (OPA 21), priority has been given to transit, pedestrians and cyclists, as well as other measures that reduce auto dependency and minimize single occupant vehicle (SOV) travel. This approach is consistent with the Markham Centre Transportation Study (draft November 2009), Pedestrian and Cycling Master Plan (2008), Draft Cycling and Pathways & Trails Master Plans (2007), Markham's 2002 Transportation Planning Study (MTPS) and York Region's Transportation Master Plan (2002).

In order to ensure that the transportation needs of people travelling to, from and within Sheridan Development are met, a significant focus has been placed on sustainable transportation which refers to a range of initiatives aimed at reducing single-occupant vehicle (SOV) trips. The Transportation system servicing the Sheridan Development Sheridan Development would support this objective through the provision pedestrian friendly street pattern, and the provision of bicycle routes and facilities.

The Sheridan Development will provide for the easterly extension of RougeSide Promenade, a minor east-west collector road, and accommodates the introduction of two new north-south public streets along the east and west limits of the site. The new public streets form part of larger internal road network that will serve the Markham Centre community. The new internal roads are capable of generating sufficient accessibility and capacity to satisfactorily serve the anticipated vehicle demands. Each roadway will be designed for all users: pedestrians, cyclists, transit users, and motor vehicles.

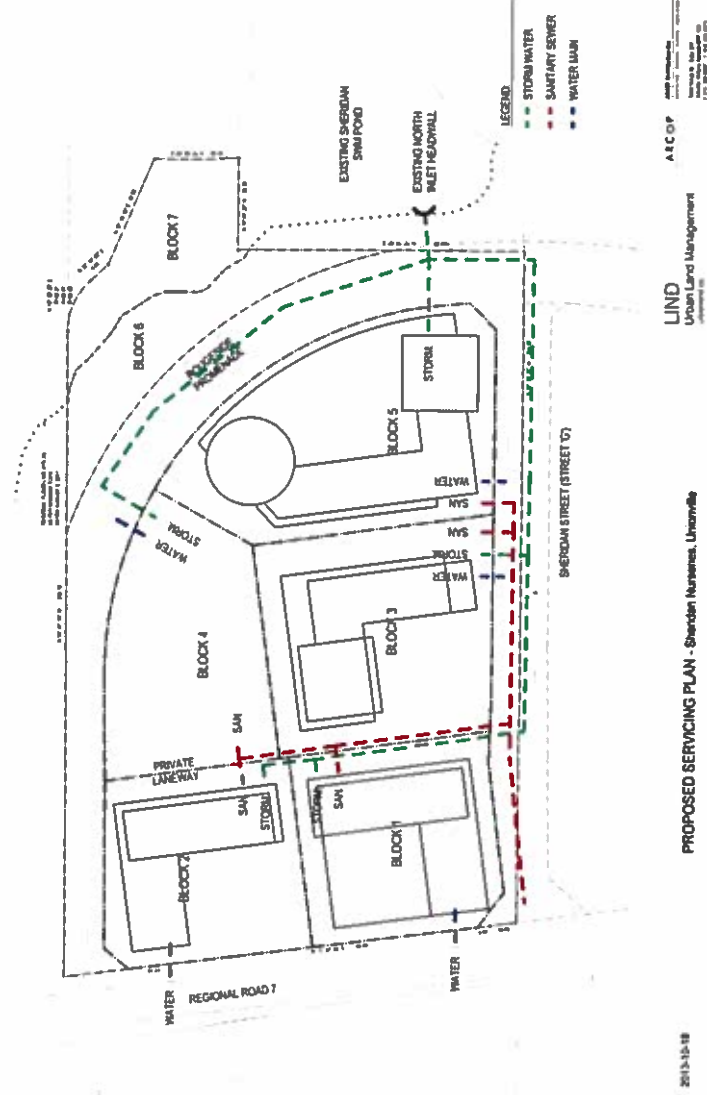
As development proceeds in Markham Centre, north/south links will be added by connecting to Verclaire Gate and to Village Parkway at Highway 7. The connection of Birchmount Road to Village Parkway is expected to be completed within the next two years. This will provide the Sheridan Development and the Markham Centre community with a direct connection south to the City of Toronto. The completion of RougeSide Promenade to Sciberras Road and the southerly extension of Sciberras Road to Enterprise Way are also planned.

The Sheridan Development is located within a kilometre from the Unionville Station on GO transit's Union – Stouffville Line. Several GO Transit buses, VIVA buses and York Region Transit (YRT) buses operate to and from this Station and provide connections to other areas of the City as well as other GTA communities. As such, the site is well served by extensive transit routes and facilities within the immediate vicinity.

According to the Draft Markham Centre Transportation Study, 23% of weekday morning rush hour trips from Markham Centre are made by sustainable modes, transit, walk, cycle, auto passenger), up from 11% in 1996. Transit ridership is therefore increasing to projected levels.

9.4 Development Phasing

The site could be built either in a single phase, or in several phases. The sanitary sewer and watermain connections on Street G, as well as the storm sewer connection to the existing Sheridan SWM Pond north inlet headwall will be required in support of the initial development phase. The phasing of the construction of Street G, Rouge-side Promenade and the internal laneways will be dependent on the phasing of the site development.





9.5 Draft Plan of Subdivision

