



SUBJECT: **RECOMMENDATION REPORT**
Ruland Properties Inc. (The Remington Group)
Application for Zoning By-law Amendment to permit a high density residential development comprising 545 condominium units with ancillary retail uses, north of Enterprise Boulevard, east of Warden Avenue and west of Rouge Valley Drive West

File No. ZA 15 244500

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

REVIEWED BY: Richard Kendall, M.C.I.P., R.P.P., extension 6588
Manager, Central District

RECOMMENDATION:

- 1) That the report dated November 2, 2015 titled “RECOMMENDATION REPORT, Ruland Properties Inc. (The Remington Group), Application for Zoning By-law Amendment to permit a high density residential development comprising 545 condominium units with ancillary retail uses, north of Enterprise Boulevard, east of Warden Avenue, and west of Rouge Valley Drive West, File No. ZA 15 244500” be received;
- 2) That the application submitted by Ruland Properties Inc. (The Remington Group) to amend Zoning By-law 2004-196, as amended, be approved and that Staff continue to work with the Applicant on finalizing the implementing Zoning By-law Amendment, to be brought forward for approval at a future Council meeting;
- 3) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

Ruland Properties Inc. (The Remington Group) has submitted an application for Zoning By-law Amendment to permit a high density residential development, comprising 545 condominium units in three residential buildings, located north of Enterprise Boulevard, east of Warden Avenue and west of Rouge Valley Drive West (Figure 1).

The proposed development consists of three buildings ranging in height from 7 to 15 storeys. Building 1 consists of two sections of 9 and 15 storeys, Building 2 is 12 storeys (previously 13 storeys) and Building 3 is 7 storeys (Figure 4).

A statutory Public Meeting was held on June 16, 2015 to consider the proposed Zoning By-law Amendment application. A number of area residents were in attendance and expressed concerns with the proposed development, including but not limited to: increase in traffic and congestion in the area, the proposed parking rate, the loss/lack of community amenity lands for recreational uses and the delay in the completion of amenities in the area. Staff responses to these issues are addressed in this report.

The Applicant has submitted a Traffic Impact Study in support of the proposed development. The study concludes that the traffic generated by the proposed development can be accommodated by the adjacent boundary road network without any improvements to the existing intersections.

The subject lands are situated at a prominent intersection considered to be a gateway into Markham Centre (a Regional Centre). Both the in-force Official Plan (1987 Revised) and new Official Plan 2014 (not yet in force) contemplate high density residential uses on these lands. The subject lands are well served by existing transit service and are located in proximity to the Warden Viva Station. The proposed high density residential development will contribute to a transit supportive built form. These attributes make the subject lands an appropriate location for the proposed high density residential development.

Staff recommend approval of the proposed Zoning By-law Amendment application. Staff will continue to work with the Applicant on the implementing Zoning By-law and will bring it forward for approval at a future Council meeting.

PURPOSE:

The purpose of this report is to discuss issues and recommend approval of a proposed Zoning By-law Amendment application submitted by Ruland Properties Inc. (The Remington Group).

BACKGROUND:

The subject lands are located north of Enterprise Boulevard on the east side of Warden Avenue and front onto Rouge Valley Drive West (Figure 1). The subject lands are approximately 1.21 ha (3 acres) in size and are vacant (Figure 3).

Surrounding uses are as follows:

- To the north are City owned lands intended for a future public park;
- To the east, across Rouge Valley Drive West, are the 10 storey “Rouge Bijou” building and 3½ storey townhouse dwellings;
- To the south, is the Viva Transitway, Warden Viva Station and Enterprise Boulevard; and,
- To west, are Warden Avenue and Viva’s Transitway “Jug Handle”.

The subject lands were formerly occupied by a temporary stormwater management pond, which is no longer in use. The Applicant will be required to re-grade the subject lands to accommodate the proposed development.

Proposal

The proposed development consists of 545 condominium units located in three residential buildings (Figure 4). Building 1, located north of Enterprise Boulevard on the east side of Warden Avenue, has a maximum height of 15 storeys and transitions to a height of 9 storeys along its Warden Avenue frontage. Building 2, located north of Enterprise Boulevard on the west side Rouge Valley Drive West, has a height of 12 storeys (previously 13 storeys) and is linked to Building 1 by a podium. Building 2 is proposed to contain 179 m² (1,927 ft²) of retail uses at-grade. Lastly, Building 3, located north of Building 2, on the west side of Rouge Valley Drive West, has a height of 7 storeys.

The proposed development will be serviced by two driveways off Rouge Valley Drive West (Figure 4). The first driveway, which is a proposed service access, is approximately 24 metres north of Enterprise Boulevard. The second driveway is located approximately 70 metres north of Enterprise Boulevard, and will accommodate full-moves to and from the site. Parking for the proposed development (a total of 634 spaces) is located below grade in a one level parking garage (322 spaces), above grade in a three-storey parking structure internal to the buildings, which is screened from view of the adjacent public street system and future public park (260 spaces) and covered at-grade for limited visitor and convenience uses (52 spaces). The amount of parking proposed, relative to the requirements of the Markham Centre Zoning By-law, are discussed later on in this report.

The roof of the above grade parking structure is to be partially landscaped and functions as an outdoor amenity area. Buildings 1 and 2 are linked by a podium, which contains an indoor amenity area. The indoor amenity space is directly accessible to the outdoor amenity area located on the roof of the above grade parking structure.

A companion site plan application has been submitted with the subject Zoning By-law Amendment application and is currently under review by City staff and external agencies. Staff will continue to work with the Applicant through the site plan approval process and will report back to Development Services Committee on this application in the future.

Official Plan and Zoning

Current Official Plan

The subject lands are designated “Commercial – Community Amenity Area” in the in-force Official Plan (1987 Revised), as amended. The planned function of the “Commercial – Community Amenity Area” designation is to provide for a multi-use, multi-purpose centre offering a diverse range of retail, service, community, institutional and recreational uses serving several residential and/or business areas”. Medium and high density residential uses are also contemplated in this designation subject to the review of a site specific development proposal and rezoning.

Markham Centre Secondary Plan (OPA 21)

The subject lands are further designated “Open Space” and “Secondary School” in the Markham Centre Secondary Plan (OPA 21). Section 4.5.1 (b) of the Secondary Plan states:

“Certain lands contributing to components of the Open Space System are identified schematically or symbolically on Schedule ‘AA’ – Detailed Land Use System and Schedule ‘CC’ – Open Space System of the Secondary Plan. (The underlying use designations are shown on Schedule ‘A’ – Land Use of the Official Plan). The locations, configurations and boundaries of these lands shall be confirmed through Precinct Plans and implementing development plans and may be revised in the process of development approval without further amendment to this Secondary Plan, to the satisfaction of the Town and authorized agencies.”

The policies of the Markham Centre Secondary Plan also recognize that the school sites may not be required and permits alternate uses. Section 4.4.1 (j) of the Secondary Plan defers to the Community Amenity Area policies in the event that the secondary school sites are no longer required by the School Board or for open space or institutional uses.

The Markham Centre Secondary Plan identifies the subject lands as being within the Centre West Precinct. The Precinct is a smaller area within a District which is an appropriate scale and size for detailed planning studies. A Precinct Plan for the Centre West Precinct and a corresponding draft plan of subdivision were approved by Council in July 2003 and revised in 2007. The approved Precinct Plan and implementing zoning provided for a redistribution of the parks and school sites within the plan area, consistent with the foregoing discussion of Official Plan policies. Accordingly, the subject lands were rezoned for a mix of uses, primarily employment, as discussed below.

The proposed high density residential development is consistent with the in-force Official Plan (1987 Revised) and Markham Centre Secondary Plan policies.

New Official Plan 2014 (not yet in force)

The subject lands are designated “Mixed Use High Rise” in Markham’s new Official Plan 2014 (not yet in force). Lands designated “Mixed Use High Rise” are priority locations for intensification and will provide retail and service functions for large populations intermixed with high density residential and office uses.

The proposed high density residential development is consistent with new Official Plan 2014 (not yet in force) policies.

Existing Zoning

The subject lands are zoned “Markham Centre Downtown One (Hold)” [MC-D1 (H1, H2 and H5)] by Markham Centre Zoning By-law 2004-196, as amended. This zone category permits a wide range of business uses including office buildings with accessory retail and restaurants uses, hotels with banquet and convention facilities and medical offices.

Proposed Zoning

The Applicant is requesting the subject lands be rezoned to “Markham Centre Downtown Two Zone” [MC-D2], which permits apartment dwellings and a range of retail and commercial uses. Staff will continue to work the Applicant on drafting the implementing Zoning By-law, incorporating any required site specific exceptions and holding provisions, and bring it forward for Council approval once finalized.

Statutory Public Meeting held June 16, 2015

On June 16, 2015, a statutory Public Meeting was held to consider the proposed Zoning By-law Amendment application. A number of area residents were in attendance and expressed concerns with the proposed development, including but not limited to: increase in traffic and congestion in the area, the proposed parking rate, the loss/lack of community amenity lands for recreational uses and the delay in the completion of amenities in the area. The Committee requested information on the number of people using the transit system and noted that the community is designed as a transit-oriented development. The Committee also asked for a map illustrating the timing and phasing of construction in the area to understand the comprehensive impacts of development on traffic, and that a time-line for improvements to the road network be provided. Information on the timing for the extension of Enterprise Boulevard and Verclaire Gate was also requested. A status update on the pathway system to the plaza on Highway 7 and the overall green space plan along the Rouge Valley (the Markham Centre Greenlands Plan) was also requested. These matters, along with others, are discussed further in this report.

Further, a Community Information Meeting was held by the local ward councillor on October 8, 2015. Similar concerns with the proposed development, as those expressed at the statutory Public Meeting, were identified by the area residents in attendance.

OPTIONS/ DISCUSSION:**Subject lands are an appropriate location for high density residential development**

In May 2010, Council endorsed a growth strategy for Markham, which emphasizes intensification within the current settlement area and limits additional growth outwards, and includes a residential intensification target of 60% within the current built boundary.

The City’s intensification hierarchy established the overall context for growth by allotting density in a hierarchical manner to: i) Regional Centres (highest intensity of development), ii) Key Development Areas, iii) Regional Corridors, and iv) Local Centres and Corridors. The subject lands, which are located within a Regional Centre (Markham Centre) are an appropriate location for the proposed high density residential development.

The subject lands are situated at a prominent intersection considered to be a gateway into Markham Centre. Both the in-force Official Plan (1987 Revised) and new Official Plan 2014 (not yet in force) contemplate high density residential uses on these lands. The subject lands are well served by existing transit service and are located within close proximity to the Warden Viva Station and the Unionville GO Station. The proposed high density residential development will contribute to a transit supportive built form. These

features make the subject lands an appropriate location for the proposed high density residential development.

Employment uses within the balance of Centre West Precinct

In requesting the proposed residential use, the Applicant has advised that the subject site is not a preferred location for office uses for several reasons, including but not limited to, its limited visibility from Highway 407, its interface with the existing residential to the east, and its lack of direct access from Warden Avenue or Enterprise Boulevard, which compromises its ability to attract major office uses. Conversely, attracting office employment to the other lands within the Precinct Plan, particularly south of Enterprise Boulevard, east of Warden Avenue, has been successful. Early in the processing of the subject application, staff requested that the Applicant provide a Planning Justification Report, detailing how the employment uses, originally contemplated for the subject lands, will be accommodated within the balance of the plan areas as a result of the proposed Zoning By-law Amendment.

The analysis undertaken by the Applicant's Consultant demonstrates that there are significant permissions for employment opportunities under the existing zoning for the Centre West Precinct, that the demand for office space in the Centre West Precinct has been strong with the construction of the Honeywell and Aviva office buildings and that there is also potential for new integrated office space to be provided as part of mixed-use buildings within other blocks. Therefore, staff accept the Applicant's position that the employment uses, originally contemplated for the subject lands, can be successfully accommodated within the balance of the plan area.

Urban Design Staff Comments

Building Massing and Elevations (see Figures 4-5)

The proposed three (3) buildings have been arranged in a manner so that the taller buildings align with Warden Avenue and the Viva Transitway, while the lower buildings flank the park block to the north and existing residential to the east. The buildings are internally connected by a 3-storey above grade parking structure, which is screened from view of the adjacent public street system and future public park. The roof of the proposed parking structure functions as an outdoor amenity area.

A conceptual perspective from Warden Avenue looking north at Buildings 1 and 2 is provided (Figure 5). The proposed elevations are comprised of pre-cast concrete panels, dark grey metal panels and spandrel glass. Urban Design staff are of the opinion that the contemporary design, massing and built form of the proposed development is compatible with its surrounding context.

The Applicant continues to refine the buildings including the introduction of additional design elements, landscaping and amenity elements. Staff will continue to work with the Applicant through the site plan process to ensure that the interface between the proposed development and the existing townhomes to the east is appropriate.

Final elevations for the proposed development will be subject to a future site plan report to Development Services Committee.

Wind Study

The applicant has submitted a wind study analysis for the proposed high density residential development. Higher wind conditions may contribute to uncomfortable conditions at the building corners as well as the mid-block access. Urban design staff will work with the Applicant to resolve these issues during the site plan process.

Shadow Study

Urban Design staff has reviewed the shadow impact study submitted by the Applicant. Partial shadows will be cast upon the future park block to the north on March 21st and September 21st between the hours of 8:00 a.m. and 12:00 p.m. However, these shadows will be partially negated by shadows cast by existing buildings (particularly the “Rouge Bijou” building) between 8:00 a.m. and 9:00 a.m. The proposed development will also cast shadows on the existing residential buildings to the east on March 21st and September 21st between the hours of 4:00 pm and 6:00 pm. It is the opinion of Urban Design staff that these impacts are minimal and should not pose a concern with respect to building massing.

Public Realm

The width of Rouge Valley Drive West boulevard along the east side of the proposed development is currently indicated as approximately 2.5 metres. The applicant has agreed to convey additional lands to the City in order to widen the boulevard to 5.0 metres consistent with other developments in Markham Centre.

In addition to the public sidewalk on Enterprise Boulevard, access to the Warden Viva station to the south of the proposed development will be provided along a publicly accessible private walkway extending from Rouge Valley Drive to Warden Avenue.

The Applicant will also work with City staff in ensuring that there is a barrier free transition between the proposed development and the future public park to the north.

Traffic Impact Study has been reviewed by City Staff

The Applicant has submitted a Traffic Impact Study in support of the proposed development. The study concludes that the traffic generated by the proposed development can be accommodated by the adjacent boundary road network without any improvements to the existing intersections. Transportation Planning staff have reviewed the study and are generally satisfied with the findings.

Proposed Parking Ratio

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

The required number of parking spaces for the proposed development is 660 spaces in accordance with the Markham Centre Zoning By-law 2004-196, as amended. The Applicant is proposing a total of 634 parking spaces (reduction of 26 spaces) based on a parking standard of 1 space per dwelling unit plus 0.15 parking spaces per unit for visitors, to be shared with the retail component. The Applicant has provided justification for this ratio based on proxy site parking surveys of adjacent residential buildings, confirming the visitor demand of 0.15 parking spaces per unit. The site is immediately adjacent to a transit station. Transportation Planning staff concur with the proposed parking standard.

Transportation Demand Management

The Applicant submitted a Transportation Demand Management (TDM) Plan for review and approval. The TDM Plan outlines strategies that aim to reduce the number of single-occupant vehicles and the level of peak-period traffic by encouraging the use of active and sustainable transportation options. The final agreed to TDM measures will become conditions in a future site plan agreement and secured through a Letter of Credit.

Viva Ridership Information

As requested by members of Development Services Committee, York Region Transit staff provided the following statistics relating to their system revenue ridership (this includes both YRT and Viva routes). It should be noted that there was a labour disruption in late 2011 and early 2012. Overall, York Region Transit staff have advised that ridership has increased by 15.7 per cent from 2010 to 2014.

Year	Year-end ridership
2010	19,395,721
2011	19,784,179
2012	22,156,782
2013	22,709,612
2014	22,445,497

York Region Transit staff have also provided the following statistics for riders getting on and off at the Warden Viva station. As demonstrated in the chart below, there has been a significant increase in ridership at the Warden Viva station since implementation in 2012.

Year	Warden Westbound		Warden Eastbound	
	On	Off	On	Off
2015 (Up to the end of August)	43,636	20,895	20,127	38,077
2014	61,985	23,062	25,960	56,083
2013	23,776	7,472	20,596	7,810
2012	3,629	961	1,122	3,380

Anticipated Road Improvements in the Area

Engineering staff are undertaking a 10 year Capital Works Program based on the timing of development in Markham Centre. Construction for the Verdale Crossing (Verclaire Gate) bridge over the Rouge River is scheduled to commence in July 2016 with an anticipation completion date of December 2017 (this is subject to permit and budget approvals). The Environmental Assessment Study for the extension of Enterprise Boulevard west of Warden Avenue to Rodick Road (the Yorktech Extension) is currently underway and anticipated to be filed by the end of 2015. The design and construction of the same is anticipated within the next five to seven years. The Environmental Assessment Study for the Miller Avenue Extension from Woodbine Avenue to Kennedy Road is completed and was filed in September, 2013. The City has engaged a consultant to start the detailed design from Warden Avenue to Birchmount Road. Detailed design is anticipated to be completed by December, 2016.

The Times Group is currently completing construction of Rougeside Promenade to the west boundary of their property. The remaining section, which will connect to Warden Avenue opposite Clegg Road, is on lands owned by Aryeh Construction Limited. Aryeh has draft plan of subdivision approval for their property; however, they have not advised when they intend to proceed with development. It should be noted that the Rougeside Promenade connection to the extension of Verdale Crossing across the Rouge will be finalized prior to the bridge being operational.

Status of Development in Markham Centre

Appendix A identifies the location of key developments in Markham Centre, as requested by the Committee at the statutory Public Meeting. The map provides the identifying name of the proposed project and preliminary statistics. To date, approximately 5,950 units have been built or are under construction in Markham Centre.

Timing of Construction of Park Block to the North

As previously mentioned, to the north of the subject lands are City owned lands intended for a future public park. Urban Design prepared preliminary design concepts for this neighborhood park and have requested funding through the 2016 Capital budget for its design. Approval of this budget request would permit City staff to hire the landscape architect to proceed with design development, including public consultation.

Status Update on Markham Centre Greenlands Plan

The Markham Centre Greenlands Plan is a comprehensive trail system and valley restoration project addressing both the north and south sides of the Rouge River. Staff are currently updating and finalizing the trails master plan component of the plan to be more reflective of new development and infrastructure requirements in the area. This update will be included in the Master Environmental Servicing Plan (MESP) consolidation, which is scheduled to commence prior to the end of the year.

CONCLUSIONS**Proposed Zoning By-law Amendment recommended for approval**

Both the in-force Official Plan (1987 Revised) and new Official Plan 2014 (not yet in force) contemplate high density residential uses on the subject lands. These lands are

well served by existing transit service and are located in proximity to the Warden Viva Station. The proposed high density residential development will contribute to a transit supportive built form. These features make the subject land an appropriate location for the proposed high density residential development.

The proposal also addresses compatibility with surrounding residential uses through variations in building heights, massing and setbacks, ensuring appropriate transitions from existing lower density areas to the east and park to the north. On this basis, staff recommend approval of the proposed Zoning By-law amendment.

FINANCIAL CONSIDERATIONS AND TEMPLATE:

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

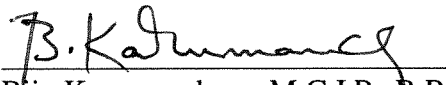
ALIGNMENT WITH STRATEGIC PRIORITIES:


The proposal has been reviewed in the context of Growth Management and Municipal Services, as the proposal is consistent with policies supporting efficient use of land and infrastructure by providing a more compact built form.

BUSINESS UNITS CONSULTED AND AFFECTED:

Not applicable.

RECOMMENDED BY:


Biju Karumanchery, M.C.I.P., R.P.P.
Director of Planning & Urban Design


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

ATTACHMENTS:

Figure 1: Location Map

Figure 2: Area Context/Zoning

Figure 3: Aerial Photo

Figure 4: Site Plan

Figure 5: Perspective from Warden Avenue Looking Northeast (Buildings 1 & 2)

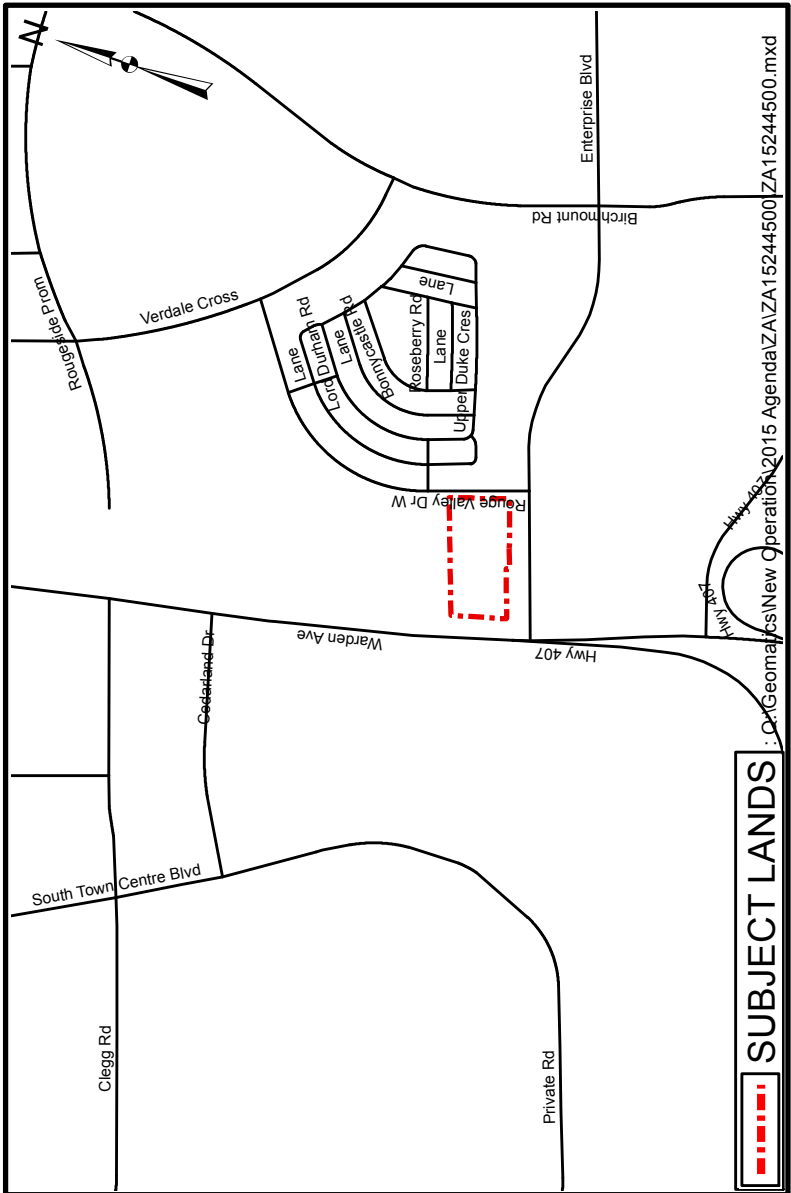
Appendix A: Markham Centre Project and Development Survey (September 2015)

AGENT:

Ms. Jessica Byers
Project Manager
Ruland Properties Inc.
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Vaughan, ON
L4K 1Y2

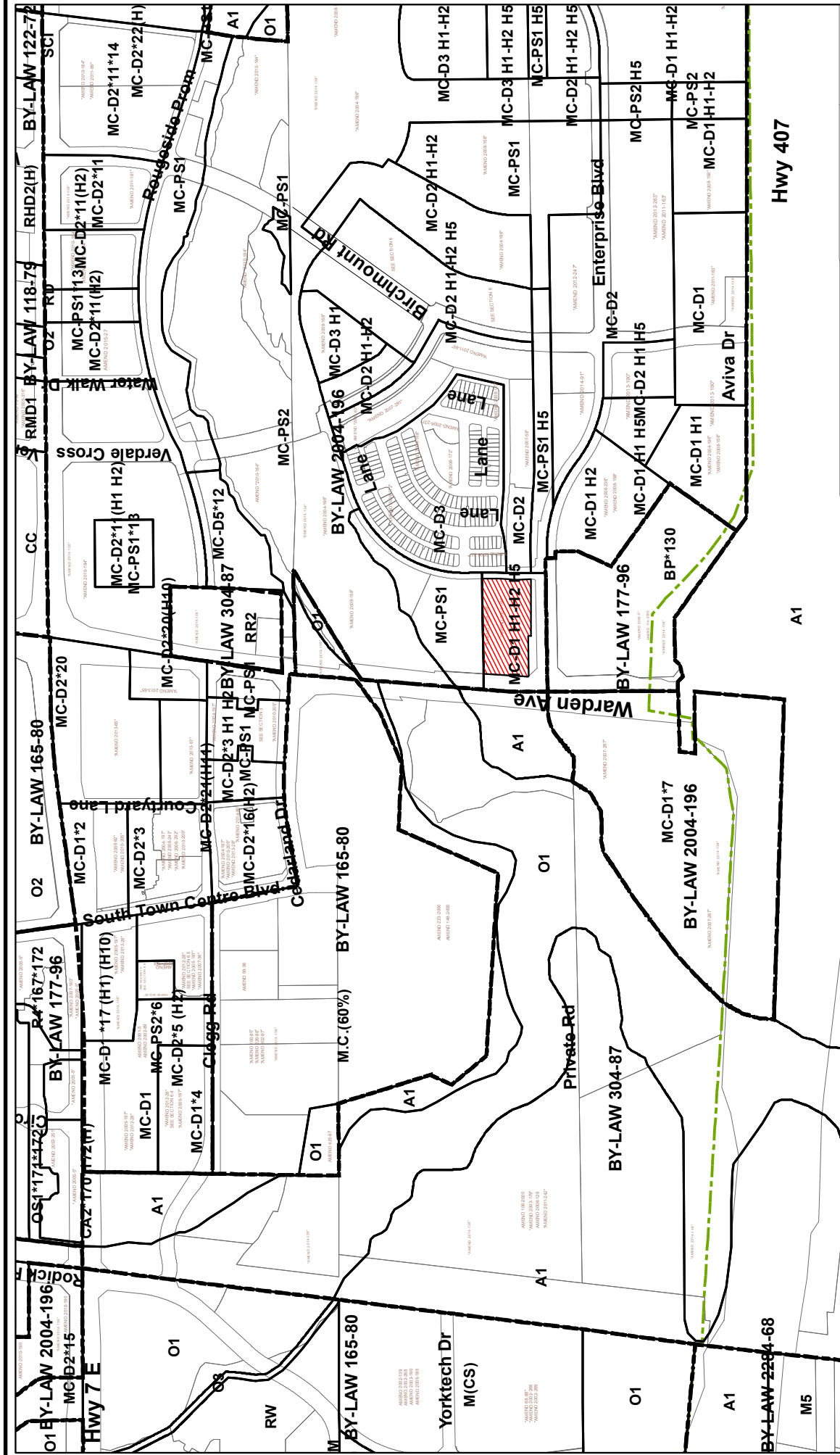
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SUBJECT LANDS

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AREA CONTEXT / ZONING

APPLICANT: RULAND PROPERTIES INC.
 NORTH OF ENTERPRISE BLVD. EAST OF WARDEN AVENUE

 SUBJECT LANDS

FILE No. ZA. 15244500 (SB)

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DATE: 10/04/2015

FIGURE No. 2





AIR PHOTO

APPLICANT: RULAND PROPERTIES INC.
 NORTH OF ENTERPRISE BLVD. EAST OF WARDEN AVENUE

FILE No. ZA. 15244500 (SB)

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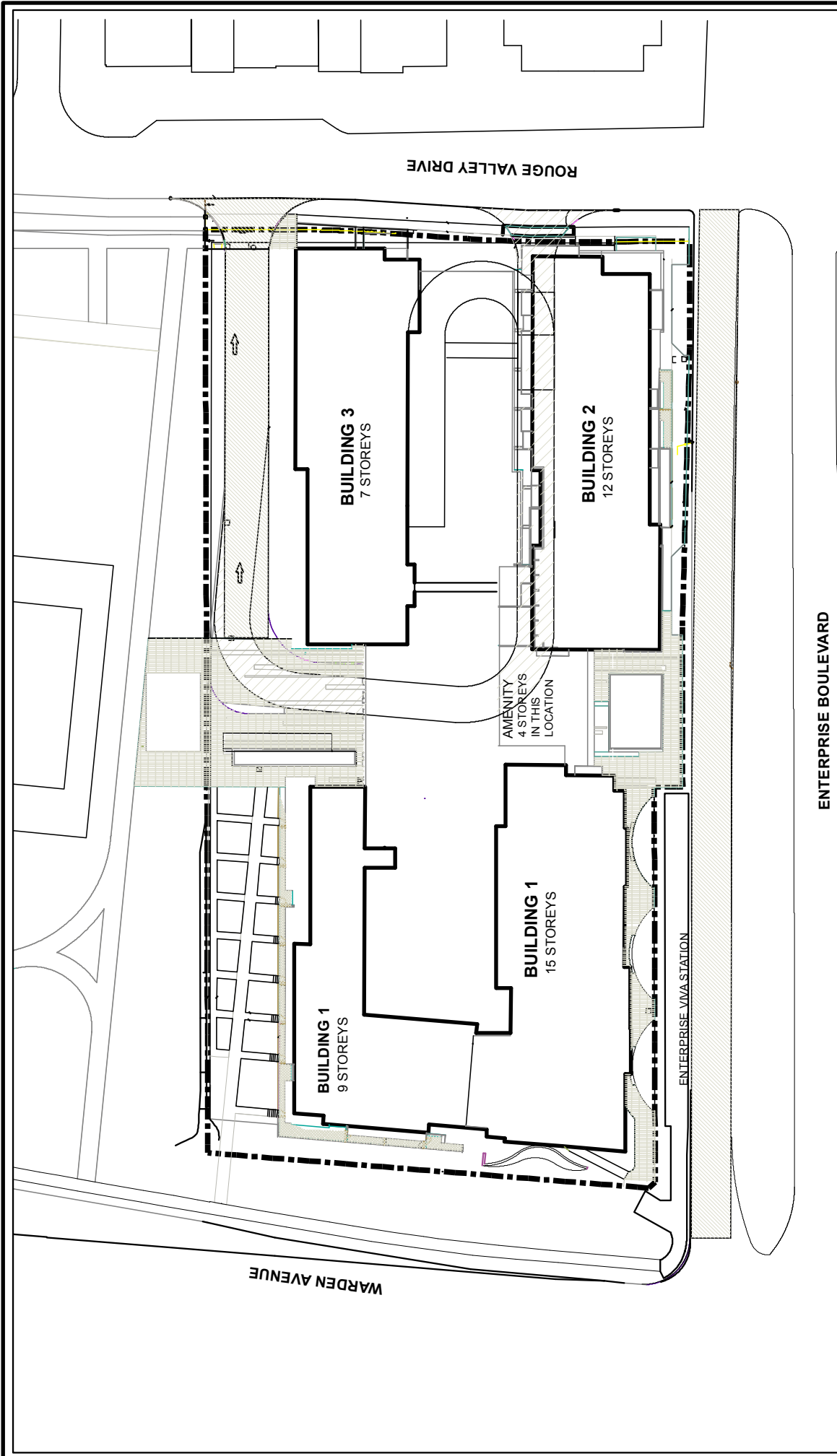
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 SUBJECT LANDS



DATE: 10/04/2015

FIGURE No. 3



SITE PLAN

APPLICANT: RULAND PROPERTIES INC.
 NORTH OF ENTERPRISE BLVD. EAST OF WARDEN AVENUE

FILE No. ZA. 15244500 (SB)

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DATE: 08/10/2015

FIGURE No. 4



PERSPECTIVE FROM WARDEN AVE. LOOKING NORTH EAST (BUILDINGS 1 & 2)

APPLICANT: RULAND PROPERTIES INC.
NORTH OF ENTERPRISE BLVD. EAST OF WARDEN AVENUE

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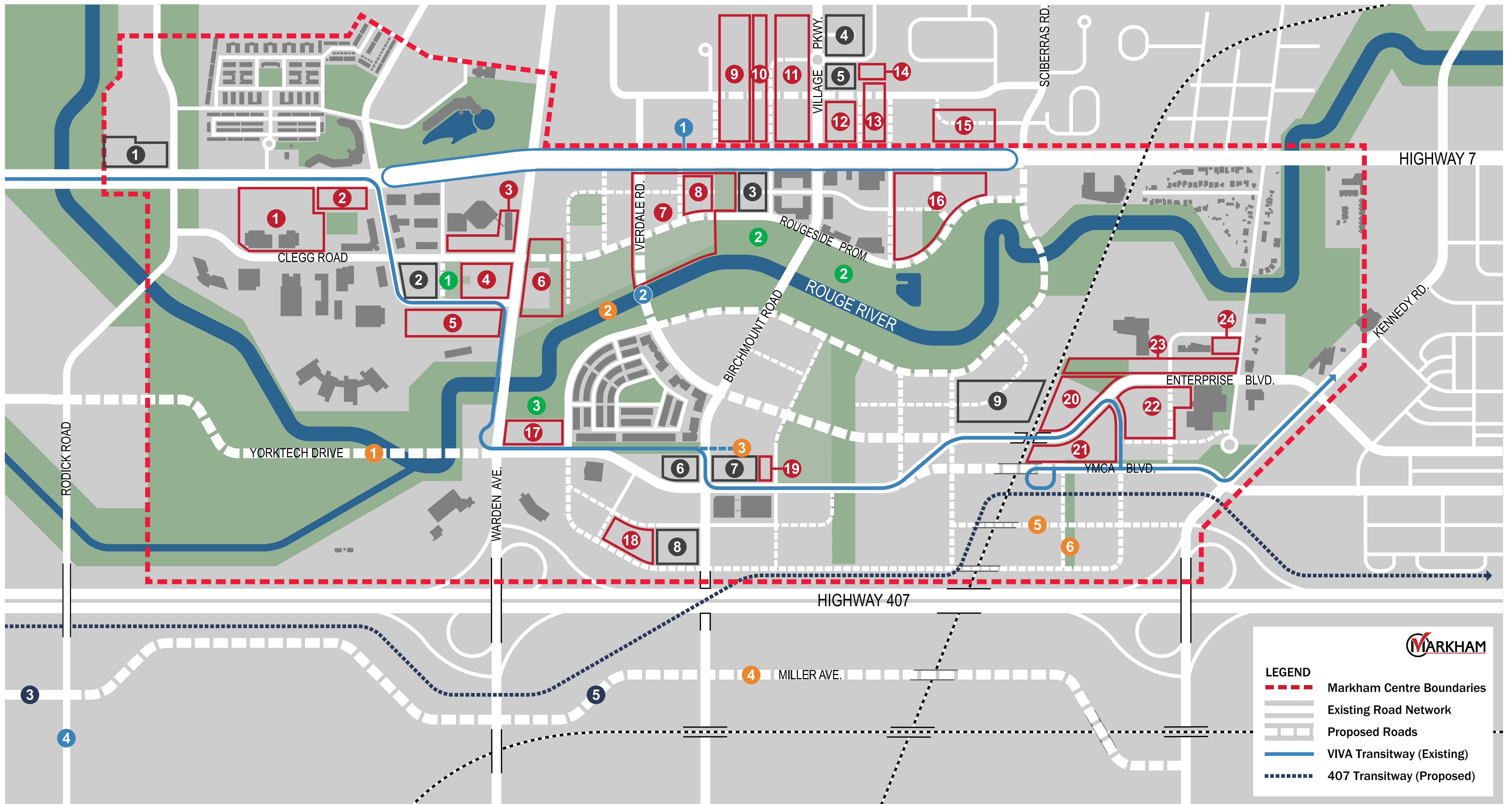


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DATE: 08/10/2015

FIGURE No. 5



DEVELOPMENTS UNDER CONSTRUCTION

- 1** Coptic Orthodox Church
APPROVED 2011
G.F.A. = 7,065 m²
- 2** H & W (Ph. 1)
APPROVED 2012
692 RESIDENTIAL UNITS
- 3** Times Uptown (Block 5)
APPROVED 2013
1,855 RESIDENTIAL UNITS
- 4** Times - North Block
APPROVED 2014
21 SINGLE FAMILY UNITS
- 5** Times Townhouses - Middle Block
APPROVED 2014
57 RESIDENTIAL UNITS
- 6** Carrousel
APPROVED 2014
- 7** Remington (Blocks J & K)
APPROVED 2013
4,770 m² COMMERCIAL; 14,600 m² (209 units) HOTEL;
399 RESIDENTIAL UNITS
G.F.A. = 42,200 m²
- 8** AVIVA
APPROVED 2013
34,460 m² COMMERCIAL
- 9** Parking Facility (Pan Am)
APPROVED 2015
930 PARKING SPACES
AREA = 2.81 ha

DEVELOPMENT APPLICATIONS (ACTIVE AND PENDING)

- 1** New World Development
SUBDIVISION / ZONING APPLICATION PENDING
SITE AREA: 3.69 ha
564 RESIDENTIAL UNITS; 21,380 m² COMMERCIAL
G.F.A. = 90,220 m²
- 2** Wyview - Kaptyn Site
ZONING APPROVED BY OMB (2011)
SITE AREA: 1.03 ha
500 RESIDENTIAL UNITS; 190 GUEST ROOMS
G.F.A. = 60,724 m²
- 3** Hilton Suites Hotel
ZONING BY-LAW AMENDMENT PERMITTING
CONVERSION OF 99 LONG-TERM STAY UNITS
TO RESIDENTIAL CONDOMINIUM USE IN
ADDITION TO 475 NEW CONDOMINIUM UNITS
- 4** H & W (Ph. 2)
SITE PLAN APPLICATION PENDING FOR
CONDOMINIUM RESIDENTIAL DEVELOPMENT
SITE AREA: 0.94 ha
- 5** IBM
FUTURE DEVELOPMENT APPLICATION PENDING
ALONG CEDARLAND DR.
- 6** Aryeh
SUBDIVISION / ZONING APPROVED THROUGH OMB
MEDIATION (2012); SITE PLAN APPLICATION PENDING
SITE AREA: 1.86 ha
524 RESIDENTIAL UNITS
G.F.A. = 52,649 m²
- 7** Times Uptown (Ph. 2)
SUBDIVISION / ZONING APPROVED (2013)
SITE AREA: 8.9 ha
1,855 RESIDENTIAL UNITS
- 8** Times Uptown (Block 4)
SITE PLAN APPROVED (2015)
SITE AREA: 1.09 ha
487 RESIDENTIAL UNITS
G.F.A. = 42,301 m²
- 9** Hildebrand Site
SUBDIVISION / ZONING APPLICATION
SITE AREA: 4.09 ha
755 CONDOMINIUM RESIDENTIAL UNITS
+ UNSPECIFIED No. OF TOWNHOUSE UNITS
G.F.A. = 58,798 m²
- 10** Peak Garden
OMB APPROVAL (2014);
SUBDIVISION / SITE PLAN APPLICATION
SITE AREA: 4.02 ha
MIDDLE BLOCK: 36 TOWNHOUSE UNITS
SOUTH BLOCK: 19 TOWNHOUSE UNITS +
UNDETERMINED FUTURE DEVELOPMENT
- 11** Wyview - Unionville Gardens
OMB APPROVAL (2014);
SUBDIVISION / SITE PLAN APPLICATION
SITE AREA: 4.42 ha
MIDDLE BLOCK:
60 TOWNHOUSE UNITS
SOUTH BLOCK:
12 TOWNHOUSE UNITS
379 CONDOMINIUM UNITS
- 12** Times Townhouses - South Block
SUBDIVISION / ZONING APPLICATION
SITE AREA: 1.16 ha
55 TOWNHOUSE UNITS
- 13** Peak Garden - Canada Computers
SUBDIVISION / ZONING APPLICATION PENDING
SITE AREA: 2.32 ha

- 14** Whiterose Village
SUBDIVISION APPLICATION TO CREATE
9 SINGLE FAMILY LOTS
- 15** Litchfield Townhouses
SUBDIVISION / ZONING APPLICATION PENDING
SITE AREA: 1.20 ha
50 RESIDENTIAL UNITS
- 16** Wyview - Sheridan
SUBDIVISION / ZONING APPROVED (2012)
SITE AREA: 4.32 ha
1,225 RESIDENTIAL UNITS; 4,900 m² COMMERCIAL
- 17** Remington A1
SITE PLAN / ZONING APPLICATION
SITE AREA: 1.21 ha
545 RESIDENTIAL UNITS; 179 m² COMMERCIAL
G.F.A. = 57,464 m²
PLANNER: Sabrina Bordone
URBAN DESIGNER: Michael Sraga
ENGINEER: Mansoor Ali
- 18** Remington Parking Structure
SITE PLAN / ZONING APPLICATION PENDING
- 19** Remington K2
SITE PLAN / ZONING APPLICATION
SITE AREA: 0.28 ha
276 RESIDENTIAL UNITS; 8,770 m² COMMERCIAL
G.F.A. = 27,582 m²
- 20** Unionville Gate (North)
OPA / ZONING (APPROVED 2012)
SITE AREA: 2.08 ha
980 RESIDENTIAL UNITS

- 21** Unionville Gate (South)
OPA / ZONING (APPROVED 2014)
SITE AREA: 2.65 ha
1,402 RESIDENTIAL UNITS; 22,200 m² COMMERCIAL
G.F.A. = 152,568 m²
- 22** York University
SITE PLAN / ZONING APPLICATION
SITE AREA: 2.02 ha
ACADEMIC FACILITY
G.F.A. = 69,740 m²
- 23** 28 Main Street
OPA / ZONING / SITE PLAN APPLICATIONS
SITE AREA: 1.43 ha
718 CONDOMINIUM UNITS; 1,562 m² COMMERCIAL
G.F.A. = 57,397 m²
- 24** Rockport - Marleigh (Ph. 2)
SITE PLAN APPLICATION
SITE AREA: 1.27 ha
134 LONG-TERM CARE UNITS
G.F.A. = 22,615 m²

STUDIES

- 1** Yorktech Drive E.A.
- 2** Greenlands Plan/M.E.S.P.
- 3** VIVA H3.4 E.A.
- 4** Miller Avenue Extension E.A.
- 5** Mobility Hub
- 6** Tributary 5 E.A.

CAPITAL WORKS

- 1** Highway 7 Reconstruction
CONSTRUCTION COMMENCING JULY, 2015
- 2** Verclare Bridge
DESIGN ONGOING
- 3** Miller Avenue Widening
WOODBINE AVENUE TO RODICK ROAD
- 4** Rodick Road Widening
MILLER AVENUE TO ESNA PARK DRIVE
- 5** Miller Avenue Extension
WARDEN AVENUE TO BIRCHMOUNT ROAD

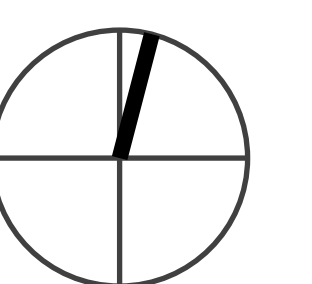
PARKS

- 1** H & W / Courtyard Lane
DESIGN PENDING
- 2** Rougeside Park (interim)
CONSTRUCTED 2015
- 3** Rouge Valley West Park
DESIGN PENDING

MARKHAM CITY CENTRE

Project & Development Survey

September 03, 2015



not to scale