



SUBJECT: **Ruland Properties Inc. (The Remington Group)**
Application for Site Plan Control Approval,
Proposed Mixed-use Development (HS1),
East side of Birchmount Rd., north of Enterprise Blvd.
File No. SC 16 116738
Ward 3

PREPARED BY: Richard Kendall, M.C.I.P., R.P.P.,
Manager, Central District, Ext. 6588

RECOMMENDATION:

- 1) That the April 24, 2017 report titled Ruland Properties Inc. (The Remington Group), Application for Site Plan Control Approval, Proposed Mixed-use Development (HS1), File No. SC 16 116738 be received;
- 2) That the application by Ruland Properties Inc. (The Remington Group) for Site Plan Control Approval be endorsed in principle subject to the conditions attached as Appendix A;
- 3) That Site Plan Control Approval for a proposed mixed-use development (HS1) be delegated to the Director of Planning and Urban Design, or their designate, to be issued following execution of a Site Plan Control Agreement. Site Plan Control Approval is issued when the Director has signed the site plan;
- 4) That 620 units of servicing allocation be assigned to this project, subject to receiving a letter from the Trustee for the Landowner's Group confirming the applicant is in good standing;
- 5) That the City reserves the right to revoke or reallocate servicing allocation should this development not proceed in a timely manner;
- 6) That a by-law to remove the Hold (H) provisions on the subject lands be enacted upon execution of the Site Plan Agreement to the satisfaction of the Commissioner of Development Services;
- 7) That Site Plan Endorsement shall lapse after a period of three (3) years from the date of endorsement in the event that the Site Plan Agreement is not executed within that period; and,
- 8) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The purpose of this report is to provide information on the application and to recommend Site Plan Control endorsement of the proposed mixed-use development.

BACKGROUND:

The 1.86 hectares (4.6 acre) vacant site is located within the second phase of the Remington Group's Downtown Markham project, on the east side of Birchmount Road, north of Enterprise Boulevard and south of the future extension of Verdale Crossing (Figures 1 and 3). Staff are currently finalizing the Phase 2 Subdivision Agreement which includes the subject lands.

OPTIONS/ DISCUSSION:**Description**

Three buildings are proposed as part of this multi-phased development, which is immediately north of the Marriott Hotel and future VIVA rapidway. Buildings A and B at 16 storeys, generally mirror the height of the tallest Nexus building (14 storeys) on the west side of Birchmount Road. Building C would be 8 storeys and combined, the three buildings constitute the next component of the Remington Group's retail, mixed-used development known as Downtown Markham (Figure 4).

The second phase of this project, as depicted by a surface parking lot on the easterly portion of the site, is currently being contemplated at approximately 35 storeys, and will eventually be integrated with shared access and linked underground parking. The second phase represents a change in the height regime and built form for this project, necessitating a future application for zoning by-law amendments and report to Council (Figure 4).

Up to 620 residential units are proposed, along with approximately 15,200 square metres of retail and restaurant use. The final unit mix remains to be determined, but the applicants are proposing that approximately one third of the units would contain 2 and 3 bedrooms. Key components of the application (as discussed later in this report) include the easterly extension of Verdale Crossing from Birchmount Road through to Post Road (formerly Market Drive) and a new east/west local street (Simcoe Promenade), paralleling the VIVA rapidway, immediately south of the site.

Parking for the residential units would be consistent with the Markham Centre standard of one space per unit. The applicant is seeking relief to the visitor component (proposed at 0.15 spaces per unit rather than 0.2 spaces per units) based on opportunities for shared parking between the visitor and retail components. This relief is subject to a minor variance application which will be before the Committee of Adjustment in May, 2017.

Parking is to be accommodated in three levels below grade consisting of approximately 1,070 spaces, including 25 barrier free spaces. In addition, a temporary surface parking lot is proposed on the Phase 2 portion of the site (approximately 107 spaces). These surface spaces will eventually be integrated into a future structure as part of the second

phase of the project. A minimum of 225 bike parking spaces are proposed (including 155 spaces for residents), consistent with L.E.E.D. criteria.

The principal pedestrian access to Building A will be from Birchmount Road, Building B from Verdale Crossing and Building C from Simcoe Promenade. A north/south private driveway is proposed to bisect the site and access to the retail units will be via the adjacent public streets and from the private interior driveway. As discussed below, this north south driveway is intended to also provide access to an internal plaza space. This driveway will be on top of the future underground parking garage and retained by Remington in private ownership, which creates opportunities to close the driveway for special exhibits, events and functions. The attached renderings demonstrate the opportunities to animate the private driveway with a variety of design elements (Figures 6, 7, 10 and 11).

The ground floors of the three buildings facing the streets consist primarily of retail space and residential lobbies. The second floors of Buildings A and B contain mechanical and service areas with the third floors containing retail and restaurant space. Residential units, amenity space and outdoor terraces occupy the second floor of Building C. A shared rooftop amenity space for all three buildings is proposed on the fifth floor of Buildings A and B. Building materials consist of glass, precast and brick.

Internal Site Servicing

Access to the continuous underground garage structure for retail and visitor parking will be via ramps within an internal service corridor, located to the west of the north/south private driveway, and accessed via Verdale Crossing and Simcoe Promenade (Figures 4 and 10). Waste handling and loading will also be located at-grade and accessed through the service corridor. A separate ramp to the underground garage for residents is located to the east, between Building C and the second phase building. An access drive to the temporary surface parking lot also shares this location. As a temporary condition this ramp and driveway are open, but would be reconfigured once the second phase building is constructed.

Zoning

The site is zoned "Markham Centre Downtown Two – Hold (MC-D2 [H])" in the Markham Centre Zoning By-law (No. 2004-196). To allow for the building programme to better address the street and provide for flexibility in terms of the marketing and design of the retail units, a minor variance application has been submitted. The applicant is seeking relief to the building height as it relates to certain elements in the project (the absolute height as determined by the Buttonville Airport regulations would still apply), retail unit sizes, parking (shared and temporary) and certain setback conditions. This application is scheduled to be heard by the Committee of Adjustment in May, 2017. Obtaining the requisite zoning relief is a condition of Site Plan Control Approval. The Hold (H) would be lifted upon the issuance of Site Plan Approval. Staff note that the 620 units proposed within this project falls within the overall unit count of Remington's draft plan approval and as such a Section 37 contribution is not applicable.

Retail Programme Alignment with Precinct Plan

In 2006, refinements to the retail portion of the Remington Group's Downtown Markham Precinct Plan provided for the easterly extension of Verdale Crossing through the subject lands, terminating at Post Road (formerly Market Drive) in a dedicated retail and plaza space (Figure 8). Conceptually, this plan featured a glass covered north/south pedestrian passageway leading to a plaza which could host a variety of seasonal events.

Through extensive work with their retail consultants and designers, Remington has re-configured the retail and plaza space to be aligned on a new north/south private driveway, rather than the extension of Verdale Crossing. This reconfiguration, allows for improved circulation and connectivity through the larger plan area, and facilitates phasing of development. The reconfigured plaza, in a north/south alignment, better relates to the Marriott Hotel and cinema/retail projects to the south. Notwithstanding the changes, the intention of this design and the retail programme remains to create a specialty retail destination featuring a variety of unique retail and restaurant experiences.

A key component of the retail space includes a grand, tiered staircase on the west side of the private street. This staircase serves to provide access to the retail and restaurant space on the upper levels, casual seating, as well as amphitheatre style seating to view programmed events (Figures 6, 10 and 11).

Staff will continue to work with the applicant to finalize design details, including ensuring bird friendly elements, appropriate lighting and signage.

Verdale Crossing Extension

As noted, key components of the application include the easterly extension of Verdale Crossing from Birchmount Road through to Post Road and the introduction of a new east/west local street (Simcoe Promenade), paralleling the VIVA rapidway.

The easterly extension of Verdale Crossing to Post Road (formerly Market Drive) was contemplated in the original precinct plan for these lands. However, given the long term projected timing for its construction, the unresolved alignment and uncertain programming for the lands within the larger block, the road was not shown on the draft plan at the time. Construction of this section of Verdale Crossing will be secured through the Phase 2 subdivision agreement, however a Municipal Class EA may be required, prior to construction. Completion of this section of Verdale Crossing, as well as Simcoe Promenade as discussed below, is required to access and service this development. It is anticipated that this alignment of Verdale Crossing could be extended further east once the road, block and transit alignments are established through the on-going Markham Centre Mobility Hub Study.

Simcoe Promenade

The proposed east/west local road (Simcoe Promenade) would replace a linear park previously contemplated at this location, immediately adjacent to the proposed extension of the VIVA rapidway. The original intent of the precinct plan was to have a shared linear park with a seamless integration with the rapidway through this section of

Markham Centre from Birchmount Road to the future Sciberras Road. Through the detailed design and implementation of the rapidway, the uses have become segregated and distinct, with the rapidway running on its own dedicated transit alignment. A linear park adjacent to the initial phase of the VIVA rapidway through this section of the plan has been constructed, west of Birchmount Road (Figures 3 and 4).

In order to address the scale of the proposed development, and accommodate servicing and access requirements, a local road is proposed to provide a direct connection from Birchmount Road to Post Road. Council previously endorsed the concept of a two-lane municipal road at this location in May, 2014, as part of their consideration of a staff report on the Next Phase of the VIVA Rapidway Project.

In lieu of the previously proposed linear park of 0.28 ha, Remington is proposing to dedicate, through the Phase 2 subdivision agreement, a 0.46 ha parcel of parkland on the north side of Rouge Valley Drive. This site was previously zoned and identified for a high density mixed use development (Figure 9) and would now be integrated with an adjacent 0.54 ha valley edge park block, for a combined park area of 1.0 ha providing greater opportunities for programming and access to the Rouge River Valley. The parkland obligations for this development would also be secured in the Phase 2 Subdivision Agreement.

Engineering Review

Engineering staff have provided comments, identifying that much of the infrastructure required to service this project is contingent on the execution of the Phase 2 Subdivision Agreement. As such, many of the final servicing details have not been fully resolved and financial securities put in place. The expectation is that the subdivision agreement would be executed securing these elements, prior to staff endorsement of the site plan.

Transportation staff advise that additional material regarding the proposed road designs and cross sections is required and suggest that certain refinements for traffic operations may be warranted depending on the final configuration of the roads and proposed driveways. Additional review is also required for the proposed intersection of Simcoe Promenade with Birchmount Road to avoid potential conflicts with traffic signals on Enterprise Boulevard and increased future transit activity along the VIVA rapidway. Staff continue to review these elements with the applicant and any signals and/or turning restrictions would be secured in the Phase 2 Subdivision Agreement and/or Site Plan Agreement.

Public Art

City staff and Remington have been engaged in creating a comprehensive public art programme for Markham Centre and Downtown Markham, with the first public art element being developed for installation adjacent to Enterprise Boulevard, east of Warden Avenue. Through the review of this application staff will continue to explore potential public art opportunities.

Sustainability

Remington is incorporating L.E.E.D. elements consistent with other projects within Downtown Markham, and intend on connecting to Markham District Energy. The new energy requirements in the Ontario Building Code would also apply to this project.

Design Review Panel

This project was presented to the Markham Design Review panel on two separate occasions in 2016 (July 14th and November 9th). In both instances, the comments from the panel were generally positive, while focusing on opportunities to ensure the retail spaces engage the streets and that the upper level retail is visible and accessible. Other comments related to simplifying the architectural expression, enclosing the openings to the private north/south street to create a more intimate and comfortable pedestrian realm, while ensuring adequate sunlight and visibility. It was suggested that further design consideration was warranted as it relates to the courtyard/plaza space. Subsequent to the presentations, the plans have undergone further refinements and additional work with the applicant's retail consultants to respond to the panel's comments.

Markham Centre Advisory

This project is scheduled to go before the Markham Centre Advisory at the next scheduled meeting, currently being targeted for June, 2017.

FINANCIAL CONSIDERATIONS AND TEMPLATE:

Not Applicable

HUMAN RESOURCES CONSIDERATIONS:

Not Applicable

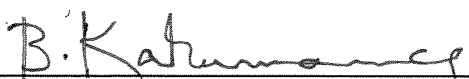
ALIGNMENT WITH STRATEGIC PRIORITIES:

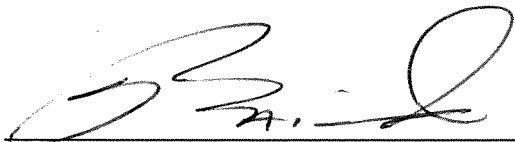
The application aligns with the City's strategic priorities of Growth Management and Transportation/Transit. The applicant advises they will be seeking L.E.E.D. certification and will be connecting to Markham District Energy.

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 Control Approval or will be addressed through the registration of the phase 2 subdivision.

RECOMMENDED BY:


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


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

ATTACHMENTS:

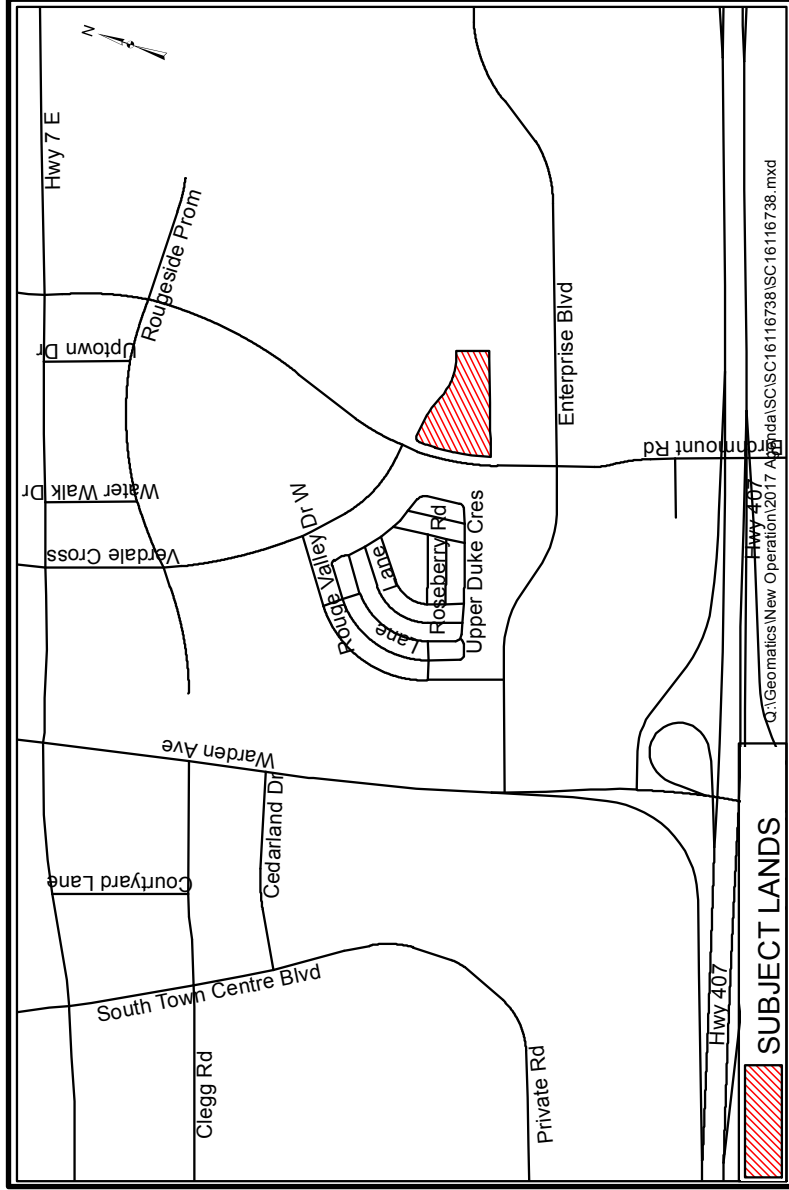
Appendix A – Conditions of Site Plan Control Approval

- Figure 1: Site Location
- Figure 2: Area Context / Zoning
- Figure 3: Air Photo
- Figure 4: Site Plan
- Figure 5: Elevations
- Figure 6: Rendering 1 (Northwest)
- Figure 7: Rendering 2 (Street view)
- Figure 8: Retail Precinct (2006)
- Figure 9: Draft Plan
- Figure 10: Ground Level Plan
- Figure 11: Upper Level Retail Plan

APPENDIX A – CONDITIONS OF SITE PLAN CONTROL APPROVAL

1. That prior to final Site Plan Control Approval the Owner revise the site plan to comply with the applicable zoning, or obtain appropriate by-law relief to accommodate the building programme, including lifting of the Holding (H) provisions;
2. That prior to final Site Plan Control Approval the Phase 2 subdivision agreement be executed;
3. That prior to final site plan approval the Owner provide necessary easements respecting public access and servicing connections through the subject lands (if required) to the satisfaction of the Commissioner of Development Services and the City Solicitor;
4. That prior to final Site Plan Control 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, shadow diagrams for adjacent public spaces, an underground parking layout plan, intersection and driveway design, grading, servicing and engineering drawings that comply with all requirements of the City and authorized public agencies, including VIVA, to the satisfaction of the Commissioner of Development Services. The final plans shall incorporate appropriate bird friendly and lighting components, to the satisfaction of the City;
5. That prior to final Site Plan Control 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 Director of Planning and Urban Design;
6. 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 applicable fees, and provisions to ensure that any restaurant use is equipped with odour control units, prior to final Site Plan Control Approval;
7. That parkland and/or cash-in-lieu of parkland obligations for the development shall be secured in the Phase 2 Subdivision Agreement, to the satisfaction of the Commissioner of Development Services.
8. That the location, size and construction of all refuse storage areas and recycling facilities, and arrangements for waste collection be to the satisfaction of the City of Markham Waste Management Department;
9. That provisions for Fire Routes, yard hydrants, Siamese connections and other emergency access requirements be to the satisfaction of the Fire Department;
10. That provision for snow removal and storage, sidewalk alignment and maintenance be to the satisfaction of the General Manager of Operations and Director of Engineering;

11. That the Owner provide and implement detailed Grading/Drainage, Servicing and Stormwater Management plans, to the satisfaction of the Director of Engineering;
12. That the Owner confirm that there are no shoring tie-backs into the City's right of way 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;
13. That the Owner comply with all requirements of the City and authorized public agencies, to the satisfaction of the Commissioner of Development Services;
14. That the Owner provide confirmation that height and lighting of the buildings meets the requirements of Transport Canada, including any applicable warning clauses;
15. That the Owner provide and implement a TDM plan which clearly identifies measures to promote alternative modes to the single occupant vehicle;
16. That the Owner respond to comments made by the Markham Centre Advisory and provide and implement a comprehensive Green Infrastructure plan, including L.E.E.D. for the residential component, and connections to the District Energy network, to the satisfaction of the Commissioner of Development Services;
17. That the Owner continue to work with staff on an appropriate public art component for this project;
18. That this endorsement shall lapse and site plan approval will not be issued after a period of three years commencing April 24, 2017, in the event that the site plan agreement is not executed within that period.

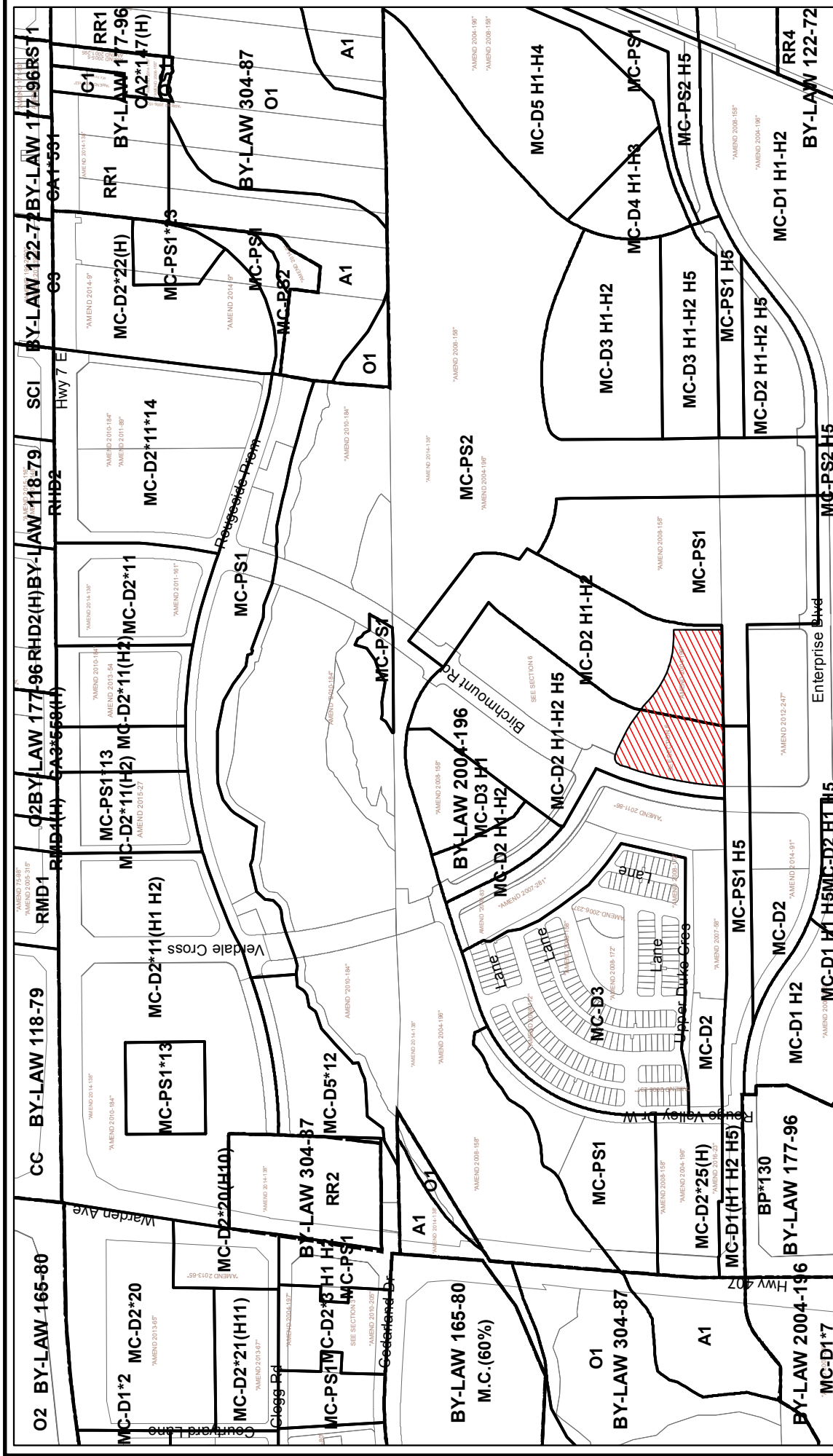


SUBJECT LANDS



Hwy 407

D:\Geomatics\New Operation\2017 April\Map\Individual\SC16116738\SC16116738.mxd



AREA CONTEXT / ZONING


APPLICANT: RULAND PROPERTIES INC.(The Remington Group)

FILE No. SC. 16116738 (RK)

SUBJECT LANDS

G:\1\Geomatics\New Operation\2017 Agenda\SC\SC16116738\SC16116738.mxd



 SUBJECT LANDS

AERIAL PHOTO (2016)

APPLICANT: RULAND PROPERTIES INC.(The Remington Group)

FILE No. SC. 16116738 (RK)

Q:\Geomatics\New Operation\2017 Agenda\SC\SC16116738\SC16116738.mxd

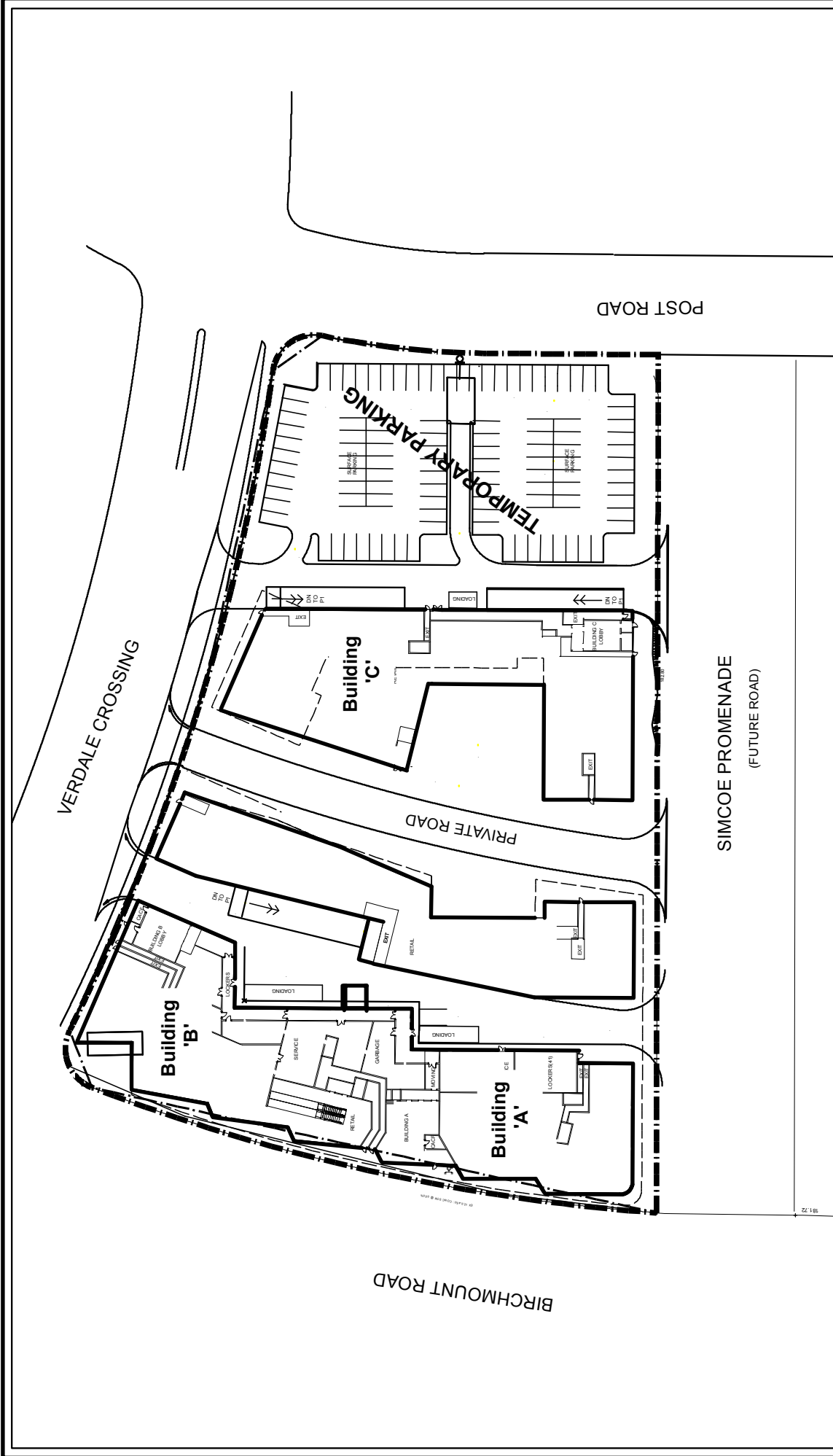


Drawn By: CPW

Checked By: RK

DATE: 29/03/2017

FIGURE No.3




SITE PLAN

APPLICANT: RULAND PROPERTIES INC. (The Remington Group)

FILE No. SC. 16116738 (RK)

Q:\Geomatics\New Operation\2017 Agenda\SC\SC16116738\SC16116738.mxd



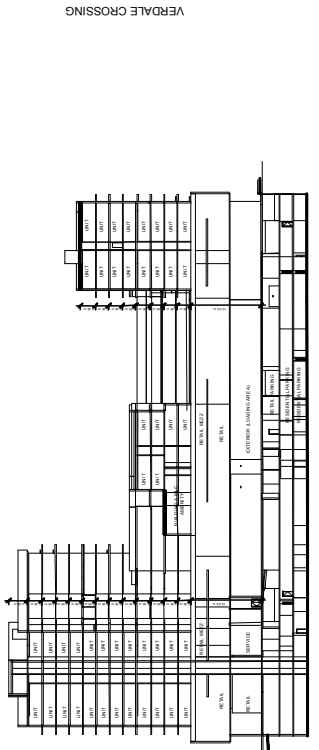
 SUBJECT LANDS

Drawn By: CPW
Checked By: RK

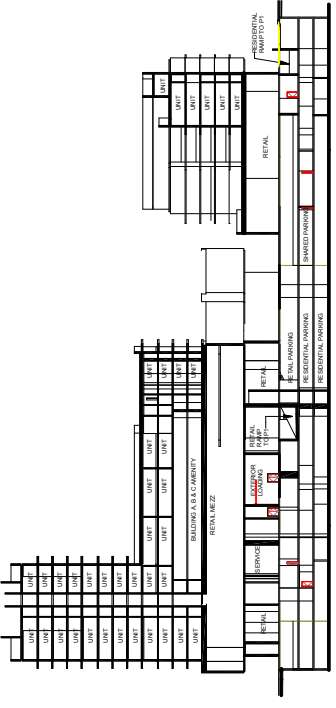
DATE: 29/03/2017

FIGURE No.4

BUILDING B ← BUILDING A →



BUILDING A → BUILDING C ←



ELEVATIONS

APPLICANT: RULAND PROPERTIES INC.(The Remington Group)

FILE No. SC. 16116738 (RK)

Q:\Geomatics\New Operation\2017 Agenda\SCISC16116738\SC16116738.mxd



Drawn By: CPW

Checked By: RK

DATE: 29/03/2017

FIGURE No.5





RENDERING 1 (Aerial View looking Northwest)

APPLICANT: RULAND PROPERTIES INC.(The Remington Group)

FILE No. SC. 16116738 (RK)

Q:\Geomatics\New Operation\2017 Agenda\SC\16116738\SC16116738.mxd



Drawn By: CPW

Checked By: RK

DATE: 29/03/2017

FIGURE No.6





RENDERING 2 (Street View from Birchmount Road and Simcoe Promenade)

APPLICANT: RULAND PROPERTIES INC. (The Remington Group)

FILE No. SC. 16116738 (RK)

Q:\Geomatics\New Operation\2017 Agenda\SC\SC16116738\SC16116738.mxd



Drawn By: CPW

Checked By: RK

DATE: 29/03/2017

FIGURE No.7



RETAIL PRECINCT (2006)

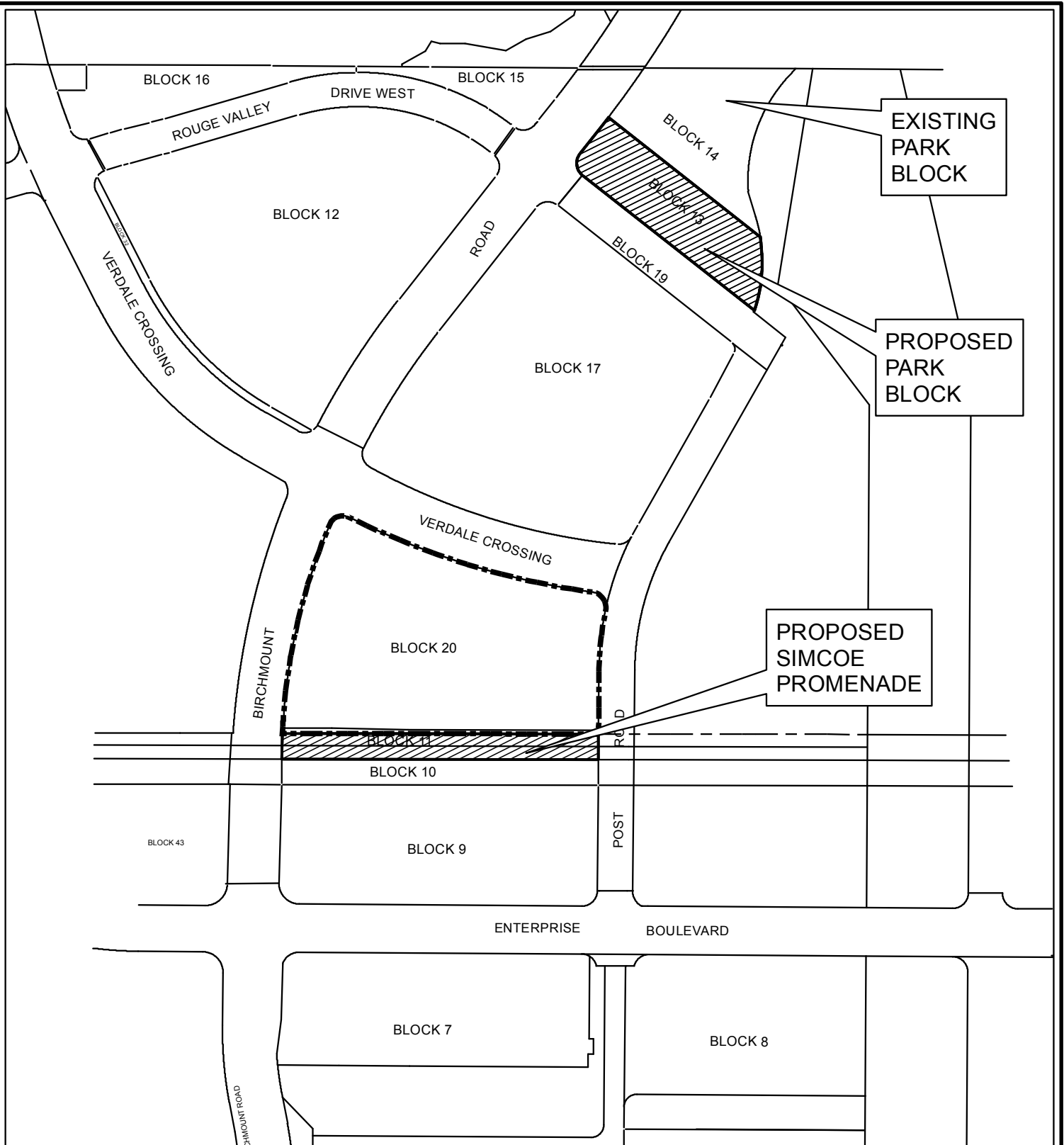
APPLICANT: RULAND PROPERTIES INC.(The Remington Group)

FILE No. SC. 16116738 (RK)

Q:\Geomatics\New Operation\2017 Agenda\SC\SC16116738\SC16116738.mxd



DATE: 29/03/2017



DRAFT PLAN

APPLICANT: RULAND PROPERTIES INC.(The Remington Group)

FILE No. SC. 16116738 (RK)

 SUBJECT LANDS



Q:\Geomatics\New Operation\2017 Agenda\SC\SC 16116738\SC 16116738.mxd

DATE: 29/03/2017



GROUND LEVEL PLAN

APPLICANT: RULAND PROPERTIES INC.(The Remington Group)

FILE No. SC. 16116738 (RK)

Q:\Geomatics\New Operation\2017 Agenda\SC\16116738\SC\16116738.mxd



UPPER RETAIL LEVEL PLAN

APPLICANT: RULAND PROPERTIES INC.(The Remington Group)

FILE No. SC. 16116738 (RK)

Q:\Geomatics\New Operation\2017 Agenda\SC\SC16116738\SC16116738.mxd